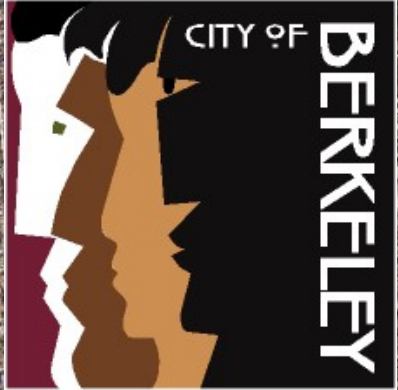




PLAN TO PLACE  
VAN METER WILLIAMS POLLACK LLP  
AARON WELCH PLANNING  
KITTELSON & ASSOCIATES  
STREET LEVEL  
rincon




# COMMUNITY WORKSHOP #3

Ashby + North Berkeley BART Zoning + Development Parameters  
JUNE 26, 2021





# 1. WELCOME AND AGENDA

- Meeting Notices
  - Meeting Logistics and Facilitation
  - Tonight's Agenda
- 



# Meeting Notices

- Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, this meeting will be conducted exclusively through teleconference and Zoom video conference. Please be advised that pursuant to the Executive Order and the Shelter-in-Place Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, there will not be a physical meeting location available.
- Please be mindful that this meeting will be recorded, and all other rules of procedure and decorum will apply for the City's BART Community Advisory Group and community meetings conducted by teleconference or videoconference.

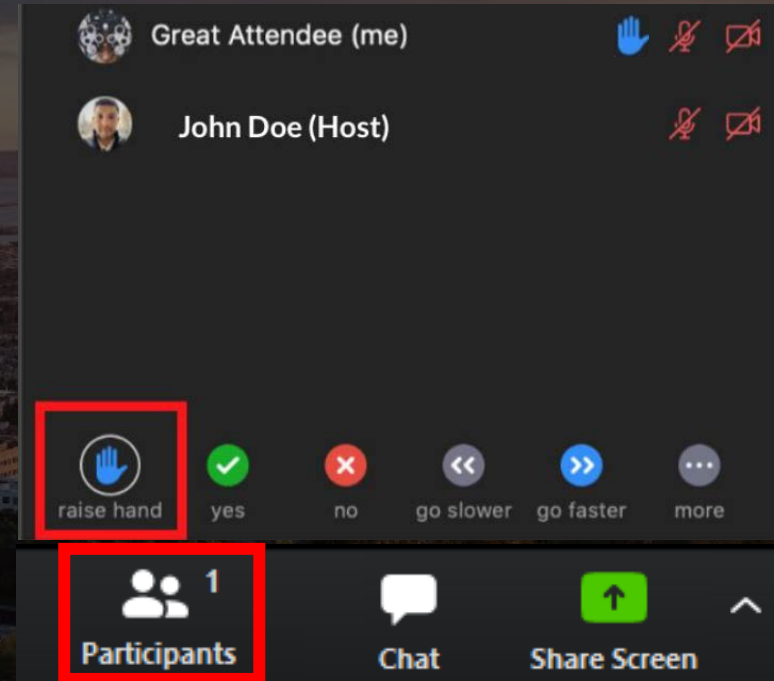
# Meeting Logistics + Facilitation

During Small Group Discussion - Via Raise Hand feature (either on computer or by dialing \*9 on your phone). The meeting facilitator (Dave) will recognize you and unmute your mic.

CHAT throughout the meeting and in Small Group Discussion

Comments through Email - Comments received via mail or email before the meeting and through **July 12** will be part of the public record and included in the meeting summary.

## Raise Hand Feature



The screenshot displays a meeting interface with the following elements:

- Attendee List:**
  - Great Attendee (me) - Hand icon (blue), Mute icon (red), Video icon (red)
  - John Doe (Host) - Mute icon (red), Video icon (red)
- Control Bar:**
  - raise hand (blue hand icon)
  - yes (green checkmark icon)
  - no (red X icon)
  - go slower (grey double left arrow icon)
  - go faster (blue double right arrow icon)
  - more (grey three dots icon)
- Bottom Navigation:**
  - Participants (white people icon with '1' next to it)
  - Chat (white speech bubble icon)
  - Share Screen (green up arrow icon)



