



Planning and Development Department  
Land Use Planning Division  
1947 Center Street  
Berkeley CA 94704

## **ASHBY AND NORTH BERKELEY BART COMMUNITY ADVISORY GROUP (CAG)**

### **AGENDA**

**Monday, August 3, 2020**

**6PM - 9PM**

1. Welcome and Updates
2. CAG Roles and Responsibilities
3. Planning Process
4. Zoning, AB2923, Development Parameters and Community Goals
5. Preliminary Site Concepts
6. Next Steps
7. Public Comment
8. Adjourn

### **PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH VIDEOCONFERENCE AND TELECONFERENCE**

*Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the August 3 2020 meeting of Ashby and North Berkeley Community Advisory Group will be conducted exclusively through teleconference and Zoom videoconference. 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.*

*To access the meeting remotely: Join from a PC, Mac, iPad, iPhone, or Android device: Please use this URL <https://zoom.us/j/92611093233>. If you do not wish for your name to appear on the screen, then use the drop down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen.*

**To join by phone: Dial (1) 669-900-6833 and enter Meeting ID: 926 1109 3233. If you wish to comment during the public comment portion of the agenda, Press \*9 and wait to be recognized by the Chair.**

### **Meeting Materials**

Meeting materials are available via the City's Ashby and North Berkeley BART station planning webpage online at: [www.cityofberkeley.info/bartplanning](http://www.cityofberkeley.info/bartplanning)

### **Communications**

Written comments must be submitted by email or mail to the email/ mailing address shown below. Comments received by 5pm on July 31, 2020 will be posted online as link(s) to the August 3rd meeting agenda; all comments received after 5pm on July 31, 2020 will be posted online after the August 3rd meeting date. Written comments will be entered into the public record.

- Send comments by email to: [bartplanning@cityofberkeley.info](mailto:bartplanning@cityofberkeley.info) or by mail to: Land Use Planning Division, Attn: Alisa Shen, (510) 981-7409, 1947 Center Street, 2nd Floor, Berkeley, CA 94704

Communications will become part of the City's electronic records, which are accessible through the City's website. Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record. If you do not want your email address or any other contact information to be made public, you may deliver communications via U.S. Postal Service. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the staff for further information

### **Disability Accommodation**

To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418(V) or 981-6347(TDD) at least three business days before the meeting date.

## Development Goals and Parameters Summary (Ashby BART, North Berkeley BART)

The table below consolidates a range of existing goals and parameters for future development of the North Berkeley BART and Ashby BART Stations, organized by topic. It is intended to provide a starting point for the Community Advisory Group, the Berkeley community, and the City’s elected officials when considering future zoning and development alternatives for both stations. “Known” goals and parameters come from established laws, policy statements, and planning documents. These include Assembly Bill 2923; the joint Memorandum of Understanding (MOU) agreed to by the City of Berkeley and BART; the draft Adeline Corridor Specific Plan and the North Berkeley Objectives issued by the City of Berkeley, and also referenced in the City and BART MOU; and BART’s TOD Policy, Station Access Policy, Affordable Housing Policy, and Draft Transit-oriented Development Goals and Objectives. The “Unknown” category identifies topics for which there is not established policy or design direction in existing guidance documents.

