



Office of the City Manager

March 29, 2022

To: Honorable Mayor and Members of the City Council

From: *Dee* Dee Williams-Ridley, City Manager

Re: Transit-Oriented Development (TOD) at Ashby and North Berkeley BART Station Areas

This report provides an update on the collaborative efforts of the City of Berkeley and San Francisco Bay Area Rapid Transit District (BART) to advance equitable transit-oriented development (TOD) at the Ashby and North Berkeley BART station areas.

HISTORY & CONTEXT

The current planning and development activities build upon community planning efforts, the most recent of which date back to 2018, to establish a vision and goals for future development of the Ashby and North Berkeley BART stations. This includes the Adeline Corridor Specific Plan (adopted by Council in December 2020) and a community process to develop North Berkeley BART Development Goals and Objectives (approved by Council in May 2019).¹

BART, the City and other public agencies have different roles and responsibilities related to the Ashby and North Berkeley BART stations:

- BART is a transit operator and the property owner. BART undertakes TOD to increase ridership, enhance BART's financial base, and contribute to neighborhood vitality, among other goals. BART's approach is to enter into long-term ground-leases with developers selected competitively via Requests for Qualifications (RFQs) or Proposals (RFPs).
- The City has land use authority to adopt zoning regulations that set development standards and the approval process for proposed development projects. State laws, such as AB 2923 and the State Density Bonus, substantially limit municipalities' discretionary authority regarding development standards and the project approval process for projects that meet specified development standards

¹ An excerpt of the Adeline Corridor Specific Plan focused on the Ashby Station (Policy 3.7) and the North Berkeley BART Development Goals and Objectives are included as Exhibits to the City - BART MOU: www.cityofberkeley.info/bartplanning. The entire Adeline Corridor Specific Plan may be accessed at: www.cityofberkeley.info/adelinecorridor/

and affordability levels.² However, the City plays a separate role as a funder for affordable housing projects, and retains an option to purchase the air rights over the western parcel at Ashby BART. This may restore some of the discretion limited by State laws, especially at the Ashby site.

- Other public agencies (e.g., Alameda County Transportation Commission, Caltrans, AC Transit) have varying degrees of regulatory authority related to circulation and access around the station areas.

The Berkeley City Council and BART Board of Directors approved a Memorandum of Understanding (MOU) to plan for TOD at the stations in December 2019 and January 2020, respectively.³ The MOU was executed in March 2020 and established a process for community engagement, development of zoning, station access, affordable housing decisions, and other relevant topics. Over the past two years, City and BART staff have utilized the goals and process established in the MOU to advance towards development projects. Although the pace of the work was impeded by the COVID-19 pandemic, there has been significant progress to date and staff of the respective agencies will soon advance key documents and policy decisions for review and consideration by the City Council and BART Board of Directors.

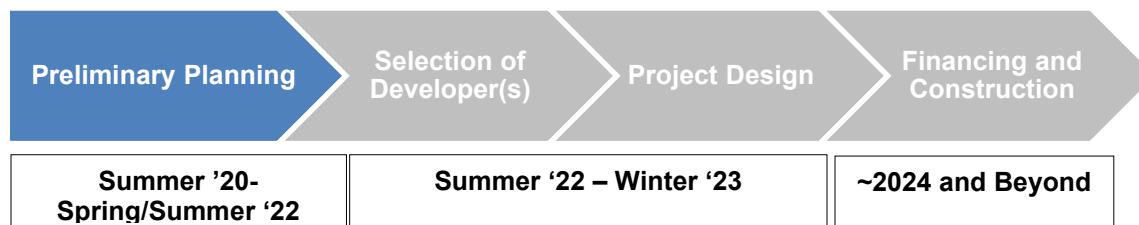
PLANNING PROCESS OVERVIEW

The development of the Ashby and the North Berkeley BART station sites is a multi-year, multi-phase process, including ongoing community engagement. The projects must incorporate transit stations and related infrastructure, are adjacent to major arterial streets, and are anticipated to incorporate high levels of affordable housing and other community amenities, making them much more complex than typical development projects. The City team engaging with BART on this multifaceted effort includes staff from Planning and Development, Health Housing and Community Services, Public Works, the Offices of the City Manager and the City Attorney, and Mayor Arreguin and staff from the Mayor's Office. This team has regularly updated Councilmembers Bartlett and Kesarwani given their representation of BART station districts. Many of the important details of the future BART station projects—such as project-specific station access and parking management, site and building design, affordable housing unit count, affordability levels and populations served—cannot be determined until after developer teams have been selected and actual projects have been designed.

