



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="float: right; border: 1px solid black; padding: 2px;"> DocuSigned by: <i>Michael Jones</i> <small>47000790F2D7463...</small> </div>		GENERAL MANAGER ACTION REQ'D:		
DATE: 5/26/2022 6/3/2022		BOARD INITIATED ITEM: No		
Originator/Prepared by: Shannon Dodge Dept: Real Estate & Prop Development <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> DocuSigned by: <i>Shannon Dodge</i> <small>DF8053A2E0974A7...</small> </div> Signature/Date: <div style="text-align: right;">6/1/2022</div>	General Counsel <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> DocuSigned by: <i>Jana Belan</i> <small>F8FD7B3A73E74E8...</small> </div> <div style="text-align: right;">6/2/2022 []</div>	Controller/Treasurer <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> DocuSigned by: <i>Chris Gan</i> <small>EE11C8CEEEA04FD...</small> </div> <div style="text-align: right;">6/1/2022 []</div>	District Secretary <div style="text-align: right;">[]</div>	BARC <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> DocuSigned by: <i>Carl Holmes</i> <small>2243E3B49EA349E...</small> </div> <div style="text-align: right;">6/3/2022 []</div>

Ashby & North Berkeley Transit-Oriented Development (TOD)

PURPOSE:

To obtain Board authorization or approval for the following actions needed to advance transit-oriented development on BART property at the Ashby and North Berkeley BART Stations:

- 1) Approval of City of Berkeley - BART Joint Vision & Priorities for TOD at both Stations
- 2) Approval of maximum BART rider parking at each Station, and
- 3) Authorize the General Manager or his designee to execute a Memorandum of Agreement with the City of Berkeley relating to the advancement of transit-oriented development at both Stations.

DISCUSSION:

Background

In mid-2018, BART and the City of Berkeley began conversations around advancing development of the properties at the Ashby and North Berkeley BART Stations (the “Stations” or the “Berkeley Stations”). On March 6, 2020, following unanimous authorization by the BART Board and Berkeley City Council, BART and the City of Berkeley (“City”) executed a Memorandum of Understanding (“MOU”) to collaborate on development at the properties described below. The parties aimed to advance rezoning of the properties, establish a shared vision and priorities for development there, and agree to the steps needed to prepare for developer solicitation. The milestones envisioned in the MOU



have largely either been completed or are anticipated to be completed within the next month.

Station Property Context

Ashby. The Ashby Station is located under Adeline Street in South Berkeley and has two developable parcels currently used as parking lots, comprising approximately 535 rider parking spaces. These two parcels are referred to as the West Lot (between Adeline St. and Martin Luther King Jr. Way) consisting of approximately 4.4 acres, and the East Lot (adjacent to Tremont St. and Woolsey St.) consisting of approximately 1.9 acres. Based on a series of agreements beginning at the time of BART's original construction, the City retains an option to purchase the air rights over the West Lot.

The Berkeley Flea Market ("Flea Market") has been operating in the West Lot for decades. To deliver on the City's and BART's housing goals for Ashby, the Flea Market must be relocated, with the expectation that its future location will be in close proximity to the Station as stated in the attached City - BART Joint Vision & Priorities. BART, the City, and Flea Market representatives are working with a consultant to analyze the needs and preferences of the Flea Market and potential alternative locations that are consistent with BART's operational requirements.

North Berkeley. The North Berkeley Station sits on approximately 8.1 acres in northwest Berkeley and has four developable parcels currently used as parking lots which will, after the completion of BART's Active Access Improvement project in 2023, comprise approximately 620 rider parking spaces. There are also approximately 80 spaces in two auxiliary parking lots which are not being considered for development at this time due to BART infrastructure limitations.

City - BART Joint Vision and Priorities

The 2020 MOU called for the City to convene a BART Community Advisory Group ("CAG"). The CAG met eight times throughout 2020 and 2021 to provide input into a vision for TOD on the properties. The resulting document, attached here as Exhibit 1, is the *City - BART Joint Vision and Priorities for TOD for Ashby and North Berkeley BART Stations* ("Joint Vision and Priorities"). The goal of this document is to provide a concise statement of the City's and BART's shared, high-level expectations for future development of both the Ashby and North Berkeley BART properties. Pursuant to the 2020 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 areas. The *Joint Vision and Priorities* will help guide the process from developer selection through project construction.

