



# Ashby BART Transit-Oriented Development

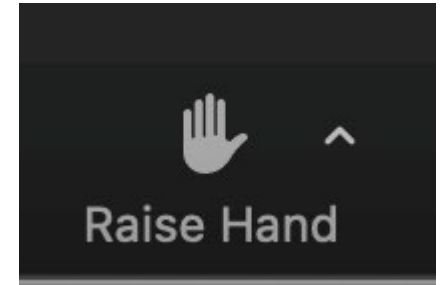
Traction Power Substation (TPSS) Update

Community Meeting – November 8, 2023



# Housekeeping

- During the presentation, everyone except the presenter will be on mute.
- Questions posted in the Q&A box will be answered during the Question and Answer period following the presentation.
- For those who want to ask questions verbally will we allow each attendee to use the “raise hand” feature and speak up to 2 minutes at the end of the presentation.
- A recording and PDF of the presentation and a link to the recording will be posted on [www.bart.gov/ashby](http://www.bart.gov/ashby) within a week



# Agenda

- Welcome, Introductions ( Deb Castles)
- Opening remarks (Director Simon, BART)
- Recognition of Community and City Council Input on TPSS (Deb Castles)
- Summary of How Issues raised by Community and City Council are addressed (Deb Castles)
- Review of Ashby Transit Oriented Development (TOD) Process to Date (Deb Castles)
- Importance of Traction Power Sub Stations (TPSS) to BART's operations (Javed Khan)
- BART's adjustment to TPSS layout and staging in response to Community Concerns (Chris Sensenig)
- Q&A

# Transit-Oriented Development Process for Ashby

We are here



2015-2022	2022-2023	2024*	2025 and beyond*
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- Jan 2015-Dec 2020:
- Adeline Corridor Specific Plan (ACSP)
- June 2020-June 2022:
- Community Advisory Group (CAG) process
    - ACSP as a foundation
    - City/BART priorities and constraints (operational, economic)
    - Informed Joint Vision & Priorities (JVP)
  - JVP approved by City Council & BART Board

- Oct/Nov 2022:
- CC approves redesign of Adeline from 4 lanes to 2 lanes & expanded plaza for Flea Market
- Apr-November 2023
- Community Benefits/Air Rights negotiations supported by Mayor and Director Simon
  - Community & City Council meetings regarding feasibility to connect TOD with Adeline
- Winter 2023/24
- Approve Term Sheet

- Winter/Spring 2024
- Objective Design Standards
  - Circulation Framework
- Summer/Fall 2024
- Request for Qualifications (RFQ)/Request for Proposals (RFP)

\* Minimum estimated timeline shown. Actual timeline will depend on project scale, market, affordable housing funding and other financing availability and local support. A station will likely be developed as multiple individual “projects”.





# Community and City Council concerns with TPSS

- Can TPSS be:
  - Undergrounded?
  - Located elsewhere?
  - Redesigned so there is less of an impact on the Transit Oriented Development (TOD)?
    - Wall
    - Large gap



# Summary of Design Improvements

- Reduce Staging and Maintenance Area for TPSS
- Reduce the distance between Adeline and TOD buildings by half
- Create the ability for a building located up to the corner of Ashby and Adeline
- Increase the amount of potential development

# Systemwide TPSS & Improvements\*



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

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



# Information on TPSS

- Planning and design evaluations started in 2016 considering multiple factors:
  - Constructability
  - Maintainability
  - Accessibility for emergency responders, BART maintenance equipment, and pedestrians
  - Minimizing BART rider impacts
- BART considered 3 options for the layout of the TPSS
- Informed City in 2018
- Cost:
  - Approximately \$30 to \$35 million (for current design)
  - ~\$3 million has already been spent on design
- Timeline:
  - Construct start date TBD
  - Will take approximately 2 years

