

Ashby BART Transit Oriented Development (TOD) Community Open House

September 12, 2024



Agenda

- Welcome
- Presentation
- Open House

All open house materials including the display boards, presentation (and presentation recording) will be available after the meeting at: www.berkeleyca.gov/bartplanning



Station Center Affordable Family Housing, Union City BART
Photo credit: Bruce Damonte

Ashby BART: Background and Opportunity



Ashby BART: Background and Opportunity



Residents at transit-oriented
apartments, Oakland
Image credit: Maria Avila



Walnut Creek BART transit-oriented
development

How did we get here?

Sep 2018

- Assembly Bill 2923 approved by State Legislature

Mar 2020

- Memorandum of Understanding (MOU)

Apr 2021

- Council reserved \$53M in City Affordable Housing \$

Jun 2022

- Memorandum of Agreement (MOA), R-BMU Zoning and Joint Vision and Priorities for N. Berkeley and Ashby BART TOD

Nov 2022

- Council approval of preferred option for redesign of Adeline Street at Ashby BART

Jan 2023 –
Aug 2024

- City and BART negotiations about the City's air rights over the Ashby BART West Lot and potential community benefits and other project requirements

Sep 2024

- Council consideration of Ashby BART Term Sheet (9/16/24)

Term Sheet: A Roadmap for Future Development

- Provides transparency and accountability for the City, BART, the community and potential developers regarding:
 - City and BART's property interests in the site
 - Project objectives and requirements
 - City, BART, and developer responsibilities
 - Developer solicitation process
- Establishes the basis for legal agreements between the City and BART which staff will bring back to Council for approval in November 2024



Term Sheet: Process and Framework

City and BART negotiating teams led by Mayor Jesse Arreguin and BART Board Director Lateefah Simon developed the term sheet based on:

- City and BART adopted agreements & policies
- Input from Equitable Black Berkeley
- Economic analysis of respective property ownership interests and potential community benefits



Term Sheet: Economic Analysis

The City and BART each retained real estate economists to:

- Estimate the value of their respective property interests based on architectural studies of potential development capacity
- Analyze potential community benefits while maintaining project economic feasibility



Term Sheet: Key Elements

- Real Estate Transaction Structure ("Land-for-Air-Rights" Swap)
- Affordable Housing and City Affordable Housing Funding
- Berkeley Flea Market and New Plaza
- Community Benefits Fund for South Berkeley
- Connections to Adeline Street
- Traction Power Substation (TPSS)
- Public Infrastructure
- Developer Solicitations
- Objective Design Standards



Term Sheet: Real Estate Transaction

- Economic analysis of City and BART property interests
- City will swap its “air rights” to the West Lot to get sole ownership of the East Lot and specified community benefits
- BART will have sole ownership of the West Lot
- Simplifying ownership of the parcels lessens the uncertainty for future developers related to securing financing for projects and other factors



Term Sheet: Affordable Housing & City Funding

- At least 50 percent of the first 602 new housing units developed on the West Lot (or 301 units) must be affordable to households with extremely low, very low, low and moderate incomes
- If the West Lot project is more than 602 units, the total project must include a minimum of 35% affordable units
- The East Lot project must be at least 35% affordable
- The City will make available \$26.5 million of its affordable housing funding, of which \$18.5 million is reserved for the West Lot and \$8 million is reserved for the East Lot*



**Apr. 2021: City Council approved reservation \$53 million of City's Affordable Housing Funding for N. Berkeley and Ashby BART*

Ashby Transit-Oriented Development: Design and Technical Details

Ashby Station Joint Vision and Priorities



- Maximize Housing
- Reconfigure Adeline Street
- Find New Location for Flea Market
- New Green Spaces
- Maximize Building Frontage on Adeline
- Improve BART Rider Experience
- Improved Access for Residents with Disabilities
- Improve Pedestrian and Bike Access to and through Station Area

Additional Community Goals



- Locate building at corner of Ashby Avenue and Adeline Street
- Minimize Impact of Traction Power Substation (TPSS) Replacement
- Ensure Emergency Responder Access to the Station

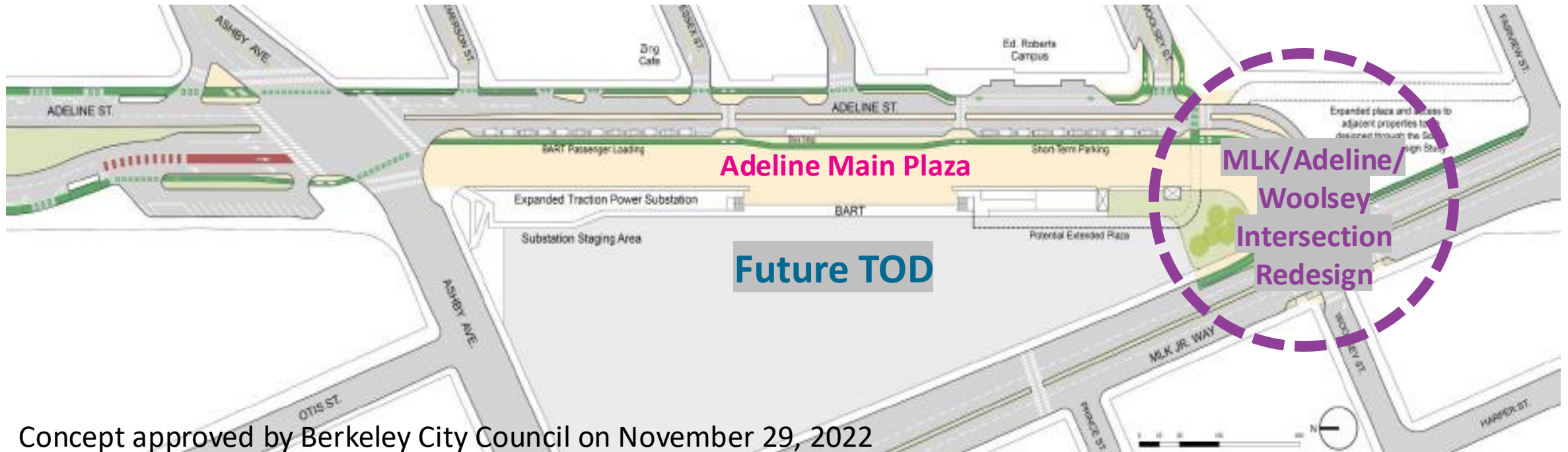
Drivers of Design: Technical Requirements