Topic	Ashby BART	North Berkeley BART
<b>HOUSING DEVELOPMENT</b>	<b>KNOWN (BOTH SITES):</b> <ul style="list-style-type: none"> <li>• <b>MOU Affordability Goal.</b> Ensure that at least 35% of total units constructed at North Berkeley and Ashby are deed-restricted affordable for Low (51-80% AMI), Very Low (31-50% AMI), and/or Extremely Low (&lt;30%) income households, with the City making a preliminary decision to set-aside local funding by December 2020 (MOU, Part IV, Page 17).</li> <li>• <b>BART System-wide Affordability Goal.</b> There is a BART system-wide goal of 35% affordable units (MOU, Part I, Page 3; BART TOD Policy, referenced in MOU).</li> <li>• <b>BART Project Affordability Minimum.</b> No less than 20% of units may be affordable on any given BART development property, with priority on Very Low and Low households (MOU, Part I, Page 4; BART Affordable Housing Policy, referenced in MOU).</li> <li>• <b>Project Feasibility Required.</b> A future project must generate long-term revenue to support BART operations. Feasibility analysis should include the cost of new BART infrastructure needed to accommodate the project, including parking replacement, BART access, and civic space capital and operating/maintenance costs. BART has recently amended its TOD policy to discount land for affordable housing projects by up to 60% from fair market value, which can be incorporated into the feasibility analysis (BART Goals and Objectives; BART TOD Policy).</li> <li>• <b>Project Schedule.</b> Complete all housing and other aspects of the project within five years of entitlement, barring major economic or financial change (BART Goals &amp; Objectives).</li> <li>• <b>Labor Agreements.</b> Support the local economy and provide economic opportunity through project labor agreements for the construction of the project. (BART Goals &amp; Objectives; North Berkeley Objectives, referenced in MOU).</li> </ul>	
	<b>KNOWN (ASHBY BART):</b> <ul style="list-style-type: none"> <li>• <b>Ashby Housing Goal.</b> The May 2019 Draft Adeline Corridor includes a draft goal for at least 50% of total housing units produced at Ashby BART to be deed-restricted affordable at a range of income levels including Moderate (80-120% AMI), Low, Very Low, and Extremely Low (Adeline Corridor Plan Objective 1, referenced in MOU). Changing this to a goal of 100% affordable housing at these income levels is currently being considered by the Subcommittee of the Planning Commission that is tasked to provide a recommendation to the full Planning Commission in September 2020.</li> </ul>	<b>KNOWN (NORTH BERKELEY BART):</b> <ul style="list-style-type: none"> <li>• <b>North Berkeley Housing Goal.</b> Seek to exceed 35% affordability goal; consider possibility for up to 100% of units to be affordable (North Berkeley Objectives, referenced in MOU).</li> <li>• <b>North Berkeley Feasibility Analysis.</b> Feasibility analysis for North Berkeley should consider whether any building on the zone of influence over BART facilities is feasible for affordable and/or market rate housing (BART Goals and Objectives).</li> </ul>
	<b>UNKNOWN (BOTH SITES):</b> <ul style="list-style-type: none"> <li>• Total number of units, market rate and affordable? Since the affordability targets are stated as percentages, does that mean that adding additional market rate units will result in more affordable units? Should affordability targets continue to be stated as a percentage or as an absolute number of units based on feasibility analysis?</li> <li>• Range and mix of affordability levels (extremely low, very low, low, moderate)?</li> <li>• Specific types of residents served, prioritized, or recruited (such as those who have been displaced, local residents, those with disabilities, families, etc.)?</li> <li>• Housing types and formats?</li> <li>• Unit sizes?</li> <li>• Timing and phasing of future housing development?</li> <li>• Other types of guidance?</li> </ul>	
<b>USES AND COMMUNITY AMENITIES</b>	<b>KNOWN (BOTH SITES):</b> <ul style="list-style-type: none"> <li>• <b>Land Use Mix.</b> The land use on both sites is anticipated to be predominantly housing along with open space, but could also include small-scale retail, services, office, and/or other community-oriented uses and amenities.</li> <li>• <b>Active Ground Floors.</b> Create active ground floors where feasible, with a mix of uses that complements the surrounding area (BART Goals &amp; Objectives).</li> <li>• <b>BART Ridership.</b> Given that ridership generates long-term revenue to support BART operations, the final project and mix of uses must result in a net gain in ridership, preferably at times BART has capacity outside of the peak trip window (BART Goals &amp; Objectives).</li> <li>• <b>BART Infrastructure Needs.</b> Site planning and placement of amenities must account for BART’s infrastructure needs, including: clearance from BART structures; reconfigured site access and circulation for patrons; maintenance and emergency vehicles and staff; new amenities for the development such as open space; and station enhancements triggered by the development such as elevators, stairs, and lighting (BART Goals &amp; Objectives).</li> <li>• <b>BART Operations.</b> Development must maintain access for all patrons and staff during all operable times and ensure safety and security for its patrons (BART Goals &amp; Objectives).</li> </ul>	
	<b>KNOWN (ASHBY BART):</b> <ul style="list-style-type: none"> <li>• <b>Desired Non-Residential Uses.</b> Encourage the following types of non-residential uses (Adeline Corridor Specific Plan Objective 3, referenced in MOU):                             <ul style="list-style-type: none"> <li>○ A new African American Holistic Resource Center</li> <li>○ Flea Market space</li> <li>○ Ground-floor retail, restaurants, and family-oriented entertainment</li> <li>○ Affordable space for neighborhood non-profits</li> <li>○ Small, affordable workspaces</li> <li>○ Universally-accessible event, recreation, and/or performance venue(s)</li> </ul> </li> </ul>	<b>KNOWN (NORTH BERKELEY BART):</b> <ul style="list-style-type: none"> <li>• <b>Non-residential Uses to Consider.</b> Consider the possibility of limited, small-scale community, non-profit, and retail space to serve the immediate neighborhood, including the potential tradeoffs of including this retail instead of housing units (North Berkeley Objectives, referenced in MOU).</li> <li>• <b>Green Space.</b> Include green space as an amenity that enhances the neighborhood’s sense of place (North Berkeley Objectives, referenced in MOU).</li> </ul>
	<b>UNKNOWN (BOTH SITES):</b> <ul style="list-style-type: none"> <li>• Overall land use mix?</li> <li>• Specific number, type, size, location, and orientation of potential non-residential spaces and community amenities?</li> <li>• Specific tenants, non-profits, businesses, or other community venues to be included?</li> <li>• Other types of guidance?</li> </ul>	

