Planning Commission

AGENDA

SPECIAL MEETING OF THE PLANNING COMMISSION

This meeting is held in a wheelchair accessible location.

Wednesday, October 18, 2023
5:30 PM

North Berkeley Senior Center
1901 Hearst Avenue, Berkeley

See "MEETING PROCEDURES" below.

All written materials identified on this agenda are available on the Planning Commission webpage: https://berkeleyca.gov/your-government/boards-commissions/planning-commission

PRELIMINARY MATTERS

1. ***Roll Call:*** **Merker, Blaine,** appointed by Councilmember Kesarwani, District 1
Vincent, Jeff, **Chair,** appointed by Councilmember Taplin, District 2
Moore III, John E. "Chip", appointed by Councilmember Bartlett, District 3
Oatfield, Christina, appointed by Councilmember Harrison, District 4
Mikiten, Elisa, appointed by Councilmember Hahn, District 5
Marthinsen, Emily, appointed by Councilmember Wengraf, District 6
Twu, Alfred, appointed by Councilmember Robinson, District 7
Hauser, Savlan, appointed by Councilmember Droste, District 8
Ghosh, **Barnali, Vice Chair**, appointed by Mayor Arreguín

2. ***Land Acknowledgement:*** The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.

3. ***Order of Agenda:*** The Commission may rearrange the agenda or place items on the Consent Calendar.

4. ***Public Comment:*** Comments on subjects not included on the agenda. Speakers may comment on agenda items when the Commission hears those items. (S*ee "Public Testimony Guidelines" below):*

5. ***Planning Staff Report:*** In addition to the items below, additional matters may be reported at the meeting. **Next Commission meeting: November 1, 2023.**

6. ***Chairperson's Report:*** Report by Planning Commission Chair.

7. ***Committee Reports:*** Reports by Commission committees or liaisons. In addition to the items below, additional matters may be reported at the meeting.

8. ***Approval of Minutes***: Approval of Draft Minutes from the meeting on October 4, 2023.

9. ***Future Agenda Items and Other Planning-Related Events:*** None.

AGENDA ITEMS: *All agenda items are for discussion and possible action. Public Hearing items require hearing prior to Commission action.*

10.	***Action:***	**Public Hearing: North Berkeley BART Objective Design Standards (ODS)**
	Recommendation:	Discuss the draft North Berkeley BART Objective Design Standards (ODS), receive public comment, and make a recommendation to City Council to adopt the ODS.
	Written Materials:	Attached.
	Presentation:	N/A.

ADDITIONAL AGENDA ITEMS: In compliance with Brown Act regulations, no action may be taken on these items. However, discussion may occur at this meeting upon Commissioner request.

Information Items:

- *Tuesday, October 3, 2023* – Amendments to Title 23 Relating to Accessory Dwelling Units (ADUs) and Repeal of Chapter 12.99 to Conform to State Law and Respond to Guidance from the California Department of Housing and Community Development (*Continued from September 19, 2023*), https://berkeleyca.gov/sites/default/files/city-council-meetings/2023-10-03%20Agenda%20Packet%20-%20Council%20%28WEB%29.pdf

Communications:

- *General*
- *North Berkeley BART ODS*

Late Communications: (Received after the packet deadline):

Late Communications: (Received and distributed at the meeting):

ADJOURNMENT

Meeting Procedures

Public Testimony Guidelines:
Speakers are customarily allotted up to two minutes each and may not cede their time to another speaker. The Commission Chair may limit the number of speakers and the length of time allowed to each speaker to ensure adequate time for all items on the Agenda. ***To speak during Public Comment or during a Public Hearing, please line up behind the microphone.*** Customarily, speakers are asked to address agenda items when the items are before the Commission rather than during the general public comment period. Speakers are encouraged to submit comments in writing. See "Procedures for Correspondence to the Commissioners" below.

Consent Calendar Guidelines:
The Consent Calendar allows the Commission to take action with no discussion on projects to which no one objects. The Commission may place items on the Consent Calendar if no one present wishes to testify on an item. Anyone present who wishes to speak on an item should submit a speaker card prior to the start of the meeting, or raise his or her hand and advise the Chairperson, and the item will be pulled from the Consent Calendar for public comment and discussion prior to action.

Procedures for Correspondence to the Commissioners:
To distribute correspondence to Commissioners prior to the meeting date, submit comments by 12:00 p.m. (noon), eight days before the meeting day (Tuesday) (email preferred):

- If correspondence is more than 20 pages, requires printing of color pages, or includes pages larger than 8.5x11 inches, please provide 15 copies.
- Any correspondence received after this deadline will be given to Commissioners on the day just prior to the meeting.
- Staff will not deliver to Commissioners any additional written (or emailed) materials received after 12:00 p.m. (noon) on the day of the meeting.
- Members of the public may submit written comments themselves early in the meeting. To distribute correspondence at the meeting, please provide 15 copies and submit to the Planning Commission Secretary just before, or at the beginning of, the meeting.
- Written comments should be directed to the Planning Commission Secretary, at the Land Use Planning Division (Attn: Planning Commission Secretary).

Communications are Public Records: Communications to Berkeley boards, commissions, or committees are public records and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to**

a City board, commission, or committee, will become part of the public record. If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service, or in person, to the Secretary of the relevant board, commission, or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the Secretary to the relevant board, commission, or committee for further information.

Written material may be viewed in advance of the meeting at the Department of Planning & Development, Permit Service Center, **1947 Center Street, 3rd Floor**, during regular business hours.

Note: If you object to a project or to any City action or procedure relating to a project application, any lawsuit which you may later file may be limited to those issues raised by you or someone else in the public hearing on the project, or in written communication delivered at or prior to the public hearing. The time limit within which to commence any lawsuit or legal challenge related to these applications is governed by Section 1094.6, of the Code of Civil Procedure, unless a shorter limitations period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred.

Meeting Access: This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services Specialist, at 981-6418 (V) or 981-6347 (TDD), at least three business days before the meeting date.

Please refrain from wearing scented products to public meetings.

Planning Commission

DRAFT MINUTES OF THE REGULAR PLANNING COMMISSION MEETING
October 4, 2023

The meeting was called to order at 5:33 p.m.

Location: North Berkeley Senior Center, 1901 Hearst Avenue, Berkeley, CA 94709

1. **ROLL CALL:**
   Commissioners Present: Blaine Merker, Jeff Vincent, John E. Moore, Christina Oatfield, Emily Marthinsen, Elisa Mikiten, Alfred Twu, Savlan Hauser, and Barnali Ghosh.

   Commissioner Absent: None.

   Staff Present: Secretary Alisa Shen, Clerk Zoe Covello, Grace Wu, Justin Horner, Sarah Lana, and Eleanor Hollander.

2. **LAND ACKNOWLEDGEMENT.**

   Commissioner Ghosh shared that Indigenous Peoples Day Powwow and Indian Market will be held at Civic Center Park on Saturday, October 7th from 10am to 6pm.

   The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.

3. **ORDER OF AGENDA:** No changes.

4. **PUBLIC COMMENT PERIOD:** 0.

5. **PLANNING STAFF REPORT:**

DRAFT

- On Tuesday, October 3rd, City Council adopted the first reading of the City's new ADU ordinance.
- The City of Berkeley and North Berkeley Housing Partners held a North Berkeley BART Community Meeting and Open House on September 11th
  - City presented draft Objective Design Standards (ODS) and the North Berkeley Housing Partners presented a preliminary development concept
  - Staff is intending to bring this item to the Planning Commission in a special meeting on October 18th
- A public draft of the Waterfront Specific Plan is available for review and comments are currently being accepted - https://berkeleyca.gov/your-government/our-work/capital-projects/waterfront-specific-plan
  - A City Council worksession is planned to be held on Thursday, November 2nd
- On Tuesday November 14th, the Southside Zoning amendments going to City Council for a first reading

Information Items: None.

Communications:

- General.

Late Communications: *See agenda for links.*

- Supplemental Packet One.

6. CHAIR REPORT:

- Chair Vincent shared that there was a celebration of life for Gene Poschman published in Berkeleyside recently. Mr. Poschman served as the Chair of the Planning Commission when Chair Vincent started, as well as on the Zoning Adjustments Board and many other commissions.

7. COMMITTEE REPORT: Reports by Commission committees or liaisons. In addition to the items below, additional matters may be reported at the meeting.

- None.

8. APPROVAL OF MINUTES:

Motion/Second/Carried (Twu/Vincent) to approve the Planning Commission Meeting Minutes from September 6, 2023. Ayes: Merker, Vincent, Moore, Oatfield, Mikiten, Marthinsen, Twu, Hauser. Noes: None. Abstain: Ghosh. Absent: None. (8-0-1-0)

9. OTHER PLANNING RELATED EVENTS:

- Chair Vincent shared that PC may agendize changing the start time of the Planning Commission at either the 10/18 or 11/1 meeting.

AGENDA ITEMS

10. Discussion: Local Hazard Mitigation Plan Presentation

Manager of OES Sarah Lana presented on the Local Hazard Mitigation Plan.

Public Comments: 0

11. Action: Public Hearing: Berkeley Business Amendments

Associate planner Justin Horner presented the proposed zoning ordinance amendments. Public comment was taken, draft amendments were discussed, and a recommendation to City Council was made.

Motion/Second/Carried (Vincent/Ghosh) to close the public hearing at 6:43pm. Ayes: Merker, Vincent, Moore, Oatfield, Mikiten, Marthinsen, Twu, Hauser, Ghosh. Noes: None. Abstain: None. Absent: None. (9-0-0-0)

Public Comments: 2

Motion/Second/Carried (Mikiten/Moore) to recommend staff's proposed amendments with the modification to match the "Health and Fitness Facility, 7,500 sf or larger" row in Table 23.204-1 with the permits required for "Group Instruction 3,000 sf or larger" row for each district at 7:25pm Ayes: Merker, Vincent, Moore, Oatfield, Mikiten, Marthinsen, Twu, Hauser, Ghosh. Noes: None. Abstain: None. Absent: None. (9-0-0-0)

Motion/Second/Carried (Oatfield/Mikiten) to adjourn the meeting at 7:39pm. Ayes: Merker, Vincent, Moore, Oatfield, Mikiten, Marthinsen, Twu, Hauser, Ghosh. Noes: None. Abstain: None. Absent: None. (9-0-0-0)

Members in the public in attendance: 3
Public Speakers: 2
Length of the meeting: 2 hr 6 minutes

Planning and Development Department
Land Use Planning Division

STAFF REPORT
October 18, 2023

TO: Members of the Planning Commission

FROM: Alisa Shen, Principal Planner

SUBJECT: North Berkeley BART Objective Design Standards (ODS)

RECOMMENDATION

Discuss the draft North Berkeley BART Objective Design Standards (ODS) (Attachment 1, Exhibit A), receive public comment, and make a recommendation to City Council to adopt the ODS.

BACKGROUND

For the past several years, the City and BART have been collaborating to facilitate transit-oriented development at the North Berkeley and Ashby BART sites. The City Council and BART Board of Directors approved a Memorandum of Understanding (MOU) in December 2019 and January 2020, respectively, and a Memorandum of Agreement (MOA) in June 2022 that outlined key milestones to advance to a solicitation for developer teams. Several of the milestones outlined in these agreements have been completed already, including:

- Reservation of $53 million of City Affordable Housing Funding for the North Berkeley and Ashby BART Sites in April 2021.
- New zoning and General Plan amendments consistent with Assembly Bill 2923 adopted in June 2022.
- City and BART adoption of Joint Vision and Priorities for Transit-Oriented Development at the Ashby and North Berkeley BART Station ("JVP") in June 2022.
- Council approval of preferred option for redesign of Adeline Street at Ashby BART that includes new plaza as a permanent location for the Berkeley Flea Market in November 2022.
- Issuance of a Request for Developer Qualifications and Notice of Funding Availability for the North Berkeley BART station area in July 2022 and selection of a developer team in December 2022. The developer team, the North Berkeley Housing Partners, is comprised of lead nonprofit developer BRIDGE Housing, nonprofit development partners East Bay Asian Local Development Corporation

(EBALDC) and Insight Housing (formerly Berkeley Food and Housing Project), and market-rate developer Avalon Bay Communities.

Due to the additional complex issues that must be resolved prior to issuance of solicitation(s) for developer teams for the Ashby BART station area, the efforts to advance TOD at the North Berkeley and Ashby BART stations are on different timelines.[1]

State laws, such as Assembly Bill 2923 (AB 2923) and the State Density Bonus Law, limit the City's discretionary authority for projects that meet specified development standards and affordability levels. AB 2923 provides that "eligible TOD projects" on BART property that meet certain affordability criteria are entitled to a streamlined or "ministerial" approval process, as outlined under Senate Bill 35 (SB 35). Given that the City and BART have already agreed to a minimum of 35 percent affordable at specified levels of affordable housing as part of overall project minimum requirements, the future development at the North Berkeley BART site will likely be eligible for a ministerial approval process. This means that the proposed development will be evaluated for conformance with adopted objective planning standards at a staff level, and the entitlement process will not include any discretionary review by the Zoning Adjustments Board, City Council, or any other commission. Future development on the North Berkeley BART station site may be eligible to utilize State Density Bonus Law to secure concessions and/or waivers of development standards required by local zoning (e.g., height limitations, open space requirements) that would otherwise preclude the development project due to physical constraints or impacts to financial feasibility.[2]

Because of this, and the City's substantial contribution of $53 million of the City's affordable housing funding towards affordable housing at both the BART sites, the City and BART negotiated the process described in the June 2022 Memorandum of Agreement ("MOA") to develop, approve and require compliance with ODS adopted by the City Council.[3] BART will utilize its real estate agreements to require development partners to comply with the ODS, provided the adopted ODS will not unduly restrict potential development and are consistent with State law (MOA, Section IV and Exhibit D).

A. Site Context

The draft ODS reflect the site-specific development constraints. The North Berkeley BART station site is bounded by Sacramento, Delaware, Acton, and Virginia Streets. The site is divided by the Zone of Influence (ZOI) of the underground train box that runs diagonally through the site from the corner of Sacramento and Delaware Streets to Virginia and Acton Streets. The ZOI represents an approximately 140-foot wide area

[1] See July 18, 2023 City Council Worksession Report for more information about the status of planning for the Ashby BART station area transit-oriented development. https://berkeleyca.gov/sites/default/files/documents/2023-07-18%20WS%20Item%2001%20REVISED%20Ashby%20BART%20Station%20Transit.pdf

[2] California Government Code Sections 65915 – 65918.

[3] City and BART Memorandum of Agreement RE: North Berkeley and Ashby Transit-Oriented Developments (June 2022), Section IV and Exhibit D.

that includes the underground station and buffer areas on either side where buildings would require special foundations. The existing traction power substation (TPSS) and required maintenance and staging area is located at the corner of Acton and Virginia Streets. The site slopes downward from Sacramento Street down to Acton Street. The change in elevation is approximately 17 feet but varies slightly across the site. (See Attachment 1, Exhibit A - Draft ODS, Figure 1)

B. Planning Process

The development of ODS for the North Berkeley BART site is part of a larger, multi-year process to build homes and complementary uses on the existing surface parking lots at the BART station. The City and BART MOA establishes guidelines for developing the ODS, and minimum development thresholds for the ODS. The process specifies that input about the ODS will be solicited from the community, BART and the selected development team in order to ensure that they will be consistent with the intent of the City and BART Joint Vision and Priorities ("JVP") and reflect what can be feasibly developed at the site.

The City initiated the ODS process with a community meeting in November 2022. The purpose of this meeting was to provide information about what "objective design standards" are, why ODS were being developed, and the policy framework that guides and constrains ODS. This meeting was also an opportunity to start discussing different types of design elements and how they shape development, such as: streets and sidewalks, building setbacks, upper floor step backs, and building height and massing. During and after the meeting, many people expressed that it was difficult to discuss design standards without more specific information about an actual project.

Based on this feedback, at the next two public meetings (in February and May 2023) the development team presented their proposed development concept and received public input on the proposed design. This input was used by City staff and consultants to inform the initial draft of the ODS. Throughout 2023, City staff and the North Berkeley Housing Partners (NBHP) development team have been working in parallel, iterative processes:

- City staff—including Planning & Development, Public Works, Fire, and Parks Recreation and Waterfront—have engaged with BART staff to ensure that ODS do not conflict with safety, access and operational requirements.
- The NBHP development team has been working on its design for the site, responding to both City and BART requirements and community feedback, and providing input regarding how potential design standards may affect development potential due to architectural constraints.

On September 11, 2023, the City held a community meeting and open house where City and consultant staff presented a set of draft ODS and the NBHP development team presented their revised development concept. The presentations were followed by an open house where the public could talk to members of the City or the NBHP teams

about the draft ODS or the proposed development concept at various information stations.[4]

C. Policy Framework

The ODS are informed by the City and BART's adopted agreements, policies and regulations, which were based on State law, site planning and financial feasibility studies, and the extensive community engagement undertaken to date. Key guidance is provided by:

- **City of Berkeley Zoning.** In June 2022, the City Council adopted a new zoning district for the North Berkeley and Ashby BART station areas – BMC Section 23.202.150 Residential – BART Mixed Use Zoning District (R-BMU) – and related amendments to the Berkeley Municipal Code.[5] The zoning includes development standards, open space requirements, parking requirements (for the mixed-use development), and permitted uses, as well as some limited requirements related to shaping the volume and massing of future development. Greater detail related to building form was not included because it would be addressed during the subsequent process to prepare ODS for each station area.
- **City and BART Joint Vision and Priorities for Transit-Oriented Development at the Ashby and North Berkeley BART Station ("JVP").** In June 2022, the City and BART adopted the Joint Vision and Priorities for Transit-Oriented Development for Ashby and North Berkeley Stations (JVP). The JVP expresses the City and BART's shared, high-level expectations for future development. The JVP provides important guidance on the following topics: Affordable Housing, Public and Civic Space, Land Use, Building Form, and Station Access and Parking. The JVP includes aspirational statements as well as minimum requirements. Each topic includes an overall vision statement, followed by "shared priorities" for both station areas, and additional priorities specific to each station, where applicable.
- **June 2022 City and BART Memorandum of Agreement ("MOA").** The MOA clarifies the processes that BART and the City will pursue to develop BART-owned property at the North Berkeley and Ashby BART station areas. The MOA establishes objectives and minimum requirements for the North Berkeley BART transit-oriented development (TOD) project, such as minimum affordability requirements, a minimum of 1000 bedrooms, and the requirement to prepare ODS (MOA, Exhibit C). The City and BART have agreed to the process outlined in the MOA to develop, approve and require compliance with ODS adopted by the City Council.

[4] 9/11/23 North Berkeley BART Community Meeting and Open House Presentations: https://cityofberkeley.box.com/s/hksnv1hstfbnwbe9ljl4g509ulky9o36. All meeting materials from the 9/11/23 public meeting, including the September 2023 Draft ODS are available at www.berkeleyca.gov/bartplanning under the "Past Meetings" section.

[5] https://berkeley.municipal.codes/BMC/23.202.150.

- **2020 City of Berkeley Pedestrian Plan and 2017 Berkeley Bicycle Plan.** The City's 2020 Pedestrian Plan and 2017 Bicycle Plan sets policy for streetscape design and character including preferred sidewalk widths.[6,7]
- **BART – North Berkeley Station Access Plan.** As part of the development process, BART requires a station access plan to be prepared which evaluates current and projected access needs to the North Berkeley BART Station, assesses how the proposed TOD project will impact these needs, and proposes solutions to ensure safe and efficient access to the project area, including city streets.

D. Proposed Draft ODS

The draft ODS are based on a thorough analysis of the policy framework and site-specific conditions such as existing street and building types, neighborhood conditions, and City and BART requirements with respect to station operation, access and safety. Development of the draft ODS has also included consideration of community input. The draft ODS document is divided into two sections:

- Part I details the specific policy guidance from the Joint Vision and Priorities (JVP), zoning, and other source documents that inform the ODS about the public realm and building design.
- Part 2 includes definitions and detailed technical standards that ensure that the proposed development achieves design objectives while not being overly prescriptive.

Changes from the September 2023 draft ODS (published in advance of the September 11 community meeting and open house) to the current October 2023 draft ODS (Attachment 1, Exhibit A) primarily consist of streamlining narrative text in Part I of the ODS and revising text in Part II of the ODS to clarify definitions and how standards are described or measured and/or small revisions.[8]

The draft ODS include standards relating to the public realm and building design, covering the following topics:

1. **Public Realm.** Standards for the public realm relate to internal circulation and the design of streetscapes surrounding the North Berkeley BART site. The primary focus is to provide ample and suitable pedestrian, bicycle, transit, and vehicular access to the site while ensuring a high-quality public realm and attractive streetscapes.
    a) **Internal Connections.** The draft ODS establish requirements for internal connections to break up the site into smaller blocks and to provide new connections to the station and lines of sight between buildings. The draft ODS also establish the public circulation network by defining locations to enhance

[6] https://berkeleyca.gov/your-government/our-work/adopted-plans/pedestrian-plan-2020.
[7] https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-bicycle-plan.
[8] These revisions are noted in the draft ODS (Attachment 1, Exhibit A) and shown in gray highlighted text.

the station entrance and to effectively link key elements such as the Ohlone Greenway and other public or pedestrian facilities/amenities.

b) **Streetscape Design.** The draft ODS reflects the context of North Berkeley with ample room for pedestrian volume, planting and stoops that create a residential character and scale as noted in the JVP. The draft ODS establish minimum sidewalk zone widths based on guidance from the City's 2020 Pedestrian Plan and consideration of the minimum project size (e.g., 1000 bedrooms pursuant to the MOA) in order to provide adequate space for landscaping and streetscape improvements to serve the new residential and complementary uses that will be developed at the site. The Draft ODS establish standards for minimum total sidewalk width, minimum clear path of travel and a minimum width for planting/amenity zone, which varies by street type.[9]

c) **Building Setbacks.** Building setbacks ensure smooth transition from public to private space, minimize building shadows on streets, create interesting street-facing frontages, and provide opportunities for landscaping. The draft ODS set the minimum building setback in relation to the size and scale of the building (see Attachment 1, Exhibit A Draft ODS, Table 1). For example, buildings that are three stories or have frontage courts are required to have an 8-foot average setback while buildings that are four stories or more have a greater required setback set at an average of 10 feet. Using an average setback allows for design flexibility and space for minor breaks and building articulation. The draft ODS were developed in consideration of site constraints that impact development (e.g., small or irregular-shaped lots). For this reason, buildings three stories or less on Virginia Street have a reduced minimum setback requirement in comparison to other areas. Consistent with the R-BMU zoning, the draft ODS do not require setbacks along Sacramento Street.

2. **Building Design.** The draft ODS provide technical standards for building height, massing and articulation, and selected design elements. The draft ODS were designed to ensure that building size and mass provide adequate transitions and reduce the perception of building size and mass, in accordance with the JVP.

   a) **Building Height.** The draft ODS step down building heights along the perimeter of the site along narrower streets, in order to blend the new development with the existing scale of the neighborhood. In line with this approach, the JVP proposes concentrating higher density, larger building forms, and increased height near strategic locations such as the Ohlone Greenway and the center of the site, as well as along Sacramento Street. The draft ODS provide standards that are consistent with the R-BMU zoning

[9] The draft ODS assume the existing curb-to-curb width of the right of way for the streets surrounding the North Berkeley BART site. Consideration of various options for internal site circulation as well as potential changes to the surrounding streets (e.g., curb-to-curb width and uses of the City's right-of-way) are currently being studied separately as part of BART's North Berkeley Access Plan.

district maximum height of 7 stories/80 feet, and consistent with priorities established by the JVP to incorporate variations in building height and design at both stations and to consider the scale of the surrounding built environment (See Attachment 1, Exhibit A, Figure 9).

b) **Building Massing and Articulation.** The draft ODS establish requirements for upper floor step backs, maximum facade lengths for primary and secondary facades, and major and minor breaks in buildings, which vary by street (see Attachment 1, Exhibit A, Draft ODS, Table 2). These standards are intended to limit the overall size, scale and perceived mass of the buildings from the surrounding neighborhood. The draft ODS seek to ensure that the project maintains a human scale, creating a pleasant walking environment while ensuring interesting design. The draft ODS reflect JVP guidance to prioritize smaller blocks and building footprints to reflect the scale and character of the surrounding built environment.
c) **Design Elements.** The draft ODS define standards for selected architectural elements such as windows, materials and the location of utilities. The draft ODS require the use of high-quality materials, finishes, and detailing that create visual interest and enhance the neighborhood's overall aesthetic.
d) **Alternative Height and Massing Standards**. Future development on the site may be eligible to utilize provisions of the State Density Bonus Law for increases in density and/or concessions and/or waivers of development standards that would otherwise physically preclude the construction of the development. Thus, the draft ODS provide alternative standards, which only apply if the project qualifies for waivers and/or concessions pursuant to Density Bonus Law. The alternative standards for height and massing would allow a building of up to 8 stories/85 feet in the interior of the site and along a portion of Sacramento Street, only allowed when coupled with building height and massing standards along the Virginia and Acton frontages and at specific corners where Sacramento Street intersects with Virginia and Delaware that are lower than the maximum allowed by the R-BMU zoning. The alternative height maximum, which is 5 feet more than the existing R-BMU zoning maximum, responds to community feedback requesting that taller buildings be set toward the central and eastern part of the site and that heights along the western and southern edges of the site be lower. The alternative standards are consistent with priorities established by the JVP to incorporate variations in building height and design at both stations and to consider the scale of the surrounding built environment. (See Attachment 1, Exhibit A, Figure 10)

E. Community Input on Draft ODS

Overall, feedback about the draft ODS has focused on the requirements related to building height (maximum height and step backs at the perimeter), setbacks and massing breaks. Some commenters stated that the draft ODS should be approved as proposed or should be revised to further limit the massing, bulk and height of buildings

in relationship to the surrounding neighborhood. Other commenters stated that the draft ODS should be revised to allow for greater design flexibility and potential to maximize the number of residential units. These proposals are addressed in the section below: F. Alternative Policy Considerations.

Some comments were not about the draft ODS but instead covered issues including (but not limited to) the amount of BART rider parking that will be provided at the site (which is solely in the purview of BART to determine); the amount of affordable housing that will be included in the proposed development (which is determined by the City and BART MOA); the eventual design and width of the City right-of-way on the perimeter streets of the site (which will be informed by the North Berkeley Station Access Plan, a study that BART is conducting in a parallel process, in coordination with the City of Berkeley and AC Transit); and the North Berkeley Housing Partner's proposed development concept for the site.

F. Alternative Policy Considerations

Based on feedback received during the engagement process, staff considered a range of options to potentially modify the draft ODS. Staff considered revised standards that would limit development more than the draft ODS. However, more restrictive standards could reduce the amount of residential square footage allowed by the ODS to a level that is lower than the development capacity required by the MOA between the City and BART, and could therefore jeopardize BART's commitment to require the development team to comply with the ODS.

Staff also considered more permissive development standards to provide more flexibility to prospective development teams and allow for more residential capacity, including:

- **Building setbacks**: The draft ODS require setbacks that vary depending on the street and building height, requiring average setbacks ranging from eight to ten feet on Delaware, Acton and Virginia Streets (See Attachment 1, Exhibit A, Draft ODS, Table 1). Staff considered reducing building setbacks to five feet, the minimum required by the R-BMU zoning regardless of street type or building height.
- **Upper Floor Stepbacks**. The draft ODS establish requirements for upper floor stepbacks above the fourth floor for buildings fronting Acton, Delaware and portions of Virginia Streets ranging from 25 to 30 feet. Staff considered eliminating upper floor stepbacks from the recommended standards.
- **Massing: Major Breaks.** The draft ODS establish requirements for major breaks in buildings, which vary by street (see Attachment 1, Exhibit A, Table 2). Staff considered reducing or eliminating major break requirements.
- **Building height:** The draft ODS provide alternative height and massing standards, which only apply if the project qualifies for waivers and/or concessions pursuant to Density Bonus Law, that would allow up to 8 stories/85 feet in the interior of the site and along a portion of Sacramento Street, only when coupled with building height and massing standards along the Virginia and Acton

frontages and at specific corners where Sacramento Street intersects with Virginia and Delaware that are lower than the maximum allowed by the R-BMU zoning. Staff considered making the alternative standards more permissive at the perimeter to allow up to four stories at Virginia, Acton and Delaware Streets and six to eight stories on Sacramento Street (inclusive of the corners of Sacramento and Delaware and Virginia Streets, respectively).

While these more permissive development standards were considered, ultimately staff found that the draft ODS as proposed allow for design flexibility and ample development potential, with surgical sculpting of the zoning envelope, that fulfills the intent of the JVP and meets minimum requirements established in the MOA between the City and BART.

G. ODS Compliance

The City of Berkeley will review all applications for development at the North Berkeley BART station for compliance with the ODS, in accordance with State law. In addition to this regulatory authority, the June 2022 Memorandum of Agreement between BART and the City establishes BART's commitment to require development partners to comply with City adopted ODS provided that they are consistent with State law and do not reduce development capacity by more than 10% from the development standards established in AB-2923. On October 10, BART staff sent a letter to Planning & Development staff (Attachment 2) confirming that the draft ODS as recommended by staff meet the requirements established in the MOA, and that therefore BART will require development partners to comply. However, the letter also noted that BART would not prevent a development partner from taking advantage of waivers or concessions from development standards that they may be entitled to under State Density Bonus law.

Staff will also recommend to the City Council to incorporate a requirement to comply with the ODS into future affordable housing funding agreements for the North Berkeley BART site.

ENVIRONMENTAL AND CLIMATE SUSTAINABILITY IMPACTS

The draft ODS document is a milestone identified in the June 2022 City and BART Memorandum of Agreement and will therefore facilitate the development of the North Berkeley BART site. Creating equitable, transit-oriented, mixed-use development that includes affordable housing and housing support services for Berkeley's most vulnerable community members is a City Strategic Plan goal, which also helps advance the environmental goals of being a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

The proposed objective designed standards were evaluated in the Ashby and North Berkeley BART Stations Transit-Oriented Development (TOD) Zoning Project Environmental Impact Report (SCH #: 2020110320) which was certified by the City of

Berkeley City Council on June 2, 2022. [10,11] No further environmental review is required.

RATIONALE FOR RECOMMENDATION

The draft ODS were developed based on a thorough analysis of the North Berkeley BART site including:

- Community input.
- State and local policy framework.
- Street and building types and neighborhood conditions.
- City and BART requirements with respect to station operation, access and safety.
- Development team input about architectural and design feasibility.

As noted during the process to adopt new zoning for the North Berkeley and Ashby BART sites, the zoning intentionally did not include detailed design standards because of the anticipated subsequent process to develop site-specific objective design standards. The draft ODS are intended to balance the potentially competing priorities in the JVP to maximize the number of new homes while also providing contextual buildings, and to accommodate the minimum project requirements in the City and BART's MOA.

The draft ODS as proposed represent approximately a 6% to 8% reduction in the development envelope permitted under the R-BMU zoning. While the NBHP development team has yet to submit a development application to the City (anticipated in January 2024), based on information reviewed to date, staff believes that the NBHP's currently proposed development concept largely complies with the draft ODS and the alternative height and massing standards, and achieves minimum project requirements established in the City and BART MOA. Staff believes that the draft ODS, as proposed, achieve a balance of JVP priorities. Thus, staff recommends that the Planning Commission recommend to the City Council to adopt the draft ODS.

Furthermore, the NBHP proposed project includes four affordable housing buildings that each anticipate requiring State HCD funding. Since 2020 with the passage of Assembly Bill 434, the majority of the State's affordable housing resources are awarded through a common application process, called the "SuperNOFA" (Notice of Funding Availability). The SuperNOFA is released annually and requires that all affordable housing funding requests be submitted by June of each year. In order to meet the program's threshold eligibility requirements, affordable housing developments must be fully entitled at the time of application. The four NBHP affordable buildings each anticipate requiring State HCD funding and thus would need entitlement approval by June 2024 in order to avoid an additional delay of one year before applying for funding. In order to meet the June

[10] Final Environmental Impact Report SCH#2020110320
https://berkeleyca.gov/sites/default/files/documents/Ashby%20and%20NB%20BART%20Stations%20TOD%20Zoning%20Project_Final%20EIR_3-29-22.pdf
[11] June 2, 2022 City Council Report – Ashby and North Berkeley BART
https://berkeleyca.gov/sites/default/files/documents/2022-06-02%20Special%20Item%2001%20Ashby%20and%20North%20Berkeley%20BART.pdf

2024 deadline, the Planning Commission and City Council would need to approve the ODS by January 2024 to allow for the anticipated 180-day entitlement application review process (pursuant to AB 2923 and SB 35).

NEXT STEPS

Upon receiving further public comment and Planning Commission recommendation, staff will forward the proposed revised ODS to the City Council for consideration and adoption.

ATTACHMENTS

1. Resolution
   Exhibit A: Objective Design Standards (ODS) for the North Berkeley BART Transit Oriented Development (October 2023)

2. October 10, 2023 Letter to City of Berkeley Planning Director Jordan Klein from BART Transit Oriented Development Group Manager, Carli Paine.

3. Public Comments Regarding Draft ODS (Received between 9/11/23 and 9/29/23)

4. Public Hearing Notice

RESOLUTION NO. ##,###-N.S.

