SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, Oakland, CA 94612 ● P.O. Box 12688, Oakland, CA 94604-2688
510-464-6000

NOTICE OF MEETING AND AGENDA
BART Bicycle Advisory Task Force (BBATF)

October 5, 2026
6:00 p.m. – 8:00 p.m.

BBATF Members: Tyler Morris (Chairperson), Jon Spangler (Vice Chair), Morris Gevirtz (Secretary), Jeremiah Maller, Al Park, Alex Shu, Ian Gaerlan, Jenn Koscielniak, Paul Valdez, Phoenix Magnum.

Chairperson Jeremiah Maller has called a meeting of the BART Bicycle Advisory Task Force on October 5, 2026, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at https://bart.legistar.com

You may join the Task Force meeting via Zoom by calling (833) 548-0282 and entering access code 817 4146 6349, logging into Zoom.com and entering access 817 4146 6349, or typing the following Zoom link into your web browser: https://us06web.zoom.us/j/81741466349

If you wish to make a public comment:

1) Submit written comments via email to hmaddox@bart.gov using "public comment" as the subject line. Your comment will be provided to the Task Force and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before noon on October 2, 2026, to be included in the record.
2) Call (833) 548-0282, enter access code 817 4146 6349, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log into Zoom.com, enter access code 817 4146 6349 and use the raise hand feature; or join the Task Force meeting via the Zoom link (https://us06web.zoom.us/j/81741466349) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made between one and five days in advance of Board/Committee meetings, depending on the service requested. Alternatively, BART will reasonably assist a member of the public who wishes to provide their own translation services. Please contact the Office of the District Secretary at (510) 464-6083 for information.

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AGENDA

1.	Self-Introductions of Members, Staff, and Guests (Information)	5	min.
2.	Public Comment on Non-Agenda Items (Information)	5	min.
3.	Approval of August 2026 BBATF Minutes (Action)	5	min.
4.	Vice Chair Election (Action)	10	min.
5.	Ashby TOD Station Access Improvements (Information/Discussion)	40	min.
6.	Rules & Policies for Bikes, e-Scooters & e-Motos on BART (Information/Discussion)	30	min.
7.	BART Bike Program Updates (Information)	20	min.
8.	Future Agenda Items (Discussion)	5	min.
	Total:	**120**	**min.**

BART Bicycle Advisory Task Force Roster
October, 2026

County	Member Name	Term Expiration	Office
SF	Tyler Morriss	Dec-26	Chair
SF	Paul Valdez	Dec-27	
SF	VACANT		
AL	Phoenix Magnum	Dec-26	
AL	Jon Spangler	Dec-27	Vice Chair
AL	VACANT		
CC	Morris Gevirtz	Dec-26	Secretary
CC	Jenn Koscielniack	Dec-27	
CC	VACANT		
SM	VACANT		
SM	VACANT		
SM	VACANT		
SC	Al Park	Dec-26	
SC	Alex Shu	Dec-27	
SC	Jeremiah Maller	Dec-28	
At-large	VACANT		
At-large	Ian Gaerlan (AL, SF)	Dec-27	
At-large	VACANT		

OCCUPIED	SF = San Francisco
VACANT	AL = Alameda
PENDING	CC = Contra Costa
NEEDS RENOMINATION	SM = San Mateo
	SC = Santa Clara
	BAO = bicycle advocacy organization
	BAC = bicycle advisory committee

BAC	BAO	BAC
2026	2027	2028
3-SF-Tyler Morris		
2-SF-Paul Valdez	3-SF-Paul Valdez	
1-SF-VACANT		
3-AL-Phoenix Mangrum		
2-AL-Jon Spangler	3-AL-Jon Spangler	
1-AL- VACANT		
3-CC-Morris Gevirtz		
2-CC-Jenn Koscielniak	3-CC-Jenn Koscielniak	
1-CC-VACANT		
3-SM-VACANT		
2-SM-VACANT		
1-SM-VACANT		
3-SC-Al Park		
2-SC-Alex Shu	3-SC-Alex Shu	
1-SC-Jeremiah Maller	2-SC-Jeremiah Maller	3-SC-Jeremiah Maller
3-ALG-VACANT		
2-ALG-Ian Gaerlan	3-ALG-Ian Gaerlan	
1-ALG-VACANT		

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MINUTES
BART Bicycle Advisory Task Force (BBATF)
August 3, 2026 6:00 p.m. – 8:00 p.m.

BBATF Members: Jeremiah Maller (Chairperson), Jon Spangler (Vice Chair), Tyler Morris (Secretary), Al Park, Alex Shu, Ian Gaerlan, Jenn Koscielniak, Jonathan MacMillan, Maya Chaffee, Morris Gevirtz, Paul Valdez, Phoenix Magnum, Sam Greenberg.

Chairperson Jeremiah Maller called a meeting of the BART Bicycle Advisory Task Force on August 3, 2026, at 6:00 p.m. Public participation for this meeting will be via teleconference only. Presentation materials will be available via Legistar at https://bart.legistar.com

Meeting called to order by Chairperson Jeremiah Maller at 6:02pm

Members in attendance:

Jeremiah Maller (Chairperson), Jon Spangler (Vice Chair), Tyler Morris (Secretary), Al Park, Alex Shu, Ian Gaerlan, Morris Gevirtz

BART Director: Robert Raburn
BART Liaison: Heath Maddox

Guests: Emma Burkhardt, Jumana, Richard Fuentes, Ryan Greene-Rosel, Matthew Bomberg, Joe Wong, Alata Dupree, Shelehiac Meisner

Absent: Paul Valdez, Sam Greenberg, Jenn Koscielniak, Jonathan MacMillan, Maya Chaffee, Phoenix Magnum

Agenda with minutes follows as is:

1. 6:02pm Self-Introductions of Members, Staff, and Guests (Information) 5 min.
    a) Attendees introduce themselves
2. 6:07pm Public Comment (Information)
    a) Alata submitted a letter of public comment to bring awareness to Veteran's with disabilities who ride bicycles
    b) Tyler informed attendees that there is a free shuttle from the West Oakland Bart station to Oakland Ballers home games, and bike valet at Oakland Roots soccer games
3. 6:18pm BBATF Officer Elections (Action)
    a) Jeremiah motioned to nominated Tyler as Chair and Morris as Secretary, and to hold Vice Chair elections next meeting in October

b) Jon seconded the motion
c) Motion passed with one abstention, Tyler, and "Yes" votes by all remaining present members

4. 6:26pm East Bay Green Way Multimodal Project Phase 1: Lake Merritt to S. Hayward (Information & Discussion)
    a) Emma introduces the presentation
    b) Spans North Oakland to Hayward
    c) Hayward portion expected to begin 2027
    d) Director Raburn welcomes the proposed island at Fruitvale
    e) Jon asked if buses will be given a priority turning signal for entering the station, along with a dedicated pedestrian crossing signal
5. 7:31pm Complete Streets Checklist Review for BART Regional Funding Applications (Information & Discussion)
    a) Shelehia Meisner introduces the presentation
    b) 3 projects being submitted
        i. Ashby TOD and Plaza
    c) Wayfinding for 7 stations within Alameda County
        a. 2 interior station signage, and 5 exterior station signage
        ii. 5 Alameda County station lighting upgrades
6. 7:45pm BART Bike Program Updates (Information)
    a) Heath Maddox introduces the presentation
    b) Keyed lockers have fully been removed (350 lockers)
7. 7:50 pm Future Agenda Items (Discussion)
    a) Ashby TOD
    b) Vice Chair elections

Meeting adjourned at 7:58p.m. by Chairperson Jeremiah Maller
Next meeting is called by Chairperson Tyler Morris on October. 5th, 2026 at 6:00p.m.

Ashby West Lot Transit-Oriented Development



In close partnership with the City of Berkeley and a newly selected development team, BART is laying the ground for an inclusive and vibrant transit-oriented development (TOD) at the west parking lot of the Ashby BART station. Hundreds of new homes affordable to people with a variety of incomes, new gathering spaces, and retail and/or cultural uses complementing the adjacent Lorin District businesses are among the goals that residents of Berkeley identified for Transit-Oriented Development (TOD) at Ashby.

At their July 2025 meeting, the BART Board of Directors authorized the selection of the Adeline Alliance Partners team to enter an Exclusive Negotiating Agreement with BART for the development of the Ashby West Lot TOD. This action followed a Request for Proposals in which BART and the City of Berkeley jointly solicited developer proposals for an equitable TOD project at that site.

Latest news

Adeline Alliance Partners, along with BART and the City of Berkeley, hosted a community open house on July 17, 2026, to share project information with the public and solicit feedback. The event attracted about 150 people and featured the following posterboards:

Ashby BART West Lot Project - Adeline Alliance Partners

Adeline Transportation Improvements Project (ATIP) & Adeline Plaza - City of Berkeley

Project Overview

The preliminary site concept from Adeline Alliance Partners proposes new homes as well as other amenities and enhancements to the station area:

- Five new buildings ranging from 6 to as many as 8 stories tall, to be built in phases
- New Homes
  - Up to 600 new apartments, half of which would be permanently affordable
- Commercial Spaces
  - Active storefronts facing Adeline Street, Ashby Avenue and MLK Way
  - Ground floor retail plus non-profit spaces, such as a health clinic and/or childcare center, totaling about 25,000 sq. ft.
- Access to BART Station
  - Pedestrianized station entrance plaza along MLK Way
  - Improved ADA access and upgraded/new bikeways and bike station
  - Up to 85 parking spots for BART riders in a new garage within a residential building
- Open Spaces
  - Station entrance plaza along MLK Way, as noted above
  - Pedestrian mews between new residential buildings
  - Note that the City of Berkeley (City) plans to create a widened sidewalk plaza on Adeline St. to serve the Berkeley Flea Market and other activities

Preliminary Development Timeline

Dates are shown by calendar year quarter (Q) and are subject to change.

Q4 2025	**Exclusive Negotiating Agreement between BART, Adeline Alliance Partners (AAP), and Resources for Community Development (RCD)**
Q3 2026	**First community open house & virtual office hours hosted by AAP**
Q4 2026	**Second community open house hosted by AAP. City to adopt Objective Design Standards for the site**
Q4 2026	**AAP application to City for planning approvals (entitlements)**

Stay Updated

To sign up for updates from the BART TOD program, including future solicitations for developers, visit BART's online Profile Center at cloud.info.bart.gov/signup ; enter your info in steps 1 and 2; then under "Other" in step 3, check the Transit Oriented Development Projects box.

For inquiries about the Ashby West TOD, please contact Shannon Dodge, Principal Property Development Officer, at sdodge@bart.gov.