The *Joint Vision and Priorities* builds on: 1) the City's and BART's adopted plans, policies, and regulations; 2) input from the CAG and community process; and 3) additional analysis undertaken by the consultant team supporting the planning process. The *Joint Vision and Priorities* is organized around five key topics: Affordable Housing, Public and Civic Space, Land Use, Building Form, and Station Access. Each topic includes an overall vision statement, followed by shared priorities for both Station areas, and additional priorities specific to each individual Station, if applicable.

Station Access and Recommended Parking Maximums

Policy Background. The Station Access Policy, adopted by the BART Board in 2016, identifies station access types based on specific characteristics of each station. Ashby and North Berkeley Stations are designated as “Urban with Parking” stations, at which two-thirds of riders get to the station without needing to park. According to BART's TOD Policy, BART should strive for no to limited parking when building TOD at “Urban” or “Urban with Parking” stations.

Berkeley - El Cerrito Corridor Access Plan (“Corridor Plan”). In total, roughly 2,500 new affordable and market rate homes are anticipated at the two Berkeley stations and nearby El Cerrito Plaza Station. BART has undertaken a corridor-wide approach to access planning for these stations. This allows for a more comprehensive analysis of the subregional bike, pedestrian, and transit networks needed to bring people to one of these three stations as well as the Downtown Berkeley Station. Through this planning, BART has conducted extensive outreach with the multiple communities surrounding the stations, including in-person and virtual community meetings, open houses and office hours, boards and commissions, and BART advisory task forces.

Parking Maximums. To expedite the delivery of TOD and affordable housing, interested developers require greater certainty about BART's operational needs for its property, and the main potential needs are parking and access for riders. The BART Board voted in October 2021 to approve a range of 0-250 spaces at El Cerrito Plaza. BART staff has completed analysis utilizing the same methodology for the Berkeley Stations, and recommends that the on-site commuter parking not exceed 85 spaces at Ashby, and 200 spaces at North Berkeley (120 spaces in the main lot and 80 spaces in the auxiliary lots).

Access Enhancements. The Corridor Plan is also identifying a range of strategies to enable riders to shift from driving and parking to the covered stations, to other modes of access or the use of off-site parking. Selected TOD developers will be required to fund a more detailed station access plan to identify and prioritize improvements in the immediate area. The recommendations from the Corridor Plan will be available in mid-2022, and the developer-funded access plans will be completed early in the development process.

Other Next Steps. The exact amount of BART parking to be included in the TODs will be refined based on design, community benefits, and funding considerations. BART staff will work with the selected developers to accommodate BART parking. Assuming that negotiations regarding each project are fruitful and are sufficiently advanced, the BART Board will be asked to approve the TOD projects, including the amount of BART rider parking and priority station access investments.

Memorandum of Agreement

With most milestones in the 2020 MOU accomplished, City and BART Staff have negotiated a follow-up agreement, the *Memorandum of Agreement re North Berkeley and Ashby Transit-Oriented Developments* (the “MOA”). The proposed MOA clarifies activities and timelines, and identifies the parties’ respective roles and responsibilities, in order to further advance TOD at the Stations through the entitlement phase. While the City has a process for zoning and entitlements, and BART has a process for development of its properties, this MOA identifies how these processes will work together.

The major terms of the proposed agreement include:

- Development Activities Timeline. The City and BART have agreed on outside dates by which the parties will complete major tasks, such as BART initiating and completing developer selection for each Station.
- Phasing & Funding for Affordable Housing for North Berkeley. In April 2021, City Council approved a reservation of \$53 million in City affordable housing funds so that at least 35% of the housing units proposed at each of the Stations would be restricted as affordable housing (which is consistent with BART policy). The MOA sets out conditions and mechanisms for an eligible developer selected by BART for North Berkeley to access these affordable housing funds, subject to discretionary action by City Council.
- AB 2923 Streamlining & Objective Design Standards. Selected developers are expected to invoke streamlining of entitlement approvals available to certain projects under Assembly Bill 2923 (Chiu, 2018). Projects would then be subject only to ministerial review for conformance with objective design standards. Using grant funding obtained by BART, the City intends to develop and adopt objective design standards to facilitate this streamlining for eligible TOD projects at both Stations. Consistent with the *AB 2923 Development Principles* adopted by the BART Board in August 2020, BART will have a role in enforcing the objective design standards under certain conditions, provided that the City zones for the highest and most feasible use for the properties in June 2022. The City Council is at this time scheduled to act on zoning that BART staff has determined meets this definition, and which would conform to AB 2923 zoning

standards.