APPROVAL OF NORTH BERKELEY BART OBJECTIVE DESIGN STANDARDS

WHEREAS, the City of Berkeley ("City") and the San Francisco Bay Area Rapid Transit District ("BART") executed a Memorandum of Understanding ("MOU") to cooperatively pursue Transit Oriented Development ("TOD") at the Ashby and North Berkeley BART station areas in March 2020; and

WHEREAS, in furtherance of the MOU, the City and BART executed a Memorandum of Agreement (MOA) regarding the projects at the North Berkeley and Ashby BART station areas in June 2022; and

WHEREAS, Section IV and Exhibit D of the MOA establish minimum requirements regarding the preparation and parameters of objective design standards ("ODS") for the TOD project at the North Berkeley BART station area; and

WHEREAS, the MOA further establishes that the City and BART "agree that under Assembly Bill 2923 (AB 2923) and Senate Bill 35 (SB 35), a development application that qualifies for streamlined review is subject to ODS that have been duly adopted by the City prior to submittal of the development application consistent with the timeline shown in section II.B, and that such ODS are enforceable as permit conditions by the City, provided that the ODS are compliant with conditions in this Section IV" (of the MOA), and

WHEREAS, the City initiated a process in November 2022 to develop the ODS, and held four community meetings and related events on the topic in February, May and September 2023; and

WHEREAS, the ODS that have emerged through that process address the North Berkeley BART Station Area site that is bounded by Sacramento, Delaware, Acton, and Virginia Streets. The site includes parcels with the following Assessor Parcel Numbers: 058-2146-016-05, 058-2149-019-04, 058-2148-017-04, and 058-2147-018-05; and

WHEREAS, the ODS are based on a thorough analysis of the policy framework and site-specific conditions at the North Berkeley BART Station Area such as existing street and building types, neighborhood conditions, as well as input from the community, City, BART, and the development team; and

WHEREAS, the ODS balance competing priorities in the City and BART Joint Vision and Priorities for the North Berkeley and Ashby BART station areas (Exhibit B of the MOA) and project feasibility; and

WHEREAS, the ODS implement the R-BMU zoning (BMC Section 23.202.150), which were evaluated in the Ashby and North Berkeley BART Stations Transit-Oriented Development (TOD) Zoning Project Environmental Impact Report (SCH #: 2020110320), certified by the City of Berkeley City Council on June 2, 2022, and

WHEREAS, in recognition of the City's commitment of significant affordable housing funding, BART has committed to require its development partners to comply with City-adopted ODS, provided that the ODS are consistent with state law and do not reduce development capacity by more than 10% from the development standards established in AB-2923, in accordance with the MOA; and

WHEREAS, on October 18, 2023, the Planning Commission held a duly noticed public hearing and took public testimony regarding the ODS, and

WHEREAS, on December XX, 2023, the City Council held a duly noticed public hearing and took public testimony regarding the ODS; and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Council approves the North Berkeley BART Station Area Objective Design Standards (Exhibit A).

Exhibit
A: North Berkeley BART Station Area Objective Design Standards

North Berkeley BART Station Area Objective Design Standards (ODS)

PUBLIC DRAFT – REVISED OCTOBER 2023

Note: Changes from the September 2023 Draft ODS consist of clarifying definitions and how standards are described or measured, and/or small revisions in Part II this document are noted and highlighted in gray text.

Table of Contents

Introduction and Policy Framework 2
Introduction 2
Site Context 2
Policy Framework 3
Role of ODS 4
Part I: ODS Intent and Objectives 5
Public Realm 5
Internal Connections 5
Streetscape Design 6
Building Setbacks 7
Building Design 8
Building Height 8
Building Massing and Articulation 8
Design Elements 9
Part II: Development Standards and Definitions 10
Definitions 10
1 Public Realm 11
1.1 Public Circulation Network 11
1.2 Streetscape Design 13
1.3 Building Setbacks 14
2 Building Design 17
2.1 Building Height 17
2.2 Building Massing and Articulation 17
2.3 Design Elements 21
2.4 Alternative Massing and Building Height 22

DRAFT

Introduction and Policy Framework

Introduction

The draft Objective Design Standards (ODS) for the North Berkley BART Station Area establish detailed design standards for future transit-oriented development. The draft ODS build upon adopted zoning and reflect the goals and priorities identified in the City of Berkeley (City) and BART's Joint Vision and Priorities document, described below, and other adopted policies and regulations (described further below).

The draft ODS are based on a thorough analysis of the North Berkeley BART site, considering existing street sections, neighborhood conditions and building types. The analysis also considered City and BART requirements with respect to station operation, access and safety, based on what can be assessed at this time from the proposed development concept. Development of the draft ODS has included consideration of community input.

This document provides the site context and policy framework for the draft ODS followed by a description of the design intent and detailed technical standards and definitions.

Site Context

The North Berkeley BART station site is bounded by Sacramento, Delaware, Acton, and Virginia Streets. The site is divided by the Zone of Influence (ZOI) of the underground train box that runs diagonally through the site from the corner of Sacramento and Delaware Streets to Virginia and Acton Streets (Figure 1). The ZOI is an approximately 140-foot wide area that includes the underground station plus buffer areas on either side where buildings would require special foundations. The existing Traction Power Substation (TPSS) and required maintenance and staging area is located at the corner of Acton and Virginia Streets. The site slopes downward from Sacramento Street to Acton Street. The change in elevation is approximately 17 feet.

Figure 1. Site Context



Policy Framework

Several of the City and BART's adopted agreements, policies and regulations form the framework for the draft Objective Design Standards (ODS). The draft ODS reflect consideration of these documents, as well as State law, site planning and financial feasibility studies, and the extensive community engagement undertaken as part of the planning process to build transit-oriented development at the Ashby and North Berkeley BART sites. Key guidance is provided by:

- **June 2022 City and BART Memorandum of Agreement ("MOA").**[1] The MOA clarifies the processes that BART and the City will pursue to develop BART-owned property at the North Berkeley and Ashby BART station areas. The MOA establishes objectives and minimum requirements for the North Berkeley BART transit-oriented development (TOD) project, such as minimum affordability requirements, a minimum of 1000 bedrooms, and the requirement to prepare ODS. State laws, such as AB 2923 and the State Density Bonus Law, limit the City's discretionary authority over projects that meet specified development standards and affordability levels. In recognition of this and the City's substantial contribution of $53 million of the City's affordable housing funding towards affordable housing at both the North Berkeley and Ashby BART sites, the City and BART have agreed to the process defined in the MOA to develop, approve and enforce ODS adopted by the City Council. BART will enforce the ODS through its real estate agreements, provided the adopted ODS will not unduly restrict potential development.

- **City of Berkeley Zoning.** In June 2022, the City Council adopted a new zoning district for the North Berkeley and Ashby BART station areas – BMC Section 23.202.150 Residential – BART Mixed Use Zoning District (R-BMU) – and related amendments to the Berkeley Municipal Code.[2] The zoning includes development standards, open space requirements, parking requirements (for the mixed-use development), and permitted uses, as well as some limited requirements relating to shaping the volume and massing of future development. Greater detail related to building form was not included because it would be addressed during the subsequent process to prepare ODS for each station area. The R-BMU zoning district includes development standards that address the following:
    - Street-Facing Ground Floor Frontages
    - Open Space
    - Setbacks and Step-Backs
    - Frontage Improvements
    - Ground Floor Residential and Non-Residential Frontage
    - On-Site Pedestrian Access
    - Transparency
    - Building Entrances
    - Parking Design and Access

- **City and BART Joint Vision and Priorities for Transit-Oriented Development at the Ashby and North Berkeley BART Station ("JVP").**[3] In June 2022, the City and BART adopted the Joint Vision and Priorities for Transit-Oriented Development for Ashby and North Berkeley Stations (JVP). The JVP expresses the City and BART's shared, high-level expectations for future development. The JVP provides important guidance on the following topics: Affordable Housing,

[1] https://berkeleyca.gov/sites/default/files/documents/UpdatedMOA%20North%20Berkeley-Ashby%20TOD%2005.16.23.pdf
[2] https://berkeley.municipal.codes/BMC/23.202.150
[3] (See Exhibit B)
https://berkeleyca.gov/sites/default/files/documents/UpdatedMOA%20North%20Berkeley-Ashby%20TOD%2005.16.23.pdf

Public and Civic Space, Land Use, Building Form, and Station Access and Parking. The JVP includes aspirational statements as well as minimum requirements. Each topic includes an overall vision statement, followed by "shared priorities" for both station areas, and additional priorities specific to each station, where applicable.

- **2020 Pedestrian Plan, 2017 Berkeley Bicycle Plan**. The City's 2020 Pedestrian Plan and 2017 Bicycle Plan sets policy for streetscape design and character including preferred sidewalk widths.[4,5]
- **North Berkeley BART Station Access Plan.** As part of the development process, BART requires a station access plan to be prepared which evaluates current and projected access needs to the North Berkeley BART Station, assesses how the proposed TOD project will impact these needs, and proposes solutions to ensure safe and efficient access to the project area, including city streets.

Role of ODS

The goal of the ODS is to effectively balance and synthesize the JVP, zoning, the MOA, and community input into standards that will guide development. The ODS play a pivotal role in guaranteeing that the project design incorporates essential features and elements that are consistent with the JVP's identified goals and priorities, while balancing priorities to both "maximize the number of new homes" and "consider the scale and character of the surrounding built environment."[6]

DRAFT

[4] https://berkeleyca.gov/your-government/our-work/adopted-plans/pedestrian-plan-2020
[5] https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-bicycle-plan
[6] See JVP sections: Affordable Housing (Shared Priorities, A. Housing Priorities) and Building Form (Shared Priorities, B. Context).

Part I: ODS Intent and Objectives

The draft ODS are standards that address the public realm and building design, and include a definitions section that explains terms used in the standards. Part I details the specific policy guidance from the JVP, zoning, and other source documents that inform the ODS, while Part II includes detailed technical standards that ensure that the proposed development achieves the design objectives outlined in Part I.

Public Realm

Internal Connections

These standards address internal circulation and design of streetscapes surrounding the North Berkeley BART site. The primary focus is to provide ample and suitable pedestrian, bicycle, transit, and vehicular access to the site while ensuring a high-quality public realm and attractive streetscapes. The draft ODS describe internal street connections and the public circulation network by defining locations to enhance the station entrance and to effectively link key elements such as the Ohlone Greenway and other public or pedestrian facilities.

The ODS for Internal Connections address the following topics:

- **Mid-block Connections and Publicly Accessible Walkways** to break up the site into smaller blocks, and provide new connections to the station and lines of site between buildings.
- **Public Circulation Network** to provide a pedestrian connection between all buildings and amenities.

Key elements of JVP and/or zoning related to the ODS regarding internal connections:

- **Ohlone Greenway Connection.** The development should include a landscaped (as feasible given BART operational needs) protected bikeway that connects the disjointed ends of the Ohlone Greenway to each other and to BART, providing a primary access route and orientation of the development that enables a prioritized pedestrian and bicycle connection from approximately the southeast corner of the site to the northwest corner of the site and across the streets. (JVP: Public and Civic Space, Priorities for North Berkeley, A. Ohlone Greenway Connection).
- **Public Space Use.** Public space should provide opportunities for both active and passive public use, with strong connections to the station entrance, the Ohlone Greenway, or other public spaces and pedestrian facilities. (JVP: Public and Civic Space, Priorities for North Berkeley, B. Public Space Use)
- **Location and Orientation**. The development should locate and design new buildings to enhance public spaces while mitigating impacts on existing neighbors through site orientation, setbacks, lines of sight between buildings, landscape and topography. (JVP: Building Form, Shared Priorities, C. Location and Orientation).
- **Small Blocks.** The development should prioritize site designs with smaller blocks and building footprints instead of larger blocks. (JVP: Building Form, Shared Priorities, E. Small Blocks).
- **On-site Pedestrian Access: Internal Connections.** A system of publicly accessible pedestrian walkways (e.g. public sidewalks) shall connect all buildings on a site to each other, to on-site bicycle and automobile parking and drop-off areas, to any on-site open space areas or pedestrian amenities, and to the publicly accessible pedestrian circulation network. (BMC Section 23.202.150(F)(9)(a)).
- **On-site Pedestrian Access: To the Public Circulation Network.** A publicly accessible on-site walkway shall connect the building lobby entry or entries on each street or on-site pathway frontage to the public pedestrian circulation network. Connections to publicly accessible on-site

walkways provided at least every 300 feet along portions of the development site perimeter that are adjacent to public rights-of-way. (BMC Section 23.202.150(F)(9)(b)).

- **On-site Pedestrian Access: To Neighbors.** Publicly accessible pedestrian access shall be provided from residential and commercial building entrances and public space to adjoining residential and commercial areas. (BMC Section 23.202.150(F)(9)(c)).
- **On site Pedestrian Access: To Transit.** Publicly accessible pedestrian connections from the public circulation network shall be provided to all transit stops and entrances including elevators outside the station. (BMC Section 23.202.150(F)(9)(d)).

Streetscape Design

The existing sidewalks along the perimeter streets of the North Berkeley BART station were designed for the existing use of the site as a surface parking lot. However, with the upcoming development of residential buildings, sidewalks shall be improved to provide adequate space and landscaping to accommodate the change of use. Improvements should create ample space and incorporate landscaping to better serve the needs of the community. The improved sidewalks will require a lot line adjustment to the new back-of-sidewalk.

The ODS for Sidewalk Design the following topics:

- **Minimum Total Width** to accommodate the needs of all users and landscaping.
- **Minimum Clear Path of Travel** to ensure comfort and safety of pedestrians.
- **Minimum Planting Area** to create a buffer between the street and walking path.
- **Street Trees** to provide shade, reduce heat island effect, mitigate the size and scale of new development, and ensure comfort of pedestrians.

Key elements of JVP and/or zoning related to the ODS regarding sidewalk design:

- **Street Design.** The design of surrounding streets should be considered as a strategy to accommodate public space needs, increase the tree canopy, and improve safety for pedestrians and bicycles. Explore the feasibility of reducing the width and number of traffic lanes in adjacent streets to their original (pre-BART) condition, aligning curbs with adjacent blocks in a manner that builds upon and is consistent with the City and BART's recent Complete Streets and roadway improvement projects in the area. Streets may retain their current width where there is some functional use for the extra space, such as bike lanes and cycle tracks that previously did not exist, and there may be bulb-outs at intersections. Perimeter sidewalks should consider generous pedestrian space and tree canopy. (JVP, Public Civic Space, Priorities for North Berkeley, C. Street Design)
- **Adjacent Streets.** Consider the role and design of adjacent streets – including Sacramento Street, Delaware Street, Virginia Street, and Acton Street – in multi-modal access planning for the North Berkeley Station. (JVP, Station Access, Priorities for North Berkeley, A. Adjacent Streets).
- **Frontage Improvements**. Any area between a building and the front property line, or any area between a building and on-site public space or the public circulation network, shall be improved as part of a wider sidewalk, outdoor seating area, outdoor dining area, yard area, landscaping, or other usable open space. (BMC Section 23.202.150(F)(8))
- **Preferred Width of Sidewalk Zones**. The 2020 Pedestrian Plan establishes preferred width of sidewalk zones. The surrounding streets fall into the following categories with the proposed redevelopment: Sacramento: Mixed-Use Boulevard, Total Sidewalk Width 16'-24'; Delaware: Neighborhood Connector, Total Sidewalk Width 13'-16'; Acton and Virginia: Total Sidewalk Width 10-14'. The City of Berkeley used this guideline along with consideration of the minimum project size (i.e., 1000 bedrooms) to determine sidewalk widths in the ODS (2020 Pedestrian Plan. Appendix B: Engineering & Design Guidance B-8: Preferred Width of Sidewalk Zones)

DRAFT

Building Setbacks

Building setbacks ensure smooth transition from public to private space, minimize building shadows on streets, create interesting street-facing frontages, and provide opportunities for landscaping.

The draft ODS build on the zoning to set a minimum front building setback for each public street frontage consistent with JVP guidance on street design to "*consider the scale and character of the surrounding built environment"; "provide transition spaces from private frontages to public spaces"; and "provide adequate perimeter space for pedestrian volume and tree canopy/vegetation*".[7]

The draft ODS set the minimum building setbacks in relation to the size and scale of the building. Buildings that are three stories or have frontage courts are allowed a reduced setback while buildings that are four stories or more have a greater required setback. The draft ODS also recognize that there are site constraints that impact development (e.g. small or irregular-shaped lots). For this reason, buildings three stories or less on Virginia Street have a reduced minimum setback requirement in comparison to other areas. Consistent with the R-BMU zoning, the draft ODS do not require setbacks along Sacramento Street.

The ODS for Building Setbacks address the following topics:

- **Minimum Building Setback Depth** to create a smooth transition from the public to the private realm.
- **Building Projections** to allow for limited building articulation within the setback area to create human-scaled design and visual interest.
- **Building Setback Landscaping** to create minimum areas for landscaping consistent with the neighborhood character.
- **Maximum Continuous Façade** to break up the massing and create smaller, human-scale facades.

Key elements of JVP and/or zoning related to building setbacks:

- **Street Design.** The design of surrounding streets should be considered as a strategy to accommodate public space needs, increase the tree canopy, and improve safety for pedestrians and bicycles. Explore the feasibility of reducing the width and number of traffic lanes in adjacent streets to their original (pre-BART) condition, aligning curbs with adjacent blocks in a manner that builds upon and is consistent with the City and BART's recent Complete Streets and roadway improvement projects in the area. Streets may retain their current width where there is some functional use for the extra space, such as bike lanes and cycle tracks that previously did not exist, and there may be bulb-outs at intersections. Perimeter sidewalks should consider generous pedestrian space and tree canopy. (JVP: Public Civic Space, Priorities for North Berkeley, C. Street Design)
- **Context.** Building design should consider the scale and character of the surrounding built environment. (JVP: Building Form, Priorities for North Berkeley, B. Context)
- **Location and Orientation**. Locate and design new buildings to enhance public spaces while mitigating impacts on existing neighbors through site orientation, setbacks, lines of sight between buildings, landscape and topography. (JVP: Building Form, Priorities for North Berkeley, C. Location and Orientation)
- **Front Setbacks.** Setbacks are not required at Sacramento Street. Setbacks along all other frontages along public rights-of-way and internal publicly-accessible pathways shall range from five feet (minimum) to 15 feet (maximum) for at least 50 percent of any building's linear street frontage, including all frontages within 50 lineal feet of an intersecting corner. (BMC Section 23.202.150(F)(4))

[7] JVP: Building Form, Shared Priority B. Context, Shared Priority G. Building Scale and J. Outward-facing Entrances.

Building Design

Building Height

Priorities in the JVP emphasize the potential for incorporating variations in building height and design at both stations. The primary objective is to ensure that the development adheres to good urban design principles by creating variations in volume, taking into account the surrounding residential neighborhoods. To achieve this, the draft ODS will step down building heights along the perimeter of the site and narrower street, thereby ensuring new development blends with the existing scale of the neighborhood. In line with this approach, the JVP proposes concentrating higher density, larger building forms, and increased height near strategic locations such as the Ohlone Greenway and the center of the site, as well as along Sacramento Street. The draft ODS provide standards that are consistent with the R-BMU zoning district maximum height of 7 stories/80 feet.

Future development on the site may be eligible to utilize provisions of the State Density Bonus Law for increases in density and/or concessions and/or waivers of development standards (such as height) that would otherwise physically preclude the construction of the development. Thus, the draft ODS provide alternative standards for a building of up to 8 stories, or 85 feet in the event the Density Bonus Law authorize exceeding the 7 story/80 feet limit in the R-BMU zoning. These alternative standards contemplate a building of up to 8 stories/85 feet in the interior of the site and along a portion of Sacramento Street, along with a lower building height and massing along the Virginia and Acton Street frontages and at specific corners where Sacramento Street intersects with Virginia and Delaware Streets.

The ODS for Building Height addresses the following topic:

- **Maximum building heights**- to allow buildings to step down along the street edge, minimize shade, and create volumetric variation in massing.

Key elements of JVP and/or zoning related to the ODS about building height:

- **Height Variation.** AB 2923 does not permit the City's zoning controls to restrict building height below seven stories on the station sites. The City and BART will support variations in building height and form at both stations. It is anticipated that some buildings and some portions of buildings will be shorter than the maximum height in keeping with good urban design practice. (JVP: Building Form, Shared Priority, A. Height Variation)
- **Massing and Height Focus.** Focus density, larger building forms and height towards the Ohlone Greenway and the center of the site, as well as towards Sacramento Street. (JVP: Building Form, Priorities for North Berkeley, A. Massing and Height Focus)
- **Massing Breaks and Step-downs.** Provide massing breaks, step-downs in height, and frequent pedestrian building entrances along Delaware Street, Acton Street, and Virginia Street, with building forms and frontages that create a residential character and scale. (JVP: Building Form, Priorities for North Berkeley, B. Massing Breaks and Step-Downs)
- **Maximum building height:** 80 feet/seven stories (BMC Section 23.202.150(F)).

Building Massing and Articulation

The JVP includes guidance for the project to prioritize smaller blocks and building footprints to reflect the scale and character of the surrounding built environment. To realize the design guidance in the JVP, the ODS will have the effect of limiting the overall size and scale of the building and the perceived mass through upper floor step backs, maximum façade lengths, and major breaks within the constraints of the City's MOA with BART. The ODS seek to ensure that the project maintains a human scale, creating a pleasant walking environment while ensuring interesting design.

DRAFT

The ODS for Building Massing and Articulation address the following topics:

- **Minimum Upper Floor Step Backs** to create a human-scale streetscape and to minimize impact of large buildings on the neighborhood.
- **Maximum Primary and Secondary Facade Length** to provide regular breaks in building forms and encourage smaller blocks.
- **Major Breaks** to break up the massing and create smaller, human-scale facades.
- **Minor Breaks/Modulations** to create a residential rhythm and pattern to building facades to respond to the neighborhood context and character.

Key elements of JVP and/or zoning related to the ODS about building massing and articulation:

- **Context.** Building design should consider the scale and character of the surrounding built environment. (JVP: Building Form, Shared Priority B. Context)
- **Small Blocks.** Prioritize site designs with smaller blocks and building footprints instead of larger blocks. (JVP: Building Form, Shared Priorities, E. Small Blocks)
- **Architectural Variety.** Design buildings to provide visual interest with variation in height, scale, massing, rooflines, materials, and architectural elements. (JVP: Building Form, Shared Priority F. Architectural Variety)
- **Building Scale.** Provide regular breaks in building forms, as well as both horizontal and vertical detail to respond to the existing neighborhood context and character, particularly at the edges of the site. Provide adequate perimeter space for pedestrian volume and tree canopy/vegetation. (JVP: Building Form, Shared Priority F. Architectural Variety)
- **Massing and Height Focus.** Focus density, larger building forms and height towards the Ohlone Greenway and the center of the site, as well as towards Sacramento Street. (JVP: Building Form, Priorities for North Berkeley, A. Massing and Height Focus)
- **Massing Breaks and Step-downs.** Provide massing breaks, step-downs in height, and frequent pedestrian building entrances along Delaware Street, Acton Street, and Virginia Street, with building forms and frontages that create a residential character and scale. (JVP: Building Form, Priorities for North Berkeley, B. Massing Breaks and Step-Downs)
- **Front Upper-Story Step Backs.** Any street-facing building frontage above four stories in height that is not within 100 linear feet of Sacramento Street shall step back from the property line for portions of the building above four stories. (BMC Section 23.202.150(F)(5))

Design Elements

The JVP includes guidance for projects to provide visual interest with variation in architectural elements and materials. The draft ODS will define standards that encourage the use of high-quality materials, finishes, and detailing that create visual interest and enhance the neighborhood's overall aesthetic.

The ODS for Design Elements address the following topics:

- **Window** to create clean geometries and shadow lines.
- **Materials** to ensure high-quality materials and harmony of styles.
- **Location of Utilities** to ensure access while minimizing blank walls.

Key elements of JVP and/or zoning related to the ODS about building massing and articulation:

- **Architectural Variety.** Design buildings to provide visual interest with variation in height, scale, massing, rooflines, materials, and architectural elements. (JVP: Building Form, Shared Priority F. Architectural Variety)
- **Required Openings.** Ground-level exterior walls facing and within 20 feet of a front lot line or publicly accessible pathway or Public Open Space shall run in a continuous plane for no more than 30 feet without a window, door, or other similar building opening. (BMC Section 23.202.150(F)(10))

DRAFT

Part II: Development Standards and Definitions

Definitions

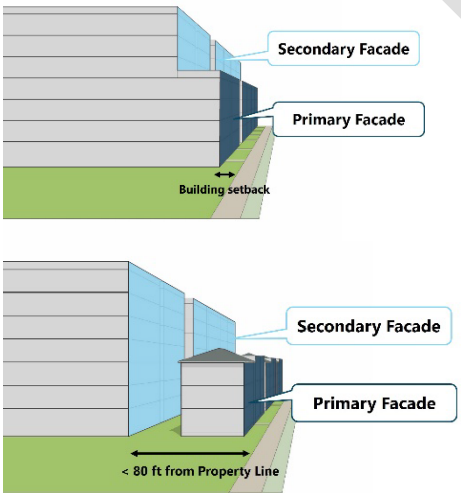
Continuous Building Facade Length
The length of a facade as measured from either the corner of a building to the opposite corner of the building, a change in angle of the facade that is greater than 35 degrees, or a major break with a minimum width and depth of 20 feet. If building facades are curved, length of facade as measured to tangent parallel to interior corridor.

Facade Plane
Portion of a facade located between a corner of a building to either the opposite corner of the building or a major break.

Primary Facade
Portions of a building directly fronting a street or internal pathway, typically located within the minimum and maximum building setback.

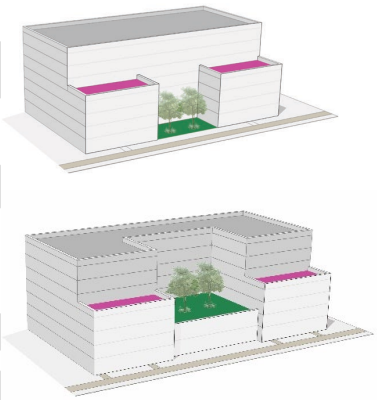
Secondary Facade: Portions of the building facing a street or internal pathway that is within 80 feet of the property line or internal pathway. The secondary facade may be separate from or part of the same building as the primary facade. The secondary facade is typically located behind the primary facade through a deeper building setback, upper floor step back, and/or major break.

Figure 2. **Primary and Secondary Facades**



Frontage Court Buildings
A building where part of the secondary facade is set back at a deeper dimension than the primary facade to create a frontage court building entry or open space. Frontage courts may be a combination of both ground level and podium courtyards.

Figure 3. **Frontage Court Buildings**



Major Break
A massing break or facade modulation that is wide and deep enough that it divides up the facade of a building to create the sense of multiple separate building masses. Minimum dimensions for a major break are provided in the design standards.

Minor Breaks/Modulations
Horizontal changes to the facade plane that provide articulation to the building facade. Minor Breaks/Modulations typically occur to distinguish a residential rhythm and pattern to a building facade with modulations spaced to the width of a room, unit, or group of units. Minor breaks and modulations may be recesses or projections like bay windows.

1 Public Realm

1.1 Public Circulation Network

1.1.1 Ohlone Greenway Connection

1. A multi-use publicly accessible pathway shall connect from the corner of Delaware and Sacramento Streets through the site to either Virginia or Acton Streets to complete the Ohlone Greenway.
2. The multi-use pathway shall be a minimum of 14 feet wide.

1.1.2 Mid-block Connections and Publicly Accessible Walkways

1. A minimum of one publicly accessible on-site walkway shall be located at least every 300 feet along each public right-of-way.
2. **Mid-block Connection.** A minimum of one Mid-block connection shall be made from each public street frontage that connects to the station.
    - **a.** Mid-block connections shall have a minimum building-to-building width of 40 feet.
    - **b.** Mid-block connections may have one bridge over the pathway meeting the minimum standard in 1.1.4.2 Internal Connection Design.
    - **c.** Stoops, balconies, planters, trellises, and other non-habitable architectural features may project within the minimum building-to-building dimension. The total of the upper floor projections shall not exceed more than 25% of the facade plane at the minimum building-to-building dimension or back-of-walk if an internal street. *[Note: Gray highlighting indicates revised text to clarify standard; no changes were made to standard proposed in 9/30/23 ODS Draft]*
    - **d.** Mid-block connections shall be open during all hours of active BART transit service.
    - **e.** Mid-block connections shall include a minimum of one publicly-accessible pedestrian walkway with a minimum of eight feet in width. Location of the walkway within the Mid-block Connection may vary.
    - **f.** Mid-block connections shall include a minimum of one tree average per 25 linear feet.
    - **g.** Mid-block connections with private vehicle access shall have a minimum of one tree per 30 linear feet of sidewalk where technically feasible and allowed by code. (Areas over the BART train box are exempt).
    - **h.** At least one Mid-block connection shall have direct vehicle access to station entrance. This connection shall include publicly accessible sidewalks and vehicle access to drop-off areas for BART riders and shall meet all of BART and City requirements outlined in the North Berkeley BART Station Access Plan. Sidewalk widths, lane configuration, bike facilities, and total number of loading spaces will be determined by the North Berkeley BART Station Access Plan.

1.1.3 Frontage Specific Standards

1. From Sacramento Street. A Mid-block connection in the form of a plaza and multi-use pathway shall be located within the Zone of Influence (ZOI) connecting from Sacramento Street to the station.
2. From Acton Street. A Mid-block connection shall be located such that one edge of the pathway is within 50 feet of the centerline of the adjacent Francisco Street right-of-way that connects through the development to the station area.

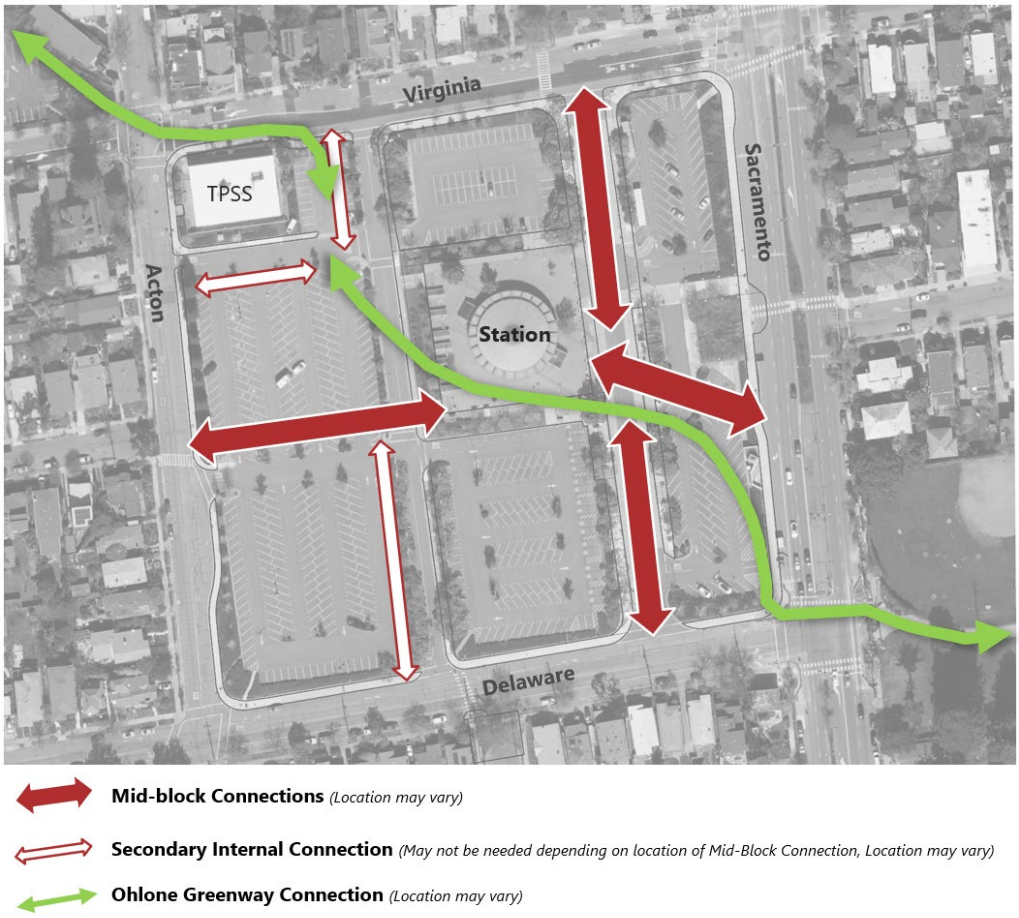
1.1.4 Internal Connection Design

The R-BMU zoning regulations require specified types of on-site pedestrian access (BMC 23.202.150(F)(9)). Additional publicly accessible on-site walkways may be needed depending on the location of a proposed project's Mid-block connections. These internal connections may occur through buildings if they meet the standards below:

DRAFT

1. **Publicly Accessible Pedestrian Pathway**
    a. Pathway shall have a minimum width of eight feet.
2. **Bridges over Internal Connections**
    a. Building-to-building dimension of pathway is a minimum 30 feet in width. Walkway width shall have a minimum eight feet clear path of travel dimension.
    b. Minimum floor-to-bridge ceiling height is greater than 20 feet; an bridge may be located within the floor-to-ceiling space if the bridge has a maximum width of 10 feet.
    c. Maximum depth of building/bridge projecting over the path is 40 feet.
    d. Internal connection may change grade and go over a parking podium that is a maximum 15 feet above grade at sidewalk connection if the full connection length is ADA accessible.
3. **Internal Connection through Public Parking Structure**
    a. A direct connection through the parking area.
    b. Pathway and entrance shall have a minimum width of six feet.
    c. Floor-to-ceiling height minimum of nine feet.
    d. Floor markings shall identify the full length of internal connection.