² See 9/1/21 Planning Commission Staff Report, Item 9, Section II. Regulatory Framework, C. State Laws Related to Housing and the Development Approval Process, p.6-7 for more detailed description of AB 2923 and State Density Bonus: https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2021-09-01_PC_Item_9_with%20attachments.pdf

³ AB 2923 requires BART to develop transit-oriented development (TOD) zoning standards for eligible BART-owned properties within Alameda, San Francisco and Contra Costa counties, establishing minimum local zoning requirements for height, density, parking, and floor area ratio. Cities and counties have until July 1, 2022 to rezone BART's property to align with or exceed the AB 2923 baseline zoning standards. Otherwise, BART's Transit-Oriented Development standards become the baseline zoning standards for BART's property governed by AB2923.

Figure 1. Planning & Development Process for Berkeley BART TOD



A. Preliminary Planning (Summer 2020 – Spring/Summer 2022)

Over the past two years, staff have focused on the milestones outlined in the March 2020 MOU to prepare to issue Requests for Qualifications (RFQs) for potential developer teams. These milestones include:

- Berkeley City Council provisional reservation of \$53 million of City affordable housing funding for the two sites.⁴
- Development of zoning consistent with AB 2923.
- City and BART Joint Vision and Priorities (JVP) for TOD at the Ashby and North Berkeley BART Station Areas.⁵
- Development of an Environmental Impact Report on the zoning and associated General Plan amendments and JVP.⁶

This preliminary stage of planning included eight Community Advisory Group (CAG) meetings, three large community meetings, and public meetings of City Commissions and the City Council.⁷ These meetings are detailed in **Attachment 1**.

Currently, City and BART staff are engaged in weekly meetings to resolve outstanding issues related to:

- Project phasing,
- Establishment and enforcement of objective design standards,
- Affordable housing goals and funding sources,
- Developer application and approval process,
- Right-of-way utilization, and
- Other issues critical to these projects.

⁴ See [4/27/21 City Council Meeting Staff Report](#) (Item 31) and Attachment 1 – Estimate of City Subsidy Needed for MOU-Required Minimum of 35% Affordable Housing (or more) at Ashby and North Berkeley BART Station Areas (Memorandum prepared by Street Level Advisors).

⁵ Proposed zoning and draft City and BART Joint Vision and Priorities document, included as attachments to [11/3/21 Planning Commission Staff Report](#). Planning Commission recommendation on these draft documents and Final EIR anticipated in April 2022.

⁶ [Draft EIR](#) published on 10/15/21; close of public comment period on 12/1/21. Final EIR anticipated in March 2022.

⁷ In addition, related public meetings about station access and parking with the City of Berkeley Transportation Commission Subcommittee and community meetings are being held as part of the Berkeley-EI Cerrito Corridor Access Plan process (more information available at: www.bart.gov/beccap).

Staff will review these issues in more detail with City Council at a work session on April 19, 2022. This effort will result in an amended agreement between the City and BART that will be advanced for consideration and approval by the City Council and the BART Board of Directors.

B. Developer Selection and Project Design (Summer 2022 – 2024)

The next phase of the planning and development process for TOD and the Ashby and North Berkeley BART stations is anticipated to begin this summer and extend into 2024. This phase will include the following elements:

1. **Issuance of Request(s) for Qualifications (RFQs) for both Stations.** RFQs will be issued for both sites, in coordination between the City & BART. Because the City Council has provisionally reserved City affordable housing funding for these sites, the RFQs may be combined with a City Notice of Funding Availability (NOFA) for preliminary or “predevelopment” City funding in order to better attract nonprofit developers. Developer teams may include one or more developers, plus designers and consultants.
2. **Objective Design Standards.** Because of the potential for proposed development at the BART stations to be eligible for the streamlined approval process pursuant to SB35 (if specific requirements stated in AB2923 are met), the City and BART have been working to design a process that includes the development of objective design standards that would apply to any proposed project on BART’s property, including one eligible for streamlining. The process to develop and approve the objective design standards for each station site is anticipated to be formalized through an amended Memorandum of Understanding (MOU) or other agreement between the City and BART. Objective design standards for each station site will build on the Draft JVP and zoning standards and address topics such as: station functionality; public realm standards; building form/massing; building facade design; and open space. This work will be funded via a TOD Pilot Planning grant secured by BART from the Federal Transit Administration (FTA grant).
3. **Developer Selection/Initial City Affordable Housing Funding Allocations.** As noted in the March 2020 MOU, in recognition of the City and BART’s collaboration and the City Council’s reservation of \$53 million towards affordable housing (April 2021) at the two BART sites, the City and BART have been discussing a developer selection process which would include a selection committee comprised of six to eight members with equal representation of City and BART representatives. BART has proposed that it have final decision-making authority over the selection of the developers at each site. Developer selection criteria will include, but not be limited to:
 - Alignment with the Joint Vision and Priorities
 - Including depth and quantity of affordable housing
 - Past experience and ability to finance and deliver projects