## 3 Options Evaluated for the Layout of the TPSS





# Complexity of below ground TPSS

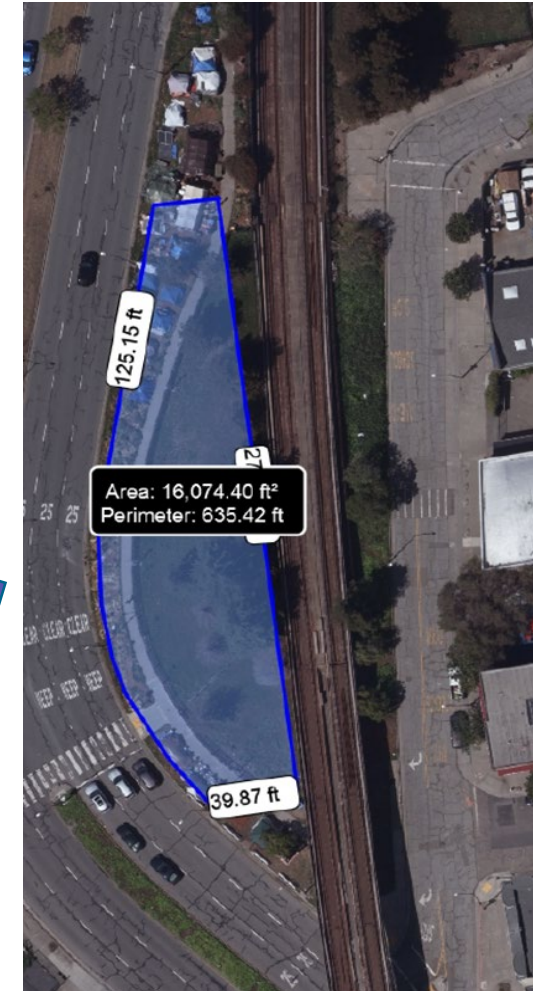
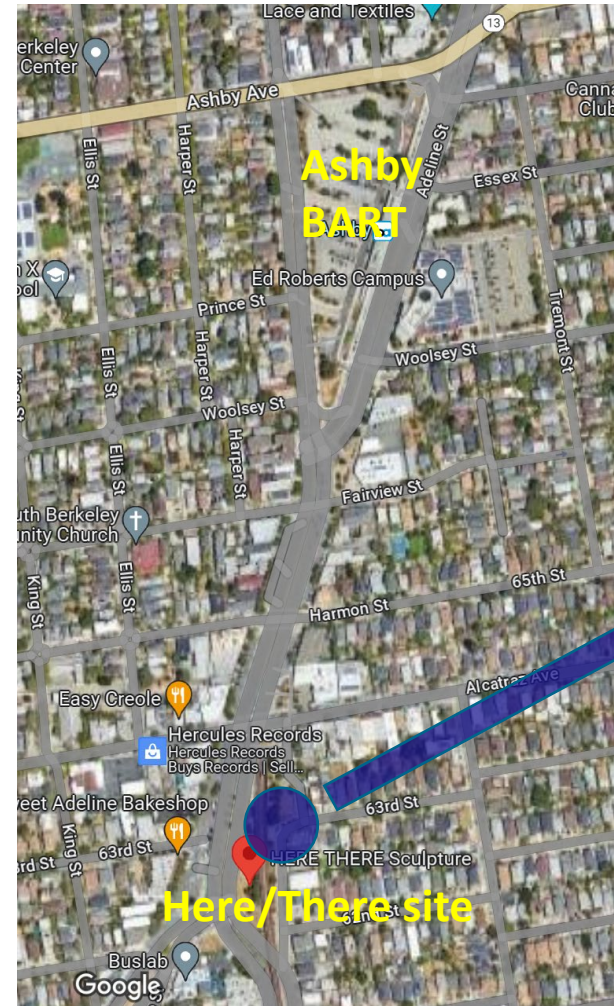
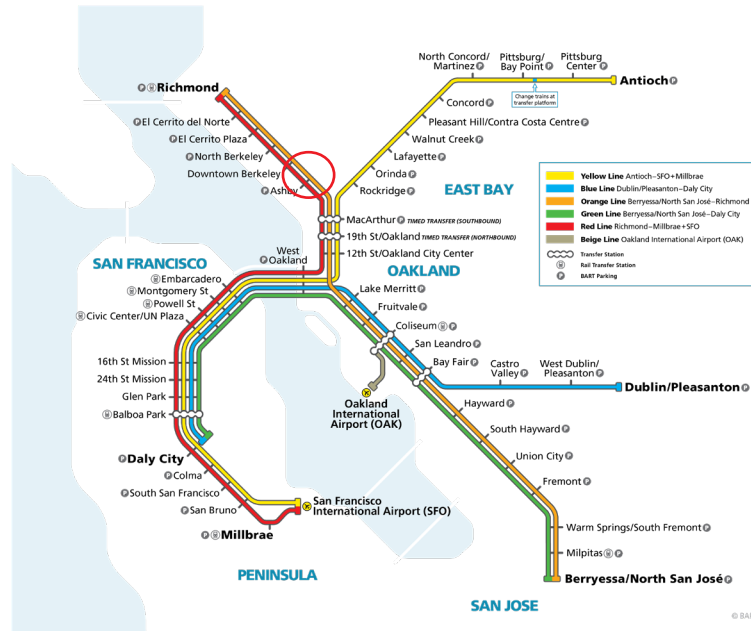
BART places a traction power substation underground only in the event there is no other alternative since it presents safety and maintenance challenges, as well as an increased cost of around 40 to 50%





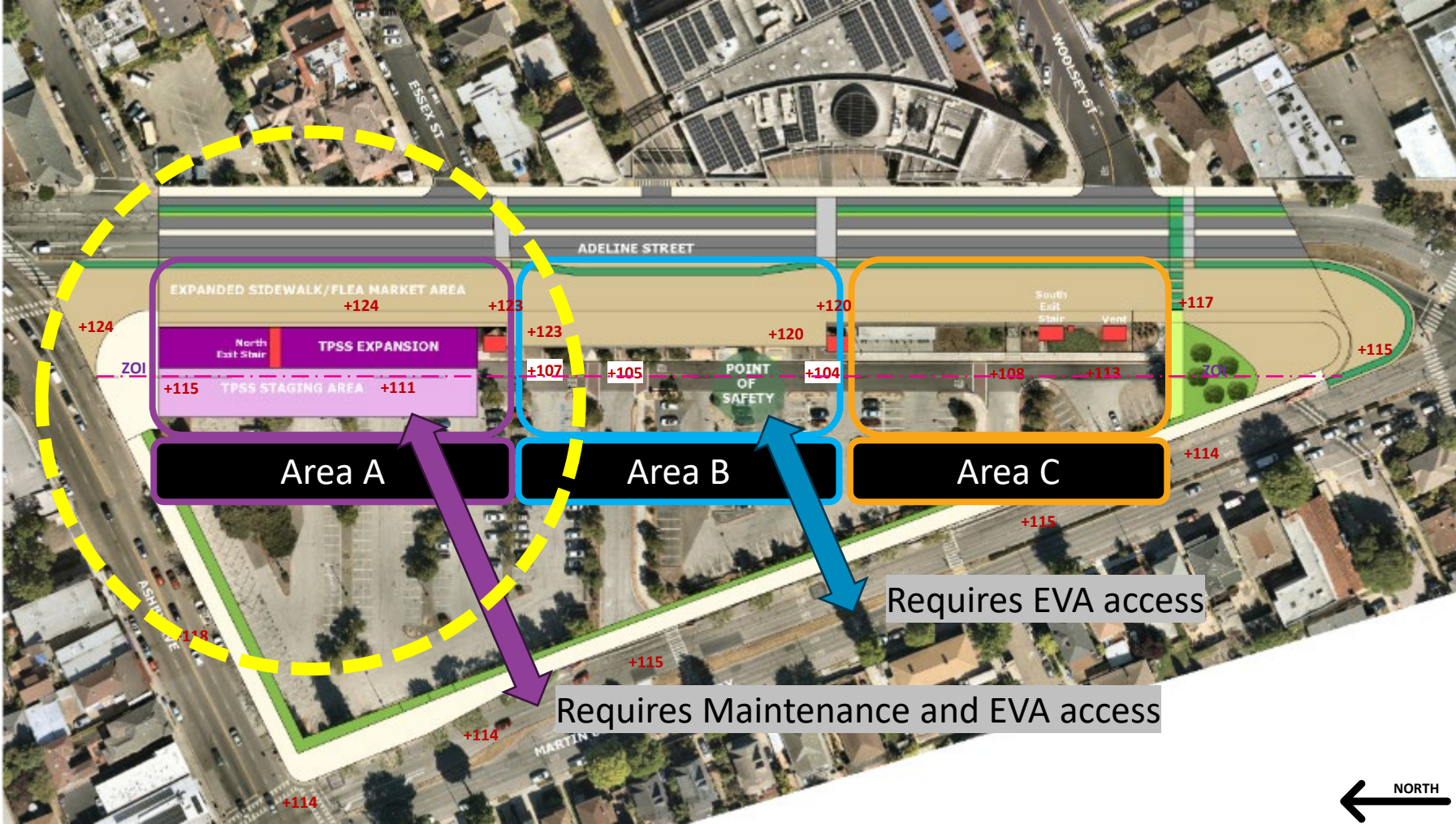
# Can the TPSS be Relocated?