Figure 4. **Public Circulation Network.**

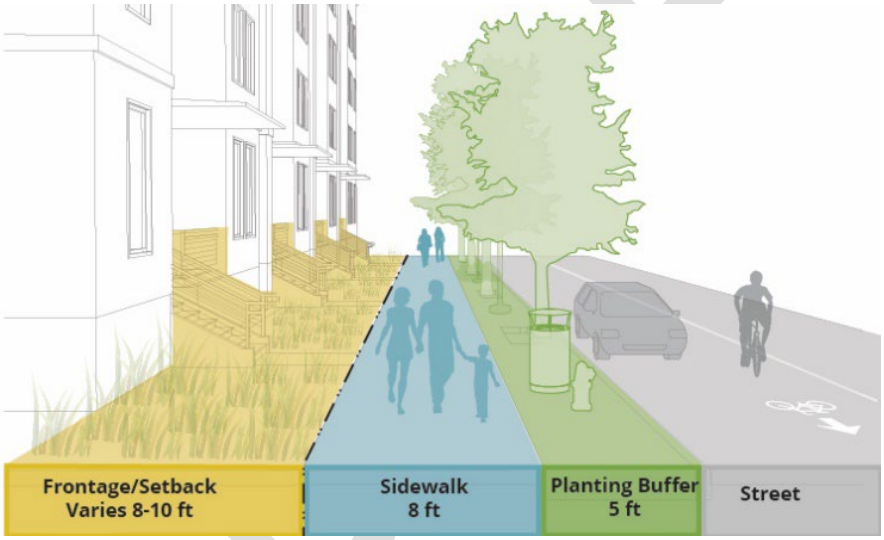


1.2 Streetscape Design

1.2.1 Sidewalk Width

1. Sacramento Street
    a. Minimum Total Sidewalk Width
        i. 19 feet north of Francisco Street or maximum potential sidewalk width while maintaining a 35 feet curb-to-curb dimension from sidewalk to median.[8]
        ii. 13 feet in other locations except where existing structures such as the BART elevator prevent minimum width.[9]
    b. Minimum Clear Path of Travel
        i. Eight feet clear and five feet clear along curb adjacent to casual carpool which is located on Sacramento Street north of Francisco Street crosswalk.
2. Delaware, Virginia, and Acton Streets
    a. Minimum Total Sidewalk Width: 13 feet
    b. Minimum Clear Path of Travel: eight feet
    c. Minimum Planting/Amenity Zone: five feet

Figure 5. Typical Sidewalk Design (Delaware, Acton, Virginia)



1.2.2 Street Trees + Planting Area/Amenity Zone

1. Pattern. Trees shall be planted with a minimum of one tree per 25 linear feet of sidewalk length. Exceptions may be made in locations where existing infrastructure, utilities, or BART tunnel prohibit planting of trees.
2. Location. Trees shall be evenly spaced between the curb and sidewalk or evenly spaced within the width of a planting strip. Trees shall be planted so that at maturity the trunk is at least three feet from the face of curb where loading occurs and at least five feet from face of curb where casual carpool is located on Sacramento Street north of Francisco Street crosswalk.

[8] Exact geometry to be determined in BART's Station Access Plan.
[9] To be studied further as part of BART's Station Access Plan.

3. Ground Plane.
    a. Sacramento Street. Trees shall be provided in planters a minimum three feet wide and a minimum six feet long located 18 inches from face of curb and minimum of five feet from face of curb where casual carpool is located on Sacramento Street north of Francisco Street crosswalk.
    b. Delaware Street. Trees shall be provided in a continuous planter with a minimum of four and a half feet width. Areas between trees shall be landscaped.
    c. Acton and Virginia Streets. Trees shall be provided in planters a minimum of three and a half feet wide and a minimum of six feet long, located 18 inches from the face of curb. A minimum four feet wide pathway between planters shall be required for every loading/parking space. Where loading/parking areas are not adjacent to the curb, trees shall be provided in a continuous planter that is a minimum four and a half feet wide and areas between trees shall be landscaped.
4. Subsurface.
    a. A minimum of 120 cubic feet of well aerated soil per inch of trunk diameter at maturity shall be located within six feet of each tree.
    b. Continuous structure soil with a minimum width of four feet shall connect all consecutive street trees.

1.3 Building Setbacks

Front building setbacks vary by individual street and the type and scale of the building located along the frontage. All buildings shall meet one of the following building setback options for the building type fronting the street.

*1.3.1 **Building Setbacks***

1. All buildings shall be setback from the front property line as provided in Table 1 below.
2. Average Setbacks:
    a. Where an average setback is permitted in Table 1, the building facade may project within the setback area if parts of the facade are stepped back behind the average setback line so that the weighted average of the building setback is greater than the minimum average required.
    b. No portion of the building facade shall project beyond the minimum “not less than” setback dimension provided in Table 1 below.
    c. For instances where multiple buildings are situated along a street frontage between required Mid-block or internal connections, the area between buildings shall be measured 10 feet from (i.e., recessed from as opposed to projecting) required average setback line. *[Note: Gray highlighting indicates revised text to clarify standard; no changes were made to standard proposed in 9/30/23 ODS Draft]*

1.3.2 Building Projections in Required Building Setback

1. Stoops, porches, uncovered decks, landings, and stairs less than three feet in height may project within the required setback area.
    a. At no point shall these features project within the first two feet of setback area on Delaware Street.
    b. At no point shall these features project within the first five feet of setback area on Acton and Virginia Streets.
2. Building features including eaves, cornices, canopies, awnings, and other weather protection features like sun-shades features may project a maximum of two-and-a-half feet into a required minimum setback.
3. Habitable building features shall not at any point project into the first five feet of setback area on Delaware, Acton and Virginia Streets.

DRAFT

4. Where an average setback is provided in Table 1 below, no additional habitable projections including bays, bay windows, or balconies may project beyond the building facade planes used to determine whether the required average facade dimension has been met.

1.3.3 Building Projections in the Right-of-Way.

Buildings fronting Sacramento Street may project into the public right-of-way a maximum of 3 feet. Total projections shall not exceed 25% of the facade length of the building wall to which it is attached. Projections over the right-of-way require a Minor Encroachment Permit from the Department of Public Works. *[Note: Gray highlighting indicates revised text to clarify standard; no changes were made to standard proposed in 9/30/23 ODS Draft]*

1.3.4 Building Projections over internal lot line conditions.

Building projections including balconies and bay windows are allowed across the lot line up to three feet in depth and may not exceed 30% facade area for the length of building wall to which they are attached.

1.3.5 Building Setback Landscaping.

A minimum of 60% of the first five feet of building setback area as measured from the property line shall be landscaped. A minimum of 40% of the remaining required building setback area shall be landscaped.

Figure 6. Average Setback Calculations

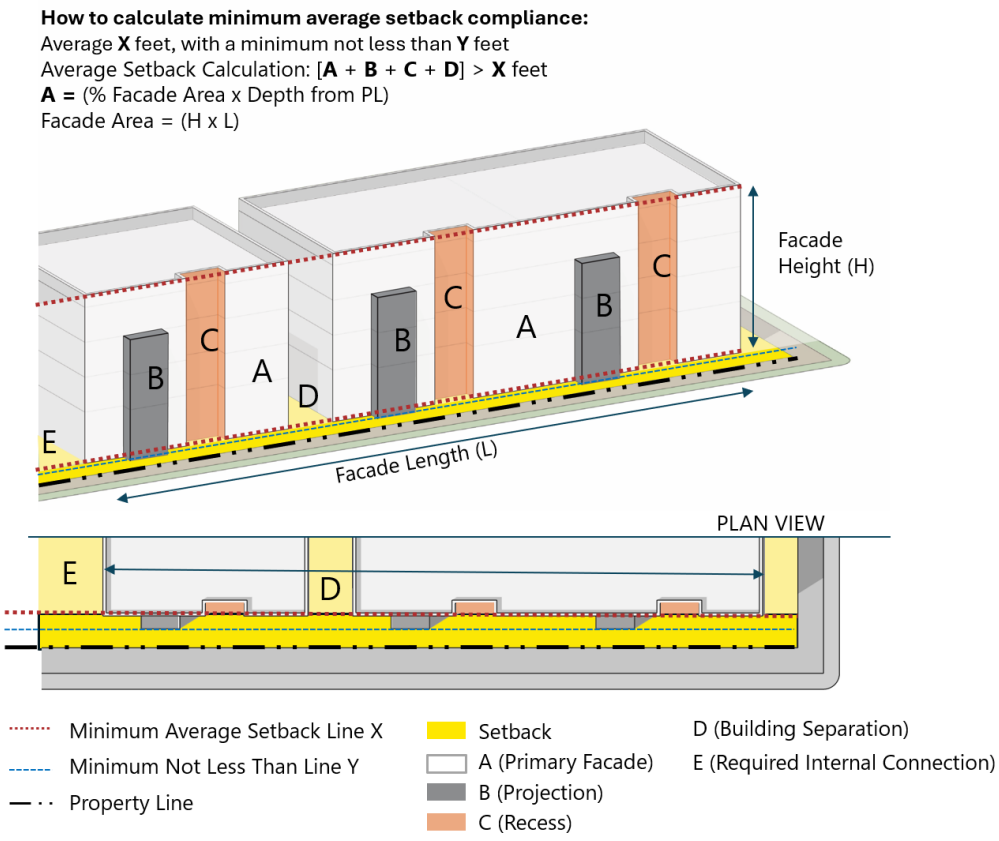


Table 1. Building Setbacks

Minimum Building Setback					
	Sacramento Street	**Delaware Street**	**Acton Street**	**Virginia Street**	**Internal Street**
Buildings located between Sacramento Street and Internal Street					
Minimum depth	0 feet for non-residential and residential accessory spaces 3 feet for ground floor residential units	5 feet	n/a	5 feet	None required
Three Stories or less					
Minimum depth	None required	Average 8 feet, with a minimum not less than 6 feet	Average 8 feet, with a minimum not less than 6 feet	5 feet	None required
Four Stories or more					
Minimum depth	None required	Average 10 feet, with a minimum not less than 8 feet	Average 10 feet, with a minimum not less than 8 feet	Average 10 feet, with a minimum not less than 8 feet	0 feet for non-residential and residential accessory spaces 3 feet for ground floor residential
Frontage Court Buildings					
Maximum Continuous Facade Length	None required	90 feet	70 feet	70 feet	None required
Minimum depth	n/a	Average 8 feet, with a minimum not less than 6 feet	Average 8 feet, with a minimum not less than 6 feet	Average 8 feet, with a minimum not less than 6 feet	n/a

Additional Standards for Frontage Court Buildings:

Frontage courts shall face the street for a minimum 25% of total linear building facade length.

Frontage courts shall be located on either side of the primary facade and have a minimum width of 40 feet and depth of 30 feet from the property line.

Frontage court buildings where the courtyard is located on an upper level less than 15 feet above sidewalk grade shall have a minimum 20 feet landscape buffer from property line.

2 Building Design

Building massing and height shall meet all the standards below as well as those specified in the R-BMU zoning district (*See* BMC Section 23.202.150).

2.1 Building Height

2.1.1 Maximum Building Height

Maximum building height is consistent with R-BMU zoning at seven-stories/80 feet, except in areas where upper floor step backs are required as noted below in Section 2.2.1 and Table 2.

2.2 Building Massing and Articulation

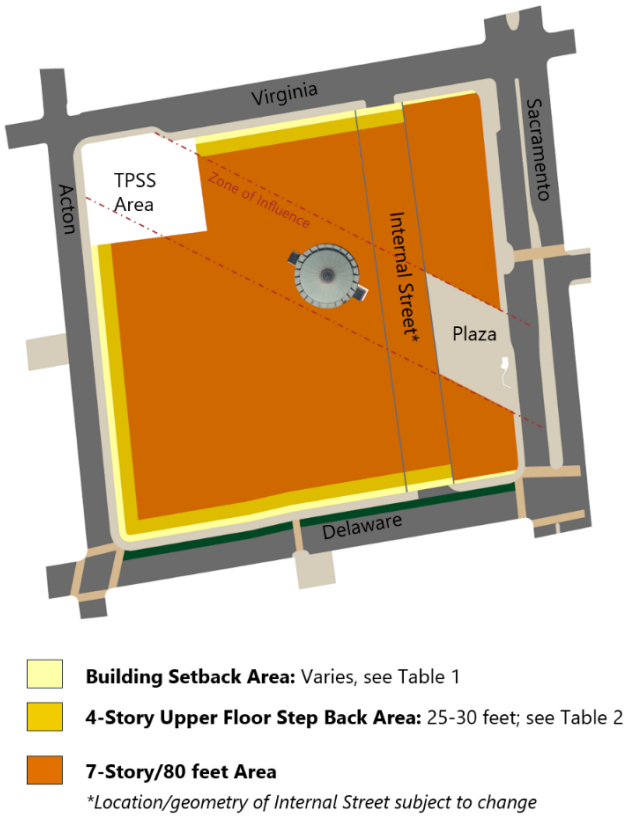
2.2.1 Upper Floor Step Backs

Table 2 sets upper floor step back requirements for specific building frontages. Requirements for building setbacks (Table 1 above) and building massing (Table 2 below) are illustrated in a plan diagram in Figure 6.

2.2.2 Maximum Facade Length

Table 2 sets maximum facade lengths for primary and secondary building facades for specific building frontages.

Figure 7. Building Height and Upper Floor Step Backs Diagram



Building Setback Area: Varies, see Table 1

4-Story Upper Floor Step Back Area: 25-30 feet; see Table 2

7-Story/80 feet Area

**Location/geometry of Internal Street subject to change*

Table 2. Building Massing

Building Massing	Sacramento Street	Delaware Street	Acton Street	Virginia Street	Primary Internal Street and Publicly Accessible Pathways
Minimum upper floor step backs above 4th floor *(measured from property line)*	n/a	25 feet 20 feet for frontage court buildings if frontage court depth is a minimum 50 feet *	30 feet 20 feet for frontage court buildings if frontage court depth is a minimum 50 feet	30 feet, first 100 feet of building façade length from Sacramento façade exempt**	none required
Maximum primary facade length:	250 feet	200 feet	200 feet	200 feet	270 ft for internal street 300 ft for pathways
Maximum secondary facade length:	250 feet	250 feet	270 feet	200 feet	270 ft for internal street 300 ft for pathways

Notes:

**On Delaware Street: For any street-facing building frontage within 125 linear feet of Sacramento Street, buildings 6 stories or less are not required to have an upper floor step back. For any street-fronting building frontage that is not within 100 linear feet of Sacramento Street, buildings 7 stories or greater shall have an upper floor step back above the 4th floor with a minimum depth of 10 feet from property line.*

***On Virginia Street: For any street-facing building frontage within the 110 linear feet of Sacramento Street, buildings 6 stories of less are not required to have an upper floor step back. For any street-fronting building frontage that is not within 100 linear feet of Sacramento Street, buildings 7 stories or greater shall have an upper floor step back above the 4th floor with a minimum depth of 10 feet from property line.*

[Note: Gray highlighting indicates revised text to clarify standard; no changes were made to standard proposed in 9/30/23 ODS Draft]

2.2.3 Major Breaks.

Required for continuous building facade lengths greater than 150 feet in length.

1. All Major Breaks.
    a. A major break shall be a continuous break in the facade from the ground through the roof plane except where noted below.
    b. If two major breaks are provided on a facade, a minimum of one major break shall extend to the ground plane. Other required major breaks shall extend to the first floor.
    c. Major breaks shall be located a minimum 25 feet from the facade edge or corner of the building.
    d. Weather protection and sunshades up to three feet in depth may project into major breaks.
2. For Primary Facades facing public streets.
    a. For portions of a building four stories or less, and greater than 150 feet in length, a minimum of one major break with a minimum width and depth of eight feet and minimum plan area of 100 square feet.

   b. For portions of a building five stories or more, and 150 to 200 feet in length, a minimum of one major break with a minimum width and depth of eight feet and minimum plan area of 100 square feet.
   c. For buildings five stories or more, and greater than 200 feet in length, a minimum of one major break with a minimum width and depth of 18 feet or two major breaks with a minimum width and depth of seven feet and minimum plan area of 70 square feet.
   d. Facades immediately adjacent to a property line may reduce the depth of the major break to a minimum of two feet for the first floor. Planters up to four feet in height are allowed where a major break meets the ground.
3. For Secondary Facades facing public streets.
   a. Major breaks shall extend from the height of primary facade or building between the secondary facade and street through the roof plane.
   b. For portions of a building five stories or more, and 150 to 200 feet in length, a minimum of one major break with a minimum width and depth of eight feet.
   c. For portions of a building five stories or more, and greater than 200 feet in length, a minimum of one major break with a minimum width and depth of 12 feet, or two major breaks with a minimum width and depth of seven feet and minimum plan area of 70 square feet.
4. For Primary Facades facing Publicly Accessible Walkways and Publicly Accessible Open Spaces.
   a. For portions of a building five stories or more, and 150 to 200 feet in length, a minimum of one major break with a minimum width and depth of six feet and minimum plan area of 60 square feet
   b. For portions of a building five stories or more, and greater than 200 feet in length, a minimum of one major break with a minimum width and depth of 10 feet and minimum plan area of 120 square feet, or two major breaks with a minimum width and depth of seven feet and minimum plan area of 60 square feet.

2.2.4 Minor Breaks/Modulations

Vertical Rhythm and Pattern: Facade planes visible at any angle from a public street or publicly accessible space exceeding 60 feet in length shall express a vertical rhythm and pattern that reflects the size and scale of a residential unit and/or individual rooms and spaces through meeting the following standards: *[Note: Gray highlighting indicates revised text to clarify standard; no changes were made to standard proposed in 9/30/23 ODS Draft]*

1. A vertical recess or projection of the building massing shall occur at an average minimum of one per 40 feet of linear facade length with no facade length greater than 50 feet in width without a minor break/modulation.
2. The vertical recess or projection of the building massing shall have a minimum depth of two feet.
3. The vertical recess or projection shall occur for a minimum 60% of the facade height measured from the average ground plane to the top of structure for the specific facade plane of the minor break/modulation.
4. The minimum width of a recess shall be two feet and not exceed 30 feet in width. Recesses shall extend through the roof plane.
5. The minimum width of a projection shall be four feet, and maximum width shall not exceed 15 feet.
6. Change in plane may be a combination of recesses and projections that meet the standards above.
7. A building base up to three stories in height with a non-residential ground floor that does not exceed 150 feet in length is exempt from meeting the standards above. Portions of the building above the base shall meet the standards, percentages shall be calculated only using the façade

area above the building base. *[Note: Gray highlighting indicates slightly modified text from the standard proposed in 9/30/23 ODS Draft]*

Figure 8. **Major Breaks**

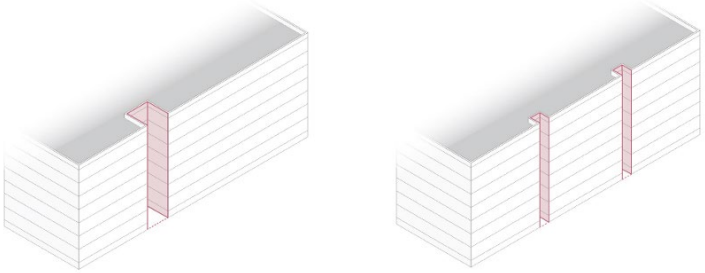
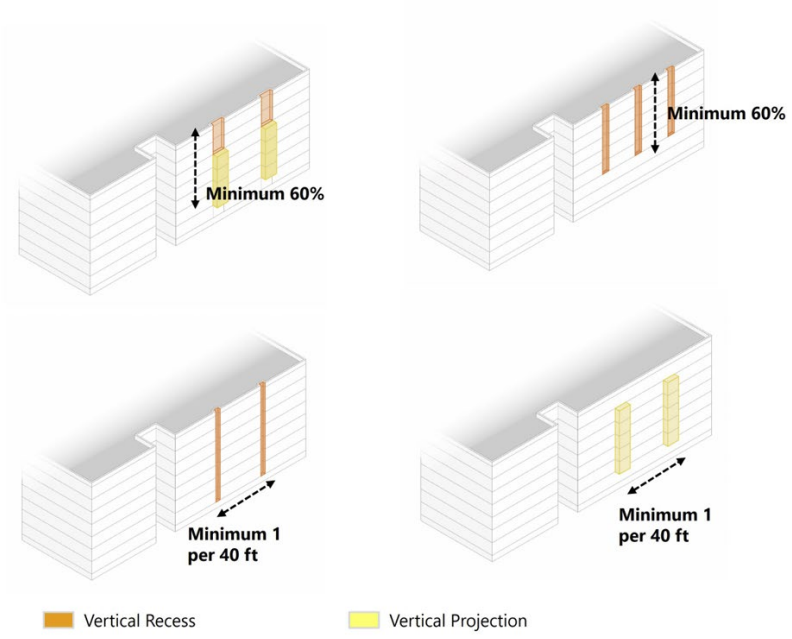


Figure 9. **Minor Breaks/Modulations**



2.2.5 Exposed Parking Structures

1. All exposed parking structures shall be fully screened.
    a. Exterior facing walls of parking structures shall be articulated with artwork, architectural elements, and/or a landscaping/planting wall at minimum intervals of three feet. The articulation shall occupy a minimum depth of 18 inches.
    b. Parking structures extending above the ground floor and not located behind an upper floor step back shall have a minimum of one large canopy tree per 25 linear feet of exposed structure. Trees shall be located within 30 feet of facade of exposed structure. A mature tree shall be planted with a minimum crown height of 25 feet. Volume of soil shall be adequate to support a full growth tree height greater than 60% of the exposed parking structure height.
2. Lighting
    a. No light fixtures within the parking structure shall be directly visible from any point of the exterior of the building.
    b. Screening or exterior facade of parking structure shall not have exterior building lighting above the first floor.
    c. Lighting for signage shall be shielded and directed down. Signage shall not be located above 20 feet from grade.

2.3 Design Elements

2.3.1 Windows

Windows shall meet one of the following requirements:

1. Windows shall be punched with a minimum recess of two inches from the facade or shall be framed with a minimum projection of 4 inches from the facade. Built-up stucco trim or molding (also known as "plant-ons") are prohibited. *[Note: Gray highlighting indicates slightly modified text from the standard proposed in 9/30/23 ODS Draft]*

2. Windows that are flat or flush with the facade are prohibited unless applied to a recessed portion of the building facade with a minimum four inches in depth. Vertical window edges shall be directly adjacent to recess.

Figure 10. Windows Within a Recess and Framed Windows



DRAFT

2.3.2 Materials

Each facade shall include the following materials:

1. No single material shall cover more than 65% of each exterior building facade greater than 40 feet in length (excluding windows, doors, garage doors, and building trim). *[Note: Gray highlighting indicates slightly modified text from the standard proposed in 9/30/23 ODS Draft]*
2. High-quality materials such as brick, stone, ceramics, metals, fiber-cement panels, or other composite panel systems may exceed 65% maximum. Panel systems shall not have exposed bolts or fasteners.

2.3.3 Utility/Refuse/Loading Access

Facade areas used for access of utilities, refuse collection, loading, or other maintenance uses shall meet the following requirements.

1. Shall not exceed 30 feet in facade length without a window where technically feasible and permitted by public agency or utility.
2. Shall be set back a minimum two feet from the property line or back-of-walk for internal streets.
3. A landscape pocket or planter with a minimum depth of one foot shall be located in the setback area. Landscape pocket or planter shall extend a minimum 60% of any blank wall facade length without a door, window or similar building open.

2.4 Alternative Massing and Building Height

Future development on the North Berkeley BART station site may be eligible to utilize provisions of the State Density Bonus Law for increases in density and/or concessions and/or waivers of development standards (such as height) that would otherwise physically preclude the construction of the development. In the event a building(s) with eight stories is permitted by State Density Bonus law, the alternative massing and building height standards described below and shown in Figure 11 shall apply.

2.4.1 Height and Massing Along Acton, Virginia and Delaware Streets

Acton Street:

- Three-story/35 feet within 45 feet from the property line
- Six-story/65 feet within 45 to 80 feet from the property line

Virginia Street (west of the Internal Street shown in Figure 10):

- Three-story/35 feet within 45 feet from the property line

Delaware Street:

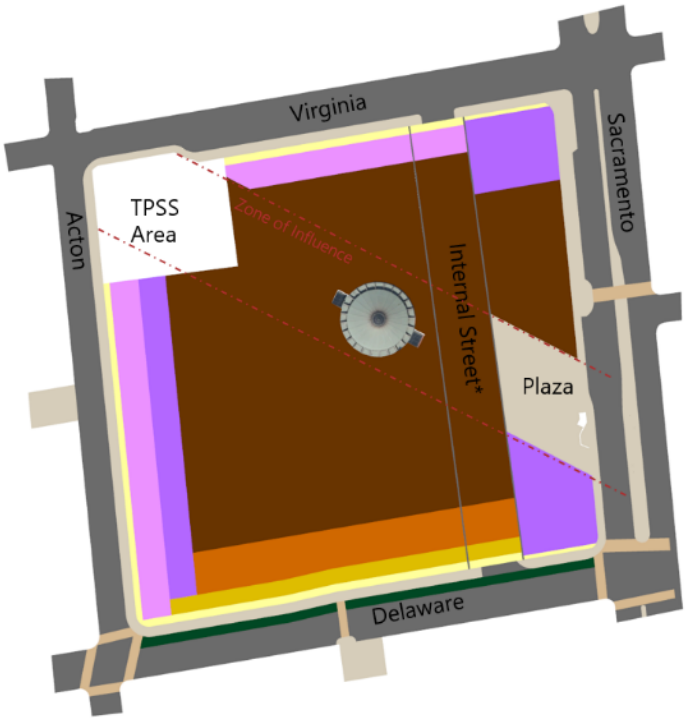
- Four-story/45 feet within 25 to 30 feet from the property line
- Seven-story/80 feet within 25 to 30 feet from property line

DRAFT

Height and Massing Interior to the Site or Along Specified Sections of Sacramento Street

Figure 11 illustrates an alternative standard for buildings up to 8 stories/85 feet along a portion of the site fronting Sacramento Street and within the interior of the site, to be applicable in the event that the Density Bonus law permits an 8-story building.

Figure 11. Building Height and Massing (State Density Bonus Scenario with 8-story buildings)



**Location/geometry of Internal Street subject to change*

Building Setback Area: Varies, see Table 1

3-Story Area: First 45 feet from property line (PL) on Acton and Virginia

6-Story Area: 45 to 80 feet from PL on Acton and at locations between Sacramento and Internal Street identified in diagram above

4-Story Upper Floor Step Back Area: 25-30 feet from PL on Acton on Delaware

7-Story/80 feet Area: 25 to 80 feet from PL on Delaware

8-Story/85 feet Area

1691273.2

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2023

Janice Li
PRESIDENT

Mark Foley
VICE-PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3rd DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

October 10, 2023

Jordan Klein
Planning Director
City of Berkeley
2180 Milvia Street
Berkeley, CA 94704

RE: North Berkeley BART Objective Design Standards

Dear Mr. Klein,

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to commend the City of Berkeley for your staff's tireless work to craft the North Berkeley Objective Design Standards published in draft form last month (Draft ODS). This is a critical milestone towards advancing our shared goal of creating an inclusive and well-designed transit-oriented community at the North Berkeley BART station, building on our original Memorandum of Understanding (2020)[i] and the City – BART Joint Vision and Priorities for Transit-Oriented Development at the Ashby and North Berkeley BART stations (2022).[ii]

In anticipation of BART selecting a development team, the Memorandum of Agreement re North Berkeley and Ashby Transit-Oriented Developments (MOA) executed by the City of Berkeley and BART on June 30, 2022,[iii] states in Section F that:

> BART agrees to enforce the City's Objective Design Standards through its ENA [Exclusive Negotiating Agreement] and other real estate agreements, provided that the resulting ODS are consistent with state law, including but not limited to SB 35, and with all other requirements for the ODS established by this MOA, and so long as they do not diminish the zoning envelope by more than ten percent (10%) below what AB 2923 heights and floor-area-ratio would allow, as calculated based on the maximum square footage that could be built with a reasonable circulation framework and open space provided, utilizing the methodology attached hereto as Exhibit D.

On December 1, 2022, following an evaluation process conducted jointly with the City, BART selected North Berkeley Housing Partners (NBHP) as the developer for the site based on that team's extensive track record and excellent preliminary design, which relied on limited use of the state density bonus law for a 50% affordable housing program. Following extensive community engagement, last month NBHP presented a revised design to the public for the six-building master development. This revised design incorporates community feedback and was well received. NBHP states that the project design substantially conforms to the Draft ODS. It relies on the Draft ODS's alternative massing concept and use of the state density bonus law to achieve the designs for two of the affordable housing buildings.

www.bart.gov

Jordan Klein
City of Berkeley
Re: North Berkeley BART Objective Design Standards

BART has reviewed the Draft ODS released in September and finds that it appears to be consistent with the requirements of the MOA, including Exhibit D.[iv] Assuming its adoption in the form reviewed, and assuming that there is no successful legal challenge to the Objective Design Standards, BART would require that any developer of the North Berkeley Station comply with the Objective Design Standards. We respectfully note that any additional reductions in gross residential square footage resulting from changes to the Objective Design Standards would likely cause the standards to be inconsistent with Exhibit D.

BART affirms our commitment to require the developer's compliance with ODS meeting the above requirements. As provided in the referenced language of the MOA above, BART will enforce ODS to the extent they are and remain consistent with state law, including but not limited to SB 35 and the density bonus law, and thus BART would not prohibit a qualifying project from utilizing those tools. Nevertheless, we recognize that the City may impose conditions related to ODS on future awards of City affordable housing funds to the North Berkeley BART TOD project; BART respects and defers to the City's authority in that matter.

We are deeply grateful for your collaboration over these past years, and are excited to move forward together with the City and NBHP to realize NBHP's plan for a vibrant and beautifully designed transit-oriented community with high levels of affordable housing at North Berkeley BART.

Sincerely,

Carli Paine

Carli Paine
Transit-Oriented Development Group Manager

Att: Exhibit D from Memorandum of Agreement re North Berkeley and Ashby Transit-Oriented Developments (MOA), June 30, 2022

---

[i] Available at https://www.bart.gov/sites/default/files/docs/BART-Berk%20MOU_Signed3-6-2020.pdf
[ii] Available at https://www.bart.gov/sites/default/files/docs/JVP%20-%20final%20adopted.pdf
[iii] Available at https://berkeleyca.gov/sites/default/files/documents/UpdatedMOA%20North%20Berkeley-Ashby%20TOD%2005.16.23.pdf
[iv] BART understands the ODS Capacity (referenced in Exhibit D of the MOA) to be no less than 905,000 residential square feet, exclusive of any square footage for parking.

Jordan Klein
City of Berkeley
Re: North Berkeley BART Objective Design Standards
Attachment - p. 1 of 2

Exhibit D: Methodology for Establishing Developer Requirement to Comply with Objective Design Standards

BART will require the developer to comply with City's future Objective Design Standards ("ODS") for the North Berkeley BART site utilizing its real estate agreements, provided:

1. The City's adopted zoning for the Project, as it relates to AB 2923, allows a minimum of 75 units per acre, at least 80 feet, and at least 7 stories in height;
2. The ODS will be adopted by the City of Berkeley for the BART property within 9 months of ENA execution as provided for in the MOA
3. The ODS are consistent with the City's Zoning Ordinance;
4. The ODS are consistent with state law including but not limited to SB 35 and, as it relates to parking standards, AB 2923; and
5. The gross square footage allowable under the ODS ("ODS Capacity") is not less than 90% of the baseline square footage allowable under AB 2923 floor to area ratio (FAR) ("AB 2923 Baseline Capacity"), as specified below.

Net Developable Area

Both the ODS Capacity and AB 2923 Baseline Capacity will utilize the same net developable area in their calculations. This is defined as the gross site area of the North Berkeley BART Project, exclusive of the auxiliary lots, and exclusive of surface areas utilized for public site circulation, public civic space, and BART infrastructure. The Net Developable Area will be determined based on the following methodology:

- The Selected Developer's preliminary development concept shall establish the initial concept for the net developable area.
- Within 30 calendar days of ENA execution, both BART and City staff shall provide comments to one another on changes required to ensure the net developable area is compatible with BART and City operational and fire/life safety needs.
- Within 45 calendar days of ENA execution, BART and City staff shall meet to combine their respective comments into a single set of changes to be submitted to the developer. If BART and City staff cannot resolve any conflicts between their comments within this time, the City's Planning Director and BART's Chief Planning & Development Officer shall confer to address any disputes.
- The Selected Developer shall have 30 additional calendar days after receipt of the combined BART and City comments to incorporate them into the final net developable area. Both BART and the City must mutually agree that the Selected Developer has addressed all comments. If the Selected Developer believes that comments would result in an inability to deliver a feasible development, the Selected Developer must notify BART and the City within 15 calendar days of receiving the combined BART and City comments so that the City and BART can confer to resolve any issues.
- The final Net Developable Area shall be used solely for the purposes of calculating AB 2923 Baseline Capacity and ODS Capacity, and shall not bind BART, the City or the Selected Developer in any way to this concept for their final project.

Jordan Klein
City of Berkeley
Re: North Berkeley BART Objective Design Standards
Attachment - p. 2 of 2

AB 2923 Baseline Capacity

The AB 2923 Baseline Capacity shall be calculated by multiplying the net developable area by 4.2, which is the minimum floor area ratio for Urban Neighborhood/City Center projects required by AB 2923.

ODS Capacity

The ODS Capacity shall be determined by calculating the gross square footage that is allowable on the Net Developable Area under the R-BMU zoning and under the ODS, accounting for square footage that is lost due to required setbacks, stepbacks, massing breaks, or other required features (e.g. fire and life safety requirements). This determination shall be made by a design professional such as a member of the American Institute of Certified Planners (AICP) or licensed architect, to be selected by mutual agreement of BART and the City.

Timing for Determining ODS Capacity

The ODS Capacity must be calculated prior to public release of the final draft ODS, to ensure that there will be transparency to the community about whether BART will require the developer to comply with the ODS.

Other Conditions

BART will not require developer compliance with any increase in parking requirements above the 0.5 spaces per unit required in AB 2923, but will require compliance related to height and massing provided above conditions are met. Square footage for parking will not count towards the ODS Capacity or Baseline Capacity Calculations.

Both Baseline and ODS Capacity will be calculated for the entirety of the Project, and not individual buildings or blocks.