Project Background

The Ashby BART station development sites are comprised of a +/- 4-acre site (West Lot) on the west side of Adeline and a +/- 1.9-acre site (East Lot) on the east side of Adeline. The West Lot is adjacent to the Ashby BART station and the East Lot is adjacent to the Ed Roberts Campus, which was an earlier phase of TOD; both lots are currently used for BART rider parking. The Berkeley Flea Market operates at the West Lot on weekends.



The City holds an option to purchase the “air rights” (starting at 10 feet above the ground) to the West Lot. Per the terms agreed between the two parties in 2024, the City will give up its air rights option on the Ashby BART West Lot in return for BART giving the City sole ownership of the East Lot and specified community benefits. Simplifying ownership of the parcels will lessen the uncertainty for developers.

WELCOME TO THE ASHBY BART WEST LOT COMMUNITY OPEN HOUSE

The City of Berkeley, BART, and Adeline Alliance Partners are here to share the latest plans for new housing, commercial space, public open space, the redesign of Adeline Street, and the new Adeline Plaza.

At this event you can:

- View project plans and displays
- Attend a brief presentation
- Ask questions of the project teams
- Share your feedback











Initial Conceptual Imagery from the Request for Proposals: Design subject to change.

South Berkeley is one neighborhood, with
4 separate, yet integrated projects being planned
that are seeking input at different stations around the room:

West Lot Housing and Community Space: Presented by Adeline Alliance Partners

Objective Design Standards: Presented by the City of Berkeley

Adeline Plaza Design: Presented by the City of Berkeley

Station Access Planning: Presented by The City of Berkeley

The Ashby BART Station Development Project is a partnership between the City of Berkeley, BART, and Adeline Alliance Partners to transform the station area with new housing, commercial space, public open space, and transportation improvements. Community feedback will help shape the next phase of the project.

Meet the Adeline Alliance Team

ADELINE ALLIANCE PARTNERS (AAP)

DEVELOPER TEAM



Caleb Roope
The Pacific Companies
Developer



Alan Dones
Strategic Urban Development Alliance
Developer



Justin Smith
Relequity Enterprises
Developer

IN PARTNERSHIP WITH AAP



Carolyn Bookhart
Resources for Community Development
Developer

DESIGN TEAM



Ronnie Turner
Turner Development Resources Group
Entitlement Consultant



Mona Lovgreen
DIALOG
Architect



Ed McFarlan
Urban International Studios
Architect



Peter Waller
Pyatok Architects
Architect



Yes Duffy
Yes Community Architects
Architect



Marco Esposito
SWA
Landscape Architect

SAMPLE WORK FROM OUR TEAM:



























ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

Community Engagement Timeline

Ashby West Lot Community Engagement 2026

= Hosted Community Event = Public Event = Stakeholder meeting

May June July August September October November

2/17 Listening HBF: Housing Stability and Displacement

3/13 Listening Equity 4 Black Berkeley

5/12 Healthy Black Families Community Room With Friends of Adeline Community Organization

5/20 Listening Flea Market + Adeline Street Design

Community Listening + Design Visioning

5/26 Listening Harriet Tubman Seniors

6/13 Listening Flea Market Community Kickoff Celebration

6/20 Listening South Berkeley NOW! +Lorin Business District

6/21 Listening Berkeley Juneteenth Celebration Street Festival

6/26 Listening Adeline Community Advisory Group

7/22 Listening Virtual Office Hours

7/25 Workshop Disability Community with PlaceIT

Community Open House #1

Presentation of values, themes and priorities that we have been hearing across community groups.

Braille Tour Meeting with Blind and Low-Vision Users

Shared Visioning Meeting Berkeley Homeless Services Panel of Experts

Listening Community Site Walk

Sharing Ideas Farmers Market

Sharing Ideas BART Commuters

Sharing Ideas Stakeholder Collaboration TBD

Sharing Ideas Flea Market

Objective Design Standards – City Council

Community Open House #2

Presentation of values, themes and priorities that we have been hearing across community groups

Presentation of final design plans that incorporate community inputs and Objective Design Standards.

We are HERE

Continue to work with community groups through 2027 and beyond

Listening and Learning | Creating a Shared Vision | Sharing Design Ideas

2015-2025

-Adeline Corridor Planning (2015-2018)
-Community Advisory Group Process (2020-2021)

Adeline Alliance Partners Chosen for Site

The City and BART work with AAP on initial studies

Community Collaboration

Community Listening and Design Visioning and Objective Design Standards process

Permits

Planning and Building Permit Submission and Review

Financing

Estimated Construction Start: 2029

2015 2025 2026 2027 2028

Post your comments here!



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

West Lot Housing and Community Space

Community Engagement Events 2025-2026





















































2018 - 2022 — **Community Advisory Group**
Joint Vision & Priorities developed with CAG and community

2025 — **Developer Team Selection**

2026 — **Community Collaboration**
Community listening, design visioning, ODS

July 16th, 2026 — **Community Open House #1**
You are here!

Stakeholder Meetings

Nov 2026 — **Community Open House #2**

2027 — **Community Collaboration**
Planning and Building Permit Submission and Review

2028 — **Financing**

Estimated Construction Start: **2029**

DRAFT: FOR REVIEW



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

West Lot Housing and Community Space

Themes from Community Comments





Public Space, Nature, and Ecological Design

Residents envision an accessible green oasis that promotes physical and mental health, ecological sustainability, and community connection.

- **Abundant Greenery and Ecology:** Requests for community gardens, native plants, "food forests," and significant tree canopies to support pollinators and mitigate urban heat.
- **Inclusive and Restorative Spaces:** Strong preference for multigenerational gathering areas, natural play structures, and quiet, shaded spaces for seniors and meditation.
- **Sustainability:** The design should prioritize zero net carbon, solar energy, and healthy materials.
- **Wellness:** Prioritize spaces that support physical activities like yoga and mental health.

Affordable Human-Scale Housing and Thoughtful Design

The community supports housing, deep affordability, and a design that is accessible, welcoming, and human-scaled.

- **Deep Affordability and Anti-Displacement:** Residents emphasize truly affordable rent and right-of-return policies for displaced families and low-income individuals.
- **Human-Scale and Welcoming Design:** Preferences for mid-rise, staggered buildings (e.g., 5-7 stories) with varied facades, warm materials, and layouts that encourage neighborly interaction.
- **Livability and Accessibility:** Units should feature large windows, natural light, soundproofing, and universal design to accommodate seniors, families, and people with disabilities.





Community Engagement and Inclusive Process

The community wants a transparent, democratic development process that is deeply rooted in local input and ongoing involvement.

- **Black Leadership and Inclusion:** Strong emphasis on centering Black voices, leadership, and organizations at every stage of the process to address historical marginalization.
- **Prioritizing Displaced and Vulnerable Neighbors:** Outreach must proactively engage houseless individuals, seniors, youth, and families who were previously displaced from the area.
- **Continuous Involvement:** Residents encourage active participation in building operations, decision-making, and community oversight even after construction is complete.

Flea Market and Other Community Events

Preserving South Berkeley's unique cultural identity and supporting local, BIPOC-owned businesses are major recurring priorities.

- **Flea Market:** Significant emphasis is placed on ensuring permanent, well-designed, and affordable spaces for the Berkeley Flea Market, and other community events.
- **Local Businesses:** Residents want affordable commercial spaces, kiosks, and micro-enterprises to support local entrepreneurs and prevent displacement by corporate chains.
- **Art, History, and Reparations:** Comments call for public art honoring Black and Ohlone heritage, as well as economic initiatives like reparations and funding for local arts organizations.

Safe Infrastructure and Transportation

Improving safety, accessibility, and connectivity for all modes of transportation is a critical priority for the site.

- **Pedestrian and Cyclist Safety:** Requests for wider, tree-lined sidewalks, traffic calming measures, better lighting, dedicated bike lanes on Adeline and safer crosswalks at busy intersections like Ashby and Adeline.
- **Universal Accessibility:** Strong emphasis on designing infrastructure, including reliable elevators, that is safe and easy to navigate for seniors, wheelchair users, and people with visual impairments.
- **Parking:** Provide adequate parking for residents and BART commuters to prevent street congestion.
- **Public Transportation:** The development must improve access to the greater network of public transit, including on-street buses and paratransit.

2018 - 2022
Community Advisory Group
Joint Vision & Priorities developed with CAG and community

2025
Developer Team Selection

2026
Community Collaboration
Community listening, design visioning, ODS

July 16th, 2026
Community Open House #1
You are here!

Stakeholder Meetings

Nov 2026
Community Open House #2

2027
Community Collaboration
Planning and Building Permit Submission and Review

2028
Financing

Estimated Construction Start: **2029**



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

West Lot Housing and Community Space

Existing Conditions and Proposed Project



Existing Conditions

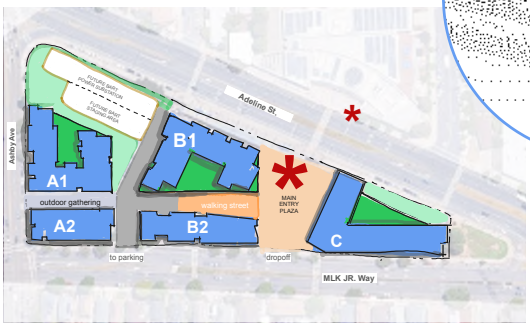
Location & Boundaries: The West Lot parcel sits on the western side of the station and is bounded by Adeline Street to the east, Ashby Avenue to the south, and Martin Luther King Jr. Way to the west.

Transit Hub: The 4.4-acre parcel officially includes the Ashby BART entrance.

BART Rider Parking: The lot features 535 surface parking spaces.

Community Space: While primarily transit infrastructure, the lot famously serves a dual purpose on weekends as the long-standing home of the Berkeley Flea Market.

Access & Circulation: There are designated pick-up/drop-off zones, and bus loading areas, as well as pedestrian crosswalks and walkways that connect the parking areas to that station entrance and to the Ed Roberts Campus and East parking lot.





Five Buildings Proposed, ranging from 6 to as tall as 8 stories

INITIAL PROJECT CONCEPT (SUBJECT TO CHANGE)

The preliminary site concept from **Adeline Alliance Partners** proposes new homes as well as other amenities and enhancements to the station area:

New Apartments
at least half affordable to lower income households- as many as 600 in total (final number is subject to change). One affordable building may serve seniors.

Commercial Spaces
Active storefronts facing Adeline Street, Ashby Avenue, and MLK Jr. Way

Access to BART Station
New pedestrianized plaza along MLK Jr. Way, Improved ADA access and upgraded/new bikeways and bike station

Open Spaces
New public entrance plaza, and pedestrianized streets between new residential buildings

The City of Berkeley plans to create a widened sidewalk plaza on Adeline St. to serve the Berkeley Flea Market and other activities

Post your comments here!



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

West Lot Housing and Community Space

Public Space, Ecological Design, Safe Transportation

Abundant Greenery and Ecology: Protect Existing Redwoods and Greenery

Universal Accessibility: New Public Access pathway that is ADA accessible, meandering through the redwoods

Transit and Parking Integration: Resident and BART Parking Garage with housing above.

