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chapter 1: introduction
The Adeline Corridor Specific Plan Area ("Plan Area") is located in the southern portion of the City of Berkeley and extends approximately 1.5 miles north from the Berkeley/Oakland border along Adeline Street and a portion of Shattuck Avenue. It serves as an important gateway to the City of Berkeley and extends approximately 3.6 miles south to the community of Aloma. The Plan Area includes approximately 38 acres of a wide range of uses, including businesses located in the Ashby BART Station area, residential land and commercial areas as well as well-established neighborhoods with a mix of single-family and small multi-family developments. To the north and northeast of the Plan Area, there are the communities who have called the Adeline Corridor home for over 120 years. South of the Plan Area, the land is characterized by well-known shopping areas such as the Berkeley Flea Market and the South Berkeley Farmers' Market. The majority of land surrounding the Plan Area is dedicated to residential uses, such as single-family homes and small multi-family developments. To the north and northeast of the Plan Area, the Lorin District, the Antiques District, and the Berkeley Bowl are located, along with important community landmarks, as shown in Figure 2.1. This includes well-known shopping areas such as the Lorin District, the Antiques District, and the Berkeley Bowl, as well as important community institutions, businesses, and public agencies that provide services to the community. The Adeline Corridor Specific Plan Area serves as a guide for the City and other public agencies that fund and maintain public improvements within the Plan Area. The City is committed to carrying out the Plan Area's vision of a community where everyone can thrive. The Plan Area supports affordable housing and homeownership opportunities, while also focusing on ensuring that the community is safe and welcoming to all. The Plan Area's vision is to create a community that is diverse, inclusive, and sustainable, and that meets the needs of all residents. The Plan Area's goals are to ensure that the community is safe and welcoming, to create a thriving economy, and to provide access to quality education and healthcare. The Plan Area's vision is to create a community that is diverse, inclusive, and sustainable, and that meets the needs of all residents.
CHAPTER 1:
INTRODUCTION

HOW TO USE THIS DOCUMENT

Regulatory Context

The Adeline Corridor Specific Plan will be administered by the City of Berkeley, as an integrated part of its citywide long-range planning efforts, consistent with the City’s General Plan and Municipal Code. As a long-term planning document, it sets the long-term vision for the area in coordination with other ongoing City initiatives, programs, and capital improvement efforts that will take place over the time horizon of this Plan (through the year 2040).

Authority to Prepare

A “specific plan” is a planning and regulatory tool for the systematic implementation of the General Plan according to the Governor’s Office of Planning and Research. By way of its policies, programs, and regulations, a specific plan establishes an intermediate level of detail between the General Plan and individual development proposals within a defined geographic area. In this case, the Adeline Corridor Specific Plan Area is consistent with state guidance for the preparation of a specific plan, as identified by the Governor’s Office of Planning and Research.

Relationship to Existing Plans and Ordinances

The Adeline Corridor Specific Plan is intended to be adopted concurrently with amendments to the City’s General Plan and Municipal Code, which will provide the implementing regulatory framework for future land use and development decisions. The Specific Plan will be consistent with, and serve as an extension of, the City of Berkeley’s General Plan, providing both policy and regulatory direction specific to the Plan Area, including the 1996 South Berkeley Plan, and other projects or plans for the specific areas.

To Use This Document

Chapter 1 introduces the Adeline Corridor Specific Plan and the purpose of this document. Chapter 2 provides an overview of the Adeline Corridor and the main elements of the plan. Chapter 3 describes the study area and the planning context.

Community Member

To guide you through this document, we have structured a guide that summarizes implementation strategies for the Plan Area.

Property Owner or Developer

If you are interested in developing in the Plan Area, this chapter will help you understand the vision and key elements of the plan. Chapter 3 provides a detailed description of land use and development programs that you can expect in this area.

Employee or Decision-Maker

If you are a City of Berkeley employee or decision-maker, this chapter provides an overview of the Adeline Corridor Specific Plan and the City’s role in the implementation process.
for flexibility in the quantity and profile of future development within each subarea, and between subareas. Proposed projects that would result in development exceeding buildout assumptions of the EIR would be subject to further environmental review.

The environmental review of the Specific Plan is also intended to expedite the processing of future projects that are consistent with the Plan. The City intends to use the streamlining/tiering provisions of CEQA to the maximum feasible extent, so that future environmental review of individual projects within the Plan Area is expeditiously undertaken without the need for repetition and redundancy, as provided in CEQA Guidelines Section 15152 and elsewhere.

Specifically, pursuant to CEQA Guidelines Section 15183, streamlined environmental review is allowed for projects that are consistent with a specific plan for which an EIR was certified, unless such a project would have environmental impacts peculiar or unique to the project site. Likewise, Public Resources Code section 21094.5 and CEQA Guidelines Section 15183.3 also provide for streamlining of certain qualified, infill projects. In addition, CEQA Guidelines Sections 15162 – 15164 allow for the preparation of a Subsequent (Mitigated) Negative Declaration, Supplemental or Subsequent EIR, and/or Addendum, respectively, to a certified EIR when certain conditions are satisfied. Moreover, California Government Code section 65457 and CEQA Guidelines Section 15182 provide that once an EIR is certified and a specific plan adopted, any residential development project, including any subdivision or zoning change that implements and is consistent with the specific plan is generally exempt from additional CEQA review under certain circumstances. That said, the above are merely examples of possible streamlining/tiering mechanisms that the City may pursue and in no way limit future environmental review of specific projects.

HOW THIS PLAN WAS PREPARED

In 2015, the City of Berkeley started a community planning process to develop a long-range plan for the Adeline Corridor. From the outset, a primary objective was to reflect community aspirations in the Plan. Equity was a consistent theme throughout the process and is a central theme of the Plan itself. Providing a community engagement process structured to providing multiple opportunities and avenues in order to increase engagement and participation in sharing input about potential Plan recommendations was a high priority for the City.
CHAPTER 1: INTRODUCTION

Table 1-2 Planning Process & Community Engagement

Community Workshop: Building the Plan Together. The introductory community forum (January 31, 2015) hosted by then-Mayor Tom Bates and then-District 3 Councilmember Max Anderson, was intended to discuss options to identify the community’s preferred direction for transportation options. The Adeline Community IDEA Centers (April – June 2015) provided a unique community goals opportunity for community members to participate in the planning process. The Re-imagine Adeline Open House exhibits (January/March 2015) provided a forum to provide input about draft plans. The open house included a web-based version of the open house exhibits was created, including a video and on-line surveys to help collect information about needs and opportunities. The Community Meeting about a Vision for the Ashby BART Station Area (August 2, 2018) was the first public opportunity for community members to work collectively to develop a clear vision for the character of the corridor.
Adeline Corridor Specific Plan Subcommittee Meetings. The City of Berkeley established an Adeline Corridor Specific Plan Subcommittee, which has been meeting since May 2019 to review documents and develop guidance and/or draft UHFRPPHQGDWLRQVIRUWKHIXOO3ODQQLQJ&RPPLVVLRQ$JHQGDVIRUWKHPHHWLQJVDUHDYDLODEOH RQOLQHDWWKH3ODQQLQJ&RPPLVVLRQZHESDJH.

Meeting dates include:

- Committee Kick-Off Meeting
- Use and Housing Affordability
- Use and Housing Affordability (cont’d)
- Transportation and Public Space
- Economic Opportunity and Workforce Development
- Additional Information on Proposed Zoning and Discuss Subcommittee in Draft Plan, General Plan and Zoning Amendments and EIR (“Plan Documents”)
- Discuss Subcommittee Recommendation on Plan and Associated Documents
- Finalize Subcommittee Recommendation - Meeting cancelled due to weather
- Finalize Subcommittee Recommendation (cont’d)
- Finalize Subcommittee Recommendation (cont’d)
- Finalize Subcommittee Recommendation

The Planning Commission will consider its Subcommittee’s recommendation from the full Commission to the City Adeline Corridor Specific Plan and associated General Plan and Zoning Amendment of the Environmental Impact Report (EIR).

Council will consider the Planning Commission’s recommendation and adopts and certifies the Final Adeline Corridor Specific Plan and associated Amendments and certification of the Environmental Impact Report and community engagement will continue throughout the Plan Review and Adoption phase.
chapter 2: vision + planning framework
PurposE of thE AdElinE CORRiDor SPECifiC PlAn

This chapter serves several purposes:

- It expresses the vision for the Plan Area.
- It establishes the context for the specific plan, including the history of the neighborhood, the role that Adeline Street has played in that history, and the opportunities facing the community today.
- It lists the goals and objectives that provide the framework for the specific plan.
- It identifies five "strategic goals," one for each topical chapter.
- It identifies five "big ideas" that will help the City and its partners achieve the goals in the coming years.

It describes physical planning concepts for the corridor, organized into four geographic subareas (South Shattuck, North Adeline, Ashby/BART, and South Adeline).

The Adeline Corridor is to extend its legacy as a culturally diverse community, while infusing equity, justice, and sustainability into all decisions about the community's future. The vision looks back — preserving the neighborhood's history today, including diversity, inclusion, and social justice.

Adeline Street has played a defining role in Berkeley's history. Through the years, the corridor members emphasized the importance of recognizing the historical significance of Adeline Street through independent businesses, community organizations, community markets, and an array of quality residential options. The corridor will provide a center for a healthy community that cares for its most vulnerable residents, cherishes its elders, nurtures its youth, and celebrates its cultural diversity.

The Adeline Corridor is to extend its legacy as a culturally diverse community, while infusing equity, justice, and sustainability into all decisions about the community's future. The vision looks back — preserving the neighborhood's history today, including diversity, inclusion, and social justice.

For its first 300 years of human settlement, South Berkeley was home to the Ohlone peoples. After the Mexican-American and European-American settlers arrived in the early 19th Century, Adeline Street connected the young cities of Berkeley and Oakland. The Key Route electric streetcar system enabled the development of "streetcar suburbs" around the corridor, and by the 1930s, South Berkeley had become one of the most racially diverse areas in the Bay Area. The Key Route electric streetcar system enabled the development of "streetcar suburbs" around the corridor, and by the 1930s, South Berkeley had become one of the most racially diverse areas in the Bay Area.

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The first two decades of the 20th century were boom years for the corridor. It was in part due to discriminatory real estate practices in other parts of Berkeley, as well as the social fabric of South Berkeley. These conditions shaped the core values that today, including diversity, inclusion, and social justice.

The corridor will provide a center for a healthy community that cares for its most vulnerable residents, cherishes its elders, nurtures its youth, and celebrates its cultural diversity.

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Adeline Street became a thriving commercial and residential district, with local businesses around the stations and on the blocks in between.
In this 1937 Home Owners Loan Corporation (HOLC) map the Federal government identified large portions of the South Berkeley as unsafe for investment, due in part to the racial composition of the neighborhood. Green “A” grade areas were deemed more desirable to make loans; blue “B” grade areas were deemed less desirable; yellow “C” grade areas were considered “in decline”; and red “D” areas were considered to be in “full decline,” where loans would not be federally insured and lenders should avoid lending. This history of racially-based federal “redlining” and systemic racism created significant economic barriers and areas of segregation for communities of color, including in southwest Berkeley and along the Adeline corridor.
The past five decades have seen the continued evolution of South Berkeley and the Adeline Corridor. The Berkeley Flea Market was established in 1976 on the west Ashby BART station, and continues to operate in its current location since 1995. The Ed Roberts Campus opened in 2010, providing a home for several regional organizations. New multi-family housing has been built along the corridor, and locally-owned businesses and arts organizations have become cherished community institutions.

Figure 2-1 illustrates community assets and amenities along the corridor today.
Adeline Street itself presents a formidable transportation and urban design challenge. More than two-thirds of the renters. Although many long-term tenants are protected by rent stabilization or affordability restrictions, market rate units are out of reach for most existing households. In January 2019, the median asking rent for a market rate 2-bedroom unit in South Berkeley was $3,768. As a result of high housing costs and the lack of a safety net for the community’s most vulnerable residents, there is also a growing population of unsheltered residents and persons at risk of becoming homeless.

South Berkeley continues to have median household incomes that are below the City and County medians, with 18 percent of its non-student population living below the poverty line. While unemployment rates are low, they exceed the regional average. Between 2005 and 2014, the Plan Area experienced a 25 percent decline in taxable sales and a high rate of business turnover. Leasing commercial space along the corridor or starting a business can be cost-prohibitive for local entrepreneurs due to a combination of factors such as length and uncertainty of permitting processes, and high employee wages and commercial rents. However, during the same time, there was a 12 percent increase in sales in the category of eating and drinking establishments, and more recently the emergence of stronger business association activity.
STRATEGIC GOALS

Underpinning this Specific Plan and provide the framework for its chapters. Each goal is accompanied by a organizing framework for its recommendations and is further linked by the overarching social and social equity in the decision-making. It applies an “equity lens” to its recommendations and to consideration historical context and the root causes faced along Adeline Street today, including institutional racial discrimination. The improvements proposed by this Plan must respect the people, places, and institutions that created South Berkeley. Future planning processes must actively solicit and respond to the needs of those who are most vulnerable, and those who have under-represented in the City’s planning and processes.

The following goals and objectives emerged during the planning process and objectives emerged during the planning major areas of focus for this Plan. They correspond to numbers 1 through 7, respectively.

LAND USE AND COMMUNITY CHARACTER

The City of Berkeley will preserve the unique character and cultural heritage of the Adeline Corridor, sustaining the community as a place where all people can live, work, play, learn, worship, dine, shop, and thrive. The Plan’s land use and community character objectives are:

- Sustain a diverse mix of community spaces, retail, housing, and work places
- Create increased capacity for housing and jobs
- Preserve and promote adaptive reuse of historic structures
- Ensure that new development respects neighborhood character and includes appropriate transitions to adjacent neighborhoods
- Focus new development at the Ashby BART Station and along the portion of the corridor closest to Downtown Berkeley

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- Preserve and promote adaptive reuse of historic structures
- Ensure that new development respects neighborhood character and includes appropriate transitions to adjacent neighborhoods
- Focus new development at the Ashby BART Station and along the portion of the corridor closest to Downtown Berkeley
FORDABILITY

Achieving equitable access to housing by preserving existing affordable housing, producing a substantial number of new affordable housing units. The objectives are to:

- Leverage public land to produce affordable housing serving very low and extremely low-income households
- Incentivize affordable housing through density and height bonuses
- Give preference to local residents as new affordable housing comes on-line

ECONOMIC OPPORTUNITY

The City of Berkeley will foster economic opportunity for South Berkeley residents and businesses by facilitating job training and workforce development, active community spaces, and a thriving business environment for commerce along the Adeline Street/South Shattuck Avenue corridor. Economic opportunity objectives are to:

- Support existing merchants, services, non-profits, and retail areas
- Promote and commemorate Adeline’s Black and Japanese-American heritage and rich history (e.g., Key Route, disability and civil rights movement)
- Prioritize job and entrepreneurship opportunities and training for local residents, especially youth and people of color
- Create zoning incentives for new services, shops, restaurants, and arts establishments and complementary uses such as transit-oriented affordable space
- Promote a strong neighborhood identity.
TRANSPORTATION

The City of Berkeley will provide safe, equitable transportation options that meet the mobility needs of all residents, regardless of age, means, and abilities, and that further the attainment of the City's vision goals. The Plan's transportation objectives are to:

- Improve street and intersection design to accommodate all modes of transportation
- Construct pedestrian improvements that improve intersection crossing safety
- 3URYLGHXQLYHUVDODFFHVVWRLPSURYHPRELOLWQWUXHJRQHVHJDVHPLVVLRQUHGXFWLRQJRDOV
- Improve transit and transit connections in coordination with BART and AC Transit
- Create new bicycle facilities that are integrated with the citywide bicycle network.

PUBLIC SPACE

The City of Berkeley will provide safe, sustainable, beautiful, healthy, and inclusive public spaces that encourage social interaction, provide opportunities for recreation and environmental health, and support active community life in South Berkeley. The Plan's public space objectives are:

- Include vibrant public space in plans for the Ashby BART Station
- Increase public space and neighborhood park acreage through the redesign of Adeline Street
- Provide outdoor space for community gatherings and institutions such as the Flea Market, the Farmers Market, Juneteenth, and other civic events
- Improve the safety, cleanliness and maintenance of the streetscape and public spaces along the Adeline Corridor
- Add public art and other amenities which engage local artists, enrich public spaces, and create a stronger sense of local identity.
Chapter 2: Vision + Planning Framework

DECEMBER 2020

Big ideas

above. Each of these ideas corresponds to a project or series of projects that will create new housing, economic, transportation, or public space opportunities for residents and businesses along the Adeline corridor.

1. Affordable Housing. Ensure that at least 50% of all new housing units built in the Adeline Corridor over the next 20 years are income-restricted to a range of income levels including for the lowest income and highest need households. While it is not possible to perfectly predict the number of units that will be built in the area, based on an analysis of available sites identified in the corridor, this Plan projects that a total of 1,450 new housing units will be provided on public land, including the Ashby BART west parking lot. The deepest levels of affordability units will be provided in mixed-use development with high-density development, along with new zoning standards will create incentives to include a more substantial number of affordable units within market rate projects. See Chapters 1, 3, and 5 for more information.

2. Ashby BART Station Redevelopment. Redevelop the Ashby BART Station Area as a vibrant civic use, and new public space. The BART development should also incorporate elements of affordable housing construction and become a model for sustainable transport-oriented development. It should unify both Ashby BART and the South Berkeley Farmers Market, as well as support the Juneteenth Festival and other cultural events. Space in new mixed-use development in the Ashby BART west parking lot and/or on improved public space could potentially accommodate the African American Holistic Resource Center and other community-desired uses. See Chapters 3, 5, and 7 for more information.

3. Business Improvement District. Create a Business Improvement District (BID) or similar entity, serving the Adeline Corridor, and/or property owners used to support physical improvements, public safety, street cleanliness/maintenance, and programs to explore BID creation should extend to the broader corridor. The city would be a partner in this effort and could provide money to get it started. See Chapter 5 for more information.

4. Street Re-Design. Redesign Adeline Street from north to Derby Street, repurposing large areas of pavement into public open space, reducing crossing distances, and making the street a more comfortable place for pedestrians and cyclists. The redesign would retain Adler Park as a pedestrian-friendly space while improving bike lanes and walking paths. The most substantial changes would be on the segment between Ashby and Shattuck Avenues, where the median could be shifted to one side of the right-of-way and improved as a linear park or plaza. In the area south of Alcatraz Avenue, where open space is limited, the median could be extended and made more functional. See Chapters 6 and 7 for more information.
Ground floor building space facing Adeline will be occupied by a mix of new and established businesses, providing space for retail and services, restaurants, cultural venues, and community institutions. Retail uses will generally cluster in the areas with a strong retail presence today, including the Lorin Business District (near Alcatraz Avenue), the Antiques District (at Ashby Avenue), the Berkeley Bowl area (near Russell Street), and the north end of the corridor along Shattuck Avenue.

Adeline Street passes through multiple neighborhoods between the Oakland City limits and Downtown Berkeley. The physical characteristics of the street vary in each neighborhood, creating a different context for long-range planning on different segments of the corridor. This Specific Plan identifies four distinct subareas. The subareas are not intended as rigid boundaries; rather, they are a way of communicating location-specific standards on topics such as building height, parking requirements, and specific desired uses. While some of the recommendations of this Plan apply to the entire corridor, others are communicated at the subarea level.

From north to south the subareas are South Shattuck, North Adeline, Ashby BART, and South Adeline. Figure 2-2 shows their locations. The text below provides an overview of the context and planning strategy for each.
ADELINE CORRIDOR SPECIFIC PLAN
CITY OF BERKELEY
CHAPTER 2: VISION + PLANNING FRAMEWORK
DECEMBER 2020

SOUTH SHATTUCK

Context and Character
South Shattuck is the northernmost subarea, extending along Shattuck Avenue from Dwight Way to Russell Street. This subarea functions as an extension of Downtown Berkeley. It includes a range of land uses such as retail businesses, small offices, housing, and car dealerships. The subarea has some of the same streetscape and design features as Shattuck Avenue in Downtown Berkeley, including a center median and parking aisles with diagonal parking bays. Some blocks have historic, pedestrian-oriented stores and buildings, while others are characterized by more auto-oriented uses.

Planning Strategy
South Shattuck will continue to have a range of retail, services, small-scale office space, housing, and a number of well-known retail stores, including the Berkeley Bowl grocery. The subarea includes the historic Antiques District at the intersection of Ashby Avenue and Adeline. The District has been a center of commerce and transit over a century.

North Adeline

Context and Character
The North Adeline subarea stretches from Adeline Street's northern terminus at Shattuck Avenue/Derby Street to Ashby Avenue. It includes retail stores, including the Berkeley Bowl grocery. The southern end of this subarea includes the historic Antiques District at the intersection of Ashby Avenue and Adeline. The District has been a center of commerce and transit for over a century.

Planning Strategy
North Adeline will continue to support a range of land uses including retail and services, housing, and small-scale offices. Historic preservation and the adaptive reuse of culturally and historically valuable buildings will be particularly important. Infill development should help unify the subarea's historic buildings, while creating a more consistent and welcoming street environment. New amenities such as outdoor seating and streetscape improvements will be strongly supported.

This section of Adeline Street features a particularly wide median and a variety of sidewalk conditions. The wide right-of-way presents an opportunity to redesign the street, moving the travel lanes and creating a new linear park and/or plaza space and other public amenities that become a destination and community asset.
ASHBY BART STATION

Context and Character

The Ashby BART subarea is comprised of two large parcels adjacent to the Ashby BART Station and the public street right-of-way and station area. The parcels are owned by BART, but the City of Berkeley has had an option to purchase the “air rights” over the parcel since 1964 when the station was conceived. The parcel on the east side of Adeline is a 1.9-acre surface parking lot. The parcel on the west side is a 4.4-acre surface parking lot, the northern portion of which is used by the Berkeley Flea Market on weekends. Beyond the parking lots, this subarea consists of wide, busy streets, with streets that are not as conducive to safe and comfortable pedestrian activity as they might be. There are grade changes and design features that limit the visibility and accessibility of station entrances.

Planning Strategy

The objectives for future development at Ashby Station (see Chapter 3) but not for the Station itself. The design of future development is the subject of coordination between the City, BART, the community, the Berkeley Flea Market, and a diverse mix of stores, services, non-profits, and community organizations. The Ashby BART subarea presents the Corridor’s best opportunity to create new public spaces and community-oriented facilities that reinforce Ashby Station’s role as a neighborhood center.

SOUTH ADELINE

Context and Character

The South Adeline subarea extends along Adeline Street between the Ashby BART Station and the Berkeley/Oakland border. The heart of this area is the Lorin District, a state-registered historic district including several landmarked structures. The Lorin District has long been a center of the Black community, with institutions such as Phillips Temple Church and the Black Repertory Theatre. It is also home to the South Berkeley Farmers’ Market, and a diverse mix of retail, cultural, and community-based uses. Business success will be improved by attracting patrons from surrounding neighborhoods and growing the customer base as new housing is built. A strong focus on historic preservation and context-sensitive infill development will enhance this area’s distinct identity. The area’s relatively narrow parcels and strong historic fabric mean future development will be smaller in scale than elsewhere along the Corridor. Redesign of the Adeline right-of-way will provide an opportunity to expand public open space and create development opportunities, while improving safety for pedestrians and cyclists.

