

Planning Commission

From: Victoria Carpenter <toriac0@gmail.com>
Sent: Tuesday, September 15, 2026 5:56 PM
To: Planning Commission
Subject: Ashby BART West Lot 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 Planning Commissioners, I am a community member writing regarding the Ashby BART West Lot Objective Design Standards . I respectfully ask the Planning Commission to continue consideration of the ODS for 30–60 days to allow sufficient time for meaningful community review and for outstanding concerns to be addressed before a recommendation is made to the City Council. I ask that the final Objective Design Standards include strong, enforceable protections for meaningful unpaved ground-level green space, mature native plants and trees, and careful consideration of building height and neighborhood impacts.

Please take into consideration adequate open space , quiet places out of doors which are sorely needed in our neighborhood.

I request the Commission and City staff fully consider Berkeley Municipal Code Chapter 6.42 (Measure L) and Berkeley's broader open-space goals as this process moves forward.

Please incorporate adequate unpaved ground-level green space.

Thank you for considering my comments. Sincerely,

Victoria Carpenter

Planning Commission

From: Matthew Wadlund <mwadlund@wdsplus.com>
Sent: Wednesday, September 16, 2026 8:56 AM
To: Planning Commission
Subject: Ashby BART West Lot 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 Planning Commission,

Please move forward with affordable housing at Ashby BART.

In fill housing, especially, Transit Oriented Design is important to our community, our neighborhood, and the future of South Berkeley.

Thank you,

Matthew Wadlund
WADLUND+ Design Studio

Planning Commission

From: Martin Bourque <martin@ecologycenter.org>
Sent: Wednesday, September 16, 2026 3:11 PM
To: Planning Commission
Cc: emarthinsen@berkeley.edu; deWolfe, Kelly; Klein, Jordan; Portia Bramble
Subject: Ashby BART West Lot ODS — Item 10 — Public Comment: Include Street Closure Permanent Infrastucure
Attachments: Berkeley Flea Market LOS Ecology Center .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 Chair and Planning Commission Members,

I'm writing on behalf the Ecology Center's Berkeley Farmers' Markets in support of ensuring permanent infrastructure for public events like the Berkeley Flea Market and possibly the Berkeley Farmers' Market in the design parameters for the Ashby BART West Lot project. We believe the increased fire code restrictions and street closure requirements suggest we should be planning for turnkey street closures at this site with permanent infrastructure to support first and foremost the Saturday and Sunday Flea Market operations, but also other closures including potentially Tuesday Afternoon/Evening closures particularly as South Berkeley suffers from a lack of open space and public amenities. We believe exploring these options thoroughly in a planing process would be great benefit to the residents, business, and broader community. Please include them in your design specficiations.

Attached is a letter to this effect for the public record.

Sincerely,
Martin Bourque
Executive Director
Ecology Center



September 16, 2026

Berkeley City Planning Commission
City of Berkeley
2180 Milvia Street
Berkeley, CA 94704

Subject: Letter of Support for Permanent Infrastructure for the Berkeley Flea Market and other events

Dear City Planning Commission:

On behalf of the Ecology Center, I am pleased to express our strong support for the Berkeley Flea Market and its continued operation as an important cultural and economic institution in South Berkeley.

For more than five decades, the Berkeley Flea Market has provided affordable business opportunities for local vendors, entrepreneurs, artists, and historically underserved community members. It also serves as a welcoming community gathering place that supports cultural preservation, workforce development, youth engagement, and neighborhood economic vitality.

The Ecology Center supports BFM's planned relocation to Adeline Plaza as a pathway toward greater visibility, accessibility, stability, and community impact. An interruption in operations could threaten vendor livelihoods, community programs, partnerships, and the market's long-standing cultural legacy. As an organization that

has run outdoor markets in Berkeley for decades, we know how much a move like this depends on getting the transition right. A coordinated transition involving BFM, Community Services United, BART, the City of Berkeley, vendors, and community stakeholders would help protect this vital community resource.

The Ecology Center operates the South Berkeley Farmers' Market at Adeline and 63rd Street, a few blocks from the Berkeley Flea Market, and we know this corridor and community well. Our markets accept CalFresh/EBT and offer Market Match, which doubles nutrition assistance dollars for shoppers, because we believe access to good food and access to economic opportunity should not depend on income. The Flea Market advances similar principles as a low-barrier place where residents can build a business, earn a living, and foster good community. A stable BFM at Adeline Plaza with a street closure would strengthen the foot traffic, familiarity, and neighborhood investment that our farmers and vendors depend on as well.