Sustainability: GreenPoint Rated All-Electric Buildings with Solar Panels and Stormwater Planting

Wellness: Resident Courtyards with Planting

Wellness: Resident Courtyards with Planting

Abundant Greenery and Ecology: New Trees and Native Plants at base of buildings

Cyclist Priority: Bike Station with Secure Bike Parking

Universal Accessibility: New additional public elevator

Universal Accessibility: Accessible Multi-Use Path: Ensuring infrastructure that is safe and easy to navigate for seniors, wheelchair users, and people with visual impairments.

Wellness: Resident Podium Courtyards with Planting

Cyclist Priority: Dedicated Bike Rooms in every building making it easy to own a bike and store it safely.

FUTURE BART POWER SUBSTATION (TPSS)

FUTURE BART STAGING AREA (TPSS)

Adeline St. Plaza

Station Drop Off / Pickup at Adeline Plaza - Not in scope

MAIN BART ENTRANCE

STATION ENTRANCE PLAZA

A1

A2

B1

B2

C

Ashby Ave

MLK JR. Way

Station Drop Off / Pickup

Pedestrian Priority Safe Street: A Multi-Use public street.

Pedestrian and Cyclist Safety: New bikeways to protect riders and pedestrians, and simpler wayfinding for neighborhood commuters.

Wellness: Protected outdoor neighborhood spaces that support physical activities and community gathering.

Wellness: Sunny outdoor public spaces where folks can gather, relax, and enjoy the plaza

Abundant Greenery and Ecology: Protect Existing Redwoods and Greenery

Inclusive and Restorative Spaces: natural play structures, shaded spaces for multigenerational relaxation and well being.

Abundant Greenery and Ecology: New trees and native planting in public plaza.

Pedestrian and Cyclist Safety: Wider, tree-lined sidewalks, better lighting, and safer crosswalks at busy intersections like Ashby and MLK.

Universal Accessibility: New accessible and inviting ramps and landscape that is safe and easy to navigate for seniors, wheelchair users, and people with visual impairments.



Post your comments here!



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

West Lot Housing and Community Space

Local Economy, Cultural Heritage and Thoughtful Design



Human-Scale and Welcoming Design: Internal street, running North South, with mid-day direct solar access.

Local Businesses: Potential for Childcare or similar neighborhood serving uses.

Art, History, and Reparations: Potential for Art wall facing the pedestrian street.

Human-Scale and Welcoming Design: East Facing Resident Courtyard with planting and secure spaces for children

Local Businesses: New spaces for affordable commercial, kiosks, and micro-enterprises to support local entrepreneurs such as the Flea Market and Commuter Bike Cafe.

Human-Scale and Welcoming Design: Streetside stoops with separate entries and native plantings

Art, History, and Reparations: Access ramp could potentially be an artwork, or incorporate public art.

Deep Affordability and Anti-Displacement: New Affordable Housing by Resources For Community Development. City of Berkeley Preference Policy for previously displaced residents.

Local Businesses: micro-enterprises to support local entrepreneurs and prevent displacement by corporate chains.

Livability and Accessibility: Protected and Secure area for seniors and outdoor activities

Human-Scale and Welcoming Design: Units along MLK Jr Way have separate entries and native plantings

Livability and Accessibility: Welcoming residential lobbies at building corners. Simple wayfinding and access for residents and guests.

Livability and Accessibility: Units should feature large windows, natural light, soundproofing, and universal design to accommodate seniors, families, and people with disabilities.

Local Businesses: Corner Retail Potential

Human-Scale and Welcoming Design: At-Grade Massing Break between Buildings along MLK provides visual relief and solar access.

Local Businesses: Corner Cafe on the Plaza serving neighbors and commuters.

Art, History, and Reparations: Mildred Howard Sculpture to be preserved or moved to a better suited location as per its initial intent.

Deep Affordability and Anti-Displacement: New Affordable Housing by Resources For Community Development. City of Berkeley Preference Policy for previously displaced residents.

*The long-term vision includes continued support for the Berkeley Flea Market. Construction phasing and interim operations will be coordinated with BART, the City, and market operators.

Post your comments here!



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

West Lot Housing and Community Space

Ashby BART Plaza - Initial Visioning and Concept



New apartments, at least half affordable to lower income households- as many as 600 in total (final number is subject to change)

25,000 Square Feet Neighborhood Serving Retail

1 Parking space for every 2 homes, plus 85 spaces for BART riders

1 bike parking space for every apartment & parking for at least 308 bikes for BART riders



A A view of The New BART Station Entry From MLK Jr. Way



B A view of The New BART Station Entry From Adeline Street



Initial Conceptual Imagery from the Proposal:
Design subject to change.



Post your comments here!



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

Station Access

Overview

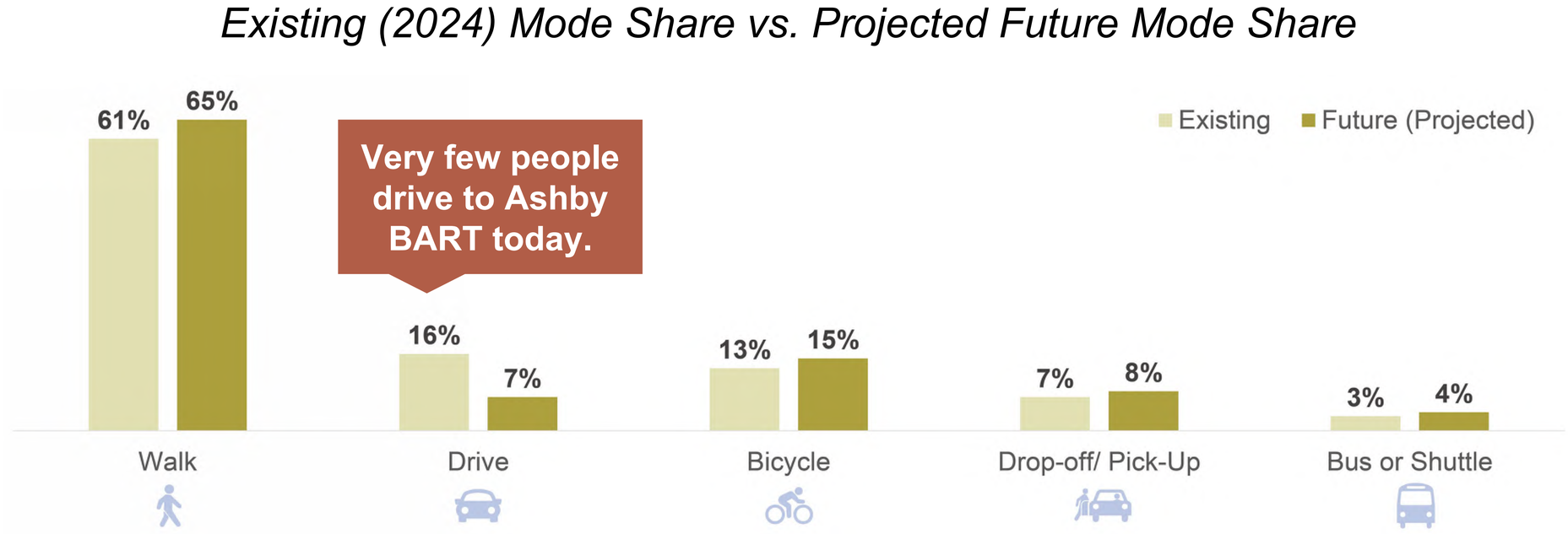
The Station Access Plan establishes how people will move to, through, and around Ashby BART

The Ashby BART TOD will transform the existing BART parking lot into housing and community-serving uses, bringing new residents, visitors, and activity to the station area. The TOD will provide 85 BART rider parking spaces (compared to ~350 spaces today), in addition to parking for TOD residents. This requires investments to prioritize walking, biking, and transit alongside vehicle needs.

How could people access Ashby BART in the future?

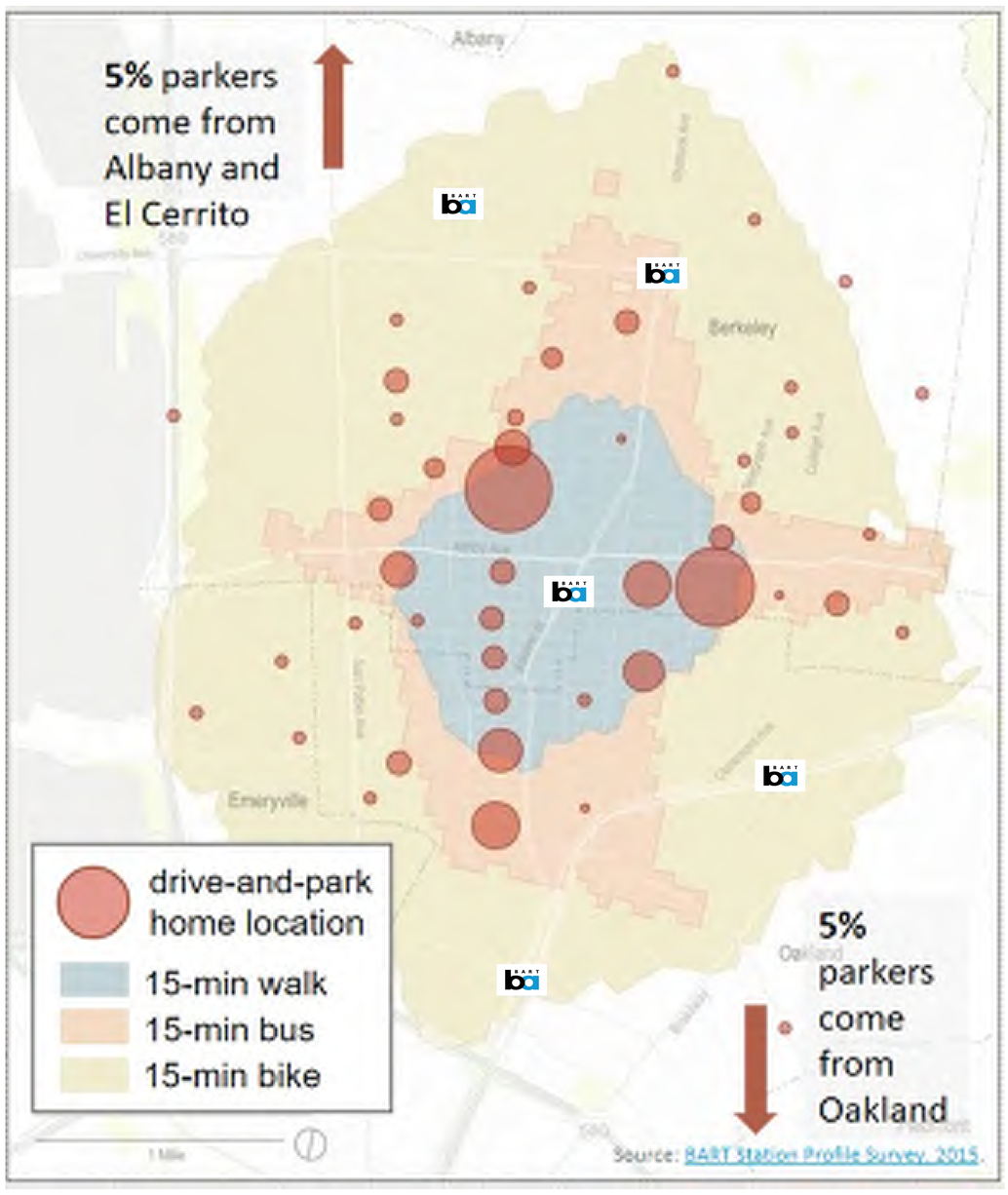
84% of riders today walk, bike, bus, or are dropped off at Ashby BART. This is expected to increase after the TOD is complete.