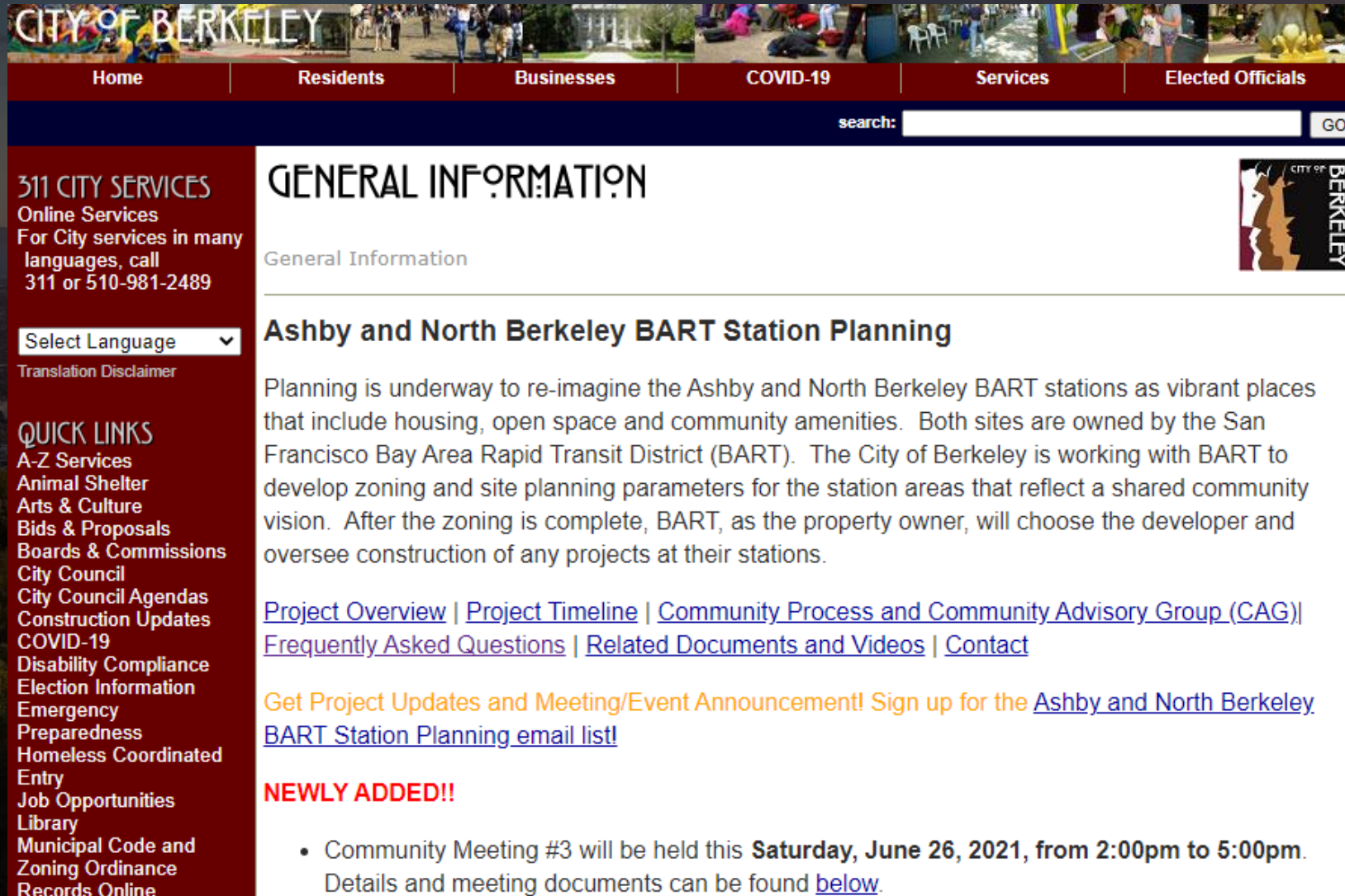
# Meeting Agenda

2:00pm – 5:00pm

1. Welcome and Agenda
2. Planning Process Updates
3. Draft City / BART Joint Vision and Priorities
4. - Small group discussion
4. Draft Zoning
1. - Small group discussion


**Live Poll Questions**

# Visit the Project Website for more info




The screenshot shows the City of Berkeley website with a navigation bar at the top containing links for Home, Residents, Businesses, COVID-19, Services, and Elected Officials. A search bar is located on the right side of the navigation bar. The main content area is titled 'GENERAL INFORMATION' and features a sidebar on the left with '311 CITY SERVICES' and 'QUICK LINKS'. The main content area displays the title 'Ashby and North Berkeley BART Station Planning' and a paragraph of text describing the project. Below the text are several links for project overview, timeline, and contact information. A 'NEWLY ADDED!!' section highlights a community meeting on Saturday, June 26, 2021, from 2:00pm to 5:00pm.

**311 CITY SERVICES**  
Online Services  
For City services in many languages, call 311 or 510-981-2489

Select Language   
Translation Disclaimer

**QUICK LINKS**  
A-Z Services  
Animal Shelter  
Arts & Culture  
Bids & Proposals  
Boards & Commissions  
City Council  
City Council Agendas  
Construction Updates  
COVID-19  
Disability Compliance  
Election Information  
Emergency  
Preparedness  
Homeless Coordinated Entry  
Job Opportunities  
Library  
Municipal Code and Zoning Ordinance  
Records Online

**GENERAL INFORMATION**

General Information 

## Ashby and North Berkeley BART Station Planning

Planning is underway to re-imagine the Ashby and North Berkeley BART stations as vibrant places that include housing, open space and community amenities. Both sites are owned by the San Francisco Bay Area Rapid Transit District (BART). The City of Berkeley is working with BART to develop zoning and site planning parameters for the station areas that reflect a shared community vision. After the zoning is complete, BART, as the property owner, will choose the developer and oversee construction of any projects at their stations.

[Project Overview](#) | [Project Timeline](#) | [Community Process and Community Advisory Group \(CAG\)](#) | [Frequently Asked Questions](#) | [Related Documents and Videos](#) | [Contact](#)

Get Project Updates and Meeting/Event Announcement! Sign up for the [Ashby and North Berkeley BART Station Planning email list!](#)

**NEWLY ADDED!!**

- Community Meeting #3 will be held this **Saturday, June 26, 2021, from 2:00pm to 5:00pm.** Details and meeting documents can be found [below](#).