- Past experience and demonstrated accountability towards equity goals in the City of Berkeley.
- Possible other criteria for City affordable housing funding (to be determined).

Depending on the number of developer team submissions, it may be necessary to select a “short list” of teams who would be required to participate in a town hall-style public meeting for each station site, and to interview with the City – BART selection committee.

The City of Berkeley would consider and approve award(s) of funding for affordable housing, which may include early (predevelopment) funding for selected nonprofit developers and subsequent approvals for development funding. These decisions would be made by City Council at a public meeting in open session.

C. Developer(s) Applications and Approvals (2024 and beyond)

Developer teams’ project applications and approvals are estimated to begin occurring in 2024. As noted above, it is likely that the proposed development at the BART stations would be eligible for the streamlined approval process pursuant to SB35 (if specific requirements stated in AB2923 are met) instead of the typical City development review process (that includes discretionary review by City Boards/Commissions and Council). Thus, the City and BART have been discussing options for approval processes that embed opportunities for meaningful City input. The current process envisioned is described above under “Objective Design Standards”.

D. Parallel Efforts Underway

These parallel efforts and technical studies, currently underway, will inform TOD options at these two BART sites:

1. Identification of City Funding for Affordable Housing and Infrastructure.

The City Council approved a reservation of \$53 million in City affordable housing funds to support at least 35% of the housing units proposed at each of the stations being deed-restricted low, very-low and/or extremely low-income affordable housing.⁸ Following a December 2020 Council referral to the City Manager to explore the potential of a new revenue measure(s) for affordable housing and/or infrastructure citywide, the Council held a worksession to provide a status update and seek Council direction on the topic in January 2022.⁹ The City interdepartmental team leading the citywide revenue measure(s) exploration

⁸ For more information about how the City subsidy estimate was derived, see Council Meeting 4/27/21 Item 31, Attachment 2: https://www.cityofberkeley.info/Clerk/City_Council/2021/04_Apr/Documents/2021-04-27_Item_31_City_Affordable_Housing_Funds_Ashby_and_North_Berkeley_BART_Station_Areas_and_Future_Housing_Funding_Notices_of_Funding_Availability.aspx

⁹ The staff report for the January 20, 2022 staff report for this Council worksession is available online: https://www.cityofberkeley.info/uploadedFiles/Clerk/City_Council/2022/01_Jan/Documents/2022-01-20%20WS%20Item%2001%20Discuss%20Vision%20050.pdf

is planning to return to City Council in late May with the results from engagement with the public and relevant Commissions, as well as draft Program Plan and proposed revenue measure(s). In addition, the City was awarded grants from the Partnership for the Bay and the San Francisco Foundation to conduct a community-driven effort to develop options for equitable development at the Ashby and North Berkeley BART station areas, including innovative funding proposals and policies. This effort is being spearheaded by the Mayor's Office, in partnership with Healthy Black Families.

2. **The Berkeley - El Cerrito Corridor Access Plan (BECCAP).** The BECCAP is a collaborative effort of BART and the cities of Berkeley and El Cerrito to identify station access strategies for the interrelated stations of El Cerrito Plaza, North Berkeley, Downtown Berkeley, and Ashby BART stations before transit-oriented development occurs on these stations' surface parking lots. The development will change how BART riders in the surrounding communities get to and from the stations. The goal of the BECCAP is to develop strategies that equitably distribute investments in walking, rolling, biking, riding transit, driving, and parking. It will identify parking maximums for BART rider parking at the Ashby and North Berkeley BART station areas.¹⁰ It also includes concepts and order-of-magnitude planning-level funding estimates for how to better manage on-street parking around the stations to address spillover impact concerns from residents and allow for BART riders parking options in the public right of way. This planning work is funded via CalTrans and FTA grants secured by BART.
3. **Adeline Street Roadway Reconfiguration Feasibility Study, Berkeley Flea Market Options Design Study and Ashby BART Station Evaluation.** These three studies are funded via the aforementioned FTA grant secured by BART. Two studies build on the Adeline Corridor Specific Plan and respond to the City Council Referral to analyze the potential for a redesign of the segment of Adeline Street between Martin Luther King Jr. Way and Ward/Shattuck Street, in order to increase safety for pedestrians, cyclists, and people living with disabilities, while also meeting the needs of public transit and emergency vehicles.¹¹ The study will evaluate a "road diet" that reduces the width of Adeline Street in this segment from the current four lanes to two lanes. A third study analyzes the minimum requirements for station access, service needs, and other key functions for BART station operations. A summary of these studies will be part of the Request for Qualifications and help define the project for Developers.