Existing (2024) Mode Share vs. Projected Future Mode Share



Around 80% of people who park at Ashby BART today live within walking, transit, or biking distance of the station

15-Minute Travel Sheds, Ashby BART



Most Ashby BART riders live within a 15-minute walk, bus ride, or bike ride of the station.

The TOD will focus on strengthening these connections, including **improving sidewalks and bike facilities** so that more people can reach BART without needing to drive.

Project Timeline

2018-2021 — **Community Advisory Group**
BART and City developed Site Priorities with CAG

2026 — **Community Collaboration**
Community listening, design visioning, ODS

July 16th, 2026 — **Community Open House #1**
You are here!

July 25th, 2026 — **Ashby BART Access & Public Space Workshop**

Nov 2026 — **Community Presentation**

2027 — **Community Outreach**
Building Permit Submission and Review

Estimated Construction Start: **2029**

Fehr & Peers



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

Station Access

Site Circulation

Proposed Site Circulation

The proposed site circulation shows how people will move through the TOD site, including pedestrian, bicycle, and pick-up/drop-off areas and routes. As the TOD advances, these routes will guide where future improvements are recommended to provide safe and comfortable access for all.



Provide your input on the site circulation!

Place a sticky note here to tell us about your ideas to improve pedestrian and bicycle access, pick-up and drop-off, and ADA accessibility at Ashby BART.

Project Timeline

2018-2021 — **Community Advisory Group**
BART and City developed Site Priorities with CAG

2026 — **Community Collaboration**
Community listening, design visioning, ODS

July 16th, 2026 — **Community Open House #1**
You are here!

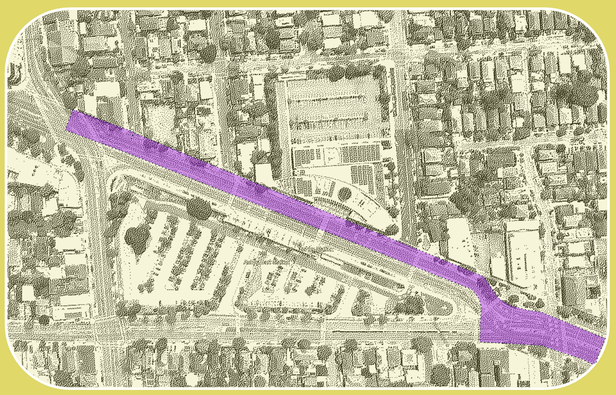
July 25th, 2026 — **Ashby BART Access & Public Space Workshop**

Nov 2026 — **Community Presentation**

2027 — **Community Outreach**
Building Permit Submission and Review

Estimated Construction Start: **2029**

Fehr & Peers



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

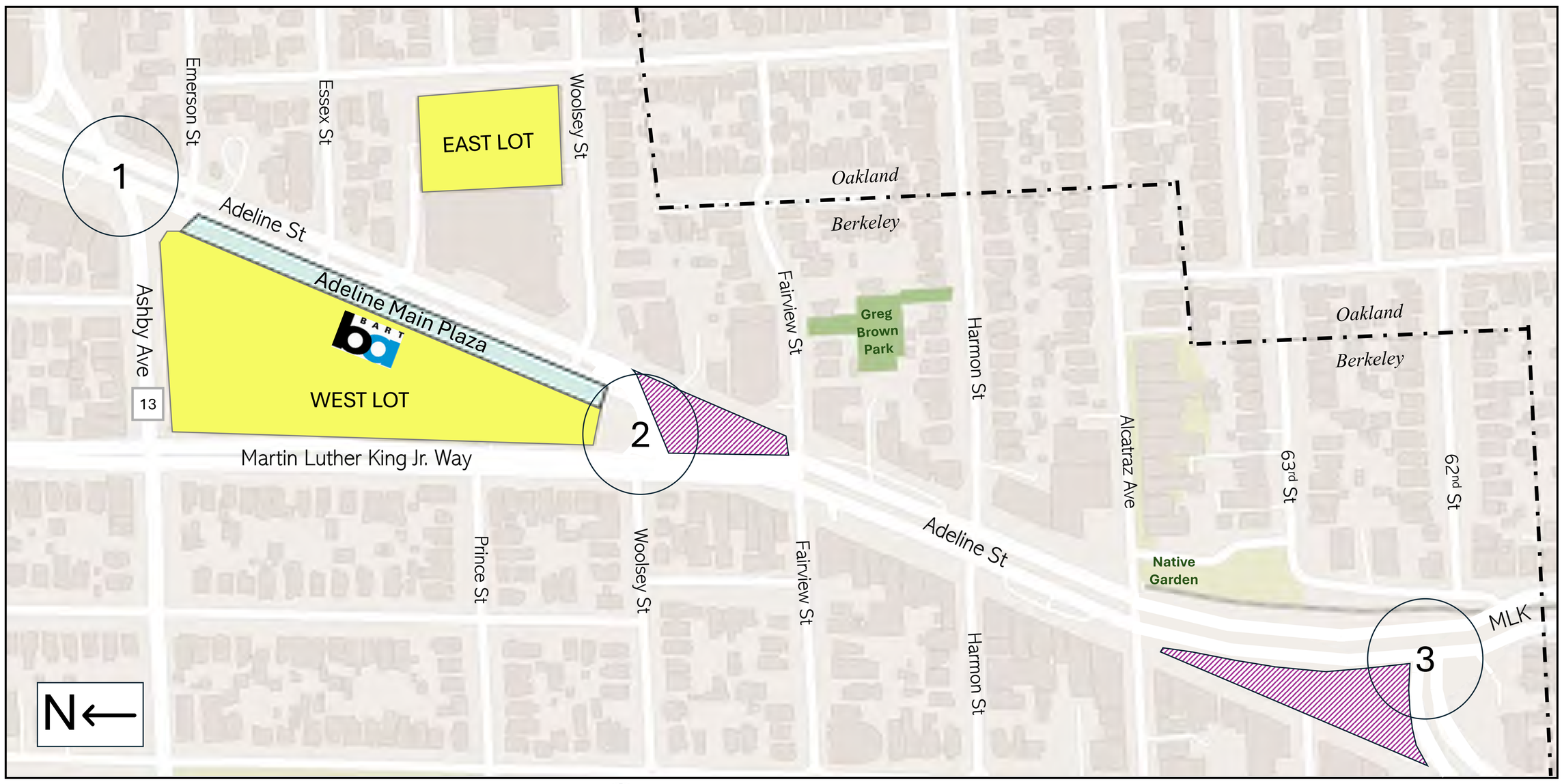
Adeline Transportation Impovements Project (ATIP)

The Adeline Transportation Improvements Project (ATIP) will create a long-term concept plan to improve pedestrian and bicycle safety, transit operations, parking and loading, and public space along Adeline Street from Ashby Avenue to the Berkeley–Oakland border. It builds on the 2020 Adeline Corridor Specific Plan and the Adeline at Ashby BART Conceptual Design, approved by council in 2022.

The project will evaluate intersection changes at Ashby Avenue, Martin Luther King Jr. Way, and Adeline Street/Martin Luther King Jr. Way. The project would also remove a vehicle lane in each direction from Ashby Avenue to Martin Luther King Jr. Way, building on the changes being made in 2027 by the Adeline Quick Build. Lastly, the project would create new public spaces for the community.

LEARN MORE & JOIN OUR ATIP MAILING LIST

https://berkeleyca.gov/your-government/our-work/capital-projects/adeline-transportation-improvements-project



MAP LEGEND:

- Adeline Main Plaza
- Potential Public Space
- # Potential Intersection Realignment
- Housing/Development

COMING SOON

ADELINE QUICK BUILD *Construction Spring '27*

- Fewer vehicle lanes south of Fairview Street
- Pedestrian Refuge Islands
- New/Upgraded Bike Lanes to Oakland
- Bus Boarding Islands

Scan Here to Learn More About the Quick Build

https://berkeleyca.gov/your-government/our-work/capital-projects/adeline-quick-build

- 2020 — Adeline Corridor Specific Plan
- 2022 — Adeline at Ashby BART Concept
- 2025 — Adeline Quick Build Outreach
- 2026 — ATIP Concept Design/ Outreach
- 2027 — Adeline Quick Build Construction
- 2028 — ATIP Detailed Design
- 2031 — ATIP Construction

CITY OF BERKELEY



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

Adeline Plaza Project

Project Location

How can we connect to the neighborhood?

NORTH:
- BERKELEY BOWL
- HARRIET TUBMAN TERRACE

EAST:
- SHATTUCK AVE BUSINESSES

SOUTH:
- ADELINE & ALCATRAZ BUSINESSES
- AFRICAN AMERICAN HOLISTIC RESOURCE CENTER

TREMONT ST
DOVER ST
EMERSON ST
ESSEX ST
FAIRVIEW ST
WOOLSEY ST
EAST LOT
ED ROBERTS CAMPUS
MAUDELLE MILLER SHIREK COMMUNITY
WILLIAM CLEPHANE CORNER STORE
HULL & DURGIN FUNERAL CHAPEL & LITTLE CHAPEL OF FLOWERS
ST. JOHN THE BAPTIST RUSSIAN ORTHODOX CHURCH
USPS
BERKELEY DESIGN CENTER
BLACK REPERTORY GROUP
ADELINE STREET
FUTURE ADELINE PLAZA
HOFFFMAN BLDG
WEBB BLOCK
ASHBY AVE
WEST LOT
M&H MARKET
OTIS ST
BERKELEY FLEA MARKET
SHOTGUN PLAYERS
MARTIN LUTHER KING JR WAY
EBENEZER BAPTIST CHURCH
VIA NOVA CHILDREN'S SCHOOL
PRINCE ST
ASHBY SUPER MARKET
HARPER ST
ELLIS ST
SOUTH BERKELEY SENIOR CENTER
MALCOLM X ELEMENTARY SCHOOL

Summer + Fall 2026 Outreach Events

MAY
- MAY 12 — Healthy Black Families & Friends of Adeline Listening Session
- MAY 26 — Harriet Tubman Senior Community Event

JUNE
- JUN 13 — Berkeley Flea Market Reopening Celebration
- JUN 20 — South Berkeley Now!
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FALL ONWARD
- **NOV** — **Community Open House #2**

CITY OF BERKELEY

BART

EINWILLERKUEHL LANDSCAPE ARCHITECTURE



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

Adeline Plaza Project
Project Goals

Reparative Action Framework

Why?