Public Comment on Draft ODS - Sept 11-Sept 29

Timestamp	What do you like about the draft ODS presented tonight?	What do you think could be improved?
9/11/2023 18:32:23	That they exist.	Reduce the articulation and step backs. Require no breaks in the building.
9/11/2023 20:26:31	Wonderful that we're building housing. Not so great that we are including so much parking, instead of even more housing.	Would it be possible to eliminate more parking spots in favor of housing? This is some of the most valuable real estate in the country, we should try to both house as many people as possible and recoup revenue from that real estate, rather than house cars.
9/11/2023 20:29:43	3 story step downs	1. Need step downs on Sacramento street and set backs especially at corner of Sacramento and Virginia 2. Trees on Sacramento from Virginia south
9/11/2023 20:43:34	I liked the renderings and Birds Eye view.	I think that the bus stops on Sacramento street could be improved to include real time departures, a bus rapid transit wheelchair accessible stop and the 88 being extended on Sacramento with fifteen minute service.
9/12/2023 1:39:19	Nothing	Better surveys and more ability to make the design contextual , consistent in population density with the surrounding houses, increase the parking spaces to accommodate any new residents, for example 100 additional new parking spaces are needed if 100 bedrooms are to be built
9/12/2023 6:44:47	Not good enough	Dream bigger, more units, less parking. Look at what Oakland is doing!
9/12/2023 8:23:41	They adequately satisfy the bare minimum required density.	The site can be much more intensely developed, with less parking and more dwellings and open space.
9/12/2023 8:38:24	The layout was nice. I liked the diversity of building heights. Businesses looked good too.	Reduce the amount of parking.
9/12/2023 12:22:47	The Ohlone Greenway link. The Colonnade in particular looks wonderful. One of the issues with the greenway as a mixed-use path is that cyclists (and e-cyclists) using it for transportation don't mix very well with pedestrians using it for recreation. The Colonnade seems like a great solution to help keep those groups separated.	310 parking spaces is deeply disappointing. There should be many, many fewer.
9/12/2023 13:49:04	More housing!	Less conflict with cars. Move garage access to Sacramento St. Add publicly accessible roof deck for neighborhood residents.
9/12/2023 13:57:28	Pretty much everything. I really like how the design has evolved. You've clearly taken community feedback into account and made real progress on housing. Looks great.	While I have a few nits, I'd rather leave those aside and just say thanks for all the hard work on this.
9/13/2023 16:14:59	Interesting	the plan
9/13/2023 16:42:08		
9/13/2023 16:54:12	I Cannot attend	More bike parking. Facade should be more neighborhood friendly/compatible. In terms color and textures
9/13/2023 21:12:51	Emphasis on bicycle and pedestrian acess	More retail, mixed use
9/14/2023 10:50:29	The design feels welcoming. I appreciate the walkthroughs from one block to another - this encourages neighbor engagement from outside of the block.	Please share the income levels of affordable housing and how many units will be offered to which income levels.
9/14/2023 14:39:27	trees, gardens, paths; public space; larger number of lower-income income units	make it 4-6 stories instead of 6-8; more variation/artistry of architectural elements (go wild!), warmer/natural materials; don't segregate poor people into one building.
9/15/2023 14:46:56	I like the path, the wuggle and the Ohlone throughout as well as the mid-block connection fir Francisco BUT. SEE below	Sacramento should be put on a road diet. Take it down to the width from Rose to Hopkins.
9/15/2023 14:48:18	Bike parking. But make sure residents have secure parking inside the garage.	More units. Go for the max
9/15/2023 14:59:56	improvement from the last one! on the right track	please include landscape or trees all around the Sacrmento St / Virginia St Corner, from the plans it looks like there is a portion at the corner where there is no greenary. thanks! and please provide a response
9/18/2023 21:02:57	I like that we still end up with some very tall buildings to allow for lots of new homes and types of homes.	I think the setbacks could be a tiny bit smaller, and the buildings could be taller
9/19/2023 9:38:30	The attention to detail in outdoor areas, the plan to have setbacks and spaces between buildings	Eight stories is still WAY too tall! Six would be very tall-but 8 is extremely tall in that environment. It may not seem tall in an environment that already has tall buildings. But it is totally over the top in that locale.

Public Comment on Draft ODS - Sept 11-Sept 29

9/19/2023 20:25:29	The connection of the Ohlone greenway, the focus on building community spaces, ground level plantings and the housing	Would be nice if the buildings above reflected the craftsman and bungalow styles found all around the surrounding neighborhood. Just a few borrowed elements here and there would make a lot of difference in making the structures less boxy and fit in better with their surroundings. The shapes are there-just not the character.
9/20/2023 8:01:56	Reduced height at corner of Sacramento and Virginia but not reduced enough. Should be no more than four floors on Virginia. Appreciated 3 floors on Action and part of Virginia	NO 8 stories!!!! 6 max and 4 along perimeter
9/20/2023 12:05:24	Not liking it much at all.	The buildings are too industrial/modern. They need to be more victorian or spanish style in keeping with surrounding house architecture. Buildings need to be shorter, all sides should be set back from the sidewalks with trees in front. No monolithic overhang over the front areas.
9/22/2023 0:57:35	Good requirements for trees and human-friendly facades.	1. Why do we need direct vehicle access to the BART station entrance? This seems like an unnecessary waste of housing or public space considering that considerable walking is still required to board a train within the station. If anything, provide direct vehicle access to the BART station elevator on Sacramento only, and provide more bus parking on Sacramento. 2. The majority of pedestrians going to the BART station will be coming from somewhat diagonal directions, not from exactly north, south, east, or west. The ODS should prioritize pedestrian connections from the corners of the site, not mid-block connections! 3. Needs bike share and micromobility.
9/26/2023 16:58:32	It is good to finally see renders that help overcome all the signs around the neighborhood that are a gross exaggeration of the project.	Higher quality facade materials.
9/26/2023 17:02:34	Beautiful vision, ample housing, great addition to the neighborhood	Love it!
9/26/2023 17:34:41	There is a lot to like about it! Overall it looks like it gives developers flexibility to make something really nice and I think the future residents deserve a nice place to live.	Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.

Public Comment on Draft ODS - Sept 11-Sept 29

9/26/2023 20:41:21	Focus on density and streetscape improvements.	Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/26/2023 22:24:47	Very accessible overview of the project, lovely design	Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.

Public Comment on Draft ODS - Sept 11-Sept 29

9/27/2023 6:36:27	I like: * the clear bikeway through the center of the development * the greater height along Sacramento * adherence to minimum standards	Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/27/2023 8:48:18		Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.

Public Comment on Draft ODS - Sept 11-Sept 29

9/27/2023 21:36:16	Thorough	Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/27/2023 22:00:58	I think it's great! Beautiful, in keeping with the neighborhood while still adding plenty of housing. Living at California and Francisco, I'm really excited about this development.	Please create space for commercial opportunities in the design - we in the neighborhood need a coffee shop, a small grocery store, and maybe a restaurant. I'd also love to see a thoughtful extension to Ohlone Park - the baseball diamond across from BART goes basically unused, and could be thoughtfully repurposed to feel like green space this community could leverage. In addition: Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.

Public Comment on Draft ODS - Sept 11-Sept 29

9/27/2023 22:46:45	The attention to internal connections and ensuring connections to the Ohlone Greenway	Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 6:56:33		-Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. -Reduce or eliminate massing breaks where possible to restore more homes. -Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. -For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. -Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 7:19:21	see below	I believe the following suggestions would be the most effective at increasing the number of homes actually built: Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 7:45:25	Progress!	I live near N Berkeley Bart and I favor ODSs that maximize the density and number of units!

Public Comment on Draft ODS - Sept 11-Sept 29

9/28/2023 8:18:36	the fact that we have gotten this far!	Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 8:27:40	Not much. It needs to produce a better product. The current design falls short of being contextually sensitive at every opportunity. The buildings fronting on Sacramento are an affront to any idea of contextual design. The edge buildings on the other three sides of the site need to be smaller in order to respect the local context.	See above
9/28/2023 8:30:45	Appreciate the thoughtful consideration of diverse opinions and values.	Architecture is boxy and bland and without visual appeal. Parking options appear unrealistic.
9/28/2023 8:37:50	I am glad it brings some housing density.	
9/28/2023 8:41:54	The design is a shit show. Try again, or hire a company that knows what they are doing. You're absolutely fucking the people who own houses around this ludicrous design. Rooftop decks looming over our houses? Fuck you for even floating this shitty idea.	No homeless shelter. Putting this RIGHT ON A BIKE PATH FOR CHILDREN is the stupidest, most irresponsible thing I've ever heard of. District one has far too many homeless shelters, and it's time for other districts to step up and shoulder this burden. It's time to stop making district one the toilet of Berkeley. Also Move the driveway for the hideous garage to Acton Street. Make goddam sure that driveway is not aimed at our living room windows. The exit can be pointed at Francisco Street or Short Street. Not at our fucking houses. Fix this or the residents on Delaware will cause problems for this project. That's a promise. Rooftop play areas so that we get to have drunken assholes pitching beer bottles at our houses at night? What the fuck??!!! NO. NO. NO.
9/28/2023 8:44:59		- Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. - Reduce or eliminate massing breaks where possible to restore more homes. - Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. - For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. - Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 8:45:51	I think the project should have the most amount of units with the fewest number of restrictions possible	Build as tall of a building with as many units as possible! Minimize costs and rules!
9/28/2023 8:54:58	The potential to build more housing in our community	•Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. •Reduce or eliminate massing breaks where possible to restore more homes. •Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. •For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. •Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 8:57:14	The effort and thoughtfulness	The setbacks, sidewalk buffers, and upper floor step backs are too large, removing liveable spaces.
9/28/2023 9:12:07	making objective standards should make for a more streamlined process	make the ODS less stringent, increasing the possibility for more homes on the site
9/28/2023 9:15:57		Make it easier to build ADUs!

Public Comment on Draft ODS - Sept 11-Sept 29

9/28/2023 9:16:58	publicly accessible walkways, greenway connection, potentially reducing width of nearby streets , prioritizing pedestrian/bike connections	Don't care about projections/recess, generally too restrictive, should add more homes : Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 9:24:53	Green, open areas. A "commons" feel and energy. Hope businesses in the complex are ones that residents and neighbors can use without driving (grocery store, cafe, pharmacy, etc.)	Use of building materials that don't dramatically deteriorate, visually and structurally, within a few years.
9/28/2023 9:28:14	I like that there will be lots of new homes with built-in access to transit!	Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 9:34:03		Please make changes to the Objective Design Standards (ODS) that allow for as many homes to be created as possible, while following the zoning rules and Joint Vision and Priorities that promote good design at the North Berkeley BART station. Specifically: •Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. •Reduce or eliminate massing breaks where possible to restore more homes. •Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. •For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. •Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 9:39:02	Impressive! Incorporates so many goals elegantly.	Include condos for sale along with rentals apartments.

Public Comment on Draft ODS - Sept 11-Sept 29

9/28/2023 9:41:18	Internal connections.	Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. Reduce or eliminate massing breaks where possible to restore more homes. Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 9:57:26		How do you justify 8 stories when the ODS says, "Building design should consider the scale and character of the surrounding built environment."? Who is going to be responsible for maintaining the property? The courtyards and paths might become havens for drug use and homeless encampments. Who is responsible for insuring that doesn't happen? As it is, BART doesn't do a very good job of maintaining the property or the trains and don't seem to be able to insure the safety of riders. Will there be increased public transit to get people to BART? Where will commuters park (if they ever come back to BART)? Will the residents in the new development be eligible for residential parking passes? I live half a block from BART and we already have a parking problem.
9/28/2023 10:01:35	Extending the bike path. Gardens and greenery	Way smaller buildings. This is a neighborhood of one and two story houses. Families don't really want to live in apartments if they had the choice. There will also be way too much traffic for the tiny streets here.
9/28/2023 11:30:54	I believe that this ODS draft is heading the right direction with middle to high density that is lacking in the context of Bay Area in general.	I think that density is great. I would propose and ask to have the greeneries improved with more tree coverage and rooftop grass to reduce heat absorption.
9/28/2023 12:48:25		To have it fit in the existing community where PEOPLE have made their homes. BIGGEST IMPROVEMENT: pretend YOU worked and saved up and paid taxes and bought a house then all of a sudden -- this happened to YOU. EMPATHY: OMG PARKING? where will people who for years DID use public transportation park now? where will guests of these people park? where will THEY park? again: pretend it's you -- that's all you have to do. not a bullet point in your resume -- your home. home.
9/28/2023 12:53:12	Not really much at all.	Keeping this to a 600 unit, 3-6 story construction in this neighborhood of 1 to 2 story homes. This is not in a major travel corridor, but a neighborhood. Putting in parking to the same number or more that currently exist. This is need to replace to replace the missing spaces that BART patrons will need as well as the residents of this new structure. If there will be 600 units, there will be a minimum of 500-600 new cars in the neighborhood.
9/28/2023 13:12:42	I appreciate that there is some concern for community input.	Do not make this so massive. Incorporate set backs from the street. The more low rise village aesthetic incorporated into the project, the more likely this project will be accepted by the community and the better for those who ultimately live here.

Public Comment on Draft ODS - Sept 11-Sept 29

9/28/2023 13:25:55		I live one block South of the North Berkeley BART station, and I would like to see the ODS be a little less stringent. This space will presumably not only have new housing, but also some amount of new commercial space on the ground floor (coffee shop, laundry, corner store, etc.). As people, we interact differently with commercial frontages vs. housing. We want to give a buffer and some privacy to people's ground floor homes, but the exact opposite is desirable for most commercial ground floor spaces. - Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility. Particularly in cases of any street-fronting commercial on the ground floor, it makes more sense to have little-to-no setback, as this is the way we expect commercial spaces to connect to the sidewalk, vs. the expectation of buffer / front yard / etc. for ground-floor homes. In cases of coffee shops or restaurants, I hope this setback can be turned into patio dining, etc. - Reduce or eliminate requiring massing breaks where possible to restore more homes. - Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. - For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. - Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 13:38:02	I am definitely opposed to more than 3 stories for the building at N Berkeley Bart.	
9/28/2023 13:40:54	nothing	limit to two or three stories
9/28/2023 13:41:55	Step-downs on some sides.	A smaller project with 3 to 6 stories would be more congruent with the neighborhood.
9/28/2023 13:43:11	Not much	1) Reject any changes to the proposed ODS that increase the size of this already too-large project. 2) Keep the 3-story heights and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community. 3) Keep the ODS-recommended breaks in the massing of buildings - these are vital to keep to keep this oversized project from being a fortress of building walls. 4) Keep the ODS recommended sidewalk setbacks (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.
9/28/2023 13:52:55		3 story max perimeter buildings - 7 story limit to tallest structure - green areas -
9/28/2023 13:54:21	Nothing	1. Decrease size of this project. 2. Maintain 3-story heights and lot depths similar to immediate surrounding community. 3. Keep breaks to avoid massing of buildings 4. Maintain 20 foot sidewalk setbacks
9/28/2023 13:59:39	3-story MAX height at street frontages	reduced scale respectful of the surroundings
9/28/2023 14:03:56	Provides infill housing	Could be much gentler on the neighborhood: wider sidewalk setbacks, greater public open spaces, step down heights near existing housing
9/28/2023 14:04:38	most of the setbacks, the circulation within the site, efforts to reduce light pollution	Despite its words, it has not led to an actual design that is respectful architecturally of the surrounding neighborhood.
9/28/2023 14:06:17	I wasn't at the meeting but have read the ODS.	The scale is overwhelming for a single family neighborhood. This type of housing should be on San Pablo or University, a business corridor. Basically YOUR BUILDING A BUSINESS, not a neighborhood. The density is way too high. Lower the size and scale of the project!
9/28/2023 14:37:59	Setbacks	Lower height of the too-tall middle section

Public Comment on Draft ODS - Sept 11-Sept 29

9/28/2023 14:46:37	Thank you for making a video available.I watched the presentation (on 9/28) amazed about the 5+years my community, city, and Bart have collaborated. The visual design and function rendered got me really excited for the possibility that a suitable place will get built. There has been thoughtful effort all around to create a Berkeley neighborhood that is a vibrant new hub and continuation of where I live (Grant and Francisco). At that first rainy night meeting in 2018 I felt supportive of new housing. In my mind, I trusted the "designers" because I knew they would be the team members best able to ingest the complexity of the vital needs of this community effort and imagine viable solutions. It's really happening. So far, its great.	I haven't seen design details that address night time lighting standards/avoiding light pollution. Perhaps I missed it. I strongly encourage development of plans if not made, that approach best practices for nighttime urban lighting. Light that avoids negative impacts and diminishes the experience of sharing these new residential urban blocks with others including migrating birds and nocturnal animals. Safety for all, in other words. I shared similar sentiments recently with Stacey Rutherford on her project for the Ohlone Park Restroom & Lighting initiative going on now. I encouraged her, and now those finalizing the ODS to articulate plans that incorporate International Dark Sky standards and prevent development mistakes or oversight regarding all lighting choices both for the homes and buildings as well as pedestrian pathways throughout the new neighborhood. I hope some clarification of an appropriate direction is including in the final ODS. I support lighting options/choices that comply with the Dark Sky Association recommendations (shielded, pointing down). I know there are additional dark sky compliance steps for urban planning that are highly recommended such as timers or motion detection, and the all important COLOR OF LIGHT, amber light is best. I am not a scientist but I know something about the color of light. The blue light of LED is disruptive to many nocturnal animals and birds. Let's do our part in Berkeley to protect the night sky as best we can while we make the public spaces safer and more useful for everyone. We can do it all. The SF Chronicle and Forum on KQED both featured shows in September on Dark Sky efforts in West Marin. Interesting stuff. No one expects that the Milky Way will be visible from the rooftop garden in the Bay but right-lighting is no longer a fringe effort in urban design. A construction project in North Berkeley must take a winning step forward and design public lighting, especially night time luminance, responsibly.
9/28/2023 15:47:54	nothing	lower height limit, more parking places, mental health conditioning for new neighbors
9/28/2023 15:59:56	Pedestrian-friendly sidewalks and tree plantings	Disappointed that the area along Sacramento will be up to 8 stories. More people walk and drive by there than walk or drive on Acton, Virginia, or Delaware. It will dramatically change the feel of the area to have 8 stories so close to the street on Sacramento, particularly for pedestrians. I am worried it will feel like a mass. Also, I'm disappointed I'll no longer be able to walk out of BART and see directly up Francisco street into the hills. I wish the open area could be directly in front of the BART instead of south of the BART.
9/28/2023 16:17:16	Too big - looks cramped/crowded.	Keep it small and tasteful.
9/28/2023 16:42:46	I think it is good as is and would like to reject any changes to the ODS. It's an already very large project on this lot.	Make it fit the neighborhood better.
9/28/2023 18:33:54	I like the wider tree planting area next to the sidewalk, and the required major and minor breaks to reduce massing. The breaks are essential to fitting into the character of the neighborhood. Street trees required. They should be required on all streets. The size described in the ODS seems appropriate, it should not be bigger. The setbacks are as described are adequate.	I think the setbacks are on the small side. They really shouldn't be any smaller, and it would be good if they are larger. I am in support of the development, but I worry about buildings which feel like they loom over the neighborhood. In terms of materials and design, there should be something about complementing the existing character of the neighborhood full of craftsman homes. A sleek, hyper modern, modular building like many build along shattuck in recent years would not fit into the existing neighborhood and would be an eyesore. The buildings should have architectural interest and character, and differ from each other, to feel like a part of the neighborhood.
9/28/2023 18:51:35	Lower density on Acton - It is still to high along Sacramento Street	Lower the density, reduce the affordable housing component- Less affordable housing 35% is enough.
9/28/2023 20:43:23	I liked the amount of greenery, I liked the graduated building heights on Acton, Delaware and Virginia Sts., I liked what they did with the Olone Greenway. I liked that the parking entrance was moved to its current location.I liked the amount of affordable housing.I liked the building setbacks. I liked what was done to integrate it into the neighborhood rather than the blocky new buildings on Shattuck.	The buildings could be several stories smaller with less people.

Public Comment on Draft ODS - Sept 11-Sept 29

9/28/2023 21:16:38		These ODS are too restrictive. BART is a public resource, funded by local, state, and federal money, and our city needs not to impose undue restrictions on how we share that resource. In particular, we should amend the ODS as follows: - Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. - Reduce or eliminate massing breaks where possible to restore more homes. - Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. - For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. - Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/28/2023 21:43:56	Nothing	Not to build.
9/28/2023 21:57:42	I'm very excited about the opportunity for housing at BART. We need to say goodbye to the days of car-centric sprawl and say hello to new neighbors living in safe, environmentally friendly housing.	I would like to see more density. Every additional height limit is another neighbor who can't live in high-quality housing. Concerns over shadow and massing are not real concerns, no one ever died from a shadow. People die from not having high quality housing.
9/28/2023 22:05:59	Seems reasonably sized for the existing community- any larger and more dense would be too much! Glad there is some parking as expecting new residents to not have cars is unrealistic. Also commuters need parking. I like the public spaces and the step down in building sizes into the perimeter streets the right now how 1-2 story houses.	8 stories still seems awfully tall. Also I want more info on the plans for the supportive housing.
9/28/2023 23:04:29	Plans with the most setbacks, breaks, and lowest heights are appealing.	Please do not select the ODS that maximize density on this property - it will make our neighborhood look as if a spaceship has landed in the middle of it. Please choose ODS that support the residential feel of our neighborhood.
9/29/2023 0:09:29	It seemed like the design team took into consideration all of the community's input on design and how to fit into the neighborhood: step downs to the neighborhood, setbacks to allow light, landscaping, and making inviting sidewalks, breaking up facades, spaces where new station residents could meet neighbors....etc. It is still too tall for the neighborhood, but without all of these smaller adjustments made around the edges, it would be unbearable. I liked how many of the buildings had open areas cut out at street level corners: almost like an expanded entry way porch overhang area, but really opened up the plaza level area, reducing the feeling of the large flat looming tall wall extending upwards, and creating extra gathering space areas.	Addition of a roof top public park on the large parking lot, possibly with a food service space. Since neighbors and the neighborhood are loosing daylight on their houses and streets, it could be replaced by roof top access. And would actually make North Berkeley BART a real worth-while destination to draw people from outside of Berkeley city limits: think NY Highline or SF Salesforce Park.
9/29/2023 8:24:20	Not much	Quite a bit-I oppose any housing that does not provide massive affordable housing and doesn't destroy the community with behemoth plans, extreme heights or sidewalk setbacks
9/29/2023 9:56:56	Not much!	Keep the size contextual to the neighborhood - 3 stories facing the streets, max 6 stories, 20' sidewalk setbacks, more parking for residents and BART riders and no massive homeless shelter. Do not destroy our working class neighborhood!
9/29/2023 9:59:08	What is proposed by BART for housing at the NBBart station is a gross design and completely ignores the community and housing architecture of North Berkeley.	Return to the existing architecture of the neighborhood: Residential, Woodframe with parking and green space.
9/29/2023 11:21:48	They are thorough, the design concepts are very well conceived, and they address the necessary added density well.	I am in favor of maximum density with 50% affordable housing. I would also like to see that all-electric, net zero, carbon-free, sustainability, and resilience are directly addressed in guidelines even though explicit strategies may mot be known at this time.

Public Comment on Draft ODS - Sept 11-Sept 29

9/29/2023 12:19:41		* Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street. * Reduce or eliminate massing breaks where possible to restore more homes. * Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories. * For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules), and reduce the allowable depth in order to allow for more homes and housing types. * Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.
9/29/2023 12:42:11	Building setbacks, breaks in facades, 3-story max height on Acton, Virginia, Delaware	overall scale is already too large; do not allow any additions!
9/29/2023 16:15:53	Given the constraints you had to work with, it seems reasonable, except for the complaint below.	I could not be at the meeting, so maybe you talked about it there, but in the ODS the City has not explained clearly enough exactly how the Density Bonus works, and what is the likelihood of its increasing the height and mass of the proposed buildings. You give it only a page and a half at the end of the 22-page ODS, and even then it is labeled as "Alternative," with State Density Bonus law in small print. This seems to me manipulative and deliberate.
9/29/2023 17:02:26	Thoughtful approach to minimizing shadows, low rise structures on side streets, lots of open space and walkways.	Increasing the space (sidewalk,planted areas) so the buildings don't feel so large on Sacramento. I would trade building breaks and the high setbacks, for more space on the ground. It's really important that the design team give us a visual representation of what drivers and cyclists and pedestrians traveling down Sacramento (both directions) will see. As well as views of what pedestrians will see walking up to the site on the Sacramento side. And if you wanted to mark it on the site so we neighbors could physically experience the new space, that would be extremely helpful. Thanks!
9/29/2023 17:34:54	Appreciate the generally thoughtful design and connectivity.	Reduce building setback to the minimum required by zoning and reduce breaks that are inefficient uses of space. Maximize the potential development area (noting that this does not require the developer to build the maximum allowed number of homes). Trees should be carefully planned so as not to disrupt the bike paths within a few years once roots protrude into the path. Use alternative landscaping when possible that does not have intrusive roots.
9/29/2023 18:04:57	Love that it's responsive to neighborhood look/feel and several years of many of us desiring a lack of towers in the neighborhood. Please keep the 3-story heights and the lot depths for the buildings around the Virginia, Acton and Delaware. Please also maintain the ODS-recommended breaks in the massing of buildings along with the various types of building articulation to help the project be part of the neighborhood. Lastly, please keep the ODS recommended sidewalk setbacks that vary with the heights of the buildings at the perimeter - another great design component to help blend the development into the existing neighborhood.	Please reject any changes to the proposed ODS that would increase the height of any existing proposed buildings or add any additional buildings of six or more stories.
9/29/2023 21:39:37	3-4 stories in perimeter. Need the same on Sacramento; wide set backs…need the same on Sacramento	Set backs and step backs on Sacramento

Public Comment on Draft ODS - Sept 11-Sept 29

From: bruce buchanan <bruce.t.buchanan@gmail.com>
Sent: Wednesday, September 13, 2023 5:49 PM
To: bartplanning
Subject: I only see progress on the north berkeley project

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

What about the ashby ave project? Where are the early design docs, etc?

Public Comment on Draft ODS - Sept 11-Sept 29

From: D Dorenz <ddorenz@gmail.com>
Sent: Tuesday, September 19, 2023 8:15 PM
To: bartplanning
Subject: re: EBMUD and the N. Berkeley BART and Ashby BART housing

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hi,
I am wondering if EBMUD has been consulted about the water issues and if the waste water department of Berkeley has been consulted to see if the plumbing under the streets can handle the new and extensive input that these new structures will make on the sanitation and water systems of Berkeley? I also would like to know how these new structures will affect the fire department?

The City is assuming that the residents will not have many cars and just be using BART to get around. This is not exactly a given.
Where will all of these cars be parking besides in the parking area that will be underground last that I heard?

Earthquake proofing: The underground parking and the BART tunnels themselves are open underground areas that might make building on top of them insecure should there be an earthquake. Have the planners consulted earthquake engineers to see if they are able to make these buildings secure in the event of a severe earthquake in light of the "hollow ground" on which they will be built? Thanks for your responses.
Dorothea Dorenz
1200 Neilson St. Berkeley, 94706

--
Dorothea Dorenz

Public Comment on Draft ODS - Sept 11-Sept 29

From: Marianne Betterly <mbetterly@gmail.com>
Sent: Thursday, September 28, 2023 1:11 PM
To: All Council; Shen, Alisa
Subject: N Berkeley BART project comments

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

First of all, I am very upset you are planning to construct the HUGE project on N Berkeley BART property - and also that you are taking most of the parking away from those who need and use it. I park there once a week.
It is close minded to think that everyone either walks or rides a bike to BART - that is not the case. I live in Kensington so I rely on my car to go to BART. There is NO WAY I can walk or ride a bike there.

I understand that the project is proceeding despite community/property owners' feedback. I own property on Delaware St. so I will be impacted (my son lives there).

That said, I hope that you will consider the following:

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project. **Lower the max height to 4 stories. That is what many sustainable cities have in walk-friendly neighborhoods.**

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

5) **Add additional parking** for all those who need it in the neighborhood and surrounding areas.

Regards,
Marianne Betterly

Public Comment on Draft ODS - Sept 11-Sept 29

From: Anne Boersma <aaannn1@gmail.com>
Sent: Thursday, September 28, 2023 12:49 PM
To: Shen, Alisa
Subject: No changes to ODS

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

No changes to the proposed ODS.

I Reject any changes to the proposed ODS that **increase** the size of this already too-large project.

Keep the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

Keep the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

Keep the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Dr. A. Boersma

Sent from my iPad

Sent from my iPad

Public Comment on Draft ODS - Sept 11-Sept 29

From: rachel bradley <rachelbradleywood@hotmail.com>
Sent: Thursday, September 28, 2023 1:38 PM
To: Shen, Alisa; All Council
Subject: Comments on Objective Design Standards for North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear City Council and Staff,

I strongly urge you to reject any changes to the proposed ODS that **increase** the size of this already too-large project.

Please keep in place the 3-story heights and lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - they are very important to even begin to fit the development into the surrounding community of mostly single-story homes.

Please also keep in place ODS-recommended **breaks in the massing of buildings** - these are critical to keep to keep this oversized project from being a forbidding fortress of building walls.

Please preserve the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Please give careful consideration to the needs of the whole community in the area, including the new residents, in setting the guidelines for the new development.

Thank you,
Rachel Bradley

Public Comment on Draft ODS - Sept 11-Sept 29

From: Cheryl Brewster <cbrewster2010@gmail.com>
Sent: Thursday, September 28, 2023 1:08 PM
To: Shen, Alisa
Subject: NBB Objective Design Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Here is my input to the NBB Objective Design Standards

Reject any changes to the proposed ODS that **increase** the size of this already too-large project.

Keep the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - i**t's essential to fit the development into the surrounding community.**

Keep the ODS-recommended **breaks in the massing of buildings** - these are vital to keep this project from being a fortress of building walls.

Keep the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Public Comment on Draft ODS - Sept 11-Sept 29

From: Leif Brown <leifbrown2@gmail.com>
Sent: Thursday, September 28, 2023 12:58 PM
To: Shen, Alisa; All Council
Subject: Neighbor comments on proposed ODS for N Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms. Shen, Mayor Arreguin, and the City Council,

I am writing as a resident of the neighborhood in the immediate vicinity of the North Berkeley BART station to request that the ODS recommendations forwarded to the Planning Commission meet the following criteria to help preserve some of the existing qualities of the surrounding residential neighborhood:

- No changes that increase the size of the project.
- 3-story heights and lot depths for the buildings around the Virgina St, Acton St., and Delaware St fronts (in order to maintain a balance of scale on both sides of these streets at the immediate street level).
- Keep or add to the number, depth, or mass of breaks in the massing of buildings.
- 20' sidewalk setbacks.

I fully support the project of increasing density around major transit hubs, including North Berkeley BART. But we need to do it with good human-centered urban planning and design principles in mind.

Thanks for hearing my concerns,

Leif Brown
1353 Cedar Street
Berkeley, CA 94702

Public Comment on Draft ODS - Sept 11-Sept 29

From: Lisa Bruce <lisa@lisabruce.com>
Sent: Thursday, September 28, 2023 6:26 PM
To: Shen, Alisa; All Council
Subject: North Berkeley BART Objective Design Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Council and Ms. Shen,

Please note the below requests regarding the apartments planned for North Berkeley BART.

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thank you,
Lisa Bruce

Public Comment on Draft ODS - Sept 11-Sept 29

From: Lynda Caesara <lcaesara@hotmail.com>
Sent: Thursday, September 28, 2023 8:44 PM
To: Shen, Alisa; All Council
Subject: Objective Design Standards for North Berkeley Bart.

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To whom it may concern,
I have been attending the meeting held recently and earlier. It is really important to keep the design the way it is being presented.
The architects have done a good design (for a project that is too big for the neighborhood. I wish it were smaller and would fit in).

The elements of the design make it much more integrated into the neighborhood than it would be otherwise. The smaller buildings at street level that help graduate the height from the center to the street on Virginia St, Acton and Delaware are essential to help integrate it into the surrounding neighborhood.
The breaks between the buildings again make it more accessible to the neighborhood and the Olone greenway.
The building setbacks are important to handle traffic and keep it from being an architectural nightmare.

Keep it at the proposed height. Nothing should be done to allow the buildings to be bigger. It is already too big.

I can live with what is being proposed; the amount of greenery and the wonderful ways that it has attended to the neighborhood.
No changes!!! Keep what we were presented with this last few weeks.

Thank you ,
Lynda Caesara

Public Comment on Draft ODS - Sept 11-Sept 29

From: The-Anh Cao <theanh0413@gmail.com>
Sent: Thursday, September 28, 2023 3:58 PM
To: Shen, Alisa; All Council
Cc: The-Anh Cao
Subject: RE : THE NORTH BERKELEY BART STATION HOUSING PROJECT

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

We all still think the proposed project is way too large for the site and the fit with the neighborhood (we've long argued for a 600 unit , 3-6 story approach , vs. the 7-8 stories/750 units in the developers' plans) . But if the larger project is going to be built as proposed ,
the ODS are important to make it the best it can be .
We wish to ask you to :
1) Reject any changes to the proposed ODS that increase the size of this already too-large
project .
2) keep the 3-story heights and the lot depths for the buildings
around the Virginia St.,
the Acton St., and the Delaware St. fronts - it's essential to fit the developement into
the surrounding community .
3) Keep the ODS-recommended break in the massing of buildings - these are vital to keep this oversized project from being a fortress of building walls .
4) Keep the ODS recommended sidewalk setbacks (approx.20') - with number of people
at this site and regular pedestrian traffic , having the recommended setbacks is essential .
Thank you ,
Mrs The-Anh Cao
1481 Virginia St.
Berkeley , CA 94702

City of Berkeley resident since 1975 .

Public Comment on Draft ODS - Sept 11-Sept 29

From: Toni Casal <tonic59@gmail.com>
Sent: Thursday, September 28, 2023 2:25 PM
To: Shen, Alisa; All Council
Subject: BART Build

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Preface: the proposal is too big for the neighborhood.
Almost all the apt buildings in the San Pablo and Shattuck commercial corridors are 5 stories tall, but you and your developer partners choose to shove these towering buildings into our peaceful residential neighborhood.
Local Neighbors were fine with 4-5 stories but there is no compromising with you. No matter how many ”input” “listening sessions” you offer and we attend, we don’t feel heard or included What a performance of caring you have given.

Here’s my current input:

1) No increase in this mammoth project
2)Keep the 3 story heights and lot depths for buildings around Virginia, Acton and Delaware frontage. This is essential for the surrounding community 3)Keep ODS sidewalk setback (20 feet) intact. This place is human traffic hub that needs space to not feel oppressive 4)Keep the stated breaks in the massing of these buildings. We don’t want to look like a fortress or Mac Arthur BART

So far when u “listen to us,” the project gets bigger, so I’m hesitant to even give feedback

Sent from my iPad

Public Comment on Draft ODS - Sept 11-Sept 29

From: sara cohn <scohn15@gmail.com>
Sent: Thursday, September 28, 2023 7:14 PM
To: Shen, Alisa
Cc: All Council
Subject: Proposed Changes of Design Standards for North Berkeley BART Site

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To Alisa Shen and the Mayor and City Council :

Please do not increase the size of this proposed project. As proposed it is already too large and dwarfs the surrounding neighborhood.

There should be a transition along the street frontages, especially along Acton, Virginia and Delaware in terms of having 3 stories maximum height limit at the street. This transition should also occur along Sacramento Street instead of the wall of housing that is proposed. Having shorter buildings along the street frontage will help provide a transition between the proposed 8 story highrises and the surrounding community of two story buildings.