<p><b>BUILDING FORM AND CHARACTER</b></p>	<p><b>KNOWN (BOTH SITES):</b></p> <ul style="list-style-type: none"> <li>• <b>Height Parameters.</b> Zoning cannot restrict height below 7 stories (AB 2923).</li> <li>• <b>FAR Parameters.</b> Zoning cannot restrict Floor Area Ratio below 4.2 (AB 2923).</li> <li>• <b>Density Parameters.</b> Zoning cannot restrict density below 75 dwelling units per acre (AB 2923).</li> <li>• <b>BART Operations.</b> Development should not limit or interfere with BART operations, either during construction or after completion (BART Goals and Objectives).</li> </ul> <p><b>KNOWN (ASHBY BART):</b></p> <ul style="list-style-type: none"> <li>• <b>Desire for Step-Downs.</b> Seek to step down to lower heights where development fronts on MLK, Woolsey, Tremont, and Essex (Draft Adeline Corridor Plan Objective 3, referenced in MOU).</li> <li>• <b>Ground-floor Active Uses.</b> Require ground-floor retail or active commercial along Adeline and Ashby; residential or commercial allowed on ground floor along MLK, Tremont, Woolsey, and Fairview (Adeline Corridor Plan Objective 3, referenced in MOU).</li> </ul> <p><b>KNOWN (NORTH BERKELEY BART):</b></p> <ul style="list-style-type: none"> <li>• <b>Desire for Step-Downs.</b> Step down in height around the perimeter of the station, with consideration of varying street widths around the station (North Berkeley Objectives, referenced in MOU).</li> <li>• <b>Site Design.</b> Include spacing between buildings, setbacks, and plantings at the perimeter of the site (North Berkeley Objectives, referenced in MOU).</li> <li>• <b>Neighborhood Orientation.</b> Create a visual and physical connection with the neighborhood through architectural design, height, and scale (North Berkeley Objectives, referenced in MOU).</li> <li>• <b>Universal Design.</b> Consider universal design features in housing and other public and private spaces (North Berkeley Objectives, referenced in MOU).</li> </ul> <p><b>UNKNOWN (BOTH SITES):</b></p> <ul style="list-style-type: none"> <li>• Number of dwelling units or amount of non-residential space?</li> <li>• Actual zoned height and FAR maximums? 7 stories (AB 2923 parameter) is similar to what has been achieved in other Berkeley projects along corridors and in transit-oriented locations, though it can be difficult to achieve 4.2 FAR (AB 2923 parameter) in a 6 or 7 story building.</li> <li>• Actual zoned density? 75 dwelling units per acre (AB 2923 parameter) is lower than what has been achieved in other 6-7 story projects in Berkeley, and in transit-oriented projects developed by BART. More units per acre could increase project feasibility and the number of affordable and market-rate units produced, and is BART’s preference. Unknown factors such as unit size will significantly impact the calculation of density (smaller units will tend to increase the calculation of dwelling units per acre; larger units will tend to decrease the calculation of dwelling units per acre).</li> <li>• Type, placement, size, scale, spacing, massing, and setbacks of buildings?</li> <li>• Resolution of potential conflict between AB 2923 required zoning for height (must “allow” at least 7 stories) and the City desire at both Ashby and North Berkeley to step down development height at some edges of the site?</li> <li>• Architectural styles, colors, and materials?</li> <li>• Facade design and placement of building entries and windows?</li> <li>• Design of building interiors?</li> <li>• Other types guidance?</li> </ul>