We would also welcome the opportunity to further explore the future possibility of relocating the South Berkeley Farmers' Market to co-locate with BFM at Adeline Plaza and Adeline Avenue. We have appreciated the Berkeley Flea Market for proactively including the Ecology Center and our Berkeley Farmers Markets in these planning discussions presently and in recent years.

Pairing usage of the site for Flea Markets, Farmers' Markets, and other event usage could make the plaza a single recurring destination for South Berkeley and beyond, sending more dollars to local businesses and entrepreneurs, small farmers and artisanal food vendors, and could make both institutions more visible and more durable than either is alone. That possibility reflects a value we hold closely: public space should be a place for civic engagement and cultural celebration, not commerce alone. The events, gatherings, and cultural life BFM has sustained for five decades are what make a plaza a commons rather than solely a thoroughfare, and we hope the City's plans for Adeline Plaza protect and build on that.

To that end, we would like to be engaged directly in any planning and visioning process for Adeline Plaza. Our experience operating outdoor markets has given us a

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practical understanding of what these sites require and where they break down — most recently with fire code enforcement, where requirements for canopy spacing, parking, clearances, and emergency vehicle access have imposed real and often unpredictable costs on small vendors and market operators alike. Those constraints are far easier and less expensive to resolve in the design of a site than through case-by-case enforcement afterward. There is also significant potential for shared infrastructure at Adeline Plaza (such as electrical service, water access, restrooms, waste and compost stations, storage, and loading and vendor access) that could serve BFM, our market, and other community events at a fraction of what each of us spends assembling those pieces independently. We would be glad to bring that operational experience to the conversation.

The Ecology Center respectfully encourages the City of Berkeley and BART to provide the cooperation, time, and support BFM needs to remain operational and relocate successfully to Adeline Plaza.

Sincerely,

A handwritten signature in dark ink, reading "Martin Bouque". The signature is fluid and cursive, with the first name "Martin" and last name "Bouque" clearly distinguishable.

Martin Bouque, Executive Director

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Planning Commission

From: Alethea Lange <alethea.lange@gmail.com>
Sent: Wednesday, September 16, 2026 4:35 PM
To: Planning Commission
Cc: Shen, Alisa; Horner, Justin; Klein, Jordan
Subject: PUBLIC COMMENT: Ashby BART Objective Design Standards (ODS) Sept 16 meeting
Attachments: BART Development Comment Sept 2026 (1).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.

My comment is attached.

Ali Lange

September 12, 2026

Dear Planning Commissioners and City Staff,

I live immediately adjacent to the Ashby BART station and am writing in support of building substantial new housing here, while asking the City, BART, and developers to think ambitiously about what will make this development a genuinely wonderful addition to the surrounding community.

I recognize that the September 16 discussion is focused specifically on the West Lot, and that some of the ideas below may be more appropriate for the eventual East Lot development. I am including them because these projects will ultimately function as one neighborhood, and decisions about public space, recreation, transportation, landscaping, and other amenities should be made with both sites in mind.

For context, I will personally lose views from my home and privacy in my yard and deck as these lots are developed. The construction will also impact my quality of life as well as my children's. Nevertheless, I recognize the enormous value of adding housing—particularly mixed-income and affordable housing—directly adjacent to BART.

My hope is that you approach this not simply as an opportunity to fit hundreds of apartments into the space to check the box of state housing development requirements, but as a once-in-a-generation opportunity to support a thriving, world class neighborhood around Ashby Station.

The City of Berkeley has an opportunity to create a model for all of California. Communities across the state are grappling with how to add substantial amounts of housing, particularly around transit, while maintaining quality of life and earning the support of the people who already live nearby. I would love to see people point to Ashby BART as an example of how a city embraced much-needed housing growth and used it as an opportunity to make the surrounding neighborhood better in the process.

Summary of recommendations

I have included more detail on each of these ideas below, but my concrete suggestions are:

- **Build a genuinely great children's recreation area that is open to the whole neighborhood**, including a protected loop or track where young children can learn to ride bikes, a varied playground, covered play space for rainy days, and some form of splash or water play for hot weather.
- **Create a functional, appropriately sized dog recreation and training area**, with enough room to run and play fetch, a good all-weather surface, agility or training features, water, shade, and seating.
- **Make new landscaping ecologically additive**, prioritizing locally appropriate native plants that provide habitat for East Bay insects, pollinators, birds, and other wildlife.