[www.cityofberkeley.info/bartplanning](http://www.cityofberkeley.info/bartplanning)





## 2. PLANNING PROCESS UPDATES

- Goals of this Meeting
- Planning Process
  - Key Milestones/Timeline
  - Documents Guiding Development
  - State Housing/Streamlining Laws
- Berkeley-El Cerrito Corridor Access Plan (BECCAP)



# Goals of this Meeting

- Review next steps in the planning process and related efforts
- Share information about State laws and other documents guiding future development and approval process
  - State housing / streamlining laws
  - Objective Design Standards
- Discuss revisions to draft City – BART Joint Vision and Priorities and draft zoning based on comments received from prior meetings



# Preliminary Planning for Ashby and NB BART



Berkeley El Cerrito Corridor Access Plan

## Milestones

- City and BART Joint Vision and Priorities
- Zoning (aligns with AB 2923)
- Updated Memorandum of Understanding (MOU)
- Requests for Qualifications for Developer(s)

# Preliminary Planning: Affordable Housing \$ Update

Estimate of City Subsidy Needed (Street Level Advisors January 2021 Memo)\*

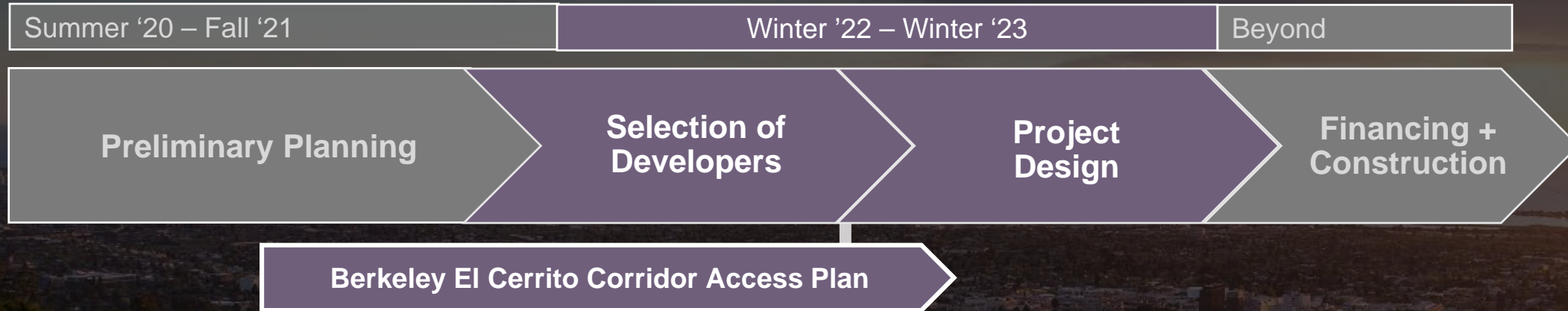
Ashby		North Berkeley		TOTAL
% Affordable	City Cost	% Affordable	City Cost	
35%	27,760,208	35%	\$ 25,018,016	\$ 52,778,224
50%	\$ 58,207,950	35%	\$ 25,018,016	\$ 83,225,966
60%	\$ 78,586,360	35%	\$ 25,018,016	\$ 103,604,376
70%	\$ 98,964,770	35%	\$ 25,018,016	\$ 123,982,786
75%	\$ 109,273,848	35%	\$ 25,018,016	\$ 134,291,864
80%	\$ 119,343,180	35%	\$ 25,018,016	\$ 144,361,196
85%	\$ 129,652,258	35%	\$ 25,018,016	\$ 154,670,274
90%	\$ 139,721,590	35%	\$ 25,018,016	\$ 164,739,606
95%	\$ 150,030,668	35%	\$ 25,018,016	\$ 175,048,684
100%	\$ 160,100,000	35%	\$ 25,018,016	\$ 185,118,016
50%	\$ 58,207,950	50%	\$ 49,967,475	\$ 108,175,425
75%	\$ 109,273,848	75%	\$ 96,418,263	\$ 205,692,111
100%	\$ 160,100,000	100%	\$ 142,869,050	\$ 302,969,050

Available online:  
[www.cityofberkeley.info/bartplanning](http://www.cityofberkeley.info/bartplanning)

\*Table 11 :  
 Not adjusted for inflation



# Future Stages of Planning



## Milestones

- Access Investment Priorities and upper limit of BART rider parking replacement
- Objective Design Standards
- Project-specific station access plans
- Project proposals and approvals

\*Illustrative Timeline – Subject to Change

# Planning Process: Next Steps

Fall 2021	Winter '21-'22	Winter '21-'22	Spring 2022	Summer 2022	Winter '22-'23
<p>Planning Commission Consideration of Zoning, EIR and JVP</p> <p>CAG #8 (final meeting)</p>	<p>Council Adoption of Zoning, JVP, and Updated MOU</p> <p>BART Board Action</p>	<p>BART Release of RFQ(s)</p>	<p>RFQ responses due to BART</p> <p>Community "townhall" with prospective developers</p> <p>Begin ODS Process w/ community</p>	<p>BART selects developer</p> <p>Selected developer joins ongoing ODS process</p>	<p>City Council adopts ODS</p>

JVP – City and BART Joint Vision and Priorities  
 EIR – Environmental Impact Report  
 MOU – Memorandum of Understanding

RFQ – Request for Qualifications  
 ODS– Objective Design Standards



# Documents Guiding Development

## Zoning

Sets rules for allowed land uses and standards for development such as building height, floor area ratio (FAR), density and parking. It also outlines the approval process. Must be consistent with AB 2923.