<p><b>STATION ACCESS AND TRANSPORTATION</b></p>	<p><b>KNOWN (BOTH SITES):</b></p> <ul style="list-style-type: none"> <li>• <b>Station Access Plan.</b> A future BART Station Access Plan must provide access for all patrons of all abilities, prioritize sustainable access modes per BART’s Station Access Policy, and ensure multi-modal access including for walking, biking, public transit, taxis, carpool, car share, ride share, van pools, driverless vehicles, and cars, including consideration for those who live further than ½ mile from the station (AB 2923; BART Station Access Policy; North Berkeley Objectives, referenced in MOU). In June 2020, BART was awarded federal and state grants to assist with station access planning for several East Bay stations including Ashby and North Berkeley.</li> <li>• <b>BART Patron Parking Goals.</b> Both stations are classified by BART’s Access Policy and TOD Policy as “Urban with Parking,” with a goal to minimize the need for replacement of on-site BART patron parking. To offset the loss of patron parking spaces, future development must incorporate non-auto, multimodal access alternatives to BART patrons and maximize use of existing parking capacity (BART Access Policy and TOD Policy).</li> <li>• <b>Cost of BART Patron Parking.</b> New BART patron parking typically costs between \$60K-\$80K per space to construct; it usually requires a subsidy to build, and is usually not possible to finance with just the small amount of revenue it generates.</li> <li>• <b>Residential Parking.</b> No more than 0.5 parking spaces per new residential unit is allowed (AB 2923; Adeline Corridor Plan Objective 5, referenced in MOU).</li> <li>• <b>Office Parking.</b> No more than 1.6 parking spaces per 1,000 sf of new office space is allowed (AB 2923; Adeline Corridor Plan Objective 5, referenced in MOU).</li> <li>• <b>Bicycle Parking.</b> At least 1 bicycle parking space required per new residential unit is required (AB 2923).</li> <li>• <b>Unbundled Parking.</b> Shared or unbundled vehicle parking is allowed for new development (AB 2923).</li> <li>• <b>Transportation Demand Management:</b> Include aggressive and innovative Transportation Demand Strategies and other best practices to reduce demand for parking, single-use car trips, traffic, and parking impacts in surrounding neighborhoods (Adeline Corridor Plan Objective 5 and North Berkeley Objectives, referenced in MOU).</li> </ul> <p><b>KNOWN (ASHBY BART):</b></p> <ul style="list-style-type: none"> <li>• <b>Bike/Ped Connections.</b> Provide pedestrian and bicycle connections to and through the site, including at least A) the connection of the Woolsey/Prince cycle track across the site, and B) an off-street protected bicycle facility along Adeline Street between Ashby and the intersection with MLK (Adeline Corridor Plan Objective 5, referenced in MOU).</li> </ul> <p><b>KNOWN (NORTH BERKELEY BART):</b></p> <ul style="list-style-type: none"> <li>• <b>Bike/Ped Access.</b> Support safe station access for bicyclists and pedestrians, including the bicycle and pedestrian access improvements currently underway (North Berkeley Objectives, referenced in MOU).</li> <li>• <b>Traffic.</b> Minimize neighborhood traffic and congestion impacts (North Berkeley Objectives, referenced in MOU).</li> </ul> <p><b>UNKNOWN (BOTH SITES):</b></p> <ul style="list-style-type: none"> <li>• Future block and circulation structure?</li> <li>• Location of future bicycle and pedestrian connections?</li> <li>• Specific access strategies and priorities for various modes including: walking, biking, public transit, shuttles, carpool, on-demand transportation, scooters, passenger drop-off, driverless cars, access for those with disabilities and mobility impairments, and other types of station access?</li> <li>• Amount of private parking to be provided for residential or non-residential uses?</li> <li>• Amount of public parking to be provided for BART patrons?</li> <li>• Amount and type of bicycle parking and storage to be provided?</li> <li>• Other types of guidance?</li> </ul>