- BART Rider and Maintenance Access
- Emergency Responder Access and Emergency Egress
- Traction Power Substation (TPSS) Replacement + BART Engineering Infrastructure
- Site Topography

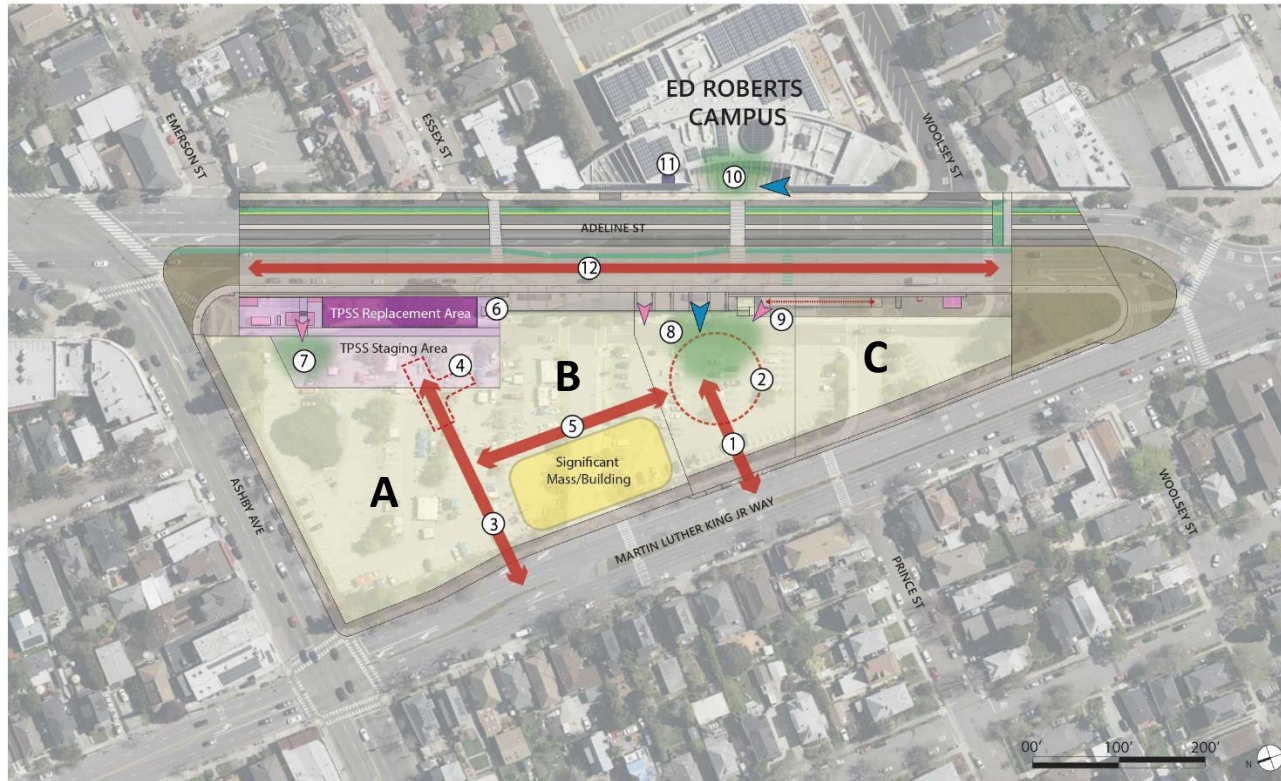
Adeline Street Redesign & New Plaza Project





- Road Diet: 4 lanes to 2 lanes
- Flea Market Relocation to Adeline Main Plaza
- MLK/Adeline/Woolsey Intersection Redesign



Concept approved by Berkeley City Council on November 29, 2022

Drivers of Design: Emergency Responder Access



-  BART Station Primary Entrance
-  BART Station Emergency Egress
-  Point of Safety and Safe Dispersal Area
-  Emergency Vehicle Access (EVA)

- Safe dispersal areas for each point of egress
- Maximum 6-minute evacuation time from station
- Two points of emergency vehicle access (EVA) from MLK Jr Way
- EVA connection between the two points of access
- Stair connections from Adeline Street

TPSS Replacement + Maintenance Requirements



* Map is not comprehensive of all BART traction power substations. It only indicates substations w/in BART station areas

- Traction Power substations (TPSS) at BART stations
- TPSS w/upgrade & replacement projects
- Future New TPSS

- Traction Power Sub Station (TPSS) Replacement
 - Critical part of BART infrastructure to ensure power to trains
 - Part of BART's Core Capacity and Traction Power Upgrades
- TPSS Replacements and expansions are happening throughout the BART System
- Goal: to minimize the impact of the future TPSS on the TOD



Example TPSS (Fremont Station)

More info is in 11/8/23 meeting presentation : bit.ly/TPSSslides

TPSS Replacement + Maintenance Requirements



TPSS Replacement Area (40' x 180')

3. Maintenance Access + Staging Area (50' x 40')
4. Crane + Equipment Loading Area (40' x 150')
5. Temporary TPSS Area (20' x 130' or 50' x 50')
6. Emergency Access to/from Adeline Street

Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

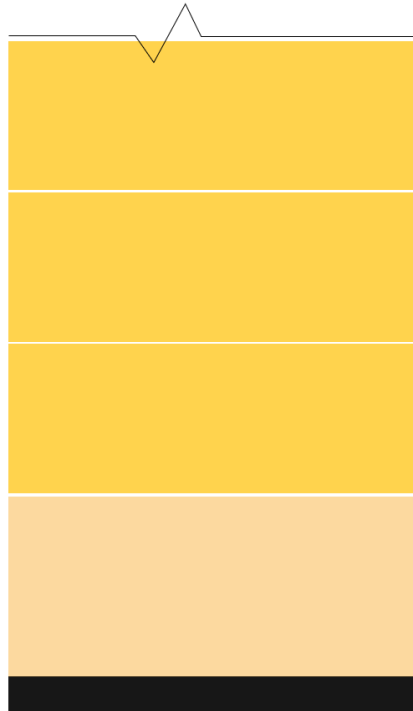
Mitigating TPSS Visual Impact



- Current design extends fence along length of TPSS Replacement Area
- Potential to add artistic fence enhancements
- Cover would not solve issue since it would need to be above height of fence

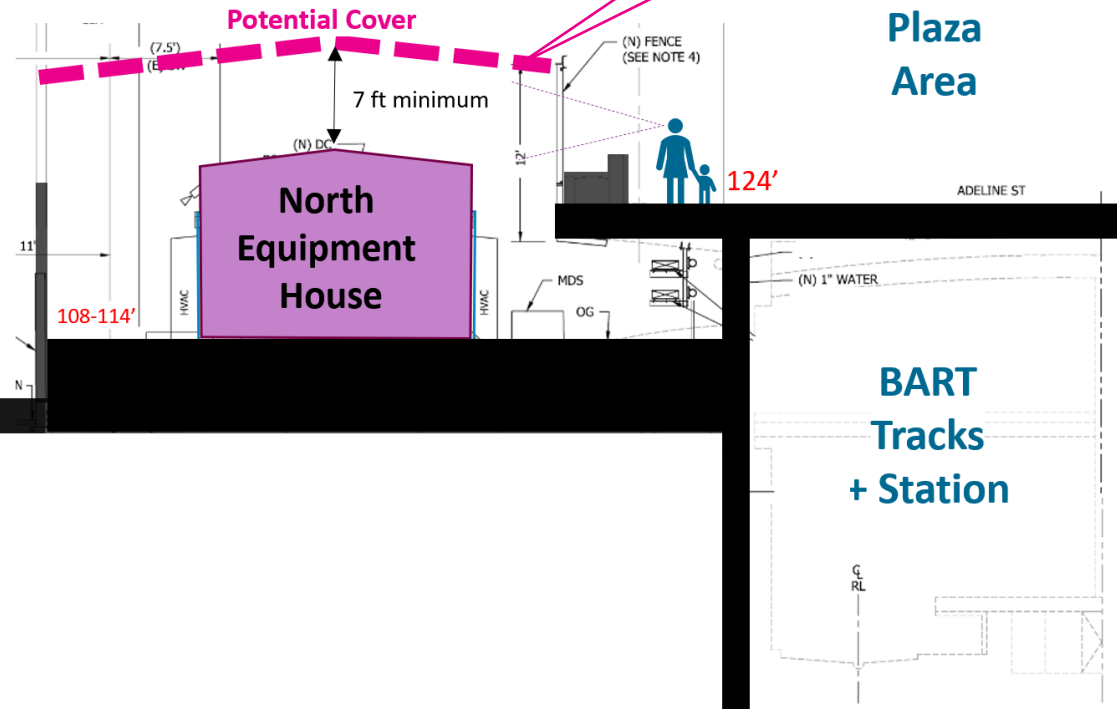
Mitigating TPSS Visual Impact

TPSS Cover Analysis



TPSS Maintenance
+
Emergency
Access Area

Minimum Cover Height
Approximately 10-12 feet
Above Adeline Sidewalk Height



Cover would make TPSS area more visible and will not shield equipment area from view

