

WORKING DRAFT
**Joint Vision & Priorities for Transit-Oriented Development
for Ashby and North Berkeley BART Stations**

Background

The December 10, 2019 Memorandum of Understanding (MOU) between BART and the City of Berkeley calls for the City and BART, with input from the City's Community Advisory Group (CAG) to establish a "joint vision and priorities" document. The goal of this document is to provide concise, high-level expectations (such as goals and minimum thresholds) for future developers on key topics.

Per the MOU, this "joint vision and priorities" document will be incorporated into future Request(s) for Qualifications (RFQs) for development of both the Ashby and North Berkeley Station development, and will help guide the selection of a future developer(s). This City-BART Joint Vision and Priorities document will be one of three key outcomes of the CAG process for both North Berkeley and Ashby BART development (along with updated zoning consistent with AB 2923, and the draft RFQs for developers).

Based on the verbal comments and written "Padlet" input provided by the CAG at its October 14th and 20th meetings, the consultants, City and BART staff have developed draft Joint Vision and Priorities language for the topics of Affordable Housing and Public Space for CAG comment. Feedback from the October CAG meetings is available online).¹ We will share back more draft language for the topics of Land Use, Building Form (discussed at the December 14th CAG meeting), and Station Access and Parking Management (which will be distilled from relevant City and BART adopted plans and policies and CAG discussions to-date) in early January 2021.

Please keep in mind that this is ***draft language that will continue to evolve*** as additional analyses and discussion occur over the next several months. All of the draft Joint Vision and Priorities language will receive broader community review and feedback at a Community Workshop in early 2021, and will be reviewed again at a subsequent CAG meeting in Spring 2021.

CAG Instructions

Please provide any comments on the draft Affordable Housing and Public Space language to bartplanning@cityofberkeley.info no later than **January 12**. We will also be available to discuss these drafts at an additional CAG Office Hours session on **Wednesday January 6, from 5:30 to 6:30 PM**.

- URL: <https://zoom.us/j/94066630866?pwd=Q2MxS3owQWU3cElwb1pBZzBVVGFTdz09>
- Meeting ID: 940 6663 0866
- Passcode: 827405
- By Phone: +1 669 900 6833 (same meeting ID and passcode as above)

¹ **[CAG Meeting 3a and 3b Summary:](#)**

https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Land_Use_Division/Berkeley_BART_CAG%203A%20B_Summary.pdf

[CAG Meeting 3a and 3b – Appendix:](#)

https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Land_Use_Division/Appendix.pdf

Affordable Housing

VISION

New housing at a variety of income levels at both the Ashby and North Berkeley BART Stations will address the City's housing crisis, stem the displacement of residents—especially of the African American community in Berkeley—and support more equitable access to housing for lower-income families and individuals. New housing must also be created quickly to reflect the urgency of the climate crisis, capturing the inherent environmental benefits of walkable, transit-oriented housing in Berkeley's most transit-rich areas.

Shared Priorities

- A. Maximize the number of new homes, and especially permanently affordable, deed-restricted homes. Both developments should achieve a minimum share of affordable housing as identified below.
- B. Deliver new housing within 10 years to reflect the urgency of the climate and housing crises.
- C. Development should provide a preference for residents of Berkeley who are facing displacement or who have been displaced.
- D. Affordable housing should be built prior to, or along with any market rate housing.
- E. Market rate development should contribute to community benefits and amenities, possibly including affordable housing.
- F. The selected developers must have a demonstrated commitment to producing affordable housing and be willing to be held accountable for making affordability the first priority. Selecting a developer who merely pledges a best effort to provide affordable units would not be sufficient.
- G. BART and the City of Berkeley should proactively seek new, innovative funding solutions to help achieve two truly visionary, equitable, and sustainable projects.

Priorities for Ashby

- A. The City and BART should strive for a goal of 100% deed-restricted affordable housing, prioritizing extremely low and very low-income affordable housing that could be accomplished through multiple phases of development.
- B. The goal for housing at Ashby BART is 100% deed-restricted affordable, but a minimum of 50% of the total housing units must be affordable to households earning less than 60% of Area Median Income, including at least 20% of total units serving households earning less than 30% of AMI. There must be at least 400 deed-restricted affordable units.
- C. Strive to select a nonprofit master developer or a partnership between a private developer and one or more community-based organizations who have experience showing accountability towards equity goals in the City of Berkeley.
- D. Ashby BART should be developed in a way that prioritizes the inclusion of residents with disabilities, who are likely to benefit from proximity to the Ed Roberts Campus.
- E. To address past and current displacement, the development should provide a preference to applicants who either currently live in South Berkeley or have been displaced from the community.

Priorities for North Berkeley

- A. A minimum of 35% of the total housing units must be affordable to households earning less than 60% of Area Median Income, including at least 10% of total units serving households earning less than 30% of AMI. There must be at least 225 deed-restricted affordable units.
- B. Affordable units may be clustered into one or more 100% affordable housing projects but must be designed in a way that integrates with the larger project and shares the same design standards, quality, and amenities.

Public and Civic Space

VISION

New public and civic space at both Ashby and North Berkeley BART will provide a community anchor, open space amenity, and memorable neighborhood gathering space that is accessible to all. It will be available for programmed community uses and activities, as well as for informal, unprogrammed public use by residents, visitors, and transit riders alike. New public space will enhance the ability of all community members to walk, roll, and take transit, supporting better station access and healthy, climate-friendly active transportation.

Shared Priorities

- A. New civic space should be designed in a way that minimizes the ongoing cost of operations and maintenance to BART and the City.
- B. Pursue new open space design in a way that delivers on the vision while maximizing the number of on-site affordable housing units.

Priorities for Ashby

- A. Reinforce South Berkeley's historic role as a hub for African American culture and life in the Bay Area.
- B. Provide a permanent, viable home for the Berkeley Community Flea Market – including amenities such as public restrooms, limited office/storage space, electrical and water access and weather protection - in close proximity to the station.
- C. Public space will be designed with input from the Flea Market, Lorin Business Association, neighborhood residents, representatives from the disability community, and other neighborhood stakeholders. Facilities for the Flea Market will be designed in collaboration with the vendors and Community Services United.
- D. Narrowing of Adeline Street should be considered as a strategy to accommodate public space needs, and improve safety for pedestrians and bicycles.

Priorities for North Berkeley

- A. The development should include a protected bikeway that connects the disjointed ends of the Ohlone Greenway to each other and to BART.
- B. Public space should provide opportunities for both active and passive public use.

C. Beyond the greenway connection, additional public open space should be limited in order to prioritize other community benefits.

TOPICS TO BE ADDED TO THIS DRAFT DOCUMENT:

As noted above, draft joint vision and priorities language on the following topics will be shared in early January 2021, and all the draft language will also be discussed and reviewed at a community meeting that will be scheduled in late Jan./early Feb. 2021.

- **Land Use**
- **Building Form**
- **Station Access and Parking Management**