Distance from station would jeopardize the service capacity and reliability to the trains serving Ashby Station as well as other locations along the Richmond, Concord and San Francisco/Millbrae lines





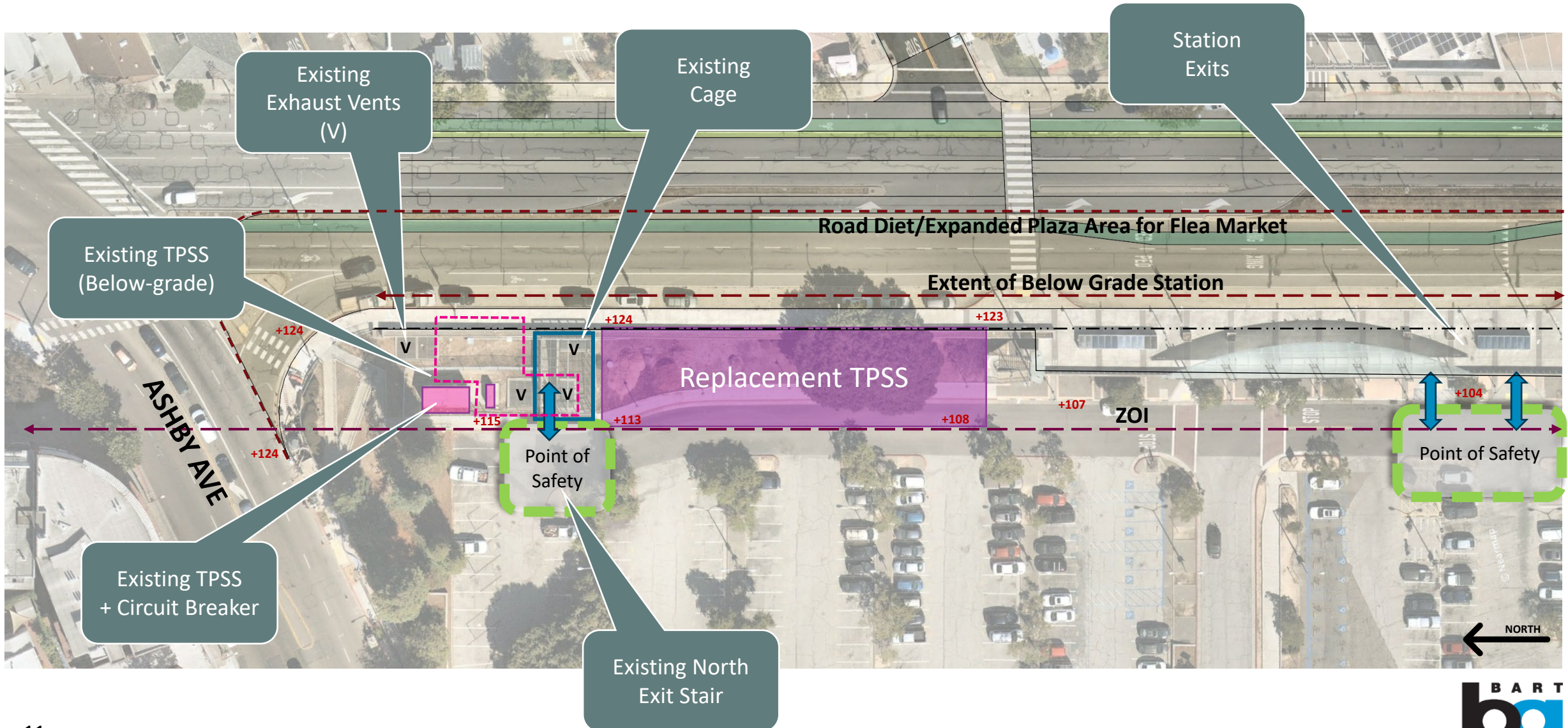
# What are the Issues w/ Bridging to Adeline?



EVA – Emergency Vehicle Access



# Station Area "A" in Detail





# Area A: TPSS Area



Exit stair + vents

Future TPSS Area





# Area A: TPSS Area





# TPSS Replacement Requirements



## Requirements

- TPSS Location
  - Directly south of existing TPSS
- TPSS Staging Area
  - First Responders Access
  - BART Maintenance Access
  - Staging Area west of TPSS
  - Crane Access to TPSS and Circuit Breaker
  - Space for emergency temporary TPSS