- Developer Selection Process for North Berkeley. Due to the City's reservation of \$53 million in City affordable housing funds and progress toward rezoning the sites in alignment with AB 2923, the MOA states that the developer evaluation committee will consist of an equal number of BART and City representatives, rather than having a majority of BART representatives as is typical. The BART Board retains the sole authority to determine whether, and with whom, BART will enter into an Exclusive Negotiating Agreement (ENA) relating to potential future TOD at North Berkeley.
- Minimum Requirements for the North Berkeley Project. The *Joint Vision and Priorities* establishes both minimum expectations for development as well as aspirational goals. To reinforce the significance of this document, the City and BART have established in the MOA a set of minimum requirements to which the developer must adhere, many of which are derived from the *Joint Vision and Priorities* and other City and BART Board-adopted requirements. The MOA establishes mechanisms by which BART, the City, or both will reinforce these minimum requirements.
- Ashby Timeline. Outstanding issues remain to be addressed before the Ashby developer solicitation can be released in early 2023. These include the City's option to purchase the air rights over the west parking lot, the identification of a new permanent location for the Berkeley Flea Market, and the potential reconfiguration of the Adeline Street right-of-way adjacent to the station. The MOA lays out a timeline for resolution of these issues in a timely manner. Should the stated dates not be met, BART may re-prioritize its TOD work plan and advance a different developer solicitation elsewhere in the BART system in 2023.

If the Board and the City Council provide the necessary authorizations, City and BART staff will finalize and execute the MOA. The Office of the General Counsel will approve the MOA as to form.

FISCAL IMPACT:

There is no fiscal impact on unprogrammed District reserves in the current Fiscal Year from the proposed action. As development advances there may be fiscal impacts that the Board will consider in future actions, which may include both development revenues to BART as well as infrastructure costs. The MOA establishes that the cost to BART, if any, of operating and maintaining new public and civic space will be minimized.

ALTERNATIVES:

1. Do not approve the proposed *City - BART Joint Vision and Priorities for TOD for Ashby and North Berkeley BART Stations*
2. Approve maximum on-site BART rider parking levels different than the staff

recommendation of 85 spaces at Ashby and 200 spaces at North Berkeley

3. Do not authorize execution of a *Memorandum of Agreement re North Berkeley and Ashby Transit-Oriented Developments* with the City of Berkeley

These alternative actions would result in a potential missed opportunity to advance two TODs, improve access, and bring new riders and revenue to the District.

RECOMMENDATION:

Adopt the following motion.

MOTION:

The BART Board of Directors:

1. Approves the *City - BART Joint Vision and Priorities for TOD for Ashby and North Berkeley BART Stations* attached hereto as Exhibit 1
2. Approves the BART rider parking maximums of 85 spaces at Ashby and 200 spaces at North Berkeley
3. Authorizes the General Manager or his designee to execute the *Memorandum of Agreement re North Berkeley and Ashby Transit-Oriented Developments*.

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 a concise statement of the City and BART's shared, high-level expectations for future development of both the Ashby and North Berkeley BART properties.

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 process from developer selection through project construction. This City-BART Joint Vision and Priorities document was 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 RFQs for developers).

[This once-in-a-generation opportunity to create vibrant new neighborhoods for Berkeley merits elevated, world-class design for built and landscaped elements, including affordable housing.](#)

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 and affordability crises, capturing the inherent environmental and equity benefits of walkable, affordable transit-oriented housing in Berkeley's most transit-rich areas. North Berkeley and Ashby will provide a new model for delivering affordable housing in neighborhoods that are rich in infrastructure and strategically located to make regional transit, economic opportunity, and community amenities more broadly and equitably accessible.

Shared Priorities

- A. **Housing Priorities.** Maximize the number of new homes, and especially permanently affordable, deed-restricted homes. We anticipate a range of 500-1200 units at each station with a variety of unit sizes including units appropriate for multi-generational families/households.