Planning Strategy

South Adeline will continue to sustain a diverse mix of retail, cultural, and community-based uses. Business success will be improved by attracting patrons from surrounding neighborhoods and growing the customer base as new housing is built. A strong focus on historic preservation and context-sensitive infill development will enhance this area’s distinct identity. The area’s relatively narrow parcels and strong historic fabric mean future development will be smaller in scale than elsewhere along the Corridor. Redesign of the Adeline right-of-way will provide an opportunity to expand public open space and create development opportunities, while improving safety for pedestrians and cyclists.
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chapter 3: land use
The City has a range of existing plans and guidance related to land use, development intensity, and community character related to the Adeline Area. The most relevant of these are identified below.

City of Berkeley General Plan
The City's current General Plan (adopted in 2001) defines a long-range vision and priorities for future growth, development, and conservation in the City of Berkeley. The City’s General Plan consists of ten “Elements,” including: 1) Land Use; 2) Transportation; 3) Housing; 4) Disaster Preparedness and Safety; 5) Open Space and Recreation; 6) Environmental Management; 7) Economic Development and Employment; 8) Urban Design and Preservation; 9) Citizen Participation; and 10) Implementation. With the exception of the Housing Element, which is required by State law to be updated on a regular basis, the General Plan has not been comprehensively updated since it was adopted in 2001.

Climate Action Plan (2009)
Adopted in June 2009, the Berkeley Climate Action Plan (CAP) outlines a vision for a more sustainable Berkeley and addresses policies and actions for transportation, energy, waste, community engagement, and climate adaptation, in order to achieve the goal to reduce community-wide GHG emissions 33 percent below 2000 levels by the year 2020 and 80% by 2050. The City regularly tracks and reports its progress towards its climate action goals. CAP goals and policies relevant to the Adeline Corridor Specific Plan relate to Sustainable Land Use and Transportation, Building and Energy Use, and Climate Adaptation.

South Berkeley Area Plan
Adopted in 1990, this plan covers the area of the South Berkeley neighborhood south of Dwight Way and west of Shattuck Avenue. It includes goals, plans, and policies in the following seven areas: Housing, Land Use, Community Resources, Economic Development, Public Facilities, Open Space and Recreation, and Public Safety. The Plan would subsequently be superseded by the City of Berkeley General Plan within the South Berkeley Area.

South Shattuck Strategic Plan
The South Shattuck Strategic Plan (1998) was developed in an effort to support the City and the community in addressing economic, urban design, housing, and transportation issues within a Berkeley neighborhood and the City as a whole. This plan includes goals and policies related to specific topics and neighborhood transitions.

Bartlett Avenue corridor
The Bartlett Avenue corridor, as Figure 4.2 in Chapter 4, along with the Adeline and South Shattuck corridors play an important role in the overall future of the City and the region, and it will be important to continue integrating Adeline-specific initiatives with citywide and regional efforts.
Regional PDAs

Approved by the governments and the Commission (now Metro) in 2013. It was “Plan Bay Area” and is the Bay Area’s strategy, which is known as “Bay Area Metro”) in 2013. It provides a regional strategy for coordinating the growth of jobs and housing with transportation and infrastructure investments, with a particular focus on addressing the Bay Area housing crisis and reducing greenhouse gas emissions.

Plan Bay Area also identifies a range of “Priority Development Areas” or “PDAs” around the Bay Area. PDAs were identified in coordination with the City of Berkeley and Bay Area Metro to promote sustainable development patterns for jobs and housing in walkable, transit-oriented, infill locations. Berkeley’s PDAs include: Downtown Berkeley and South Shattuck, University Avenue, and Southside/Telegraph Avenue. PDAs are eligible for regional transportation, infrastructure, and planning funding, and are a City and regional priority for jobs, transportation investments, and housing at a range of affordability levels.

LAND USE GOAL: Preserve the unique character and cultural legacy of the Adeline Corridor, sustaining the community as a place where all people can live, work, worship, dine, shop, and thrive.

3.1 OVERALL MIX OF USES

Encourage a unique, diverse mix of community spaces, services, retail, housing, and creative workspaces along the corridor.

The overall land use strategy is to build on the unique character of land uses along the Corridor and its subareas (as described in more detail in Chapter 2) by supporting existing uses while facilitating new development to complement them. To maximize flexibility for new projects, to promote economic opportunity for residents of the Adeline Corridor, and to support a creative and diverse community, the zoning regulations will continue to allow a broad range of new, complementary land uses along the entire corridor. However, restrictions will apply to the uses that can occupy the street-fronting ground-floor use in certain subareas, in order to support a pedestrian-friendly environment, as noted below. (See Policies 3.3 – 3.6 for more detail related to development standards and design guidelines).

The following uses are allowed and encouraged throughout the Adeline Corridor Specific Plan Area:

- **Retail, commercial, and service uses.** These may occur as single-use buildings or as ground floor uses, and are particularly encouraged as an active ground floor and are particularly encouraged at existing nodes of retail activity such as the Lorin District.

- **Residential uses.** Housing is allowed alone residential or as part of a mixed-use project depending on the project type (3.1). Housing on public sites is particularly encouraged in the Ashby BART subarea, and through an affordable housing standard. (See Policies 4 – Housing above.

- **Community uses.** Community centers are allowed. Restrictions will apply to the uses that can occupy the street-fronting ground-floor use in certain subareas, in order to support a pedestrian-friendly environment, as noted below. (See Policies 3.3 – 3.6 for more detail related to development standards and design guidelines).
Active Ground Floor Uses

Providing active ground floor uses that engage and add interest to streets are critical to establishing a pedestrian-friendly district and to creating a successful shopping environment. Such uses add vibrancy to the public realm and increase pedestrian activity. Active ground floor uses are those that generate regular and frequent foot traffic, are physically oriented to the public street, and typically have facades with a high degree of transparency that provides a visual connection between the street and the building interior. Thus, active uses are a combination of land use and physical design. Examples of active ground floor uses include retail stores, restaurants, cafes, markets, banks, galleries, and theaters. Small offices and residential amenities can also be considered active ground floor uses.

<table>
<thead>
<tr>
<th>Use Requirements</th>
<th>Permitted ground floor uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shattuck between Dwight and Derby</td>
<td>Commercial uses</td>
</tr>
<tr>
<td>Shattuck between Ward and Russell</td>
<td>Active Commercial uses</td>
</tr>
<tr>
<td>Adeline between Russell and the City boundary</td>
<td>Active Commercial uses</td>
</tr>
<tr>
<td>Ashby east of Adeline</td>
<td>Active Commercial uses</td>
</tr>
<tr>
<td>North side of Ashby, west of Adeline</td>
<td>Active Commercial uses</td>
</tr>
</tbody>
</table>

*Note: Above requirements only apply to parcels with frontage on South Shattuck, Adeline Street, Martin Luther King Jr. Way, Ashby Avenue and Alcatraz Avenue (See Figure 3-2).
### Chapter 3: Land Use

#### 3.2 Development Standards

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Max Height</th>
<th>FAR (du/acre)</th>
<th>Stories</th>
<th>Corner</th>
<th>Side</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>4 - 45'</td>
<td>120 du/acre</td>
<td>2</td>
<td>0' min</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>North</td>
<td>3 - 35'</td>
<td>100 du/acre</td>
<td>3</td>
<td>0' min</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>South</td>
<td>3 - 35'</td>
<td>100 du/acre</td>
<td>2</td>
<td>0' min</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>North</td>
<td>4 - 45'</td>
<td>140 du/acre</td>
<td>4</td>
<td>0' min</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>South</td>
<td>4 - 45'</td>
<td>140 du/acre</td>
<td>4</td>
<td>0' min</td>
<td>0'</td>
<td>0'</td>
</tr>
</tbody>
</table>

#### Table 3.2 Tier 1 Standards

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Max Height</th>
<th>FAR (du/acre)</th>
<th>Stories</th>
<th>Corner</th>
<th>Side</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>South</td>
<td>5 - 55'</td>
<td>170 du/acre</td>
<td>5</td>
<td>0' min</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>North</td>
<td>4 - 45'</td>
<td>140 du/acre</td>
<td>4</td>
<td>0' min</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>South</td>
<td>4 - 45'</td>
<td>140 du/acre</td>
<td>4</td>
<td>0' min</td>
<td>0'</td>
<td>0'</td>
</tr>
</tbody>
</table>

#### Table 3.3 Incentive Development Standards (Tier 2: At Least 14% of Fiber)

- Any future development in the Ashby BART area would be subject to a negotiated development agreement in accordance with the policy for adjacent areas. The goal of this agreement is to balance the demand for housing, support transit, and promote the vision described in Chapter 2.

#### Table 3.4 Tier 3 Standards

- Streamlines permit process to require new construction permits for new construction. A Project Applicant may select the project’s affordability level and the following permit requirements:
  - Required: Use Permit for new construction. On-site parking and required open space within 5 feet of the building line and at least 20 feet above the street.
  - Optional: Streamlines permit process to require new construction permits for new construction. On-site parking and required open space within 5 feet of the building line and at least 20 feet above the street. A Project Applicant may select the project’s affordability level and the following permit requirements:
## Current Standards (Tier 3: at least 21% of Total Units Affordable, Mix of 50% Low and 50% Very Low)

<table>
<thead>
<tr>
<th>Max lot coverage</th>
<th>Required setbacks (from lot line)</th>
<th>Usable open space (sf per unit)</th>
<th>Commercial Parking</th>
<th>Residential Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior lots</td>
<td>Corner lots</td>
<td>Front</td>
<td>Side</td>
<td>Rear</td>
</tr>
<tr>
<td>85%</td>
<td>90%</td>
<td>0' min</td>
<td>0' min</td>
<td>0' min</td>
</tr>
<tr>
<td>Corner lots</td>
<td>85%</td>
<td>0' min</td>
<td>0' min</td>
<td>0' min</td>
</tr>
<tr>
<td>Corner lots</td>
<td>85%</td>
<td>0' min</td>
<td>0' min</td>
<td>0' min</td>
</tr>
</tbody>
</table>

Any future development in the Ashby BART area would be subject to a negotiated development agreement, consistent with the policy specific Plan for the Ashby BART subarea, in Policy 3.7 of this Chapter.

## Current Standards (Tier 4: at least 25% of Total Units Affordable, Mix of 90% Low and 10% Very Low)

<table>
<thead>
<tr>
<th>Max lot coverage</th>
<th>Required setbacks (from lot line)</th>
<th>Usable open space (sf per unit)</th>
<th>Commercial Parking</th>
<th>Residential Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior lots</td>
<td>Corner lots</td>
<td>Front</td>
<td>Side</td>
<td>Rear</td>
</tr>
<tr>
<td>90%</td>
<td>95%</td>
<td>0' min</td>
<td>0' min</td>
<td>0' min</td>
</tr>
<tr>
<td>Corner lots</td>
<td>90%</td>
<td>0' min</td>
<td>0' min</td>
<td>0' min</td>
</tr>
<tr>
<td>Corner lots</td>
<td>90%</td>
<td>0' min</td>
<td>0' min</td>
<td>0' min</td>
</tr>
</tbody>
</table>

Any future development in the Ashby BART area would be subject to a negotiated development agreement, consistent with the policy specific Plan for the Ashby BART subarea, in Policy 3.7 of this Chapter.

![Figure 3-3 Plan Area Maximum Height by Subarea](image-url)
3. BUILDING DESIGN

Ensure that the massing, articulation, and design of buildings provides visual interest, integrates with the neighborhood, and creates a pleasant, pedestrian-oriented public realm.

The geometry, massing, architectural expression, and overall shape of buildings has a powerful effect in the mixed-use corridor and determines how a building “reads” from the street and is strongly correlated to the experience of pedestrians, shoppers, and other passersby. The intent of the design guidance below is to provide basic parameters for high-quality development and exceptional architecture. This guidance supplements guidance found in the municipal code.

1. BUILDING MASS AND BULK

Incorporate the following design strategies to reduce the perceived mass and bulk of new buildings:

- **Modulate Length on New Buildings.**
- **Reduce Bulk of Large Buildings.**
- **Use Building Mass.**

2. HORIZONTAL AND VERTICAL ARTICULATION

Incorporate the following design strategies for horizontal and vertical articulation in new buildings:

- **Vary Horizontal Length of Facades.**
- **Varied Architectural Elements or Roof Forms.**
- **Break Up Vertical Height of Buildings.**

3. DISTINCT BUILDING FORMS AND MATERIALS

Incorporate the following design strategies for distinct building forms and materials to distinguish development along the Adeline Corridor:

- **Use Ground Floor Articulation.**
- **Distinct Building Levels.**
- **Vary Facade Details for Visual Interest.**
- **Custom Details.**
- **Compelling Architecture.**
3.4 NEIGHBORHOOD TRANSITIONS

Ensure that new development provides appropriate transitions in height, bulk, and intensity to adjacent residential neighborhoods along the Adeline Corridor.

Context-sensitive design transitions are an important strategy for ensuring that new development is aesthetically integrated with the neighborhood and respectful of its existing character and scale. Height transitions are particularly important across the street from existing Residentially-zoned properties, or in places where development is adjacent to the rear of lower-intensity residential parcels. The guidelines below help to focus the bulk of buildings toward commercial areas and along Adeline Street, while stepping down to existing low-intensity residential neighborhoods. This strategy has been used along other corridors in Berkeley – including along University Avenue, San Pablo Avenue, and Shattuck Avenue.

- Rear Massing Building Design.
- New Development Residential Transition Zones.
- Privacy for Residential Properties.

Examples of an architectural and massing transition between higher intensity housing and single family neighborhoods should seek to create sensitive transitions to lower-intensity residential neighborhoods through the following design strategies:

- Rear Massing Building Design.
- New Development Residential Transition Zones.
- Privacy for Residential Properties.
3.5 GROUND FLOOR FRONTAGE AND FACADES

The ground floor uses in the Adeline Corridor contribute to the pedestrian experience and place-making.

Good design of the ground level front of a building is one of the most important strategies for creating an inviting, pedestrian-oriented environment. Facade design play a crucial role in creating buildings that contribute to the public realm, leading to memorable and beautiful places. A building with regular windows, doors, and interesting details can make the sidewalk feel more inhabited and active, discourage crime by providing “eyes on the street,” and contribute to a feeling of ownership and stewardship for those that visit, live, and work along the corridor. There are some elements of good frontage design that should be used in all types of buildings, and others that may vary by ground floor use, as described below.

1. GUIDELINES FOR ALL GROUND FLOOR USES

The following design guidelines apply to all types of ground floor frontages in the Plan Area:

- **Setback Regulations.** Locate buildings according to the setback regulations in Table 3.4 Site Development Standards.
- **Minimum Setback.** When possible, build to the minimum setback to establish a streetwall close to the pedestrian realm. Minor variations in building facade and publicly accessible plazas or open spaces are also encouraged.
- **Active Uses.** Wherever possible, active uses of all types are strongly preferred on ground floors. This includes retail and services, restaurants and cafes, community rooms and kitchens, building amenities, small professional offices, recreation and arts facilities, residential lobby spaces, and/or individual residential unit entrances and stoops.
- **Facades Facing Public Street.** For non-residential space, design all facades facing a public space (street, sidewalk, open space, or walkway) to be active, transparent, and visually interesting. Variations such as changes in color, material, and/or texture are encouraged.
- **Reduced Blank Walls.** Blank walls (facades without doors, windows, landscaping treatments, or other elements of pedestrian interest) should be less than 30 feet in length along sidewalks, pedestrian paths, or open space.
- **Humanizing Design Elements.** Provide awnings, signage, and other humanizing design elements to generate a pedestrian scale.
- **Vary Ground Floor Facades from Upper Floors.** Design the street-facing facades of ground floors with a distinctly different character from upper floors (distinguished by a greater floor-to-ceiling height, greater articulation, finer design details, unique colors, enhanced ground floor entrances, and/or architectural variation).

### Table 3.6 Summary of Numerical Frontage and Facade Guidelines

<table>
<thead>
<tr>
<th>Ground Floor Use</th>
<th>Minimum Height</th>
<th>Minimum Transparency %&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>15’ floor to floor</td>
<td>65% - 75% based on location</td>
</tr>
<tr>
<td></td>
<td>12’ floor to ceiling</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>12’ floor to floor</td>
<td>30%</td>
</tr>
</tbody>
</table>

<sup>1</sup> Transparency percentages apply to the portion of the facade between 3’ and 10’ above ground level.

Murals and historic architecture create an attractive, interesting frontage.

Setback provides an outdoor dining plaza

Changes in color and texture provide interest

Table 3.6 Summary of Numerical Frontage and Facade Guidelines
4. GUIDELINES FOR COMMERCIAL FRONTAGE AND FACADES

- **Front Setback Area Designs for Guests and Employees.** In front setback areas, provide a minimum of 12-foot floor-to-ceiling height for ground floor residential units. Design the front setback area to be engaged by guests and employees. Provide a clear transition between public and private space. Ensure that doors to common areas or shared entrances are transparent and access-controlled. Courtyard gates and shared building entrances that access individual units should automatically lock when closed.

- **Ground Floor Minimum Height.** Elevate ground floor residential units a minimum of 24 inches and a maximum of 48 inches from the sidewalk plane. This allows maximum visual interaction between the street, sidewalk areas and the interior. Do not use dark or mirrored glass.

- **Employee Entrances.** Provide at least one entrance for every 100 feet of street-facing frontage. The following design guidelines apply to ground floor commercial uses, along frontages designated in the Adeline Plan Area.

- **Private Frontage and Public Right of Way Transition.** Provide a physical and visual transition between the public right-of-way and private frontage by including features such as landscaping, stoops, terraces, and/or porches. For buildings situated on a street corner, provide a corner entrance or an entrance to the adjacent street sidewalk, or open space.

- **Direct Pedestrian Access.** Provide direct pedestrian access from all residential lobby spaces or individual units to the primary street frontage. Do not use dark or mirrored glass.

5. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

- **Location.** Locate active uses and public spaces along the street. Do not use dark or mirrored glass.

- **Private and Public Space.** Ensure that doors to common facilities are transparent and access-controlled. Courtyard gates and shared building entrances that access individual units should automatically lock when closed.

- **Maintenance.** Ensure that doors to common facilities are transparent and access-controlled. Courtyard gates and shared building entrances that access individual units should automatically lock when closed.

- **Prevention.** Do not use dark or mirrored glass.

- **Lighting.** Provide a high degree of light transmittance into unmonitored areas. Ensure that doors to common facilities are transparent and access-controlled. Courtyard gates and shared building entrances that access individual units should automatically lock when closed.

- **Eyes on the Street.** Create clear physical and aesthetic delineation between private and public space. Do not use dark or mirrored glass.
3.6 HISTORIC RESOURCES, HISTORIC PRESERVATION, AND ADAPTIVE REUSE

Strategies to support adaptive reuse:

- **Historic Preservation Zoning Incentives.** CEQA historic resources or potential CEQA historic resources will not be required to provide new parking or open space to convert from a commercial to residential use or vice versa. Also, if a CEQA historic resource or a potential CEQA historic resource is incorporated as part of a larger project, that area that is incorporated will be exempt from parking and open space requirements.

- **Historic Resource Evaluation.** Identification of historic and cultural resources is an important step to historic preservation. The City currently requires project applicants to prepare Historic Resource Evaluations (HRE) for projects involving demolition or major alteration to a structure or building that is more than 40 years old. In addition to this practice, the City could consider seeking grant funding to prepare a Plan Areawide HRE (as was prepared for the Downtown area) to identify any remaining resources that should be protected.

- **Historic Recognition.** Appreciation for historic resources within the Plan Area, including physical and online interpretative materials on the history of the area and its communities should be implemented whenever possible. Examples include enabling the placement of history plaques featuring Historical Resources and Districts is updated periodically with the most up-to-date information. Uplifting community assets and history are also discussed in Policy 5.7 Placemaking and 7.4 Streetscape Amenities, Lighting and Wayfinding.
Table 3.7  Known Historical Resources

<table>
<thead>
<tr>
<th>ID</th>
<th>APN</th>
<th>Address</th>
<th>Year Built</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>54-1722-6</td>
<td>2750 Adeline St</td>
<td>1906</td>
<td>Frederick H. Dakin Warehouse</td>
</tr>
<tr>
<td>2</td>
<td>53-1598-16</td>
<td>2970-2976 Adeline St</td>
<td>1905</td>
<td>Adeline St</td>
</tr>
<tr>
<td>3</td>
<td>53-1598-17</td>
<td>2982 Adeline St</td>
<td>1910</td>
<td>Hoffman Building</td>
</tr>
<tr>
<td>4</td>
<td>53-1598-18</td>
<td>2988-2990 Adeline St</td>
<td>1905</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>52-1592-16</td>
<td>3021 Adeline St</td>
<td>1901-02</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>53-1592-15</td>
<td>3025 Adeline St</td>
<td>ca. 1901</td>
<td>William Clephane Corner Store</td>
</tr>
<tr>
<td>7</td>
<td>53-1592-14</td>
<td>3027 Adeline St</td>
<td>1905</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>53-1595-9-3</td>
<td>3031-3051 Adeline St</td>
<td>1922</td>
<td>Hull &amp; Durgin Funeral Chapel &amp; Little Chapel of Flowers</td>
</tr>
<tr>
<td>9</td>
<td>53-1703-7</td>
<td>3061 Adeline St</td>
<td>1910</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>52-1551-8-1</td>
<td>3192 Adeline St</td>
<td>1909</td>
<td>T.M. Lucks Nichelodeon</td>
</tr>
<tr>
<td>11</td>
<td>52-1530-5</td>
<td>3228 Adeline St</td>
<td>1903</td>
<td>Carlson's Block</td>
</tr>
<tr>
<td>12</td>
<td>52-1531-1</td>
<td>3250 Adeline St</td>
<td>1903</td>
<td>India Block</td>
</tr>
<tr>
<td>13</td>
<td>52-1531-2</td>
<td>3258 Adeline St</td>
<td>1923</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>52-1531-3</td>
<td>3264 Adeline St</td>
<td>1925</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>52-1531-4-2</td>
<td>3278 Adeline St</td>
<td>1928</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>52-1531-5</td>
<td>3280 Adeline St</td>
<td>1953</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>52-1531-6</td>
<td>3286 Adeline St</td>
<td>1906</td>
<td>South Berkeley Bank</td>
</tr>
<tr>
<td>18</td>
<td>52-1532-4-3</td>
<td>3332 Adeline St</td>
<td>1920</td>
<td>Lorin Theater</td>
</tr>
<tr>
<td>19</td>
<td>53-1598-20</td>
<td>1979-1981 Ashby Ave</td>
<td>1907</td>
<td>Webb Block</td>
</tr>
<tr>
<td>20</td>
<td>53-1598-19</td>
<td>1985 Ashby Ave</td>
<td>1905</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>55-1823-13</td>
<td>2120-2122 Dwight Way</td>
<td>1905</td>
<td>Luther M. Williams</td>
</tr>
<tr>
<td>22</td>
<td>53-1703-1</td>
<td>1900 Essex St</td>
<td>1936</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>52-1531-16</td>
<td>1808 Harmon St</td>
<td>1909</td>
<td>IT Theatre, Haws Plumbing</td>
</tr>
<tr>
<td>24</td>
<td>54-1723-2</td>
<td>2727 Milvia St</td>
<td>1940</td>
<td>Berkeley Iceland</td>
</tr>
<tr>
<td>25</td>
<td>55-1822-1</td>
<td>2500 Shattuck Ave</td>
<td>1923</td>
<td>George A. Mattern</td>
</tr>
<tr>
<td>26</td>
<td>55-1822-6</td>
<td>2526-2530 Shattuck Ave</td>
<td>1905</td>
<td>Berkeley French Laundry, The Hall, Washing Well</td>
</tr>
</tbody>
</table>

1S: Individually listed in the NRHP & CRHR
2S: Individual property determined eligible for NR by the Keeper. Listed in the CRHR
3S: Appears eligible for NR as an individual property through survey evaluation
3B: Eligible for listing in the NRHP or CRHR as an individual property and as a contributor to a historic district
3D: Eligible for listing in the NRHP or CRHR as a contributor to a historic district

BLM: City of Berkeley Landmark
BSOM: City of Berkeley Structure of Merit
TABLE 3.8

<table>
<thead>
<tr>
<th>Address</th>
<th>Year Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>1719-1721 63rd Street</td>
<td>1907</td>
</tr>
<tr>
<td>2820 Adeline Street</td>
<td>1895</td>
</tr>
<tr>
<td>3350 Adeline Street</td>
<td>1920</td>
</tr>
<tr>
<td>2005 Stuart Street</td>
<td>1895</td>
</tr>
</tbody>
</table>

Notes: Potential historical resources for architectural merit and retention of integrity based on reconnaissance survey only.