<p><b>PUBLIC SPACE</b></p>	<p><b>KNOWN (BOTH SITES):</b></p> <ul style="list-style-type: none"> <li>• <b>Publicly Accessible Outdoor Space.</b> Development of both Ashby BART and North Berkeley BART will include provision of significant publicly accessible outdoor space (North Berkeley Objectives, Adeline Corridor Specific Plan Objective 2, referenced in MOU).</li> </ul> <p><b>KNOWN (ASHBY BART):</b></p> <ul style="list-style-type: none"> <li>• <b>Publicly Accessible Space(s).</b> Include one or more publicly accessible open spaces such as plazas, green space, pedestrian paseos, rooftop patios, flexible event space, or other public space (Adeline Corridor Plan Objective 2, referenced in MOU).</li> <li>• <b>Flexible Civic Plaza.</b> Include a large, flexibly designed civic plaza that could accommodate the Flea Market as well as other potential uses like the Farmer’s Market, Juneteenth, entertainment, and other civic events. The space could be on the west parking lot and/or in a nearby location such as Adeline Street (Adeline Corridor Plan Objective 2, referenced in MOU).</li> <li>• <b>Public Art.</b> Incorporate permanent and/or temporary public art installations that celebrate neighborhood history, cultural heritage, and identify (Adeline Corridor Plan Objective 4, referenced in MOU).</li> <li>• <b>Traction Power Station.</b> BART Traction Power Station at northeast corner of the west parking lot will remain, and may be reoriented and expanded; it should be accounted for in public space design and orientation.</li> </ul>	<p><b>KNOWN (NORTH BERKELEY BART):</b></p> <ul style="list-style-type: none"> <li>• <b>Green Space.</b> Include publicly accessible green open space as an amenity that enhances the neighborhood’s sense of place (North Berkeley Objectives, referenced in MOU).</li> <li>• <b>BART Tunnel Right-of-Way.</b> The diagonal stretch of land on the site above the BART tunnel right-of-way and zone of influence (around 28% of the gross site area) is not anticipated to include building construction on it, since it would present significant cost and engineering challenges; it provides a potential future alignment of the Ohlone Greenway and other public open space amenities through the station area.</li> <li>• <b>Traction Power Station.</b> BART Traction Power Station at northwest corner of the site will remain in place and should be accounted for in public space design and orientation.</li> </ul>
	<p><b>UNKNOWN (BOTH SITES):</b></p> <ul style="list-style-type: none"> <li>• Specific location(s), size(s), dimensions, and design(s) of future public space(s)?</li> <li>• Types of open space amenities to be included, such as recreation facilities, event space, garden space, plaza space, seating, or other amenities?</li> <li>• Feasibility of different types of development to support the costs of construction, maintenance, operation, and management of public spaces?</li> <li>• Activation, programming, management, and security of public space?</li> <li>• Future potential outdoor programming or shared use such as the Farmer’s Market, Juneteenth or other civic or entertainment activities?</li> <li>• Types of vegetation, landscaping, trees, ecological performance, biodiversity, edible landscapes, native plants, and other natural systems?</li> <li>• Other types of guidance?</li> </ul>	
<p><b>SUSTAINABILITY</b></p>	<p><b>KNOWN (BOTH SITES):</b></p> <ul style="list-style-type: none"> <li>• <b>State Building Code (CalGreen).</b> State building code requires baseline green building in a range of areas such as 30% energy efficiency reduction for residential and 40% reduction for non-residential; PV solar-ready rooftops; minimum water efficiency; construction waste reduction; and other features.</li> <li>• <b>County Stormwater Requirements.</b> County “C3” stormwater regulations require stormwater treatment and retention through low-impact development strategies such as rain gardens, bioswales, retention basins, vegetated surfaces, and other strategies.</li> </ul> <p><b>KNOWN (ASHBY BART):</b></p> <ul style="list-style-type: none"> <li>• <b>Electric Buildings and Chargers.</b> Adeline Corridor Specific Plan EIR Mitigations include a requirement for all-electric buildings, and electric vehicle chargers in future development; not referenced in MOU.</li> </ul> <p><b>KNOWN (NORTH BERKELEY BART):</b></p> <ul style="list-style-type: none"> <li>• <b>Electric Buildings and Net Zero Energy.</b> All buildings should strive to incorporate green and sustainable features including at a minimum all-electric design, Net Zero Energy, and reduced parking (North Berkeley Objectives, referenced in MOU).</li> </ul> <p><b>UNKNOWN:</b></p> <ul style="list-style-type: none"> <li>• Energy performance beyond state code, such as improved energy efficiency, increased renewable energy production, district energy sources shared between buildings, or other energy goals?</li> <li>• Water performance beyond state code, such as improved water efficiency, water reuse and recycling, and use of non-potable water in landscaping and building processes?</li> <li>• Stormwater performance beyond existing County requirements (“C3” requirements) and BART requirements (“MS4” requirements)?</li> <li>• Requirements for indoor air quality, green materials, and daylight?</li> <li>• Zero waste strategies?</li> <li>• Energy-efficient infrastructure?</li> <li>• Other types of guidance?</li> </ul>	



