



# Berkeley MOU for Transit-Oriented Development



Photo: Yalonda M. James/San Francisco Chronicle



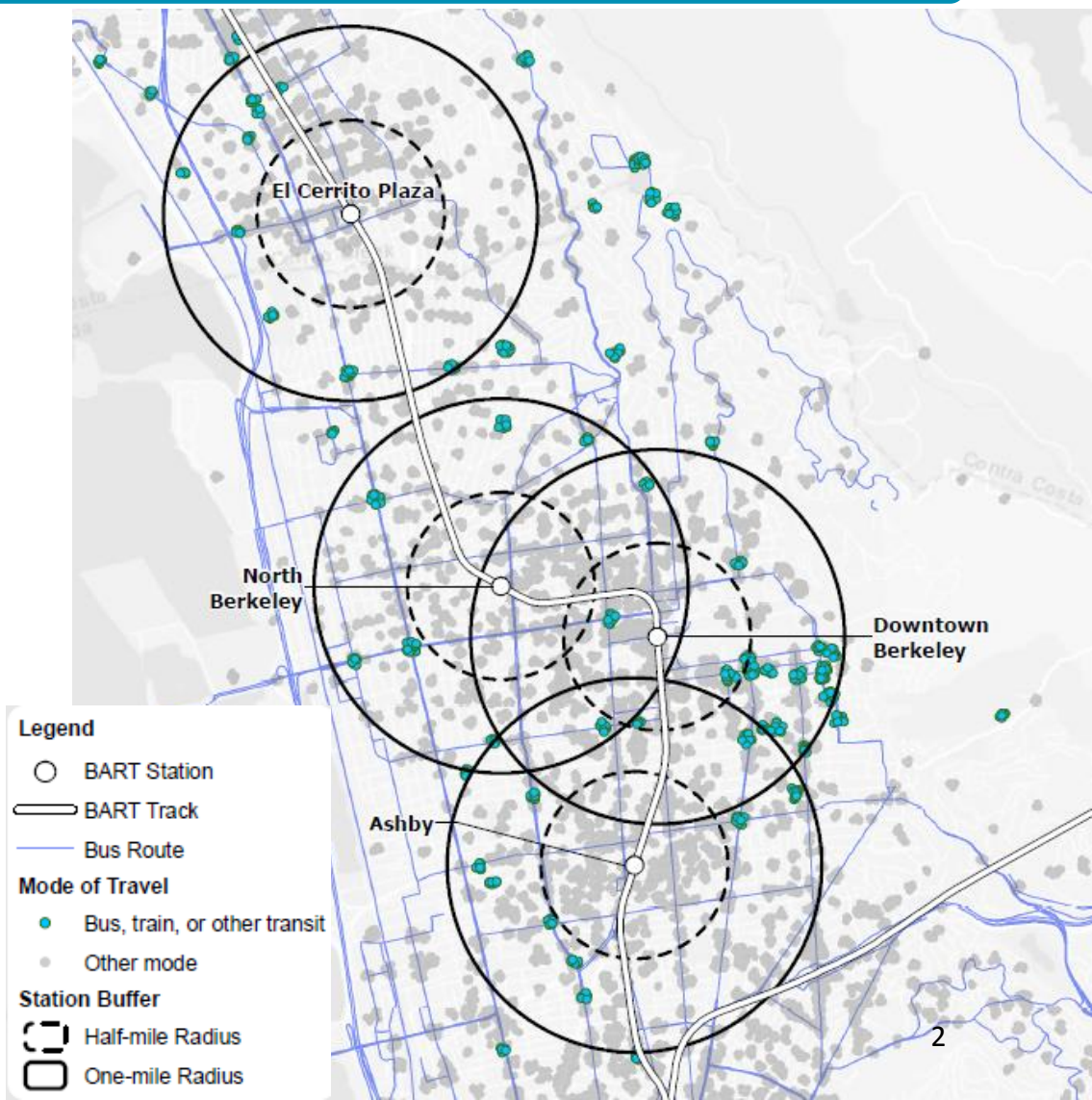
Photo: Natalie Orenstein/Berkeleyside

**BART Board of Directors**  
**January 9, 2020**



# El Cerrito – Berkeley Corridor

- Many customers currently use a combination of the stations along the Richmond corridor
- Future development at 3 consecutive stations within close proximity has significant potential to transform the corridor, helping BART meet its policy goals
- Need to plan for growth to ensure access to BART stations
- Staff has applied for \$3M in grants to support planning for and financing comprehensive access infrastructure and transportation demand management (TDM) alternatives, as well as affordable housing