Source: JRP Historical Consultants 2015 and City of Berkeley

3.7 ASHBY BART

Future development within the Ashby BART subarea shall provide public space, community-oriented facilities, and affordable housing, consistent with the objectives, parameters, and process outlined in the Adeline Corridor Specific Plan.

The Ashby BART Station is one of the most prominent landmarks and amenities along the Adeline Corridor, with the potential to support and advance all five key topic areas addressed in this Plan – land use, housing, economic opportunity, transportation, and public space.

As stated in Chapter 2, the Ashby BART subarea is envisioned to be redeveloped as a vibrant neighborhood center with high-density mixed-use development that unifies and knits back together the east and west sides of Adeline Street. The Ashby BART development will be a model for sustainable transit-oriented development, incorporating high and complementary commercial and civic uses; public space for community and civic celebrations; and green construction.

The Plan lays the groundwork for future engagement with the community, objectives that apply to future development and describing a process proposals for these sites. Future development in the Ashby BART subarea seven objectives below, which shall be incorporated into any future master agreements with potential developers.

OBJECTIVE 1. AFFORDABLE HOUSING. Future development in the Ashby area of well-designed, high-quality, transit-oriented development that maxim restricted affordable homes, serving a range of income levels (e.g. Extra-Moderate) and could also include supportive services or other spaces...
Ground-Floor Uses. As noted in Policy 3, the following types of uses shall be required for ground floor retail or active commercial use allowed on the Bay Area Rapid Transit (BART) property:

- Adeline Street frontage: Ground floor retail or active commercial use required.
- Ashby Avenue frontage: Ground floor retail or active commercial use allowed on the ground floor.
- Martin Luther King Jr. Way: Residential or commercial use allowed on the ground floor.
- Tremont, Wooley and Fairview Streets: Residential or commercial use required.

Additional Land Uses. Additional land uses that would be encouraged in the Ashby BART subarea include the following:

- Potential space for a new African American Resource Center (see Chapter 5 for more information).
- Ground floor retail, restaurants and family-oriented entertainment.
- Affordable space for neighborhood non-profits.
- Small, affordable workspaces.
- Universally-accessible community event and recreation space, or performance venues.

Construction Phasing. Future development should minimize construction impacts to the City and BART. The City will continue to coordinate with the Community Advisory Group (CAG) as part of developing potential construction phasing plans.

Objective 1: Additional Development Parameters. The following general development parameters will be further refined as implementation steps of this Specific Plan:

- Objectives described in the Adeline Corridor Plan and Development Agreement for that site, including extensive outreach and engagement with local residents, business owners, and other stakeholders.
- Community Advisory Group (CAG) created under the direction of the Adeline Corridor Plan.
- Community Advisory Group (CAG) will include representatives from Flea Market, Berkeley Flea Market, and other existing businesses, including Flea Market service users and potential development sites.
- Community Advisory Group (CAG) will be responsible for developing a funding plan and additional land use and economic feasibility studies, including analysis of green infrastructure in these elements.

Objective 3: Additional Development Parameters. The following additional development parameters will be further refined as implementation steps of this Specific Plan:

- ADELINE CORRIDOR SPECIFIC PLAN

Objective 4: Public Art. Future public art development should maximize opportunities to incorporate permanent and temporary public art installations that celebrate the history and identity of the neighborhood, including Flea Market, Berkeley Flea Market, and other existing businesses.

Objective 5: Connections. Future development should minimize construction impacts to the City and BART. The City will continue to coordinate with the Community Advisory Group (CAG) as part of developing potential construction phasing plans.
CHAPTER 3: LAND USE

OBJECTIVE 7. PROCESS AND ENGAGEMENT. Because of the importance of the BART site both to the success of the proposed housing strategy and to the overall character of the neighborhood, any development process should include a deliberate and extensive community decision making process. The City will work with BART to complete a planning process which includes a Station Area Advisory Group or similar body comprised primarily of representatives of local stakeholder organizations. This stakeholder group should participate in decisions regarding the site requirements to be included in any Request for Proposals (RFP). In addition, any RFP that is issued for development at the BART site will outline specific requirements that a selected developer continue to invest in proactive community engagement throughout the development process and to identify appropriate additional community benefits as part of the project design process. A development team’s proven track record of managing this kind of community engagement/community benefits process will be one criteria for selection. The local community should continue to be closely involved in development of these key public sites. Chapter 4 (Housing Affordability) includes additional information and considerations for future phasing, funding, programming, and affordable housing strategies for the Ashby BART area.

OBJECTIVE 6. PARKING AND TRANSPORTATION. Because of the importance of the BART site both to the success of the proposed housing strategy and to the overall character of the neighborhood, any development process should include a deliberate and extensive community decision making process. The City will work with BART to complete a planning process which includes a Station Area Advisory Group or similar body comprised primarily of representatives of local stakeholder organizations. This stakeholder group should participate in decisions regarding the site requirements to be included in any Request for Proposals (RFP). In addition, any RFP that is issued for development at the BART site will outline specific requirements that a selected developer continue to invest in proactive community engagement throughout the development process and to identify appropriate additional community benefits as part of the project design process. A development team’s proven track record of managing this kind of community engagement/community benefits process will be one criteria for selection. The local community should continue to be closely involved in development of these key public sites. Chapter 4 (Housing Affordability) includes additional information and considerations for future phasing, funding, programming, and affordable housing strategies for the Ashby BART area.

3.8 SUSTAINABLE BUILDING DESIGN AND ENERGY USE

Ensure that the design of new buildings incorporates features that address energy use and further the goals of Berkeley's Climate Action Plan.

Berkeley’s Climate Action Plan (CAP) was adopted in 2009 with the goal of reducing the City’s greenhouse gas (GHG) emissions by 80% by the year 2050. Reducing the energy used in Berkeley’s residential, commercial and institutional buildings through energy efficiency retrofits and use of renewable energy, along with building electrification, is key to meeting this goal.

The following measures shall be required of all new buildings in the Adeline Corridor Specific Plan Area:

1. All new buildings constructed in the Plan area shall be built as all-electric with no natural gas infrastructure connected to the building. This includes all appliances such as electric cooking, clothes drying, water heating, space heating, and air conditioning. Projects which cannot be built as all-electric must qualify for an exception or public interest exemption based on the following, or on an equivalent City of Berkeley adopted ordinance which meets or exceeds these standards:
   - Exception: Natural gas infrastructure may only be permitted for specific systems, devices, or appliances within the building components, the entity issuing the zoning permit established that the use serves the public interest.

For any projects permitted to include natural gas components, the City of Berkeley shall require:

- All new developments in the Plan Area shall ensure that their natural gas infrastructure is separate from the City of Berkeley electric distribution grid to facilitate development of the Ed Roberts Campus.

Single Family Homes:
- At least one multi-family building
- 20% of projects located within a half mile of a BTM station
- 50% of projects located within a mile of a BTM station

Multi-Family Homes:
- 20% of projects located within a half mile of a BTM station

For any projects permitted to include natural gas components, the City of Berkeley shall require:

- All new developments in the Plan Area shall ensure that their natural gas infrastructure is separate from the City of Berkeley electric distribution grid to facilitate development of the Ed Roberts Campus.

1 The following measures reflect required mitigation measures as reflected in the Program for the Adeline Corridor Specific Plan (GHG Mitigation Measures 1 through 3: Prohibition of Natural Gas Infrastructure in New Buildings, BMC Chapter 19.36 (Prohibition of Natural Gas Infrastructure in New Buildings, BMC Chapter 19.36), Chapter 19.37 (Berkeley Green Code)).
5 Level 2 circuit: 40+ Amp, 208/240v AC (standard household washer/dryer outlet).
Building to meet a zero net energy is to be equipped with photovoltaic energy systems in compliance with the adopted ordinance. A solar photovoltaic system shall install solar photovoltaic energy systems in compliance with City of Berkeley adopted ordinance. For new multi-family buildings and non-residential buildings in the Plan area and are encouraged to at least provide all electricity used in interior and exterior building and pathway lighting.

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chapter 4: housing affordability
is central to the health of individuals, families, and communities. Many members have expressed the need for more affordable housing and measures to prevent displacement. The question, “what is displacement?” frequently arises, with concern that many older adults are at risk of losing their homes due to rising development costs and market forces. While the City has adopted a number of ordinances, policies, and programs, to support the development and preservation of housing and to mitigate displacement and to remove potential barriers to utilizing development options. 

This chapter focuses on a four-pronged approach: producing new housing, preserving existing housing, adopting anti-displacement strategies, and addressing homelessness. It recognizes the different constraints and the importance of the different contexts of the Adeline Corridor. One of the top priorities of the Plan is ensuring that a high percentage of new housing is affordable. Some projects may be 100% affordable, some may include a combination of affordable and market rate housing (e.g., “mixed-income”), and some may be entirely market rate. The “Affordable First” strategy outlined in this chapter commits the City of Berkeley to a goal that at least half of all new housing development in the Adeline Corridor over the next 20 years is income-restricted affordable housing, including housing for the lowest income, highest need populations. The Plan also recognizes the need for housing at all income levels and aspires to affordable housing goals that are achievable. This means that affordable housing must be built concurrently with market-rate development, and that the City’s requirements do not inhibit construction or result in untenable development costs.

Figure 4.1 Existing Affordable Housing

WHAT IS DISPLACEMENT?

The process by which a household is forced to move from its residence - often to a neighborhood that was previously accessible to them because of affordability.”

Urban Displacement Project
WHAT IS "AFFORDABLE HOUSING"?

Housing is considered affordable if housing costs do not exceed 30 percent of household income. Berkeley generally discusses its affordable housing in terms of different income groups. Households are typically categorized as Extremely Low-Income, Very Low-Income, Low-Income, or Moderate-Income based on household size and how household income compares to the Area Median Income (AMI) for their household size. Income limits for each household size and income group are established annually by State and Federal agencies. These income limits determine the maximum rents or sales prices for “affordable housing” units.

Affordable housing does not build affordable housing. Rather, the City collects fees from the sale or development of real estate from single and multi-family developments, which are then pooled with State and Federal money and allocated to non-profit developers. The City also uses its resources to support non-profit developers’ affordable housing projects. It supports non-profit developers by pooling resources with the Housing Trust Fund (HTF) or with Below Market Rate (BMR) units (which are defined as part of the development project). Affordable housing generally provides housing for lower-income households that could not afford adequate housing at market rates.

WHAT IS “AREA MEDIAN INCOME”?

Percentages of Area Median Income (AMI) are frequently used to define affordable projects. The area median income is the household income level that divides households in half -- household in a region. Typically, to be eligible, your income must be at or below the AMI for your size household, depending on the property. Sample income ranges of the AMI for your size household, depending on the property, are shown below.

Table 4.1 Income Categories

<table>
<thead>
<tr>
<th>Household Size</th>
<th>Extremely Low Income (ELI)</th>
<th>Very Low Income (VLI) Up to 50% AMI</th>
<th>Low Income Up to 80% AMI</th>
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</thead>
<tbody>
<tr>
<td>One Person</td>
<td>$26,050</td>
<td>$43,400</td>
<td>$69,000</td>
</tr>
<tr>
<td>Four Person</td>
<td>$37,150</td>
<td>$61,950</td>
<td>$98,550</td>
</tr>
<tr>
<td>Unit Size</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Studio</td>
<td>$651</td>
<td>$1,085</td>
<td>$1,736</td>
</tr>
<tr>
<td>One Bedroom</td>
<td>$697</td>
<td>$1,162</td>
<td>$1,860</td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>$837</td>
<td>$1,395</td>
<td>$2,232</td>
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</table>

Source: U.S. Department of Housing and Urban Development 2019 Sample Income/Low Income Allocation Committee (TCAC). Note that the TCAC does not set 120% rents; these were calculated based on TCAC’s methodology.
strategies protect existing housing and promote infill development and retrofits.

Affordable Housing, Anti-Displacement and Homeless Funding (Measure U1 and Measure P funding from the City’s General Fund)

Voters in Berkeley approved Measure U1 in 2016 which included an increase in the Business License Tax charged on properties that consist of five or more residential units. In 2018, Berkeley voters approved a one percent tax increase on property sales and transfers over $1.5M to help fund services for Berkeley’s homeless population.

Affordable Housing Mitigation Fee

The City enacted an Affordable Housing Mitigation Fee in response to a court ruling preventing cities from requiring affordable rental units be included in new developments. As a result, developers of new market-rate rental projects must pay a fee of $37,962 per unit, which is adjusted bi-annually to reflect the California Construction Cost Index. Developers can reduce this fee by including units affordable to low-income households, and the fee is waived if at least 20% of a development's units are affordable (with half affordable to Very Low-Income households and half to Low Income households.) Revenues generated from these fees go to the City's Housing Trust Fund and are used to develop or preserve affordable housing. The legislation has recently enacted new laws that would allow the City to require that new rental development projects include affordable units instead of the mitigation fee; the issue is being studied further.

Commercial Linkage Fee

The commercial linkage fee is levied on developers of new commercial development to support affordable housing. Fees range from $2.25 to $4.50 per square foot, depending on building use, and increase bi-annually based on the California Construction Cost Index. Revenues from these fees go to the City’s Housing Trust Fund.

Condo Conversion Limits

The City’s Condominium Conversion Ordinance restricts property owners from converting rental units to condominiums. Condominium conversion removes multi-family rental housing from the market, which can decrease the number of units available to renter households. Berkeley’s ordinance limits condominium conversions to 100 units per year, and assesses a fee per unit that goes to the City’s Housing Trust Fund. Property owners can reduce this fee to under 10% of the sales price of the condominium if they enter into a regulatory agreement that limits rent increases on their tenants. Tenants also are provided the first right of refusal to purchase the property at time of sale.

Demolition Ordinance

Berkeley’s Demolition Ordinance regulates the demolition, conversion and elimination of Berkeley’s existing housing stock. Property owners or developers who wish to demolish tenant-occupied housing are required to provide existing tenants with a one-time allowance for relocation expenses, compensation for moving and storage expenses, and to subsidize the displaced tenants rent differential in a comparable replacement unit until new units are ready for occupancy. Tenants who are displaced due to demolition are provided with the right of refusal to move into the new building at the rent that would have applied if their former units had remained in place. Owners or developers are also required to either pay a mitigation fee for each demolished rental unit or to create permanently affordable replacement units.

Density Bonus

The State’s Density Bonus law allows new developers of new commercial development to increase bi-annually based on the number of below-market rate units, the proposed project size.

Condo Conversion Limits

The City’s Condominium Conversion Ordinance restricts property owners from converting rental units to condominiums. Condominium conversion removes multi-family rental housing from the market, which can decrease the number of units available to renter households. Berkeley’s ordinance limits condominium conversions to 100 units per year, and assesses a fee per unit that goes to the City’s Housing Trust Fund. Property owners can reduce this fee to under 10% of the sales price of the condominium if they enter into a regulatory agreement that limits rent increases on their tenants. Tenants also are provided the first right of refusal to purchase the property at time of sale.

Displacement and Homeless

Berkeley enforces this law on the number of below-market rate units, the proposed project size.

These programs and initiatives are administered primarily by the Health, Housing and Community Services Department, Berkeley Housing Fund.

Eviction Prevention

The City’s Eviction Prevention Program provides financial assistance to tenants displaced due to non-payment of rent. Qualifying tenants can receive one-time grants up to $5,000 to prevent eviction and maintain permanent housing. The City contracts with the East Bay Community Law Center to administer the program.

Housing Trust Fund

A Housing Trust Fund is a designated source of public funds dedicated to affordable housing. The City of Berkeley established the Housing Trust Fund in 1989 to leverage federal HOME and CDBG grants for the funding of permanent housing strategies and new affordable units. Revenues generated from these fees go to the City's Housing Trust Fund and are used to develop or preserve affordable housing. The legislation has recently enacted new laws that would allow the City to require that new rental development projects include affordable units instead of the mitigation fee; the issue is being studied further.

Mitigation Fee in response to a court ruling preventing cities from requiring affordable rental units be included in new developments. As a result, developers of new market-rate rental projects must pay a fee of $37,962 per unit, which is adjusted bi-annually to reflect the California Construction Cost Index. Developers can reduce this fee by including units affordable to low-income households, and the fee is waived if at least 20% of a development’s units are affordable (with half affordable to Very Low-Income households and half to Low Income households.) Revenues generated from these fees go to the City's Housing Trust Fund and are used to develop or preserve affordable housing. The legislation has recently enacted new laws that would allow the City to require that new rental development projects include affordable units instead of the mitigation fee; the issue is being studied further.
HUD's VASH Program

HUD's VASH Program provides tenants and landlords with a written buyout agreement. The agreement allows tenants to permanently vacate a controlled rental unit in exchange for a one-time payment. Tenants have the right to re-occupy their unit at any time during the first 30 days after the agreement is signed.

The City of Berkeley operates a Volunteer Tenant Assistance Program that offers free mediation and assistance to tenants in Berkeley. Tenant Housing and Urban Development (HUD) agencies and programs offer a variety of free workshops and seminars for both landlords and tenants.

The Rent Stabilization Ordinance prevents landlords from exercising their option to adjust the rent, and it requires them to maintain a database of registered rental units. The Rent Board collects fees from rental units to fund the administration of the Rent Stabilization Ordinance.

The City is developing a “Small Sites” multifamily housing loan program to preserve affordable rental units in Berkeley. Through this program, eligible developers can acquire multi-family properties, renovate them to address urgent health and safety issues, and provide a source for affordable housing.

The City requires all landlords who are lawfully prevented from exercising their option to adjust the rent to provide tenants with written notice. Failure to include this notice is a defense to an eviction.

The City of Berkeley is committed to providing permanent or temporary relocation assistance and the right to return to the property. The City provides standardization, prioritization, and coordination. In the City of Berkeley, Coordinated Entry (CE) sets a strategy to intentionally serve those at risk of losing their homes.

The Relocation Ordinance prevents tenants from permanent or temporary relocation. The Ordinance requires landlords to provide tenants with written notice. This program provides eligible tenants with interest-free, deferred payment loans of up to $100,000.

The Small Sites Program is intended to preserve and protect rental units in Berkeley. The City will provide funds to eligible developers to acquire multi-family properties, renovate them, and provide a source for affordable housing.


## HOUSING AFFORDABILITY GOAL

**EQUITABLE ACCESS TO HOUSING, PRESERVING EXISTING HOUSING, AFFORDABLE HOUSING, AND PREVENTING DISPLACEMENT.**

### 4.1 NEW HOUSING BALANCE - 50% AFFORDABILITY TARGET

Ensure for at least 50% of all new housing units produced along the Adeline Corridor over the next 20 years as income-restricted housing and affordable at a range of income levels including the lowest income and highest need households.

The Adeline Corridor includes a small number of sites that would be appropriate for additional housing to help meet the neighborhood's (and region's) dire need for more housing. But many in the community fear that this scarce opportunity for building will be used primarily to meet the needs of higher income residents. It does not have to be this way. This plan commits the City of Berkeley to the goal of ensuring that at least 50% of all new housing built in the Adeline Corridor over the next 20 years will be income restricted permanently affordable housing serving a range of income levels.

This will not be easy to accomplish, but it can be done. The strategy outlined below aims to make it practical to achieve a very high share of affordable housing.

The proposed strategy achieves an overall affordability target of at least 50% of new housing units affordable for rent. This is an affordable percentage of their monthly-adjusted gross income (AMI). The new housing is expected to meet the needs of a wide range of households.

Section 8 Housing Choice Vouchers and Shelter Plus Care Vouchers provide housing choices for individuals who are chronically homeless. The program funded by the Department of Housing and Urban Development (HUD) offers rental assistance to low-income families.

The City’s Below Market Rate (BMR) program includes privately-rented apartments created with affordable and/or income-restricted housing. This program was established by City ordinance. The majority of BMR units are available to families with income at or below 60% of area median income (AMI). The program is common to panel units, including low income housing, affordable housing, and market rate projects that take advantage of the Section 8 Housing Choice Voucher Program.

Policy 3.2, Subsidized Housing, makes it practical to achieve a very high share of affordable housing. The City of Berkeley, through the City’s Below Market Rate (BMR) program, aims to meet the needs of higher income residents. This plan commits the City of Berkeley to the goal of ensuring that at least 50% of all new housing units built in the Adeline Corridor over the next 20 years will be income restricted permanently affordable housing serving a range of income levels.
This plan projects 1,450 new housing units over the next 20 years, including 100 units of deed-restricted affordable housing. The on-site affordable housing incentive described in Chapter 3 aims to encourage a higher share of projects to choose to provide on-site affordable units and provides benefits to projects that include as much as 50% of base units as affordable housing (half low-income and half very low income). However, our economic analysis indicates that, even with the incentives, including such high shares of affordable housing will not be economically feasible for most projects. As a result, it is likely that the share of affordable units in mixed-income buildings will remain well below 50%.

However, assuming that even a handful of key public sites (most notably the BART parking lots) are reserved primarily for affordable housing buildings, it is possible to achieve an overall affordable housing share above 50% of new housing and a total of more than 725 new affordable housing units. Avoiding a one-size-fits-all strategy enables a more ambitious outcome. By maximizing the existing affordable housing opportunity sites to build primarily affordable housing buildings in addition to mixed-income buildings, we can build far more permanently affordable units than would be practical any other way. This approach requires greater transparency and accountability - a simple requirement of a specific percentage of affordable units in all projects is easier for community stakeholders to monitor, but the benefits of a more nuanced strategy are worth the trouble.

HOUSING BALANCE
ACCOUNTABILITY AND TRANSPARENCY

Accountability is a key concern for many in the community. There is a widespread perception that the City has not delivered on promises made in prior plans for the South Berkeley neighborhood. How can community residents be sure that every effort will be made to ensure that proposed level of affordable housing will actually be built?

There is no easy way to guarantee that affordable units will be built. New affordable housing development relies on complex, layered funds from a variety of public and private sources. Due to relatively limited funding and high demand, there is high competition across the state to access necessary funds, which are awarded on a project dependent basis. The proposed levels of affordable housing will only be possible if public subsidies are available and much of the subsidies needed to implement this plan will require approval by Berkeley and/or Alameda County voters. In particular, the rate at which the anticipated affordable housing is built will depend on the availability of bond financing (see below). But because the key sites for this housing are currently publicly owned, the City has greater ability to ensure that these sites are not used for another purpose.

In order to ensure that the proposed housing balance is achieved, the City will annually produce a summary report identifying the number of market rate and affordable units permitted and built since adoption of this plan.