- Historically, transportation projects have not been grounded in the neighborhoods they passed through. This was particularly true in redlined communities and other geographies where structural racism limited the power of local residents. The community in South Berkeley has consistently organized, advocated, and fought for its future rooted in resilience and hope for what's possible.
- Today multiple projects including the Ashby BART Transit-Oriented Developments on the East and West Lots, the Adeline Plaza, and the Adeline Transportation Improvement Project—present a rare opportunity to build on the legacy of resilience and community advocacy in this neighborhood. These projects can advance the community's vision of a right to return, a right to remain, and a right to thrive in South Berkeley.
- The many projects in the Adeline Corridor are aligned in their mission to pursue the established reparative action framework including making community engagement transparent, easy, and respectful of community members' time and contributions.

How?

- The project team will engage directly with communities in the South Berkeley neighborhood by partnering with local community-based organizations to host meetings and ensure the voices most connected to this place are centered in the decision making process.
- Individual projects will work across lines to realize a holistic neighborhood vision. Individual project presentations will seek to start with shared slides that show all projects, illustrating how each piece connects to the others. Where possible the team will be coordinated in our outreach materials and events.

Are these the right goals?

Are there other community members we should speak with?

What we've heard so far from the community

about...
African American Community in South Berkeley

"Transportation has always been used against the Black community. The BART construction, like the freeway constructions, is something we had to bear."

"The parsing out of the project into more pieces feels like more harm being done to the community."

about...
Berkeley Flea Market

"This used to be the heart of the African American Business District."

"I come from Albany every weekend. This is a very encouraging place, and I visit with my friends here. I have been doing it for 30 years."

On the multicultural presence at the flea market: "This doesn't happen anywhere else."

"Having music and drums is part of the soul of the market."

about...
Center for Independent Living + Disability Community

"The struggles of the African American Community and the Disability Community have been linked and support one another."

Come to a hands-on model-building workshop on July 25th to tell us more!

about...
Biodiversity & Ecology

"Ecological action can help integrate the different independent projects along the Adeline Corridor."

"I've seen owls in the tall trees on the site!"

about...
Public Space

"We want a promenade—a nice place to walk, stop at a cafe, be in the shade of a tree—things that make walking around a better experience."

about...
Children & Elders

"It would be nice to have space for children to play and to have shade."

"This is a safe community space. I used to bring my son every weekend."

"We need comfortable spaces for elders to gather."

What does this mean for public space design at Ashby Plaza?

Storytelling & History → **Celebrating African American Culture in South Berkeley**

Support for Berkeley Flea Market Vendor Operations → **Enhance Experience of Berkeley Flea Market for all**

Universal Design & forward looking inclusion → **Multisensory Design**

Increase & Connect Tree Canopy → **Support Animal Habitat and Native Plants**

Movement experience that is intimate & easy → **Provide Places to Sit in Shade, Drink Water, and Gather**

Summer + Fall 2026 Outreach Events

MAY
- MAY 12 Healthy Black Families & Friends of Adeline Listening Session
- MAY 26 Harriet Tubman Senior Community Event

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- JUN 21 Juneteenth Celebration

JULY
- TODAY Community Open House #1
- JUL 25 Place It Modeling Workshop

FALL ONWARD
- NOV Community Open House #2

CITY OF BERKELEY

BART

EINWILLERKUEHL LANDSCAPE ARCHITECTURE



ASHBY BART TRANSIT-ORIENTED DEVELOPMENT

Adeline Plaza Project

Plaza Programs & Uses

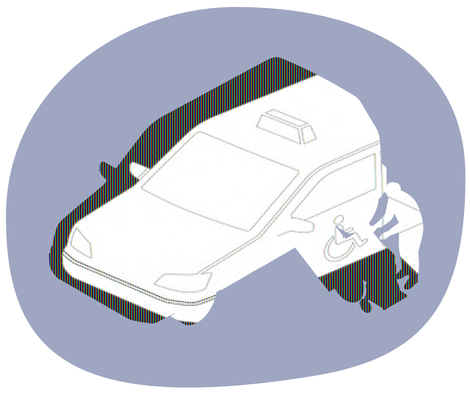
All of these uses need to co-exist and share space on Adeline Plaza.

Can you think of anything else that needs to be included?

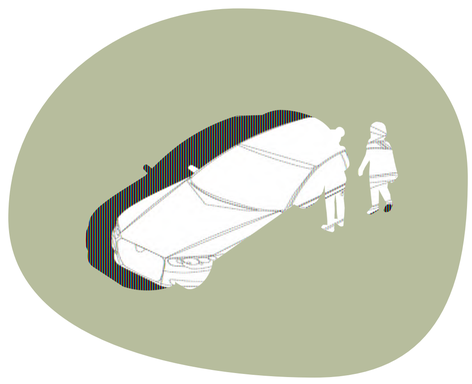
Bus Stop



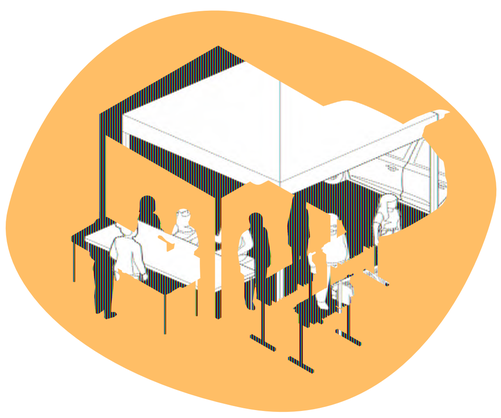
ADA Passenger Pick-Up & Drop-off



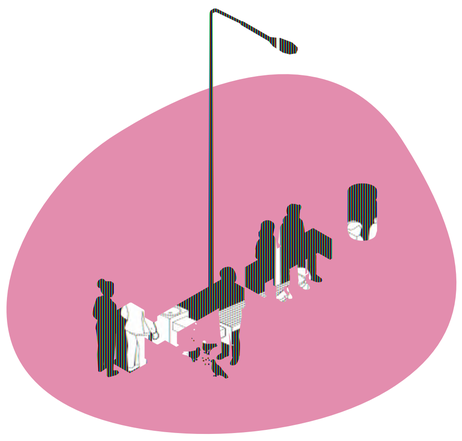
Passenger Pick-Up & Drop-off



Flea Market Vendors



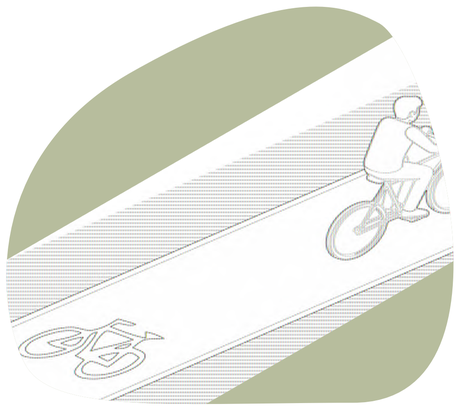
Benches, Lighting, + Public Amenities



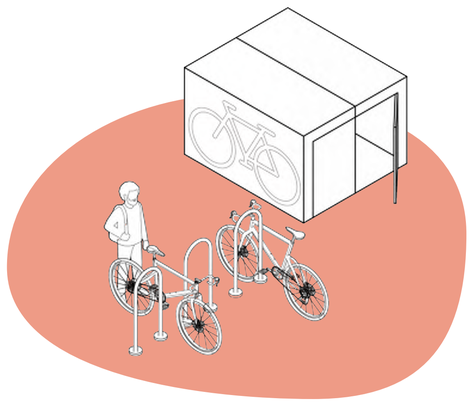
Interpretive Elements + Public Art



Separated Bikeway



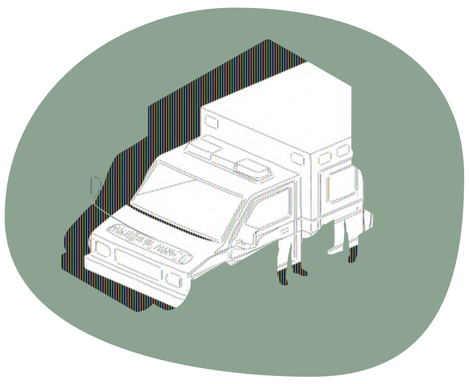
Bike Parking



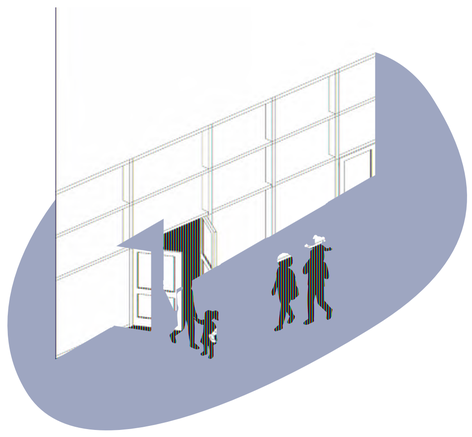
Walking Zone



Emergency Vehicle Access



Retail Frontage Space



Plants + Trees



Summer + Fall 2026 Outreach Events

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CITY OF BERKELEY

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EINWILLERKUEHL LANDSCAPE ARCHITECTURE

Ashby BART West Lot
Objective Design Standards



Planning Commission
September 16, 2026

Tonight's Presentation

- Background
- Revised ODS
- Next Steps



Background

Preliminary -> Revised -> Final ODS

Preliminary ODS
Sets guidance for potential developers

Revised ODS
Based on input from community, BART and selected developer team input

Final ODS
Planning Commission Recommendation & City Council Adoption

Developer Team:
Application(s) for City Approval, Project Financing and Construction

Developer Team Project Design

Dec. 2024 – Feb. 2025

- Preliminary ODS (Dec. 2024)
- Feb. 2025: Community Open House on Preliminary ODS

May - August 2026

- Community engagement, Planning Commission review and required coordination with BART and selected Developer team