# Presentation Overview

- Station Property and Access Overview
- MOU History
- MOU Terms
- Next Steps
- Motion



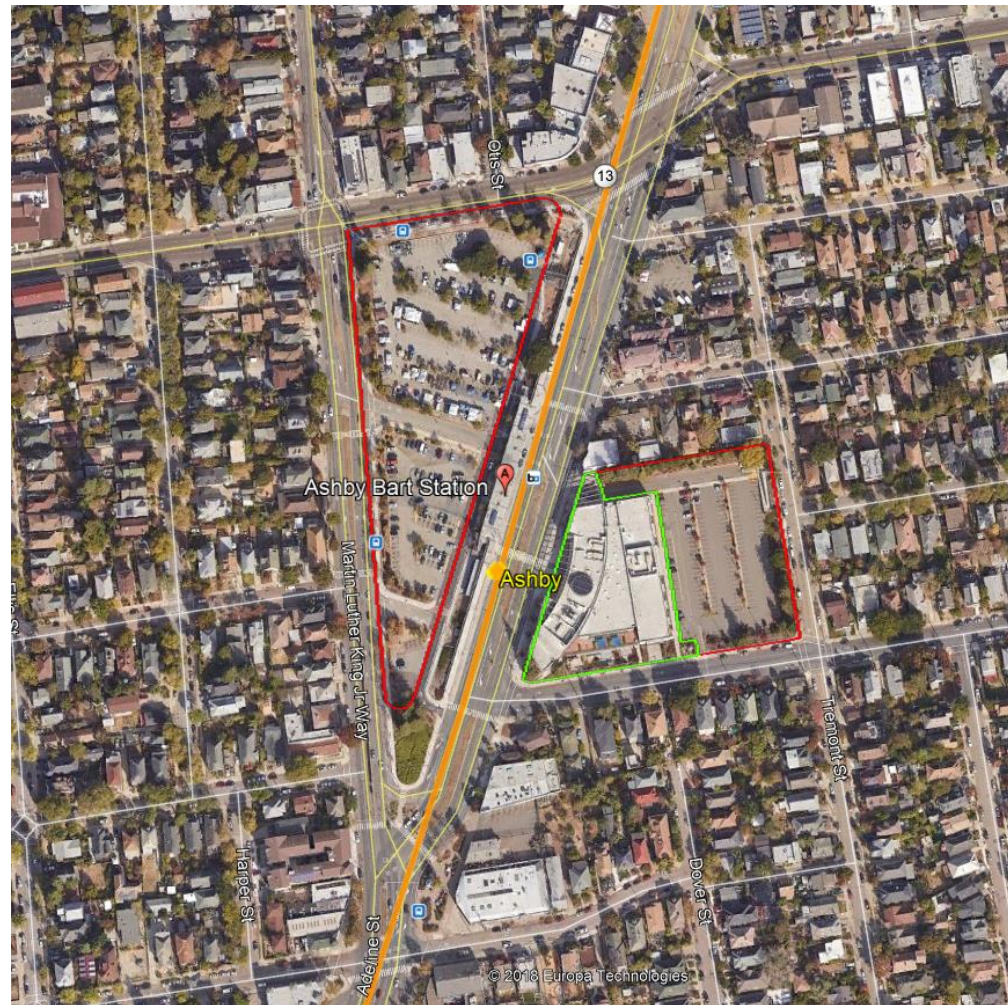
Contra Costa Centre, Pleasant Hill BART





# Station Profile: Ashby

- **Station Typology:** “Urban Neighborhood/City Center” and “Urban w/ Parking”
- **Riders:** Approximately 5,000 weekday exits
- **Station area:** 6.3 acres total
- **Current zoning:** South Area Commercial (west) and Multiple Family Residential (east)
- **Air Rights:** The City retains an option to the air rights above 10’ at west parcel but not east parcel (behind Ed Roberts)
- **Draft Adeline Corridor Specific Plan/EIR:**
  - Multi-year planning with extensive community engagement
  - Clears 1,450 units corridor-wide with 59% (850) of the units located at Ashby
  - Target of at least 50% income-restricted affordable units.