If at any time the number of new unrestricted market rate units built since adoption of this plan exceeds the number of new affordable units built, the area will be considered ‘out of balance.’ Once an annual report finds the area is ‘out of balance’ based on the count of completed units, the City will review current affordable housing plans, examine obstacles that may be impacting the imbalance and discuss strategies to overcome any barriers in the annual report.

ECONOMIC INTEGRATION

South Berkeley already has a high share of income-restricted housing. Research on economic mobility has led to a growing concern about affordable housing. Research has shown that children, in particular, are high concentrations of poverty. This has led policymakers at the local level to place a higher emphasis on economic integration and ‘access to opportunity’ in affordable housing. In light of this trend, some may argue that planning for housing in the Adeline corridor is inappropriate. But it is important to recognize that the history of disinvestment in the area, the Adeline Corridor is a neighborhood, with very strong transit access, access to jobs, high quality education and health care facilities.

While the rate of future development is modest, even if a high share of new housing is affordable and affordable housing, the majority of all housing in the neighborhood would be market rate housing.
new on-site affordable housing incentive, we can achieve an even higher share of affordable units in exchange for higher densities than current practice would allow.

Chapter 3 outlines a new set of base development standards for the Adeline Corridor. Projects that take advantage of the State Density Bonus will continue to be able to increase the overall density by 35% above this new base in exchange for providing affordable units (either 11% of base units for Very Low Income or 20% for Low Income households). While the specifics vary from site to site, in general the proposed densities are roughly consistent with what recent multi-family housing projects have been able to achieve in the Corridor through the use of use permits together with the State Density Bonus. However, in order to increase the share of affordable units, the City will develop an Adeline Corridor-specific on-site affordable housing incentive program. This program will allow density bonuses of up to 100% in exchange for up to 50% of base units as affordable housing (with half serving Very Low Income and half Low-Income households).

Table Housing Incentive

<table>
<thead>
<tr>
<th>Shattuck Subarea</th>
<th>North Adeline and South Adeline Subareas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Density (du/acre)</td>
<td>Max FAR</td>
</tr>
<tr>
<td>120</td>
<td>2.5</td>
</tr>
<tr>
<td>168</td>
<td>3.5</td>
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<tr>
<td>204</td>
<td>4.3</td>
</tr>
<tr>
<td>240</td>
<td>5.0</td>
</tr>
</tbody>
</table>

The economic feasibility of the proposed affordable housing incentive program was evaluated during the planning process and is described in more detail in Appendix C. The analysis found that the profitability of typical projects at the increased density together with the increased affordability requirements would be similar to what would be realized by projects using the State Density Bonus (with lower density and less affordable housing). While many projects will not choose to include the highest levels of affordability available under the new Adeline-specific program, the proposed program makes high levels of affordability a practical option under current market conditions and this option may become even more attractive as market conditions, state laws, and available financing tools change in the future. It may be desirable to offer additional options to providing the required on-site affordable housing in order to maximize the creation of deed-restricted affordable housing. Options include providing the required affordable units off-site as newly constructed units or through the acquisition and rehabilitation of existing development as permanent, deed-restricted affordable housing under certain circumstances. A potential framework to consider for an off-site affordable program for the Adeline Corridor should include:

- Replacement ratio of units;
- Location requirement (e.g., off-site units should be located in South Berkeley);
- Timing: units at the “receiving site” should be made available either concurrently or prior to the units at the “sending site”;
- Acquisition and Rehabilitation: a physical needs assessment should be developed to identify that the units being acquired are rehabilitated to a comparable level of amenity and useful life to the otherwise required amount of (new) on-site affordable housing. Additional research would be required to develop a better understanding of the costs of enforcement mechanisms needed to ensure compliance as well as how the units of affordable units (and replacement units) have some of their funding requirements covered.
- Length of time the affordable units are required to be affordable could apply for either the life of the building or the life of the initial project, whichever is longer. During the planning process, many residents expressed a desire for a long-term commitment of the amount of affordable housing along the corridor. The City should explore additional strategies to require and/or incentivize the on-site affordable housing, such as the Housing Mitigation Fee for the plan area, eliminating the Housing Mitigation Fee, and requiring on-site development, including use permits and density bonuses.
WHY INCLUDE MARKET RATE HOUSING AT ALL?

The rising cost of housing and the ongoing displacement of area residents were raised over and over again in the outreach meetings to inform this plan. Many area residents are concerned that new housing development along the Adeline Corridor will primarily serve a new higher income demographic than the area’s existing housing does. This is an important concern and this half being income restricted to lower income households. But the commitment to providing housing opportunities for all income levels includes the production of market rate housing even though much of that housing will serve higher income residents. There are important reasons for this strategy.

First, no land use plan can adequately protect neighborhood residents from the impact of the regional housing shortage. The Bay Area as a whole is building far less housing than we need to keep up with job growth. The clear and unavoidable result of this shortage is higher housing prices. If we build no new housing, higher income households will inevitably be drawn into communities like south Berkeley by the scarce public subsidies and it is not realistic to expect that Berkeley could ever build enough market rate development is the only strategy likely to result in enough new housing to stem the tide of displacement.

WHEN MARKET RATE HOUSING DEVELOPMENT IS ASSOCIATED WITH LOWER RATES OF DISPLACEMENT IN SURROUNDING AREAS.

Researchers found that new affordable housing development had an even lower displacement. But the number of affordable units we can build is limited and it is not realistic to expect that Berkeley could ever build enough affordable housing. Most families will find housing in the market – and the market determined largely by the overall supply. Combining affordable and market rate housing is the only strategy likely to result in enough new housing to stem the tide of displacement.

4.3 NEW AFFORDABLE HOUSING ON PUBLIC LAND

Prioritize and actively pursue development of new affordable housing on publicly owned land.

Publicly-owned land is an important resource for pursuing new affordable housing because the City and its partners have more direct development control over this land than privately owned parcels. While most land along the Adeline Corridor is privately owned, the handful of publicly owned sites will play a central role in City efforts to generate new affordable housing in the Adeline area. To the maximum extent practical, these sites should be reserved for affordable housing.

Publicly owned land can provide the most immediate opportunities as well as other community-desired uses. The other parcels are considerably smaller and/or are occupied with existing buildings and uses (such as Fire Station Number 5). In addition to these existing parcels, the long-term concept for redesigning the Adeline street right-of-way and public space has potential to create additional public land that could be used for new housing development. All of these other study and there may be a need for minimum project size of existing uses, as well. For example, typical low income units are at least 50 units to be competitive for low income Housing Trust Fund and vital, competitive State and federal funding. In general, a site of at least 15,000 square feet may be needed to accommodate buildings at this size.
The two BART parking lots provide the most opportunity for significant development. To a large degree, the ability to implement the housing goals outlined in this plan rests on coordination with BART to develop affordable housing units on these two sites.

It is impossible to know exactly how many residential units can be built on each lot. However, the best estimates indicate that the west site could accommodate 150 to 250 units in a six to seven-story building while the east lot could accommodate up to 150-250 units in a six-story building. Whether they could be built as primarily market rate housing will likely require building three to five separate projects in phases over a number of years—or including a market rate component in the development program for the site.

One challenge of using the BART sites for residential development in order to meet the City’s affordable housing goals is that it is not possible to set aside a full site for development of market rate housing to raise additional local public subsidy. For example, including some market rate townhouses along a neighborhood residential frontage could help reduce the needed local public subsidy and create a smoother transition to the existing neighborhood while still ensuring that the great majority of all new housing on these sites was set aside for lower income residents. This would be subject to further study by the City and BART with respect to property disposition policies and other constraints.

The California Tax Credit Allocation Committee (CTCAC), in recent years the average size of projects receiving tax credit allocations has been 81 units and only 2% of the nearly 5,000 projects ever funded in California have included more than 250 affordable units. For this reason, building these sites out as primarily affordable housing will likely require building three to five separate projects in phases over a number of years—or including a market rate component in the development program for the site.
4.4 AFFORDABILITY LEVELS AND TENANT TYPES

The social, economic, and environmental well-being of a community is enhanced when the housing needs of residents are met. This Plan calls for an ambitious combination of on-site affordable units included in otherwise market rate projects and new 100% affordable housing projects built with public subsidy in many cases on public land. Under the City’s current inclusionary housing program new ownership projects must include 20% of units at prices affordable to households earning 80% or less of Area Median Income (AMI). As described above, for rental projects, developers may choose between paying the Affordable Housing Mitigation Fee for each new unit or providing 20% onsite affordable housing (with half of those units affordable below 80% of AMI and half below 50% of AMI).

By including 100% affordable housing projects, the strategy can reach much further down the income ladder and provide housing for households with even lower incomes and generally greater needs. The Low-Income Housing Tax Credit program is restricted to households earning less than 60% of AMI and the majority of units are priced to be affordable to households earning much less. Table 4.3 shows the mix of incomes served by LIHTC projects statewide. The largest group of units are limited to households earning 40-50% of AMI but 20% target households below 30% of AMI.

<table>
<thead>
<tr>
<th>AMI Categories</th>
<th>Low Income Housing Tax Credit (LIHTC) Projects (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40-40% AMI</td>
<td>15%</td>
</tr>
<tr>
<td>40-50% AMI</td>
<td>44%</td>
</tr>
<tr>
<td>50-60% AMI</td>
<td>21%</td>
</tr>
</tbody>
</table>

Table 4.3 Mix of Incomes Served by Low Income Housing Tax Credit (LIHTC) Projects (Table Categories)

4.5 EXPANDED RANGE OF HOUSING OPTIONS

Encourage new and non-traditional housing models and types targeted towards lower and middle-income residents.

Berkeley has long been a pioneer in new housing models. In order to meet the varied housing needs of the community, the City will continue to encourage and actively recruit new and non-traditional housing types in the Adeline Corridor Area, such as:

- Housing cooperatives
- Co-housing
- Group housing
- Land trusts
- Affordable live-work units
- Below market rate ownership units

As part of this effort, the City could collaborate with existing local community resources, such as Savo Island Cooperative Homes (at Adeline and Ward) or the Northern California Land Trust, to provide education and technical assistance to other groups pursuing similar models of non-traditional housing ownership. The City is currently developing a citywide “Small Sites” multi-family loan program which will may provide funding for some of these project types.

4.6 NEW AND NON-TRADITIONAL HOUSING TYPE SOURCES

Continue to encourage non-traditional housing types to expand financial options to fund affordable housing.

While the Adeline Corridor has appropriate inclusionary housing regulations and housing policies, will encourage development of even more units. To ensure that the area remains economically diverse, a key component is to secure funding for these projects.

Affordable housing projects ranging from $10,000 to $100,000 per unit depending on the income level being served and the subsidy to the project. However, it may not be necessary to achieve housing at the income levels described above, for rental projects, developers may Mitigation Fee for each new unit or providing 20% onsite affordable housing.

Luckily, the great majority of this funding will not need to come from the City of Berkeley. State and federal programs, most notably the federal Low-Income Housing Tax Credit program, routinely provide capital subsidies to other groups pursuing similar models of non-traditional housing ownership. The City could collaborate with existing local community resources, such as the Adeline Corridor Land Trust, to provide education and technical assistance to other groups pursuing similar models of non-traditional housing ownership.

However, in order to ensure that this funding is available outside of the city, local funding is available for local projects.
Develop a preference policy to prioritize new affordable housing units for current area residents or those who have previously been displaced from the neighborhood.

A number of cities, including San Francisco, Oakland, Santa Monica, Portland, New York, and Cambridge, have developed or implemented policies to prioritize affordable housing projects. These policies are designed to ensure that affordable housing is not displaced by new developments and to support the retention of long-term residents within the community.

For example, in the city of Berkeley, the Berkeley Redevelopment Agency has been working to implement a Measure O Bond Oversight Committee which is tasked with ensuring that all expenditures are consistent with the slated intention of Measure O. This includes providing funding for new affordable housing projects and ensuring that the projects are located in the community and that they are constructed using locally-sourced materials.

The City Council has also created a Property Transfer Fee, which is a fee that is charged on the sale of property to provide additional funding for new affordable housing projects. The fee is intended to provide a source of funding for new developments in the Adeline Corridor and other areas where affordable housing is needed.

Across the country, community preference policies have enabled current and former residents to continue living in their communities. Whether through outright purchase or rent subsidies, these policies have helped to stabilize the community and to ensure that affordable housing is available for future generations.

In Berkeley, the measure was approved by a large majority in the 2018 election. Subsequently, the City Council authorized the use of these funds to develop new affordable housing projects. As a result, the City has been able to create over 100 new affordable housing units in the Adeline Corridor and other areas of the city. The City has also been able to provide additional funding for existing affordable housing developments, such as by providing grants to the Housing Trust Fund.

While neighborhood-based preferences for affordability are controversial, they have been successful in Berkeley and other cities. These policies have been challenged in court, but have ultimately been upheld as constitutional. In general, these policies have been successful in providing affordable housing for current and former residents, while also ensuring that new developments are constructed using locally-sourced materials and that they are located in the community.
**4.8 RENT CONTROL PROGRAM**

Support and strengthen Berkeley’s rent control and eviction protections.

Berkeley’s Rent Stabilization Ordinance is among the strongest in the state, and applies to a range of residential rental properties. The ordinance regulates residential rents for most Berkeley rental units that were built before 1980, and limits the amount a property owner can increase rent on a tenant in a given year to 65% of the Consumer Price Index (CPI). The ordinance also protects tenants from unwarranted evictions by limiting the reasons a tenant can be evicted to twelve “just causes,” including failure to pay rent or substantial violations of the lease terms that are not corrected after written notice from the landlord.

The City will continue to support rent control and seek ways to strengthen this program and the benefits it provides, especially to lower income tenants on and near the Adeline Corridor. As part of this effort, the City and community should actively advocate for stronger rent control protections at the state level, including repeal or revision of Costa Hawkins, which could potentially enable extension of rent control protection to tenants of single family homes and multi-family buildings built after 1981.

**4.9 HOUSING RETENTION PROGRAM AND EVICTION PROTECTIONS**

Strengthen the Housing Retention Program to protect residents from eviction.

The City has a strong Just Cause for Eviction Ordinance, which protects residents from arbitrary evictions, as well as an existing Housing Assistance to tenants to avoid eviction. While these programs are administered citywide, their importance to the Adeline Corridor and the wider South Berkeley neighborhoods is particularly high, given the strong displacement pressures that the area is facing. The City should actively advocate for stronger housing protections at the state level, including repeal or revision of Costa Hawkins, which could potentially enable extension of rent control protection to tenants of single family homes and multi-family buildings built after 1981.
4.11 HOMELESSNESS

Continue to implement the 2018 Strategic Update to the Alameda County EveryOne Home Plan to End Homelessness and the City's 1000 Person Plan.

Homelessness is a key concern for the Adeline Corridor, the City and region. Homelessness has been steadily increasing since 2009 in Berkeley, but the last several years have seen an acceleration of this trend—between 2015 and 2017, the last year for which data are available, homelessness in Berkeley is up 17%, such that 972 people experience homelessness on any given night in Berkeley. Over two-thirds of those experiencing homelessness sleep unsheltered, in cars, encampments, bus stops, or other places not meant for human habitation. In January of 2016, the City of Berkeley recognized the growing problem of unsheltered homelessness by declaring a shelter crisis. Since that time, the City has responded with a sustained effort to address the problem on two levels: first, by investing in strategies that address the root cause of homelessness, which is the lack of access to affordable housing; and second, with interventions that alleviate the suffering of those living on the streets and the impacts they have on surrounding communities.

General fund contributions through 2019 have totaled $6.5 million for services alone, and the City receives an additional $9.8 million in State, County, and Federal funding as well. To help guide these and future investments, on March 12, 2019 Berkeley became the first jurisdiction in Alameda County to adopt the 2018 Strategic Update to the countywide EveryOne Home Plan to End Homelessness, and on February 26, 2019, City staff delivered a comprehensive analysis and cost estimate to end homelessness in Berkeley with the 1000 Person Plan. The strategic recommendations in these two plans will ensure Berkeley spends its limited homeless resources as effectively and efficiently as possible towards the goal of ending homelessness.
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chapter 5: economic opportunity
strategies to promote economic opportunity for businesses, entrepreneurs, and workers ranging from social service agencies, the Adeline Corridor is a diverse and unique service organizations and churches that provide a range of services such as job training, legal assistance, housing, medical and mental health services, and banking/financial assistance for the community, including the homeless, low-income, seniors, youth, and disabled communities. Examples of these organizations include: the Drop-In Center, Healthy Black Families, Inter City Services, Ed Roberts Campus, East Bay Center for the Blind, Youth Spirit Artworks and Rebuilding Together.

During the planning process, many community members voiced their desire to enhance local qualities that could attract more businesses and customers to the Corridor while simultaneously addressing the issues that currently create challenges for the business community such as the cost, time and complexity of permitting processes, cleanliness of streets and sidewalks and need for additional services to assist the homeless population. A survey of businesses within the Adeline Corridor found that more than two-thirds intend to stay and grow, suggesting sustainability and business strength in the Corridor. This Plan calls for supporting that strength and helping to grow existing businesses, as well as helping new businesses thrive and expand.

- **Non-Profits and Community Organizations.** In addition to public social service agencies, the Adeline Corridor is home to a wealth of non-profit community service organizations and churches that provide a range of services such as job training, legal assistance, housing, medical and mental health services, and banking/financial assistance for the community, including the homeless, low-income, seniors, youth, and disabled communities. Examples of these organizations include: the Drop-In Center, Healthy Black Families, Inter City Services, Ed Roberts Campus, East Bay Center for the Blind, Youth Spirit Artworks and Rebuilding Together.

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**BERKELEY JUNETEENTH FESTIVAL**

The first Berkeley Juneteenth Festival took place along the Adeline Corridor, where news of Lincoln’s signing of the Emancipation Proclamation reached on June 19, 1865 — a full two years after the actual signing — Berkeley’s Juneteenth, longest running celebration. This free festival features a variety of ethnic food vendors, as well as live entertainment that showcases African American spoken word. The festival is produced by Berkeley Juneteenth Cultural Community organization whose mission is “to promote greater societal cohesion and sustainability of the community in historical, family, and cultural activities pertaining to public transportation and its distinctive types of businesses, there are a range of businesses representing the arts, and decorative goods near the Plan Area. Organizations — Black Repertory Group, Sun Players, and arts. Performative performances in the community. Art galleries and artists work in close collaboration.

- **Outdoors and Markets.** The Adeline Corridor is home to the Berkeley Flea Market, a neighborhood institution established in 1975 that operates on weekends at the Ashby BART Station west parking lot, and the South Berkeley Farmers’ Market that has been operating on Tuesdays at its current Adeline and 62nd Street location since 2012. In addition, the five-block area of Adeline between Ashby and Alcatraz Avenues has also been home to the annual Juneteenth Festival since 1986 — a celebration that attracts visitors from all over the region and beyond.

- **Furnishings and Needlework Stores.** The area near the intersection of Ashby and Alcatraz is formally known as the “Antique Row.” There are also long-tenured stores such as Lacis Museum of Lace and Textiles, a well-known specialty store in lace and needlework for artisans and Stone Mountain & Daughters, a specialty fabric store that features classes, events, and exhibits. These stores attract customers from throughout the Bay Area and beyond.

- **Goods and Services.** A few long-standing businesses attract customers from areas beyond the Plan Area such as Berkeley Bowl, an iconic Berkeley business that is among the City’s largest private sector employers. Sports Basement is one of the largest retailers in the City. In the northern part of the Plan Area, new and long-standing auto dealerships contribute substantial sales tax revenue.

- **Non-Profits and Community Organizations.** In addition to public social service agencies, the Adeline Corridor is home to a wealth of non-profit community service organizations and churches that provide a range of services such as job training, legal assistance, housing, medical and mental health services, and banking/financial assistance for the community, including the homeless, low-income, seniors, youth, and disabled communities. Examples of these organizations include: the Drop-In Center, Healthy Black Families, Inter City Services, Ed Roberts Campus, East Bay Center for the Blind, Youth Spirit Artworks and Rebuilding Together.

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Existing plans, programs and regulations

There are a number of existing efforts to document, preserve, and build on the existing economic and community development assets in the Plan Area. These include community efforts as well as services offered by the City of Berkeley’s Office of Economic Development and its partners and others, including technical assistance and access to City programs to enhance marketing, and its partners and other local history initiatives. The City continuously evaluates ways to adjust market conditions and trends, and reduce barriers and costs for small businesses that want to expand, relocate, or open a second location in this area. With ongoing feedback and collaboration with the business community and the LBA, City staff will continue to submit recommendations for zoning modifications to support small businesses.

Small Business Association

This group of independent business owners and managers, along with other stakeholders, has existed for decades in various iterations, and has been meeting monthly for several years. In 2014, the group took critical steps towards formalization, including electing officers and establishing a membership structure. In 2017, LBA adopted its own Lorin Business Association (LBA) economic development plan for the Adeline District and presented it to the City Council. In addition to establishing a regular forum for businesses and stakeholders, the group and implements other activities to support the neighborhood.

Marketing Berkeley’s Businesses

Marketing Berkeley’s Businesses (MBB) is a group of independent business owners, artists, and workers. MBB members share a concern about the accelerating pace of change in the neighborhood, local histories are in danger of being lost and economic development programs designed to attract visitors from Berkeley and beyond, will be aware and respectful of local history. During the Adeline Corridor planning process, a collection of oral history recordings and murals at Malcolm X Elementary School based on South Berkeley in the 90s. The City of Berkeley partners with business associations to enhance the visibility of small, independently-owned businesses. The City and its partners will periodically implement marketing and communications campaigns to highlight Berkeley’s independently-owned retail and services businesses, and promote Berkeley as a place for shopping, dining, and entertainment. In addition, Visit Berkeley is a destination marketing organization that helps attract visitors from around the globe. The City continuously evaluates ways to adjust market conditions and trends, and reduce barriers and costs for small businesses that want to expand, relocate, or open a second location in this area. With ongoing feedback and collaboration with the business community and the LBA, City staff will continue to submit recommendations for zoning modifications to support small businesses.

Small Business Education

The city continuously evaluates ways to adjust the market conditions and trends, and reduce barriers and costs for small businesses that want to expand, relocate, or open a second location in this area. With ongoing feedback and collaboration with the business community and the LBA, City staff will continue to submit recommendations for zoning modifications to support small businesses.
Workforce Development

The City’s Health, Housing, and Community Services Department also pursues strategies to increase livable wage employment opportunities by supporting related community services and working with public and private regional partners. The City has supported local workforce development organizations to provide training, education and job placement for low-income, under-employed, and unemployed residents. These include:

- **Inter-City Services.** Located on Adeline Street in the Plan Area, provides employment, training, and education.
- **Youth Spirit Artworks.** Located on Alcatraz Avenue provides art-related jobs and job training for homeless and low-income San Francisco Bay Area youth, ages 16-25.
- **Biotech Partners.** Operates the Biotech Academy at Berkeley High School, targeting youth from under-represented populations (African American, Latino, South East Asian, female and low-income youth) and those who may be in the fields of science and biotechnology at risk of not graduating from high school.
- **The Bread Project.** Located on University Avenue, provides training in culinary arts and bakery production, and includes the formerly incarcerated and refugees as their target population. They operate a social enterprise (wholesale bakery) that creates opportunities for trainees to obtain crucial on-the-job experience.
- **Rising Sun Energy Center’s Green Energy Training Services (GETS).** Provides pre-apprenticeship training for the building and construction trades and careers in green and clean technologies, including solar installation, through classroom and hands-on training.