DRAFT CONCEPTUAL DESIGN STUDY FOR ANALYSIS

Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

Mitigating TPSS Visual Impact

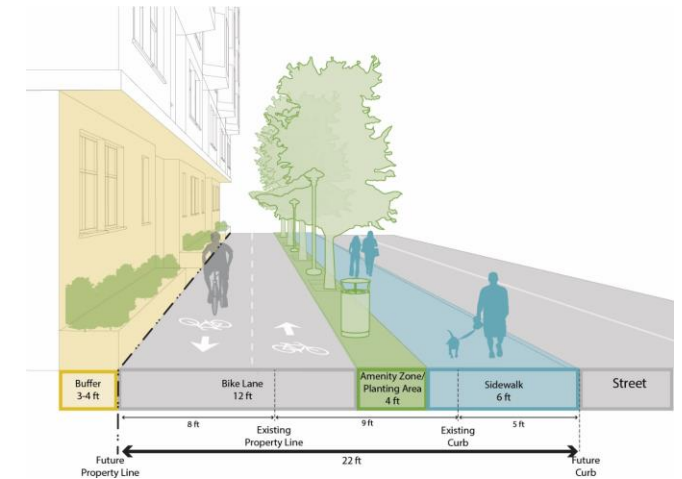
Artistic Fence along Adeline Street



Design Opportunities

Getting to and from the Station: West Lot Changes

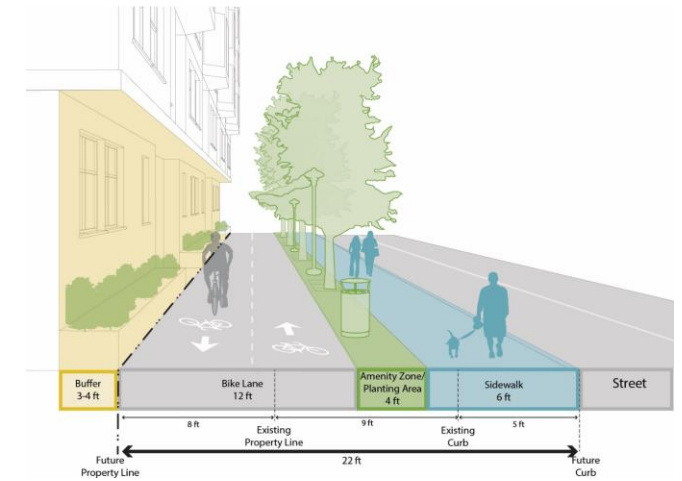
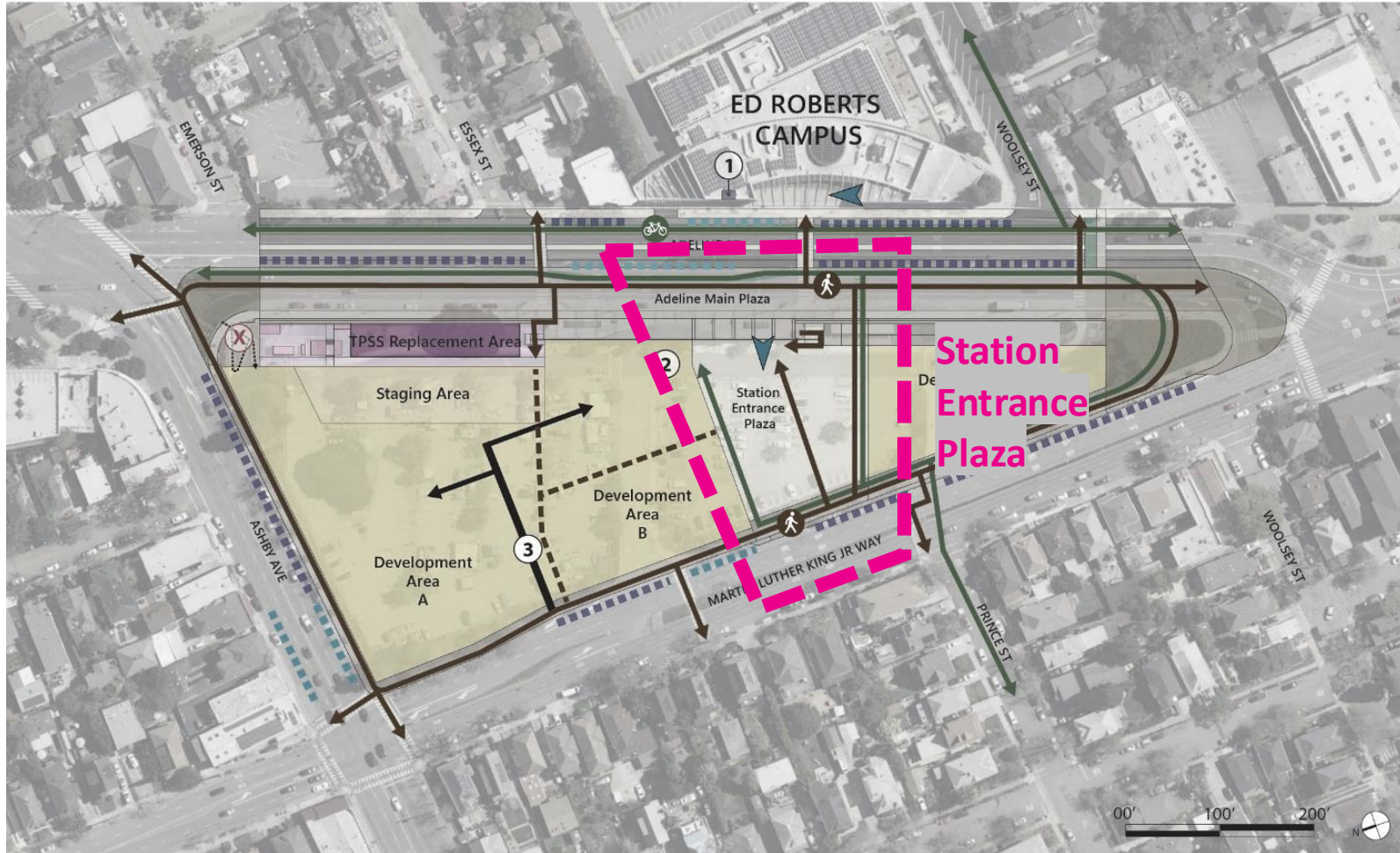
Site Access Plan