- **Build local history and community ownership into the public spaces.** Preserve and complement existing public art, incorporate historical markers, monuments, and work by local artists, and create opportunities for residents, businesses, families, and community groups to sponsor benches, trees, gardens, play equipment, dog amenities, or other features.
- **Take a realistic but ambitious approach to reducing car dependence.** Provide enough parking for the trips that transit and rideshare cannot realistically replace, particularly for families with children who require car seats, while also making it much easier to live with fewer cars. Consider on-site car sharing or rentals, Turo partnerships, excellent stroller, bike, and cargo-bike storage, and loading areas designed for delivery vehicles.
- **Create recreational shuttle service from Ashby and North Berkeley BART to places that are currently difficult to reach without a car,** including Tilden trailheads and recreation areas, the Berkeley Marina and waterfront, and eventually the new waterfront park at the former racetrack. Some of these routes should accommodate dogs. This could become a public amenity for the entire city, expand access to nature, and reduce vehicle and parking pressure in our parks.
- **Treat the surrounding Adeline and MLK commercial districts as part of the project's success.** Work with existing local businesses so they benefit from the influx of new residents, encourage useful new neighborhood businesses in vacant and underused commercial spaces, and use this development as an opportunity to create a more vibrant, walkable South Berkeley commercial district.
- **Make the development a place where existing residents can age within their own community.** Ensure that affordable and market-rate housing includes accessible and adaptable units, elevators, and comfortable shared spaces that support aging in place, and consider how these new homes could provide a realistic next step for longtime neighborhood residents whose single-family homes eventually stop meeting their needs.
- **Plan for childcare and other community infrastructure alongside housing.** Evaluate the additional demand for schools, infant care, day care, and preschool; explore including childcare within the development or expanding capacity within walking distance; and create a public gathering or event space that neighborhood residents and organizations—not only building residents—can use.
- **Build substantial housing while maintaining a human scale.** I support the approximately 6–8 story scale currently contemplated for the West Lot and believe roughly seven stories strikes a good balance between adding significant housing at an exceptionally transit-accessible location and creating a development that can successfully integrate with the surrounding neighborhood.
- **Protect surrounding residential streets during construction.** The construction period for a project of this size will be long, and nearby streets such as Tremont should not become staging areas for construction equipment, truck routes, or worker parking. Establish enforceable plans for construction traffic, parking, noise, dust, and vibration before work begins, with clear points of contact and mechanisms for addressing problems when they arise.

- **Maintain safe pedestrian access throughout construction, particularly for children and families.** Require continuous, ADA- and stroller-accessible pedestrian routes around the site during every phase of construction; provide safe temporary crossings and advance notice of sidewalk closures or detours; coordinate with nearby schools and preschools; and consider crossing guards, flaggers, or other dedicated pedestrian protections at Adeline and MLK during periods of significant construction activity.

Design public space for children—including a place to ride bikes.

The existing parking lots already function as informal community spaces. The lot visible from the north side of my house is regularly used by parents teaching young children to ride bikes and by children riding in the evening, when there are few or no moving cars. It is a charming thing to see out my window. There are also often people rollerblading, riding trick bikes, and doing other activities that benefit from open, paved spaces without traffic. I would say there are people using this space for recreation almost every evening and weekend.

I would love to see that function intentionally preserved in the new development through a protected bike loop or track designed with a section specifically for small children—perhaps winding around or through the development. A safe, designated place where a three-, four-, or five-year-old can learn to pedal, balance, and eventually ride independently would be a unique and wonderful neighborhood amenity.

The development also absolutely needs a substantial children's play area that is open to the broader community, not just building residents. I hope it can go beyond a few standard playground structures and include varied opportunities for imaginative and physical play, a covered area usable during rainy weather, seating for caregivers, and some form of splash or water-play infrastructure for increasingly hot days. These kinds of spaces allow parents and children to spend time in their own neighborhood rather than driving elsewhere for recreation.

Create genuinely useful space for dogs.