ECONOMIC OPPORTUNITY GOAL: Foster economic opportunity for South Berkeley residents and businesses by facilitating job training and workforce development opportunities, active community spaces, and a thriving environment for commerce along the Adeline Street/South Shattuck Corridor.

5.1 EXISTING BUSINESS RETENTION AND EXPANSION

Continue to strengthen and maintain existing businesses and non-profits by providing financing assistance, case management, consulting, and other relevant services.

Helping existing businesses survive and grow is a vital strategy to preserve the unique and eclectic character of the Adeline Corridor and ensure its continued economic success. This is particularly important as many of the longtime businesses along the Adeline Corridor are micro- and very small businesses or non-profits that face increasing rents and a changing market for their products and services.

Berkeley’s Office of Economic Development (OED) currently provides a range of services to existing and prospective Berkeley businesses, including offerings that help businesses better understand and navigate City processes, as well as connecting potential business operators with commercial real estate brokers, training, networking, and loan/grant opportunities. OED will continue to offer these services and partner
Explore the potential to establish Business Improvement District(s) or similar entity.

A Business Improvement District is an independent non-profit organization funded primarily through property-owners and/or business owners who agree to assess (or tax) themselves an amount that is proportional to a defined set of capital improvements and/or services (beyond those that the City provides). A BID would provide a management entity with reliable resources and transparency requirements (e.g., a Board, work plan and budget) that has a unified voice. This increases a District’s clout and ability to work effectively with the City and other civic and social organizations within the community. A BID could be the lead for a number of the strategies in this chapter to: operating “ambassador programs” (where BID’s hire staff who usually wear distinctive uniforms, for safety, cleaning, hospitality, outreach, and landscaping services), clean-up and beautification programs, District marketing and promotions, and volunteer coordination and special events.

The concept of a BID has been critical to the success of numerous commercial corridors in Berkeley including: Downtown Berkeley (whose business district now includes the northern portion of the Adeline Corridor from Dwight Way to Carleton Street), North Shattuck, Telegraph, Solano, and Elmwood. A BID could be an effective mechanism to provide property and business owner services and funding to supplement City services. A BID could include the entire Plan Area or a subsection of the Area.

Because approval of a BID requires a majority vote (with votes weighted by the calculated benefit to the property or business), an important first step is for the community to demonstrate that there is support among property owners and business owners to form such a District.
BUSINESS IMPROVEMENT DISTRICTS (BIDS)

BID formation is a multiple step process that includes preparation of a study and engineer that identifies the type of district, its geographic boundaries, activities and budget. Both business-based and property-based BIDs must be formed through City Council by adoption of an ordinance. Both require a public hearing and written resolution. If approved by a majority of businesses, the BID is established and a management board is formed. Types of improvements and activities to be financed are specified at a public hearing. Assessments can be property-based and/or business owner-based. The amount and methodology of assessment is determined by the business and property owners subject to the assessment. By law, the amount of each assessment is equal to the services or physical improvement being provided. Assessment must be relative to improvement costs and services provided.
5.4 Flea Market and Farmers Market

5.5 New Businesses and Uses

- Community meeting spaces
- Health center
- Medical and studio space
- Gyms and fitness centers
- Food trucks
- Breweries
- Specialty retail stores
- Food and beverage services, including restaurants and cafes
- Office space, including co-working and shared office space
- Space for artists
- Specialty retail stores
- Medical and dental clinics
- Food trucks
- Special event venues and performance spaces
- Family-oriented entertainment
- Theaters
- Historic preservation

The Flea Market and Farmers Market have been operating in the parking lot of the Ashby BART station for over 20 years. The Flea Market is a popular destination for both locals and visitors, attracting a diverse crowd of shoppers and vendors. The new public plaza/market space would serve as a regional draw that attracts many of the area's most vulnerable populations, enhancing what the community already values. The Flea Market provides a marketplace for micro-businesses and an important historical and contemporary social gathering space for South Berkeley's Black community and people of color. The Flea Market creates a regional draw that attracts many of the area's most vulnerable populations, while promoting important goals like health, wellness, and equity across the life span. The AAHRC provides services for an array of educational issues, legal matters, and program services for cultural, social, and recreation needs.
5.7 PLACEMAKING

Ensure private and public realm improvements and programming enhance the identity of the Corridor and the pedestrian and retail environment.

Arts, culture, and placemaking can fuel creativity and innovation, stimulating the local economy and strengthening civic engagement. A more distinctive and active private and public realm would encourage more residents and visitors to come to the Corridor for shopping, dining, and cultural experiences. Programming and improvements should be designed to complement and support Plan Area businesses, non-profits, artists, and other ground floor commercial spaces and users. Examples of private and public realm improvements and programming are provided below. Chapter 7 of this Specific Plan includes additional detail about design and programming for public space along the Adeline Corridor.

• History and Heritage. The Adeline Specific Plan Area is a diverse community known for its African-American and Japanese-American heritage and history. It also is known for once being part of the Key Route System and civic activism around undergrounding the BART track and civil rights. Economic development efforts should commemorate, preserve, and enhance this cultural and historic identity. Examples of policy-based strategies to promote cultural or historic identity include establishing a cultural or historic district, such as the Lorin Historic District, to enhance and promote the cultural identity of the Area.

• Public Art. Building on the existing murals, sculptures and wealth of artists and art organizations in the Area, an Adeline Corridor public art program could include temporary and permanent installations, and

• Storefront and Building Design. Attractive storefronts, that have a great degree of transparency and visual impact and stimulate foot traffic, and buildings that have a distinct architectural style create a positive visual impact and stimulate foot traffic. The Area also has a rich building stock of historic buildings that are part of the neighborhood's unique character and appeal. Chapter 3 of this Specific Plan includes additional detail about design guidelines that enhance neighborhood character and support pedestrian activity in retail areas.

• Visual Gateways. The Corridor is an entry point to the Cory Park District and to the City, as well as a gateway to the Downtown Area and to the Bay Bridge. Design treatments should be installed to visually reinforce this important identity to passersby.

• Storefront and Building Design. Attractive storefronts, that have a great degree of transparency and visual impact and stimulate foot traffic, and buildings that have a distinct architectural style create a positive visual impact and stimulate foot traffic. The Area also has a rich building stock of historic buildings that are part of the neighborhood's unique character and appeal. Chapter 3 of this Specific Plan includes additional detail about design guidelines that enhance neighborhood character and support pedestrian activity in retail areas.

5.6 BRANDING AND MARKETING

Provide marketing, branding, and social media support. A comprehensive marketing strategy can help create a unique identity, which can be a powerful economic tool that communities, merchants, and business associations can use to attract tenants and customers. Cohesive signage, art, streetscape elements, social media campaigns (e.g., digital ads, blog posts, online promotions) would help establish the intent, image, and reputation of place for the Adeline Corridor, supporting the Corridor's rich cultural and historical elements. The Corridor's mobile app could be used to provide information and cultural assets, local businesses, and art attractions.
5.8 WORKFORCE DEVELOPMENT

Explore development of a targeted hiring program.

The City has a number of existing hiring programs and requirements. These include Community Workforce Agreements, the First Source Program and the Housing and Urban Development Department's Section 3 program. The City should explore building on these programs to develop a targeted hiring program that requires new businesses in the Adeline Corridor to hire a required percentage local resident that meet defined criteria for construction and non-construction jobs. Examples of criteria that could be used include: low income and/or formerly incarcerated, chronically unemployed or homeless or paying more than 50% of income for shelter, formerly in foster care, lacking a GED or high school diploma, a custodial single parent, receiving public assistance or a US Veteran. Exploration of such a program would include analysis of options to administer, monitor and enforcement mechanisms, as well as potential for linkages to job training programs.
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Street design must meet the needs of people walking, driving, cycling, and taking transit, all in a constrained space. The best street design also adds driving to the value of businesses, offices and schools located along the roadway."

NACTO URBAN STREET DESIGN GUIDE, NACTO (NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS)

CONTEXT
Transportation has both shaped and divided the Adeline Corridor throughout its history. Commercial districts of the Key Route in the 20th Century, and the Ashby Key Route 1970s removed homes, disrupting an African American cultural, business, and community life. A legacy of this extraordinary width: at its 280 feet wide. The Plan Area is 160 street width with multiple travel and turn lanes that are 12 feet or more in width. Both streets have multiple travel and turn lanes that are 12 feet or more in width. They serve important local, citywide, and regional mobility functions, and have a range of users including pedestrians, cyclists, transit vehicles, and automobiles. They also accommodate trucks that deliver goods. In addition to BART system infrastructure, there are also important City utilities beneath many of the streets.

This chapter describes the past and current transportation context for the Adeline Corridor, including existing plans and policies that govern the many layers of transportation planning for the area. It provides overarching policies, a long-term, transformative vision for redesigning the right-of-way, and interim multi-modal transportation improvements that are implementable in the nearer-term. Opportunities for public right-of-way uses other than transportation, such as public space for parks, plazas and/or green infrastructure, are discussed in Chapter 7. All design illustrations in this chapter are conceptual, and will require continued design, engineering, and coordination with local agencies and community stakeholders as they are implemented in the future.

The diagram at left shows how increased vehicle speed reduces the likelihood that drivers will see pedestrians, bicycles, or other vehicles around them. It also increases the chance of pedestrian fatality or major injury if there is a collision. The posted speed on Adeline Street is 25 miles per hour, though the wider lane widths and overall street widths mean many cars go much faster.
and more reliably on key transit corridors. The study's goal is to improve customer satisfaction and increase ridership.

The study was coordinated with ACTC's Bicycle Plan (2017)
The City of Berkeley adopted its most current Bicycle Plan in 2017. The Bikeway Network Map includes the existing bicycle lanes on Adeline Street between Stuart Street and Woolsey Street, and the Bicycle Boulevards along Russell Street, Milvia Street, and King Street adjacent to the Plan Area (see Figure 6-14). The proposed vision for bikeways includes a low-stress network of cycle tracks on Adeline Street and Shattuck Avenue and new bike boulevards on Derby Street and Prince-Woolsey Street in the Plan Area.

Climate Action Plan (2009)
As part of its focus to address climate change and reduce greenhouse gases in Berkeley, the Climate Action Plan includes several policies and programs to encourage active transportation, such as bicycling and walking, and transit use; it also seeks to discourage single-occupancy automobile use through value-priced parking strategies.

Complete Streets Policy and Principles (2013)
On December 11, 2012, Berkeley City Council adopted a Complete Streets Policy (Resolution 65,978-N.S.) to guide future street design and repair activities. “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families.

Pedestrian Master Plan (2010)
Adopted in 2010, the Pedestrian Master Plan guides the development and enhancement of the pedestrian environment within the City of Berkeley. The Plan includes goals and policies that are consistent with those in the General Plan, defines the existing pedestrian network within the City, and provides a list of recommended projects and programs to improve pedestrian accessibility and safety in Berkeley. At the time of this Plan's writing, an update of the City's 2012 Pedestrian Master Plan is underway and scheduled to be completed in July 2019.

Street Repair Program
Berkeley maintains a rolling 5-Year Street Rehabilitation Plan for paving and reconstructing City streets. The Plan is generated with the aid of a sophisticated Pavement Management System developed by the Metropolitan Transportation Commission. The Plan was most recently updated for Fiscal Years 2018 and 2019 by Resolution 68,279-N.S. adopted by Council on December 19, 2017. The Street Rehabilitation and Repair Policy created by Resolution 55,384-N.S. and updated by Resolution 64,733-N.S. to include permeable paving, contains the basic criteria for developing the plan.

Truck Routes
Designated truck routes for trucks over seven tons are found on Shattuck Avenue, Adeline Street, Martin Luther King Jr Way between Adeline Avenue (62nd Street) and south city limits, and Ashby Avenue in the Plan Area. The heavy truck route network within Berkeley is defined in Berkeley Municipal Code (BMC) Section 14.56.060.

Other Relevant Agencies
There is an ongoing need to coordinate with additional regional and state agencies such as:

- Alameda-Contra Costa Transit (AC Transit). Alameda-Contra Costa Transit (AC Transit) completed a Major Corridors Study report in 2016 to identify infrastructure investments that will help buses run faster...
CHAPTER 6: TRANSPORTATION

6.2 STREET RIGHT-OF-WAY DESIGN

TRANSPORTATION GOAL: Provide safe and equitable transportation options that meet the needs of all residents, regardless of age, means, and abilities, and that further the attainment of the City's greenhouse gas reduction goals.

LONG-TERM + INTERIM IMPROVEMENTS

Policy 6.2 “Street right-of-way” describes a long-term concept for major redesign of the street right-of-way. Subsequent policies in this chapter describe other improvements that could be implemented in the interim before the long-term concept is fully realized.

The long-term right-of-way design is conceptual and is anticipated to undergo continued refinements and improvements. The City of Berkeley has adopted a “Complete Streets” policy that applies citywide. Adeline Street presents an exciting opportunity to implement complete streets principles on a large scale and to “re-imagine” the street so it functions safely for multiple modes of transportation, while providing more public space for recreation, relaxation, socializing, and civic life (see Chapter 7 Public Space). The right-of-way redesign also supports other community goals, such as providing more sustainable infrastructure and green space, enlivening the street to support commerce and economic activity (see Chapter 5 Economic Opportunity), and creating potential sites for new community facilities or affordable housing (see Chapter 4 Housing Affordability).

The redesign concept is a refinement of street and public space concepts initially presented at the Re-Imagines Adeline public exhibit in 2017, and further refined and presented at a community workshop and online survey in 2018. It reflects community feedback received throughout the Adeline planning process, as well as detailed analysis of issues like emergency access, intersection alignment, bicycle and pedestrian facilities, and the location of underground utilities and the BART tunnel.

Adeline Street presents an exciting opportunity to transform a street that is currently very auto-oriented, challenging for pedestrians and bicyclists, and lacking in usable public space. Figure 6-1 provides a long-term redesign concept for the Adeline Street right-of-way, as well as a portion of Shattuck Avenue. The concept is the result of extensive community feedback to “re-imagine” the street so it functions safely for multiple modes of transportation, while providing more public space for recreation, relaxation, socializing, and civic life (see Chapter 7 Public Space). The right-of-way redesign also supports other community goals, such as providing more sustainable infrastructure and green space, enlivening the street to support commerce and economic activity (see Chapter 5 Economic Opportunity), and creating potential sites for new community facilities or affordable housing (see Chapter 4 Housing Affordability).

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Figure 6-1 Long-Term Right-of-Way Design Concept Key Map

View of the proposed Adeline Corridor as well as accompanying street section deployment and staging space for ladder facades and no farther from building than 30 feet).

Figure 6-4 Street Section

Location of Figure 6-4 Street Section

LEGEND

Public Space Opportunity Area
for additional details.
Sidewalk
Landscaped medians and
2-Way Cycle Track (Class 4 Bikeway)
1-Way Cycle Track (Class 4 Bikeway)
Proposed Bike Blvd
Existing Bike Blvd
Low-speed drive aisles for access to properties, parking, and drop off zones, as well as for Fire Dept vehicles
Trees (denoting rows of trees rather than individual locations)

Detailed design of pedestrian and bicycle treatments at intersection as well as additional opportunities to increase the amount and diversity of usable public space including parks, plazas, outdoor markets such as the Berkeley Flea Market and the South Berkeley Farmers’ Market, or potentially for accessible housing.

Area subject to further re-evaluation during future planning and design phases, including street programming, or configuration of community-oriented facility or a community-oriented facility.

Opportunity Area for potential public space and/or development (additional study required).

The right of way concept and alignment not shown will occur during future planning and design phases. Refer to Chapter 6.3 “Intersection Design” for additional details.

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ADELINE CORRIDOR SPECIFIC PLAN

Street Section

Figure 6-6 Street Section

Location of Figure 6-6 Street Section

Additional objectives and requirements and objectives. These objectives are supported by a detailed review and refining as the plan concept is implemented in the future.

Accommodate emergency vehicles. Maintain the Corridor’s function as a primary route for emergency vehicles and fire trucks, including the current requirements for a 26-foot clear fire lane space (including hose deployment and staging space for ladder trucks, with fire lane parallel to building facades and no farther from building than 30 feet).

Provide buffers between public space and traffic. Increase safety and comfort for pedestrians and users of public spaces by including landscape buffers, low fences/railings, bollards, and other buffers between public space and moving traffic.

Curbside management. Balance the needs of all users with the growth of transportation network companies (TNCs) or “ride hailing services,” as well as other shared-use mobility providers.

Identify opportunities to repurpose excess right-of-way for useable public space or development. Identify opportunities to increase the amount and diversity of usable public space including parks, plazas, outdoor markets such as the Berkeley Flea Market and the South Berkeley Farmers’ Market, or potentially for development of affordable housing and/or community facilities (see Chapter 4 Housing Affordability and Chapter 7 Public Space).

Trees. Increase the number of trees and tree canopy cover in the right of way. Avoid removal of healthy, mature trees. Any removal of trees should be offset by a net increase in trees and tree canopy cover across the right of way.

- Pedestrian comfort and safety. Increase safety and comfort for pedestrians of all ages and abilities, including pedestrians accessing businesses, services, and residential uses along Adeline.

- Access for those with disabilities. Comply with and exceed requirements included in the Americans with Disabilities Act (ADA) and guidelines for the California Access to Public Rights-of-Way Act (CAPROWA).

- Low-stress, “family-friendly” bicycle facilities to accommodate bicyclists of all ages and riding abilities to continue connecting along Adeline Street.

- Bicycle network. Connect to and enhance bicycle network, including the Berkeley Bike Network, as well as other bicycle facilities.

- Non-motorized travel. Enhance pedestrian and bicycle facilities to align with the design criteria/standards for pedestrian and bicycle facilities and to increase the amount and diversity of usable public space including parks, plazas, outdoor markets such as the Berkeley Flea Market and the South Berkeley Farmers’ Market, or potentially for development of affordable housing and/or community facilities. 

- Safety. Improve pedestrian and bicycle transportation at the intersections of Adeline and major thoroughfares including 60th Street, Ashby Avenue, MLK Jr. Way, and Stanford/MLK.
SUMMARY OF DESIGN DETAILS BY SUBAREA

Proposed improvements along South Shattuck include the following key features and design elements:

- **Eliminate Medians and Consider Back-In Angled Parking.** Elimination of the existing side medians between travel lanes and the parking access aisle, and consider the conversion of angled parking to back-in angled parking.
- **Raised One-Way Cycle Track.** Raised one-way cycle track (Class 4, separated bikeway) on both sides of Shattuck Avenue.
- **Tree-lined Sidewalks.** Tree-lined sidewalks widened to 20 feet.
- **Ingress and Egress Accommodations.** Design the intersection of Shattuck Avenue and Derby Street to accommodate all ingress and egress needs of the Fire Station located at the northwest corner of the intersection while still improving conditions for people walking across Shattuck at this intersection.
**NORTH ADELINE (ADELINE STREET BETWEEN SHATTUCK AND ASHBY)**

The right-of-way concept for North Adeline, between Shattuck Avenue and Ashby Avenue, is consistent with a design that makes Adeline an attractive street for businesses and residents, and better serves by parks and public spaces. The key element of this right-of-way concept is the provision of public space along one side of North Adeline along with low-speed environments for cars, it should be constructed using a paving material that is different from regular asphalt. In addition, the entry and exit points of the drive aisle should be raised above the adjoining roadway surfaces on Adeline and cross streets by up to 3 inches.

- **Back-in Angled On-Street Parking.** Back-in angled on-street parking along one-lane drive aisle on west side of the street at commercial uses (north of the Ashby intersection to approximately Russell Street)
- **Parallel On-Street Parking.** Parallel on-street parking on east side of the street.
- **Raised One-Way Cycle Track.** Raised one-way cycle track (Class 4, separated bikeway) on east side of Adeline has a beveled curb so that its width can be included in the 26-foot clear space required for fire access.
- **Two-Way Cycle Track.** Two-way cycle track on west side of street between Russell Street and Ashby Avenue establishes convenient connection between the existing Russell Street and Milvia Street bicycle boulevards to Ashby BART to the south of Ashby Avenue.
- **Tree-lined Sidewalks.** 13-foot and 16-foot wide, tree-lined sidewalks on the west and east side of Adeline, respectively.
- **Senior Housing Access Needs.** On streets adjacent to senior housing, street configuration should take into account loading and unloading, emergency vehicle access, and bus access that doesn't block vehicle, bicycle, or pedestrian access.

Low-speed drive aisles for access to properties, parking, and other uses along western edge of Adeline. Drive aisle includes parking, one narrow vehicular travel lane, and a raised cycle track, all below the speed limit. To further convey that the drive aisle is a low-speed environment for cars, it should be constructed using a paving material that is different from regular asphalt. In addition, the entry and exit points of the drive aisle should be raised above the adjoining roadway surfaces on Adeline and cross streets by up to 3 inches.

**Public Space Opportunity Area:** may include landscaped areas, plazas and programmed events. See Chapter 7 Public Space for additional details.

**Perpendicular Alignment of Intersection.** A more perpendicular alignment of the intersection at Adeline and Shattuck Avenue, to Ashby BART to the south of Ashby Avenue. The median is paved and wide, tree-lined sidewalks on the west and east side of Adeline, respectively.

**Local Drive Aisle.** A local drive aisle provides access to businesses, residences, and other uses along western edge of Adeline. Drive aisle includes parking, one narrow vehicular travel lane, and a raised cycle track, all below the speed limit. To further convey that the drive aisle is a low-speed environment for cars, it should be constructed using a paving material that is different from regular asphalt. In addition, the entry and exit points of the drive aisle should be raised above the adjoining roadway surfaces on Adeline and cross streets by up to 3 inches.
3. ASHBY BART (ADELINE STREET BETWEEN ASHBY AND MARTIN LUTHER KING JR. WAY)

The redesign of this segment of Adeline Street (Figure 6-5), which runs adjacent to the Ashby BART Station between Ashby Avenue and MLK Jr. Way, is intended to improve access for all transportation modes while supporting new public space opportunities at the BART Station and in the street right-of-way. This street segment links the major intersections of Adeline at Ashby and Adeline at Martin Luther King Jr. Way. Design of this segment will need to be coordinated with the design of these intersections and redevelopment of the Ashby BART sites (see Policy 3.7 and Policy 6.3 Intersection Design for more information). The proposed typical cross-section for this segment, consistent with the long-term right-of-way concept, is shown in Figure 6-6. Important design features include:

- **Eliminate Existing Median.** Existing median is eliminated to narrow the curb-to-curb street width and support temporary closures of the street for public events, including a potential future site for the Berkeley Flea Market and/or the South Berkeley Farmers’ Market (see Chapters 5 and 7 for more information about public space programming and the markets). To further convey that the roadway is used for special events, it should be constructed using a paving material other than regular asphalt.

- **Raised Two-Way Cycle Track.** Raised two-way cycle track (Class 4, separated bikeway) on the westside of Adeline continues two-way cycle track north of Ashby and establishes direct and convenient connection between existing bicycle boulevards on Russell and Milvia Streets, and proposed bicycle boulevard on Woolsey Street.

- **Raised One-Way Cycle Track.** Short segment of one-way raised cycle track on east side of Adeline continues two-way cycle track north of Ashby and establishes direct and convenient connection between existing bicycle boulevards on Russell and Milvia Streets, and proposed bicycle boulevard on Woolsey Street.

- **Perpendicular Alignment of Intersection.** The intersection of Adeline and MLK Jr. Way is aligned perpendicular to the street.

- **Connected Tree-lined Sidewalks.** Trees are integrated with the street right-of-way concept, providing shade and pedestrian comfort.