## Joint Vision and Priorities (JVP)

Describes City and BART's shared high-level expectations for development with a more qualitative vision which is incorporated into and enforceable through RFQ and BART approvals.

## Updated Memorandum of Understanding (MOU)

Builds on the existing MOU between BART and the City to further outline how the two agencies will work together. Topics will include, but not be limited to: the process for allocating City affordable housing funds and the City and BART's roles in developer selection and project(s) approval process.

## Requests for Qualifications (RFQ)

Solicits statements of interest from developers or teams of developers and tells them what the City and BART require of the project. It echoes the zoning and JVP.

## Environmental Impact Report (EIR)

An EIR is a document required under the California Environmental Quality Act (CEQA) that identifies potential physical impacts from the proposed project, in this case, the proposed zoning and associated land use regulations, and ways to mitigate those impacts.



# Documents Guiding Development

## **Objective Design Standards (ODS)**

These standards will build on the Zoning and JVP to create an enforceable set of design standards that the City will rely on when asked to approve a development application submitted by the selected developer(s)

## **Master Development Permit (MDP)**

City's application/approval process for future projects outlined in the zoning. It includes a detailed site plan, showing buildings, permitted uses, open spaces, streets and parking as the project is built over time. It would specify building heights, step-backs and basic form but not specific architectural design, as well as an overall enforceable affordable housing plan for the site, consistent with the Joint Vision and Priorities.



# State Laws on Housing Production and Streamlining

## **AB 2923**

- Creates minimum standards for transit-oriented zoning on BART sites, including height, density, floor-area ratio, and parking

## **AB 2923 and SB 35 “Ministerial Process”**

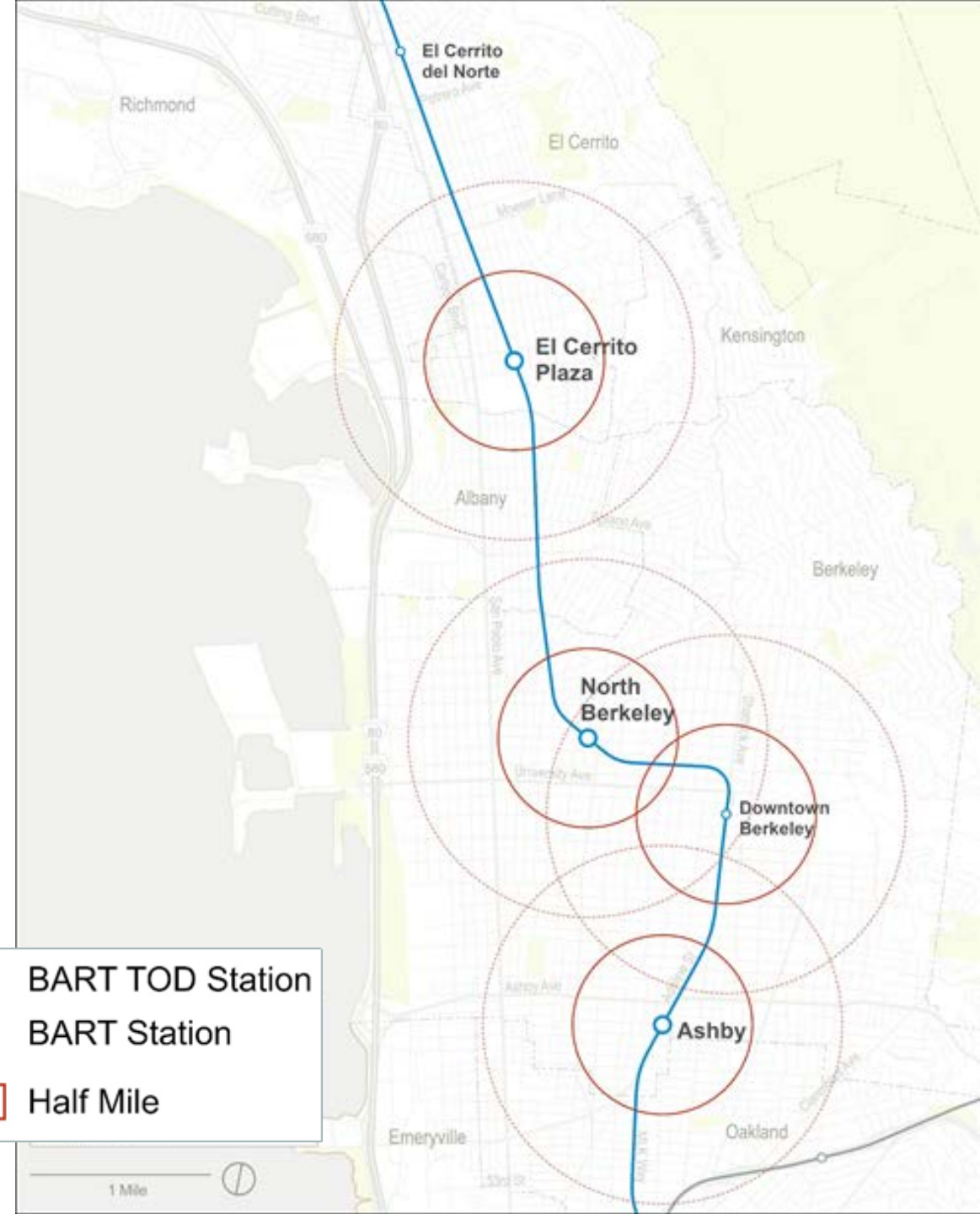
- Requires cities to provide streamlined, non-discretionary approvals for housing development projects that include a required percentage of affordable housing units