The parking lots are also currently used for dog training. Berkeley has an enormous number of dogs and surprisingly few spaces where people can legally exercise them off leash. The result is predictable conflict: dog owners frequently use places like the ball fields at Grove and Bushrod Parks, which is not particularly good for either the dogs or the intended users of those parks.

I hope this development includes a thoughtfully designed and appropriately large dog recreation area. Rather than creating a token fenced rectangle filled with mulch, I'm envisioning durable turf or another appropriate surface, a long dog run where a dog can actually run or retrieve a ball, training or agility features, shade, water, and places to sit. Providing attractive designated spaces for neighborhood dogs can reduce conflicts elsewhere in the neighborhood.

Together, a children's play area, children's bike space, and functional dog recreation area would recognize how people actually use public space and reduce competition between groups that otherwise end up trying to use the same limited parks.

Preserve mature trees and make the new landscape ecologically useful.

Please preserve as many mature trees as feasible, particularly the redwoods near the monument on the south side of the West Lot. Mature trees provide benefits that cannot simply be replaced by planting small new trees after construction.

Where new landscaping is necessary, I would strongly encourage extensive use of locally appropriate native plants selected not only for appearance and drought tolerance, but for their value as habitat. A development of this size represents a meaningful amount of potential habitat in the middle of a dense urban area.

Native landscaping can provide food, shelter, host plants, and nesting resources for the insects that are part of the East Bay ecosystem: native bumble bees and solitary bees; monarchs and swallowtail butterflies; native moths; lady beetles; and many other pollinating and beneficial insects. Those insects in turn support birds and the larger urban ecosystem. I would love for a child walking through this development to encounter caterpillars, butterflies, bees, hummingbirds, and other signs of a functioning natural environment rather than landscaping chosen primarily because it is low maintenance.

Create places that tell the story of South Berkeley—and opportunities for the community to help build them.

I would also love to see the public spaces designed in a way that reflects the history and identity of this particular neighborhood rather than feeling like generic amenities attached to a new apartment building.

There are many ways to do this at different scales: historical markers or interpretive signs, public art, monuments, named gardens or play spaces, plaques telling stories about South Berkeley and the people who have lived here, or even something as simple as benches that can be sponsored or dedicated in honor or memory of community members. The existing monument *Delivered, Mable's Promissory Note* by local artist Mildred Howard is a great example of how to keep the history of the community alive in the present.

These could also create opportunities for fundraising and community participation in the recreational spaces. Residents, neighborhood businesses, alumni or community groups, and families might sponsor benches, trees, play features, public art, native gardens, dog-agility equipment, or other amenities. There could be opportunities to commemorate people who contributed to South Berkeley or to tell pieces of local history throughout the site.

A bench dedicated to local leaders, a marker explaining something that once stood on the site, a piece of art commissioned from a local artist, or a garden supported by a neighborhood organization all help make a public space feel like it belongs to a community. They could also help bring additional resources into the playground, bike area, dog space, landscaping, and other recreational amenities without requiring every enhancement to compete for the same pool of public funding.

Be realistic and creative about transportation rather than assuming proximity to BART eliminates cars.

I live here in large part because of the transit access. I take BART to work, use public transportation whenever practical, and walk to Berkeley Bowl for groceries. And I still need a car.

A household can be an enthusiastic BART-using, walking, biking household and still need a car several times a week or month for trips that our existing transportation system simply does not serve well. Living over BART does not eliminate trips to doctors' appointments, stores such as Target, regional parks and hiking trails, dog parks, veterinarians, or destinations with young children. Specifically it's worth noting that most pets generally cannot accompany their owners on transit trips.

The existence of rideshare does not eliminate many families' need for occasional access to a private vehicle, even when their routine commuting and errands happen on foot, bike, or transit. For families with babies and young children who require car seats, rideshare is not a realistic substitute for owning or having reliable access to a car. A parent cannot simply summon an Uber or Lyft for an unplanned trip with a toddler and assume an appropriate, correctly installed car seat will arrive with it. Nor is carrying multiple car seats around while running errands or visiting different destinations a practical transportation system for a family.

The City and developers should therefore pursue two strategies simultaneously: provide enough parking to accommodate realistic residual car ownership, while aggressively creating alternatives that allow residents to own fewer cars and use the cars they do own less often.