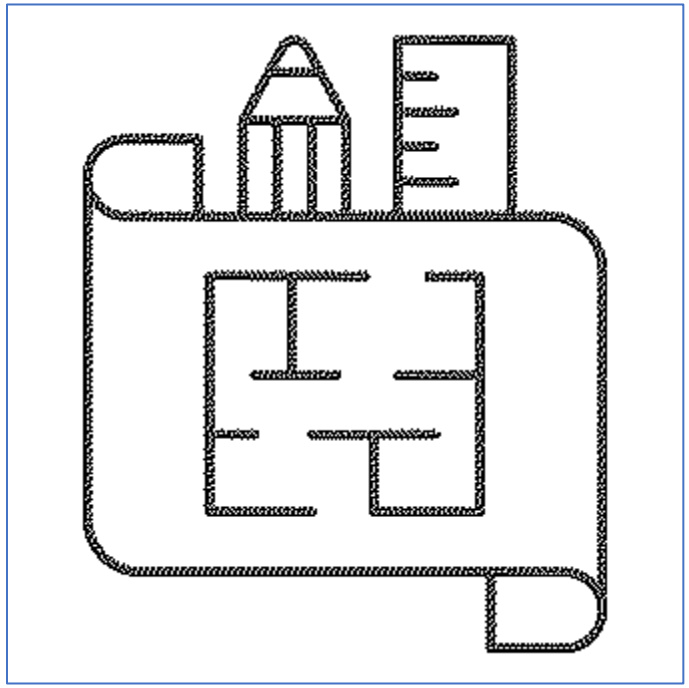
Sep. - Nov. 2026

- Planning Commission recommendation and City Council consideration for adoption – 11/17/26

2027 and beyond…

Revised ODS: Community, Developer Team and BART Input

- Required by the City and BART Exchange Agreement
- Developer input tests ODS through more detailed project design
- Identifies issues not evident in earlier technical analysis
- Requests weighed with Commission, and City priorities



ODS Policy Framework Constraints

- Joint Vision and Priorities
- Exchange Agreement
- Site-specific Standards, not a prescribed project design



ODS Technical Constraints

Circulation Framework



BART Station Primary Entrance

BART Station Emergency Egress

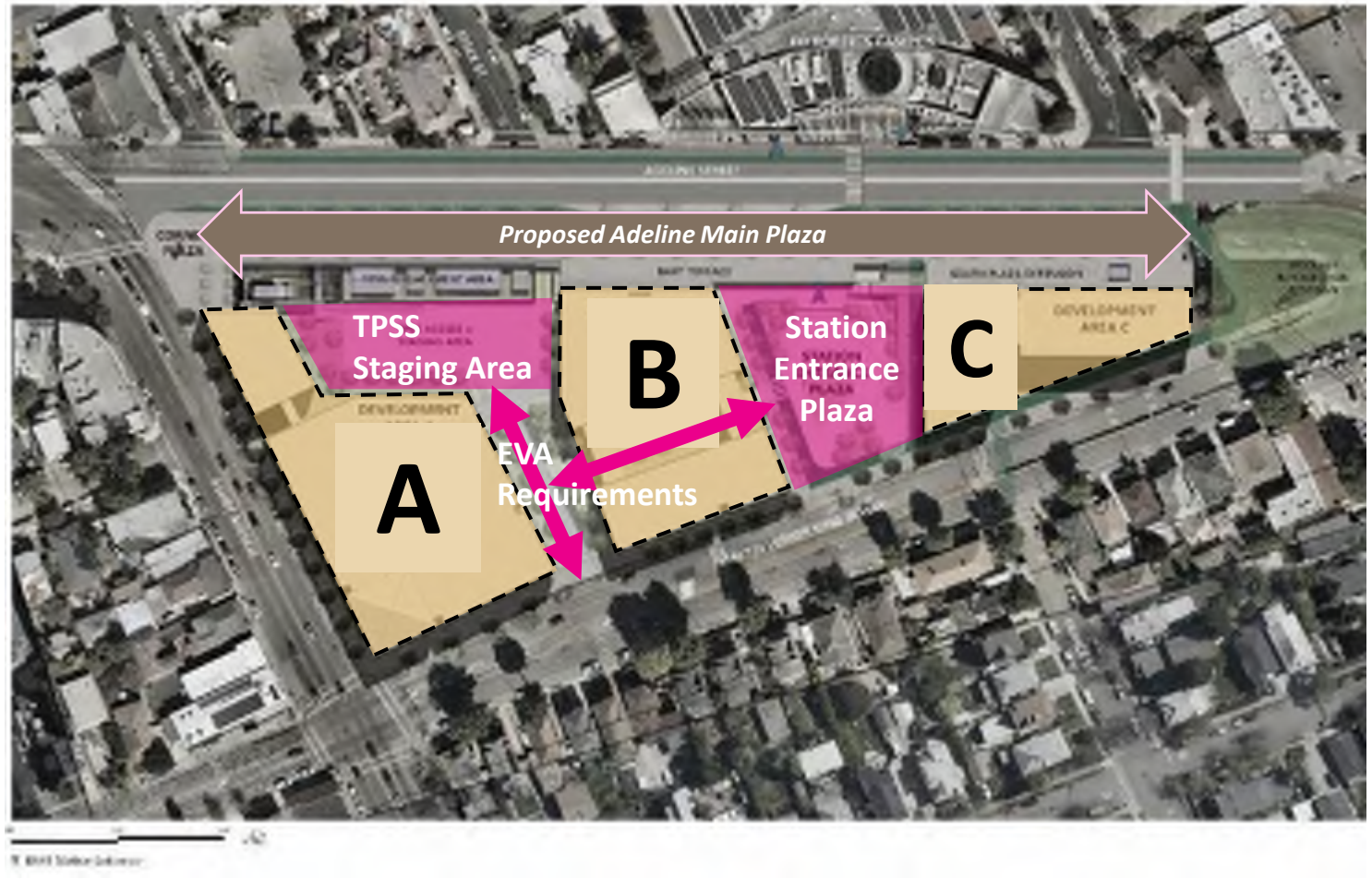
Point of Safety and Safe Dispersal Area

Emergency Vehicle Access (EVA)

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

ODS Technical Constraints: How they shape the site

Developable Areas and Public Realm



DEVELOPMENT AREA

PUBLIC REALM

Note: This diagram is illustrative only.
It shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

What We Heard

- Ground floor uses and spaces
- Public realm and circulation
- Public Open Space
- Building Design, Massing and Height
- Planning Process and Timing
- Affordable Housing and Housing-Related Programs

What We Heard

Ground floor uses and spaces

- Prioritize active uses at key, visible locations
- More flexibility for community-serving uses along Adeline
- Viable, flexible spaces for local businesses and community uses



Jessica Yadegaran/SFGATE

What We Heard

Public realm and circulation

- Safe, accessible pedestrian and bicycle connections that minimize conflicts
- Clear station access and wayfinding
- Pedestrian-oriented internal access while meeting emergency-access needs



What We Heard

Public Open Space

- More green and family-oriented public spaces
- Larger, more contiguous landscaped open space
- Gardens, play areas, public art and other community amenities







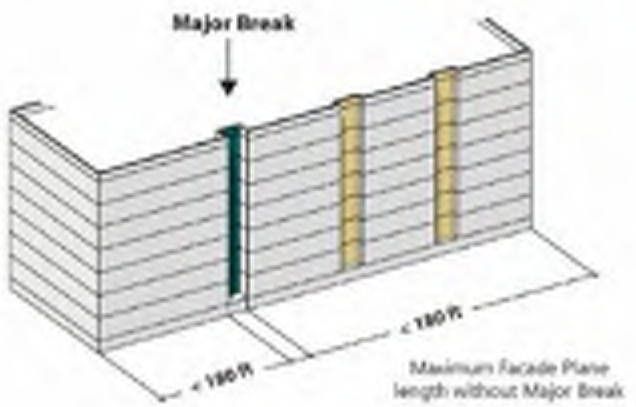


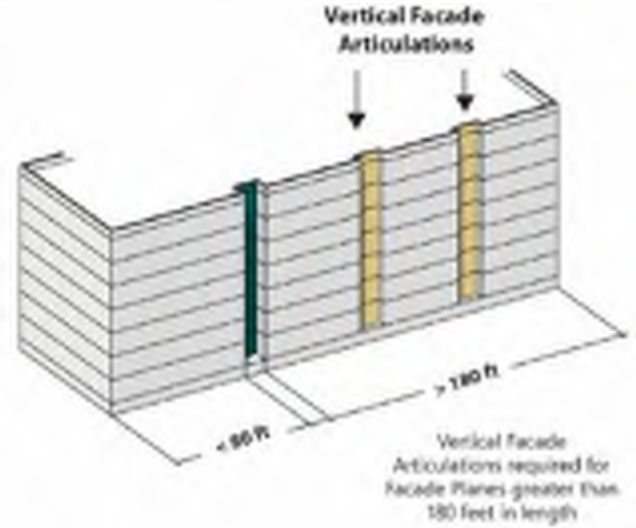
Adeline Corridor Specific Plan (2020): Long-term Right-Of-Way Conceptual Design (Ashby and South Adeline portions)

What We Heard

Building Design, Massing and Height

- Break up large building masses and long facades
- Mixed views on height and building configuration
- Support for architectural variety balanced with impacts to building floor area





What We Heard

Planning Process and Timing

- Requests for more time, meetings and transparency
- Interest in continued community engagement
- Some comments also urged timely advancement of the project



Affordable Housing

- Strong support for additional affordable housing
- Interest in right-to-return / anti-displacement approaches
- Interest in additional funding and housing programs

Revised ODS: Balancing Multiple Objectives

- Public input and Commission direction
- Adopted policies and Exchange Agreement requirements
- Emergency access, BART operations, and multimodal circulation
- Developer design and feasibility considerations



Revised ODS

Staff Report



Table 1. Summary of Key Changes from the Preliminary ODS to the Revised ODS (Part II)

Topic	Preliminary ODS	Revised ODS	Rationale for Revision
1. Land Use			
Overall Ground-Floor Use Framework	The 15,000-square-foot minimum for "active or non-residential ground floor uses" required by the City/BART Ashby TOD Exchange Agreement was described in Part I: Policy Framework	**Clarified:** Reiterates the Exchange Agreement requirement for the West Lot project to provide a minimum of 15,000 square feet of active or non-residential ground-floor uses, inclusive of 5,000 square feet of community/civic commercial space.	Provides additional context and clarity regarding the minimum floor-area requirement that applies to the project, and the relationship between the ODS, R-BMU requirements, and the Exchange Agreement.
		Revised: Establishes two categories of ground floor-activating uses: Active Uses and a broader category of Other Publicly Accessible Non-Residential Uses.	Provides greater flexibility for community-serving uses while maintaining ground-floor activation.
Active Ground Floor Uses – Locations	Required R-BMU-defined "active commercial uses" at the Ashby/Martin Luther King Jr. Way ("MLK") and Ashby/Adeline corners with a minimum floor area of 1,500-square feet, as well as along at least 40% of specified frontages along the Adeline Main Plaza where buildings provide at-grade connections. Required spaces to be designed as restaurant-ready.	**Revised:** Focuses required Active Uses in spaces that must be designed as restaurant-ready at three locations: Ashby/MLK, Ashby/Adeline (where applicable), and MLK/Station Entrance Plaza. Reduces the minimum Ashby corner spaces from 1,500 to 1,200 square feet and establishes a minimum of 2,400 square feet at the MLK/Station Entrance Plaza corner.	Focuses active commercial requirements at key corner locations while providing greater flexibility along Adeline Street.
		Revised: Along the Adeline Street frontage (where applicable), Allows either Active Uses or Other Publicly Accessible Non-Residential Uses along the Adeline frontage, with minimum frontage requirements of 60% in Development Area B and 40% in Development Area C.	Broadens the range of community-serving and publicly accessible uses that may satisfy the frontage requirement along Adeline Street, providing greater flexibility while maintaining a substantial level of ground-floor activation.
Ground Floor Space Design for Non Residential Uses	Required active commercial uses to have a minimum 30-foot depth and specified corner spaces to be "restaurant ready."	**Refined:** For Active Uses and Other Publicly Accessible Non-Residential Uses, retains the 30-foot minimum depth standard and adds standards addressing minimum widths for subdivided spaces, warm-shell conditions, and storefront transparency.	Supports high-quality, viable commercial and community-gathering spaces.

