

Throughout the Adeline planning process, the community has highlighted the importance of strengthening community character, encouraging land uses and design that are compatible with the neighborhood, and protecting Adeline’s unique cultural and historical heritage. The table below describes the potential character and range of uses for different sub-areas along the corridor for consideration by the community. It also describes potential maximum building heights, with more height allowed for projects that provide significant community benefits (see the Community Benefits board at this station for more explanation). One goal of this process is to provide more predictability for the community about how tall buildings should be, how they should transition to adjacent neighborhoods, and what community benefits are expected.

Plan Area	Intent & Character	Use	Draft Options		
			Base height	Max. height w/ community benefit	Community benefits* potential
 <p>South Shattuck</p>	<ul style="list-style-type: none"> Serves as a continuation of Downtown Berkeley into the northern portion of South Berkeley Create an urban, mixed use corridor with buildings of 5-6 stories similar to the new buildings in the area Create an attractive street environment with transparent and active ground floor frontages with retail, commercial or other active spaces fronting Shattuck Avenue 	<ul style="list-style-type: none"> Primary residential with supporting retail and services Office uses allowed on the upper floors of buildings Mix of market rate and affordable housing 	3 stories (30 feet)	up to 6 stories (65 feet)	\$\$
 <p>North Adeline</p>	<ul style="list-style-type: none"> Serves as a transition between Downtown Berkeley and South Berkeley Capitalize on the park-like nature of the area with usable open spaces Continue to have a mix of housing and neighborhood-focused retail destinations such as Berkeley Bowl Promote new moderate density (3-5 story) residential or mixed-use buildings or lower scale (1-2 story) retail and commercial buildings that serve the needs of nearby residential areas 	<ul style="list-style-type: none"> Primarily residential with the opportunity for mixed use or single-use retail and commercial Mix of market rate and affordable housing 	3 stories (35 feet)	up to 5 stories (55 feet)	\$\$
 <p>Ashby BART</p>	<ul style="list-style-type: none"> Create a higher intensity transit-oriented district that capitalizes on the proximity to BART. Increase the supply of transit-accessible affordable housing in South Berkeley Ensure the long-term viability of the Flea Market and other private arts, cultural and retail establishments Expand the number and diversity of retail and services to provide amenities for the neighborhood Expand the area’s function as an active center of community activity, public spaces, housing, and transit 	<ul style="list-style-type: none"> Primary use as a regional transit facility Continuation of the Flea Market Focus on public and quasi-public uses including the Flea Market, Ed Roberts Campus and other community resources Residential uses with a very strong focus on housing for a diversity of income levels Retail uses and services focused on the needs of residents and BART riders 	5-6 stories (65 feet)	up to 7-8 stories (85 feet)	\$\$\$
 <p>South Adeline (also known as "The Lorin")</p>	<ul style="list-style-type: none"> Walkable neighborhood retail and mixed-use district that provides shopping, services, cultural attractions and community facilities for residents and visitors Preserve the historic character and unique identity of the Lorin District Encourage smaller-scale buildings that will create an intimate pedestrian experience Require active spaces (primarily retail) on the ground floor of all buildings 	<ul style="list-style-type: none"> Primarily focus on retail and service uses Allow and support new and expanded cultural and arts facilities to enhance district identity Allow new residential uses on upper floors of new buildings that serve as living spaces for workers and provide a mix of market rate and affordable housing 	3 stories (35 feet)	up to 4 stories (45 feet)	\$

* \$ Low potential for area to generate community benefit funding \$\$ Moderate community benefit potential \$\$\$ High community benefit potential

Comments on intent, character, and use: Your feedback will inform policy and zoning concepts
(Write your comments in the space below)

**South
Shattuck**

**North
Adeline**

**Ashby
BART**

**South
Adeline**
(also known as
"The Lorin")

This board explores some potential scenarios for how the west Ashby BART parking lot (bounded by Adeline, Ashby, and MLK) could change in the future, providing affordable housing while still ensuring a permanent, high-quality space for the weekend Flea Market. Any future changes at the Ashby BART Station would require additional study, design, and coordination between BART and the community. The goal of this Adeline planning process is to establish some basic parameters and requirements for what could occur at the Ashby BART Station area in the future.

Exercise 1: BART

Project	No development	5-6 story (300 total units)			7-8 story (450 total units)		
		20% affordable units	50% affordable units	100% affordable units	20% affordable units	50% affordable units	100% affordable units
Market-Rate Units	0	240	150	0	360	225	0
Affordable Units	0	60	150	300	90	225	450
Potential to Fund Community Benefits *	\$0	\$30 million	\$0	-\$10 million <i>(would require outside subsidy)</i>	\$35 million	\$10 million	-\$33 million <i>(would require outside subsidy)</i>
Which scenario would you prefer? <i>(Place a dot under your top choice)</i>							

* Note: These numbers are estimates for illustrative purposes only.

Exercise 2: FLEA MARKET

	YES	NOT SURE, need more info	NO	COMMENTS
Would you support moving or re-configuring the Flea Market to a permanent nearby location if it resulted in new affordable housing on the Ashby BART parking lot?	<i>(Place a dot under your preferred choice)</i>			<i>(Write comments in the space below)</i>

When buildings increase in size and height, it generally increases the value of the property. A number of cities have developed policies and plans that attempt to capture a share of this value increase to fund a range of high-priority **Community Benefits**. This approach seeks to ensure that growth in an area benefits everyone and the benefits are shared equitably. The concept of community benefits is being considered in Berkeley and in the Adeline corridor area specifically. As a result, it is important to understand community priorities for how this potential source of funding should be used.

The most important community benefits to achieve from development in the Adeline corridor are ... *(Place a dot next to your top 3)*

 <p>BIKE INFRASTRUCTURE (Funding for bike racks, signage, prioritized crossings and new lanes)</p>		 <p>AFFORDABLE HOUSING NEW CONSTRUCTION (Increase supply of affordable housing by building more units)</p>	
 <p>AFFORDABLE HOUSING ACQUISITION FUND (Purchase existing homes or apartments to preserve affordability)</p>		 <p>STREETScape IMPROVEMENTS (Lighting, landscaping, benches)</p>	
 <p>PUBLIC SPACE (Create more open spaces like parks or plazas)</p>		 <p>JOB TRAINING (Run programs to train local residents)</p>	
 <p>SPACE AT AFFORDABLE RENTS FOR COMMUNITY NON PROFITS (Locate community facilities along corridor)</p>		 <p>FACADE IMPROVEMENTS/ RESTORATION (Restore storefronts and facades)</p>	
 <p>LEGAL ANTI-EVICTION ASSISTANCE (Provide assistance to fight evictions)</p>		 <p>HEALTHY PROGRAMS/ FACILITIES (Locate health and activity centers)</p>	
 <p>PEDESTRIAN IMPROVEMENTS (Crosswalks, signage, wider sidewalks)</p>		 <p>OTHER</p>	
 <p>PRESERVE HISTORIC BUILDINGS (Protect and preserve landmarks)</p>			