## **State Density Bonus Law**

- Entitles developers to a “density bonus,” of 20-50% above maximum zoning, based on provision of affordable housing

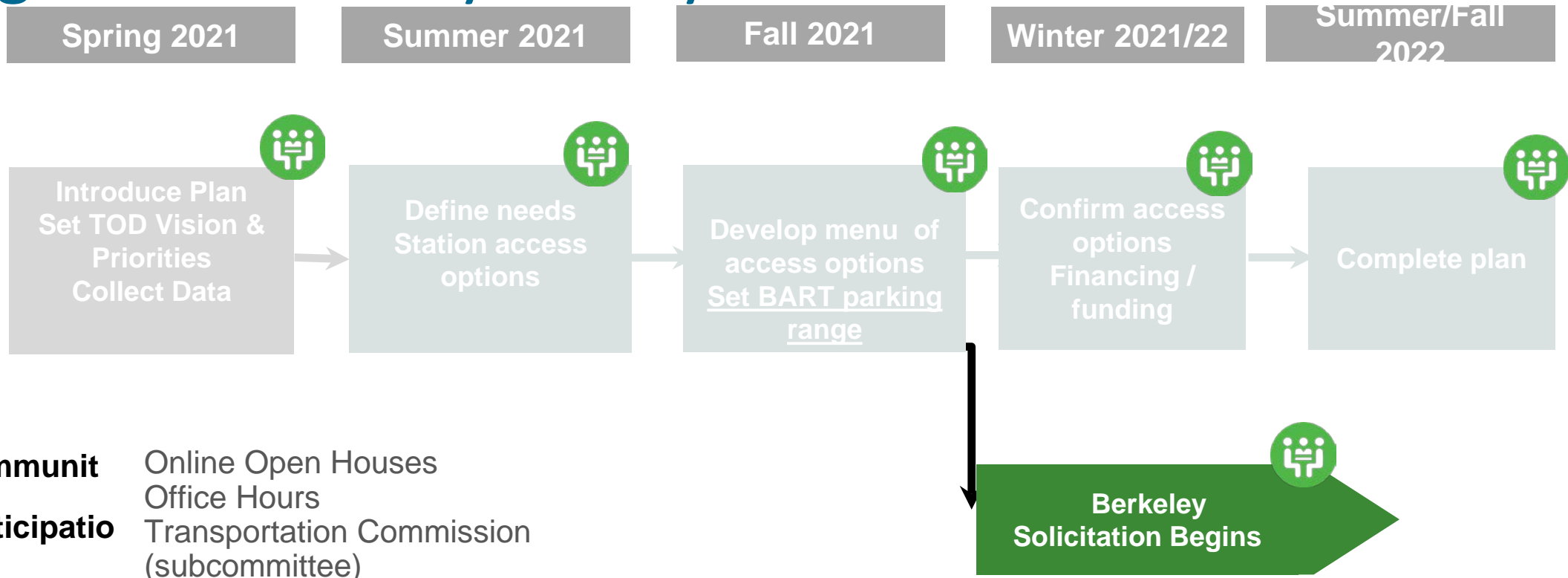
# What is the Berkeley-El Cerrito Corridor Access Plan (BECCAP)?

- A coordinated plan for improving ways to get to BART where development is planned
  - Collaborate with multiple agencies
  - Gather input from residents and riders
  - Develop station access & parking options to BART that can be implemented before TOD is built





# Berkeley-El Cerrito Corridor Access Plan: Where are we going and how can you stay involved?



**Community Participation**

- Online Open Houses
- Office Hours
- Transportation Commission (subcommittee)
- Community Meetings
- Stakeholder Engagement
- BART Board & City Council

\*Illustrative Timeline – Subject to Change





# Station Access: How you can stay involved?

## Upcoming events

- Online Open House + Office Hours (July 2 to August 20)
- Transportation Commission Subcommittee (July 21: 6-8 PM)
- Small Community/Stakeholder meetings (Ongoing)

## More Information about Station Access Planning

- More information about Station Access Planning: [www.bart.gov/beccap](http://www.bart.gov/beccap)
- Station Access Comments/Questions and Sign-Up for emails: [www.bart.gov/beccap/comment](http://www.bart.gov/beccap/comment)



# Office Hours and Written Comments

## Office Hours #1:

Wednesday, June 30, 2021 5:30pm - 6:30pm

*Office hours will be held via Zoom.*

*For more info, visit: [www.cityofberkeley.info/bartplanning](http://www.cityofberkeley.info/bartplanning)*

## Written Comments:

- Please send in your comments by Monday, July 12, 2021
- Meeting summary will be available by Monday, July 19, 2021



# Thank You for Participating

Questions or comments about what you heard tonight?