Keep the ODS-recommended **breaks in the massing of buildings** - these are important to keep this oversized project from being a fortress of building walls.

Lastly, keep the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.
The scale and density of the proposed project is too high for this residential neighborhood.

Sara Cohn

Public Comment on Draft ODS - Sept 11-Sept 29

From: Tony Corman <anthonyjaycorman@gmail.com>
Sent: Thursday, September 28, 2023 12:48 PM
To: Bartlett, Ben; Harrison, Kate; Berkeley Mayor's Office; Humbert, Mark; Kesarwani, Rashi; Robinson, Rigel; Hahn, Sophie; Wengraf, Susan; Taplin, Terry; Shen, Alisa; Rebecca Saltzman; Shannon Dodge; Jonathan Stern; bwiblin@bridgehousing.com; board _BoardofDirectors; Debora.Allen@bart.gov; Mark.Foley@bart.gov; Robert.Raburn@bart.gov; elizabeth.ames@bart.gov; Lateefah.Simon@bart.gov; Janice.Li@bart.gov; bevan.dufty@bart.gov
Subject: Comments on DRAFT ODS

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

This project has been misbegotten from the start - the city neglected to respond to BART's initial survey, so the NB BART site was miscategorized as an urban city center, compelling an overbuilt approach that will wind up looking like a NYC housing project in the context of the surrounding neighborhood.

The least you can do for us is not to increase the height and massing. The increases that YIMBYs are demanding will just add to the 1400+ apartments vacant today and create more empty street level retail. Please, don't make a bad idea worse.

Public Comment on Draft ODS - Sept 11-Sept 29

From: L.j.Cranmer, <ellejai@sonic.net>
Sent: Thursday, September 28, 2023 2:52 PM
To: Shen, Alisa
Subject: North Berkeley BART development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

It is essential that the buildings on Acton, Virginia and Delaware be limited to three stories so that the existing housing on those streets not be adversely effected and the integrity of the neighborhood is maintained.
Lj Cranmer

Public Comment on Draft ODS - Sept 11-Sept 29

From: Karen <kdabrusin@aim.com>
Sent: Thursday, September 28, 2023 4:34 PM
To: Shen, Alisa
Subject: Objective Design Standards for North Berkeley BART Station project

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

As a local resident living near the North Berkeley BART Station, I feel strongly that this project is too large for the surrounding community. The recommended 20 foot sidewalk setbacks should not be reduced, nor should the 3-story height and lot depths on the 3 sides of the project, on Acton, Delaware and Virginia streets, be changed from the recommendations of the ODS. Given that the size of this project is so out of proportion with the surrounding residential community, any changes in the ODS that would make it even more massive should be rejected.

Karen Dabrusin
1460 Ordway St.
Berkeley, CA 94702

Public Comment on Draft ODS - Sept 11-Sept 29

From: Lura Dolas <lura@luradolas.com>
Sent: Thursday, September 28, 2023 9:51 PM
To: Shen, Alisa; All Council
Subject: North Berkeley Bart Proposal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear People,

If we must have a monstrous development that will doubtless ruin the neighborhood surrounding the North Berkeley Bart Station, decreasing the property values of the surrounding small houses that will henceforth exist in the shadow of this hideous project, PLEASE AT THE VERY LEAST:

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Please.

Lura Dolas

Public Comment on Draft ODS - Sept 11-Sept 29

From: Daniel Dong <ddong@att.net>
Sent: Thursday, September 28, 2023 1:04 PM
To: Shen, Alisa; All Council
Subject: North Berkeley BART - Objective Design Standards (ODS)

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I prefer a 600 unit, 3-6 story structure, but if the 7-8 stories/750 units as listed in the ODS is the decision, then

1) I am against any changes to the proposed ODS that increase the size of this already too-large project.

2) I prefer to retain the 3-story heights and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts. This will assist in blending in with the surrounding community in a truly residential neighborhood.

3) I prefer to retain the ODS-recommended breaks in the massing of buildings - these are vital to keep to keep this oversized project from being a fortress of building walls. The University & California street development has similar concerns.

4) I prefer to retain the ODS recommended sidewalk setbacks (approx. 20') - with the number of people at this site and regular pedestrian traffic. The recommended setbacks will be needed for this densely populated structure along with the BART patrons.

Daniel Dong
1460 Catherine Dr.
Berkeley, CA 94702
North Berkeley

Public Comment on Draft ODS - Sept 11-Sept 29

From: Sam Dorman <samdorman@gmail.com>
Sent: Thursday, September 28, 2023 2:57 PM
To: Shen, Alisa
Subject: Supporting objective design standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hello Alisa, I live across the street from North Berkeley BART with my family and I support developing housing at the BART station. I was also pleased to see the latest design concept with 3 stories at the edges to blend with the neighborhood, massing breaks, and 20' sidewalk setbacks. Seems like a decent set of compromises to bring sides together, and I've heard friends on both sides of the 'divide' who seem satisfied enough with it.

I've heard that those elements of the objective design standards are under consideration, so I'm writing to express my support. Hopefully we can end up with a project that helps provide housing for people who need it, and also respects the city and neighborhood around it.

Thanks,
Sam Dorman
Virginia St.

Public Comment on Draft ODS - Sept 11-Sept 29

From: Karen Eisenstadt <kazzie12@yahoo.com>
Sent: Thursday, September 28, 2023 5:41 PM
To: Shen, Alisa; Berkeley Mayor's Office; ccouncil@berkeleyca.gov
Subject: North Berkeley Objective Design Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms Shen, Mayor, City Council Members-

Re inout on the proposed design standards for the North Berkeley BART:

1. Please reject any changes that increase the size of the project- it is too big already

2. Please maintain 3 story building heights along Delaware, Acton & Virginia streets

3. Please keep the ODS recommended breaks in the masses of buildings- lest the development take on the look of a large prison complex

4. Please keep the ODS recommended sidewalk setbacks of approx 20 ft.

Thanking you in advance for taking my input seriously

Karen Eisenstadt
1531 California St

Public Comment on Draft ODS - Sept 11-Sept 29

From: Miranda Ewell <mirandaewell@gmail.com>
Sent: Thursday, September 28, 2023 7:07 PM
To: Shen, Alisa
Cc: council@berkeleycity.gov
Subject: Survey on ODS for North Berkeley BART housing

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear city officials:

Please let this count as my weighing in on the Objective Design Standards for housing at the North Berkeley BART station.

- Please do not enlarge this project, or make it bigger, than what is currently proposed.
- Please retain the 3-story heights and lot depths for buildings facing Virginia, Acton and Delaware.
- Please keep the ODS recommended breaks in building masses.
- Please keep the ODS recommended sidewalk setbacks.

This planning effort has been a long haul - for the planners, for city officials and for the community. There are many folks who remain unhappy with the planned housing - but many of us who continue to weigh in with the hope that what we say will be heard by those making the decisions on this important project. Please listen carefully.

Thanks so much,
Miranda Ewell

Public Comment on Draft ODS - Sept 11-Sept 29

From: peter fineberg <petewonder@mac.com>
Sent: Thursday, September 28, 2023 2:14 PM
To: Shen, Alisa
Subject: N berkeley Bart ideal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

As a north berkeley resident that loves super close to Bart. I ….

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

These are my shared beliefs with many berkeley citizens. Voicing them here. Thank you.

Peter

Public Comment on Draft ODS - Sept 11-Sept 29

From: Anne-Lise Francois <impshirt@gmail.com>
Sent: Thursday, September 28, 2023 8:30 PM
To: All Council; Shen, Alisa
Subject: North Berkeley BART Development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Mayor Arreguin, City Council Members and Alisa Shen,

I'm writing to urge you to do the following with respect to the North Berkeley BART site,

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep this oversized project from being a fortress of building walls. Cities such as Berkeley urgently need more green spaces for pollinators; this need can and should be accommodated when addressing the urgent need for more (actually) affordable housing.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thank you for your consideration.

Anne-Lise François
Tenant District 4
2210 A California Street
Berkeley, CA 94703

Public Comment on Draft ODS - Sept 11-Sept 29

From: michael@mfrantz.com <mfrantz@sonic.net>
Sent: Thursday, September 28, 2023 1:19 PM
To: Shen, Alisa; All Council
Subject: Design Standards for North Berkeley BART station

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. Shen, City Council and Mayor,

As an over 35 year resident of Berkeley living on the North side for much of that time, I wish to emphatically express support for the following points of guidance in the finalization of the Objective Design Standards (ODS) for the North Berkeley BART site:

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thank you for your efforts on this important topic which will impact this area of Berkeley for many many decades beyond your tenure. Keeping the long term view in focus is critical to achieving a lasting solution. Imagine what Berkeley would be like today, if BART had not been undergrounded when originally developed? Thank you again for your time and consideration.

_____
Michael Frantz
michael@mfrantz.com

Public Comment on Draft ODS - Sept 11-Sept 29

From: cafred1@juno.com
Sent: Thursday, September 28, 2023 7:09 PM
To: Shen, Alisa
Subject: NORTH BERKELEY BART DEVELOPMENT MUCH TOO TALL AND DENSE FOR THE SITE T HE PROJECT NEEDS A NEW EIR

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

September 28, 2023
From Clifford Fred
Berkeley Calif.

NORTH BERKELEY BART DEVELOPMENT MUCH TOO TALL AND DENSE FOR THE SITE THE PROJECT NEEDS A NEW ENVIRONMENTAL IMPACT REPORT

To Alisa Shen,
City of Berkeley Planning Department

Hello Ms. Shen,

THE NORTH BERKELEY BART PROJECT IS TOO BIG & TOO DENSE

The development is far too big and too dense for the development. City officials falsely state that the project has to be 7 or 8 stories or more. This is not true. It can be much small i.e. 2-3 stories if that is what BART agrees to develop. The project as proposed would overwhelm the existing neighborhood, make life miserable during construction and afterwards, and would drive down property values.

EIR ISSUES – A new EIR is needed for the North Berkeley BART develoment

In April 2022 the Berkeley Planning Commission approved an EIR for the zoning amendment it adopted at the same meeting for the North Berkeley & Ashby BART site. The Berkeley City Council approved the EIR & the zoning amendment in June 2022

In the past year and a half, there has been a very considerable amount of high-rise & large scale new apartment construction applied for, approved but not yet built, or approved & now under construction that was not considered in the April 2022 BART zoning EIR. Included is a 26 story apt high rise at 2161 Allston Way, and a 28 story apartment high rise at Shattuck and University Ave.

A new 14 story apartmentcomplex planned at 2109 Miliva Street.

The removal of 500 or more parking spaces at the North Berkeley BART lot is a new development since EIR approved in April 2022

Also since April 2022, new up-zoning & more dense zoning proposal for the large southside area south of the UC campus have been announced at the Planning Commission. And the City Council recently stated it wants even taller & more dense buildings downtown than currently allowed. And recently a planning process to allow taller and more dense construction on San Pablo Ave. in Berkeley has begun.

And a new Housing Element for the City's General Plan was adopted earlier this year, which allows & encourages 9000 more housing units to be built, beyond what is currently under construction or approved but not yet built.

And, a Hopkins Corridor Plan that would remove over 150 street parking spaces on Hopkins Street just a few blocks from the N. Berkeley BART station has been proposed by City officials. Although the Plan was recently tabled, it has not been cancelled.

The Ohlone Greenway Modernization and Safety Project would remove more parking spaces in the vicinity and would encourage more bicycle-pedestrian & e-scooter collisions by not providing a separate pedestrian pathway.

A massive square block student housing development on Monroe Street nearby in Albany will add considerable more traffic to the already congested northwest Berkeley neighborhood surrounding the BART station.

San Pablo Avenue Planning :
The City is in the midst of a planning process to increase height and density limits along San Pablo Avenue in Berkeley, which is just a very few blocks from the BART station lot. More development along San Pablo Ave will further exacerbate the cumulative impacts of the North Berkeley BART development.

EVACUATION AND RESPONSE TIME STUDY
The Berkeley Fire Department has retained consultants to produce an Evacuation and Response Time Study. Planners should know that more development causes more traffic congestion, which results in longer response times by the Fire Department to fires and health emergencies, which thus leads to more fatalities.

The North Berkeley BART and Ashby BART, as well as all other large scale and high rise pending developments in Berkeley should be put on hold until the Fire Department's Evacuation and Response Time Study is completed and available for review.

Thus, the cumulative impacts of the proposed BART development, combined with all the reasonably foreseeable and anticipated development in the surrounding community would be far worse at the time BART & BRIDGE have specific development plans ready 6-8 months from now than was considered in the EIR that the Planning Commission approved in April 2022.

Thus clearly a new project specific EIR is needed for the North Berkeley (and Ashby BART) developments, to property analyze and mitigate the cumulative impacts of the project(s) and all the reasonable foreseeable development that is now in the works.

The April 2022 zoning EIR is already antiquated due to the rapid pace of new development being proposed, approved and built in Berkeley, and the unrelenting push to allow taller and more dense development that is currently allowed.

THERE SHOULD BE THERE BE FURTHER CITY REVIEW

An independent 3rd party should be retained to determine if BART's final development proposal meets or exceeds what is allowed by the site's zoning.

If the proposed BART development is deemed to meet the parameters of the new zoning, then BART should still have to prepare a new project specific EIR, just as UC has to prepare EIRs for its new development projects.

But if the project is deemed to be beyond the parameters of the 2022 zoning, and City of Berkeley discretionary approval is needed, then the City of Berkeley should have to prepare a project specific EIR.

OPEN SPACE

There is no BART/Bridge commitment to any significant amount of open space in the project, which could house well over 1000 people. The nearest park, the relatively small Cedar Rose Park is already extremely crowded most days and always on weekends. It cannot absorb the over 1000 people who would live at the N. Berkeley BART development.

Measure L – the Public Open Space Ballot Initiative that was adopted by Berkeley voters in November 1986, calls for a study of every area of Berkeley to determine its open space needs and for the acquisition of new open space to meet these needs. This needs to be done for the greater northwest Berkeley neighborhood before any more planning is done for the development at the North Berkeley BART station.

THE DEMAND FOR ALL THIS HOUSING DOES NOT EXIST

At the May 10, 2023 meeting at the North Berkeley Senior Center, BART Director R. Saltzman did not dispute that the market rent for these units would be in the $6000 range. The Bridge consultants I spoke with did not dispute that the local rental market is soft, that rents are not going up, and that there are apartments for rent all over Berkeley.

Yet, there are many thousands of apartments units in Berkeley that have been recently built, are under construction, approved but not yet under construction, or in the pipeline, throughout the Berkeley flatlands. Included are a 25 story apt building at 2190 Shattuck, a 28 story apt building at the NW corner of Shattuck & University, and at 26 story apt building at 2161 Allston Way.

The pace of approval and construction is relentless, even though the demand for all this housing does not exist. The steady increase in interest rates is slowing down the economy. BART ridership is down 60%. The San Francisco financial district is shrinking. The tech industry is laying off thousands of workers. An economic Recession is predicted by many experts.

Yet the City and State governments continue to grease the skids for all this apartment development based on their “smart growth” and “woke” ideology, not on any realistic analysis or projections.

Home prices are down 20% is Berkeley from this time one year ago. People who could afford $6000 a month rent for an apartment in a warrant of massive development would more likely want to take the opportunity of lower home prices to buy a home.

Though Bridge is hard to pin down, there would be about 1000-1200 units built at the N. Berkeley BART station. Assuming a cost of about $500,000 per unit, excluding interest on borrowed money, the N. Berkeley BART development could cost $600 million. Interest rates are at a 40 year high, and are still going higher every month. Thus with interest on borrowed money included, the N. Berkeley BART development could cost $1.5 billion or more. Yet without a clear demand for all this rental housing, BART and Bridge could lose big. The BART Board and the City Council are blinded to reality be their growth at any cost ideology.

With nearby Cedar Rose Park over crowded on most days, the area could certainly use more park space..

The proposed BART/Bridge development would utterly dwarf and loom over the surrounding neighborhood. The noise, dust, and constant movement of heavy construction equipment would make life unbearable during the two years of construction.

BART’S MISSION STATEMENT BEING VIOLATED

According to BART's website "BART's mission is to provide safe, reliable, clean, quality transit service for riders." R Saltzman did not deny at the May 10 meeting that BART ridership is down 60%. BART should focused on honoring it's Mission Statement, not in building massive and financially risky housing projects.

The North Berkeley BART development would completely surround the BART station. Riders would have to find their way through the massive housing complex to actually get to the station. Very little surface parking would remain. People would have to endure the inconvenience of parking in a high rise parking lot. The result would be a dramatic decline in BART ridership at the N. Berkeley Station

CITY & BART WANT TO CREATE A SUPERMAJORITY OF TENANTS IN BERKELEY AND THE BAY AREA

I believe that a key reason for this relentless push to build more and forever bigger apartment buildings in Berkeley and elsewhere is to create a super-majority of tenants to approved massive Bond and parcel tax measures on future ballots. Measure "L" a bond measure on the Nov 2022 Berkeley ballot would have been the largest per-capita tax in any city in the history of California. It would cost every Berkeley homeowner a minimum of $50,000 over the years, with any low income exemption. Though it got 55% of the vote, it fortunately failed to get the necessary 2/3 vote requirement. However, with many thousands of new apartments and apartment dwellers coming to Berkeley in the next several years, I fear that there will soon be a supermajority of tenants in Berkeley pass every more punishing Bond measures and parcel taxes. By pursuing large scale apartment development at the North Berkeley and Ashby BART sites, and elsewhere, BART is helping to create a supermajority of tenants both in Berkeley and the Bay Area to approve ever more massive bond measures, including an inevitable massive BART/MTC bond measure.

SOIL CONDITIONS

A big sink hole developed at the Peralta Ave Community Garden on lease BART land several blocks from the BART lot and adjacent to the ingress/egress to the BART tunnel, a couple months ago. BART/Bridge has most likely prepared no soil studies, even though the development would be adjacent to the BART tunnel, and the ground no doubt has numerous underground streams, especially after the very heavy rains of 2022/2023.

Thank you,
Clifford Fred

Public Comment on Draft ODS - Sept 11-Sept 29

From: Laura García-Moreno <lauragarmor@gmail.com>
Sent: Thursday, September 28, 2023 11:51 PM
To: Shen, Alisa; All Council
Subject: Input on North Berkeley Bart development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

For a long time now, the vast majority of neighbors who will be radically affected by the proposed development at North Berkeley Bart have insisted on a project that would fit into a residential neighborhood with one story homes. Again and again, our voices have gone unheard. Will you really listen to our input this time or are you just asking for it so that you can say you did without caring about it?

My input:

1) **Definitely no increase in size to this project** that is already much bigger than it should be.

2) **Keep the 3 story heights and lot depths for buildings around Virginia, Acton and Delaware frontage.** This is **essential** for the surrounding community.

3) **Keep the ODS recommended sidewalk setbacks (20 feet) intact.** This place is human traffic hub that needs space to not feel oppressive.

4) **Keep the stated breaks in the massing of buildings**. A fortress look and feel is totally undesirable for the community.

Thank you for your attention to this matter.

Sincerely,
Laura García Moreno

Public Comment on Draft ODS - Sept 11-Sept 29

From: Karl Goldstein <kgoldstein46@gmail.com>
Sent: Thursday, September 28, 2023 9:23 PM
To: Shen, Alisa
Subject: ODS

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hi Alisa,
I'm writing to express my support for the Objective Design Standards for the North Berkeley Bart development and my **total opposition to any changes that would increase the size of this already too big project.**

The 3-story heights and lot depths for the Virginia Street, Delaware and Acton Street sides should be kept as well as the breaks in the large buildings. Also, sidewalk setbacks are crucial to keep some semblance of a neighborhood feel in this project.

Please respect the wishes of the vast majority of the neighbors who live close to the station.
Thank you,
Karl Goldstein
1376 Virginia St.

Public Comment on Draft ODS - Sept 11-Sept 29

From: Joan Hamilton <joanham@gmail.com>
Sent: Thursday, September 28, 2023 2:35 PM
To: Shen, Alisa; All Council
Subject: ODS for North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I live on Curtis Street in the North Berkeley BART neighborhood. I saw the recent presentation on its design and was in general pleased. The proposed development still seems too big, but the latest design helps make it more compatible with the neighborhood. Thank you for setting standards and choosing a developer that could make that happen.

I recently got an email from NBNA saying that you're under pressure to weaken the design standards, however. If that's true, I'd like to be on record saying
1. please don't make changes that increase the size of a project that is already huge for neighborhood full of bungalows and small apartments.
2. Keep the 3 story heights and lots depths on the three smaller streets. Those look great!
3. Keep the ODS-recommended breaks in the massing of buildings to avoid the "fortress" look.

Thanks for considering my comments.
Best,
Joan Hamilton
1629 Curtis Street

--
Joan Hamilton
510-990-6391
Email: Joanham@gmail.com
Web: audiblemountdiablo.com

Public Comment on Draft ODS - Sept 11-Sept 29

From: Carol Hirth <chirth@mac.com>
Sent: Thursday, September 28, 2023 2:54 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Design of Buildings at North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Keep the scale of buildings appropriate and responsive to this residential neighborhood:

1) No increase in the overall size of the project

2) Keep 3 story heights around the perimeter as well as breaks in the buildings and lot depths of buildings on Virginia, Acton and Delaware Streets.

3). Maintain the 20’ sidewalk setbacks.

This project is already way too big for the neighborhood/

Thank you,
Carol HIrth
1309 Cornell 94702

Public Comment on Draft ODS - Sept 11-Sept 29

From: Jen King <mischievousjen@gmail.com>
Sent: Thursday, September 28, 2023 11:12 PM
To: Shen, Alisa; All Council
Subject: Comment on North Berkeley BART project ODS

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Greetings,

I am a 15 year resident of the NBB area, at Cedar & Sacramento. This new development will impact my residence at minimum due to potential increased BART parking on Cedar St., as well as the fact that the residential towers will be visible from my home. I have reviewed the ODS presentation in full.

I support the ODS that keep the 3 story heights and the maximum lots depths on Virginia, Action, and Delaware. These residences will bear the most brunt of this new project.

Please do not approve ODS that increase the density and size of this project, which is already very large.

Please keep the recommended breaks in the facades of the buildings, as well as the recommended sidewalk setbacks.

In short, like many of my neighbors, I support housing at this site, but wish to see it designed in a way that respects our neighborhood and does not overtake us with a massive, large tower structure that dominates this area for blocks in all directions. The ODS as presented and recommended appear tolerable.

Thank you,

Dr. Jennifer King
1511 Cedar St.

Public Comment on Draft ODS - Sept 11-Sept 29

From: Laura Klein <lauraanneklein@gmail.com>
Sent: Thursday, September 28, 2023 4:20 PM
To: Berkeley Mayor's Office; Humbert, Mark; Kesarwani, Rashi; Robinson, Rigel; Hahn, Sophie; Wengraf, Susan; Taplin, Terry; Shen, Alisa; Rebecca Saltzman; Shannon Dodge; Jonathan Stern; Brad Wiblin; board _BoardofDirectors; Debora Allen; Mark.Foley@bart.gov; Robert.Raburn@bart.gov; elizabeth.ames@bart.gov; Lateefah.Simon@bart.gov; Janice.Li@bart.gov; bevan.dufty@bart.gov; Bartlett, Ben; Harrison, Kate
Subject: Feedback on ODS at North Berkeley BART (due tomorrow)

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear City officials and planners:

The entire North Berkeley BART project is, simply, **much too big**. All of the illustrations by Bridge f**ail to show it in the context of the surrounding neighborhood, where it will stick up like a sore thumb.**

The ODS has some vagaries of language that might allow an even bigger, taller project. Needless to say, **any changes (including density bonuses) that would increase the size of development even more should be promptly rejected.**

Other suggestions:

Keep the 3-story heights and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.
Keep the ODS-recommended breaks in the massing of buildings - these are vital to keep to keep this oversized project from being a fortress of building walls.
Keep the ODS recommended sidewalk setbacks- with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Sincerely,

Laura Klein
Virginia Street, Berkeley

Public Comment on Draft ODS - Sept 11-Sept 29

From: Jason Knox <jason.j.knox@gmail.com>
Sent: Thursday, September 28, 2023 1:06 PM
To: Shen, Alisa; All Council
Subject: Issues with the proposed design standards for the North Berkeley BART development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. Shen, Mr. Mayor, and Councilors:
Our family lives directly adjacent to the North Berkeley BART complex, and while we can live with the years of construction, I am concerned by potential changes to the design standards for the project. I would strongly encourage you to reject any changes that would increase the size of the project, which will dwarf and overshadow the neighborhood of bungalows already. I suggest you stick to standards that maintain the somewhat sane three-story heights and lot depth requirements along Acton St. and the recommended sidewalk setbacks.

Jason J. Knox

Public Comment on Draft ODS - Sept 11-Sept 29

From: Kori Kody <Kori.Kody@mindspring.com>
Sent: Thursday, September 28, 2023 8:55 PM
To: Shen, Alisa; All Council
Subject: BART Development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I'd like to add my voice to the neighbors of the proposed BART Development who are going to be so highly impacted by the changes coming to this mostly small-scale middle class community.

Please reject any changes that would increase the size of this already-massive project**.** Keep the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts. Keep the ODS-recommended **breaks in the massing of buildings. Keep** the ODS recommended **sidewalk setbacks** (approx. 20'). With the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Please consider that the development needs to be integrated into the surrounding community. What a horrible result if this development becomes a fortress of building walls. Please create a development that is village-like and humane for the sake of the existing neighbors and for the new neighbors as well.

Sincerely,
Kori Kody
Shasta Ave.
Berkeley

Public Comment on Draft ODS - Sept 11-Sept 29

From: christopher kroll <quercus40@gmail.com>
Sent: Thursday, September 28, 2023 1:30 PM
To: Shen, Alisa
Cc: All Council; Berkeley Mayor's Office
Subject: Draft Objective Design Standards (ODS) for North Berkeley BART Station development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. Shen:

I am very disturbed to read that East Bay YIMBY is calling for increasing height and densities at the North Berkeley BART station above and beyond that proposed by the developer BRIDGE at the September 11 community meeting/open house.

Below are my comments on the draft ODS:

Reject any changes to the proposed ODS that **increase** the size of this already too-large project.

Keep the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

Keep the ODS-recommended **breaks in the massing of buildings** - these are vital to keep this oversized project from being a fortress of building walls.

Keep the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

The project as proposed by BRIDGE is already too large in context with the surrounding neighborhood. There should be no further densification, building height or reduced setbacks allowed in the ODS.

Christopher Kroll

Public Comment on Draft ODS - Sept 11-Sept 29

From: cosmicat9@lmi.net
Sent: Thursday, September 28, 2023 10:56 PM
To: Shen, Alisa
Cc: All Council
Subject: North Berkeley BART site design standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms. Shen:

I'm away overseas with a family member who's in crisis, and I don't have much time to myself, so I'll be brief.

Please reject any changes to the proposed ODS that increase the size of this ridiculously overscaled project; keep the 3-story heights and lot depths for buildings around the Virginia, Acton and Delaware Street fronts.

Keep the ODS-recommended breaks in the massing of buildings; this is a neighborhood, not downtown Manhattan.

Keep the ODS-recommended sidewalk setbacks of about 20'.

Thanks, regards,

Melanie Lawrence & John Smail
Flatland residents, property owners, frequent BART users

Public Comment on Draft ODS - Sept 11-Sept 29

From: Harald Leventhal <haraldlev@gmail.com>
Sent: Thursday, September 28, 2023 12:51 PM
To: All Council; Shen, Alisa
Cc: nbneighborhoodalliance@gmail.com
Subject: North Berkeley BART design standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To the City Council, Mayor and Staff:

I am writing to at least mitigate the impact of this ill conceived project at North Berkeley BART and comment briefly on the Objective Design Standards (ODS)

Reject any changes to the proposed ODS that increase the size of this already too large project!

Keep the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

Keep the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

Keep the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

And yes, these are NBNA suggested comments BECAUSE they align with my opinions on the project. And while I am commenting, I am still stunned that BART parking has not been provided for in this project as well the inadequate parking for the residents of this monstrosity.

Please demonstrate at least a degree of concern for the impact of your headlong rush to create massive housing project all over Berkeley.

Regards,

Hal

Harald Leventhal
510.821.5945 cell
haraldlev@gmail.com

Public Comment on Draft ODS - Sept 11-Sept 29

From: Leah Levy <llcc1451@gmail.com>
Sent: Thursday, September 28, 2023 12:52 PM
To: Shen, Alisa
Subject: Comments on latest North Berkeley BART development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Alisa Shen,

I have been following the process of development of the North Berkeley BART housing for a long time and see that an acceptable resolution is close at hand.

I write to express my strong support of the following points:

-Maintain the proposed ODS without increasing the size of the project.

-Maintain the three-story heights and lot depths of the buildings that front on Virginia, Action and Delaware Street, keeping the early promise of a project that would
make sense in a residential neighborhood for both current and new residents.

-Maintain the ODS current sidewalk setbacks of twenty feet in keeping with the promise of a project that would make sense in a residential neighborhood for both current and new residents.

-Maintain the ODS breaks in the massing of the structures in keeping with the promise of a project that would make sense in a residential neighborhood for both current and new residents.

Thank you.

Leah Levy

1451 Lincoln Street
Berkeley, Ca. 94702

llcc1451@gmail.com

Public Comment on Draft ODS - Sept 11-Sept 29

From: James Loza <jamesloza@gmail.com>
Sent: Thursday, September 28, 2023 2:25 PM
To: Shen, Alisa
Subject: NBB

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I am definitely in favor of the following:
James Loza
1830 Cedar Street Berkeley

Thanks!

1)Reject any changes to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Public Comment on Draft ODS - Sept 11-Sept 29

From: Pamela M <pm53@sbcglobal.net>
Sent: Thursday, September 28, 2023 5:43 PM
To: Shen, Alisa; All Council
Subject: North Berkeley BART Housing

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Proposed Design Standards for the North Berkeley BART site - it's important for you to comment right away

Please, please treat the people who live in the Berkeley flats as well or better than you treat the wealthier neighborhoods in the hills.

1) **Please reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Please keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Please keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Please keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Pamela MIchaud
1819 63rd Street
Berkeley, CA

Public Comment on Draft ODS - Sept 11-Sept 29

From: Gerald Morrison <geraldmorrison@rocketmail.com>
Sent: Thursday, September 28, 2023 10:57 PM
To: Shen, Alisa
Subject: North Berkeley Bart

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Let's try to get rid of the homeless apartment on Virginia an Sacramento. It looks disgusting an disgraceful an will bring property values down! I know the work for the city during the day is lunchtime but let the mayor know put down the nations double an actually do his job for once Sent from my iPhone

Public Comment on Draft ODS - Sept 11-Sept 29

From: Doris Nassiry <cypanjun@hotmail.com>
Sent: Thursday, September 28, 2023 6:56 PM
To: Humbert, Mark; All Council; Shen, Alisa
Subject: Please consider the main and very logical and civil points that the NBNA is putting forward: Planning Matters!

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hello, Ms. Shen, Councilmember Humbert, Mayor Arreguin and Berkeley City Council, As you well know, the NBNA has been very thorough, disciplined and determined to stand strong in favor of reasonable, neighborhood-minded planning re: the Housing Project that may be built on the site of the North Berkeley BART Station. Their very concise, very realistic and very appropriate platform includes the points written below. I could never have put their clearly-drawn points of concern and points of recommendation any more specifically than their words. Please re-consider the long-term impacts of your extreme proposals. Please modify your proposals and incorporate NBNA's, instead.

My husband was a City Planner and from him I learned that City Planning or any major City development MUST consider its ramifications and its context to be a truly well-designed plan. Please know that your planning and criteria need to consider the context and established integrity of the existing neighborhood around the BART Station. Pure and simple. Scale matters. Peace. Doris Fulder Nassiry
****

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.
****

Public Comment on Draft ODS - Sept 11-Sept 29

From: Justin Navarro <justindn@sbcglobal.net>
Sent: Thursday, September 28, 2023 2:25 PM
To: Shen, Alisa; All Council
Subject: NB Bart

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hello leadership

My family and I are directly effected by this project. We live across the street from the station. I truely think you can find a better place for this development, but since you can't,
I agree with the neighbors on these issues:

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thanks

Justin Navarro

Public Comment on Draft ODS - Sept 11-Sept 29

From: North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>
Sent: Thursday, September 28, 2023 5:49 PM
To: Shen, Alisa
Cc: All Council
Subject: North Berkeley BART ODS final recommendations

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Alisa (and members of the Council):

The following are the North Berkeley Neighborhood Association comments about the draft ODS for North Berkeley BART - these are slated for Planning Commission in October and Council action in December. The reason we are calling Council's attention now is that the draft standards - which otherwise are generally acceptable - contain vague language (section 2.4) that leaves the door open for invoking the density bonus, which could bloat an already out-sized project: We urge the City to avoid this situation.

Our specific comments on the ODS are:

Reject any changes to the proposed ODS that increase the size of this already too-large project.

Keep the 3-story heights and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

Keep the ODS-recommended breaks in the massing of buildings - these are vital to keep to keep this oversized project from being a fortress of building walls.

Keep the ODS recommended sidewalk setbacks (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thank you for your attention.

--
https://www.nbneighborhoodalliance.org/

Public Comment on Draft ODS - Sept 11-Sept 29

From: Timothy Nelson <timothy28nelson@gmail.com>
Sent: Thursday, September 28, 2023 5:46 PM
To: Shen, Alisa; All Council
Subject: comments on Objective Design Standards proposed for NB BART planning

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Berkeley officials,

My wife and I are residents on Acton St, two short blocks from the North Berkeley BART station.

Regarding the overall plan as currently proposed, we still think the project is too large for the site and neighborhood….Too tall and too many units.

Regarding the ODS Public Draft currently available, we support the following:

1. Keep the project scope and size NO LARGER than current.

2. Keep the 3-story heights and lot depths for buildings facing Virginia, Acton and Delaware Streets

3. Keep the breaks in building massing….Avoid a giant monolithic block

4. Keep the sidewalk setbacks (20') as recommended.

PLEASE resist pressure to increase the size and density of the project.

Thank you!

Sincerely,
Timothy Nelson & Beth Rockmill
1549 Acton St.