That could include dedicated spaces for on-site car-sharing or rental vehicles; partnerships or credits for services such as Turo; excellent bicycle and cargo-bike storage; and well-designed loading areas for grocery, pharmacy, meal, package, and other deliveries. If you expect residents to substitute delivery for some personal car trips, you should design designated areas for those delivery vehicles rather than having them double-park or block neighborhood streets.

I would particularly love to see the City pursue a larger idea: **a recreational shuttle network connecting Ashby and North Berkeley BART stations with major East Bay parks and recreation destinations.**

Imagine being able to take BART to Ashby and then board a weekend shuttle to popular Tilden trailheads, the Botanic Garden, Lake Anza, the Berkeley Marina and waterfront, or eventually the major new waterfront park planned for the former racetrack property. Some shuttle runs could explicitly accommodate dogs.

Access to hiking and nature is one of the great benefits of living in the Bay Area, but much of that regional open space is inaccessible without a private vehicle. A recreational shuttle would allow residents of these new developments to enjoy those places without owning or driving cars, expand access to nature for people throughout Berkeley, and reduce parking and traffic

pressure inside our parks. This would be a significant public amenity well beyond the boundaries of the BART developments.

Even with creative programs like these, however, some residents will still need cars. Planning should acknowledge that reality rather than setting parking levels based on the assumption that living adjacent to BART makes private vehicles unnecessary.

Use the population influx to help create the commercial district South Berkeley deserves.

I am excited about what hundreds of new residents could mean for the commercial areas on Adeline and MLK Avenue. I hope the City and developer view the surrounding commercial district as part of the project's success.

Existing successful businesses should benefit from this new population rather than be displaced by it. Developers could partner with neighborhood restaurants and shops on resident promotions and events. At the same time, the City should be much more aggressive about addressing persistently vacant and underused commercial properties and encouraging businesses that make a neighborhood enjoyable to spend time in: restaurants, bakeries, coffee shops, bookstores, useful retailers, and other gathering places.

There is no inherent reason this stretch of South Berkeley cannot have the kind of vibrant pedestrian commercial life found along College Avenue. More residents within walking distance could help make that possible.

Plan for the social infrastructure that hundreds of new homes will require.

Adding hundreds of homes also means planning for the different stages of life of the people who will live in them—and for the additional demand those residents will place on institutions that are already serving the surrounding community.

Our neighborhood has many older residents living in single-family homes. Over the coming years, some will reach a point where maintaining a house, navigating stairs, or living alone no longer works well for them. I would love for some of the new housing at Ashby BART—particularly the affordable housing—to provide a way for longtime residents to leave a home that no longer meets their needs without having to leave their community. That means thinking intentionally about aging in place: ADA-accessible and adaptable units, elevators, comfortable places to sit throughout the development, and welcoming shared spaces where residents can socialize during the day.

Those gathering spaces are particularly valuable for people who are potentially moving for the first time in decades and want reassurance that their new home will be comfortable and not isolating. I am imagining landscaped courtyards with tables where people can have coffee, eat a picnic lunch, read, play a game, or talk with neighbors—places that are protected from traffic and feel comfortable to spend an afternoon. Designing for aging residents does not have to mean creating isolated "senior" amenities; some of the best intergenerational spaces are simply pleasant, accessible places where people have reasons to linger.

Families will create another infrastructure need. A development of this size will presumably bring additional school-age children into the neighborhood. Local infant care, day cares, and preschools can already be extremely difficult to get into.

If you want to make it possible for families in these buildings to live with fewer cars, childcare is part of the transportation equation. A family cannot have a truly walkable daily life if the only available preschool or day care is several miles away. The City and developers should look at projected childcare demand and consider whether the development can include space for an infant care center, day care, or preschool on site—or otherwise help expand childcare capacity within easy walking distance of the station. Childcare should be treated as essential neighborhood infrastructure, not simply something each family is expected to solve individually.

Finally, I hope there will be at least one genuinely public indoor or covered gathering space that neighborhood residents and organizations can use for community meetings, workshops, classes, celebrations, and other events. It should not function solely as an amenity room reserved for residents of the new buildings. We are talking about bringing a very large number of new neighbors into an existing community; giving new and longtime residents an actual place to meet one another seems like a small but meaningful investment in helping that integration succeed.

Support substantial housing while maintaining a human scale.