Please send us your comments by Monday, July 12 to:

- Email: [bartplanning@cityofberkeley.info](mailto:bartplanning@cityofberkeley.info)
- Mail: City of Berkeley Planning and Building Department  
1947 Center Street, 2nd Floor  
Berkeley, CA 94704  
Attn: Alisa Shen

For more information AND to sign up to receive emails about this planning process go to: [www.cityofberkeley.info/bartplanning](http://www.cityofberkeley.info/bartplanning)



### 3. DRAFT CITY / BART JOINT VISION AND PRIORITIES (JVP)

- 
- Joint Vision and Priorities Summary
  - Review each of the Five Topics
  - Breakout Groups

# Joint Vision and Priorities (JVP) Summary

## Purpose

- The City and BART's shared, high-level expectations for future development of both the Ashby and North Berkeley BART properties
- To help guide the process for the development of both Ashby and North Berkeley stations from developer selection through project construction

Land Use



Public + Civic Space



Affordable Housing



Building Form



Station Access +



Links to Draft JVP Statements:

<https://www.cityofberkeley.info/bartplanning/> (under "Newly Added" section near the top of the webpage)

# JVP: Land Use



## POINTS OF AGREEMENT

- Residential focus at both stations
- Encourage supportive, more community-oriented retail services at both BART stations
- Less emphasis on non-residential uses at North Berkeley

## DIFFERING VIEWS

- Amount of land dedicated to open space versus using land for parking or housing

# JVP: Land Use



## HIGHLIGHTS

1. **Prioritize Housing – especially Affordable Housing**

2. **Community Uses**

- 1. - Provide community-oriented retail and non-profit services
- 1. - Complement nearby business districts

3. **Public Open Space**

For play and other free-form activities, community gardens, and connect with nature



# JVP: Public and Civic Space



## POINTS OF AGREEMENT

Vision to provide important public spaces, with improved access and safety while maximizing affordable housing

- Ashby: create a cultural hub for the community, preserving the Flea Market and potential Adeline Street redesign
- North Berkeley: pedestrian and bike connections to the Ohlone Greenway and other open space use on the land above the BART tracks
- Overall emphasis on pedestrian and bicycle safety and a public realm designed to welcome all users

## DIFFERING VIEWS

- Amount of land dedicated to open space versus using land for parking and / or housing
- Levels of connection to the Ohlone Greenway

# JVP: Public and Civic Space



## HIGHLIGHTS

- 1. Bicycle and Pedestrian Improvements**  
Provide safe and reliable access for bicycles and pedestrians to the BART stations and through the station sites
- 2. Open Space at Ashby**
  - Create public open spaces for residents and the general public
  - Provide space for the Flea Market and consider using a portion of Adeline
- 3. Connection to Ohlone Greenway at North Berkeley**  
Establish a clear connection through the site for Ohlone Greenway
- 4. Open Space at North Berkeley**  
Preference for passive recreational uses, such as small group gatherings, tied together with quality landscape elements

# JVP: Affordable Housing



Photo: Caelie Frampton

## POINTS OF AGREEMENT

- Desire for high levels of affordable housing at both stations
- Defined income targets for affordable units
- Inclusive housing goals

## DIFFERING VIEWS

- Equal affordability at both stations
- Ambitious 100% affordable housing goal vs focusing on what is possible in current financial climate

# JVP: Affordable Housing



Photo: Caelie Frampton

## HIGHLIGHTS

### 1. Build More Housing

Maximize number of units, particularly affordable homes

### 2. Specific Housing / Affordability Targets

- Sets minimum, expectations and a goal to maximize affordability

1. - Sets % minimums for different income levels

2. - Calls out a range of 550- 1200 homes at each station

### 3. Address Social and Economic Inequities

Address inequities, reduce displacement, and provide the right to return

### 4. Housing Financing

Explore creative financing options that reduce the burden on taxpayers

### 5. Inclusive Housing

Create homes for families, people with physical and mental disabilities, and formerly homeless

# JVP: Building Form



## POINTS OF AGREEMENT

- Desire for clarity on technical terms like massing, articulation, FAR, and architectural variety. Desire to be able to picture what these mean.
- Building design should consider the scale and character of the surrounding built environment
- Desire for enforceable standards regarding building height variation and building form

## DIFFERING VIEWS

Lack of consensus on building height limits and what “sensitivity towards neighborhood context” means

- Lower height limits to 4-5 stories at North Berkeley vs building as many homes as possible given proximity to BART

# JVP: Building Form



## HIGHLIGHTS

### 1. Building Height

Per AB 2923 building height cannot be restricted below seven stories. However, the City and BART support variation in height and building form at both stations.

### 2. Architectural Variety

Encourage building design to provide visual interest with variation in height, scale, rooflines, materials, and architectural styles.