# Mobility patterns: Ashby

- **Station Access (home based entries):**

- 71% walk or bike to station
- Driving and parking has decreased by 28% since 2008
- 10% are dropped off. Up 100% from 2008

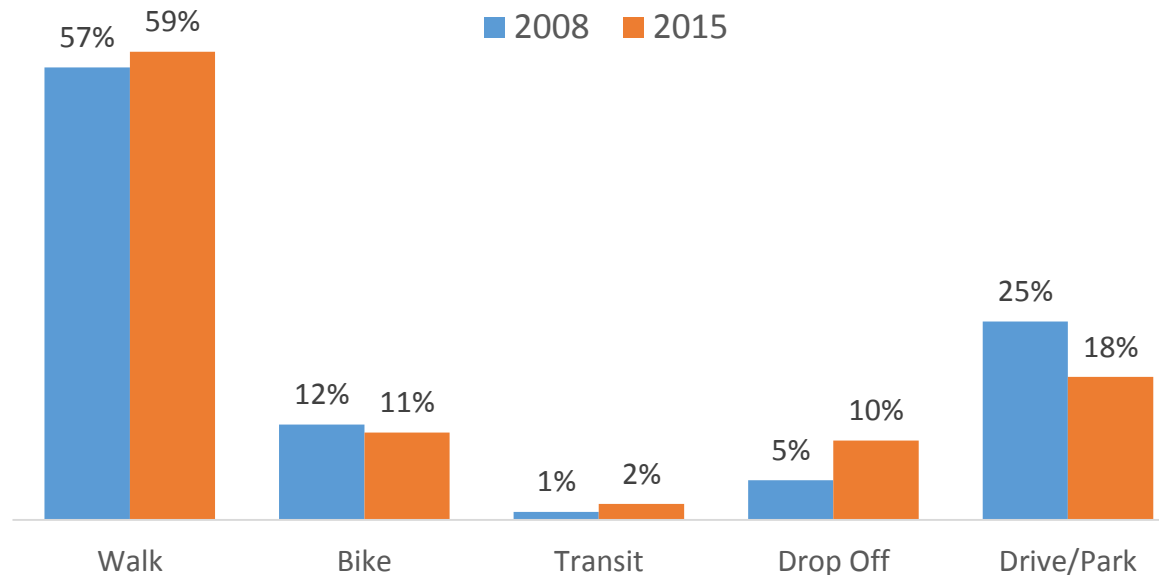
- **Median distance traveled:**

- **Park & Ride:** 1.01 mile
- **Walk:** 0.42 miles
- **All modes:** 0.60 miles

- **Car parking:** 603 spaces

- **Bike parking:**

- Bike Station for 130 bikes
- 40 bike link lockers
- 25 key lockers
- 150 racks







# Station Profile: North Berkeley

- **Station Typology:** “Urban Neighborhood/City Center” and “Urban w/ Parking”
- **Riders:** Approximately 4,300 weekday exits
- **Station area:** 8.1 acres total: ~4 acres over tracks + 1.2 acres in auxiliary lots
- **Current Zoning:** Site is not currently zoned (“Unclassified”)
- **Community outreach:**
  - Multiple city-led community outreach events in the last 2 years
  - BART participation in several
- **Access Improvements:** RR-funded bicycle and pedestrian access improvements planned w/City of Berkeley





# Station Profile: North Berkeley

- **Station Access (home based entries):**

- 51% walk or bike to station
- Biking has increased 50% since 2008
- Driving and parking decreased from by 39% since 2008
- 16% are dropped off. Up 260% from 2008