+123 Elevation above sea-level

 BART Equipment

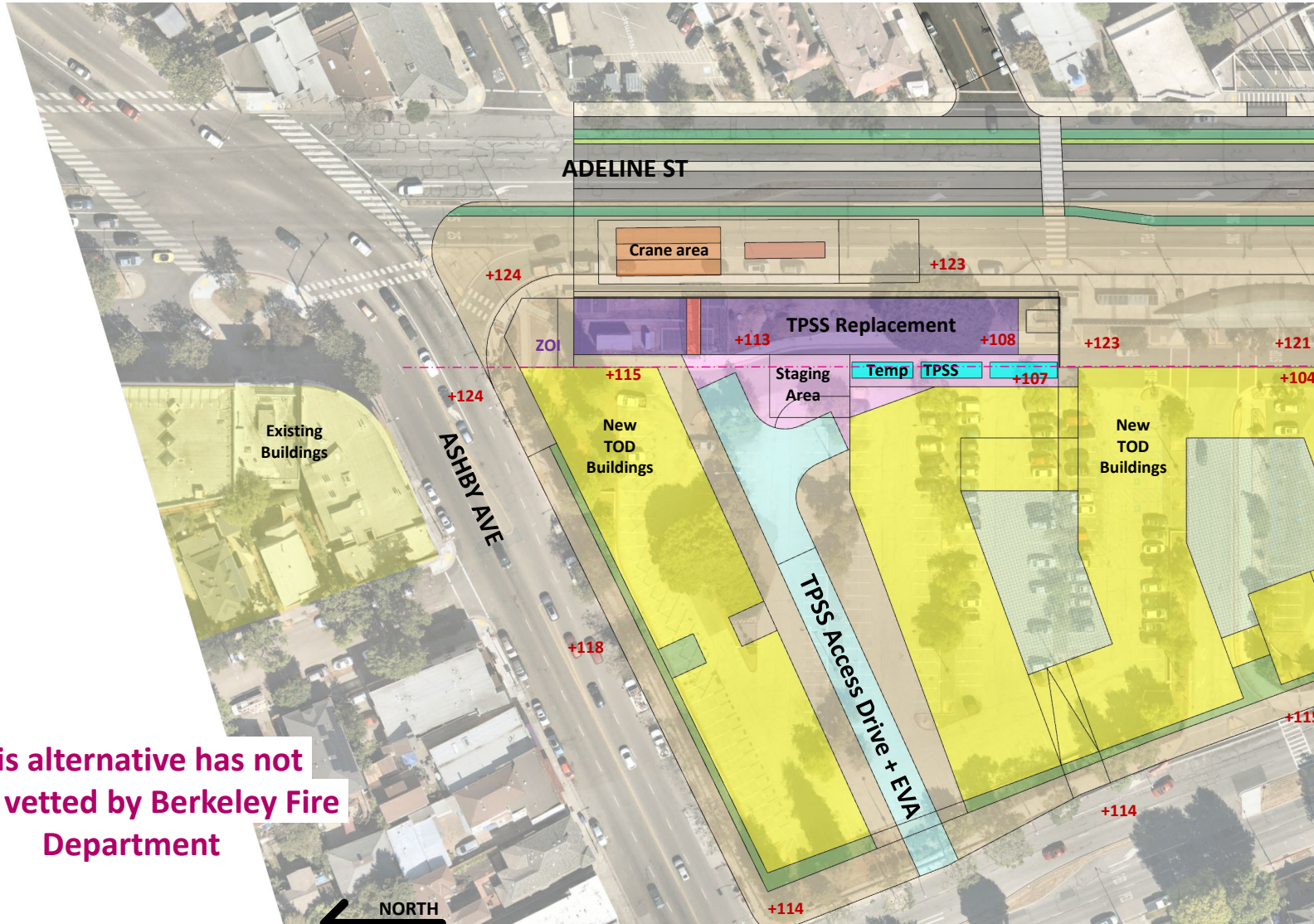
 TOD Development

 EVA – Emergency Vehicle Access





# November Alternative: Crane Access From Adeline



## Summary of Benefits Compared to April Design

- Building at Corner of Ashby/Adeline
- Reduces staging area in TOD
- All buildings are closer to Adeline
- Potential to connect buildings to Adeline south of TPSS