¹⁰ At a March 9, 2022 meeting of the City's Transportation Commission BECCAP Subcommittee, BART staff recently presented recommended on-site BART rider parking maximums for each station as well as preliminary access strategies for riders to get to BART without parking, and other options for BART rider parking (including charging BART riders to use on-street spaces). The presentation is available online at: https://www.bart.gov/sites/default/files/docs/2022Mar09_Presentation_BECCAP_Advisory-CommMtg_0.pdf See also www.bart.gov/beccap for more information.

¹¹ See <https://www.cityofberkeley.info/adelineroaddietstudy/> for more information.

4. **Housing Preference Policy.** The City has been partnering with the East Bay Community Law Center, Healthy Black Families and other community groups to advance the design and implementation a local housing preference policy, as highlighted in the Adeline Corridor Specific Plan. The policy options being considered include studying options for those at-risk of being displaced and those who have already been displaced. Proposals were recently discussed by the Housing Advisory Commission (HAC).¹² The HAC is anticipated to finalize its recommendations to Council at its April 3, 2022 meeting.

NEXT STEPS

- April 6, 2022: Planning Commission Public Hearing and recommendation to City Council on the draft zoning and General Plan amendments, City-BART Joint Vision and Priorities, and Final Environmental Impact Report.
- April 19, 2022: City Council Work Session on draft zoning and General Plan amendments, City-BART Joint Vision and Priorities, Final Environmental Impact Report, and key issues related to parallel efforts/technical studies and the future agreement between the City and BART that will build on the existing Memorandum of Understanding.
- May 31, 2022: City Council Public Hearing for consideration and approvals/certification of draft zoning and General Plan amendments, City-BART Joint Vision and Priorities, Final Environmental Impact Report, and (tentatively) amended MOU and/or other agreement(s) between City and BART.
- Summer 2022 (tentative): Issuance of RFQ(s) for one or both station areas.

Attachment:

1. Ashby and North Berkeley BART Station Area
Preliminary Planning: Summary of Community Engagement

cc: Paul Buddenhagen, Deputy City Manager
LaTanya Bellow, Deputy City Manager
Jordan Klein, Director, Planning & Development Department
Farimah Brown, City Attorney
Jenny Wong, City Auditor
Mark Numainville, City Clerk
Matthai Chakko, Assistant to the City Manager

¹² February 2, 2022 HAC Meeting Staff Report: Housing Preference Policy:
https://www.cityofberkeley.info/uploadedFiles/Clerk/Level_3_-_Commissions/HAC%20agenda%20PACKET%202022-02-03.pdf

Attachment 1: Ashby and North Berkeley BART Stations: Preliminary Planning Community Engagement Process

The City Council and BART Board unanimously adopted a Memorandum of Understanding (MOU) in December 2019 and January 2020, respectively, related to planning for the Ashby and North Berkeley BART station areas. The MOU lays out a process for community engagement, zoning, station access and affordable housing decisions, among other things. In June 2020, the City and BART initiated the preliminary planning stage of the overall planning process for the Ashby and North Berkeley BART stations which will result in new zoning that conforms with AB 2923, a City and BART Joint Vision and Priorities document, and other elements for inclusion in future Request for Qualifications (RFQs) for developer(s).¹

The community engagement process to develop these documents includes meetings with a Council-appointed Community Advisory Group (CAG), community workshops/meetings and meetings with City Commissions and the City Council.² All meeting materials, meeting summaries and additional background information is available online at the City's Ashby and North Berkeley BART Station Planning website: www.cityofberkeley.info/bartplanning.³ An overview of these meetings is provided below.