Land Use / Ground Floor Activation

Focus Active Uses at 3 Key Locations

- Corner of Ashby/Adeline (if building is located to corner)
- Corner of MLK Jr/Ashby
- Corner of MLK Jr/Station Entrance Plaza
- Restaurant-Ready Design

Adeline Street Frontage

- Reviewed suggestion to limit residential uses to 20-25%
- Maintained 60% and 40% requirement after review of building design and site constraints

15,000 sf Active Uses or Publicly Accessible Non Residential Uses – Location Flexible

- Able to be Subdivided down to 15-20 feet width
- Warm Shell/White Box Ready
- Minimum Depth: 30 feet (Flexible for Area C)



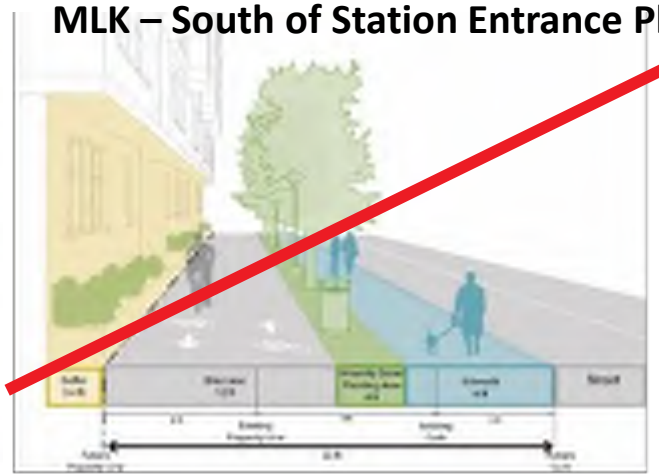
Publicly Accessible Non Residential Uses: Group Instruction, Health and Fitness Center, Child Care Center, Community Care Facility, Community Center, Library

Public Realm: MLK Jr Way Bike Facilities

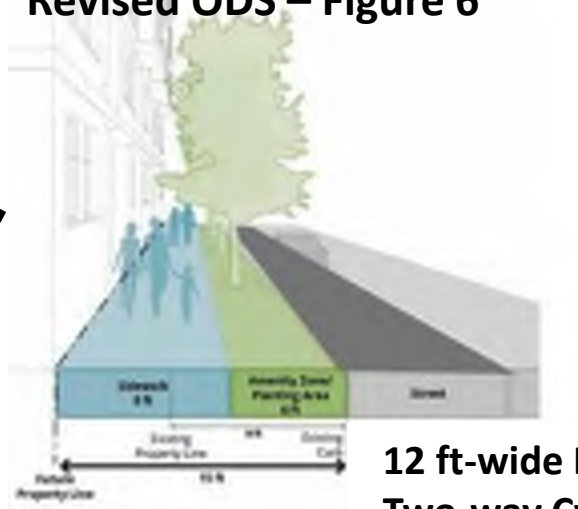
Site Access Plan



Preliminary ODS (and Circulation Framework)
MLK – South of Station Entrance Plaza



Revised ODS – Figure 6



12 ft-wide Protected
Two-way Cycle-track
No Parking/Loading Lane

Public Realm: Internal Access Drives

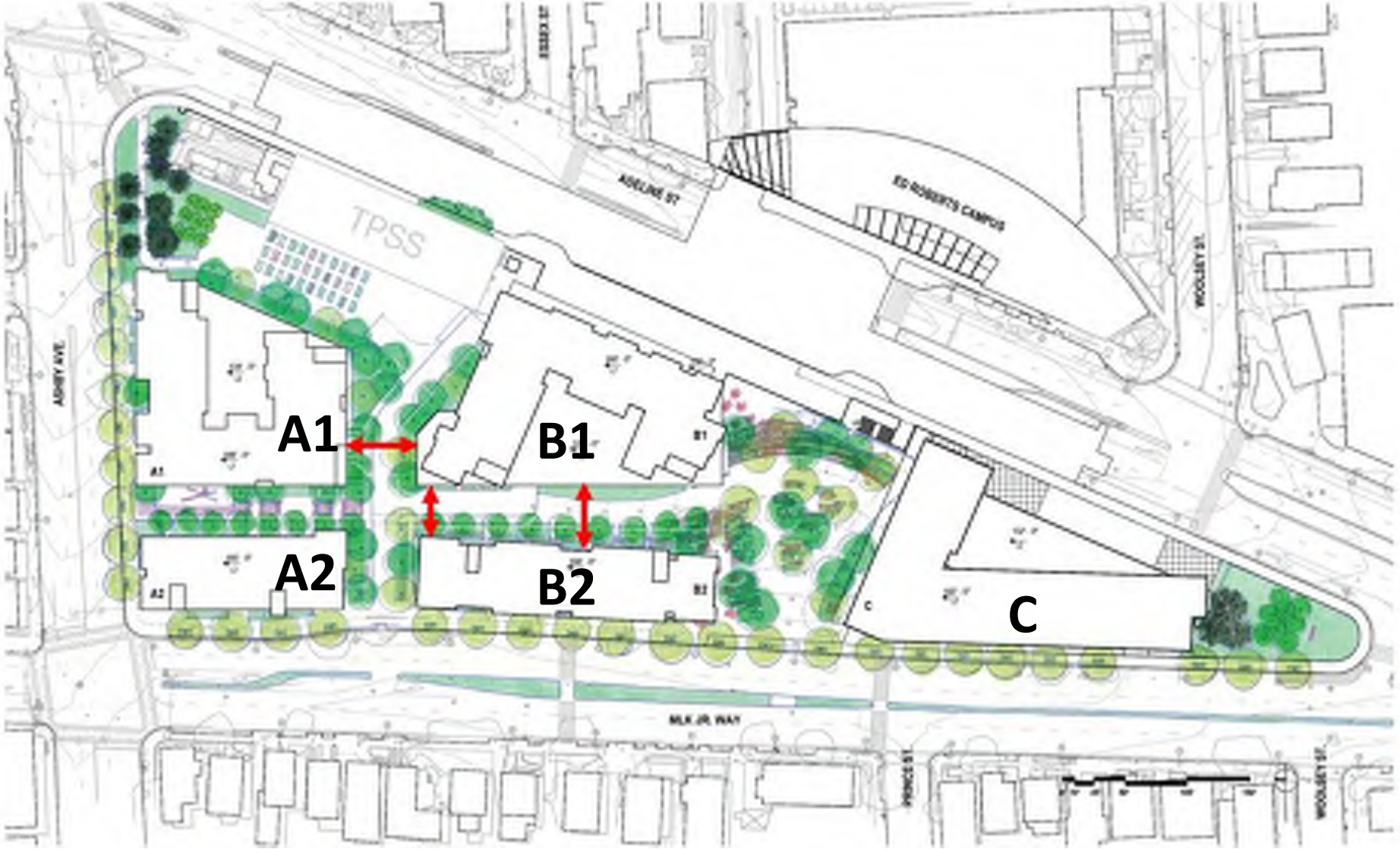
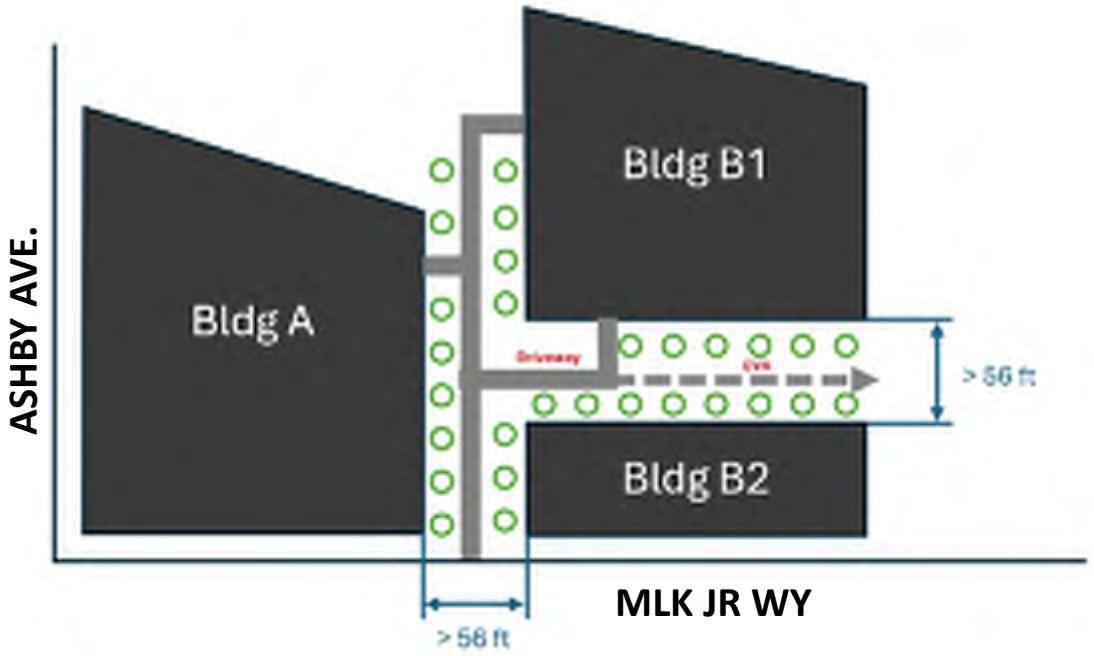


Image represents initial developer concept for illustrative purposes only, design subject to change (Presented at July 16, 2026 Community Meeting)