- B. **Urgency.** Deliver new housing, including affordable units, within 10 years, by 2031, to reflect the urgency of the climate, affordability, and housing crises.
- C. **Affordable Housing Goal.** The City and BART will strive to maximize the number of permanently affordable, deed-restricted housing units within the funding that can be identified.
1. Affordable housing may be developed in multiple phases over a number of years.
 2. The amount of affordable housing which can be provided at each site within the 10-year time frame will depend on many outside factors including the availability of state and federal housing resources.
 3. At a minimum, at least 35% of the new units at each site will be restricted affordable housing. It is anticipated that each site could achieve at least 50% affordable housing, subject to the timely availability of financing.
 4. The City and BART will work together to support selected developers in proactively assembling affordable housing subsidies in order to exceed the 35% minimum.
 5. If both sites are able to provide at least 50% affordable housing in a way that is financially feasible, and if additional funding becomes available, the priority for that additional funding would be to maximize the number of affordable units at Ashby station in recognition of the ongoing threat of displacement to the historic community of South Berkeley.
- D. **Income Targets:** At least 35% of new housing at each site must be affordable to households earning an average of up to 60% of Area Median Income (AMI). Of that, at least 20% (or 7% of total units at each site) must be affordable to Extremely Low-income households, those earning up to 30% of AMI. Additional affordable units should prioritize Very Low Income (up to 50% of AMI) households and Low Income (up to 80%) households but may include some housing restricted with households with incomes up to 120% of AMI, consistent with the more specific direction provided in the City-BART Memorandum of Agreement.
- E. **Sequencing.** Affordable housing should be built prior to, or along with, any market rate housing.
- F. **Displacement Prevention.** Affordable housing should provide a preference for residents of Berkeley who are facing displacement, or who have been displaced from Berkeley in the past due to economic or discriminatory reasons.
- G. **Developer Selection.** In the developer selection process, prioritize 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.
- H. **Developer Accountability.** The selected developers must have a demonstrated commitment and feasible plans to produce affordable housing and be accountable for

making affordability the first priority. Selecting a developer who merely pledges a best effort to provide affordable units would not be sufficient.

- I. **Funding.** BART and the City of Berkeley should proactively seek new, innovative funding solutions to help achieve two truly visionary, equitable, and sustainable projects.
- J. **Clustering and Integration.** Affordable units may be clustered into one or more 100% affordable housing buildings on the BART sites but must be designed in a way that integrates with the larger project and shares [comparable](#) design standards and quality.
- K. **Inclusive Housing Design.** The selected developer will prioritize affordable housing for renters with various needs, including but not limited to families, people with physical or mental disabilities, and formerly homeless people.

Priorities for Ashby

- A. **Adeline Corridor Affordable Housing Goal.** Consistent with the Adeline Corridor Specific Plan, the City and BART should strive for a goal of 100% deed-restricted affordable housing, prioritizing extremely low, very-low and low-income affordable housing.
- B. **Residents with Disabilities.** 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, [specifically as part of the development of the East Parking Lot at Ashby Station.](#)
- C. **South Berkeley Preference.** 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. This preference must be implemented in a way which is consistent with the City's Fair Housing goals and federal law.

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 [maximize greenery \(to the extent feasible\)](#) and enhance the ability of all community members to walk, roll, and take transit, supporting better station access and healthy, climate-friendly active transportation. North Berkeley will be a nexus of active transportation centered along a major new connection of the Ohlone Greenway.

Ashby will be anchored by a market and oriented along a street built for people and multiple modes of transportation.

Shared Priorities

- A. **Maintenance Costs.** New civic space should be maintained by the developer/lessee to minimize the ongoing cost of operations and maintenance to BART and the City.
- B. **New Public Space.** Pursue new public space design in a way that delivers on the vision while maximizing the number of on-site affordable housing units.
- C. **Station Access.** Design the public realm to support priorities in the Access section of this document.