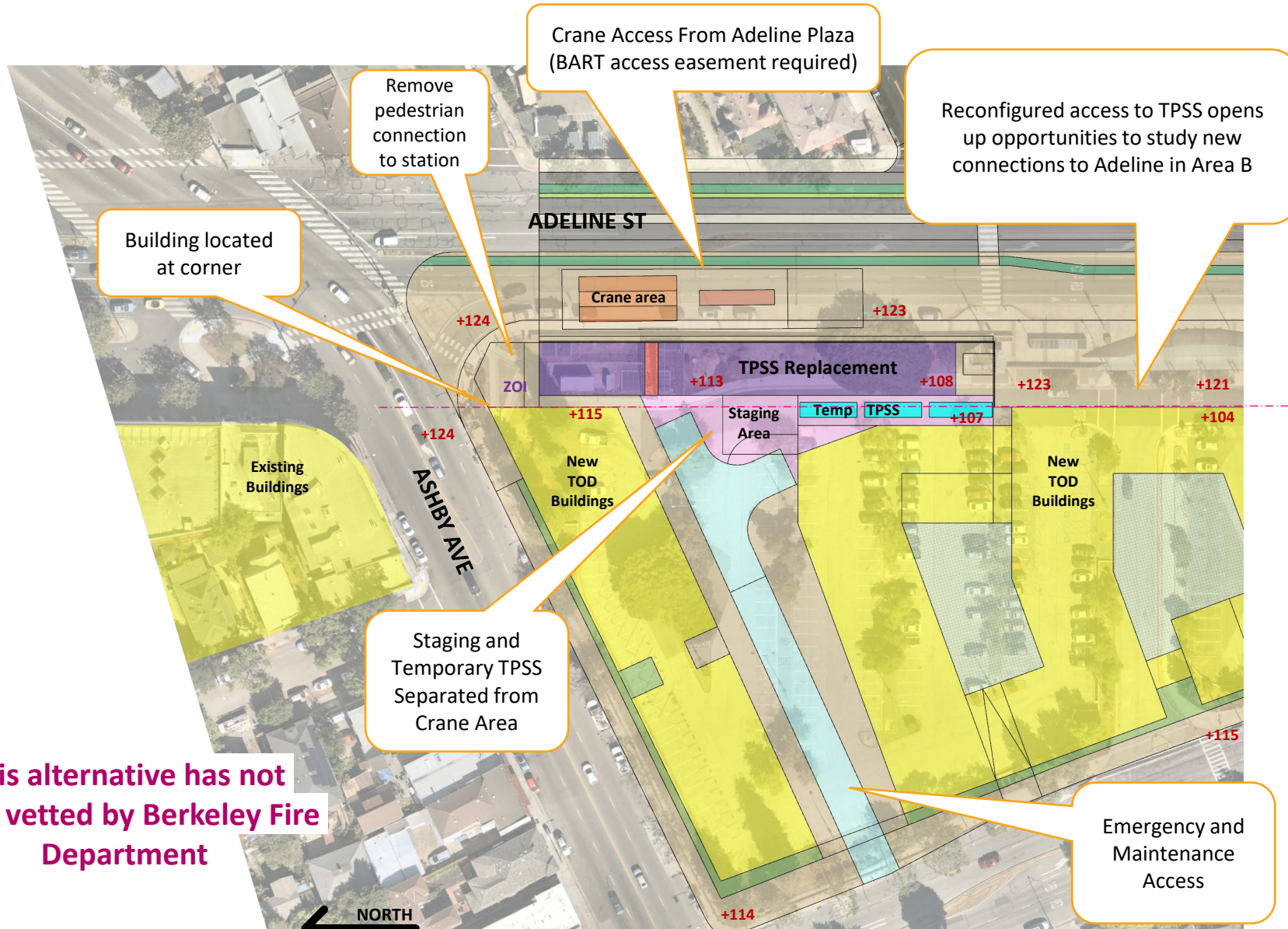
## LEGEND

- +123 Elevation above sea-level
- BART Equipment
- TOD Development
- EVA – Emergency Vehicle Access

This alternative has not been vetted by Berkeley Fire Department



# November Alternative: Crane Access From Adeline



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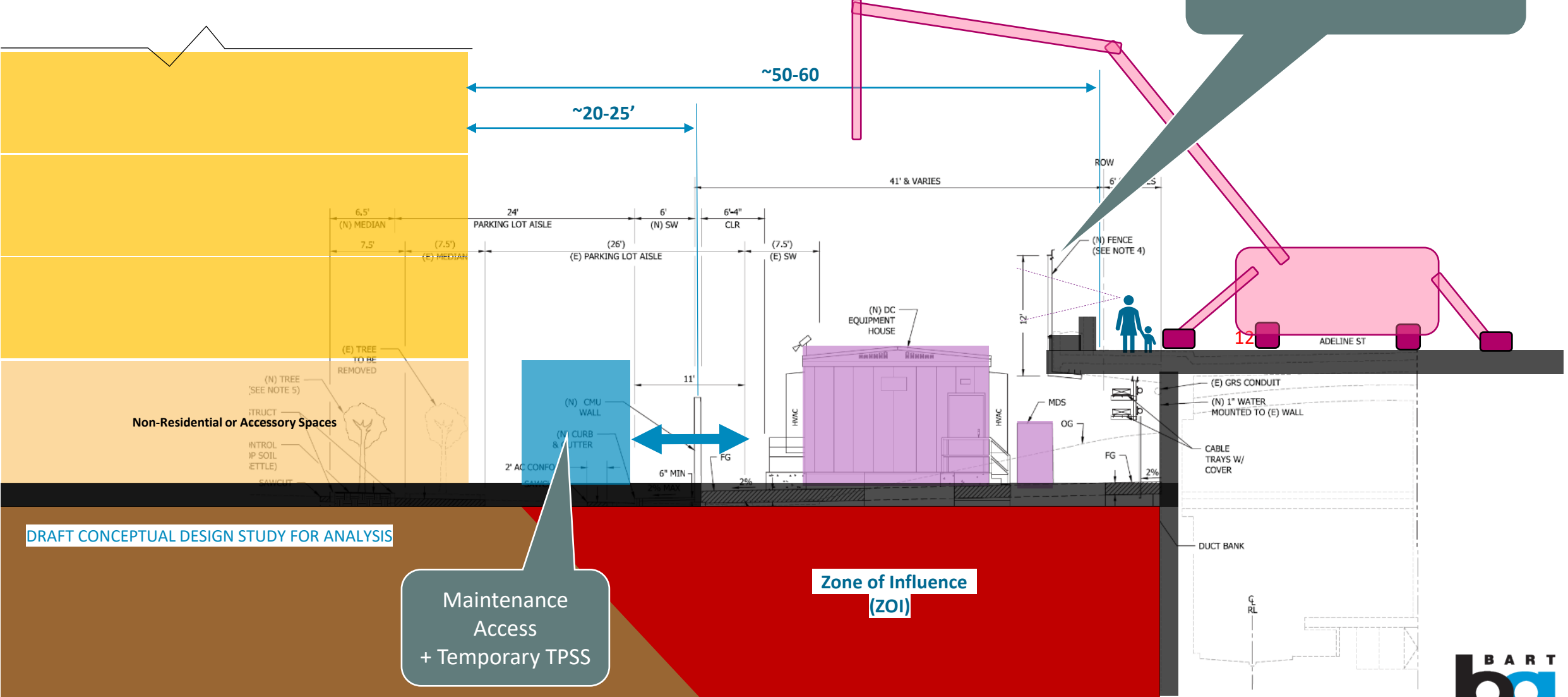
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# TPSS Access Alternative