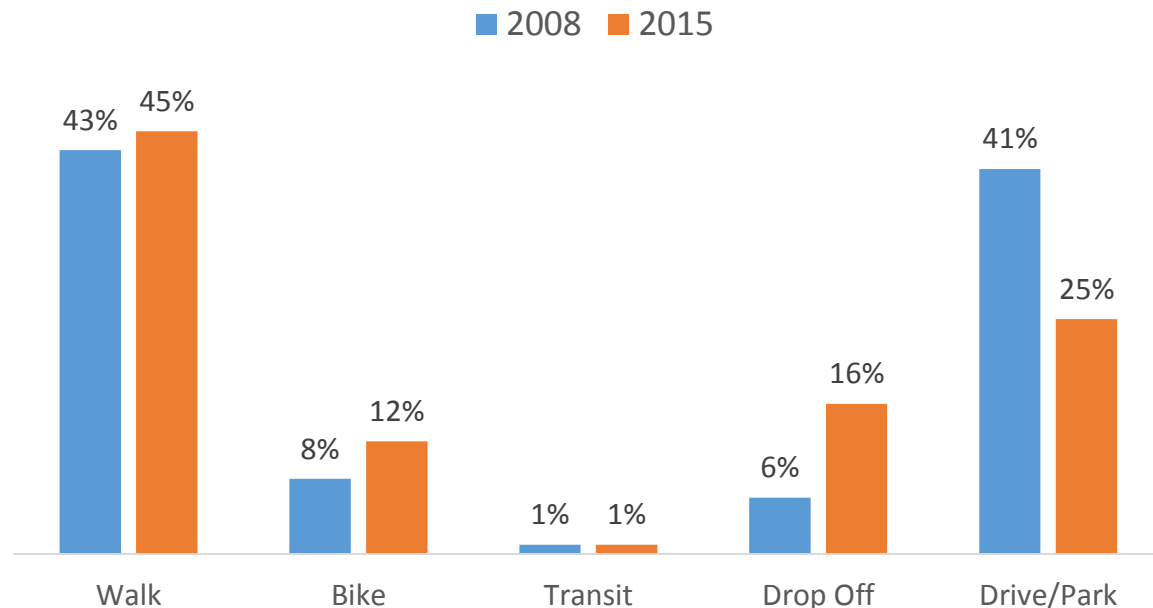
- **Median distance traveled:**

- **Park & Ride:** 1.37 miles
- **Walk:** 0.51 miles
- **All modes:** 0.72 miles

- **Car parking:** 753 spaces

- **Bike parking:**

- 95 bike link lockers
- 230 racks





# History of BART-Berkeley MOU

**May 2018:** Town Hall on Development of North Berkeley BART

**October 2018:** Design Workshop for North Berkeley BART

**January 2019:** City Council Meeting

**March 2019:** Town Hall on Development of Ashby BART

**May 2019:** Draft Adeline Corridor Plan & DEIR Released

**May 2019:** City Council Meeting

**December 2019:** City Council Meeting







# Memorandum of Understanding – Scope & Process for City and BART

## **Scope:**

- Ashby BART parcels
- North Berkeley main parking lot
- Consideration of modifications or enhancements to North Berkeley auxiliary BART lots, city streets and other surroundings to support TOD

## **Process:**

- Identify a shared vision and priorities for development
- Set forth the steps needed to pursue the vision and priorities
- Clarify the processes to address development activities & timelines
- Provide clarity on the steps, timelines and roles responsibilities needed to initiate development of TOD on BART properties



# Terms of Memorandum of Understanding - Highlights

Activity	Lead Party	Milestone Dates
1. Community Advisory Process and other community engagement activities	City	December 2019: City Council voted to establish) January 2020: Applications due
2. Zoning for Ashby and North Berkeley BART Stations	City	June 2021 to complete
3. BART AB 2923 Guidance Document	BART	February 2020: Draft guidance July 2020: Final guidance
4. City Affordable Housing Funding	City	December 2020: Decision on set-aside for affordable housing (pending further definition of zoning and site capacity)
5. Developer Solicitation	BART	Decision on timeline to initiate solicitation of a developer (as part of BART's 10-Year TOD Work Plan)
6. Station Access Studies	BART	Timeline dependent upon Developer solicitation for each station



## What we have heard from the community

1. **Affordable Housing:** 35% goal set out in the MOU differs from city plans some of the Council Members and Community feedback
2. **Station Access:** While 75% of those who use North Berkeley and 82% of those who use Ashby do not drive, customers who currently drive and park at the stations face real barriers, including childcare and school drop off and pickups, topography, road safety, and in particular, ensuring full accessibility for customers with different physical abilities.
3. **“Right to Stay, Right to Return”:** Residents of the Ashby BART neighborhood, as well as Flea Market vendors and other stakeholders, expressed concern about displacement of residents and businesses
4. **Urban Design:** High-quality design with great public space is a top priority for both sites.





## Memorandum of Understanding – Next Steps

The City and BART to meet in December 2020 to:

- Determine whether the City has approved a set-aside of sufficient funding to meet the 35% affordable housing minimum
- Negotiate possible additional City participation in the solicitation processes
- Agree upon the timing of the developer solicitations for the BART Properties in December 2020.

The City and BART are actively working to identify additional resources to accelerate the work outlined in the MOU



## Proposed Board Motion

The General Manager or his designee is hereby authorized to execute the Memorandum of Understanding with the City of Berkeley to cooperatively pursue TOD and the implementation of Assembly Bill 2923 at the Ashby and North Berkeley BART Stations.