MLK Jr Way (South)
Improved Sidewalk with Cycle Track

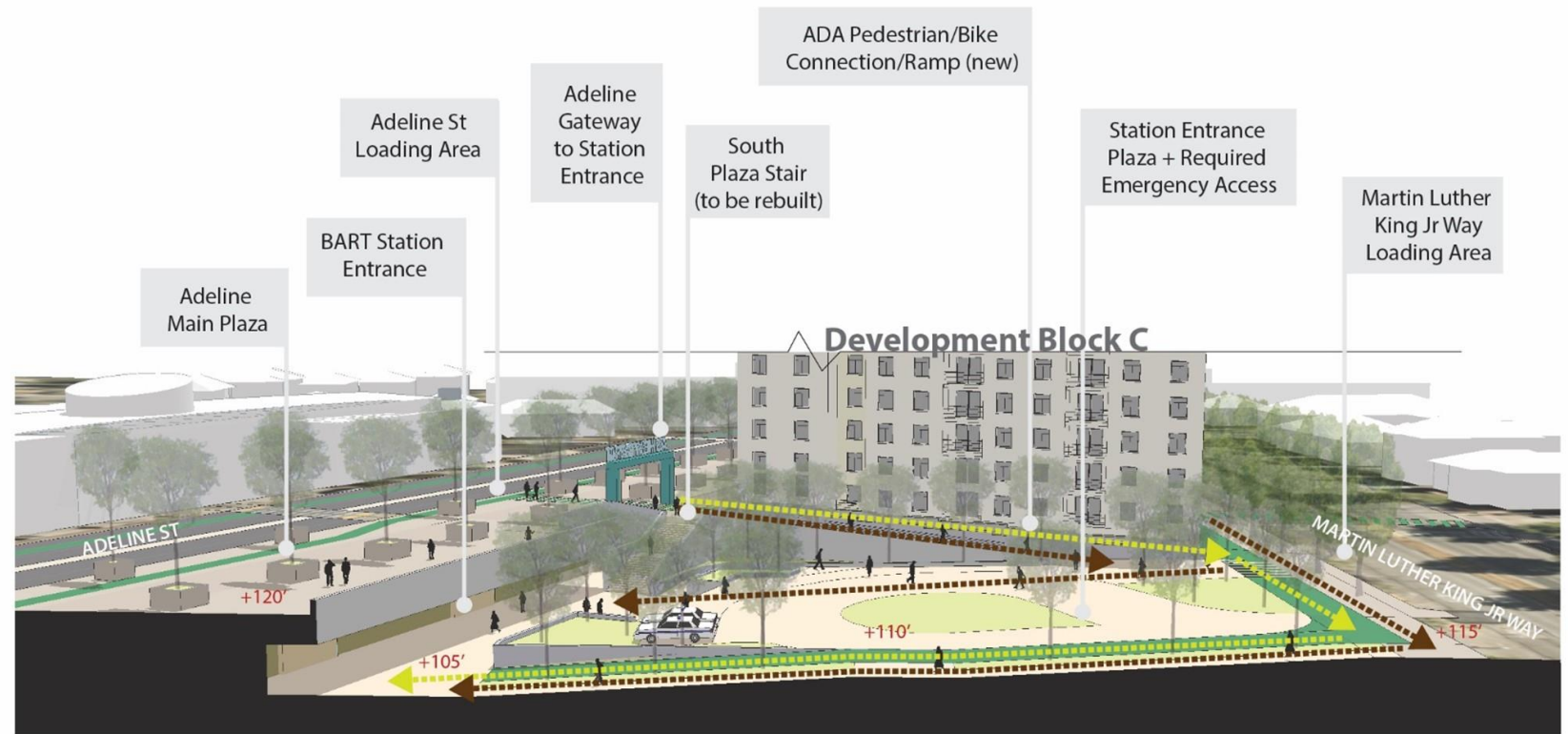
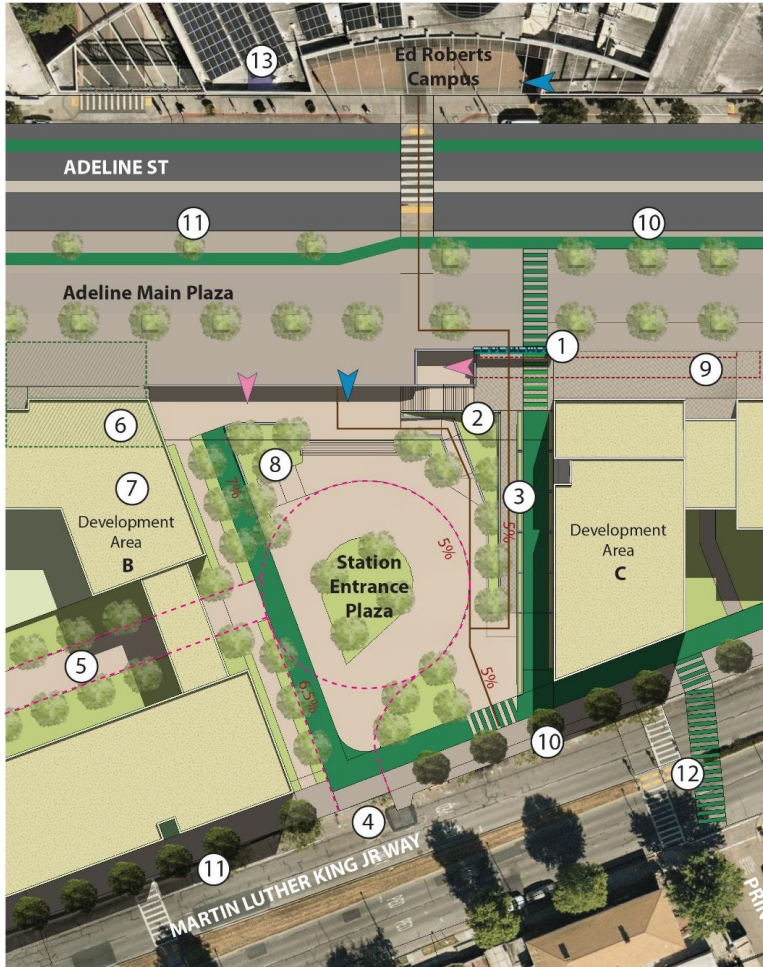
Getting to and from the Station: West Lot Changes

Site Access Plan



MLK Jr Way (South)
Improved Sidewalk with Cycle Track

Getting to and from the Station: Station Entrance Plaza



- +110' Estimated Site Elevation
- Bike Connection/Ramp
- ADA Pedestrian Connection/Ramp