A. Community Advisory Group (CAG)

Pursuant to the adoption of the Memorandum of Understanding (MOU) in December, 2019, the City Council established a Community Advisory Group (CAG). The 15-member CAG included four representatives from the Planning Commission, Housing Advisory Commission, Transportation Commission and the Commission on Disability, as well as 11 community members from a number of stakeholder groups and communities, including homeowners, renters, all geographic areas of the city on which station area development would have an impact such as immediate, as well as commuter neighborhoods, the Berkeley Flea Market, and faith-based communities. CAG membership has reflected a wide-range of relevant expertise in areas such as city planning, architecture, transit, and environmental sustainability; and incorporating diverse life experiences.

The role of the CAG is to provide input to the Planning Commission on a) the zoning of the Ashby and North Berkeley BART station areas in conformance with AB 2923; b) bridge communication between the Planning Commission's zoning process and other neighborhood groups and the community at large, and; c) to provide input on a Joint Vision and Priorities document (JVP) to be developed by the City and BART.

From June 2020 to December 2021, there were eight CAG meetings, which were open to the public (as shown below in **Table 1**). In addition to CAG meetings, the City also held 11 "office hours" sessions. The office hours sessions were intended to be informal opportunities for CAG members to ask follow-up questions on topics covered during the CAG meetings. Staff from the City, the consultant team and BART were available to answer questions. All office hour sessions were open to the public.

¹ Descriptions of these documents are provided in the accompanying staff report for the September 1, 2021 Planning Commission meeting.

² Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, all public meetings held to-date were conducted exclusively through teleconference and Zoom videoconference.

³ Meeting summaries include copies of all written comments received from the public by the requested deadline.

Table 1: Community Advisory Group Meetings		
Mtg.	Topic(s)	Date
1	Introductions, Project Overview, CAG process, Review of Existing Conditions and Relevant Adopted Laws, Plans, Policies and Development Parameters	June 8, 2020
2	Process Overview, Introduction to AB 2923 and Zoning, Preliminary Site Concepts	August 3, 2020
3a	Financial Feasibility, Affordable Housing, and Building Form	October 14, 2020
3b	Introduction to City-BART Joint Vision and Priorities (JVP)	October 21, 2020
4	Zoning and Development Parameters, Building Form, and Land Uses	December 14, 2020
5	Review of Draft City-BART JVP and Draft Zoning: Affordable Housing, Public and Civic Space, Land Use and Building Form and Draft Zoning	March 22, 2021
6	Review Draft JVP including: BART Station Access and Draft Zoning	April 29, 2021
7	Final Review of Draft Joint Vision and Priorities and Zoning	June 21, 2021
8	CAG Wrap-Up and Next Steps in the Ashby and North Berkeley Transit-Oriented Development Planning Process	December 6, 2021

An overview of the purpose of each CAG meeting is summarized below:

- The purpose of the first CAG meeting was to introduce the members of the CAG to each other and to the public; review the group’s purpose and responsibilities; provide an overview of the process to develop zoning and development parameters for the Ashby and North Berkeley BART station areas; and share preliminary analysis of existing site conditions and relevant laws, and City and BART plans, policies and other development considerations for the two station areas.
- The second CAG meeting included an introduction to Assembly Bill AB2923 and its requirements; a discussion about how the City’s and BART’s plans, policies and other development considerations informed “big-picture” physical design ideas for each site.
- The third pair of CAG meetings focused on providing foundational information about project economics and feasibility and building form, in order to begin a discussion about preliminary drafts statements about affordable housing and public/civic space that would be included in the City-BART Joint Vision and Priorities document. Four informational videos were created for the CAG and general public about current practices and incentives in market rate and affordable housing in order to inform these discussions:
 - Market Rate Housing⁴
 - Affordable Housing⁵
 - Public Value Recapture⁶
 - Building Form and Density⁷

⁴ <https://cityofberkeley.box.com/s/mby2din90o2fn6pha9xohj3bez8mdnda>

⁵ <https://cityofberkeley.box.com/s/askxmccp2t5jxg35i1paceym3ra6ns6>

⁶ <https://cityofberkeley.box.com/s/9g3kfyt0gyq7xd62bzk8inix3y3upmhe>

⁷ https://www.dropbox.com/s/qhgu0gmdnon1rt/20201204_Building%20Form%20and%20Density_Slides-credits.mp4?dl=0