Public Comment on Draft ODS - Sept 11-Sept 29

From: genetic@igc.org
Sent: Thursday, September 28, 2023 3:45 PM
To: All Council; Shen, Alisa
Subject: North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hi Elected Personalities,

To my mind, the North Berkeley BART development is not good for the neighborhood, not good for Berkeley, and represents a failure of local and state government.

We need parking places. The idea that people in the hills will bicycle or walk is absurd.

The idea that there will be sufficient parking places in the neighborhood is not an idea, it is a stupidity.

The idea that having formerly houseless people living a block from me with the certainty that it will increase at least petty crime is now a foregone conclusion. Certainly, the structure should not be more than three stories high and should require a new review by EBMUD to determine whether there is enough water to support this environmental exorbitance.

D.E. Neyhart

genetic@igc.org

xoxo

Sustainable Development Goals of our United Nations

Goal 1. End poverty in all its forms
Goal 2. End hunger, achieve food security and nutrition
Goal 3. Ensure healthy lives and promote well-being
Goal 4. Ensure equitable quality education
Goal 5. Achieve gender equality
Goal 6. Ensure sustainable management of water and sanitation
Goal 7. Ensure access to sustainable energy
Goal 8. Promote inclusive economic growth
Goal 9. Build resilient infrastructure and promote innovation
Goal 10. Reduce inequality within and among countries
Goal 11. Make cities inclusive and sustainable
Goal 12. Ensure sustainable consumption
Goal 13. Take urgent action against climate change
Goal 14. Conserve and sustainably use the seas and marine resources
Goal 15. Promote sustainable use of Earth's ecosystems
Goal 16. Promote peaceful societies for sustainable development
Goal 17. Strengthen the global partnership for sustainable development

http://www.un.org/en/universal-declaration-human-rights/

Public Comment on Draft ODS - Sept 11-Sept 29

From: Mimi Nielsen <miminiel@icloud.com>
Sent: Thursday, September 28, 2023 1:08 PM
To: Shen, Alisa
Subject: N Berkeley Bart

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Please do not increase the size and scope of the N B Bart development project. Also, please keep the access and open spaces as indicated in the current plan.
Thank you,
Mimi Nielsen
1811 Acton Street

Sent from my iPhone

Public Comment on Draft ODS - Sept 11-Sept 29

From: Gary Parsons <tigermove2@there.net>
Sent: Thursday, September 28, 2023 5:48 PM
To: Shen, Alisa; All Council
Subject: North berkeley Bart ODS

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms Shen and Council

My comments on the ODS follow. Although a large component of the community has pleaded repeatedly for a project that at least attempts to fit with the neighborhood, it looks as though a project that clearly ignores the scale of the context is going to be railroaded through. A pity. It is important that it doesn't get any worse than it already is.

There is also a number of people for whom no project is big enough, neighborhood be damned. Haven't we seen the failure of highrise dense housing over and over again in many US cities as well as abroad?

The project as presented on 9/11 is still grossly out of scale with the neighborhood and is completely overbearing along Sacramento Street, which although wide, is a street of one and two story bungalows. Alas. This is a very unfriendly project which is missing the opportunity to create a revolutionary project that is respectful and humane. A lot of negative things have happened to Berkeley during Jesse's last years, and this one may well be what he's remembered for.

With specific reference to the ODS:

DO NOT change the ODS to allow even taller buildings. The current plan is a true loss for the neighborhood. Don't make it worse.

DO keep the 3-story heights and lot depths at the north, west and south sides of the project. Please consider revamping the Sacramento side so that it is less of an unrestrained behemoth.

DO keep, and expand if possible, the breaks between buildings and the variations in massing and materials.

DO keep the recommended sidewalk setbacks as they are in the ODS.

Sadly,

Gary Parsons

>

Public Comment on Draft ODS - Sept 11-Sept 29

From: Laura Raboff <laura.raboff@gmail.com>
Sent: Thursday, September 28, 2023 11:01 PM
To: Shen, Alisa; All Council
Subject: comments on North Berkeley Bart site

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Please do not accept any changes to the proposed plan that will increase the size.of the project. Please do not make this development so massive.

Laura Raboff

Public Comment on Draft ODS - Sept 11-Sept 29

From: tom reilly <tom.reilly46@gmail.com>
Sent: Thursday, September 28, 2023 12:51 PM
To: Shen, Alisa; All Council
Subject: Design Standards for the North Berkeley BART site

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms. Shen and Mr. Mayor and the members of the City Council:

I understand that the City is seeking input again upon the proposed development of the North Berkeley BART site. I have gone on record many times to say that I believe the proposed development is too large for the site and the neighborhood and that a smaller project with a much greater percentage of affordable housing would be more appropriate. However, if the larger project is to be built as proposed, I would urge at least that the Objective Design Standards (ODS) that have already been proposed to the neighborhood be retained.

I therefore urge that the Council:

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Very truly yours,

Tom Reilly
1450 Keoncrest Drive
Berkeley CA 94702

Public Comment on Draft ODS - Sept 11-Sept 29

From: Irene Rice <ir07441@gmail.com>
Sent: Thursday, September 28, 2023 4:27 PM
To: Shen, Alisa; All Council
Subject: Objective Design Standards for the proposed North Berkeley BART Housing Development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To Whom it May Concern:

Please consider how oversized the proposed project for the North Berkeley Bart site will be if built as planned; the project design is way too large for the site and does not fit in with the neighborhood. Six hundred units within 3-6 stories would be a much better fit. However, if the Giant project is going to be built as proposed, the ODS are important to make it the best it can be.

Please:
1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thank you,
Berkeley Resident, Irene Rice

Public Comment on Draft ODS - Sept 11-Sept 29

From: DAVID RICE <drice2@comcast.net>
Sent: Thursday, September 28, 2023 3:54 PM
To: Shen, Alisa; All Council
Subject: Re: North Berkeley BART Development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hello,

Please, please keep the proposed ODS size for the development and don't increase the size.

Please, please keep the 3-story height and the lot depths for the buildingd around Virginia St., Acton St., and Delaware St.

Please, please keep the ODS-recommended breaks in the massing of the buildings.

Please, please keep the ODS recommended sidewalk setbacks.

Thank you,

David Rice
1470 Keoncrest Drive

Public Comment on Draft ODS - Sept 11-Sept 29

From: constance rivemale <mirasales.cr@gmail.com>
Sent: Thursday, September 28, 2023 11:27 PM
To: Shen, Alisa; All Council
Subject: North Berkeley Bart Development Please uphold the objective design standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Re : North Berkeley Bart Development
Please uphold the objective design standards !!!!!
DO NOT increase the size of height of these already oversized buildings…
Keep the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St.
KEEP the setbacks at 20' and
LEAVE the ODS-recommended breaks in the massing of the building
Having lived in Berkeley my entire life and paid property taxes as did my family before me (– for a total of 66 years now…) I think I have a pretty good idea of the damage that this project will do to North Berkeley and to the commuters who use BART
Your project is horribly and fatally out of scale.
It is clearly a massive money grab.
Eternal Shame on you for destroying a neighborhood
and a train station !

C. Rivemale
29-September 2023
1916 Yolo Ave., Berkeley Ca. 94707

--
Kind Regards,
Constance Rivemale

Public Comment on Draft ODS - Sept 11-Sept 29

From: John Robin <jrobin415@gmail.com>
Sent: Thursday, September 28, 2023 4:26 PM
To: Shen, Alisa
Subject: No to large buildings at North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I am a resident in Berkeley and I am against building a proposed large structure at North Berkeley BART. Specifically,

1) I **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

John Robin
1422 Kains Ave
Berkeley CA 94702

Public Comment on Draft ODS - Sept 11-Sept 29

From: Mike Roche <mikesapan@gmail.com>
Sent: Thursday, September 28, 2023 2:01 PM
To: All Council; Shen, Alisa
Subject: Objective Standards at North Berkeley BART housing project

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear City officials,

As a 23+ year resident of the North Berkeley BART neighborhood, I'd like to register my concerns about the proposed North Berkeley BART housing project.

I think I join the majority of my neighbors in reiterating the message that his been on many of our lawn signs in the past few months:

"We welcome new neighbors, Not new towers".

I was concerned when I attended the recent public meeting at Berkeley Adult School that it was more of a sales pitch than an open public meeting, and that there was no room for public comment. The project that was presented that night seemed like one built with the profit of the developers in mind, not the viability of such gross density for both project and neighborhood residents. Traffic problems and school impact among other matters were not addressed. This project, simply put, exceeds the carrying capacity of the neighborhood.

As a Berkeley citizen, I am asking that you reject any variances on height, parking, and population density that exceed current zoning laws for the North Berkeley BART housing project to allow our new neighbors and us to live in a viable and harmonious environment.

Sincerely,

Michael Roche

1363 Rose Street

Public Comment on Draft ODS - Sept 11-Sept 29

From: Kitt Saginor <ksaginor@gmail.com>
Sent: Thursday, September 28, 2023 3:03 PM
To: Shen, Alisa; All Council
Subject: Objective Design standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Esteemed Mayor and Council members,

I am not categorically opposed to tall buildings, BUT I've heard that design standards for projects are being approved that exceed the capabilities of the Berkeley Fire Department. NO! don't do that. We cannot just hope that no serious fires will occur. And we cannot depend on mutual aid from other cities to rescue Berkeley inhabitants in fires or other emergencies. Our city needs to have sufficient fire suppression resources in place before projects are approved. Firefighting in high rise buildings requires specialized equipment and training. Don't jeopardize lives or put the city at risk for liability by approving plans for buildings that our Fire Department cannot protect.

Thank you for your consideration.

Kitt
ksaginor@gmail.com
415-860-4173

Public Comment on Draft ODS - Sept 11-Sept 29

From: Carol Sawdey <ca.sawdey@gmail.com>
Sent: Thursday, September 28, 2023 7:32 PM
To: Shen, Alisa
Subject: North Berkeley BART Housing Development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Please keep the design of the ODC and do not increase its size. please taper the buildings facing Acton Street, Delaware and Virginnia to 3 stories, if possible. Please set back buildings for planting of more trees and keep as many as you can of those already thereThere must be spaces for nature between tall buildings. The windows must be of materials for safety of birds. Please listen to neighbors recommendations so we have neighbors, not just wall to wall towers. Thank you. Carol Sawdey.

Public Comment on Draft ODS - Sept 11-Sept 29

From: Bill Schneiderman <william.schneiderman@gmail.com>
Sent: Thursday, September 28, 2023 1:05 PM
To: Shen, Alisa
Subject: North Berkeley BART Design Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms. Shen,
please see my comments below on the North Berkeley BART project Design Standards:
1) Reject any changes to the proposed ODS that increase the size of this already too-large project.

2) Keep the 3-story heights and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) Keep the ODS-recommended breaks in the massing of buildings - these are vital to keep this oversized project from being a fortress of building walls.

4) Keep the ODS recommended sidewalk setbacks (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thank you,
William Schneiderman
1423 Holly Street, Berkeley, CA

Public Comment on Draft ODS - Sept 11-Sept 29

From: Scott Selmanoff <scotty373@gmail.com>
Sent: Thursday, September 28, 2023 1:49 PM
To: All Council; Shen, Alisa
Cc: Scott Selmanoff
Subject: North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To Whom It May Concern,
Our families have lived next to the North Berkeley BART station for 30 years.
We do not want a CITY of 1000 to 2000 people next to our single family homes.
We do not want the project expanded.
The ODS is already too large and reject making it larger.
We think two stories that blend in with the neighborhood is enough.
We do not want monolithic walls like downtown Berkeley or along San Pablo.
Yes,large set backs.
Sincerely,
Scott Selmanoff & Families

Public Comment on Draft ODS - Sept 11-Sept 29

From: Francie Shaw <shawfrancie@gmail.com>
Sent: Thursday, September 28, 2023 1:39 PM
To: Shen, Alisa
Subject: North BART proposal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I really appreciated the review I went to with the Architects, designers, landscapers.etc. at the Berkeley Adult School.
I live is this district. I walk to BART frequently.
I LIKE A LOT ABOUT THIS DESIGN
PLEASE DO NOT CHANGE THE HEIGHTS
I really like the step ud design and the public cross walk.
The community has worked so hard, neighbors and
city. Please do not go backwards!!
I still have concerns about the amount of low cost housing.
thank you,
Francie Shaw
1631 Grant St

Public Comment on Draft ODS - Sept 11-Sept 29

From: Patrick Sheahan <pksarchitect@mac.com>
Sent: Thursday, September 28, 2023 1:52 PM
To: Shen, Alisa
Subject: North Berkeley BART: ODS

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

1) Reject any changes to the proposed ODS that increase the size of this already too-large project.

2) Keep the 3-story heights and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) Keep the ODS-recommended breaks in the massing of buildings - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) Keep the ODS recommended sidewalk setbacks (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Patrick Sheahan

Public Comment on Draft ODS - Sept 11-Sept 29

From: david socholitzky <dnsoch@yahoo.com>
Sent: Thursday, September 28, 2023 3:36 PM
To: Shen, Alisa
Subject: N. Berkeley BART Design Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Alisa Shen,

I urge you to not support any changes to the existing design standards at tomorrow's City Council meeting, and in addition, to support keeping the 3 foot height requirement for buildings at the edge of the development area in order to keep the project a livable space for both residents and those neighborhood streets affected by it.
Thank you.
David Socholitzky
1430 Acton Street
Berkeley, 94702

Sent from Yahoo Mail for iPhone

Public Comment on Draft ODS - Sept 11-Sept 29

From: Vicki <vickisommer@gmail.com>
Sent: Thursday, September 28, 2023 2:57 PM
To: Shen, Alisa; All Council
Subject: Objective Design Standards (ODS) for North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms Shen, Mayor and Council,
Here are my comments re the ODS for North Berkeley BART.

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

5) **8 stories** anywhere on this block is so far beyond out of scale and context with the surrounding neighborhood and so **should not be considered.**

Thank you for your consideration,
V.Sommer
94703

PS. The survey would not post a response unless I would indicate my race, age & annual income. Asking "Do you work in a housing-related field?
If so, in which area?"or "What is your affiliation to Berkeley *" made sense, but the other questions felt like profiling.

Public Comment on Draft ODS - Sept 11-Sept 29

From: Richard Tamm <richard.tamm@gmail.com>
Sent: Thursday, September 28, 2023 1:10 PM
To: Shen, Alisa; All Council
Subject: Comments on North Berkeley BART Objective Design Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. Shen, Mayor and City Council members:

PLEASE:

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Please keep tight reins on the size of this project. Do not allow the developers to make this project any larger than it already is. I am working with a large group of people. We are all concerned about this project already being way too big. We are watching carefully, and we all vote.

Thank you for your attention to our concerns.
- Richard Tamm

--
Richard Tamm
Co-Chair of The Voting Rights Task Force
Former Treasurer of the Wellstone Democratic Renewal Club

Public Comment on Draft ODS - Sept 11-Sept 29

From: Michael Taylor <mltaylor01@gmail.com>
Sent: Thursday, September 28, 2023 2:21 PM
To: Shen, Alisa
Subject: N. Berkeley BART development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I endorse these citizen recommendations. The plan needs to be scaled own to fit into the neighborhood:

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

--
Regards,

Michael Taylor

Public Comment on Draft ODS - Sept 11-Sept 29

From: Alison Teal <alison@alisonteal.net>
Sent: Thursday, September 28, 2023 12:58 PM
To: Shen, Alisa
Subject: Berkeley Bart Project

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I wish to submit my feedback for this project. There are many market rate units available in Berkeley -- the housing crisis is for middle and lower income units. This project does not address this issues... The fact that the people in charge of this project are not paying attention to the EL Cerrito Bart Project -- they are having trouble renting the units. Also, it is abundantly evident to all that no one in a position of power to determine the size and scope of this project would want to live next to it.

1) I do not support **any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Alison Teal, MA, MFT
alison@alisonteal.net
www.alisonteal.net

May you be well in these wildly challenging times!

Public Comment on Draft ODS - Sept 11-Sept 29

From: Kathy Tuttle <kathy.tuttle@comcast.net>
Sent: Thursday, September 28, 2023 7:00 PM
To: Shen, Alisa; All Council
Subject: Feedback on ODS for North Berkeley BART Station

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Reject any changes to the proposed ODS that **increase** the size of this already too-large project.

Keep the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

Keep the ODS-recommended **breaks in the massing of buildings** - these are vital to keep this oversized project from being a fortress of building walls.

Keep the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thank you for your consideration.

Sincerely,

Kathleen Tuttle
1451 Virginia Street

Public Comment on Draft ODS - Sept 11-Sept 29

From: Leslie Valas <vffam5@gmail.com>
Sent: Thursday, September 28, 2023 9:09 PM
To: Shen, Alisa; All Council; Kesarwani, Rashi
Subject: North Berkeley housing

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear City Council, Planning Commision and Council Person Kesarwani

I am writing to you to strongly PLEAD for you to Reject any changes to the proposed ODS that increase the size of this already too-large project. I live directly across the street from the Bart station, and this project is already way out of scale with the single family and single story homes of my neighborhood.

I implore you to keep the 3-story heights and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community. I live here-literally, and don't want to live in a high rise development.

I also implore you to keep the ODS-recommended breaks in the massing of buildings - these are vital to keep this *already oversized* project from being a fortress of building walls.

Please keep the ODS recommended sidewalk setbacks (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Lastly, I believe that the entire N. Berkeley Bart project is scheduled to have 50% of Berkeley's new living quarters for the chronically homeless (in an 8 storey tower-again-out of context with the neighborhood!!). This is an unfair burden when our neighborhood does NOT have 50% of all of Berkeley's homeless population. When this was attempted to be brought up at the last September 11th community meeting, there was no response, especially from Council Kesarwani, my District 1 representative.

Please consider my long time residency in this neighborhood, and those of my neighbors, as this plan goes forward.

Leslie Valas

District 1 voter

Public Comment on Draft ODS - Sept 11-Sept 29

From: Susie Wallenstein <berkeleysusie@gmail.com>
Sent: Thursday, September 28, 2023 4:51 PM
To: Shen, Alisa; All Council
Subject: ODS for North Berkeley Bart

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hello,
I am a longtime resident on Hopkins Street, near the NB BART station. I have been attending meetings regarding the proposed housing since the first one. I wish to comment on the ODS, and the last presentation.

First of all, I think the designers did a good job given the site requirements and the ODS. I would like the project to be smaller and lower, and to have more open space, and more retail, but given where we are, I offer the following comments:

Do NOT reduce the recommended sidewalk set backs, anywhere. This is important to keep light on the streets, to keep in scale as much as possible with the neighborhood and to accommodate pedestrian traffic appropriately.

Do NOT raise the heights of the units. REDUCE where possible. It was stated at the meeting that the preliminary design accommodates more units than are required. It is already to much impact in our neighborhood. Do not raise the heights, especially on Acton, Virginia and Delaware.

The ODS recommended standard of providing massing breaks in the design of the buildings is great, and goes far in keeping these large buildings in character with the neighborhood, providing visual breaks, shadow lines and detail in the facade.

I understand that the Bridge and other supported housing units will be constructed first. It is critically important that the other areas be paid attention to, maintained, landscaped as necessary and well kept until other developers build subsequent units. An unfinished, languishing site would be disastrous for the entire neighborhood! Please insert some requirements into the schedule that provides a nice "open space" until final units are constructed.

Thank you for your consideration,

Susie Wallenstein,
37 year Hopkins Street resident, Architect and Civil Engineer

Public Comment on Draft ODS - Sept 11-Sept 29

From: Jason Warriner <jason.jaywar@gmail.com>
Sent: Thursday, September 28, 2023 5:02 PM
To: Shen, Alisa
Cc: All Council
Subject: North Berkeley BART ODS comments

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I am writing about the ODS proposed for the North Berkeley BART lot development.

I would like to reject any changes to it. The proposed development is already extremely large.

I think the 3 story heights and lot depths for the edge of the project are good and need to be set at this height to help the project fit into the surrounding neighborhood.

The ODS breaks in the massing of building should be kept—this will help the project feel like the right scale and be more welcoming to the surrounding community.

Last, the sidewalk setbacks in the current ODS are important for managing the increased pedestrian traffic and population at this site and should not be changed.

In conclusion, I think the current ODS is a sensitive and thoughtful approach and is the difference between a successful project that becomes an asset to the community versus one that could setup decades of conflict and problems down the line.

Jason

Public Comment on Draft ODS - Sept 11-Sept 29

From: Elizabeth Willson <bsabnz@yahoo.com>
Sent: Thursday, September 28, 2023 3:27 PM
To: Shen, Alisa; Berkeley Mayor's Office; Kesarwani, Rashi; All Council
Subject: North Berkeley BART project

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I urge you to keep the 3-story heights and lot depths for any buildings on Virginia, Acton, and Delaware Street and to reject any changes to the ODS proposal that increase the size of this project.

Additionally, I support keeping the ODS sidewalk setbacks to comfortably accommodate pedestrian traffic and folks using the site.

Thank you.

Elizabeth Willson
1712 Francisco St.
Berkeley, CA

Public Comment on Draft ODS - Sept 11-Sept 29

From: Charlene Woodcock <charlene@woodynet.net>
Sent: Thursday, September 28, 2023 2:46 PM
To: Shen, Alisa; All Council
Subject: Respect Objective Design Standards!

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Berkeley has been providing density in housing for decades. All over the flatlands there are 2-story 6-unit apartment buildings, many of them still well-maintained, that were built in the 40s. There are duplexes throughout Berkeley, and now there are many new ADUs; this in addition to the great number of new high rises downtown. And I just found the first of the 4-story apartment buildings on Oxford north of Hearst being demolished, to be replaced with a much taller building. The YIMBY story that Berkeley tries to avoid its share of low-income housing is simply false. Their solution of ever more tall buildings is not achieving our urgent need for affordable housing, since for-profit developers fight that vigorously, and mostly successfully,

To further shift standards to allow disproportionately large buildings in 1-story residential neighborhoods is not good government. Ask the Fire Department, which is suddenly having to accept responsibility for a glut of 5 to 8-story and much taller buildings for which they need different training and equipment.

With regard to the North Berkeley BART site plan, I urge you to approve no further increases in the scale and height of this project surrounded on three sides by primarily one-story houses.

Appropriate planning should commit to the sidewalk setbacks and the 3-story heights and the lot depths on the Delaware, Acton, and Virginia Street interfaces.

The Objective Design Standard recommendations for open spaces between the large buildings is essential if we are to avoid the sort of pathology that develops in large-scale tall residential housing, where people can't access green open spaces both visually and physically.

Thank you for your consideration of these comments.

Sincerely,
Charlene M. Woodcock
2355 Virginia Street
Berkeley 94709

Public Comment on Draft ODS - Sept 11-Sept 29

From: allen.phil@yahoo.com
Sent: Friday, September 29, 2023 1:26 PM
To: Shen, Alisa; All Council
Cc: North Berkeley Neighborhood Alliance; BeautifulSanPablo; Berkeley Neighborhoods Council
Subject: North Berkeley BART: Objective Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To all named above:

The proposed housing project slated for at the North Berkeley BART Station could be a triumph for the city, but so far, it looks like anything but. The building 'team' consistently refuses to render the project as it will appear, instead depicting it in rather tame renderings.

In any case, my hope is that:

All proposed ODS increases be rejected; it's too big already;

Keep the 3-story limit and lot depths on the three 'neighborhood' streets--Virginia, Acton and Delaware;

Keep the ODS breaks in massing of buildings;

Keep the the ODS recommended sidewalk setbacks.

This is submitted by a champion of the null set Subjective Standards.

I must also ask, rhetorically, how many of the project Deciders live in (expensive) apartments, and how many in single-family houses. My guess > damned few, almost all " ..

phil allen
D-1 resident

Public Comment on Draft ODS - Sept 11-Sept 29

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Friday, September 29, 2023 12:36 AM
To: Shen, Alisa; All Council
Subject: North Berkeley BART station ODS

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hello,
I support the North Berkeley BART design concepts presented to us at the public meeting on September 11. The small adjustments to make the design fit better to the neighborhood made all the difference in not feeling like the station is going to be a soulless imposition on our small single family neighborhood. I think everyone was worried that we would end up with a giant building like the MacArthur BART development, which feels like a dark, completely barren wasteland from the street level.
But all of the little adjustments to the North Berkeley BART station make it fit better with the neighborhood:
-Step down to 3 stories along Acton/Virginia,
-Wide setbacks to accommodate more landscaping, open sidewalks to more inviting areas
-Cut-outs of street level corners of buildings, creating inviting mini-plaza (entry?) gathering areas rather than continuing building facades down to the sidewalk from above.
-Generous plants and landscaping, with consideration of native plantings
-Breaking up facades to reduce the feeling of giant monolithic buildings

Please do not let these details get simplified or removed. They make all the difference in making the site inviting as a gathering space to build a community, and compatible with the neighborhood.

I know some people will urge you to squeeze in more units to the space. I don't think they consider that unit number can be increased by reducing all units to minimum sized studios. That is not appropriate for the site. By having more family sized units than studios, of course the total number of units is less than the site could potentially have. But having family sized units is appropriate for the site, neighborhood, and our city needs to accommodate a variety of residents, not just students or single individuals. Likewise, all of the adjustments that create an inviting gathering space should not be removed simply to "increase units".

We need to consider the whole project as a community, not merely count # of units as the defining end goal to this or any other development. Please don't let simplification of developments to a numbers game distract you from the bigger picture of community building.

Thank you,
Aimee Baldwin
D1

Public Comment on Draft ODS - Sept 11-Sept 29

From: Tamara Birdsall <birdsalltamara@gmail.com>
Sent: Friday, September 29, 2023 10:12 AM
To: Shen, Alisa; All Council; Kesarwani, Rashi
Subject: ODS for BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

We must not lose sight of good design and let a massive approach being pushed by a profit-oriented developer rule.

I have lived in this neighborhood and taken North Berkeley BART since 1989. We must come to our senses and build something that is right for the north Berkeley neighborhood.

It looks like we're about to lose our preference for something that is reasonable so I am writing to insist that the project the developer wants makes this the best it can be.
Here's what I support and as a long-time tax payer expect the city officials to do the same:
I've done much research and agree with this approach:

- **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

- **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

- **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

- **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thank you,
Tamara Birdsall
1443 Cornell Avenue

Public Comment on Draft ODS - Sept 11-Sept 29

From: Lois Cantor <locando@comcast.net>
Sent: Friday, September 29, 2023 9:58 AM
To: All Council; Shen, Alisa
Subject: North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Please reject any changes to the proposed ODS that increase the size of this project.

Please keep the the 3-story heights and lot depths for the buildings around Virginia, Acton and Delaware Street fronts.

Please keep the ODS recommended sidewalk setbacks (approx.20').

Living in a bungalow on Sacramento St. at Virginia I am also unhappy wth the proximity of the tall buildings next to the street. Our quality of life is going to be greatly impacted from increased traffic and noise, not to mention the parking nightmare which will ensue.

Lois Cantor
1629 Sacramento St.

Public Comment on Draft ODS - Sept 11-Sept 29

From: gbdahl@lmi.net
Sent: Friday, September 29, 2023 9:34 AM
To: All Council; Shen, Alisa
Subject: North Berkeley BART Objective Design Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I am writing to urge that you show some respect for the community and honor your previous commitments to support a housing project at the North Berkeley BART station that is designed to be compatible with the character of the surrounding neighborhood.

The majority of this city council now appears to have dropped any pretense of representing the community and has become completely aligned with the self-proclaimed “progressive” wing of the Democratic party that believes that the only function of local government is to carry out orders from the party central committee in the capital (whether that is in Sacramento or Beijing), including orders like the RHNA mandates and the draconian housing laws that strip cities of any control of their own destiny. Please remember your roots in a community that has always prided itself for independent thought and local control and do the right thing, even if it displeases the corrupt party machinery in Sacramento.

Please:

*1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.*

*2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.*

*3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.*

*4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.*

Gary Dahl

Public Comment on Draft ODS - Sept 11-Sept 29

From: Carol and Bruce Feldman <feldmans.bruceandcarol@gmail.com>
Sent: Friday, September 29, 2023 9:50 AM
To: Shen, Alisa
Subject: NorthBerkeley Bart

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

NO, NO, on increasing bldg heights, yes on bldg breaks. Have you seen DelNorte bldgs? OMG. PLEASE PLEASE don't do this to us here at North Berkeley
Bruce and Carol Feldman

Public Comment on Draft ODS - Sept 11-Sept 29

From: Jay Harlow <jayharlow@lmi.net>
Sent: Friday, September 29, 2023 12:59 PM
To: Shen, Alisa; All Council
Subject: N. Berkeley BART development ODS

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms. Ashen, Mayor, and Council members:

As a resident of the North Berkeley BART vicinity, I have reviewed the ODS for the proposed housing development on this site. I still think the current plan is too large for the neighborhood, but I'm afraid that ship has sailed. However, I urge you to **oppose any efforts to increase the scale** of the project in any revisions, including by "density bonus" or similar mechanisms. Likewise, the currently proposed **height limits, breaks, and setbacks must be preserved** to help this already too-big project fit into the neighborhood as well as possible.

In short, **no more concessions** to those who would make this project more massive and less appropriate to its setting.

Thank you,

Jay Harlow

Rose St.

Public Comment on Draft ODS - Sept 11-Sept 29

From: David Benaroya Helfant <dbhelfant@gmail.com>
Sent: Friday, September 29, 2023 10:37 AM
To: Shen, Alisa; All Council; North Berkeley Neighborhood Alliance
Subject: Community Oriented Design for the NB BART Station
Attachments: NBBARDes.092823.pdf

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Good Morning, Alisa Shen and Council Members who Support the North Berkeley community:

1. The current tower monolithic design proposed is a smack in the face of our North Berkeley community: its architecture is all about making money based on massivity in a neighborhood where residential homes and walkways have created a lovely place to live.
2. Heights of the residential structures should not exceed three stories.
3. Review the design that we submitted--as it provides the architecture that fits the community, contains 506 units and a total of 760 parking spaces.

--

David Benaroya Helfant, PhD, M.ASCE, ICC, Assoc AIA, HAZSRRAC
in association with **Elliott Abrams, AIA** at Fourth Street, Berkeley, Ca.



Site Date

Existing Site Area: 356,000 SF

Existing Parking: 575 Surface

Proposed Development

6,200 sf Commercial

51 Townhouses

Five Residential Buildings

Total 455 Apartments
Total Units count: 506 units

Four Level (4) including surface level parking structure of approx 660 Cars for public

98 Private parking spaces

Total parking Approx 760 spaces

PROJECT FOR NORTH BERKELEY BART SITE

David Helfant
Elliott Abrams

Public Comment on Draft ODS - Sept 11-Sept 29

From: Kenmotsu Junko <junekudo@gmail.com>
Sent: Friday, September 29, 2023 7:44 PM
To: bartplanning
Cc: Bob Kenmotsu
Subject: Feedback on the City's September 2023 Draft Objective Design Standards for the N. Berkeley BART Site

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear City Officials and Planners,

Thank you for working hard on incorporating community input into the draft design.
We are still feeling a strong urgency to give our opinions. We would like to recommend the same size setback and facade on the entire Virginia St and Delaware St. Please note that it is essential to harmonize with the adjacent residential blocks and minimize the impact from the tall buildings.

We are perhaps some of the most impacted residents from the North Berkeley Bart Housing Project. We hope to be able to live harmoniously with our future neighbors.

Sincerely,

Bob Kenmotsu
Junko Kenmotsu
1696 Sacramento Street, Berkeley

Public Comment on Draft ODS - Sept 11-Sept 29

From: Michael Katz <mqkatz@gmail.com>
Sent: Friday, September 29, 2023 10:00 AM
To: Shen, Alisa; Berkeley Mayor's Office; Harrison, Kate; Hahn, Sophie; Wengraf, Susan; Bartlett, Ben; Kesarwani, Rashi; Taplin, Terry; Humbert, Mark; Robinson, Rigel; City Clerk
Subject: BART North Berkeley Objective Design Standards

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Berkeley Planners, Mayor Arreguin, and Councilmembers,
As a North Berkeley resident and BART rider, I urge you to firm up the proposed Objective Design Standards (ODS) to promote successful, sustainable housing development at the BART site. Please:

1) **Reject any changes** to the proposed ODS that would **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) Call for an improved redesign of the project's form and envelope. The Bridge group has presented drawings showing exactly what they've acknowledged the community has rejected: rectangular, institutional boxes. Even the fig-leaf 3-story perimeter buildings are box-shaped. Only facing Virginia street has Bridge showed a couple of peaked roofs on perimeter buildings. With a significant budget and the expectation of significant returns, the investors should be able to afford contemporary standards of good design. **Peaked roofs mean "home" – buildings that will be cherished, well-maintained, fully occupied,and sustainable.**

4) **Keep** the ODS-recommended **breaks in the massing of buildings** – these are vital to keep to keep this oversized project from being a fortress of building walls.

5) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

6) Call for the tower at the Sacramento/Virginia corner to roll back to its original proposed height of 7 stories – with no increase in setback – rather than Bridge's currently proposed 8 stories.

Thank you for considering these suggestions toward producing a successful, sustainable project that will benefit the whole community.

Respectfully yours,
Michael Katz
Berkeley 94709

Public Comment on Draft ODS - Sept 11-Sept 29

From: Cece Littlepage <cecelittlepage@gmail.com>
Sent: Friday, September 29, 2023 12:20 PM
To: Shen, Alisa; All Council
Subject: Comments on Objective Design Standards for NB BART development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms. Shen, Mr. Mayor, and Council members-

Having carefully read through the ODS as currently proposed, I have the following concerns and comments.

• Do not change:
- The project is already too huge, and you must reject any changes that increase the size in ANY way.
- The proposed 3 story limits and lot depths on the buildings facing existing residences on Virginia, Acton, and Delaware streets are ESSENTIAL to connecting the project to the surrounding neighborhood.
- The proposed breaks in the massing of buildings will keep the buildings from presenting a fortress-like collection of flat walls to the community.
- The proposed sidewalk setbacks will accommodate the increased pedestrian traffic and are necessary.

Please resist any pressure to further enlarge the development, it's already over-sized!