Sample design concept for explanation of design constraints only

Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

Potential to Connect Buildings to Adeline

Key Plan



A) Ashby Adeline

Connection to corner possible but not required

TPSS Area

Connection not possible because of TPSS

B) BART Terrace Area

Connection to Adeline possible but not required

Station Entrance Plaza

Connection not possible because station access needs

C) South of Station Area

Connection to Adeline possible and required

Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

Area A: Connecting Buildings to Adeline

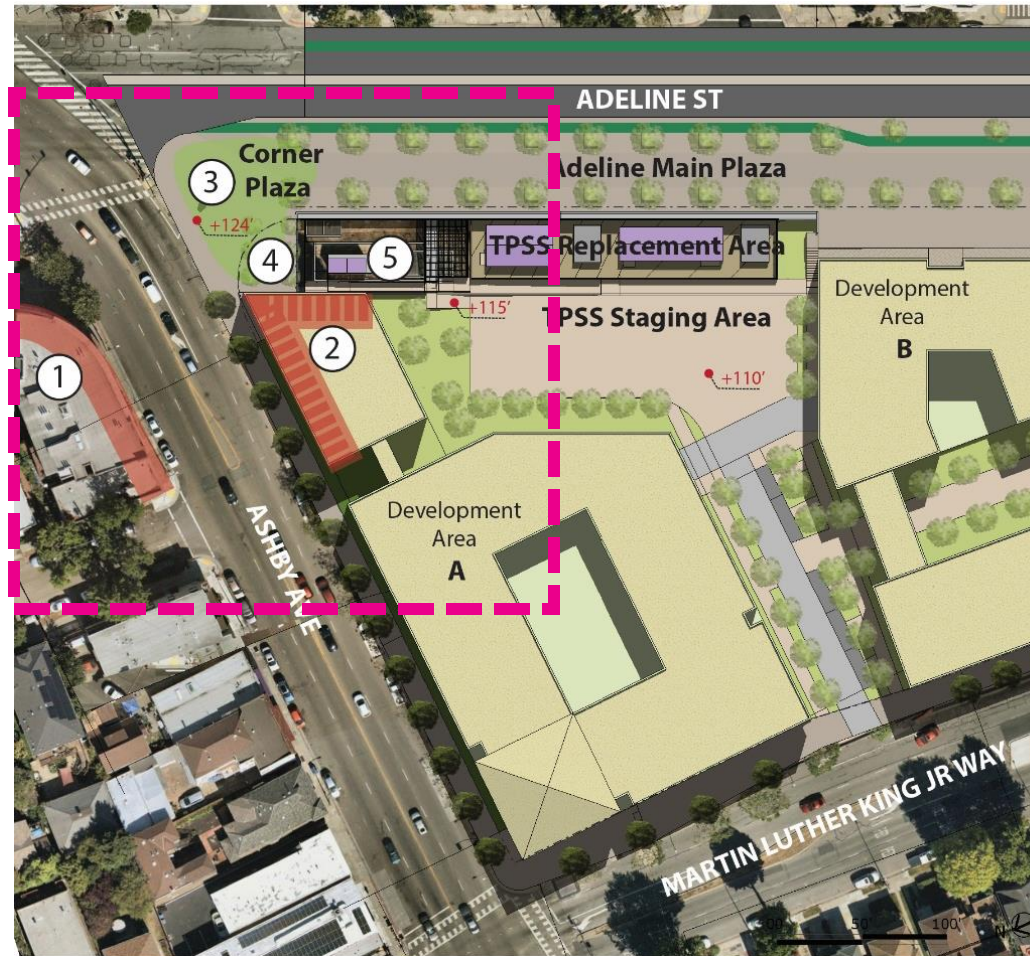
From Ashby/Adeline Corner



From Parking Lot



Area A Plan View

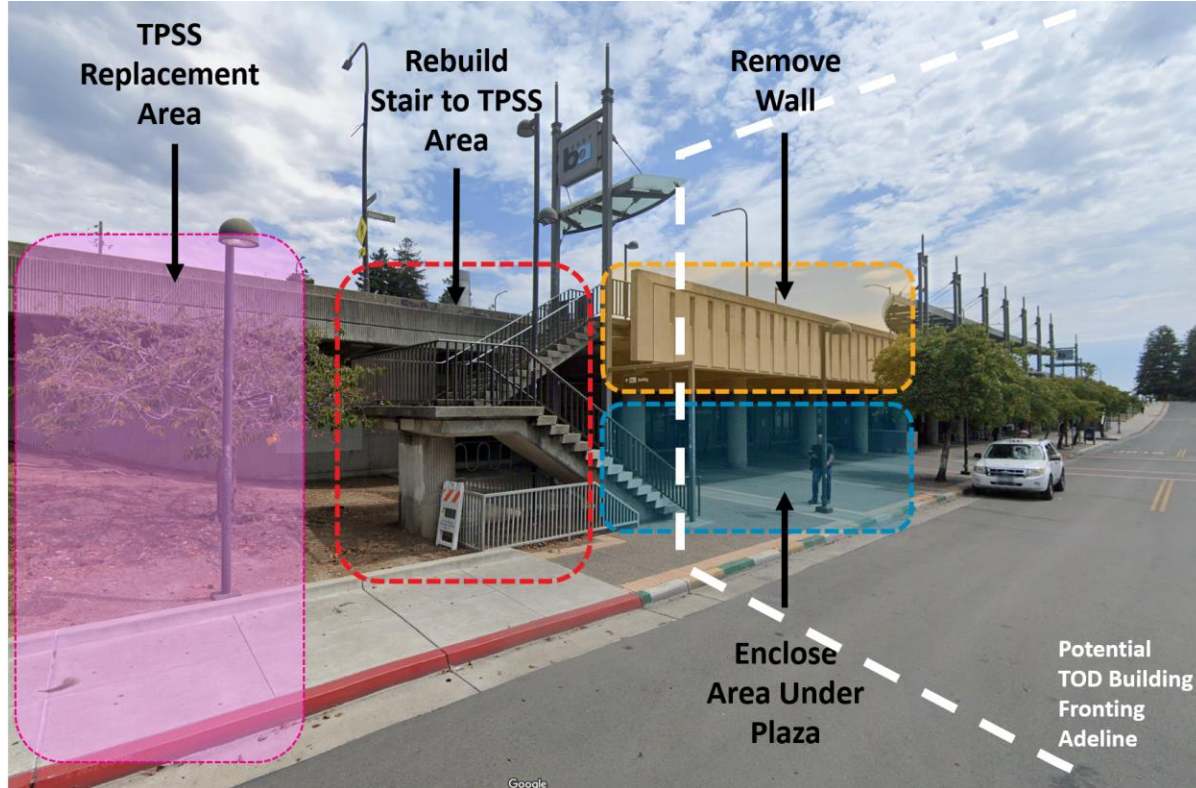