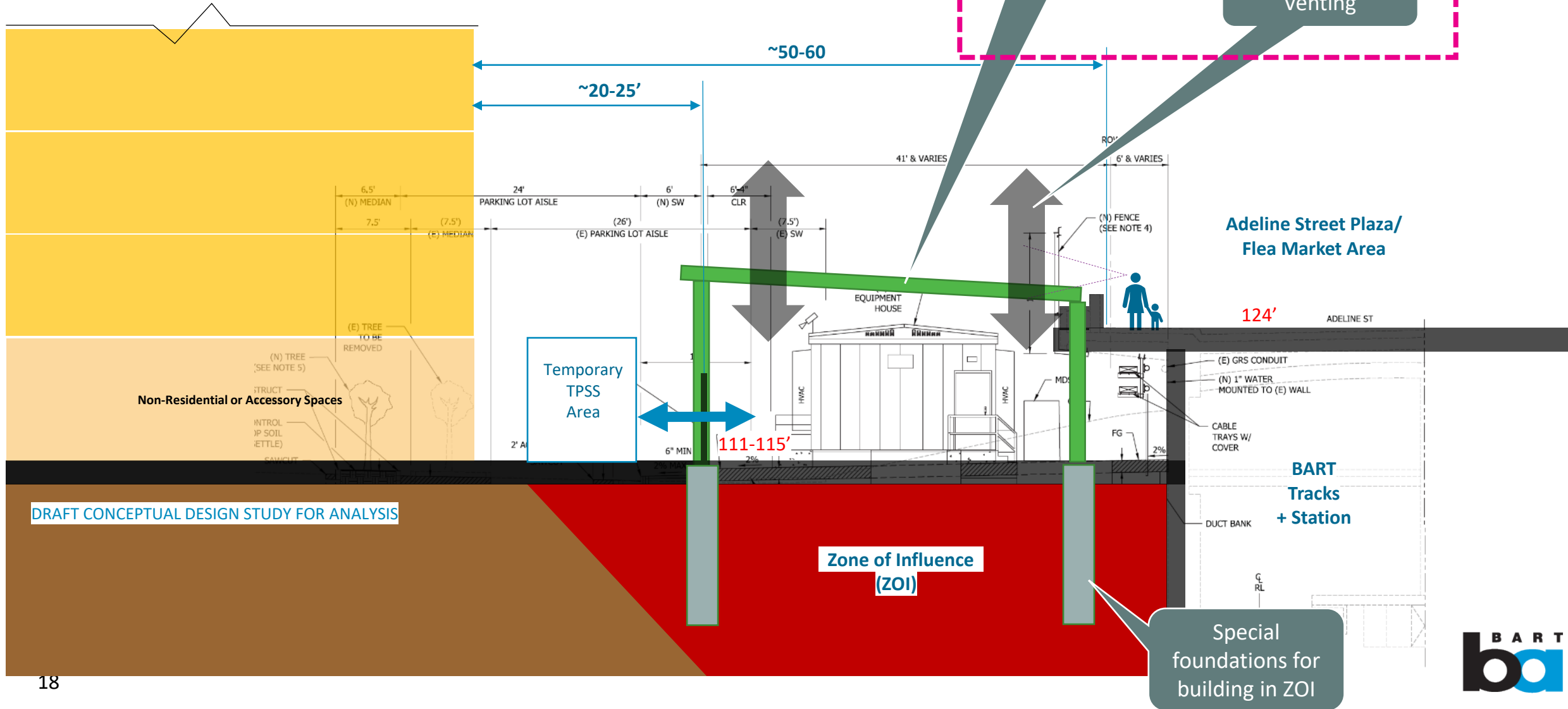
TPSS protection:  
Fence or Art Wall

Maintenance  
Access  
+ Temporary TPSS

Zone of Influence  
(ZOI)