### 3. Neighborhood Quality

Buildings should be designed to be high quality and provide natural light, air, direct outdoor access and sociability.

### 4. Activate Public Spaces

Ground-floor spaces and building frontages should activate public space, while providing a sense of place and character to the stations and the surrounding neighborhood.

# JVP: Station Access and Parking



## POINTS OF AGREEMENT:

- Include vision on how these projects can contribute to a better more holistic transportation system
- Consider market rate pricing for parking
- Prioritize curb space to serve people transferring to BART
- Improve wayfinding and signage
- Consider more equitable access needs

## DIFFERING VIEWS:

- Differing views on levels of BART rider replacement parking

# JVP: Station Access and Parking



## HIGHLIGHTS

- **Housing and Community Benefits**
  - Favor affordable housing and other community benefits over parking.
- **Non-Auto Access**
  - Increase the share of BART riders who access the stations via modes other than driving alone and parking.
- **Safe and Equitable Access**
  - Provide safe and secure station access options for people of all ages, abilities, ethnicities, genders and income levels.
- **Reduce Parking and Traffic Impacts**
  - Provide other parking options, alternatives to driving, parking management and other measures
- **Pedestrian and Bicycle Access**
  - Provide high-quality, safe pedestrian and bicycle connections to and through the sites.





# Breakout Groups Overview – JVP

1. 4 Small Breakout Rooms randomly assigned
2. Discuss Joint Vision and Priorities topics
  - *Affordable Housing, Public Space, Land Use, Building Form (approx. 20 min)*
  - *Station Area (approx. 20 min)*
3. Close rooms and return to main room by for Zoning presentation

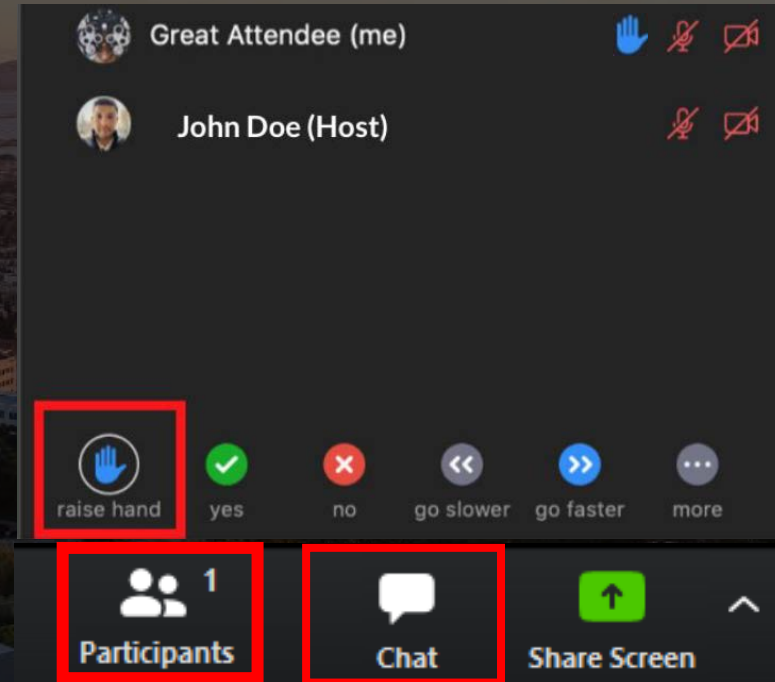
# Breakout Groups Facilitation

**VERBAL COMMENTS** – provide verbal comments via **Raise Hand** feature (either on computer or by dialing \*9 on your phone). The room facilitator will recognize you and unmute your mic.

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## Raise Hand Feature



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## 4. ZONING

- Zoning Introduction
- AB 2923 Required Development Standards
- Zoning Topics
- Master Development Plan (MDP) Process
- Breakout Groups (workshop conclusion)

# Draft Zoning: Introduction

- The draft zoning builds off the Joint Vision and Priorities statements and AB 2923 requirements - height, FAR, density, and parking
- Includes enforceable metrics and requirements
- Zoning creates the envelope and limits, but it is not the actual project
- Further objective design standards will be drafted once a developer is selected





# Draft Zoning: Definitions

What is Floor Area Ratio (FAR)?

FAR is the total square footage of a building compared to the land area.

What is Density?

Density is the number of dwelling units per acre.

# Assembly Bill 2923

Requires that zoning for these station areas must allow:

<b>Residential Density</b>	At least 75 units per acre
<b>Building Height</b>	7 stories (or higher)
<b>Floor to Area Ratio</b>	4.2 (or higher)
<b>Parking</b>	Residential Development: <ul style="list-style-type: none"><li>• Vehicles: no minimum, 0.5 spaces per unit maximum</li><li>• Bicycles: 1 space per unit</li></ul> Office Development: <ul style="list-style-type: none"><li>• No minimum, 1.6 spaces per 1,000 sf maximum</li></ul>

- *Design standards cannot hinder height, density, FAR, parking requirements of AB 2923 (PUC Section 29010.7(d)(2))*
- *BART will uphold local design standards if BART property is zoned for highest feasible density, use, height (per Board adopted AB 2923 Development Principles, August 2020)*