Sample design concept for explanation of design constraints only

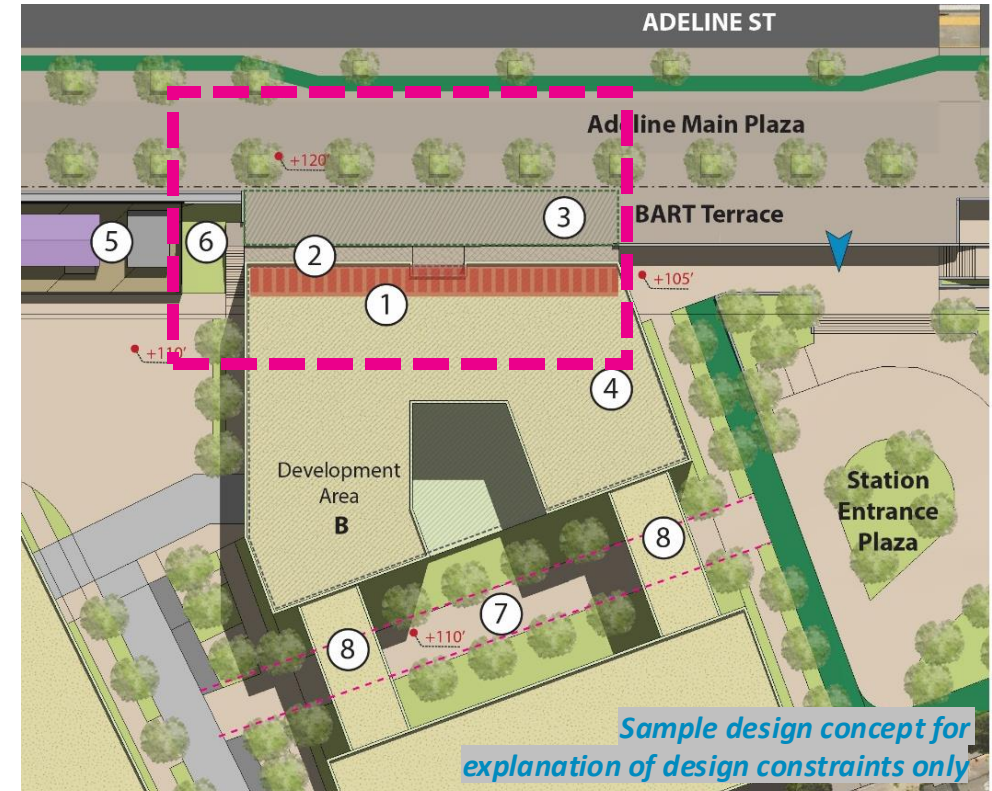
Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

Area B: Connecting Buildings to Adeline

Area B Existing Condition



Area B Plan View



- +110' Estimated Site Elevation
- - - Estimated BART Property Line
- ▼ BART Station Entrance (below BART Terrace)
- ① Commercial Frontage along BART Terrace
- ② BART Terrace Extension
- ③ Bike Parking (below BART Terrace)
- ④ Vehicle Parking Podium
- ⑤ TPSS Replacement Area
- ⑥ North Plaza Stair (to be rebuilt)
- ⑦ Emergency Vehicle Access to Station Entrance Plaza
- ⑧ Potential Bridges overs Emergency Vehicle Access

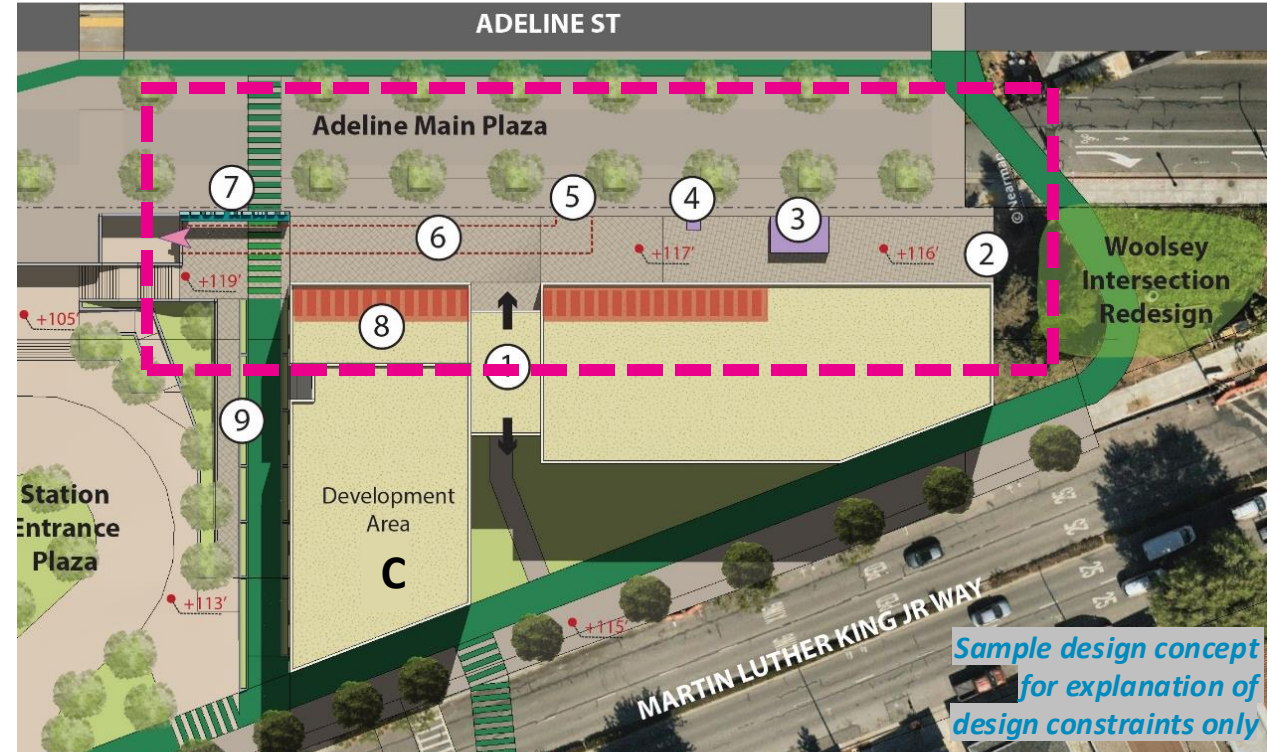
Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

