



BERKELEY-EL CERRITO
CORRIDOR ACCESS PLAN



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Appendix A: Policy Factsheets

Intersection of Future Visions

BART Policies Supported by Community Plans of Berkeley and El Cerrito



BERKELEY–EL CERRITO
CORRIDOR ACCESS PLAN



This booklet summarizes **key community plans** that the Berkeley-El Cerrito Corridor Access Plan used for guidance to advance **policies** adopted by the BART Board of Directors. These plans were crafted with extensive community input before being adopted by elected representatives on the city councils of El Cerrito and Berkeley. These plans capture each community's vision for prioritizing future development and public investments while balancing state and regional directives and incentives, shown below:

State of California

"When households of any income level live near transit and job centers, they drive less." California's Housing Future: Challenges and Opportunities, pg. 50

"Transit hubs record highest levels of ridership within a quarter to half mile radius." Housing and Climate Change policy initiative, pg. 1

State incentives and directives

- Assembly Bill 2923
- TOD Housing Program
- Affordable Housing and Sustainable Communities Program

Regional

The Metropolitan Transportation Commission's *Plan Bay Area 2050* is a roadmap for the region. It identifies, in part, where housing for the additional 2.5 million residents expected by 2050 should be located to make efficient use of the existing transportation system in an environmentally sustainable way. Transit-oriented development (TOD) is a critical component to help address the housing and climate crises.

Pg 34: *"Public lands are key opportunity sites for increasing the Bay Area's supply of affordable housing,.... accelerate the efforts of transit agencies such as Bay Area Rapid Transit and the Santa Clara Valley Transportation Authority to reuse parking lots and other agency-owned land."*

While BART's policies and these community plans may differ, they all prioritize addressing the climate and housing crises in an equitable way by articulating **future vision statements** to:

- Build high-density housing for all income levels near transit, particularly around BART stations
- Reduce driving and parking demand
- Prioritize public investments in pedestrian, bicycle, and transit facilities
- Ensure a transportation network for people of all abilities, ages, and income levels



This booklet is organized as follows:

- The first two pages **identify** the specific number or location in Berkeley's adopted plans, El Cerrito's adopted plans, and BART's adopted policies that support each future vision statement listed above. When viewed electronically, you may click on the plan or policy name to connect to the document posted on each agency's website.
- The final three pages are **citations** from the adopted plans and policies referenced in the summary, organized by each agency: Berkeley, El Cerrito, and BART.

Intersection of Future Visions – Summary 1 of 2

Vision Statement

Build high-density housing for all income levels near BART stations

Berkeley Adopted Plans

General Plan

Housing Policy H-1

Housing Policy H-12

Land Use Policy LU-25

Climate Action Plan

Sustainable Transportation & Land Use Goal 1

Sustainable Transportation & Land Use Goal 1, Policy A

Adeline Corridor Specific Plan

Policy 3.7

El Cerrito Adopted Plans

Climate Action Plan

Sustainability Community Goal 1

Economic Development Action Plan

Goal 1, Strategy B

Goal 1, Strategy G

San Pablo Avenue Specific Plan (2014)

Goal B, Strategy 1

Goal E, Strategy 7

BART Adopted Policies

TOD Policy

Strategy B

TOD Policy Performance Measures and Targets

Performance Measure F1

Performance Measure F2

Reduce driving and parking demand

General Plan

Transportation Objective 2

Climate Action Plan

Sustainable Transportation & Land Use Goal 3

Sustainable Transportation & Land Use Goal 4 Policy A

Adeline Corridor Specific Plan

Policy 6.9

General Plan

Transportation Goal 17

Climate Action Plan

Sustainable Community Objective SC-1.3

Economic Development Action Plan

Goal 1, Strategy B, Implementation Task 1

San Pablo Avenue Specific Plan (2014)