Sincerely,
Cece Littlepage
Berkeley CA

Public Comment on Draft ODS - Sept 11-Sept 29

From: Julieta Pisani McCarthy <pisanimcc@gmail.com>
Sent: Friday, September 29, 2023 8:22 AM
To: All Council; Shen, Alisa
Subject: North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

This proposal is too big for the neighborhood. This is not downtown.
Almost all the apartment buildings in the San Pablo and Shattuck commercial corridors are 5 stories tall, but you and your developer partners choose to shove this mass of towering buildings into our peaceful residential neighborhood. Local neighbors were fine with 4-5 stories but there is no compromise with you. No matter how many ”input” “listening sessions” you offer and we attend, we don’t feel heard or included. Like most "consultations" nowadays, this seems to be done in the spirit of checking an empty technical item off the list: Consultation, done. And that seems to allow you to do whatever you want now that you have "consulted." This is insulting to the community.

I join my neighbors asking for:

1) No increase in this mammoth project
2) Keep the 3 story heights and lot depths for buildings around the Virginia, Acton and Delaware frontage. This is essential for the surrounding community
3) Keep ODS sidewalk setback (20 feet) intact. This place is a human traffic hub that needs space to not feel oppressive.
4) Keep the stated breaks in the massing of these buildings. We don’t want them to look like a skyscraping wall of China.

So far when u “listen to us,” the project gets bigger, so we are hesitant to even give feedback.

Julieta Pisani McCarthy
510-295-5759

Public Comment on Draft ODS - Sept 11-Sept 29

From: David Meyer <david@ms-la.com>
Sent: Friday, September 29, 2023 10:19 AM
To: Shen, Alisa; All Council; Kesarwani, Rashi
Subject: Bart Proposal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Berkeley Leaders:

Please do not lose sight of good design and let a massive approach being pushed by a profit-oriented developer rule.

I have lived in this neighborhood and taken North Berkeley BART since 1989. We must come to our senses and build something that is right for the north Berkeley neighborhood.

It looks like we're about to lose our preference for something that is reasonable so I am writing to insist that the project the developer wants makes this the best it can be.
Here's what I support and as a long-time tax payer expect the city officials to do the same:
I've done much research and agree with this approach:

- **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

- **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

- **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

- **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

As a landscape architect who has worked for developers, I know how slick they can make presentations, but please know that it comes with a lot of propaganda. Slick presentations don't equate to quality design and livable spaces.

Thank you,
David Meyer
1443 Cornell Avenue

Public Comment on Draft ODS - Sept 11-Sept 29

From: Helga Recke <h.recke@gmail.com>
Sent: Friday, September 29, 2023 12:36 PM
To: Shen, Alisa; All Council

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms Shen, dear Mayor Arreguin and members of the Berkeley City Council,

Thank you for giving the community a chance to way in on the proposed design standards for the construction at the North Berkeley BART station. In your decision making process, please consider the following:

1) Please do not allow any changes to the proposed ODS that **increase** the size of this already inappropriately large project for this residential neighborhood.

2) Keep the 3-story heights and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) Keep the ODS-recommended breaks in the massing of buildings - these are vital to keep this already not very size-appropriate project in this residential neighborhood from being intimidating walls.

4) Keep the ODS recommended sidewalk setbacks (approx. 20 feet) - with the number of people at this site and regular pedestrian traffic as having the recommended setbacks is essential.

I am convinced that you are keen about keeping Berkeley a green vibrant city that avoids the canyons that make Manhattan and the financial district in San Francisco so uninviting.

Thank you,

Helga Recke

Public Comment on Draft ODS - Sept 11-Sept 29

From: tannerichards@aol.com
Sent: Friday, September 29, 2023 11:22 AM
To: Shen, Alisa; All Council
Subject: North Berkeley BART ODS - community input

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Ms. Shen, Mayor and City Council,

I am writing, as a community member, to give you my feedback on the NB BART ODS. Thank you for your vigilance in engaging the community on this matter which directly affects our quality of life and the standards of the community.

There are many positive aspects of the current ODS:

- Please keep the 21-23' setback/sidewalks/plant barrier on Acton, Virginia and Delaware
- Keep the 3 story heights on Acton, Virginia and Delaware
- Keep the ODS-recommended breaks in the massing of buildings

There are a few requests I make for changes:

- Provide a setback/sidewalk/plant barrier on Sacramento at a 8-10' level
- Reject any changes that increase size and density and preferably reduce the internal density
- Have building height at a maximum of 7'
- Have the corners be a maximum of 4 stories

Something that is not covered at this time but is reflected in the building designs in the ODS -- the style of the buildings and the variability of styles. Please keep the building designs consistent with the surrounding neighborhood so that building styles vary and have a village style rather than a modern, modular style.

Thank you for the opportunity to contribute my thoughts and opinions.

Sincerely,

T. Anne Richards
1529 Acton Street
-

Public Comment on Draft ODS - Sept 11-Sept 29

From: Leni Siegel <leni.siegel@sbcglobal.net>
Sent: Friday, September 29, 2023 8:39 AM
To: Shen, Alisa
Subject: Fwd: North Berkeley BART housing proposal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Sent from my iPad

Begin forwarded message:

> **From:** Leni Siegel <leni.siegel@sbcglobal.net>
> **Date:** September 29, 2023 at 8:37:41 AM PDT
> **To:** ashen@cityofberkeleyy.info
> **Cc:** mayor@cityofberkeley.info, sophie@sophiehahn.com, Kate Harrison <KHarrison@cityofberkeley.info>
> **Subject: North Berkeley BART housing proposal**
>
> I am a Berkeley resident and homeowner. I oppose the skewed development proposal at North Berkeley BART. I continue to be appalled at the tone deaf City Council that does not address the desperate need for affordable housing in our City and that meets the needs of the neighborhood.
>
> This proposal is too big and at $6K per high rise apartment, only the developers and their supporters win. The poor, the disabled, the old and families are left out of the discussion over and over again.
>
> I am extremely disappointed in the members of the City Council who do not get it.
>
> I reject any changes that increase size of the proposal at North Berkeley BART.
>
> Keep the ODS 3 story heights and the lot depths around Virginia, Acton and Delaware fronts.
>
> Keep ODS recommended sidewalk setbacks.
>
> I had to laugh when I saw that another outsized proposal with hundreds of units with 21 affordable units won the approval of the City Council.
>
> Is there anything more damning or revealing about the Council members who are in bed with the developers?
>
> You show you do not care for the well being of the majority of us who are NOT middle class or rich or who cannot afford to live in Berkeley.
>
> Leni Siegel
>
> Sent from my iPad

Public Comment on Draft ODS - Sept 11-Sept 29

From: Kelly Topp <kelltopp@gmail.com>
Sent: Friday, September 29, 2023 5:45 AM
To: Shen, Alisa; All Council
Subject: North Berkeley BART plans: From Resident

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Alisa & City Council Members-

As a North Berkeley single-family, single-story homeowner, I have become aware of, and am very concerned with, the building plans for the North Berkeley BART development. Our neighborhood is full of 1 & 2-story homes- it is imperative that you don't build much taller than that or it will not blend in. We don't want to become another Oakland- MacArthur station!
Please consider the below requests:

1) **I reject any changes** to the proposed ODS that **increase** the size of this project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** so that we don't have a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic. The City requires that residents follow setbacks when ADUs are added to our property- Developers should not get special treatment, they need to adhere to the existing setback guidelines.

Keep our neighborhood safe & family-friendly.

Thank you,
Kelly Topp
1620 Cedar St

Public Comment on Draft ODS - Sept 11-Sept 29

From: Nina Torcoletti <ntorcolett@aol.com>
Sent: Friday, September 29, 2023 10:22 AM
To: Shen, Alisa; All Council
Subject: In regards to the proposed ODS for the North Berkeley BART station

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

I am currently out of town and I want my voice heard re these very important issues. I am copying and pasting at the moment because of my current circumstances. I do agree with all four demands. Myself and others in the North Berkeley BART neighborhood will be very impacted by the choices you all finally make. I want my voice heard on these matters.
Thank you!!
Nina Torcoletti
1370 Delaware Street
Berkeley,CA94702
Ntorcolett@aol.com

View this email in your browser

1) **Reject any changes** to the proposed ODS that **increase** the size of this already too-large project.

2) **Keep** the **3-story heights and the lot depths** for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

3) **Keep** the ODS-recommended **breaks in the massing of buildings** - these are vital to keep to keep this oversized project from being a fortress of building walls.

4) **Keep** the ODS recommended **sidewalk setbacks** (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Sent from my iPad
Ntorcolett@aol.com

Public Comment on Draft ODS - Sept 11-Sept 29

From: Victoria Eisen <victoria@eisenletunic.com>
Sent: Friday, September 29, 2023 5:02 PM
To: Shen, Alisa; Shannon Dodge; Planning Commission
Cc: All Council
Subject: Comments on 9/11/2023 North Berkeley BART ODS
Attachments: NBB ODS comments_2023-09-29_ARCHITECTS.pdf

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Alisa, Shannon and Members of the Planning Commission,

Thank you for the opportunity to review and comment on the North Berkeley BART Objective Design Standards that were presented to the public on September 11, 2023.

Overall, the group of architects and other design professionals that have been meeting regarding the North Berkeley BART TOD for the past five years support the standards; however, we believe improving a discrete subset will vastly improve the ability of the project to achieve the exemplary design the neighborhood deserves, while providing substantially more homes--particularly affordable family units--than the draft ODS would allow.

Please find our specific suggestions on the attached.

Thank you for your consideration.

--Bert Ayers, Pietro Calogero, Victoria Eisen, Phil Erickson, CJ Higley, Jeff Hobson, Blaine Merker, Matt Taecker, Gerry Tierney, Jeffrey Till, Anne Torney and Will Travis.

September 29, 2023

Dear Ms. Shen, Ms. Dodge and Members of the Berkeley Planning Commission:

We are architects, designers and others in the planning profession who live in and near the North Berkeley BART station area. We, and others, have been meeting for over five years to help find ways to build housing on the station site. We are thrilled that the project has gotten to the design stage. We have been looking at ways to ensure that the project achieves the community's goal of having beautiful buildings that provide the most homes and bedrooms possible on an attractive, inviting site.

We have reviewed the design concepts and draft Objective Design Standards that were presented to the public on September 11. In general, we are excited by the design concepts; however, achieving the goals of exemplary design and maximizing bedrooms are threatened by several key provisions in the Draft Objective Design Standards (ODS). While well-intentioned to avoid monolithic buildings particularly at the edges of the site, the Draft ODS's formulae and prescriptions will more likely result in mediocrity and fewer bedrooms and homes than can be achieved by giving the designers more latitude and flexibility, within the constraints of the building code, of course.

There are three areas in particular where the ODS oversteps reasonable guidance and will encroach on the architects' ability to create a community that neighbors are proud of and that is home to as many people as the site can comfortably hold.

1. MASSING BREAKS

We agree that an excellent design will have breaks in the perimeter buildings' facades; however, specifying the number and location of such breaks before the architectural design process has begun in earnest will reduce the number of homes, reduce the number of larger multi-bedroom family units, and will result in a mediocre cookie-cutter design. There is a direct relationship between architectural flexibility and the ability to provide family-friendly homes. Eliminating this proposed standard will do more to allow the TOD to meet the neighborhood's right to a great design and achieve the City's and BART's housing goals—including affordable family housing—than any other single change. We suggest that, at the very least, the requirement for major façade breaks should be eliminated. Ideally, the requirement for façade breaks should be eliminated entirely because the design team has already demonstrated the project will have significant façade and massing variation.

2. SETBACKS

Setbacks provide visual space between buildings and the street, and can leave room for residents to tend their own patch of green space, just like their neighborhoods across the street. While the intention behind specifying large setbacks is to prevent perimeter buildings from looming over the sidewalk, there are actually several aspects of design that determine the dimensions of setbacks people will perceive when they walk by the TOD:

- **Street width**
  Restoring Delaware and Virginia Streets to their pre-BART widths would maximize the BART property that can be used for housing. Any addition to the public realm should be taken from space for cars, not from space for homes.

- **Existing setback requirements**
  Zoning requires a minimum five-foot setback. This plus the existing sidewalk width and tree wells will provide ample separation between new low-rise buildings and the street. Therefore, setbacks greater than five feet are unnecessary on Delaware, Acton and Virginia Streets, will diminish architects' flexibility and will reduce the number of homes that can be built.

3. HEIGHT

Tension over height is really about fear of shadows and maintaining neighborhood character versus the quantity of housing and bedrooms that will fit on the BART parcel. The architectural design process should address these valid issues in the following ways:

- **Perimeter of blocks: A**llow up to four stories on all perimeter streets besides Sacramento, as long as three-season shadow studies show that the perimeter buildings will not "significantly shade" (to be defined by ODS) existing homes. Specifically, this would mean:
  - Virginia Street (north-facing so can cast shadows): up to 4 stories
  - Acton Street (west-facing, so can cast morning shadows): up to 4 stories
  - Delaware Street (south-facing, wide street, so no shadow danger): up to 4 stories
  - Sacramento Street (east-facing, but exceptionally wide street): 6-8 stories, including corner buildings at Virginia & Delaware

  Furthermore, these stepped-down perimeter homes should comprise a variety of housing types, consistent with the existing neighborhood.

- **Interior of blocks**: Conform to maximum Type III-A construction as allowed by the California Building Code's Table 504.3 (i.e., 85 feet). Conforming to the building code makes sense—there is no logical reason to regulate the height of interior structures differently than the building code already provides.

This suggestion to modify the ODS's façade breaks, setbacks and height requirements is to give the project architects and developer the design flexibility to maximize the number of units and bedrooms. It is our experience that when the number of bedrooms is reduced, the impact falls mainly on the multi-bedroom family units. If this is to be a truly sustainable development, we must do everything in our power to preserve the number of family units.

Thank you for the opportunity to comment on the terrific work to transform the North Berkeley BART station that has occurred so far and for considering the points we have raised. We look forward to future opportunities to participate.

Bert Ayers, Architect

Pietro Calogero, Architect

Victoria Eisen, Past Chair, Berkeley Planning Commission

Phil Erickson, Architect

CJ Higley, Land Use Attorney

Jeff Hobson, Homeless & Housing Nonprofit COO

Blaine Merker, Landscape Architect

Matt Taecker, Architect

Gerry Tierney, Architect

Jeffrey Till, Architect

Anne Torney, Architect

Will Travis, Retired Executive Director, Bay Conservation & Development Commission

Public Comment on Draft ODS - Sept 11-Sept 29

From: Victoria Eisen <victoria@eisenletunic.com>
Sent: Friday, September 29, 2023 5:23 PM
To: Shen, Alisa; Shannon Dodge; Planning Commission
Cc: All Council
Subject: North Berkeley BART ODS comments
Attachments: NBB ODS comments_2023-09-29_Victoria Eisen.pdf

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Alisa, Shannon and the Berkeley Planning Commission,

Thank you for the opportunity to review the draft design concept and draft Objective Design Standards--this is indeed a very exciting step in the process of creating a new community on the North Berkeley BART station parking lot!

Please see my comments on the ODS, attached.

Thank you.

Victoria Eisen
1516 McGee Avenue

Victoria Eisen
1516 McGee Avenue
Berkeley, California 94703

September 29, 2023

Alisa Shen, City of Berkeley
Shannon Dodge, BART
Berkeley Planning Commission

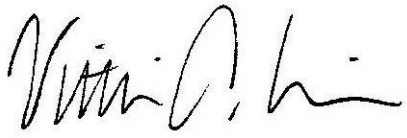
I am writing to praise the City of Berkeley and BART on the draft design concepts and the Objective Design Standards for the future North Berkeley BART Transit-Oriented Development that were presented on September 11. I have been thinking about and discussing with others the idea of housing on the station parking lot for most of the 30 years that I have lived in the neighborhood and called that station my own. For the past five years, I have been meeting with dozens of other architects, designers and planners who live in the neighborhood to help ensure that the TOD is as beautiful and provides as many homes as possible.

I feel that the concept and ODS that were presented go far beyond what we have imagined was possible. Nonetheless, there are areas that would allow the project to surpass the cookie-cutter design I feel the ODS may force. Similarly, I fear that these very ODS sections will also limit the number of housing units and bedrooms the project could provide.

In particular, I suggest that the ODS be silent on massing breaks, that they not exceed the existing five-foot minimum setback, and that they align with the California Building Code in terms of height. There will be ample opportunities for the public to review future designs to ensure that there are sufficient breaks in the façade to avoid the monolithic buildings none of us want. The public will also be able to review site plans to make sure that effective setbacks to the sidewalk and roadway feel sufficient. Height, too, will feel different depending on several design features that the public will assess.

Please do not constrain this design process with arbitrary standards that prevent this development from being a prized neighborhood asset, that is home to as many people as possible.

Thank you for your consideration.



Victoria Eisen

Public Comment on Draft ODS - Sept 11-Sept 29

From: North Berkeley Now! <northberkeleynow@gmail.com>
Sent: Friday, September 29, 2023 3:40 PM
To: Shannon Dodge; Shen, Alisa; Planning Commission
Cc: Berkeley Mayor's Office; Kesarwani, Rashi; Taplin, Terry; Bartlett, Ben; Harrison, Kate; Hahn, Sophie; Wengraf, Susan; Robinson, Rigel; Humbert, Mark
Subject: Letter from North Berkeley Now: North Berkeley BART ODS
Attachments: NBNow NBB ODS 9-29-23 Letter.pdf

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Please find attached our letter regarding North Berkeley BART Objective Design Standards. Thank you for your time and attention.

-Libby Lee-Egan

North Berkeley Now!
Visit our Website
Follow us on Twitter

September 29, 2023

To: Alisa Shen, Shannon Dodge, and Berkeley Planning Commission
cc: Mayor and Berkeley City Council

Re: North Berkeley BART Objective Design Standards (ODS)

Dear Alisa Shen, Shannon Dodge, members of the Berkeley Planning Commission, Mayor Arreguín and members of Berkeley City Council,

We are a group of engaged citizens who have been writing in, showing up, hosting yard signs, handing out leaflets, and working towards a vision of North Berkeley that involves lots of new neighbors of all kinds. We love our walkable and bikeable neighborhood, so for North Berkeley BART we want more neighbors and not more cars. Here are our comments regarding the latest draft of the Objective Design Standards:

1. **Reduce required setbacks to 5 feet** which is the minimum required in the zoning. Additional setback requirements do not serve the goal of maximizing homes and take away from our future neighbors' indoor living space.

2. **Reduce or eliminate massing breaks** where possible to restore more homes. Massing breaks can make it difficult to fit in larger family-sized apartment homes and the ODS should not discourage this housing type.

3. **Define the height limit as 85 feet**, and remove the specification of eight stories. This will conform the ODS to building code and improve design flexibility with regard to ceiling heights.

4. **Increase the allowable height** to four stories for the stepped-down perimeter along Delaware, Acton, and Virginia. More height will allow for more homes on the quieter parts of the block, which is a benefit more future residents ought to have the opportunity to enjoy.

5. **Reduce street widths for Delaware and Virginia** streets and shift setbacks accordingly. Not only would this create more space for homes but narrow streets encourage drivers to slow down. Reducing the street width back to pre-BART size will help make more room for our new neighbors *and* make it safer for everyone to get around.

On the subject of "neighborhood context" we have this to say: Public transit and density go hand in hand. Building as many homes as possible at North Berkeley BART is one way to undo a major mistake made by planners, leaders, and residents of the past who decided to surround a high-capacity public transit hub with an asphalt parking lot and single-family homes. North Berkeley has been transit-oriented since the days of the Key Route and a publicly funded resource like public transit should be available to as many people as possible. Bringing in more people of all kinds to our neighborhood is a good thing, no matter what the outside of the buildings look like.

In addition, we hope to impress upon you that the positive impact of transit-oriented homes at North Berkeley BART greatly outweighs the adjustment period some incumbent residents are anticipating. Fewer cars on the road means less pollution in the air, more neighbors of all kinds makes our community more vibrant, and people in need getting back on their feet are a welcome addition to our neighborhood fabric. This is our future with the successful construction of North Berkeley BART homes.

To conclude, we urge you to adopt the 5 changes to the ODS suggested above to ensure lots of homes for all, while also respecting the context of a transit-oriented walkable neighborhood.

Sincerely,

North Berkeley Now! Doers Team, including:
Libby Lee-Egan, Ross Bernet, Phyllis Orrick, Eric Johnson, Sarah Bell, Anthony Campana

North Berkeley Now! is an all-volunteer group of neighbors working toward a North Berkeley that is welcoming to new neighbors of all kinds through the construction of affordable homes. We know that density is good and that sustainable modes of transportation are the future.

Public Comment on Draft ODS - Sept 11-Sept 29

From: Gerry Tierney <Gerry.Tierney@perkinswill.com>
Sent: Friday, September 29, 2023 11:10 AM
To: Planning Commission
Subject: North Berkeley BART TOD - Re: draft ODS comments
Attachments: NorthBerkeleyBART_ODS Letter_Planning Commission_230929.docx

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners,

Please find attached my comments regarding the draft ODS for the proposed TOD at the North Berkeley BART station.

Thank you.

Gerry Tierney
t +14155462933 m +15106120269

Gerry Tierney
814 Oxford Street
Berkeley
CA 94707

September 29, 2023

Ref: North Berkeley BART Station Development

Dear Planning Commissioners,

As a Berkeley resident, North Berkeley BART station user and someone who is deeply concerned about the housing shortage crisis in the San Francisco Bay Area I am writing to you to consider the following changes to the draft Objective Design Standards [ODS] for the proposed development of housing at this site. Since none of our three children [all graduates of Alta Bates and Berkeley High] could afford to buy a house in their place of birth and high school graduation I am hoping that maybe someday our grandchildren will have the opportunity to live here.

While intending to avoid monolithic buildings the design goals are threatened by key sections of the Draft Objective Design Standards (ODS), particularly as they relate to the edges and height. The Draft ODS's formulae and prescriptions are likely to result in below average design as well as a potential reduction in the number of bedrooms or units as design flexibility will be eliminated to accommodate design contingencies will be eliminated. Given that both a developer and architectural team have been selected and have presented initial ideas it would be better to sit down and work with them directly rather than issue a set of prescriptive formulas and directives which will likely have the unintended consequences of lowering the quality of the overall design.

There are three areas where the prescriptive nature of the ODS oversteps reasonable guidance and encroaches on the architects' ability to create a community that neighbors are proud of, that is home to as many people as the site can comfortably hold and provides the maximum amount of multi-bedroom family-oriented units. Based upon a thorough review the of the ODS the specific reconsiderations are as follows:

MASSING BREAKS

We agree that an excellent design may include breaks in the perimeter buildings' facades; however, specifying the number and location before the architectural design process has begun in earnest will reduce the number of homes, reduce the number of larger multi-bedroom family units, and will likely result in a mediocre formulaic cookie-cutter design. There is a direct relationship between architectural flexibility and the ability to provide family-friendly homes. Eliminating this proposed standard and replacing it with a guideline or stated design intent, will do more to allow the TOD to create a great design as well as achieve the City's and BART's housing goals —including affordable family housing—than any other single change. We suggest removing the requirement for major façade breaks entirely as the design team has already demonstrated in presentations to the public that the project will have significant façade and massing variation.

SETBACKS

Setbacks provide visual space between buildings and the street, leaving room for residents to tend their own patch of "quirky" green space, like their neighborhoods across the street. While the intention behind specifying large setbacks is to prevent perimeter buildings from looming over the sidewalk, there are actually several aspects of design that determine the dimensions of setbacks that people will perceive when they walk by the this development:

- **Street width:** Restoring Delaware and Virginia Streets to their pre-BART widths or curb alignment would allow for a minimum 5' setback to the current BART property line, while maximizing the sidewalk / planter strip ensuring that the addition to the public realm is being taken from cars, not at the expense of homes.

- **Existing setback requirements:** Zoning requires a minimum five-foot setback. This plus the existing sidewalk width and tree wells will provide ample separation between new low-rise buildings and the street. We ask that setbacks be no greater than five feet on Delaware, Acton and Virginia. Specifying setbacks beyond five feet is unnecessary, diminishes architects' flexibility and reduces the number and flexibility of unit type of homes that can be built.

HEIGHT

Arguments over height are about fear of shadows and neighborhood character versus the quantity of housing and bedrooms that will fit on the BART parcel. The architectural design process should address these valid issues in the following ways:

- **Perimeter of blocks:** Use three-season shadow models to plan height and façade breaks of perimeter buildings along each of the site's four bordering streets. We believe this guideline suggests the following heights:
  - Virginia Street (north-facing so can cast shadows): 4 stories
  - Acton Street (west-facing, so can cast morning shadows): 4 stories
  - Delaware Street (south-facing, wide street, so no shadow danger): 4 stories
  - Sacramento Street (east-facing, but exceptionally wide street): 6 or more stories, including corner buildings at Virginia & Delaware

- **Interior of blocks**: Conform to the maximum height for Type III-A construction as allowed by the California Building Code's Table 504.3 (i.e., 85 feet). Lining up with the building code makes sense—there is no logical reason to regulate the height of interior structures differently than the building code already provides. What this change does is to enhance the viability of the ground floor so as to allow for units with 2'-5' above grade floor levels [stoops] as well as give potential commercial/retail spaces sufficient ceiling headroom to accommodate mechanical servicing of their space as well as handle the plumbing off-sets from the units above.

This request for modifying the ODS's façade breaks, setbacks and height requirements is due to the fact that as currently written they remove from the architects and developer the design flexibility to maximize the number of units and bedrooms. It is our experience that when the number of bedrooms is reduced the impact falls mainly on the multi-bedroom family units which the City of Berkeley so desperately needs. If we are to see this as a truly sustainable development, we must do everything in our power to preserve the number of family units. It is for this reason, amongst many others, that I request your consideration of the points that are raised above.

Thank you for the opportunity to comment on the terrific work to transform the North Berkeley BART station that has occurred so far. Our children and the Bay Area deserve no less.

Sincerely,



Gerry Tierney AIA, LEED AP BD+C
510-612-0269 [mobile]

PLANNING COMMISSION

Notice of Public Hearing

Wednesday, October 18, 2023

Adoption of Objective Design Standards for the North Berkeley BART Station Area

The Planning Commission of the City of Berkeley will hold a public hearing on the above matter on **Wednesday, October 18, 2023 at 5:30 p.m**. at the **North Berkeley Senior Center, 1901 Hearst Ave, Berkeley** (wheelchair accessible). In accordance with the Brown Act, Planning Commission meetings will be held in person only.

The agenda and related documents will be posted on the Planning Commission website (https://berkeleyca.gov/your-government/boards-commissions/planning-commission) no later than 5pm on Friday, September 13, 2023.

PROJECT DESCRIPTION

The draft Objective Design Standards (ODS) for the North Berkley BART Station Area establish detailed design standards for future transit-oriented development. The draft ODS build upon, and further implement the adopted zoning (BMC Chapter 23.202.150 Residential-BART Mixed Use Zoning District), the goals and priorities identified in the City and BART Joint Vision and Priorities for Transit-Oriented Development at the Ashby and North Berkeley BART Station, the City and BART Memorandum of Agreement RE: North Berkeley and Ashby BART Transit Oriented Developments (approved by the Berkeley City Council in June 2022), as well as other related adopted policies and regulations. More information about the overall planning effort to plan for transit-oriented development at the North Berkeley and Ashby BART stations is available at www.berkeleyca.gov/bartplanning.

LOCATION: The draft ODS address the North Berkeley BART Station Area site that is bounded by Sacramento, Delaware, Acton, and Virginia Streets. The site includes parcels with the following Assessor Parcel Numbers: 058-2146-016-05, 058-2149-019-04, 058-2148-017-04, and 058-2147-018-05.

ENVIRONMENTAL REVIEW STATUS

The proposed objective designed standards were evaluated in the Ashby and North Berkeley BART Stations Transit-Oriented Development (TOD) Zoning Project Environmental Impact Report (SCH #: 2020110320) which was certified by the City of Berkeley City Council on June 2, 2022. No further environmental review is required.

PUBLIC COMMENT & FURTHER INFORMATION

All persons are welcome to attend the hearing and will be given an opportunity to address the Commission. Comments may be made verbally at the public hearing and/or in writing before the hearing. Written comments must be directed to:

NOTICE OF PUBLIC HEARING
Posted on October 6, 2023

Zoe Covello
Planning Commission Clerk
Email: PlanningPC@cityofberkeley.info

City of Berkeley, Land Use Planning Division
1947 Center Street, 2nd Floor
Berkeley, CA 94704

Correspondence received by **12 pm on Tuesday, October 10, 2023**, will be included as a Communication in the agenda packet. Correspondence received after this deadline will be conveyed to the Commission and the public in the following manner:

- Correspondence received by **12pm on Monday, October 16, 2023** will be included in a Supplemental Packet, which will be posted to the online agenda as a Late Communication one day before the public hearing.
- Correspondence received by **5pm one day before this public hearing**, will be included in a second Supplemental Packet, which will be posted to the online agenda as a Late Communication by 5pm on the day of the public hearing.
- Correspondence received after 5pm one day before this public hearing will be saved as part of the public record.

Members of the public may submit written comments just before or at the beginning of the meeting by providing 15 printed copies of the correspondence to the Planning Commission Secretary.

COMMUNICATION ACCESS

To request a meeting agenda in large print, Braille, or on audiocassette, or to request a sign language interpreter for the meeting, call (510) 981-7410 (voice) or 981-6903 (TDD). Notice of at least five (5) business days will ensure availability. All materials will be made available via the Planning Commission agenda page online at https://berkeleyca.gov/your-government/boards-commissions/planning-commission.

FURTHER INFORMATION

Questions should be directed to Alisa Shen, Principal Planner, at (510) 981-7409 or ashen@berkeleyca.gov.

Current and past agendas are available on the City of Berkeley website at: https://berkeleyca.gov/your-government/boards-commissions/planning-commission.

General Communications

From: Todd Andrew <toddcandrew@gmail.com>
Sent: Sunday, October 8, 2023 11:48 AM
To: Planning Commission
Cc: Planning Dept. Mailbox; All Council
Subject: New housing reduces rents and displacement, increases tax receipts
Attachments: Rent Trends Initial Rents 0-1 bedroom Berkeley Rent Board Data 23.09.png; Tax Revenue JonesBerkeley 1500 San Pablo vs. surrounding 10 square blocks 23.09.png

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Planning Commission,

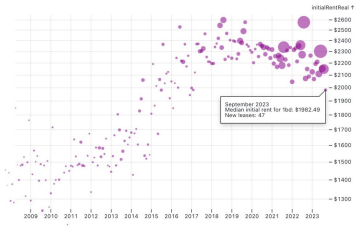
Earlier this year, in a meeting where you discussed the Southside Zoning Modification Project, at least one commissioner said that new market-rate housing would result in skyrocketing rents and displacement and make it increasingly difficult to match city needs to revenues.

Not exactly....

Rent Trend in Berkeley Down Since 2016

The attached chart (copied below) shows the trend in *initial* rents on rent controlled studio and one-bedroom units in Berkeley. Initial rents are market-rate rents, of course, due to Costa-Hawkins' vacancy decontrol.

The period 2016-to-present roughly coincides with what some people refer to as a "building boom" in Berkeley. Note that the rent trend during this period is down, and that *the trend was occurring prior to the pandemic*.



If the commissioner's comment about the relationship between new market-rate units and housing costs were accurate, rents would have accelerated along with the construction of new homes. Instead, rents have decreased. And this link between new housing opportunities and lower rents in Berkeley corresponds to a growing body of evidence elsewhere as well.

New Housing Opportunities REDUCE Eviction-Induced Displacement

The Eviction Lab at Princeton University reports in the email below that eviction-induced displacement is ***lower*** in gentrifying neighborhoods, and that "[e]viction rates fell most in places that were gentrifying."

Why? "Unlike low-income neighborhoods, gentrifying areas usually see a larger increase in the number of available housing units. With increased supply, fewer people experience housing insecurity."

New Housing Increases Tax Receipts to Fund City Needs

Just one mid-rise apartment building in District 1 -- the **Jones Berkeley** (https://jonesberkeley.com/) -- generates as much property tax revenue as approximately the surrounding 10 square blocks of detached homes. The attached map (copied below) was generated using data from the **Tax Fairness Project** (https://www.taxfairnessproject.org/).



Again, thank you for recommending the Southside zoning changes! And thank you for your service.

Best,
Todd Andrew
Hopkins/Monterey
District 5

---------- Forwarded message ---------
From: **Eviction Lab** <info@evictionlab.org>
Date: Fri, Oct 6, 2023 at 6:04 AM
Subject: Nearly 3 million children face an eviction every year
To: <toddcandrew@gmail.com>

View this email in your browser

Dear friends and colleagues,

We're reaching out today with an update on two new studies published by Eviction Lab researchers.

The first study provides a comprehensive picture of the full population of renters living in households that were threatened with eviction between 2007 and 2016. Our previous research has demonstrated that 2.7 million households are impacted by an eviction filing each year. But, how many people live in those homes? How many children experience the trauma of an eviction? How does this affect older adults?

A **new collaboration with the U.S Census Bureau** is allowing us to finally answer these questions and the numbers are alarming. As many people are filed against for eviction each year as live in Chicago, Houston, Philadelphia and San Diego combined.

READ OUR LATEST BLOG POST

In a groundbreaking article, published by *Proceedings of the National Academy of Sciences (PNAS)*, our researchers evaluated age, income, race/ethnicity and the full number of people living in the homes that were experiencing this kind of housing insecurity.

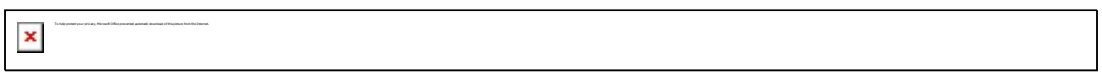
Some of our key findings:

- An average of **7.6 million renters face eviction each year.**
- Every year, **nearly 3 million children under the age of 18 are threatened with eviction** – that's four in every ten individuals who are threatened with eviction annually. A heightened threat of eviction can impact a child's food security, education and health.
- Black renters face a disproportionate burden. **Eviction filing rates for Black renters are four times higher than for white renters.** And while eviction risk declines with income, the risk doesn't completely disappear. Black renters – especially those with children – continue to be at greater risk of eviction even when their income increases.

This study highlights the need to think about the massive scale of the eviction crisis and how solutions could impact millions of children as well as promote racial equality. Read more about our findings in this NYT article.