DRAFT CONCEPTUAL DESIGN STUDY FOR ANALYSIS

# TPSS Access Alternative





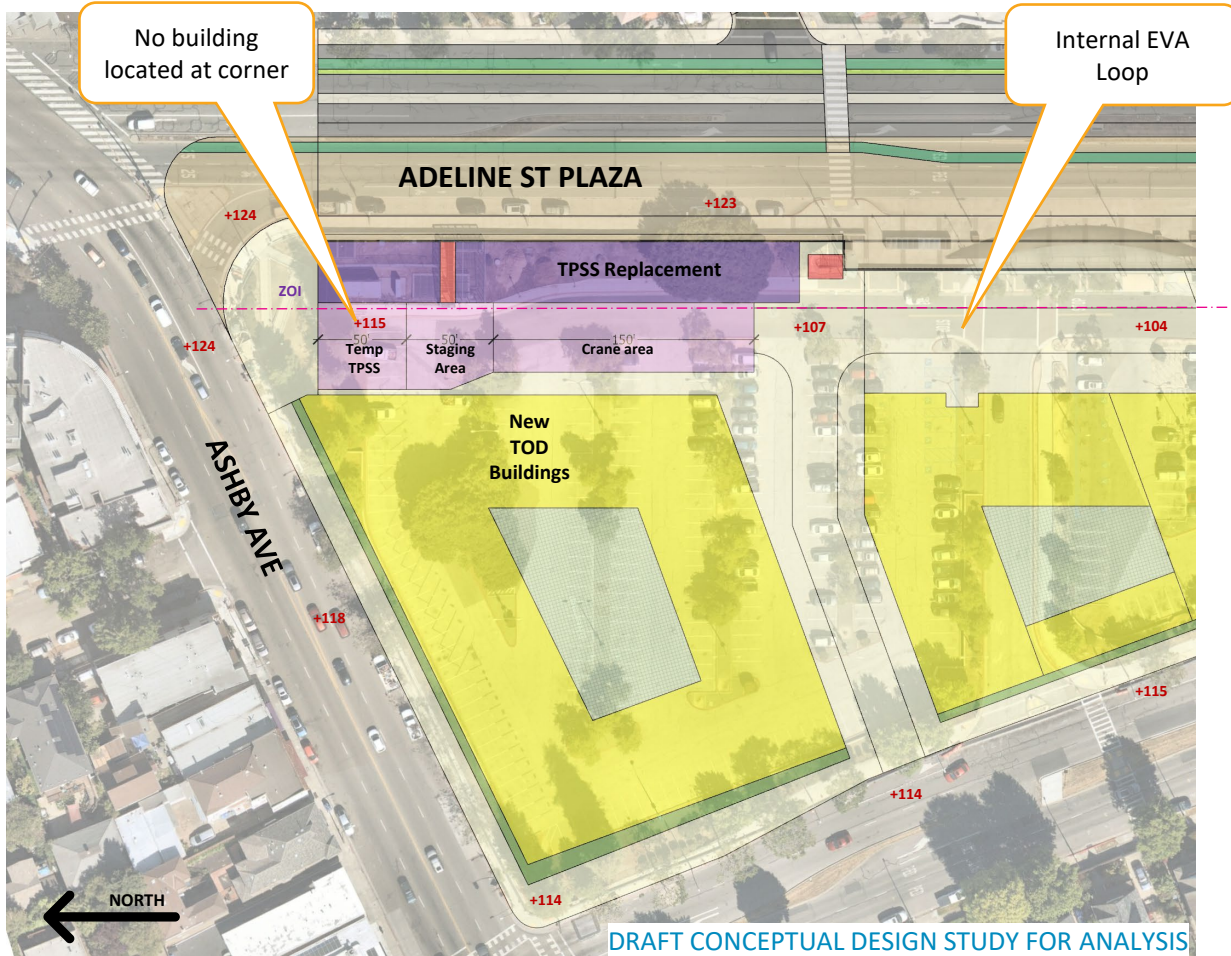
# Green Roof Canopy Concepts



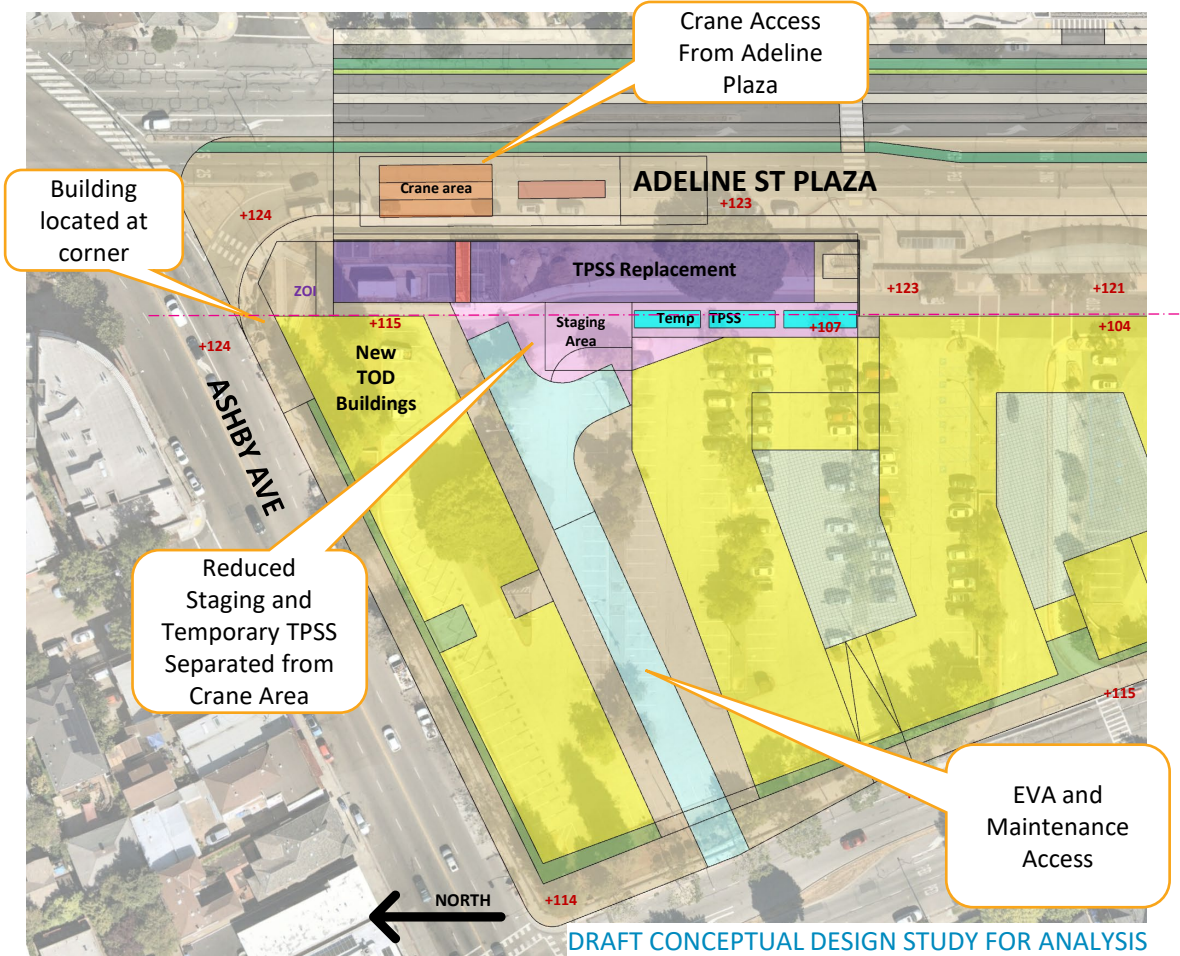


# TPSS Access Comparison

## April Alternative



## November Alternative



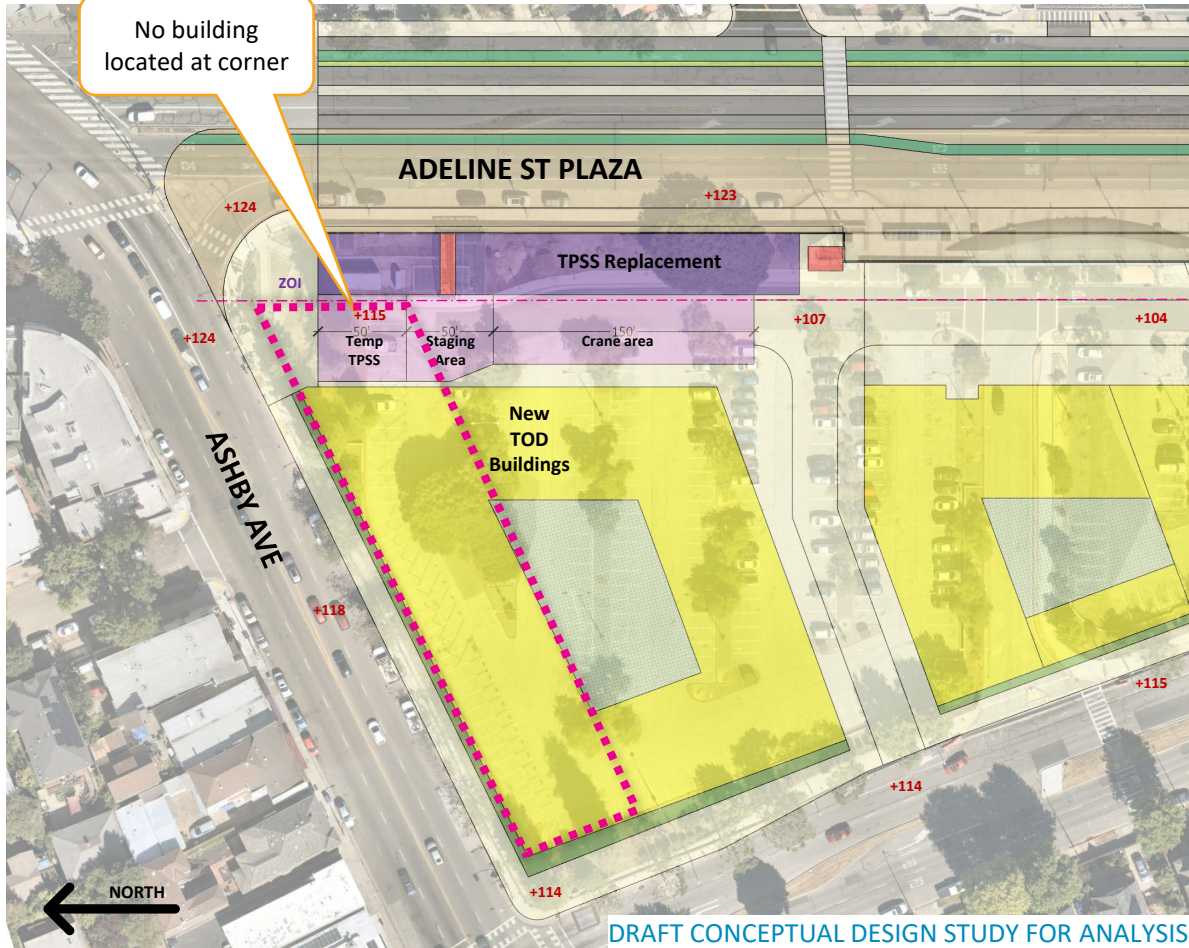
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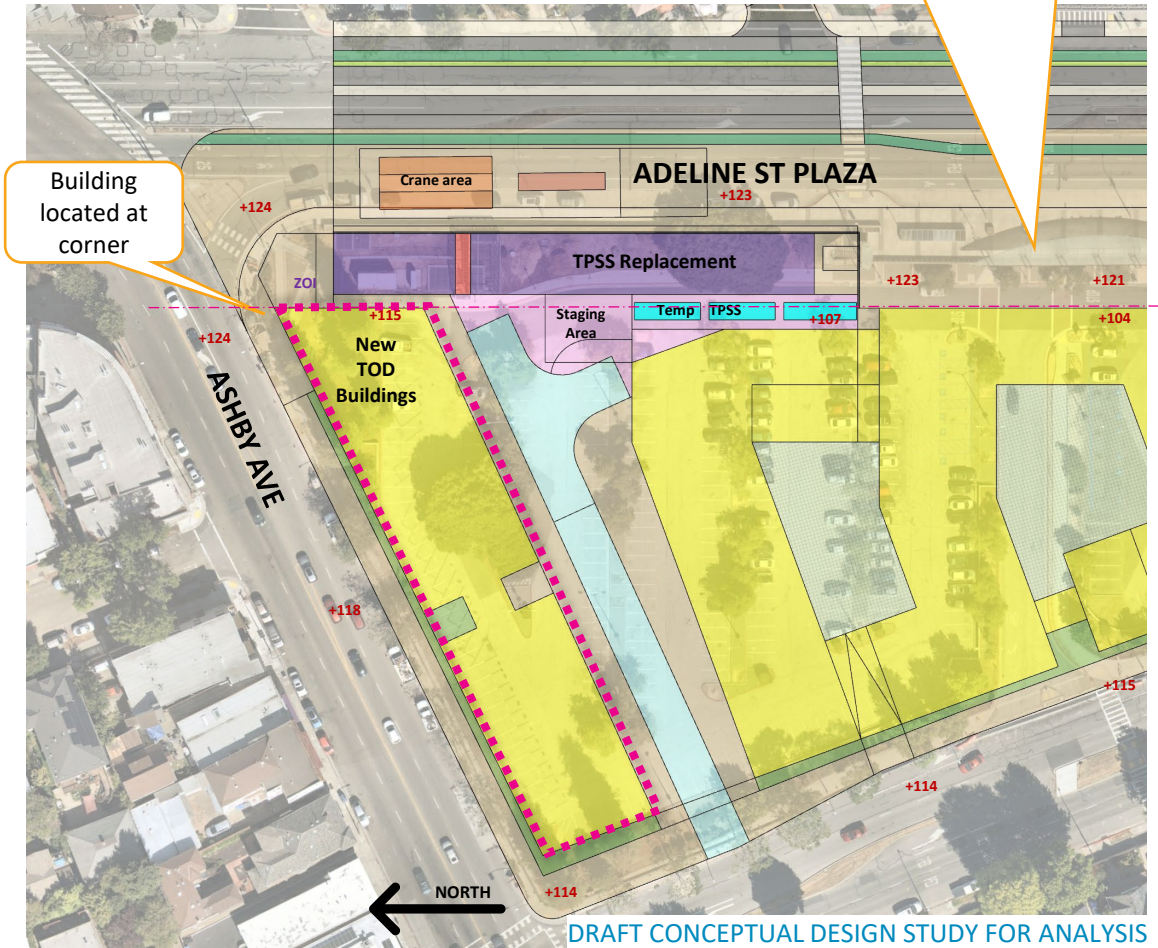


# TPSS Access Comparison

## April Alternative



## November Alternative



Reconfigured access to TPSS opens up opportunities to study new connections to Adeline in Area B

- LEGEND**
- +123 Elevation above sea-level
  - BART Equipment
  - TOD Development
  - EVA - Emergency Vehicle Access



# Next Steps to Advance Ashby TOD

- November 16: BART Board information item
- December 7: BART Board Closed Session
- December: City Council Closed Session
- January 2024: Berkeley City Council
- Winter/Spring 2024: Prepare circulation framework, preliminary Objective Design Standards
- Summer/Fall 2024: Developer solicitation

# Question and Answer

- For project updates and further information, please visit BART's Ashby TOD website: <https://www.bart.gov/about/business/tod/ashby>
- For additional questions, please email [BerkeleyTOD@bart.gov](mailto:BerkeleyTOD@bart.gov)