- **Parallel On-Street Parking.** Parallel on-street parking on both sides of the street.

- **On-Street Parking, Sidewalk, and Cycle Track.** On-street parking, sidewalk, and cycle track on the west side of Adeline can be adapted as necessary to allow use of sidewalk to also function as bus boarding and transit passenger area.

- **Open Space.** Open space is provided for pedestrians and bicyclists.

- **Walk and Sidewalk.** Sidewalks are widened and tree-lined to provide pedestrian comfort and connections to future development.

- **Bollard.** Bollards are provided for pedestrian safety.

- **Landscape Buffers.** Landscape buffers are provided to soften the street right-of-way.

- **Median.** Median is eliminated to narrow the curb-to-curb street width.

- **Travel Lane.** Travel lane is provided for vehicular traffic.

- **Walkway.** Walkway is provided for pedestrians.

- **Bike Lane.** Bike lane is provided for bicyclists.

- **Parking.** Parking is provided along the street.

- **Low Fence/Railing.** Low fence/railing is provided for pedestrian safety.

- **Back-In Angled Parking.** Back-in angled parking is provided for convenience.

- **Median Travel Lane.** Median travel lane is provided for vehicular traffic.

- **Travel Lane.** Travel lane is provided for vehicular traffic.

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- **Travel Lane.** Travel lane is provided for vehicular traffic.
Figure 6-5 ASHBY BART- Long-term ROW Design Concept

Location of Figure 6-6

Street Section

10' 12' 11' 5' 5' 7' 10'

Figure 6-6 Adeline at Ashby BART Proposed Street Section (Adeline between Ashby and MLK)

Legend

- Public Space Opportunity Area: may include landscaped areas, plazas and programmed events. See Chapter 7 Public Space for additional details.
- Sidewalk
- Landscaped medians and buffer
- 2-Way Cycle Track (Class 4 Bikeway) (Occurs on West side between Russell Street and MLK Jr. Way)
- 1-Way Cycle Track (Class 4 Bikeway)
- Proposed Bike Blvd
- Existing Bike Blvd
- Low-speed drive aisles for access to properties, parking, and drop off zones, as well as for fire dept vehicles
- Trees (denoting rows of trees rather than individual locations)
- Detailed design of pedestrian and bicycle treatments at intersection not shown, will occur during interdesign phases. See Section 6.5 “Pedestrian Circulation” and Section 6.5 “Bicycle Facilities” and Section 6.3 “Intersection Design” for additional details.
- Area subject to further refinement and/or assessment of options during future planning and design phases, including street alignment, intersection geometry, public space design and programming, or configuration of opportunity area for community-oriented facility or affordable housing
- Opportunity Area for potential public space and/or development (additional study required)

The right of way concept and circulation pattern, including location of driveways, bus stops, and passenger loading areas will undergo further review and refining as the plan concept is implemented in the future.

Location of Figure 6-6

Street Section
• Raised One-Way Cycle Track. Raised one-way cycle track (Class 4, separated bikeway) on both sides of Adeline, and continuing on toward Stanford Avenue to connect to the buffered bike lanes on Adeline Street in Oakland. Portions of cycle track alongside medians and access aisles have beveled curbs so that their width can be included in the 26-foot clear space required for Fire Department access.

• Perpendicular Alignment of Intersection. Perpendicular realignment of the intersection of Adeline/MLK Jr. Way/Stanford Avenue, which improves intersection safety for all modes of transportation and creates an opportunity area for a major public space, community-oriented facility, or affordable housing. See Policy 6.3 Intersection Design for more information about this location.

• Landscaped Medians. Narrower median can include trees with a narrower columnar leaf canopy; wider medians can include trees with a larger canopy.

• Sidewalks. Drive aisle-facing sections of sidewalk kept clear of vertical objects for Fire Department access.

• Median Potential. The median at the currently unsignalized intersections at Fairview and Harmon Streets can accommodate a future dedicated left-turn lane if needed.

• Dedicated Left-Turn Lanes. Dedicated left-turn lanes maintained in the north and southbound directions at the intersection of Adeline Street and Alcatraz Street.

### Table 6.1 South Adeline Right-of-Way Design Standards

<table>
<thead>
<tr>
<th>Location</th>
<th>Between Fairview and Alcatraz</th>
<th>Between Alcatraz and Oakland City Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>14-foot wide tree-lined sidewalks</td>
<td>8-foot wide tree-lined sidewalks along Adeline travel lanes; 20-foot wide tree-lined sidewalks along building frontage</td>
</tr>
<tr>
<td>No on-street parking along Adeline; back-in angled parking along</td>
<td>No on-street parking along Adeline; angled parking along western</td>
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</tr>
</tbody>
</table>
6.3 INTERSECTION DESIGN

Develop and implement improved multi-modal designs for key intersections, prioritizing safety, multi-modal access, public space, and community use of public land.

The design of intersections plays a key role in making a street safer and more convenient for all travel modes. The long-term right-of-way concept plan shown in Figure 6-1 depicts the generalized alignment of curbs at intersections and intersection alignments. Details of these conceptual intersection alignments are described below for the following key intersections:

1. SHATTUCK AND ADELINE
2. ADELINE AND ASHBY
3. ADELINE AND MARTIN LUTHER KING JR. WAY
4. ADELINE/MARTIN LUTHER KING JR. WAY AND STANFORD

The further refinement of intersection improvements in the Plan Area should be guided by established best practices for multi-modal and complete streets, as well as Bikeway Design Guidelines of Berkeley guidance.
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CHAPTER 6: TRANSPORTATION

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1. SHATTUCK AND ADELINE

The existing complex conditions at the intersection of Shattuck Avenue and Adeline Street are challenging for pedestrians, bicyclists, and drivers alike. Several bicycle injury accidents have occurred here in recent years. These challenging conditions include an unsignalized, high-volume southbound right-turn lane from Shattuck Avenue onto Adeline Street, the angled alignments of Shattuck and Adeline, and the presence of a merge lane on Shattuck Avenue just south of the intersection. Curb bulbouts were recently added at the Shattuck pedestrian crossing on the east side of the street in association with the development of the Berkeley Honda site.

Figure 6-9 shows the potential realignment of the intersection of Shattuck and Adeline, consistent with the potential street design shown in Figure 6-1 (Long-term Right-of-Way Concept). This design brings the two streets into a more perpendicular alignment to improve pedestrian crossing safety, reduce vehicle turning speeds, and provide additional usable public space around the intersection. This intersection concept is compatible with the Adeline drive aisle and side median shown in the Long-term Right-of-Way Concept.

2. ADELINE AND ASHBY

The large volumes of vehicles, angled street alignment, lengths of pedestrian crosswalks, and lack of comfortable pedestrian refuges all make this signalized intersection one of the most challenging in the Plan Area. This is evidenced by the relatively high number of pedestrian injury accidents that have occurred at and in the immediate vicinity. This intersection is also a major pedestrian access point to the Ashby BART Station, including transit riders using bus stops across Ashby from BART.

A concept for the realignment of the intersection of Adeline Street and Ashby Avenue is shown in Figure 6-10, consistent with North Adeline Long-term Right-of-Way Concept shown in Figure 6-1. This concept includes better conditions for people walking and cycling at this intersection through a reduction in the number of lanes, a tightening of curb radii, and the introduction of curb extensions and comfortable median refuges. All proposed future improvements at this intersection will require coordination with and approval by the designated state agency.

Existing conditions at the intersection of Adeline and Ashby.

Design concept for the intersection of Shattuck Avenue and Adeline Street, consistent with North Adeline Long-term Right-of-Way Concept (Figure 6-1). See Figure 6-1 for map legend. The design will be refined in the future with additional engineering and design details.

Design concept for the intersection of Adeline and Ashby.

Design concept for the intersection of Shattuck Avenue, consistent with North Adeline Long-term Right-of-Way Concept shown in Figure 6-1. See Figure 6-1 for map legend. The design will be refined in the future with additional engineering and design details.

Figure 6-10 Intersection of Adeline and Ashby
ADELINE AND MARTIN LUTHER KING JR. WAY

Similar to the intersection of Shattuck Avenue and Adeline Street and the existing signalized intersection of Adeline Street and Martin Luther King Jr. Way, conditions at the existing signalized intersection of Adeline Street and Martin Luther King Jr. Way are challenging for people walking and cycling. Several bicycle injury accidents have occurred here in recent years. Challenges include significant geometric issues, an unsignalized, wide southbound slip lane from Adeline Street onto northbound MLK Jr. Way, the angled alignments of Adeline and Martin Luther King Jr. Way, and the lack of a pedestrian crossing on one side of the intersection where Fairview crosses Adeline.

The realignment of the intersection of Adeline and MLK Jr. Way shown in Figure 6-11 (and consistent with the Long-Term Right-of-Way Concept in Figure 6-1) brings the northern leg of Adeline into a more perpendicular alignment while providing an improved bicycle crossing and access to BART.

5. ADELINE/STANFORD AVENUE

Similar to the other major intersections, the intersection of Adeline Street with Stanford Avenue poorly accommodates people walking and cycling in its existing condition. Challenges include the large number of travel lanes on Martin Luther King Jr. Way, the high number of travel lanes on Adeline, and the lack of a bicycle crossing across the northern leg of Adeline Street. The intersection also does not accommodate bicyclists, and lacks a connection to the existing buffered bicycle lanes on Adeline Street as it continues into Oakland.

The realignment of the intersection of Adeline/Martin Luther King Jr. Way and Stanford shown in Figure 6-12 is consistent with the Long-Term Right-of-Way Concept in Figure 6-1, which brings the Stanford leg of the intersection into a more perpendicular alignment. This perpendicular alignment improves safety, improves sight lines for all users, slows vehicle turning speeds, and opens up additional space around the intersection that could be used for uses other than vehicle movement.

Adeline Street is also shared by train tracks, which signiﬁcantly impacts the triangular area in which the South Berkeley Farmers’ Market is held today. This creates a major opportunity for public space that can accommodate the spatial needs of the Farmers’ Market. It remains at this location in Figure 6-4, Chapter 3, Policy 4.1, while an alternate location is being studied. The location also can accommodate other programmed public space facilities and programming. There is also the potential that the additional space could be used for community-oriented housing. However, this requires further study regarding development and other legal issues, etc.

The final design may include variations to the design and programming.
6.4 UNIVERSAL ACCESSIBILITY

Encourage universal accessibility improvements along the corridor, and continue to work with the community to identify priority locations for improvements for those with disabilities.

The City of Berkeley strives to be a leader in providing accessible public facilities. Providing safe and accessible streets, sidewalks, and public spaces helps support an inclusive community and promotes safety and independence for seniors and those with disabilities. The Adeline Corridor is a particular priority for designing for those disabilities, given the presence of the Ed Roberts Campus, the Ashby BART Station, the East Bay Center for the Blind, multiple service providers and non-profits, senior housing projects, and other important destinations and facilities regularly used by those with a wide range of abilities.

The overarching goal is to improve accessibility throughout the Plan Area’s public right-of-way. This will be done through the design of crosswalks, curb ramps, pedestrian signals, and other features that provide ease of access for wheelchairs and people with disabilities. When designing improvements to the pedestrian right-of-way, the City should consult with accessibility and other special needs groups to prioritize improvements and ensure that all needs are accommodated.

Universal design features implemented include audible pedestrian signals, accessible curb ramps, and other crossing improvements. Pedestrian Improvements for audible pedestrian signals and accessible curb ramps include Adeline at Alcatraz, and other large, busy intersections along the corridor.

Around senior housing, particular consideration should be made to ensure adequate parking for people with disabilities is available.
6.5 PEDESTRIAN CIRCULATION

Improve pedestrian facilities and amenities that create a safe and attractive environment that encourages walking and accommodates increased pedestrian activity.

While there is already a network of continuous pedestrian facilities and connections, there are still many opportunities to improve pedestrian circulation:

- Reducing street crossing distances
- Lengthening pedestrian crossing signal times
- Increasing pedestrian visibility
- Reducing speeding
- Eliminating existing and minimizing future driveways and curb-cuts along key pedestrian routes.

For example, crossing improvements are not only important where the crossing distance is very large, such as at Ashby Avenue, but also at secondary intersections with long crossing distances and heavy pedestrian activity, such as at Derby, Russell, and Fairview Streets. Recommended interim improvements include high visibility crosswalks, curb extensions or bulb-outs, pedestrian signals or beacons, and median pedestrian refuge islands. There are also near-term opportunities along Adeline to improve signal timing, which could reduce waiting times and improve traffic flow.

Off the Adeline and Shattuck Corridors and within adjacent neighborhoods, traffic calming measures could include new stop signs, chicanes, speed humps, special striping or textured pavement, diverters, turn restrictions, or traffic circles on certain streets. These treatments are typically not appropriate for major arterials like Adeline, Ashby, or Alcatraz, but are important strategies for improving pedestrian connections between the Adeline Corridor and surrounding neighborhoods.
### Table 6.2 Summary of Recommended Interim Pedestrian Improvements (as shown in Figure 6-13)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Bulb-outs</th>
<th>Signal or Beacon</th>
<th>Median</th>
<th>Additional Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwight Way</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>Blake St</td>
<td>X</td>
<td></td>
<td>X</td>
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<tr>
<td>3DUNHU6W</td>
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<tr>
<td>Carleton St</td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td>Derby St</td>
<td></td>
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<td>X</td>
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<td></td>
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<tr>
<td>W (south of Russell)</td>
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<td>Ashby Ave</td>
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<tr>
<td>Oregon St</td>
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<td>Russell St</td>
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<td>Ward St</td>
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<td>Stuart St</td>
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<td>Russell)</td>
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<td>Fairview St</td>
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<td>Harmon St</td>
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<td>Alcatraz Ave</td>
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<td>Project Implementation</td>
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<td>Comprehensive Redesign</td>
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<tr>
<td>Bike station parking</td>
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**6.6 BICYCLE FACILITIES**

Focus bicycle facility improvements on Adeline and at locations where the Berkeley Bicycle Plan's existing and planned bicycle network crosses Adeline.

**BICYCLE NETWORK**

A continuous and connected bikeway system encourages non-motorized travel, provides recreational opportunities, and creates links to other modes of transportation, such as transit. Overall, the City should continue to implement new and improved bikeway facilities along and across the Adeline Corridor, consistent with the City's Bicycle Plan. Figure 6-14 Bicycle Network Improvements illustrates bicycle network improvements both in and around the Plan Area that should continue to be implemented as funding becomes available and as repaving occurs. These include:

- Converting Derby Street into a bicycle boulevard
- Converting Fulton Street into a bicycle boulevard
- Adding sharrows to Grant Street
- Converting Prince Street and Woolsey Street into bicycle boulevards
- Converting Alcatraz Avenue to the King Street bicycle boulevard to connect to existing City of Oakland bicycle lanes along Alcatraz.

The short-term priorities for this Specific Plan are to provide an interim protected bikeway along Adeline in conjunction with repaving projects (such as the planned repaving of Adeline between Shattuck and Ashby funded by the City's T1 Bond) and to improve bicycle crossings at the four locations where the bicycle network intersects Adeline Street. These four locations are at Derby Street, Russell Street, Woolsey Street, and Alcatraz Avenue, as shown in Figure 6-14.
BIKEWAY CLASSIFICATIONS

CLASS 1 BIKEWAY

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.

CLASS II BIKEWAY

Provides a striped lane for one-way bike travel on a street or highway.

CLASS III BIKEWAY

Provides for shared use with motor vehicle traffic, typically on lower volume roadways.

CLASS IV BIKEWAY

Provides a separated path for one-way bicycle travel adjacent to a street or highway. Bicycles are separated from motor vehicle traffic by a raised curb, bollards, parking with a painted buffer, or other vertical physical barrier.
6.7 BUS AND SHUTTLE TRANSIT

AC Transit serves the corridor and provides frequent and convenient service along the primary streets of Adeline, Shattuck, and Telegraph. Continued coordination with AC Transit (and other local/regional transit agencies as needed) will be key to improving service in the Plan Area.

In the near term, the City will coordinate with AC Transit to identify opportunities for improved transit efficiency and reduced bus-stop dwell times through the provision of bus boarding islands, transit signal priority at appropriate intersections and signal timing favorable to transit operations, and for improved bus stop waiting areas and their environs to increase safety and encourage ridership. Existing bus shelters should be improved so they all meet a minimum standard by adding benches, lighting, and signage. This is especially important at high-value destinations such as Ashby BART, locations where multiple lines intersect, and/or at major street connections such as Alcatraz Avenue. Longer-term concepts for the Adeline Street right-of-way, which would require coordination with AC Transit, are described in Policy 6.2.

There may be future opportunities to provide local shuttles to major employers, the university, major housing sites, BART stations, or other destinations. This could occur in coordination with AC Transit, with local employers and institutions such as UC Berkeley, or in coordination with service in neighboring cities such as the Emery-Go-Round shuttle operated by the Emeryville Transportation Management Association. Expansion of service on the existing West Berkeley Shuttle, which connects Ashby BART to the West Berkeley employment district, also could be considered.
CHAPTER 6: TRANSPORTATION

Implement innovative strategies that make efficient use of existing parking resources while reducing demand for additional parking.

Reducing off-street parking required. Requirements for off-street parking amounts are included in Policy 3.2 Development Standards (Tables 3.1 through 3.4) and Policy 3.8 Ashby BART in Chapter 3. In recognition of the presence of high-frequency transit, to lessen the cost of newly built units, and to reduce traffic congestion in the Plan Area, the City encourages reduced amounts of parking in new development projects.

Shared parking. To the extent feasible, the City will work with project applicants, property and business owners to share parking within and between different developments. “Shared parking” is defined as the ability to share parking spaces as the result of two conditions: variations in the accumulation of vehicles by hour, by day or by season at individual land uses, and relationships among land uses that result in visiting multiple land uses on the same auto trip. An example of shared parking is where an office or institution has high use during the day/week and restaurant and/or theater uses the same spaces in the evening or churches on the weekends.

Unbundling parking. When possible, parking should be unbundled (sold or leased separately) from new units to reduce housing costs for those without cars. Unbundling parking would help tenants or buyers understand the true cost of parking, and may influence a resident’s decision to own a car. Unbundling parking typically reduces parking demand by 10 to 15 percent. It can also make housing more affordable by not forcing residents who do not own a car to pay for parking.

Paid parking and time Limits. Paid parking, at private off-street lots, or at existing time-limited on-street public parking spaces, is one of the most effective ways of increasing parking availability and efficiency, particularly in commercial districts.

Car-share or other electric mobility transportation sharing. New developments should be encouraged to incorporate space and/or opportunities to participate in mobility-sharing programs. For example, including ample space for electric, hybrid or hydrogen vehicles to meet a range of needs (e.g. larger groups of adults and children, transporting large items, short urban trips etc.); or other micro mobility transport such as electric bicycles or scooters. Another possibility would be purchasing or providing passes to one-way car share (e.g., Gig, GoBike, and future scooter sharing services.

Transit passes. To the extent feasible, the City will work with project applicants, property and business owners to share parking within and between different developments. “Shared parking” is defined as the ability to share parking spaces as the result of two conditions: variations in the accumulation of vehicles by hour, by day or by season at individual land uses, and relationships among land uses that result in visiting multiple land uses on the same auto trip. An example of shared parking is where an office or institution has high use during the day/week and restaurant and/or theater uses the same spaces in the evening or churches on the weekends.

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chapter 7: public space
Wherever existing public spaces are being improved or new ones created, they should be designed to serve users of all ages and abilities, including parks, community gardens, plazas and landscaped areas. This will increase a sense of safety, activity, and community ownership throughout the planning process. Types of physical activity which help to increase fitness and lower levels of obesity are included in the table as follows:

### Table 7-1: Existing Parks Near the Adeline Corridor Plan Area

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Size</th>
<th>Features</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>UHJ%URZQ0LQL3DUN</em></td>
<td>0.15 acre</td>
<td>full basketball court, playground and a picnic area as well as a small turf area</td>
</tr>
<tr>
<td><em>URYH3DUN</em></td>
<td>0.19 acres</td>
<td>primarily programmed for organized sports</td>
</tr>
<tr>
<td><em>G6WUHHW0LQL3DUN</em></td>
<td>0.3 acres</td>
<td>baseball/soccer field, a multi-purpose turf area, two full basketball courts, two lighted tennis courts, two volleyball courts, play areas for both tots and school age children, a picnic area with barbeque, a gym, and an recreation building/clubhouse</td>
</tr>
<tr>
<td><em>EDOOVRIWEDOOȴHOGDPXOWLSXUSRVHWXUIDUHDWZR</em></td>
<td>0.19 acres</td>
<td>primarily programmed for organized sports</td>
</tr>
<tr>
<td><em>G6WUHHW0LQL3DUN</em></td>
<td>0.48 acres</td>
<td>baseball/soccer field, a multi-purpose turf area, two full basketball courts, two lighted tennis courts, two volleyball courts, play areas for both tots and school age children, a picnic area with barbeque, a gym, and an recreation building/clubhouse</td>
</tr>
</tbody>
</table>

The City of Berkeley has a range of improvement plans, capital projects, and design guidance for parks that are not committed primarily to parks and green spaces, playgrounds, landscaping, public space and recreation needs and costs are factored in as part of the programming. Ensuring that maintenance needs are addressed in the planning process is important. A good maintenance plan plays an important role in the safety of public spaces. The presence of a lack of public safety can contribute to a perception of the safety of public space, as well as potential future funding for park construction and maintenance.

The City of Berkeley General Plan includes community gardens, gathering spots, and other design strategies for the Adeline Corridor. It also includes partnership and funding strategies that are critical due to a chronic shortage of parks or planting can contribute to a perception of the safety of public space, as well as potential future funding for park construction and maintenance.

This chapter provides a toolkit of potential street design strategies for the Adeline Corridor. It also includes partnership and funding strategies that are critical due to a chronic shortage of parks or planting can contribute to a perception of the safety of public space, as well as potential future funding for park construction and maintenance.

DECEMBER 2020
PUBLIC SPACE GOAL: Provide safe, sustainable, beautiful, healthy, and inclusive public spaces that encourage social interaction, provide opportunities for recreation, environmental health, and active community life in South Berkeley.

7.1 PUBLIC SPACE TYPES

Encourage a diversity of passive and active public open space types.

The Adeline Corridor should have a diverse range of public space types, tailored to satisfy identified community needs in different locations. This should include public spaces that accommodate fixed and flexible programming for social gatherings, outdoor performances and events, and children’s play, as well as active and passive recreation. When possible, these spaces should seek to accommodate flexible uses and programming such as community events, mobile vending, pop-up parks, and temporary uses. Public spaces should be integrated with the overall pedestrian environment, to provide an aesthetically pleasing, comfortable and safe experience for people who are walking, relaxing, and socializing in the area. The following types and uses of public spaces are community priorities for the Adeline Specific Plan Area:

- Small and large parks
- Seating areas
- Parklets
- Small pocket parks
- Community gardens
- Landscaped areas
- Dog parks
- Tot lot(s) and playgrounds
- Small-scale recreation areas
- Outdoor dining and seating areas, at restaurants or in the public space along sidewalks
- Flexible public/private spaces that provide transitions between public space and private retail uses
- Facility or open space that would accommodate large and small events to help support costs for support operations and maintenance
- Stormwater and Streetlighting Initiative (2018)
- Additional assessments for property owners to fund maintenance and improvements to the City's street lighting and stormwater facilities to improve water quality in creeks and the Bay.