Priorities for Ashby

- A. **Hub for African American Life.** Reinforce South Berkeley's historic role as a hub for African American culture and life in the Bay Area.
- B. **Flea Market.** Provide a permanent, viable home for the Berkeley Community Flea Market – offering supportive amenities such as public restrooms, limited office/storage space, electrical and water access and weather protection - in a prominent location.
- C. **Stakeholder Input.** 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. **Adeline Design.** Reconfigure Adeline Street to transform a four-lane arterial into a safer space for all modes of transportation, creating a more walkable, vibrant place. Flea Market and/or other public activities may occur on some or all of this portion of Adeline Street.
- E. **Green Space.** Expand the availability of green space for the neighborhood.

Priorities for North Berkeley

- A. **Ohlone Greenway Connection.** The development should include a landscaped (as feasible given BART operational needs) protected bikeway that connects the disjointed ends of the Ohlone Greenway to each other and to BART, providing a primary access route and orientation of the development that enables a prioritized pedestrian and bicycle connection from approximately the southeast corner of the site to the northwest corner of the site and across the streets.
- B. **Public Space Use.** Public space should provide opportunities for both active and passive public use, with strong connections to the station entrance, the Ohlone Greenway, or other public spaces and pedestrian facilities.

- C. **Street Design.** The design of surrounding streets should be considered as a strategy to accommodate public space needs, increase the tree canopy, and improve safety for pedestrians and bicycles. Explore the feasibility of reducing the width and number of traffic lanes in adjacent streets to their original (pre-BART) condition, aligning curbs with adjacent blocks in a manner that builds upon and is consistent with the City and BART's recent Complete Streets and roadway improvement projects in the area. Streets may retain their current width where there is some functional use for the extra space, such as bike lanes and cycle tracks that previously did not exist, and there may be bulb-outs at intersections. Perimeter sidewalks should consider generous pedestrian space and tree canopy.

Land Use

VISION

Land uses at Ashby and North Berkeley Stations will serve community needs; provide significant amounts of new housing; complement neighborhood businesses, services, and institutions; create a welcoming environment for all; support BART ridership; and improve quality of life for current and future residents. Ground-floor residential and non-residential uses should be pedestrian-oriented and contribute positively to public space and the pedestrian experience.

Shared Priorities

- A. **Overall Mix of Uses.** At both stations, the predominant use will be transit-oriented housing and transit uses, complemented by fully accessible public, green, and recreation space (including for all ages and abilities) and appropriate non-residential uses. Additional priorities for these uses are found in the Affordable Housing, Public and Civic Space, and Station Access and Parking Management sections of this document.
- B. **Non-residential Spaces.** Curate and program any non-residential spaces to provide interest and character, encourage community gathering, support social interactions, and provide unique neighborhood activities and services. Any non-residential uses should be customized to meet the unique needs of each station and neighborhood.

Priorities for Ashby

- A. **Role of Non-residential Uses.** Non-residential uses at Ashby should reinforce the area's historic role as a center of neighborhood commerce, cultural expression, social connection, and economic empowerment.
- B. **Non-Residential Active Frontages.** Non-residential uses should have active frontages oriented towards Adeline Street, Ashby Avenue, and the future Flea Market public space. Ground-floor uses should activate public space and complement the Flea Market, while promoting everyday activities when the Flea Market isn't occurring.

- C. **Prioritized Non-residential Uses.** The following types of potential non-residential uses should be prioritized, though not all are anticipated to be present in any one development project¹:
1. The Berkeley Flea Market, and indoor or outdoor spaces related to the Flea Market
 2. Businesses and organizations that reinforce the neighborhood's historic role as a center of Black culture and identity
 3. Businesses, organizations, or services that are oriented towards, or provide economic opportunity for people in the neighborhood or their descendants who were involuntarily displaced, interned, or historically disenfranchised on the basis of race
 4. New uses that expand and complement the role and mission of the Ed Roberts Campus and empower those living with disabilities
 5. Spaces for cultural activities, performance, display, community activities, or other uses and amenities that support the area's role as an arts and culture district.

Priorities for North Berkeley

- A. **Role of Non-residential Uses.** Non-residential uses such as retail, services, or indoor community spaces are anticipated to have a limited role at North Berkeley.
- B. **Non-residential Active Frontages.** Non-residential uses that do occur should be oriented with active frontages towards the station entry or other interior areas and/or Sacramento Street.
- C. **Respect Neighborhood Needs.** Non-residential uses that do occur should be focused towards meeting neighborhood needs and complementing the existing range of businesses and services already available nearby.
- D. **Potential Non-Residential Uses.** Non-residential uses may include the following²:
1. Uses that help reduce the need for driving in North Berkeley, such as commuter-focused amenities, childcare, community services, or satellite locations for existing community businesses or organizations
 2. Small-scale walkable retail or café type uses
 3. Space for activities, gatherings, or events.