## Berkeley Transit-Oriented Development

### BART Goals & Objectives

#### A. Complete Communities

1. **Create visual and physical connection** between the BART stations and adjacent neighborhoods.
2. **Create active ground floors** where feasible, with a mix of uses that complements the surrounding area.

#### B. Sustainable Communities Strategy

1. **Address the regional housing need** by focusing new housing adjacent to BART where the transit network can help mitigate congestion and offset greenhouse gas emissions.
2. **Complete project within 5 years of receiving city planning approvals** (assuming healthy economic activity and financial conditions), and by no later than 2030 in order to fall within the 2023-2031 Housing Element planning period.

#### C. Ridership

1. Increase BART ridership, preferably at times and locations when BART has capacity.

#### D. Value Creation & Value Capture

1. **Deliver a feasible development** that generates long-term revenue to support BART operations.
2. **Leverage innovative third-party funding and financing options** that deliver TOD-related BART infrastructure and programming.

#### E. Transportation Choice

1. Per BART's Access Policy, **increase the share of patrons who walk, bike, or take transit to BART** through access improvements that offer safe, viable alternatives to BART patrons.
2. **Minimize the need for on-site BART patron parking replacement** by maximizing the use of available parking capacity along the corridor and exploring other parking and access options for patrons who cannot easily walk, bike or take transit to the station.

#### F. Affordability

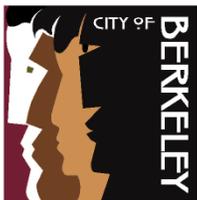
1. **Minimum of 35% of housing units will be affordable** to low and very-low income households or below.
2. **Support the local economy through project labor agreements** for construction of project. Aim to include Small Business Enterprises as in the development process.



## Berkeley Transit-Oriented Development

### BART Development Parameters

1. **Ridership:**
  - a. Project must result in a net increase in BART ridership
  - b. Ridership gains preferably at times BART has capacity (outside of peak window)
2. **Financial Feasibility and Project Delivery:**
  - a. Development must be financially and economically feasible
  - b. Project to achieve at least 35% affordable housing goal, noting that BART amended its TOD policy in April 2020 to discount land for affordable projects by up to 60% from fair market value.
  - c. Project should be able to be completed within 5 years of receiving city planning approvals (assuming healthy economic activity and financial conditions), and by no later than 2030 in order to fall within the 2023-2031 Housing Element planning period.
3. **Infrastructure Costs**
  - a. Feasibility analysis should include the cost of new BART infrastructure needed to accommodate project, including:
    - i. Reconfiguration of BART access infrastructure (e.g. pedestrian and bike pathways, bike parking facilities, passenger drop pick up/drop off, transit bays, ADA facilities, wayfinding)
    - ii. Parking replacement capital, operating and maintenance and lifecycle costs
    - iii. Station enhancements and modernization (e.g. new and/or modified vertical circulation, ventilation modifications and faregate modifications)
  - b. Feasibility analysis for new development infrastructure that should include cost and viability of other BART infrastructure including:
    - i. Costs (capital, operating & maintenance and expenses) for new public/civic spaces/publicly accessible improvement
    - ii. Costs associated with new internal circulation, lighting, etc.
4. **BART Operations and Compliance**
  - a. Development should not limit or interfere with BART operations including:
    - i. Structural / seismic
    - ii. Clearance around BART structures (e.g. traction power substation)
    - iii. Safety/emergency egress
    - iv. General Station access and circulation
    - v. Station entrances to remain open
  - b. Development should factor in transitions in operations such as:
    - i. Police jurisdiction / public safety
    - ii. Station maintenance needs and vehicle access & parking
    - iii. Emergency vehicle access
    - iv. Treasury vehicle schedules and access requirements
  - c. Comply with any relevant requirements and policies such as:
    - i. MS4 / Trash Capture/ On-Site stormwater treatment
    - ii. Mandatory BART staff and police parking
    - iii. Title VI/DBE/SBE requirements
    - iv. Competitive contracting
    - v. Project Labor/Stabilization Agreement