Green Infrastructure Plan (In Progress - 2019)
Scheduled to be completed by Fall of 2019, the Green Infrastructure Plan (GI Plan) will guide the identification, implementation, tracking, and reporting of green infrastructure projects within the City of Berkeley. The GI Plan includes mechanisms for prioritizing areas for GI project implementation and goals for the amount of impervious surface to be retrofitted in Berkeley by 2020, 2030, and 2040. The GI Plan includes general guidelines that call for coordination of street and public space improvement projects so that related improvements are constructed simultaneously to minimize conflicts.
7.2 PUBLIC SPACE PROGRAMMING

Activate public spaces through year-round programming and events.

Community events can reinforce a shared sense of community. They also contribute to the active use of public spaces throughout the day and into the evening. Events that attract visitors from beyond the neighborhood have the potential to contribute to an area’s identity and support local economic activity. Providing public spaces with a fixed program, such as a tot-lot or playground, should be balanced with spaces that allow flexible use and programming for different activities and events.

The programming of regular and special events in public spaces will largely be a shared responsibility between the Recreation Division of the Parks, Recreation, and Waterfront Department and local community groups and business organizations. Specific public space programming priorities for the Adeline Corridor are to:

- **Activate Public Spaces.** Activate existing and potential future public spaces of different sizes through programming and amenities (see Policy 7.3 for a discussion of existing and future public spaces).

- **Support Existing and New Events.** Support existing events and encourage new events and flexible or temporary uses that will activate public spaces along the corridor year-round and attract both local and regional populations (for additional discussion of temporary uses see Policy 7.8) such as:
  - Berkeley Flea Market
  - South Berkeley Farmers’ Market
  - Berkeley’s Annual Juneteenth Festival
  - “Sunday Streets” (or “Open Streets”)

- **Consider Temporary Street Closures.** In a limited number of locations, consider street closures to provide additional public space for events. For example, the short block of Stuart between Adeline and Shattuck and the segment of Adeline between Ashby and Martin Luther King Jr. Way.

- **Accommodate All Ages and Abilities.** In programming events and activities in public spaces, ensure that they are accessible to people of all ages and abilities.

- **Pursue Partnerships and Funding.** Create partnerships with districts, neighborhood advocacy groups, and other community organizations to supplement City resources to program regular and special events and pursue grants.

- **Coordinate between Organizers.** Coordinate programming and maintenance of public spaces in the Adeline Corridor among event and program organizers.
7.3 PUBLIC SPACE OPPORTUNITY SITES

Identify specific public space opportunity sites and improve public space in the Adeline Corridor.

Temporary rollerskating rink
Piano and bulletin board
Temporary educational activities
Jungle gym
Adventure course
Playground

7.3.1 SOUTH SHATTUCK SUBAREA

Most opportunities for public space in the South Shattuck subarea involve improvements and refinements to existing public facilities such as parks, seating areas, plazas, landscaping, and curb extensions. A goal of this plan is to maintain, if not improve, the ratio of park area to residents in the Plan Area.

1. SOUTH SHATTUCK SUBAREA

Substantially wider, the South Shattuck Street redesign concept in Figure 6.1, while also providing streetscape areas and landscaping.

2. ASHBY BART SUBAREA

As noted in previous chapters, the Ashby BART subarea is envisioned to be a vibrant neighborhood center with high-density mixed-use development and new public spaces for community gatherings, commerce, civic functions, and greenery. Portions of the South Shattuck subarea are within the assessment boundary of the Downtown Berkeley Association (Property-based Business Improvement District) which may be able to facilitate the improvement and management of these small public spaces.

3. NORTH ADELINE SUBAREA

A major opportunity exists with future redevelopment of the Ashby BART west parking lot to establish an attractive public plaza that functions as a gathering place and marketspace that can accommodate a variety of uses.

Program Elements
- Landscaping and Greenery
- Ornamental and native landscaping, community gardens, and “edible landscapes” using native plants.
- Program Elements
- Fixed program elements
- Scale courts for sports activities or exercise stations.
- Gathering Spaces
- 3XEOLFJDWKHULQJVSDFHV
- For organized or informal activities, such as pop-up or kiosk commercial uses, or space for other civic activities.
- 6XEVWDQWLDOO\ZLGHQHGVLGHZDONVVHH)LJXUH
- Would also provide opportunities for a range of streetscape amenities such as street furniture, small plazas, and other streetscape amenities.
As part of a redevelopment of the west SDUNLQJORWUHȴQHPHQWRIWKHORQJWHUPULJKWRI way redesign concept should analyze options to facilitate temporary closures of Adeline Street for temporary events. The City will work with AC Transit and BART to determine if regular weekend street closures are feasible, including the possibility of conducting the Berkeley Flea Market and/or the South Berkeley Farmers’ Market. Policy 3.7 for more information.

For activating this portion of Adeline Street could be explored in conjunction with an expanded Sunday Streets event along Adeline Street and up Shattuck Avenue to Downtown Berkeley or from Ashby Avenue to the Lorin District.

4. SOUTH ADELINE SUBAREA

ζQWKH6RXWK$GHOLQHVXEDUHDDOVRNQRZQDVWKH "Lorin District"), major opportunities for public

Currently, this area includes a small plaza with special paving that extends to the building line, landscaped areas of various sizes and shapes, and pedestrian-scale lighting and street furniture. The plaza also abuts a bus stop with a shared bike-bus lane. As demonstrated by a pop-up event during the planning process, this space could be activated with temporary physical park and plaza improvements. Such programming could include small community gathering events, food trucks, and kiosk-style vending.

In the long-term and in conjunction with a re-design of the Martin Luther King Jr. Way intersection as part of the reconfiguration of Adeline Street between Ashby Avenue and Martin Luther King Jr. Way, the City will consider permanently converting this space into an active public plaza or park with programmed use, or a new community-serving facility.

- **Greg Brown Mini-Park Modification/Expansion.** Located just outside but abutting the Plan Area, east of Adeline Street and between Fairview and Harmon Streets, this 0.58-acre park is underutilized due to its limited access and visibility. Improvements to Greg Brown Mini Park should be explored in conjunction with further study of right-of-way and public space improvements for the Adeline and Fairview Streets intersection. Options that could be further explored include acquiring adjacent property that has frontage on Adeline Street from a willing property owner of an adjacent site to increase the amount of usable open space and to make the park’s entry more visible and accessible to all users and/or to allow for development of all or a portion of the existing Greg Brown Park site.

- **West side of Adeline between Alcatraz and southern Adeline/Martin Luther King Jr. Way intersection.** Under the long-term concepts for a realignment of Adeline Street south of Alcatraz Avenue (described in Chapter 6), the City will pursue the transformation, and expansion, of the area currently used by the Farmers’ Market into a public space that not only accommodates the Farmers’ Market, but also includes a plaza and open space elements. If the Farmers’ Market is accommodated on or adjacent to the Ashby BART site, then this southern open space could accommodate a larger area of active recreation, such as a larger children’s play area. This space should commemorate the contributions of Mable Howard to the South Berkeley community.
CHAPTER 7: PUBLIC SPACE

The streetscape plan is a critical element of the overall plan for the Adeline Corridor, and it was developed to contribute to its economic vitality, harmony, and identity. The streetscape plan helps to create a unified streetscape system that creates a common look and feel for the new and improved public realm of the Adeline Corridor, and can support the character and identity that the corridor is known for. The placement of streetscape elements, such as gateways features, can help to reinforce the identity of the corridor. Streetscape design concepts can contribute to its economic vitality, such as the Ashby BART Station and along Alcatraz, and it can aid orientation within the larger city context.

4. STREETSCAPE AMENITIES, LIGHTING, AND LANDSCAPE ELEMENTS

Guidance on Consistency. Provide guidance for whether the furnishing and/or color palette is consistent throughout the entire Adeline Corridor or has distinguished and “branded” sub-segments and areas, such as the Antiques District or the Lorin District.

- Planting Palette. Provide a comprehensive planting palette for street trees, landscaped buffers, and medians that support public open space use.

- Guidance on Consistency. Provide guidance for whether the furnishing and/or color palette is consistent throughout the entire Adeline Corridor or has distinguished and “branded” sub-segments and areas, such as the Antiques District or the Lorin District.

STREETSCAPE ELEMENTS

Refinement of the long-term right-of-way concept described in Chapter 6 (Figure 6.1) should address the streetscape components listed below. Some of these components may be possible to implement in the interim or in stages, before completion of the long-term redesign. As noted in Policy 7.7 below, public art should be incorporated into streetscape components whenever possible.

- Community-Focused Amenities. Prioritize public space amenities favored by the community and having the most potential for drawing people to use these spaces. Amenities may include water features, public art, gathering areas, shade structures, drinking fountains, fitness stations, public toilets, or other features.

- Amenity and Furnishings. Streetscape amenities and furnishings to reflect the unique character and history of the Adeline Corridor.

- Cultural and Historical Components. Incorporate specific streetscape elements such as banners or signage and/or incorporate design elements in other streetscape amenities that acknowledge and preserve the neighborhood’s African American and Japanese-American heritage, and/or other notable aspects of the area’s history such as being part of the Key Route streetcar system.

- Unified Wayfinding. Unified wayfinding signage should be coordinated with the overall streetscape design concept to support distinctions of sub-segments and districts.

- Gateways. Install gateways with signature signage should be coordinated with the overall streetscape design concept to support distinctions of sub-segments and districts.

- Pedestrian-scale Lighting. Provide lighting design guidance or standards for the following elements:
  - Evening Lighting Levels. Recommended pedestrian-scale and roadway lighting levels that provide for safe public use in the evening.
  - Aesthetic Lighting. Provide potential lighting elements that can be customized for other treatments.
  - Energy-Efficient Lighting. Provide energy-efficient lighting as well as natural light and security lighting along Adeline.

- Capture Aesthetic. Capture the desired ‘look and feel’ for the new public spaces.

- Capture the desired “look and feel” for the new public spaces.

- Capture the desired “look and feel” for the new public spaces.

- Capture the desired “look and feel” for the new public spaces.

- Capture the desired “look and feel” for the new public spaces.
7.5 SAFETY AND MAINTENANCE OF PUBLIC SPACES

Invest in public safety improvements and the maintenance of public spaces along the corridor.

Safety and maintenance are critical and closely related aspects of ensuring the long-term success of public spaces. Well-maintained public spaces feel inviting and, if paired with attractive design and programming, foster increased activity. Poorly maintained public spaces, on the other hand, can feel blighted and lead to a decline in activity and use. The more neighbors you encounter in a public space setting helps to increase a general sense of public safety. While the community indicated that providing better and more usable parks and public spaces was a high priority, they indicated that maintaining such spaces and keeping them free of graffiti and litter was just as important.

GUIDELINES: DESIGNING FOR SAFETY AND COMFORT

In designing new public spaces and improving existing streetscapes, parks, and playgrounds in the Plan Area, follow the basic principles of Crime Prevention Through Environmental Design (CPTED), including:

- **Lighting.** Thoroughly integrate good lighting and establish lighting levels recommended for public streets and settings.
- **Ingress and Egress.** Create well-defined and visible points of ingress and egress.
- **Eyes on the Street.** Establish natural surveillance by encouraging “eyes” on the street and public space from buildings, adjacent streets, and from within the public space. Ensure that buildings located adjacent to a public space frame its perimeter with an active or visually pleasing ground floor frontage and visible points of ingress and egress.
- **Programming.** Encourage commercial and performance activities that increase use.
- **Maintenance.** Invest in public safety improvements and maintenance of public spaces.
- **Temporary Uses.** Commercial activities can be allowed and developed a simple process for permitting and managing these temporary uses.
- **Landscape, plant selection, and groundcovers.** Natural groundcovers and grasses to maintain visibility into and out of public spaces.

Seating should be provided where it is functionally needed and maintained by adjacent business or community groups. Seating elements should be designed to deter their use for sleeping. In designing new public spaces and streetscapes, street and public space from buildings, adjacent streets, and from within the public space.

- **Street Tree Replacement.** Where empty tree wells exist or at other locations, consider tree wells as an opportunity to activate the pedestrian environment.
- **Outdoor Seating.** Encourage the creation of privately-sponsored, publicly accessible outdoor seating areas, within and adjacent to the public right-of-way, to further enliven and activate the pedestrian environment.
- **Outdoor Dining.** Encourage outdoor dining and seating areas at restaurants and cafés where existing sidewalks and curb extensions provide sufficient width outside of the sidewalk’s clear area for pedestrian travel. Consider parklets as an alternative approach to accommodating outdoor seating areas (see Policy 7.8, Pavement-to-Parks Improvements).
- **Interim Transportation Improvements.** Other “interim” pedestrian, bicycle, and accessibility improvements are identified in Chapter 6 Transportation. These may include improvements to public spaces such as curb extensions or transit stops, and will increase overall access to the network of public space.
- **New Partners for Maintaining Existing Public Spaces.** Explore opportunities for allowing privately- or community-sponsored and -maintained planting areas within and adjacent to sidewalks and in existing bulb-outs and public open spaces.
- **Extension of Existing Pedestrian Lighting.** Encourage existing pedestrian lighting to extend lighting within the Plan Area to the Plan Area.
- **Extension of Lighting Treatments.** To further enliven and activate the pedestrian environment.
- **Maintenance Planning and Coordination.** In designing new public spaces and streetscapes, coordinate public and community policing efforts, such as parklets, and coordinate public and community policing efforts, such as parklets, and coordinate public and community policing efforts, such as parklets.
GUIDELINES: MAINTENANCE OF PUBLIC SPACES

Regular maintenance is a key factor in the long-term success of public spaces. Future maintenance needs should be anticipated early in the design process and account for available maintenance budget. This is particularly true when installing new facilities that will require long-term maintenance, such as additional landscaping.

On-going maintenance activities typically include regular pick-up of litter, emptying of trash cans, repair of damaged equipment, lights, plantings, and other improvements.

- **Plan for Maintenance.** Identify long-term maintenance needs and routines as part of the design process for public spaces and streetscapes.
- **Budget for Maintenance.** Bring design and associated maintenance needs for plants, hardscape, and equipment into a sustainable balance with the available maintenance budget.
- **Durable Materials.** Use durable materials and equipment as well as plants well-adapted to urban growing conditions and use green infrastructure, as appropriate, in order to reduce maintenance needs (also see Policy 7.6)

**EXAMPLE OF PUBLIC-PRIVATE PARTNERSHIP**

The project brought together city departments, local businesses, and the community to create a beautiful, biodiverse strip of color and texture in the median of Dolores Street. The project involves a public-private partnership designed by a local landscape architecture firm and completed in less than a year. It features aesthetically pleasing strip of color and texture, transforming the medians and other pollinators with bay-friendly landscaping, and a public-private partnership in on-going maintenance.

- **Maintenance Responsibilities.** Identify public, private, and community-based parties responsible for the execution of maintenance routines.
- **Unsheltered Residents.** Work with local social service and housing organizations to address encampments in public spaces, and develop permanent, sustainable solutions to house unsheltered residents. (also see Chapter 4, Policy 4.11)
- **Community Clean-Up.** Consider instituting community clean-up days and site-specific community maintenance sponsorships to increase the overall sense of ownership in new and improved public spaces as they are implemented.
- **Maintenance Funding.** Explore, identify, and secure funding for the maintenance of the full range of public spaces in the Plan Area. This could include pursing grant funding, partnering with community organizations who might be able to fundraise from foundations or the general public, or when feasible, including some allocation for programming and maintenance as part of the initial project design budget.
- **Partnerships.** Creative partnerships with non-profits, business districts, neighborhood advocacy groups and other community organizations are critical. In the Plan Area, the City should work with the Downtown Berkeley Association to coordinate and fund ongoing maintenance of public spaces in portion of the South Shattuck subarea that is within their Property-Based Business District boundaries, and work with the Lorin Business Association, community groups to coordinate and fund ongoing maintenance of public spaces in the North Adeline, Ashby and South Adeline subareas.
LANDSCAPE-BASED STORMWATER MANAGEMENT AND BAY-FRIENDLY LANDSCAPING

Stormwater runoff from roadway, sidewalk, and plaza surfaces to slow peak flows and to remove sediments and other pollutants typically present in runoff. In addition, green infrastructure reduces localized flooding, expands green space, improves streetscape aesthetics and landscape health, provides cleaner and cooler air, enhances the pedestrian experience, and can increase economic vitality.

LANDSCAPE-BASED STORMWATER MANAGEMENT OPPORTUNITIES

Based on the current regional stormwater National Pollutant Discharge Elimination System (NPDES) permit, the improvements associated with the long-term concept for The Corridor described in Chapter 6 would be classified as a “C.3 Regulated Project,” and would require the incorporation of green infrastructure. The sizing and design of green infrastructure improvements would be guided by the Alameda County C.3 Technical Guidelines.

Even when not required by the regional permit, there are a number of landscape-based stormwater management opportunities in the Plan Area. These can be implemented in coordination with other City initiatives to integrate green infrastructure and low-impact design into future projects. The primary opportunities are:

- **Existing Public Spaces.** Integrate landscape-based stormwater management elements into the design of projects that create new or improve existing plazas, parks, or other open spaces.

- **New Public Spaces.** Integrate landscape-based stormwater management elements into streetscape improvements associated with the long-term right-of-way concept for the Adeline Corridor, including in medians, landscape buffers, and sidewalks with street trees, landscape strips, or planters.

- **Coordination of Private Development and Nearby Public Spaces.** Encourage or require adjacent new and redeveloped properties to integrate green infrastructure into streetscape improvements and public open spaces that the development may construct. The green infrastructure could also be designed to reuse stormwater from the development project for landscaping and similar purposes.

The City of Berkeley is preparing a Green Infrastructure Plan (GI Plan) that will be completed by September 2019. The GI Plan includes prioritization criteria and general guidelines to help the City determine which landscape projects should be referred for design phases to the Adeline Corridor.

BAY-FRIENDLY LANDSCAPING

Public space and streetscape design should incorporate “bay-friendly” elements in design, construction, and landscape management. The Bay-Friendly approach to landscaping is described in the Bay-Friendly Landscape Guidelines, originally published by StopWaste.org. These guidelines encourage the use of plants and soil management practices that reduce the use of water, chemicals, and fuel in maintaining landscaped areas. In addition, the corridor currently contains a number of mature redwood trees. These are clustered around the BART station and near the Adeline/ Shattuck intersection. In addition to their environmental value, these native trees add beauty and identity to the area. They should be preserved to the greatest extent feasible.

Bay-friendly landscaping and signage
Private Development Program. The Program gives developers the option to include on-site publicly accessible artwork valued at 1.75% of construction costs and/or pay an in-lieu fee to the Private Percent Art Fund valued at 0.8% of the construction costs. In addition, art can also be installed in public space using funding through grants and other means.

Through the planning process, community members expressed an interest in creating and implementing public art, possibly in non-permanent installations. Throughout the Corridor, public art should be incorporated into the design of publicly-accessible (or visible) spaces, streetscapes, streetscape amenities and wayfinding signage improvements. The following are overarching considerations for incorporating public art into the public-accessible space (whether public or private development):

- **Art Integration.** Art should be incorporated into new private and public development whenever feasible. Art should be placed in visible areas, particularly at gateways/intersections or within public or common open spaces. Art may consist of both permanent and temporary installations.

- **Iconic Public Art.** The City should work with property owners to establish one or more iconic art installations in a public place in the Plan Area.

- **Wall and Street Murals/Art.** Art, patterns, murals or other means should be used to beautify blank walls and facades that face directly onto sidewalks or are prominently visible from the public realm of the street. (see also Policy 7.8 Pavement-to-Parks Improvements)

- **Site-Appropriate.** The design and placement of art should enhance and be coordinated with other streetscape improvements to ensure a coherent character for a particular area or corridor. Art should be:
  - **Locally-sourced.** New open spaces and private developments should offer opportunities for local artists to conceptualize and fabricate public art in the Adeline Corridor and to generally exhibit their work.
  - **Interactive.** Interactive art is encouraged, such as pieces that invite user participation or provide sensory stimulation through touch, movement, or sound.
7.8 PAVEMENT-TO-PARKS IMPROVEMENTS

Create temporary open spaces and plazas. In the short-term, public space improvements can be achieved by converting on-street parking spaces, unused or oversized paved areas within roadways, or underutilized parking lots or vacant lots on private property into temporary public spaces and places for people to gather and socialize. Examples of these temporary "pavement-to-parks" type improvements include parklets, pop-up parks, and temporary street closures. Seating, planting, bicycle parking, lights, and art are among the amenities that can be included in pavement-to-parks improvements, which are typically constructed from inexpensive or salvaged materials and through volunteer labor with little public assistance. The implementation of pavement-to-parks can help build and maintain community ownership and pride.

PAVEMENT-TO-PARKS IMPROVEMENT PRIORITIES

For the implementation of pavement-to-parks improvements in the Plan Area, prioritize the following strategies and opportunity areas:

- **Public Rights-of-Way.** Prioritize pavement-to-parks opportunities within public rights-of-way such as roadways, existing bulb-outs, plazas, and sidewalks.
- **Parking Lots.** Consider the potential use of parking lots as locations for pop-up public spaces.
- **Sponsors and Project Partners.** Identify potential sponsors and resources for the implementation of pavement-to-parks improvements among local community groups and business owners.

- **Pilot Installations.** Use temporary pavement-to-parks improvements to test what types of programming, activities, or improvements resonate with the community. The results can be used to inform the location, design, programming, and maintenance responsibilities for the long-term improvements envisioned by the community.
- **Accessibility.** Ensure the accessibility of pavement-to-parks improvements by persons with disabilities.

STREET MURAL OPPORTUNITIES

Similar to pavement-to-parks, street murals can act as an art form to provide a stronger community identity within the public right-of-way. As an example, the City of Oakland's "Paint the Town!" project has created a number of street murals that bring a sense of excitement, beauty, and community identity where they are installed. These improvements can be installed by volunteer community members and may or may not involve an artist.
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Some implementation actions, timeframe as well as potential funding sources are shown in Table 8.1. These actions should be considered in tandem with the corresponding goals, strategies and policies discussed in Chapters 3 through 7, which provide a more robust explanation and context. The timeframes shown are generally defined as short-term (0 to 3 years) or a combination of short-term and other stakeholder-defined timeframes. Although the implementation actions indicate lead responsibility to undertake and coordinate particular action and partners, it does not preclude other responsible parties from being added or changed as plan implementation takes place.