I also want to register my support for the general scale currently contemplated for the West Lot. I understand the current concept to be buildings in roughly the 6–8 story range. I strongly support substantial density here, and I think approximately seven stories represents a good balance: enough height to create a large amount of desperately needed housing on an exceptionally transit-accessible site, while still allowing the development to feel connected to the surrounding neighborhood.

Again, I say this as someone whose own home will lose views and privacy regardless of whether these buildings are six, seven, or eight stories. I accept that tradeoff because the housing has value to both our immediate community and the broader Berkeley/North Oakland area.

But success should be measured by more than the maximum number of units that can physically fit on the parcels. We should consider whether public spaces remain welcoming and usable, whether new and existing residents can share neighborhood amenities, whether transit and grocery infrastructure can absorb the population, and whether the development feels like an extension of South Berkeley rather than an isolated high-density enclave.

My hope is that these principles will guide not only the West Lot standards under consideration now, but also planning for the East Lot.

Protect the surrounding neighborhood during construction.

Construction planning should also explicitly address pedestrian access around the site. My children's preschool, Via Nova, is on the opposite side of the development area from my home. My family, and many other neighborhood families, cross Adeline and MLK twice a day with babies, toddlers, strollers, and young children walking alongside us. I assume that construction of this scale will at times require sidewalks to be closed, narrowed, or rerouted and will introduce substantially more truck traffic across pedestrian routes.

There should be a continuous, clearly marked, physically protected, ADA- and stroller-accessible pedestrian route around the site during every phase of construction, with safe temporary crossings and advance notice when normal routes change. Construction planning should coordinate with Via Nova and other nearby schools and childcare providers and minimize conflicts between construction vehicles and children during morning arrival and afternoon pickup periods. Where construction substantially affects crossings at Adeline or MLK, the City should consider crossing guards, flaggers, or other dedicated pedestrian controls.

For families walking young children to school, "use the sidewalk on the other side" can mean crossing a major street multiple additional times with toddlers and strollers. Safe pedestrian access should therefore be treated as a basic construction requirement rather than something residents and nearby schools are expected to improvise around once work begins.

I also want to echo concerns raised by several of my neighbors about the construction period itself. I live on Tremont Street, immediately adjacent to the site. A development of this scale will take years to build, and without thoughtful planning, small residential streets like mine could absorb construction equipment, truck traffic, worker parking, noise, dust, and other impacts they were never designed to accommodate.

I hope the City and BART will establish clear and enforceable construction-management requirements before work begins, including designated truck and equipment routes that prioritize major streets; plans for construction-worker parking that do not rely on surrounding residential blocks; reasonable controls on noise, dust, diesel emissions, and vibration; and a clear way for residents to report problems and receive timely responses.

I support building this housing despite living immediately beside it. I don't expect construction to be invisible or inconvenience-free. But accepting the long-term change should not require the surrounding neighborhood to absorb avoidable construction impacts when they can be planned for in advance.

The future I hope we are designing for

I can imagine a future in which the wide sidewalks along Adeline and MLK are full of people walking to do their errands and stopping to see neighbors; where new restaurants, bakeries, shops, and longtime local businesses are full of customers; where a family can get from BART to a Tilden trailhead without a car; where dogs and children have good designated places to play instead of competing for the same patches of park; where native plants support monarchs, swallowtails, moths, native bees, birds, and other wildlife; where the history and people of South

Berkeley are visible in the public spaces rather than erased by redevelopment; and where a child is learning to ride a bike on a little track while an adult nearby drinks coffee and catches up on the news.

Most importantly, I hope this becomes a place where longtime neighbors and hundreds of new residents—people of different ages, races, incomes, family structures, and backgrounds—encounter one another and become a unified community.

Adding this much housing will inevitably change the neighborhood. I support that change. The challenge for the City, BART, and the developers is to make sure we use it to create something better than either what exists today or a collection of apartment buildings surrounded by generic landscaping.

The City of Berkeley is particularly well positioned to get this right: to show that housing, climate goals, access to nature, thriving local businesses, families, affordability, and genuinely enjoyable public space do not have to be competing priorities, but can reinforce one another when a project is planned with enough imagination. Done well, this could become a project that journalists, academics, community advocates, and other cities look to as an example of how to do transit-oriented development right.

There is an opportunity here to build not just housing, but a genuinely great neighborhood. I hope we take it.

Thank you for considering my comments.

Ali Lange
Tremont + Woolsey Intersection