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## **Ashby and North Berkeley BART Zoning District**

### Zoning Code Chapter Elements

- A. District Purpose (simple statement of purpose and guiding policy for the district)
- B. Allowed Land Uses (allowed uses, including specific uses requiring additional permit approval)
- C. Additional Permit Requirements (process for variations from base development standards)
- D. Basic Development Standards (topics found in most other zoning districts in the City):
  - Lot size minimums for new lots that may be created
  - Floor area ratio, maximums or minimums
  - Building height, in feet and stories
  - Building setbacks: front, side, and rear of buildings from street or adjacent lots
  - Separation of individual buildings within the development site
  - Lot coverage, often a maximum percentage of the lot on which building can occur
  - Usable open space, often stated as required square feet of open space per unit
- E. Additional Development Standards, if Desired (Additional zoning topics are optional to include but may be added as long as they are consistent with AB 2923 – some Zoning Districts in the City of Berkeley include requirements for the following topics; some do not):
  - Required ground-floor uses, locations, floor area size, or floor-to-ceiling heights
  - Required upper floor uses or design features
  - Façade requirements for transparency, building entries, or storefronts
  - Requirements for buildings adjacent to R (Residential) Districts, such as orientation of windows, exterior lighting, fencing, walls, or mechanical equipment
  - Transportation access and amenities for all modes including pedestrians, bicycles, transit, transit, passenger drop-off, and vehicle parking
  - Required sidewalk amenities such as seating, lighting, street trees, bicycle racks, or street corner bulb-outs
  - Rules for use of outdoor building frontage and setback area, such as for outdoor dining
  - Requirements for unit sizes, family units, affordable housing, or alternative housing formats such as group living or co-housing
  - Green building requirements, if exceeding State Building Code (Title 24)
  - Further specification of required open space sizes, orientations, or programming
  - Required impact fees, if different from standard City fees
- F. Required Findings (criteria and defined process for approving a use permit)

Shown below is a simplified example of a development standards table, similar to what is used for all commercial and mixed-use districts in the City of Berkeley Zoning Code. This table provides guidance for the same “Basic Development Standards” topics shown in the outline above. A similar table would likely be created for the future Ashby and North Berkeley BART Zoning District. The top section of the table, shown in color, illustrates items for which AB2923 has specific guidance. The bottom section of the table includes other development standards that may be determined by this zoning process. Parking requirements are typically included in another section of the zoning code. A residential density standard is not typically referenced in the existing Berkeley zoning code, however, incorporating such a standard is currently being discussed as part of other concurrent planning efforts. Parking and density standards are shown here to illustrate the requirements of AB2923.

**Sample Development Standards Table Format Highlighting AB2923 Requirements**

		Project Land Use	
		Non-Residential and Mixed Use	Residential Only
<b>AB2923 Zoning Standards Requirements</b>	Parking Requirements	.5:1 Parking Ratio Maximum	
	Residential Density	75 dwelling units per acre minimum	
	Floor Area Ratio (FAR), Maximum	<i>not below 4.2</i>	No maximum
	Main Building Height, Maximum	<i>not below 7 stories</i>	
	Commercial Only		
	Mixed Use		
	Mixed Use with Use Permit		
	Other Uses		
Residential Only			
<b>Zoning Standards to be determined by City</b>	Lot Area Minimum		
	New Lots		
	Per Group Living Accommodation Resident		
	Lot Line Setbacks, Minimum		
	Abutting/Confronting a Non-residential District		
	Abutting/Confronting a Residential District		
	Building Separation, Minimum		
	Lot Coverage, Maximum		
	Usable Open Space, Minimum		
	Per Dwelling Unit		
	Per Group Living Accommodation Resident		

TO BE DISCUSSED



## Summary of BART's Transit-Oriented Development Grants for the Richmond Corridor

In June, BART received good news on three grant awards supporting the planning for TOD at the Ashby and North Berkeley stations. The following summarizes the funding amounts, timelines and scopes of the grants.

### Capital Grants

On June 25<sup>th</sup>, the California Strategic Growth Council (SGC) approved award of eight Affordable Housing & Sustainable Communities (AHSC) grants in which BART was involved. The awards allocate \$26.7 million to support the Fleet of the Future acquisition and \$12.2 million in active access projects. Of the funding for active access, two of the awards will be used to fund nearly \$3.5 million in bike and pedestrian access improvements at Ashby and North Berkeley stations – improvements that will make it safer and easier and walk and bike to BART rather than drive and park.