# Draft Zoning: Chapter Structure

- Zoning for the Ashby and North Berkeley stations will be a new Residential BART Mixed Use District (R-BMU)
- Chapter includes requirements for:
  - Allowed Land Uses
  - Development Standards (height, lot sizes, open space requirements, setbacks)
  - Street Frontages (stepbacks, ground floor frontages)
  - Pedestrian Access
  - Mass Reduction

# Draft Zoning: Development Standards




**TABLE 23.202.150-2: R-BMU DEVELOPMENT STANDARDS**

Lot Area, Minimum	No minimum
New Lots	10,000 sf
Floor Area Ratio (FAR), Maximum	4.2
Main Building Height, Maximum	80 feet and 7 stories
Residential Density, Minimum	75 dwelling units per acre
Residential Parking	None required, Maximum of 0.5 space per dwelling unit
Non-Residential Parking	No minimum, 1.5 spaces per 1,000 sf maximum
Bicycle Parking	Minimum of 1 space per unit, 50% of which shall be covered and secure and 1 space per 1,000 sf of commercial use



# Draft Zoning: Ground Floor Land Use

- Permitted street-facing ground floor uses
- Uses other than residential are allowed at specified frontages

	Non-Residential Uses
	Residential or Non-Residential Uses
	Residential Uses



# Draft Zoning: Open Space

Photo: Trachtenberg Architects

## Private Usable Open Space, Minimum:

- 40 sf per dwelling unit
- 15 sf per group living resident

## Public Space, Minimum:

- 35 sf per dwelling unit
- 18 sf per group living resident

Zoning also provides requirements for the design of public open spaces .



# Draft Zoning: Front Setbacks

Setbacks provide privacy to ground floor units and allow for landscaping at the street.

- Not required at Martin Luther King, Jr. Way, Adeline Street, or Sacramento Street
- Other frontages: 5 feet (minimum) to 15 feet (maximum) for at least 50 percent of any building's street frontage and within 50 feet of an intersecting corner



# Draft Zoning: Mass Reduction

Stepbacks and massing breaks visually reduce the size of buildings.

- Stepbacks:  
Above 4 stories, step back building 15 feet from property line (except at Sacramento, Adeline, Ashby, and MLK, Jr.)
- Major massing breaks:  
For buildings taller than 45 feet, 10'x12' feet recess for every 125 feet of frontage
- Minor massing breaks:  
Add recesses or projections to buildings over 60 feet long



# Draft Zoning: On-Site Pedestrian Access

Pedestrian access connects residents and BART users to transit, streets, homes, and other uses.

The project shall provide pedestrian access:

- Between internal buildings and amenities
- To the public circulation network
- To neighbors
- To transit



# Draft Zoning: Residential Entries + Garages

Providing entries at street level and screening parking creates a welcoming pedestrian experience and environment.

## Building entrances:

- Minimum number of entrances required
- Ground floor residential entries
- Orientation and lighting

## Parking design and access:

- Structured parking required
- Screen parking from the street
- Pedestrian entries
- Parking leased separately





# Master Development Plan (MDP) Process

The zoning also describes the review process for for the station areas (Master Development Plan process) Elements include:

- Preliminary Development Plan (PDP)
- Final Development Plan (FDP)
- Modifications
- Revocation



# Breakout Groups Overview – ZONING

1. 4 Small Breakout Rooms randomly assigned
2. Discuss Draft Zoning- (*approx. 40 min*)
3. Adjourn - leave whenever you'd like, we will not return to main room



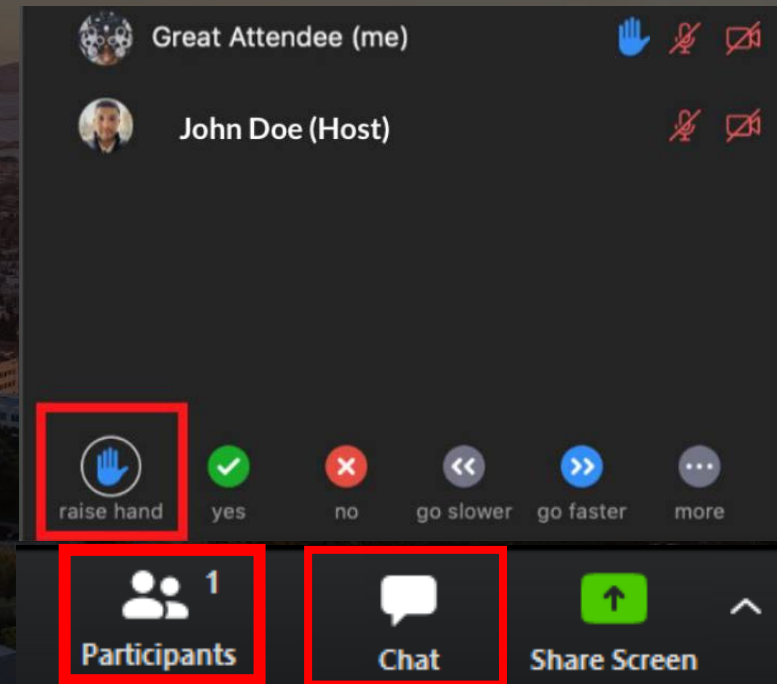
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