¹ Specific permitted and prohibited uses for Ashby Station will be identified in the zoning code.

² Specific permitted and prohibited uses for North Berkeley Station will be identified in the zoning code.

Building Form

VISION

New buildings at Ashby and North Berkeley Stations will be beautiful, creatively designed, well-proportioned, create visual and physical connections with the neighborhood through its architectural design and contribute positively to the physical fabric and long-term quality of life of the neighborhood. They will provide elements that neighborhood residents currently enjoy – such as natural light, air, direct outdoor access, variety, quirkiness, walkability, and sociability – in a denser, transit-oriented format that supports BART ridership. Buildings should exhibit a level of architectural diversity that expresses the social, racial, economic, and design diversity that is desired at both stations. Ground-floor spaces and building frontages should activate public space, while providing a sense of place and character to the stations and the surrounding neighborhood.

Shared Priorities

- A. **Height Variation.** AB 2923 does not permit the City's zoning controls to restrict building height below seven stories on the station sites. The City and BART will support variations in building height and form at both stations. It is anticipated that some buildings and some portions of buildings will be shorter than the maximum height in keeping with good urban design practice.
- B. **Context.** Building design should consider the scale and character of the surrounding built environment.
- C. **Location and Orientation.** Locate and design new buildings to enhance public spaces while mitigating impacts on existing neighbors through site orientation, setbacks, lines of sight between buildings, landscape and topography.
- D. **Equitable Design Quality.** Design affordable housing units in a way that integrates with the larger project and shares comparable design standards and quality.
- E. **Small Blocks.** Prioritize site designs with smaller blocks and building footprints instead of larger blocks.
- F. **Architectural Variety.** Design buildings to provide visual interest with variation in height, scale, massing, rooflines, materials, and architectural elements.
- G. **Building Scale.** Provide regular breaks in building forms, as well as both horizontal and vertical detail to respond to the existing neighborhood context and character, particularly at the edges of the site. Provide adequate perimeter space for pedestrian volume and tree canopy/vegetation.
- H. **Unit Diversity.** Encourage building forms that allow a diversity of unit sizes, types, and configurations.

AS ADOPTED BY BERKELEY CITY COUNCIL ON JUNE 2, 2022

- I. **Sunlight.** Seek to configure buildings and include design strategies that allow sunlight to reach public spaces, and design outdoor spaces, outdoor seating and active retail frontages, if provided, to maximize southern, western, and/or eastern exposure.
- J. **Outward-facing Entrances.** For ground-floor housing units, encourage outward-facing entrances with a range of design treatments and access strategies. These could include stoops, front doors, courtyard and forecourt entrances, ramped or at-grade universally accessible entries, outward-facing and visually permeable lobby entrances, and transition spaces from private frontages to public spaces.
- K. **Ground-floor Non-residential Frontages.** For ground-floor non-residential uses, provide frequent windows and doors, visual connection between indoors and outdoors, frontage onto public space, direct access to the pedestrian circulation network, and activation strategies such as outdoor seating, dining, display spaces, public art, and architectural detailing.
- L. **Universal Accessibility.** Preference [for](#) building designs with universally accessible units and elevator redundancy to promote accessibility for seniors and those with disabilities.
- M. **BART Entrances.** Ensure that BART entrances are featured prominently and integrated into the overall site plan.
- N. **Integrated Green Space.** Integrate gardens, courtyards, roof terraces, trees, native landscaping, and other green spaces into building architecture and site design.

Priorities for Ashby

- A. **Massing and Height Focus.** Focus density, larger building forms and height towards Adeline Street and Ashby Avenue on the west parking lot parcel, and towards the rear of the Ed Roberts Campus on the east parking lot parcel.
- B. **Active Frontages.** Connect new buildings to Adeline Street and Ashby Avenue with direct pedestrian access, minimal setbacks, and active frontages to complement the existing active uses across the street.
- C. **Site Design.** Ensure that building form, scale, and the overall site plan provide sufficient space for the Flea Market and other civic and community uses.