Goal E Strategy 2

TOD Policy

Strategy C

Strategy C-2

BART's Station Access Typology map

Station Access Policy

Goal A-4

Intersection of Future Visions – Summary 2 of 2

Vision Statement

Prioritize
investments in
Complete Streets

Berkeley Adopted Plans

General Plan

Transportation Policy T-4

Pedestrian Plan

Table 7

Bicycle Plan

Appendix E, Table 8

Adeline Corridor Specific Plan

Policy 6.7

El Cerrito Adopted Plans

Active Transportation Plan

Policy 5-1

Appendix H

Climate Action Plan

Sustainable Community Goal 3

San Pablo Avenue Specific Plan (2014)

Complete Streets Goal CS.5

BART Adopted Policies

Station Access Policy

Goal A-3

Goal B

Ensure a mobility
network for people of
all abilities, ages, and
income levels

General Plan

Transportation Policy T-49

Pedestrian Plan

Second Goal

Strategic Transportation Plan

Goal 4

Adeline Corridor Specific Plan

Transportation Strategic Goal

Active Transportation Plan

Goal 2

San Pablo Avenue Specific Plan (2014)

Complete Streets Chapter,
Vision and Overarching
Framework, Section 3.02

Station Access Policy

Goal A-1

Goal E

Intersection of Future Visions – Citations from the City of Berkeley's Adopted Plans



Adeline Corridor Specific Plan

Policy 3.7

"Future development within the Ashby BART subarea shall provide public space, community-oriented facilities, and affordable housing, consistent with objectives, parameters, and process outlined in the Adeline Corridor Specific Plan."

Transportation Strategic Goal

"The City of Berkeley will provide safe, equitable transportation options that meet the mobility needs of all residents, regardless of age, means, and abilities, and that further the attainment of the City's greenhouse gas emission reduction goals."

Policy 6.7

"Bus and shuttle transit: Work closely with AC Transit to support continued and improved bus transit and shuttle service along the Adeline corridor."

Policy 6.9

"Parking and Transportation Demand Management: Implement innovative strategies that make efficient use of existing parking resources while reducing demand for additional parking."

Bicycle Plan

Appendix E, Table 8

Identifies Tier 1 projects to upgrade or install bikeways and improve intersections near North Berkeley BART on California St, Hopkins St, the Ohlone Greenway, and San Pablo Ave; and near Ashby BART on Adeline St, Prince St, Russell St, and Shattuck Ave.

General Plan

Housing Policy H-1

"Extremely low, very low, and moderate-income housing: Increase the number of housing units affordable to Berkeley residents with lower income levels."

Housing Policy H-12

"Transit-oriented new construction: Encourage construction of new medium and high-density housing on major transit corridors and in proximity to transit stations..."

Land Use Policy LU-25

"Affordable housing development: Encourage development of affordable housing in the Downtown Plan area, the Southside Plan area, and other transit-oriented locations."

Transportation Objective 2

"Reduce automobile use and vehicle miles traveled in Berkeley, and the related impacts, by providing and advocating for transportation alternatives and subsidies that facilitate voluntary decisions to drive less."

Transportation Policy T-4

"Transit-First Policy: Give priority to alternative transportation and transit over single-occupant vehicles on Transit Routes identified on the Transit Network Map."

Transportation Policy T-49

"Disabled Access: Improve pedestrian access for the entire disabled community."

Climate Action Plan

Sustainable Transportation & Land Use Goal 1

"Increase density along transit corridors."

Sustainable Transportation & Land Use Goal 1, Policy A

"Encourage the development of housing (including affordable housing), retail services, and employment centers in areas of Berkeley best served by transit."

Sustainable Transportation & Land Use Goal 3

"Manage parking more effectively to minimize driving demand and to encourage and support alternatives to driving."

Sustainable Transportation & Land Use Goal 4 Policy A

"Create additional strategic fees/taxes to build revenue for transportation demand management (TDM) efforts and to further discourage driving alone."

Pedestrian Plan

Second Goal

"Increase equity and transportation choices for all."

Table 7

Identifies high-priority projects to improve walkways and intersections near **Ashby BART** on Adeline St, Ashby Ave, Martin Luther King Jr Wy, Shattuck Ave, and Alcatraz Ave; and near **North Berkeley BART** on University Ave.

Strategic Transportation Plan

Goal 4

"Increase transportation choices for disadvantaged communities."