- At Ashby, around \$970,000 was awarded to implement station wayfinding improvements and the Woolsey-Prince Bicycle Boulevard Connector through the Ashby BART station – an improvement identified in the City of Berkeley's 2017 Bicycle Plan.
- At North Berkeley, around \$2.5 million was awarded to fund a portion of the active access project underway which includes two-way cycle tracks, Ohlone greenway expansion, bike & ped intersection improvements, pedestrian-scale lighting and secure bike parking. This complements the \$900,000 received in the previous AHSC round to support these improvements as well.

Funding agreements will initiate in the Summer 2020 and projects will need to be completed within five years (2025).

### Planning Grants

In mid-June BART received a \$2 million TOD Planning Pilot grant from the Federal Transit Administration (FTA), as well as a \$700,000 million Caltrans Sustainable Transportation Planning grant. Both grants are to conduct planning in support of TOD on the Richmond line, from Ashby station to Richmond station, and are complementary of one another. The grant funding will help address the need for BART patrons to continue to access the stations safely, comfortably, and affordably, as well as other aspects of the MOU between the City of Berkeley and BART. The expectation is that funding for both grants will be available in the late Fall/early Winter and that grant-funded planning will need to be completed within three years.

The **FTA TOD Pilot** grant includes a variety of tasks needed to support TOD along the corridor, including:

- **Community and Stakeholder Engagement for Land Use and Access Planning:** Regularly present grant work to community committees advising on TOD at BART stations and host community workshops.
- **Developer Engagement.** Work with developers along corridor to review impact of corridor access strategies/parking replacement and objective land-use and design standards on development feasibility.
- **Corridor Access and Parking Replacement Study.** Corridor-wide analysis of access and mobility to BART stations. Research existing access patterns and barriers, identify current transit, pedestrian and bicycle options and usage, identify potential future enhancements, including shared mobility solutions, parking replacement and management. Work with Cities, AC Transit and other public and private mobility providers.



- **Objective Design and Land Use Standards for Joint Development.** Create objective design and land use standards for BART property that set clear, high-quality design guidelines for joint development at Ashby and North Berkeley BART.
- **Transportation Demand Management Program Analysis (for El Cerrito and Richmond ONLY).** Identify TDM strategies to enhance station access through marketing, incentives, and other programs (e.g. shuttles, discounted passes). Lay the groundwork needed for a future transportation management association for new private development in Richmond Bay and San Pablo Corridor in El Cerrito. Conduct financial analysis to set fee structure for private development.
- **Affordable Housing Finance Strategy.** Develop strategy to identify subsidy and value capture financing options to meet or exceed BART's 35% affordability goal for joint development.
- **Corridor Development Strategy Final Report and Presentations.** Present to the BART Board and Corridor Cities.

The **Caltrans Sustainable Communities Grant** is focused entirely on a station access study to prepare the Richmond line for TOD. It includes the following tasks:

- **Existing Conditions Analysis & Data Collection.** Review policies plans and other related materials, review station access data and ridership patterns, conduct station access surveys, parking inventories and utilization, demographic analysis, interviews with existing transit and mobility providers to provide a solid base for the access analysis and strategies.
- **Stakeholder and community engagement.** Outreach will include continued engagement with the Berkeley community, interviews and stakeholder meetings with community-based organizations, creation of a technical advisory committee with representation from other agencies and cities, station open houses and community workshops
- **Analysis of Multimodal Access Alternatives.** Evaluate active access and shared mobility (transit, micro mobility, car share, bike share, etc.) alternatives using an evaluation framework developed with the technical advisory committee and stakeholder input. Evaluate scenarios considering utilization of other public agency managed parking assets to determine if there is a plausible strategy to offer other parking assets for BART patrons.
- **Cost-benefit analysis:** Evaluate the costs estimated for the access solutions relative to the potential impact on BART customers and overall access mode share changes that could occur with the implementation of various strategies
- **Corridor Access improvement Plan.** The plan presented to the BART Board and cities will recommend corridor-wide access and parking replacement strategies for the El Cerrito Plaza, North Berkeley and Ashby stations based on the analysis and outreach conducted. It will include a funding and financing plan, recommendations for organizational structure and recommendations around phasing of different strategies, and how that phasing might interface with the timing of the TOD projects and decisions made for those projects around replacement parking.