The second study explores the role of gentrification in the eviction crisis. While gentrification has often been blamed for forced displacement of long-term residents as wealthier neighbors move in, a new article finds **eviction — one way to measure forced displacement — isn't as prominent in gentrifying neighborhoods as assumed. In fact, the true eviction crisis lies in low-income neighborhoods that aren't gentrifying**.

In a study published by the journal *Social Forces*, our researchers analyzed six million eviction cases filed across 72 metropolitan areas over a 16-year span. They evaluated wealthier or high-SES (socioeconomic status), gentrifying neighborhoods and similar neighborhoods that didn't have the same market interest or were low-SES. As our blog explains, they found **nine out of every ten eviction occurred outside of gentrifying neighborhoods, mostly in low-income areas.** Eviction rates fell most in places that were gentrifying.



How can it be that these neighborhoods are changing so much without an increase in evictions? Unlike low-income neighborhoods, gentrifying areas usually see a larger increase in the number of available housing units. With increased supply, fewer people experience housing insecurity. While displacement may be happening in gentrifying neighborhoods through other means, our research finds that focusing too much on gentrification and its outcomes leads us to overlook the reality: evictions in low-income neighborhoods are not an isolated event but a permanent fixture and therefore they deserve attention and aid.

We encourage you to share this information with your neighbors, friends, and community, and let us know if you have any questions or feedback (info@evictionlab.org).

In solidarity,

Camila Vallejo
Communications Specialist
The Eviction Lab

Can you help us learn more about
evictions and the undocumented community?
Learn more here.

WHAT WE'VE BEEN READING

- A program in Denver gave 820 people experiencing homelessness cash over 12 months. Rocky Mountain PBS reporter Alison Berg reports many used it on basic needs, paying debt and investing in their future indicating a possible solution other cities can replicate.
- Under the threat of eviction, many families may be left to resort to extremes to stay off the streets as did one family in New York state. Syracuse.com reports the heartbreaking story about an eviction that led a family of three to sleep in their car and ended with the death of their almost 2 year old daughter.

- "Investors went hog-wild," said one realtor in North Carolina describing the surge of large investors buying up single family homes in the area. NYT's Ronda Kaysen and Ella Koeze did a deep dive on how a neighborhood is impacted when a large sum of houses are investor owned.



Twitter



Facebook



Instagram



LinkedIn



Our website



Email

Copyright © 2023 Eviction Lab, All rights reserved.
You are receiving this email because you opted in via our website.

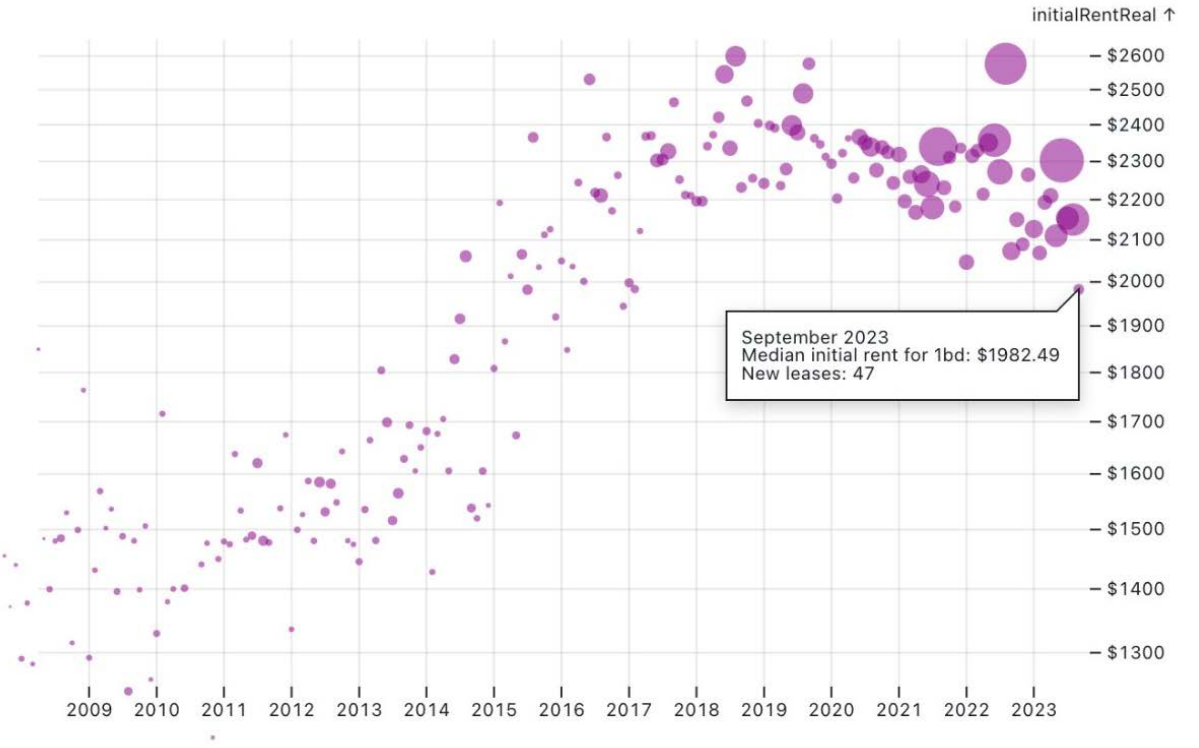
Our mailing address is:
Eviction Lab
Wallace Hall
Princeton University
Princeton, NJ 08544

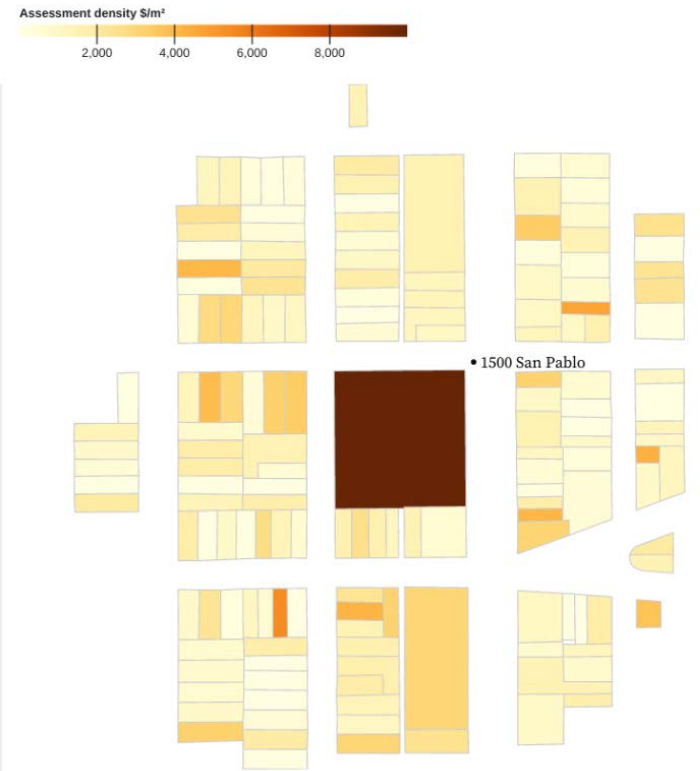
Add us to your address book

Want to change how you receive these emails?

You can update your preferences or unsubscribe from this list.




initialRentReal ↑
$2600
$2500
$2400
$2300
$2200
$2100
$2000
$1900
$1800
$1700
$1600
$1500
$1400
$1300
September 2023
Median initial rent for 1bd: $1982.49
New leases: 47
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023


Assessment density $/m²
2,000
4,000
6,000
8,000
1500 San Pablo

Communications

From: Victoria Eisen <victoria@eisenletunic.com>
Sent: Friday, September 29, 2023 5:02 PM
To: Shen, Alisa; Shannon Dodge; Planning Commission
Cc: All Council
Subject: Comments on 9/11/2023 North Berkeley BART ODS
Attachments: NBB ODS comments_2023-09-29_ARCHITECTS.pdf

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Alisa, Shannon and Members of the Planning Commission,

Thank you for the opportunity to review and comment on the North Berkeley BART Objective Design Standards that were presented to the public on September 11, 2023.

Overall, the group of architects and other design professionals that have been meeting regarding the North Berkeley BART TOD for the past five years support the standards; however, we believe improving a discrete subset will vastly improve the ability of the project to achieve the exemplary design the neighborhood deserves, while providing substantially more homes--particularly affordable family units--than the draft ODS would allow.

Please find our specific suggestions on the attached.

Thank you for your consideration.

--Bert Ayers, Pietro Calogero, Victoria Eisen, Phil Erickson, CJ Higley, Jeff Hobson, Blaine Merker, Matt Taecker, Gerry Tierney, Jeffrey Till, Anne Torney and Will Travis.

September 29, 2023

Dear Ms. Shen, Ms. Dodge and Members of the Berkeley Planning Commission:

We are architects, designers and others in the planning profession who live in and near the North Berkeley BART station area. We, and others, have been meeting for over five years to help find ways to build housing on the station site. We are thrilled that the project has gotten to the design stage. We have been looking at ways to ensure that the project achieves the community's goal of having beautiful buildings that provide the most homes and bedrooms possible on an attractive, inviting site.

We have reviewed the design concepts and draft Objective Design Standards that were presented to the public on September 11. In general, we are excited by the design concepts; however, achieving the goals of exemplary design and maximizing bedrooms are threatened by several key provisions in the Draft Objective Design Standards (ODS). While well-intentioned to avoid monolithic buildings particularly at the edges of the site, the Draft ODS's formulae and prescriptions will more likely result in mediocrity and fewer bedrooms and homes than can be achieved by giving the designers more latitude and flexibility, within the constraints of the building code, of course.

There are three areas in particular where the ODS oversteps reasonable guidance and will encroach on the architects' ability to create a community that neighbors are proud of and that is home to as many people as the site can comfortably hold.

1. MASSING BREAKS

We agree that an excellent design will have breaks in the perimeter buildings' facades; however, specifying the number and location of such breaks before the architectural design process has begun in earnest will reduce the number of homes, reduce the number of larger multi-bedroom family units, and will result in a mediocre cookie-cutter design. There is a direct relationship between architectural flexibility and the ability to provide family-friendly homes. Eliminating this proposed standard will do more to allow the TOD to meet the neighborhood's right to a great design and achieve the City's and BART's housing goals—including affordable family housing—than any other single change. We suggest that, at the very least, the requirement for major façade breaks should be eliminated. Ideally, the requirement for façade breaks should be eliminated entirely because the design team has already demonstrated the project will have significant façade and massing variation.

2. SETBACKS

Setbacks provide visual space between buildings and the street, and can leave room for residents to tend their own patch of green space, just like their neighborhoods across the street. While the intention behind specifying large setbacks is to prevent perimeter buildings from looming over the sidewalk, there are actually several aspects of design that determine the dimensions of setbacks people will perceive when they walk by the TOD:

- **Street width**
  Restoring Delaware and Virginia Streets to their pre-BART widths would maximize the BART property that can be used for housing. Any addition to the public realm should be taken from space for cars, not from space for homes.

- **Existing setback requirements**
  Zoning requires a minimum five-foot setback. This plus the existing sidewalk width and tree wells will provide ample separation between new low-rise buildings and the street. Therefore, setbacks greater than five feet are unnecessary on Delaware, Acton and Virginia Streets, will diminish architects' flexibility and will reduce the number of homes that can be built.

3. HEIGHT

Tension over height is really about fear of shadows and maintaining neighborhood character versus the quantity of housing and bedrooms that will fit on the BART parcel. The architectural design process should address these valid issues in the following ways:

- **Perimeter of blocks: A**llow up to four stories on all perimeter streets besides Sacramento, as long as three-season shadow studies show that the perimeter buildings will not "significantly shade" (to be defined by ODS) existing homes. Specifically, this would mean:
  - Virginia Street (north-facing so can cast shadows): up to 4 stories
  - Acton Street (west-facing, so can cast morning shadows): up to 4 stories
  - Delaware Street (south-facing, wide street, so no shadow danger): up to 4 stories
  - Sacramento Street (east-facing, but exceptionally wide street): 6-8 stories, including corner buildings at Virginia & Delaware

  Furthermore, these stepped-down perimeter homes should comprise a variety of housing types, consistent with the existing neighborhood.

- **Interior of blocks**: Conform to maximum Type III-A construction as allowed by the California Building Code's Table 504.3 (i.e., 85 feet). Conforming to the building code makes sense—there is no logical reason to regulate the height of interior structures differently than the building code already provides.

This suggestion to modify the ODS's façade breaks, setbacks and height requirements is to give the project architects and developer the design flexibility to maximize the number of units and bedrooms. It is our experience that when the number of bedrooms is reduced, the impact falls mainly on the multi-bedroom family units. If this is to be a truly sustainable development, we must do everything in our power to preserve the number of family units.

Thank you for the opportunity to comment on the terrific work to transform the North Berkeley BART station that has occurred so far and for considering the points we have raised. We look forward to future opportunities to participate.

Bert Ayers, Architect

Pietro Calogero, Architect

Victoria Eisen, Past Chair, Berkeley Planning Commission

Phil Erickson, Architect

CJ Higley, Land Use Attorney

Jeff Hobson, Homeless & Housing Nonprofit COO

Blaine Merker, Landscape Architect

Matt Taecker, Architect

Gerry Tierney, Architect

Jeffrey Till, Architect

Anne Torney, Architect

Will Travis, Retired Executive Director, Bay Conservation & Development Commission

Communications

From: Victoria Eisen <victoria@eisenletunic.com>
Sent: Friday, September 29, 2023 5:23 PM
To: Shen, Alisa; Shannon Dodge; Planning Commission
Cc: All Council
Subject: North Berkeley BART ODS comments
Attachments: NBB ODS comments_2023-09-29_Victoria Eisen.pdf

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Alisa, Shannon and the Berkeley Planning Commission,

Thank you for the opportunity to review the draft design concept and draft Objective Design Standards--this is indeed a very exciting step in the process of creating a new community on the North Berkeley BART station parking lot!

Please see my comments on the ODS, attached.

Thank you.

Victoria Eisen
1516 McGee Avenue

Victoria Eisen
1516 McGee Avenue
Berkeley, California 94703

September 29, 2023

Alisa Shen, City of Berkeley
Shannon Dodge, BART
Berkeley Planning Commission

I am writing to praise the City of Berkeley and BART on the draft design concepts and the Objective Design Standards for the future North Berkeley BART Transit-Oriented Development that were presented on September 11. I have been thinking about and discussing with others the idea of housing on the station parking lot for most of the 30 years that I have lived in the neighborhood and called that station my own. For the past five years, I have been meeting with dozens of other architects, designers and planners who live in the neighborhood to help ensure that the TOD is as beautiful and provides as many homes as possible.

I feel that the concept and ODS that were presented go far beyond what we have imagined was possible. Nonetheless, there are areas that would allow the project to surpass the cookie-cutter design I feel the ODS may force. Similarly, I fear that these very ODS sections will also limit the number of housing units and bedrooms the project could provide.

In particular, I suggest that the ODS be silent on massing breaks, that they not exceed the existing five-foot minimum setback, and that they align with the California Building Code in terms of height. There will be ample opportunities for the public to review future designs to ensure that there are sufficient breaks in the façade to avoid the monolithic buildings none of us want. The public will also be able to review site plans to make sure that effective setbacks to the sidewalk and roadway feel sufficient. Height, too, will feel different depending on several design features that the public will assess.

Please do not constrain this design process with arbitrary standards that prevent this development from being a prized neighborhood asset, that is home to as many people as possible.

Thank you for your consideration.



Victoria Eisen

Communications

From: North Berkeley Now! <northberkeleynow@gmail.com>
Sent: Friday, September 29, 2023 3:40 PM
To: Shannon Dodge; Shen, Alisa; Planning Commission
Cc: Berkeley Mayor's Office; Kesarwani, Rashi; Taplin, Terry; Bartlett, Ben; Harrison, Kate; Hahn, Sophie; Wengraf, Susan; Robinson, Rigel; Humbert, Mark
Subject: Letter from North Berkeley Now: North Berkeley BART ODS
Attachments: NBNow NBB ODS 9-29-23 Letter.pdf

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Please find attached our letter regarding North Berkeley BART Objective Design Standards. Thank you for your time and attention.

-Libby Lee-Egan

North Berkeley Now!
Visit our Website
Follow us on Twitter

NORTH BERKELEY NOW!

September 29, 2023

To: Alisa Shen, Shannon Dodge, and Berkeley Planning Commission
cc: Mayor and Berkeley City Council

Re: North Berkeley BART Objective Design Standards (ODS)

Dear Alisa Shen, Shannon Dodge, members of the Berkeley Planning Commission, Mayor Arreguín and members of Berkeley City Council,

We are a group of engaged citizens who have been writing in, showing up, hosting yard signs, handing out leaflets, and working towards a vision of North Berkeley that involves lots of new neighbors of all kinds. We love our walkable and bikeable neighborhood, so for North Berkeley BART we want more neighbors and not more cars. Here are our comments regarding the latest draft of the Objective Design Standards:

1. **Reduce required setbacks to 5 feet** which is the minimum required in the zoning. Additional setback requirements do not serve the goal of maximizing homes and take away from our future neighbors' indoor living space.

2. **Reduce or eliminate massing breaks** where possible to restore more homes. Massing breaks can make it difficult to fit in larger family-sized apartment homes and the ODS should not discourage this housing type.

3. **Define the height limit as 85 feet**, and remove the specification of eight stories. This will conform the ODS to building code and improve design flexibility with regard to ceiling heights.

4. **Increase the allowable height** to four stories for the stepped-down perimeter along Delaware, Acton, and Virginia. More height will allow for more homes on the quieter parts of the block, which is a benefit more future residents ought to have the opportunity to enjoy.

5. **Reduce street widths for Delaware and Virginia** streets and shift setbacks accordingly. Not only would this create more space for homes but narrow streets encourage drivers to slow down. Reducing the street width back to pre-BART size will help make more room for our new neighbors *and* make it safer for everyone to get around.

On the subject of "neighborhood context" we have this to say: Public transit and density go hand in hand. Building as many homes as possible at North Berkeley BART is one way to undo a major mistake made by planners, leaders, and residents of the past who decided to surround a high-capacity public transit hub with an asphalt parking lot and single-family homes. North Berkeley has been transit-oriented since the days of the Key Route and a publicly funded resource like public transit should be available to as many people as possible. Bringing in more people of all kinds to our neighborhood is a good thing, no matter what the outside of the buildings look like.

In addition, we hope to impress upon you that the positive impact of transit-oriented homes at North Berkeley BART greatly outweighs the adjustment period some incumbent residents are anticipating. Fewer cars on the road means less pollution in the air, more neighbors of all kinds makes our community more vibrant, and people in need getting back on their feet are a welcome addition to our neighborhood fabric. This is our future with the successful construction of North Berkeley BART homes.

To conclude, we urge you to adopt the 5 changes to the ODS suggested above to ensure lots of homes for all, while also respecting the context of a transit-oriented walkable neighborhood.

Sincerely,

North Berkeley Now! Doers Team, including:
Libby Lee-Egan, Ross Bernet, Phyllis Orrick, Eric Johnson, Sarah Bell, Anthony Campana

North Berkeley Now! is an all-volunteer group of neighbors working toward a North Berkeley that is welcoming to new neighbors of all kinds through the construction of affordable homes. We know that density is good and that sustainable modes of transportation are the future.

Communications

From: Gerry Tierney <Gerry.Tierney@perkinswill.com>
Sent: Friday, September 29, 2023 11:10 AM
To: Planning Commission
Subject: North Berkeley BART TOD - Re: draft ODS comments
Attachments: NorthBerkeleyBART_ODS Letter_Planning Commission_230929.docx

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners,

Please find attached my comments regarding the draft ODS for the proposed TOD at the North Berkeley BART station.

Thank you.

Gerry Tierney
t +14155462933 m +15106120269

Gerry Tierney
814 Oxford Street
Berkeley
CA 94707

September 29, 2023

Ref: North Berkeley BART Station Development

Dear Planning Commissioners,

As a Berkeley resident, North Berkeley BART station user and someone who is deeply concerned about the housing shortage crisis in the San Francisco Bay Area I am writing to you to consider the following changes to the draft Objective Design Standards [ODS] for the proposed development of housing at this site. Since none of our three children [all graduates of Alta Bates and Berkeley High] could afford to buy a house in their place of birth and high school graduation I am hoping that maybe someday our grandchildren will have the opportunity to live here.

While intending to avoid monolithic buildings the design goals are threatened by key sections of the Draft Objective Design Standards (ODS), particularly as they relate to the edges and height. The Draft ODS's formulae and prescriptions are likely to result in below average design as well as a potential reduction in the number of bedrooms or units as design flexibility will be eliminated to accommodate design contingencies will be eliminated. Given that both a developer and architectural team have been selected and have presented initial ideas it would be better to sit down and work with them directly rather than issue a set of prescriptive formulas and directives which will likely have the unintended consequences of lowering the quality of the overall design.

There are three areas where the prescriptive nature of the ODS oversteps reasonable guidance and encroaches on the architects' ability to create a community that neighbors are proud of, that is home to as many people as the site can comfortably hold and provides the maximum amount of multi-bedroom family-oriented units. Based upon a thorough review the of the ODS the specific reconsiderations are as follows:

MASSING BREAKS

We agree that an excellent design may include breaks in the perimeter buildings' facades; however, specifying the number and location before the architectural design process has begun in earnest will reduce the number of homes, reduce the number of larger multi-bedroom family units, and will likely result in a mediocre formulaic cookie-cutter design. There is a direct relationship between architectural flexibility and the ability to provide family-friendly homes. Eliminating this proposed standard and replacing it with a guideline or stated design intent, will do more to allow the TOD to create a great design as well as achieve the City's and BART's housing goals —including affordable family housing—than any other single change. We suggest removing the requirement for major façade breaks entirely as the design team has already demonstrated in presentations to the public that the project will have significant façade and massing variation.

SETBACKS

Setbacks provide visual space between buildings and the street, leaving room for residents to tend their own patch of "quirky" green space, like their neighborhoods across the street. While the intention behind specifying large setbacks is to prevent perimeter buildings from looming over the sidewalk, there are actually several aspects of design that determine the dimensions of setbacks that people will perceive when they walk by the this development:

- **Street width:** Restoring Delaware and Virginia Streets to their pre-BART widths or curb alignment would allow for a minimum 5' setback to the current BART property line, while maximizing the sidewalk / planter strip ensuring that the addition to the public realm is being taken from cars, not at the expense of homes.

- **Existing setback requirements:** Zoning requires a minimum five-foot setback. This plus the existing sidewalk width and tree wells will provide ample separation between new low-rise buildings and the street. We ask that setbacks be no greater than five feet on Delaware, Acton and Virginia. Specifying setbacks beyond five feet is unnecessary, diminishes architects' flexibility and reduces the number and flexibility of unit type of homes that can be built.

HEIGHT

Arguments over height are about fear of shadows and neighborhood character versus the quantity of housing and bedrooms that will fit on the BART parcel. The architectural design process should address these valid issues in the following ways:

- **Perimeter of blocks:** Use three-season shadow models to plan height and façade breaks of perimeter buildings along each of the site's four bordering streets. We believe this guideline suggests the following heights:
  - Virginia Street (north-facing so can cast shadows): 4 stories
  - Acton Street (west-facing, so can cast morning shadows): 4 stories
  - Delaware Street (south-facing, wide street, so no shadow danger): 4 stories
  - Sacramento Street (east-facing, but exceptionally wide street): 6 or more stories, including corner buildings at Virginia & Delaware

- **Interior of blocks**: Conform to the maximum height for Type III-A construction as allowed by the California Building Code's Table 504.3 (i.e., 85 feet). Lining up with the building code makes sense—there is no logical reason to regulate the height of interior structures differently than the building code already provides. What this change does is to enhance the viability of the ground floor so as to allow for units with 2'-5' above grade floor levels [stoops] as well as give potential commercial/retail spaces sufficient ceiling headroom to accommodate mechanical servicing of their space as well as handle the plumbing off-sets from the units above.

This request for modifying the ODS's façade breaks, setbacks and height requirements is due to the fact that as currently written they remove from the architects and developer the design flexibility to maximize the number of units and bedrooms. It is our experience that when the number of bedrooms is reduced the impact falls mainly on the multi-bedroom family units which the City of Berkeley so desperately needs. If we are to see this as a truly sustainable development, we must do everything in our power to preserve the number of family units. It is for this reason, amongst many others, that I request your consideration of the points that are raised above.

Thank you for the opportunity to comment on the terrific work to transform the North Berkeley BART station that has occurred so far. Our children and the Bay Area deserve no less.

Sincerely,



Gerry Tierney AIA, LEED AP BD+C
510-612-0269 [mobile]

Communications

From: J. Bond <jbond35713@gmail.com>
Sent: Sunday, October 1, 2023 5:22 PM
To: Shen, Alisa; All Council
Subject: Comment on Objective Design Standards for North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear City of Berkeley Representatives:

I don't accept any changes to the proposed ODS that increases the size of this already too-large project.

I propose that the 3-story height is kept and the lot depths for the buildings around the Virginia St., Acton St. and Delaware St. fronts - it's essential to fit the development into the surrounding community.

I'd like to retain the ODS-recommended breaks in the massing of buildings - these are vital to keep to keep this oversized project from being a fortress of building walls.

Finally, I'd like to keep the ODS recommended sidewalk setbacks (approx. 20') - with the number of people at this site and regular pedestrian traffic, having the recommended setbacks is essential.

Thanks, Jill Bond
1246 Hearst Ave Apt 2
Berkeley ,CA 94702

Communications

From: David Brandon <davidbrandon@comcast.net>
Sent: Sunday, October 1, 2023 10:26 AM
To: Shen, Alisa; All Council
Subject: Please do not modify the ODS for North Berkeley TOD to further degrade the livability of Berkeley

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Mayor, City Council, and Planners,

I have seen the proposed project at North Berkeley grow in size and become more and more incongruent with a low-rise residential neighborhood.

To prevent further degradation of this functional neighborhood I urge that the

- draft Objective Design Standards (ODS) NOT be altered to allow for an even larger project than has been on the table in recent months.

- ODS keep 3-story heights and 20-foot setbacks at the edges of the TOD that face single-story housing along Virginia, Action, and Delaware Streets.

- ODS provide breaks in the massing of building to maintain the livability of a wide swath of Berkeley.

Please reject changes in ODS that would further enlarge this already over-scale project.

Thank you.

David Brandon

District 1

Communications

From: Walter Wood <whwoodii@gmail.com>
Sent: Sunday, October 1, 2023 6:29 PM
To: Shen, Alisa
Cc: All Council
Subject: OPPOSE: large high population density buildings in Berkeley, particularly on sites of BART parking lots

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear City of Berkeley Representatives:

Please do not allow "Objective Design Standards" for proposed building on the current site of BART parking lots to be modified to make current population density even worse and out of context with the existing surrounding moderate density residential neighborhood. In particular presentations about the "Objective Design Standards" that I have seen all have the proposed project too big, too tall, too dense to be consistent with the surrounding neighborhood. I had to walk out in disgust at a recent meeting where City planners and the developer were seeking "community input" about design features that were the equivalent of which color of rope do you want used at your hanging. Do you want to be dropped 6 feet or 8 feet?

My 2 cents: The maximum height of any new building should not be more than 3 stories, as the neighborhood near North Berkeley BART is one and two story residential houses. Set backs from the sidewalk need to be at least 20 feet on all perimeters with room for trees. Otherwise there will be crowding that is highly detrimental. I have yet to see any plan to keep some 800 parking spaces and add additional parking for any new residents. Parking in Berkeley is already so critical that existing residents have problems finding street parking without paying and in many neighborhoods are having to pay the City for special permits to use parking in front of their own houses. More people living in dense housing that is being proposed for BART parking lots will only make parking

problems worse. I've been vocal about this in meetings with my City Council representative for several years now, but political representatives at both state and local level seem refractory and determined to make density worse. I tell them yes do allow the building of more affordable housing for those who need it, but that building does not have to be located within already developed existing neighborhoods of the Bay Area, and within the City of Berkeley in particular. Those who currently live here have paid for nice residential property in a nice neighborhood with settled expectations that their neighborhood will remain a moderate density leafy residential neighborhood with a high quality of life. Instead current "Objective Design Standards" are making density worse, risking transformation to dense "housing projects" which tend to become urban ghettos with rampant crime, drug use, infectious disease, high taxes, and homelessness. Look to others cities that have allowed dense urban environments and you will find ghettos, rampant crime, drug use, high taxes, and homelessness. Berkeley representatives need to take steps to reverse the trend.

Sincerely,

Walter Wood
Berkeley Way
Berkeley, CA 94703

Communications

From: Bob Herman <RHerman@hclarchitecture.com>
Sent: Wednesday, October 4, 2023 5:01 PM
To: bartplanning
Subject: North Berkeley Bart Station response to YIMBY's proposed revisions

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Greetings,

I live at 1439 Santa Fe Ave and often walk to take BART from the North Berkeley Station to San Francisco where I've worked for over 50 years designing about 4,500 units of affordable housing, as well as teaching affordable design at UCB. I have little or no patience for NIMBYS' resistance to change, but retain selective skepticism of YIMBYS' recommendations for "shaving" key urban design features of the City's Objective Design Standards for development around the North Berkeley BART station, listed below, with commentary shown in **RED:**

As a preamble, I have great faith in the ability of the City and the selected Architect/Planning design team to have written the ODS such that its "bottom line" incorporates more than absolute maximization of density at the expense of devaluing the quality of open space.

When teaching affordable housing design that maximized unit count, I often asked students to revise their Preliminary designs to see whether site livability might be remarkably increased by a modest reduction of the unit count; it was a revelation to all of us!

Robert Herman FAIA

Herman Coliver Locus Architecture
San Francisco, CA

(YIMBY) believes the following suggestions would be the most effective at increasing the number of homes actually built (feel free to copy and paste them into the section, "**What do you think could be improved?"):**

- Reduce required setbacks to the minimum required by zoning (five feet), as this provides greater design flexibility for more homes. The planting buffer, sidewalks, and a setback of five feet minimum provide ample separation between the buildings and the street.

  There's a significantly different pedestrian's sidewalk experience between across the street and YIMBY's proposed reduction of front set-backs,

narrowing the open space buffer that brushes against new, 3, perhaps 4 story housing. The YIMBY proposal might also reduce future public support toward *higher density affordable housing proposals* in close proximity to 1-2 story neighbors!

- Reduce or eliminate massing breaks where possible to restore more homes.

Beware of the "Curse of Bigness" when carefully sized open spaces are filled in with anonymously long, oversized "Public Housing" blocks that "Bean Counters" like to evaluate using only numbers rather than measured in community livability!

The existing BART station, a civic building, is wonderfully visible as a community landmark, whose location is continuously seen from all surrounding streets. The proposed high-density development, by necessity, walls off that exposure with the loss of urban design "Pathfinding." Proposing closure or reduction of remaining views of the BART landmark station would be a great mistake. Clearly visible BART signage along Sacramento Street, and perhaps elsewhere, would be prudent as "trail markers" for newcomers, occasional and regulars to recall and reach this community transportation Hub!

- Keep maximum height at building code fire life safety limit of 85 feet, and remove specification of eight stories.

The building code fire life-safety limit is NOT measured to a 85' building height; it is limited to no more than 75' to the top of the highest occupied floor level TO ASSURE THAT A FIRE RESCUE LADDER'S MAXIMUM LENGTH CAN REACH A WINDOWSILL HEIGHT ABOVE A FLOOR HEIGHT OF 75'. However, it IS possible to accommodate 9 floors, rather than 8 floors of Type 1 construction of 8'-7" residential floor to floor heights employing post-tensioned concrete floor slabs. Ground level floor to the top of 2nd floor height is likely to be at least 12'-7" to accommodate tenants' "supportive service common spaces and suspended ceiling utility lines. An overall 9-story building height could be a few feet lower than 85' but it is prudent to allow the full 85' building height limit.

- For the stepped-down perimeter along Delaware, Acton, and Virginia, increase the allowable height to four stories (as specified in zoning rules),

and reduce the allowable depth in order to allow for more homes and housing types.

A combination of increasing building heights from 3 to 4 stories across the street from existing 1-2 stories AND reducing currently proposed front setbacks would significantly dilute the visual effect of gently transitioning from low massing to higher buildings distant from sidewalks. It would reinforce future NIMBY complaints against higher densities in close proximity to 1-2 story neighbors!

Build in the possibility of restoring Delaware and Virginia streets to their narrower pre-BART street width, and shift setbacks accordingly to enable greater design flexibility for more homes.

No additional comment, except: Expediency should not take full command!

.

d

Herman Coliver Locus Architecture
423 Tehama Street
San Francisco, CA 94103
O: 415.495.1776 x 201
C: 415.596.7476
rherman@hclarchitecture.com
www.hclarchitecture.com

Communications

From: Phyllis Orrick <poberkeley@gmail.com>
Sent: Thursday, October 12, 2023 7:40 AM
To: Planning Commission; Covello, Zoe; Covello, Zoe
Cc: Gerstein, Beth; Humbert, Mark; Kesarwani, Rashi; Robinson, Rigel; Taplin, Terry
Subject: Re: Revise ODS for more homes and safer streets

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

On Thu, Oct 12, 2023 at 7:33 AM Phyllis Orrick <poberkeley@gmail.com> wrote:

> Dear Planning Commission Secretary Covello,
>
> I am writing to urge the following remedies to certain shortcomings in the ODS for North Berkeley BART. This is a once in a century opportunity to make up for decades of neglect in our city's housing production . As a parent who raised her family in Berkeley, I am tired of seeing the next generation forced out year after year and no new people able to move in.
>
> Therefore, take every step to
>
> - Maximize the number of family friendly units
> - Maximize the total number of units
>
> Do so by reducing the size of setbacks and lowering the number of massing breaks. I live and walk by the Jones on San Pablo. That height is fine for a perimeter. (Too bad the western side sacrificed so many units, but that train has left the station.) Raise the overall height to 85 feet and increase the height to four stories for the stepped-down perimeter along Delaware, Acton, and Virginia.
>
> Finally, I bike by, through and around NBB at least five times a week on my 150-monthly miles of errands. Slow streets are safer. With all the added walkers and bikers, Virginia and Delaware must be calmed.
>
> Thank you,
>
> Phyllis Orrick near Kains and Virginia