Priorities for North Berkeley

- A. **Massing and Height Focus.** Focus density, larger building forms and height towards the Ohlone Greenway and the center of the site and towards Sacramento Street.
- B. **Massing Breaks and Step-downs.** Provide massing breaks, step-downs in height, and frequent pedestrian building entrances along Delaware Street, Acton Street, and Virginia Street, with building forms and frontages that create a residential character and scale.

- C. **Active Frontages.** Prioritize active frontages, public space programming, and car-free activities along the Ohlone Greenway.

Station Access

Vision

Station access investments in and around the stations will enhance community vibrancy, safety, equity, and health while improving the quality of the public space and pedestrian experience, both within and beyond the station areas. Priority access investments are those that encourage people to walk, bike, roll, ride transit, and use shared micro-mobility options, while still providing flexibility for changing technologies and trends. Access investments will be distributed equitably to improve the experience for people of all ages, all abilities, and all income levels getting to and moving through the stations.

Shared Priorities

- A. **Housing and Community Benefits.** Favor affordable housing and other community benefits over BART rider parking and TOD resident parking in any physical or financial decision-making.
- B. **Non-Automobile Access.** Increase the share of BART riders who access the stations via modes other than driving alone and parking. Prioritize access improvements in the surrounding neighborhoods and within the station areas that offer safe, comfortable, affordable, cost-effective alternatives for all BART customers, particularly those with mobility challenges. Future access planning should consider the rapid evolution for mobility trends and technologies and consider the adaptability of the station access plans to future foreseeable and unforeseeable mobility patterns and their ability to handle ridership growth without running into capacity constraints.
- C. **Equitable Access.** Provide safe and secure station access options for people of all ages, abilities, races and ethnicities, genders, and income levels.
- D. **Parking Options.** Minimize the need for new structured on-site BART customer parking by maximizing the use of available parking capacity along the corridor (such as Center Street parking garage, shared parking with the TOD or with other sites, and on-street parking management around site perimeters).
- E. **Transportation Demand Management.** Any future development must include aggressive and innovative Transportation Demand Management strategies to reduce the vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions by residents, visitors, and employees by 20% by complying with BART's Transportation Demand Management program.
- F. **Parking and Traffic Impacts.** Limit the impacts of parking and driving on residents of the developments and surrounding neighborhoods (such as noise, air quality, GHG, and

collisions) through transportation demand management, multi-modal circulation and access planning, infrastructure improvements, parking management, and other best practices.

- G. **Market Rate Pricing for Parking.** Explore parking pricing that is better aligned with market demand as a possible strategy to promote BART rider and on-street parking availability, with consideration of the impacts of parking pricing on low-income residents and BART riders.
- H. **Prioritize Curb Space.** Buses and shuttles will be located to prioritize people with disabilities, active loading of passengers (over waiting vehicles), services available to the public, and the number of people transferring to BART. Different types of passenger loading zones will be incorporated for quick pick-ups and drop-offs, those that need to wait for their passenger, accessible loading areas, ride apps and taxis.
- I. **Wayfinding and Signage.** Provide clear, accessible, adaptable station access signage and wayfinding to facilitate how people get to/from and through the station area consistent with the Metropolitan Transportation Commission's standards.
- J. Strive to locate BART-related drop-off zones on-site and connections to transit on site or on 4-lane corridors.

Priorities for Ashby

- A. **Pedestrian & Bicycle Connections.** Provide high-quality, safe pedestrian and bicycle connections to and through the site, including an off-street protected bicycle facility extending along Adeline Street, at least between Ashby Avenue and the intersection with MLK Way, with the potential to extend further through related Adeline improvement efforts.
- B. **Adeline Design.** Reconfigure Adeline Street to transform a four-lane arterial into a safer space for all modes of transportation, creating a more walkable, vibrant place.

Priorities for North Berkeley

- A. **Adjacent Streets.** Consider the role and design of adjacent streets – including Sacramento Street, Delaware Street, Virginia Street, and Acton Street – in multi-modal access planning for the North Berkeley Station.
- B. **Commuter Parking Priority.** Where parking would be provided, maximize parking for commuters over parking for residential and/or potential community, non-profit, or retail uses.