- The fourth CAG meeting focused on a discussion about zoning standards, AB2923 requirements, building form and desired land uses at the two stations sites.
- The purpose of the fifth CAG meeting was to review feedback from CAG members and the public on the four topics of the City-BART Joint Vision and Priority Statements (Affordable Housing, Public and Civic Space, Land Use and Building Form) and to discuss a preliminary draft zoning chapter for the two BART sites.
- The sixth CAG meeting focused on discussing the draft statements for the fifth topic of the City-BART Joint Vision and Priority Statements: Station Access; it was also an opportunity to introduce BART’s grant-funded effort prepare a corridor-level study for the City of Berkeley and the City of El Cerrito the Berkeley-El Cerrito Corridor Access Plan (BECCAP).⁸
- The primary objective of CAG Meeting #7 was to provide share and solicit feedback about revised draft of the City-BART Joint Vision and Priorities and draft zoning.
- At the final CAG meeting, the Mayor thanked CAG members and City and BART staff provided information and solicited feedback about the next steps in planning process that would occur after adoption of new zoning and associated General Plan amendments and the City-BART Joint Vision and Priorities document (e.g. developer selection and beyond).

B. Community Workshops/Meetings

Three community workshops were held to introduce the overall planning process for the Ashby and North Berkeley BART station areas, as well as to solicit feedback on the draft zoning and the City-BART Joint Vision and Priorities document. Topics covered in the Community Workshops paralleled those covered in the CAG meetings. CAG members were encouraged to attend the community workshops. Summaries of the community workshops, including copies of all written comments received were provided to CAG members to inform their work (and available on the City’s BART planning website).

Mtg.	Topic(s)	Date
1	Project Overview, Project Goals/Parameters and Preliminary Concepts	August 31, 2020
2	Draft City-BART Joint Vision and Priorities	February 8, 2021
3	Final Review of Joint Vision and Priorities and Zoning	June 26, 2021

C. Commission and City Council Meetings

In addition to the CAG and community workshops, the following City Council and Commission meetings have occurred to-date regarding draft zoning, General Plan amendments and required environmental review, as well as City funding for affordable housing at the Ashby and North Berkeley BART stations:

⁸ <https://www.bart.gov/about/planning/station-access/berkeley-elcerrito-corridor-plan/faq>

- Scoping Session on the Draft Environmental Impact Report (DEIR) on Zoning and General Plan Amendments for the Ashby and North Berkeley BART Station Areas - Planning Commission - Dec. 2, 2020
- Reserving City Affordable Housing Funds for the Ashby and North Berkeley BART Station Areas
 - Housing Advisory Commission - Feb. 10, 2020, March 4, 2021^{9,10}
 - Measure O Bond Oversight Committee – Feb. 1, 2020, March 1, 2021^{11,12}
 - City Council - April 27, 2021¹³
- Informational Meeting on the Proposed Zoning and General Plan Amendments and City-BART Joint Vision and Priorities for TOD at the Ashby and North Berkeley BART Station Areas and a Public Hearing on the Draft EIR at the Planning Commission (Sep. 1, 2021 and Nov. 3, 2021, respectively).¹⁴

The Planning Commission will hold an additional meeting, a public hearing, to make a recommendation to City Council on the draft zoning and General Plan amendments, City-BART Joint Vision and Priorities, and Final Environmental Impact Report. Subsequently, the City Council will review and consider these documents.¹⁵

⁹ <https://www.cityofberkeley.info/uploadedFiles/Housing/Commissions/2021-02-10%20HAC%20PACKET.pdf>

¹⁰ <https://www.cityofberkeley.info/uploadedFiles/Housing/Commissions/2021-03-04%20HAC%20agenda%20packet.pdf>

¹¹ https://www.cityofberkeley.info/uploadedFiles/Housing/Commissions/2021-02-01_MOBOC%20Agenda%20Packet.pdf

¹² https://www.cityofberkeley.info/uploadedFiles/Housing/Commissions/0_2021-03-01_Agenda_Packet%20revised.pdf

¹³ https://www.cityofberkeley.info/Clerk/City_Council/2021/04_Apr/Documents/2021-04-27_Item_31_City_Affordable_Housing_Funds_Ashby_and_North_Berkeley_BART_Station_Areas_and_Future_Housing_Funding_Notices_of_Funding_Availabilit_.aspx

¹⁴ https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2021-09-01_PC_Item_9_with%20attachments.pdf

¹⁴ https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2021-11-03%20PC%20Agenda_linked.pdf

¹⁵ Additional public meetings are being held on related efforts such as the Berkeley-EI Cerrito Corridor Access Plan process. More information is available at: www.bart.gov/beccap