Intersection of Future Visions – Citations from the City of El Cerrito's Adopted Plans



Active Transportation Plan

Goal 2

"Implement a well-connected active transportation system to attract users of all ages and abilities."

Policy 5-1

"Ensure that the bicycle system serves transit stops and stations; ensure that pedestrian crossing desire lines are met at transit stops; and ensure that continuous, accessible pedestrian routes are provided."

Appendix H

High-priority projects to improve walkways, bikeways, and intersections near El Cerrito Plaza BART on Central Ave, Cerrito Creek Trail, Fairmont Ave, the Ohlone Greenway, and San Pablo Avenue.

Climate Action Plan

Sustainability Community Goal 1

"Encourage more compact, higher density infill development along transportation corridors to reduce vehicle miles traveled in El Cerrito and beyond."

Sustainable Community Objective SC-1.3

"Develop a parking demand management strategy to encourage high density development and alternatives to driving."

Sustainable Community Goal 3

"Continue to invest in infrastructure that invites people to walk, bike, and take transit more in El Cerrito."

Economic Development Action Plan

Goal 1, Strategy B

"Maximize transit-oriented development (TOD) including higher density residential in-fill development close to existing infrastructure (BART, AC Transit, and Ohlone Greenway) to improve air and water quality and protect natural resources, through increased walkability and reduced auto use."

Goal 1, Strategy B, Implementation Task 1

"Support reduced parking in new development by creating parking programs, expanding bike- and car-share programs, and providing data on current parking ratios."

Goal 1, Strategy G

"Determine goals for inclusion of affordable/ workforce housing, and resources available to create affordability in mixed-income projects."

General Plan

Transportation Goal 17

"... Reduce the percentage of trips made by automobile and provide the opportunity and facilities to divert trips from automobiles to other modes..."

San Pablo Avenue Specific Plan (2014)*

Goal B, Strategy 1

"Maximize TOD potential (BART and AC Transit)."

Goal E, Strategy 2

"Reduce parking requirements to encourage transit use and reduce reliance on the private automobile."

Goal E Strategy 7

"Increase the supply, diversity, and affordability of housing in proximity to existing or planned transportation investments."

Complete Streets Chapter, Vision and Overarching Framework, Section 3.02

"The Complete Streets Plan aims to develop a consistent set of objectives, policies, and implementation measures to provide a well-connected, safe, and convenient multimodal network for users of all ages and abilities and support the goals of this Specific Plan."

Complete Streets Goal CS.5

"Optimize upcoming investments by encouraging sidewalk widening in concert with new project enhancements, increased transit efficiency, bike facility installations, and/or enhanced landscaping that improves the overall streetscape environment."

* As of November 2022, the San Pablo Avenue Specific Plan was being updated and city council adoption was expected in early 2023.

Intersection of Future Visions – Citations from BART's Adopted Policies



Transit-Oriented Development Policy

Strategy B

"Support Transit-Oriented Districts."

Strategy C

"Increase sustainable transportation choices using best practices in land use and urban design."

Strategy C-2

"Ensure that combined TOD/parking/access improvements on and around each BART station encourage net new BART ridership, utilizing corridor-level, shared, and off-site approaches to parking replacement as appropriate... strive for no or limited parking replacement at "Urban with Parking" Stations..." (as defined in BART's Station Access Typology map, found at <https://www.bart.gov/about/planning/policies>)

Transit-Oriented Development Policy Performance Measures and Targets

Targets for Performance Measures F1 and F2

By 2040, BART will have built 7,000 affordable homes on its land, representing 35% of its entire housing portfolio.

Station Access Policy

Goal A-1

"Ensure safe access for all users of the BART system, including those with disabilities."

Goal A-3

"Prioritize the most sustainable access modes, with a focus on the lowest greenhouse gas and pollutant emissions per trip."

Goal A-4

"Reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers."

Goal B

"More Riders: Invest in station access to connect more riders cost-effectively, especially where and when BART has available capacity."

Goal E

"Equitable Services: Invest in access choices for all riders, particularly those with the fewest choices."

BART Station Access Typology