City of Berkeley

CMO - City Manager's Office
CAO - City Attorney's Office
HHCDS - Health, Housing and Community Services
OED - Office of Economic Development
P
g - Planning and Development
P&W - Public Works

ABBREVIATIONS IN TABLE 8.1

City of Berkeley

AC Transit - AC Transit
ACTC - Alameda County Transit Commission
Alameda County Small Business District
BART - San Francisco Bay Area Rapid Transit
BBBN - Berkeley BART
Charging Division (PW Trans)

Other Organizations

Small Business Development Center

Funding Sources

BHA - Berkeley Housing Authority
RSB - Rent Stabilization Board and Staff

Timeframe

6 - Short-term
O - On-going

Note: Although the Specific Plan includes program initiatives and physical projects that require longer timeframes to realize, or be built, the actions identified in this chapter, or are a continuation of ongoing activities. To the extent feasible, the timeframe will be further refined and reflected in future annual progress reports.
### Land Use

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<tr>
<th>ACTION DESCRIPTION</th>
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<th>TIME FRAME</th>
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<td>LU-2.</td>
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<td>ACTC, MTC, AC Transit, Caltrans</td>
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### Implementation Actions

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<td>Allocate Measure O dollars and continue to identify new, locally controlled housing production.</td>
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<td>'HYHORSDSUHIHUHQFHSROLF\WRSULRULWL]HQHZD\RUGDEOHKRXVLQJXQLWV to current residents or potentially those who have previously been displaced from the neighborhood, as consistent with Fair Housing law.</td>
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<td>Explore ways to strengthen the City's Housing Retention program including measures such as increasing funding allocation to the City's homeowner assistance and anti-eviction programs.</td>
<td>General Fund</td>
<td>BHA</td>
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<td>Continue to work with property owners and tenants alike to provide education, technical assistance, and public information about protecting existing rental units.</td>
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<td>As part of its annual progress report, the City will document the number of below-market rate housing units in order to maximize the likelihood that below-market rate housing is consistent with Fair Housing law.</td>
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<td>The City will document the number of income-restricted units.</td>
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<td>Work with the Berkeley Flea Market, Farmers Market/Ecology Center and developers to create a new and/or expanded location within the existing public right-of-way.</td>
<td>BART, DBA</td>
<td>General Fund, Grant funding</td>
<td>LFBN</td>
<td>2021, 2022, 2023</td>
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<tr>
<td>Continue to foster collaboration, information sharing and partnerships with the Lorin Business Association and the Downtown Berkeley Association through existing forums and public meetings.</td>
<td>LBA, DBA and individual businesses</td>
<td>General Fund</td>
<td>LFBN</td>
<td>2021, 2022, 2023</td>
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<td>Outreach to engage the broader community including not only existing businesses, property owners, and organizations, but also non-profit, block-organized businesses, and the unhoused to discuss the potential for new economic activity and to provide technical assistance to the Berkeley Flea Market, Farmers Market, eco-center, and related organizations.</td>
<td>OED, PLNG</td>
<td>General Fund, Grant funding</td>
<td>LFBN</td>
<td>2021, 2022, 2023</td>
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<td>Identify vacant underutilized buildings and City-owned property that can be converted or created for use as artist housing, workspaces and display areas.</td>
<td>BBDN, LBA, DBA, 3URSHUW\</td>
<td>General Fund</td>
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### Transportation

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<tr>
<td>EO-12.</td>
<td>Implement district marketing and creative placemaking projects such as murals, banners, signage, decorative trash cans, in-street paintings, parklets, mixed-media advertising campaigns, and other projects.</td>
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<td>Berkeley, local grants, national, state and local grants.</td>
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<tr>
<td>EO-15.</td>
<td>Explore building on existing City-funded programs to develop a targeted hiring program that requires new businesses in the Adeline Corridor to hire local residents.</td>
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### Implementation

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<tr>
<td>PT-3.</td>
<td>Create a pedestrian and bicycle safety policy by designing streets that prioritize travel by pedestrian and bicycle.</td>
<td>Pw Trans, PL&amp;G</td>
<td>Berkeley, local grants, national, state and local grants.</td>
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<td>PT-4.</td>
<td>Develop strategic transportation (5G) plan to include the program.</td>
<td>Pw Eng</td>
<td>Berkeley, local grants, national, state and local grants.</td>
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<td>PT-5.</td>
<td>Implement interim pedestrian and bicycle improvements shown in Figure.</td>
<td>Pw Eng</td>
<td>Berkeley, local grants, national, state and local grants.</td>
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<td>PS-2</td>
<td>Public Space</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PS-3</td>
<td>Public Space</td>
<td></td>
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<td>PS-4</td>
<td>Public Space</td>
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<td>PS-6</td>
<td>Public Space</td>
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</tr>
<tr>
<td>PS-7</td>
<td>Public Space</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
City of Berkeley Resources

City of Berkeley voters have approved a number of ballot measures to provide potential funding resources to achieve specific goals. Another important resource is the public real estate market. Existing infrastructure improvements and potential new projects are listed below in alphabetical order.

**One Bay Area Program (PDA)**

- These project are targeted to projects in priority Development Areas (such as the Adeline Corridor) to support efforts for street improvements, bike and pedestrian projects, and transportation planning.
- The Federal and California State Transportation Planning Organizations (FPTPO) provide a wide range of potential sources for public and active modes.
- The federal funds are used to support projects in the Adeline Corridor and surrounding areas.
- These projects are funded by the California State Infrastructure Improvement Bonds (CIIIB) program.
- The program is also supported by the Federal Highway Administration (FHA) and the California Department of Transportation (Caltrans).

**Capital Improvement Program (CIP)**

- The CIP represents the City's blueprint for funding infrastructure improvements and other projects, including the Adeline Corridor projects.
- The City uses these funds to support projects that are consistent with the City's capital investment priorities.
- The CIP includes projects such as street repaving, storm drain improvement, and sidewalk installation.

**Senate Bill 2 (SB 2): California's Building Homes and Jobs Fund**

- This program is designed to provide funding for affordable housing, including units for people experiencing homelessness.
- The City of Berkeley is eligible to apply for funding through this program and has been awarded funds to support the development of affordable housing projects.

**General Obligation Bond (GO) and Property Tax Transfer (PTT) Fund**

- These funds are used to support a variety of infrastructure projects, including transportation and affordable housing.
- The GO and PTT funds are raised through property taxes and are used to support projects that are consistent with the City's capital investment priorities.

**Civic Arts Program Grants**

- The Civic Arts Program provides funding for arts organizations and individuals to support projects that are consistent with the City's capital investment priorities.
- The program is designed to support projects that enhance the City's cultural and economic vitality.

**Infrastructure Bonds**

- These bonds are used to fund infrastructure projects that support the City's capital investment priorities.
- The bonds are sold to the public and are supported by a tax on the transfer of real property.
- The City of Berkeley has sold a variety of bonds in recent years to support infrastructure projects.

**Regional Settings Grant Program (RSGP)**

- This program is designed to support projects that are consistent with the City's capital investment priorities.
- The RSGP provides funding for projects that support regional settings, including transportation and affordable housing.

**Housing Trust Fund (HTF)**

- The HTF provides funding for affordable housing projects that are consistent with the City's capital investment priorities.
- The HTF is supported by a variety of local, state, and federal sources.

**CITY OF BERKELEY**

- The City of Berkeley has a robust set of infrastructure grants and bonds that support a variety of projects, including transportation, affordable housing, and arts organizations.
- The City has a comprehensive set of strategies to support these projects, including the CIP, CIIIB, and GO and PTT funds.

**Infrastructure Improvements**

- The City of Berkeley has made significant investments in infrastructure improvements, including the Adeline Corridor projects.
- The City has a comprehensive set of strategies to support these projects, including the CIP, CIIIB, and GO and PTT funds.

**Transportation Planning**

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- The program is designed to support projects that enhance the City's cultural and economic vitality.
or properties. The assessments pay for infrastructure or other benefits above those facilities or services which are provided to the general public through use of tax revenue or other funding. Assessments are typically levied after formation of a special Benefit Assessment District. An engineering report is required to support calculations of the amount of assessment by benefit derived. Assessment districts may be created without voter approval but may also be eliminated based on the petition of a majority of property owners (weighted by assessment). Consequently, most agencies prefer to create assessment districts only at the request of property owners or after a majority vote of approval. A few types of assessment districts that may be particularly applicable to the Plan Area are described below:

- **Street Lighting and Other Infrastructure Assessment Districts.** The City of Berkeley currently has a Clean Stormwater and Street Lighting Assessment District (which applies to all property owners citywide). Originally adopted in 1991 and 1982, respectively, City of Berkeley property owners voted to increase the assessment they pay as part of their property taxes to prevent flooding by repairing and replacing deteriorating stormwater infrastructure, and to repair and replace old, damaged light poles, and to provide new street lights in areas that don’t have them.

- **Business Improvement Districts and Community Benefit Districts.** Business Improvement Districts (BIDs) and Community Benefit Districts (CBDs) are formed by property owners or business owners to fund such things as street furniture, extra public security, median landscaping, graffiti removal and general sidewalk cleaning, parking, and hosting of events aimed at attracting consumers to the BID/CBD area. BIDs may be property-based and assessed or business-based and assessed. CBDs are similar to BIDs but also include and assess residential property. BIDs/CBDs require an engineering report to identify and allocate assessments by land use or business type. BIDs/CBDs require a majority vote with votes weighted by the calculated benefit to the property or business. As noted in Chapter 3, Berkeley has a number of property-based BIDs, including the Downtown Berkeley Association (whose boundary area includes the northern portion of the Adeline Corridor Plan Area).

- **Development Impact Fees.** Development impact fees are a commonly used method of collecting a proportional fair share of funds from new development for infrastructure improvements and other public facilities to serve the development. With rare exceptions, development impact fees are restricted to funding capital costs. Adoption of impact fees requires “nexus” documentation demonstrating the benefit of the facilities to new development and the proportional allocation of costs to be funded by the fees. Impact fees must be adopted by a majority of the legislative body of an entity with the power to impose land use regulatory measures (e.g., Berkeley City Council). Impact fees are usually imposed either jurisdiction-wide or in other relatively large areas anticipating significant amounts of new development. Examples of different types of the City’s development impact fees for new commercial and/or residential development include the Affordable Housing Mitigation Fee, Commercial Linkage Fee, Childcare Mitigation Fee and One-percent for Public Art on Private Projects.

- **Private Grants.** In addition to the fees discussed above, the plan area is well served by the private sector, which may contribute to implementing open space, streetscape, and/or utility improvements, possibly as part of a public grants program or special grant funding sources that might be available for new development. The private sector may also use grants to implement stormwater management practices, to repair and replace deteriorating stormwater infrastructure, and to create new stormwater infrastructure, and to create new stormwater infrastructure.

- **Opportunity Zones (OZ).** Introduced into the tax code by the Tax Cuts and Jobs Act in December 2017, Opportunity Zones are federally designated census tracts that provide federal income tax benefits to taxpayers who invest in projects located within these zones. There are five census tracts in Berkeley that have been designated as OZs in the Berkeley and Emeryville Adeline Corridor Specific Plan, or OZs.
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**APPENDIX A: OPPORTUNITY SITES**

Figure A1: Opportunity Sites in Plan Area

**Note:** The City reviewed the Plan Area on a parcel-by-parcel basis to identify parcels that had the highest likelihood of change or re-development “opportunity” if met certain criteria (e.g., over 15,000 sf and/or publicly-owned parcels) and further Plan vision and goals over the long-term. Inclusion on the map does not indicate that a site with an existing use should be replaced or eliminated from the Plan Area. Uses such as a fill-service grocery and a post office are important community-serving amenities and are encouraged to remain in or near the Plan Area. Parcels identified as Opportunity Sites do not imply that the sites will actually be developed. Development of most of the properties in the Plan Area would be implemented through the market-driven decisions that individual landowners make for their properties.

Parcels with a development application under review, already entitled or under construction/constructed; as well as, parcels with a significant historic or cultural resources for the purposes of environmental review under the California Environmental Quality Act (CEQA) were excluded for the purposes of mapping “Opportunity Sites”. Parcels smaller than 10,000 sf were also not included unless they were adjacent to opportunity sites that would, when considered together, be greater than 10,000 sf.

**Legend**
- **Opportunity Site**
- **Included in Draft EIR Projected Buildout Scenario**
- **Publicly Owned**

Opportunity Sites are numbered and color coded to indicate plan subarea location:
- South Shattuck
- North Adeline
- Ashby BART
- South Adeline
- City Border
- Plan Area

Data Source: City of Berkeley GIS
### Table A1: Opportunity Sites in Plan Area

<table>
<thead>
<tr>
<th>ID #</th>
<th>APN</th>
<th>Address</th>
<th>Owners</th>
<th>Current Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>52-1552-18</td>
<td>3175 Adeline St</td>
<td>Lee Kam M TR &amp; Lee Kam M &amp; Jai Audrey L TRS</td>
<td>Surface Parking Lot</td>
</tr>
<tr>
<td>21</td>
<td>52-1529-20</td>
<td>3215 Adeline St</td>
<td>Chin Yong S &amp; Pun S</td>
<td>Music Lovers(Retail)</td>
</tr>
<tr>
<td>22*</td>
<td>52-1528-15-4</td>
<td>Alcatraz Ave</td>
<td>City of Berkeley</td>
<td>Surface Parking Lot</td>
</tr>
<tr>
<td>23</td>
<td>52-1532-16</td>
<td>1728 Alcatraz Ave</td>
<td>Progressive Baptist Church</td>
<td>Surface Parking Lot</td>
</tr>
<tr>
<td>24</td>
<td>52-1527-15</td>
<td>1806 Alcatraz Ave</td>
<td>Bates Tommie T TR</td>
<td>Surface Parking Lot</td>
</tr>
<tr>
<td>25*</td>
<td>52-1527-14-3</td>
<td>M L King Jr Way</td>
<td>San Francisco Bay Area Rapid Transit</td>
<td>Surface Parking Lot</td>
</tr>
<tr>
<td>26</td>
<td>52-1532-6</td>
<td>Adeline St</td>
<td>City of Berkeley</td>
<td>BART Rail Parking Lot</td>
</tr>
<tr>
<td>27*</td>
<td>52-1525-7-4</td>
<td>M L King Jr Way</td>
<td>San Francisco Bay Area Rapid Transit</td>
<td>BART Rail Parking Lot</td>
</tr>
<tr>
<td>28</td>
<td>52-1434-5</td>
<td>3401 Adeline St</td>
<td>Splendorio Steven F TR</td>
<td>Surface Parking Lot</td>
</tr>
<tr>
<td>29</td>
<td>52-1434-4</td>
<td>3407 Adeline St</td>
<td>Splendorio Steven F TR</td>
<td>Surface Parking Lot</td>
</tr>
<tr>
<td>30</td>
<td>52-1434-3</td>
<td>3411 Adeline St</td>
<td>Carmack Rashell LTR</td>
<td>Apartment</td>
</tr>
<tr>
<td>31</td>
<td>52-1434-8-8</td>
<td>1728 62nd St</td>
<td>The Blind Inc</td>
<td>Therapy School</td>
</tr>
</tbody>
</table>

Notes:
- Included in EIR Buildout Scenario
- *Publicly Owned

Source: Alameda County Assessor

---

**Summary:**

A list of opportunity sites in the Adeline Corridor Specific Plan area, including the owners, current use, lot size, and subarea. The sites range from parking lots to commercial buildings, with a focus on potential for development and expansion. Each entry includes a specific address, owners, and the type of current use or future planning. The data is sourced from Alameda County Assessor records, and some sites are included in the EIR Buildout Scenario.
CURRENT CONTEXT

The City of Berkeley’s Housing Mitigation Fee ordinance (BMC 22.20.065) requires developers of any residential housing to pay a fee to the City’s Housing Trust Fund. As of 2020 the fee is $39,746 per unit built. The fee is adjusted annually. Developers who pay the fee early can pay a slightly reduced fee. Developers also have the option to lower or eliminate the fee by instead providing affordable units on-site within their projects. A project pays no mitigation fee if it includes 20% affordable housing with half of those units serving households earning no more than 50% of Area Median Income and the other half earning no more than 80% of AMI. Analysis of the economic feasibility of recently approved projects in the City suggests that, for most projects, it is currently more expensive to provide the on-site units than pay the fee.

In spite of the economics, many projects in Berkeley are choosing to provide at least some on-site affordable units. One reason for this is the State Density Bonus (Section 65915 of the California Government Code). This law allows developers who include affordable units to build more units than local zoning would otherwise allow. A project can include up to 35% more units than the base zoning if it provides either 20% Low Income units or 11% Very Low-Income units. Projects can provide fewer affordable units in exchange for lower levels of bonus density.

Table B.1: State Density Bonus Requirements

<table>
<thead>
<tr>
<th>Very Low Income (50% of AMI)</th>
<th>Low Income (80% of AMI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Units</td>
<td>Bonus</td>
</tr>
<tr>
<td>5%</td>
<td>20.0%</td>
</tr>
<tr>
<td>6%</td>
<td>22.5%</td>
</tr>
<tr>
<td>7%</td>
<td>25.0%</td>
</tr>
<tr>
<td>8%</td>
<td>27.5%</td>
</tr>
<tr>
<td>9%</td>
<td>30.0%</td>
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<td>10%</td>
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<tr>
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<td>16%</td>
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<td>18%</td>
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<tr>
<td>19%</td>
<td>33.5%</td>
</tr>
<tr>
<td>20%</td>
<td>35.0%</td>
</tr>
</tbody>
</table>
The City of Berkeley’s Affordable Housing Mitigation Fee ordinance only exempts projects that provide affordable units when at least half are priced for Very Low Income (30% to 50% AMI) households. Developers are unlikely to select the Low Income (50% to 80% AMI) option under the State Density Bonus law for projects that value additional density, as the benefit from this law is much smaller than the benefit from the State Density Bonus law for Very Low Income (VLI) units. Projects that value additional density will therefore focus on increasing the share of affordable units through a targeted on-site Affordable Housing Incentive program. This program will allow density increases and other land use concessions in exchange for a higher share of affordable units. In addition to making better use of the State Density Bonus by offering a target incentive program, the program will offer additional density increases and exchange for a significant increase in the share of affordable units provided in new developments.

Chapter 3 outlines a new set of base development standards for the Adeline Corridor that will continue to be able to increase the density of projects in the new base development area. While the specific exchange value varies from site to site, in general, the proposed densities are much higher than the densities of recent multi-family housing projects that have been able to achieve on the corridor.

In the Adeline Corridor, using the new base development area, the City will develop an Adeline Corridor Specific Plan that proposes to increase the share of on-site affordable housing through two related performance of the State Density Bonus.

### Table B.2: On-Site Affordable Housing Incentive

<table>
<thead>
<tr>
<th>South Shattuck Subarea</th>
<th>North Adeline Subarea</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Affordable Housing Requirement</td>
<td>Minimum Affordable Housing Requirement</td>
</tr>
<tr>
<td>Tier 1</td>
<td>Tier 2</td>
</tr>
<tr>
<td>Max Density (du/acre)</td>
<td>120</td>
</tr>
<tr>
<td>Max FAR</td>
<td>2.5</td>
</tr>
<tr>
<td>Min. Affordable Housing</td>
<td>14%</td>
</tr>
<tr>
<td>Requirement</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. The Minimum On-Site Affordable Housing Requirement refers to the % of total units that would otherwise be restricted affordable housing (half of which are provided at Low Income (LI) and half at Very Low Income (VLI) levels). A different way to express these numbers would be the % of total density bonus or the % of density bonus as deed-restricted affordable housing. See Paragraph 2 for more information.
2. The program will allow developers to request less than the maximum additional density in the share of affordable units. The Density Bonus program is currently producing far fewer affordable housing units than the maximum additional density

Future development in the Ashby BART subarea affordability levels will be subject to negotiation with the City. The program will allow developers to request less than the maximum additional density in the share of affordable units. The Density Bonus program is currently producing far fewer affordable units than the maximum additional density.
Summary of Economic Feasibility Analysis

In order to evaluate the impact of the proposed local Affordable Housing Incentive, we developed a project proforma for a single prototypical multi-family rental project on a hypothetical lot that is one-third of an acre (14,520 sf) and the development of a frame building over a concrete podium. They assumed an average unit size of 400 square feet and comparable projects recently completed in Berkeley. In addition, they assumed rents of $5.00 per square foot, construction costs of $320 per foot. Both rents and construction costs vary considerably between different project types so it is important to understand that the results presented below apply only to this specific example which is intended to represent a realistic project but may not represent the average project. Current C-S A zoning requires 1 parking space per unit, though recent projects have been approved with far less parking. Therefore, for the base project they have assumed 1.0 parking ratio but for the density bonus calculations and both plan scenarios below, they have assumed only .5 parking spaces per unit – which is slightly above the minimum required by the City. Reductions in parking below these numbers could increase the feasibility of potential projects.

All scenarios below assume consistency with the City of Berkeley’s Housing Needs Analysis. This analysis applies to all sites in the Plan Area except in the Ashby BART subarea, which is anticipated to have a higher intensity than the other areas along the corridor and would undergo a parallel community process and development agreement with BART and the City, with different targets for affordable housing and other program elements. Thus, the scenarios presented apply to the South Shattuck, North Adeline and South Adeline subareas.

Table B.4: Summary of Feasibility Analysis

<table>
<thead>
<tr>
<th>Subarea</th>
<th>North Adeline and South Adeline Subareas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max FAR</td>
<td>Affordability Level</td>
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<tr>
<td>2.5</td>
<td>(0%)</td>
</tr>
<tr>
<td>3.5</td>
<td>20%</td>
</tr>
<tr>
<td>3.6</td>
<td>21%</td>
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<tr>
<td>3.6</td>
<td>22%</td>
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<td>3.7</td>
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<td>25%</td>
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<tr>
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<td>30%</td>
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<tr>
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<td>49%</td>
</tr>
<tr>
<td>5.0</td>
<td>50%</td>
</tr>
</tbody>
</table>

The Yield on Cost was calculated for the sample project under each proposed land use scenario. Yield on Cost is a commonly used metric for comparing the feasibility of different development projects. It is calculated by dividing a project's projected Net Operating Income by its total development cost. After interviewing local developers, Street Level Advisors determined that projects that can deliver a Yield on Cost of greater than 6.0% would be considered feasible. Recent projects have been proceeding in Berkeley with yields below this level. Projects delivering yields below 5.5% are considered infeasible.

Under the base zoning, only roughly 28 units can be built and this configuration delivers a Yield of only 5.44 which is considered ‘infeasible.’ A project on the same site using a maximum FAR of 4.0 and then accessing the State Density bonus (by including 11% VLI units) would achieve a Yield of 5.96% which is considered ‘marginal’ but is very close to the target 6% yield.

The new proposed Base Zoning would result in an increase in the number of allowable units relative to current zoning but somewhat less than could currently be achieved with Use Permits and State bonus. As a result, the yield for projects using this base are slightly below the maximum.
A project using the base zoning rules with Use Permits and State Bonus would achieve a very slightly higher yield.

The increased density and affordability both produce yields in the marginal range above the yield from the first tier. This suggests that while some developers may likely to be used somewhat less frequently than the 20% affordable option.

### Affordable Housing Incentive

Chapter 3 proposes three levels of Affordable Housing Incentive. The first level, which offers approximately 40% additional density to projects that include 20% affordable housing on site, provides a yield that is the same as the base plus State bonus alternative but this approach produces 8 affordable housing units instead of only 5.

The remaining two tiers of increased density and affordability produce yields in the marginal range but very slightly lower than the yield from the first tier. This suggests that while some developers may likely to be used somewhat less frequently than the 20% affordable option.

### Percent of What?

When we discuss the share of affordable units that are required, we can measure the affordable units either as a percent of base units or as a percent of the total units. This difference can lead to confusion about requirements.

The State Density Bonus calculates affordable housing requirements as a percent of the “base units” without a bonus. So, with a 100 unit building you get an extra 35 units (total of 135) if you provide 20 affordable units (20% of 100) but that means you end up with a building with only 15% of the units being affordable (20/135). The same number of units (20) represents 20% of the base units of the final project.

Berkeley’s Affordable Housing Mitigation Fee, on the other hand, requires 20% of the total units be affordable. So, no density bonus this is simple but applying the City’s ordinance and Adeline Corridor Specific Affordable Housing Incentive simultaneously can lead to situations that are hard to describe but easy enough to calculate. For example a project using the proposed Affordable Housing Incentive at the lowest tier would have to provide 20% affordable units but because the requirement is calculated from the base units the requirement would be less than 20% of the final total number of units and, as a result, the project would not be entirely exempt from Berkeley’s Housing Mitigation Fee (which requires 20% of the total be affordable for full exemption).