Area C: Connecting Buildings to Adeline

Area C Existing Condition



Area C Plan View



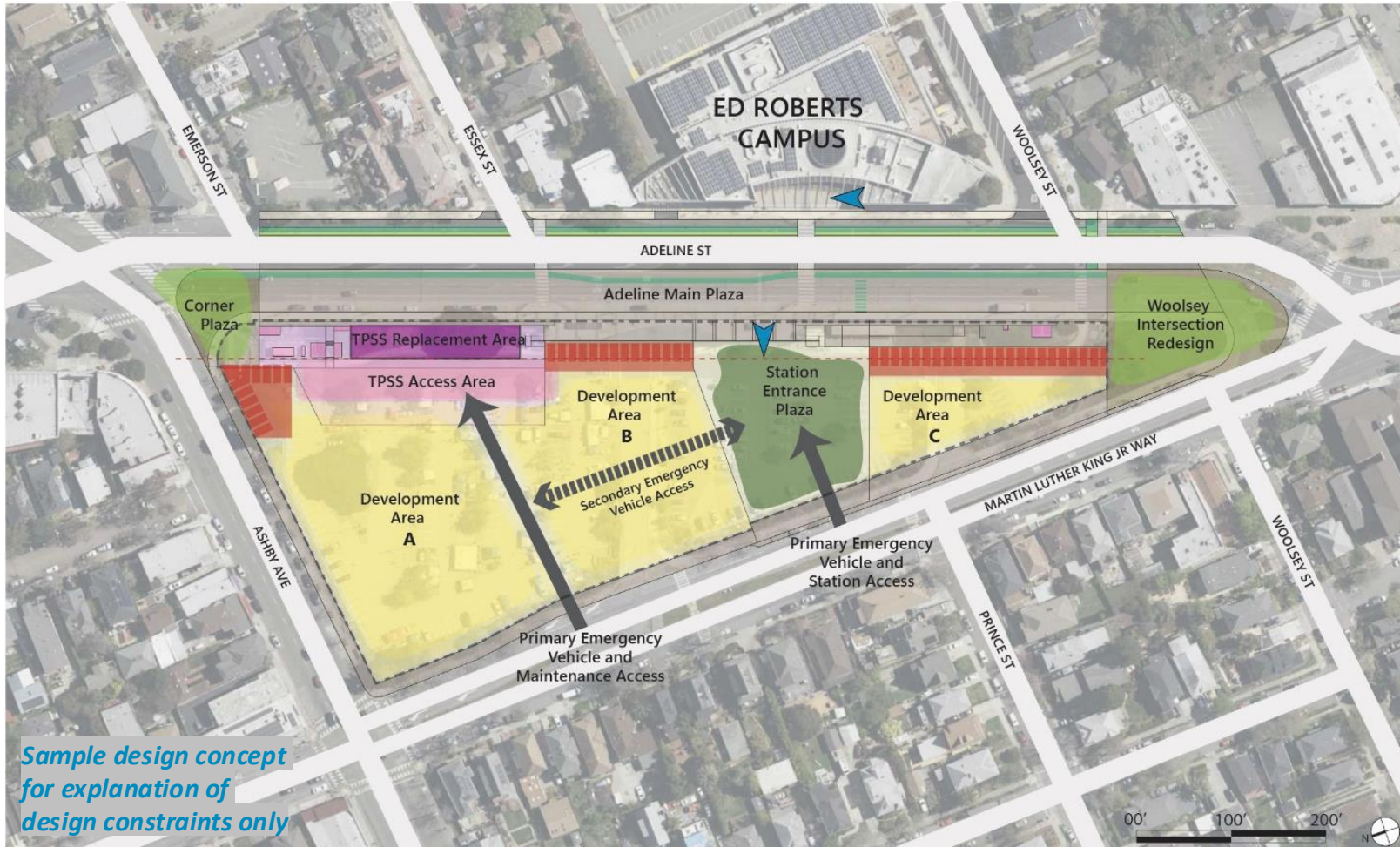
Sample design concept for explanation of design constraints only

- +110' Estimated Site Elevation
- - - - Estimated BART Property Line
- ▼ South Platform Egress Stair Point
- ① Residential Development C Entrance
- ② South Plaza Extension
- ③ BART Vents
- ④ BART Intake Vent (to be extended 10' above plaza grade)
- ⑤ South Platform Egress Stair + BART Storage (access to be reconfigured)
- ⑥ Potential Emergency Egress and Storage Access Tunnel
- ⑦ Ashby BART Station Gateway Element
- ⑧ Ground Floor Commercial Frontage
- ⑨ Pedestrian/Bike Access Routes (<5% grade)

Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.



Site Opportunities and Constraints



- Maximize Housing
- Find New Location for Flea Market
- Improve Rider Experience
- Minimize Impact of TPSS Replacement
- Maximize Building Frontage on Adeline

Next Steps

Next Steps – Short Term

**Open House “Office Hours” (on Zoom)
Friday, September 13, 2024
12:30 PM – 1:30 PM**

Link:

<https://us06web.zoom.us/j/89092741119?pwd=X2rwOILHgpKJqyTuy8dhhgeAwSZeF1.1>

- **Meeting ID: 890 9274 1119**
- **Passcode: 809563**
- **By phone, dial the following number and use the meeting ID/passcode above as needed: (669) 900-6833**

**City Council Special Meeting
Monday, September 16, 2024
6:00 PM**

(In person or Zoom/Phone)

- In person: School District Board Room – 1231 Addison St.
- Virtual: See City Council agenda webpage for Zoom/Dial In info

<https://berkeleyca.gov/your-government/city-council/city-council-agendas>

The above information is available at: www.berkeleyca.gov/bartplanning

Next Steps – Long Term

Developer Selection Process

Also known as "Request for Proposals" (RFP) process

- West Lot
 - Led by BART with City participation
 - Finalists will make public presentations
 - Anticipated to start Dec 2024, finish Jun 2025
- East Lot
 - City-led, timing TBD

Objective Developer Standards (ODS) - City-led

- West Lot
 - BART will include the *Preliminary* ODS in the West Lot RFP for developer review
 - The City will revise the ODS based on feedback from the community, the selected developer, and BART
 - *Final* version will go to City Council for adoption
- East Lot
 - Similar two-step process



Coggins Square Affordable Apts., Pleasant Hill BART
Photo credit: BRIDGE Housing

Open House Stations

- 1 Welcome and Introduction
- 2 Roadmap For Future Development
- 3 Getting To, From, and Around Ashby BART
- 4 Adeline Street Redesign and New Plaza
- 5 Activating Adeline Street
- 6 Traction Power Substation

End of Presentation

Start of Open House