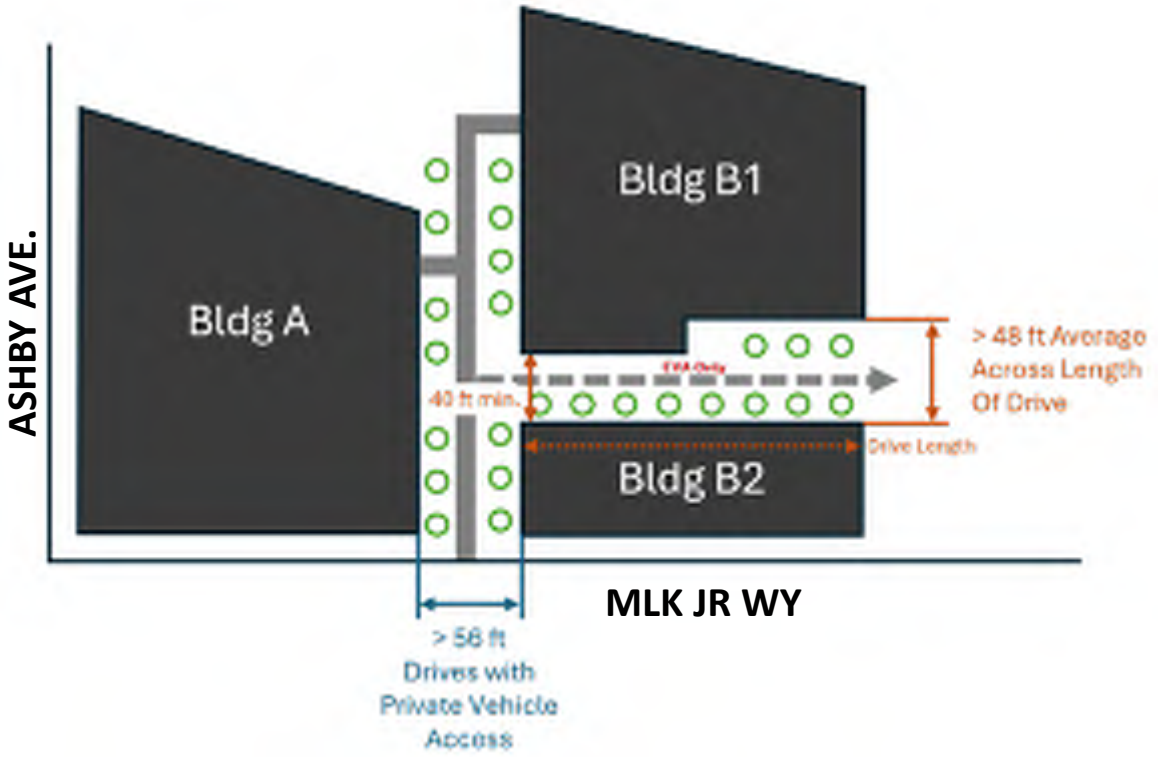
Public Realm: Internal Access Drives

(Revised ODS, Figure 7)

Drives with Private Vehicle Access



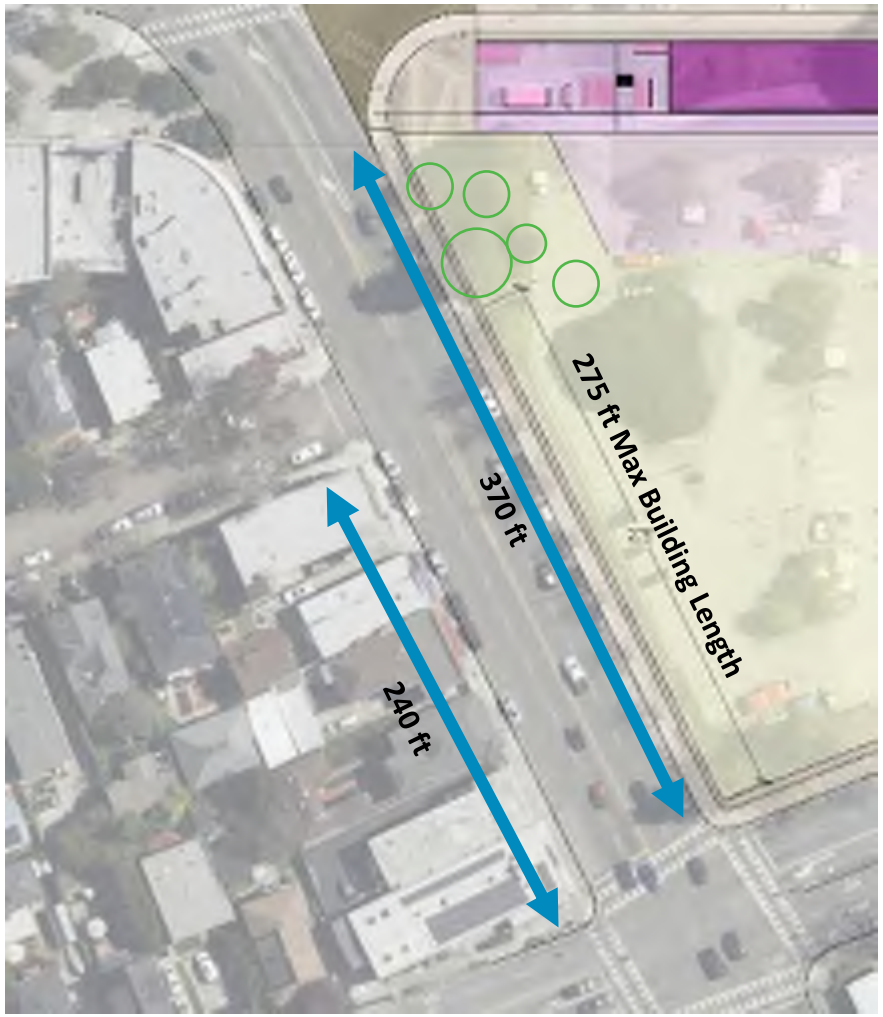
Drives with EVA Only (Pedestrian Open Spaces)



<u>Access drives for cars:</u>
Access drives with **public vehicle access** shall have a minimum building-to-building width of 56 feet.

<u>Emergency access drives for pedestrians:</u>
Access drives used **solely for emergency vehicle access** shall have a minimum average building-to-building width of 48 feet and an absolute minimum building-to-building width of 40 feet.

Building Design: Ashby Maximum Building Length



Preliminary ODS:

Maximum Building Length: 240 feet or up to 370 feet with a "Building Break" of 25 feet by 25 feet.

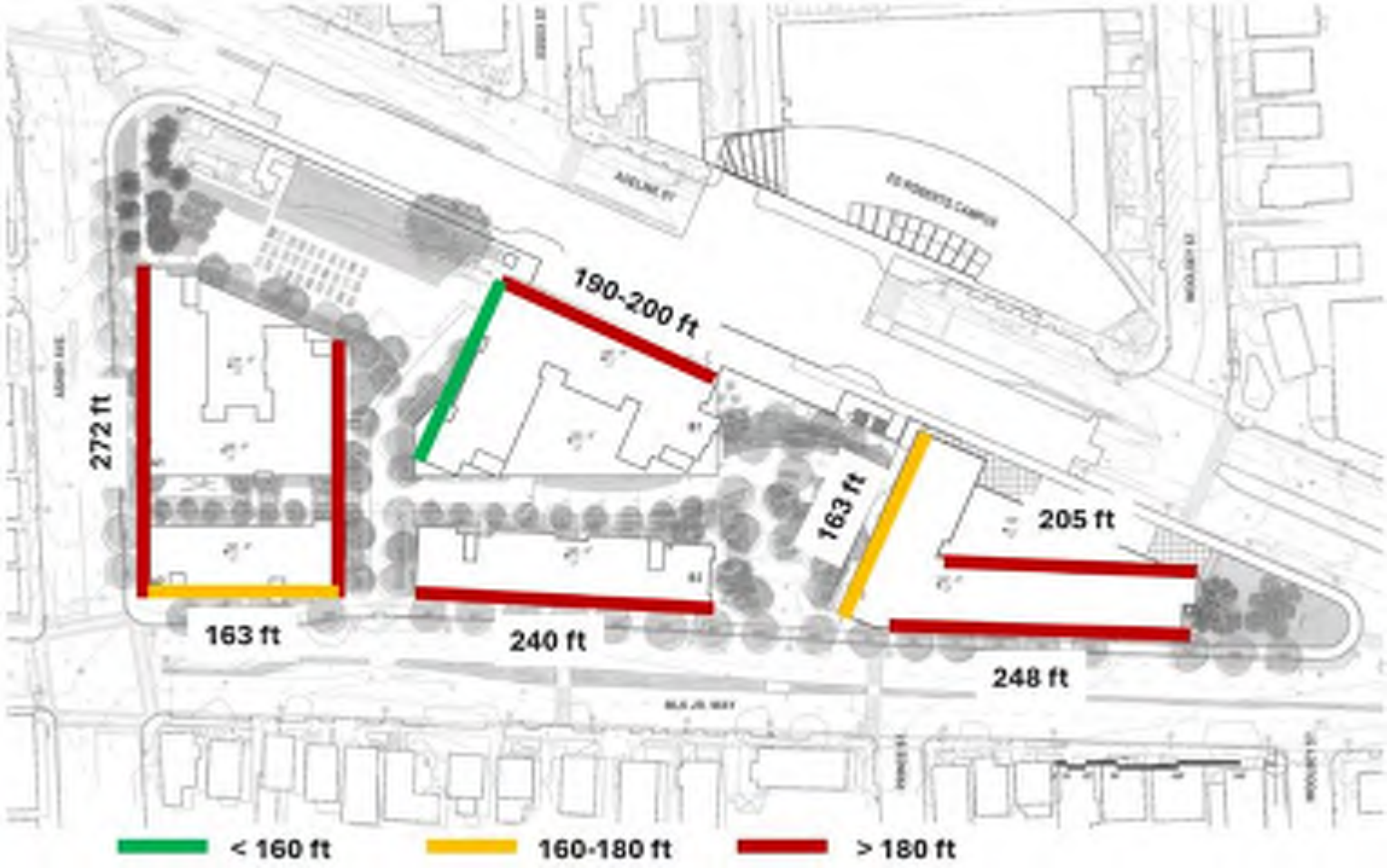
Revised:

Maximum Building Length: 275 feet or up to 370 feet with a "Building Break"

Rationale:

Proposed building is approximately 272 feet in length to maintain existing trees at corner of Ashby and Adeline, almost 100 feet less than previously conceived block long building.

Building Design: Maximum Facade Plane Length



BUILDING MASSING:

Preliminary ODS:

Maximum facade plane length: 160 feet
(From corner of building to Major Break)

Major Break: 6 ft x 6 ft, min. 50 sf

Revised:

Maximum façade plane length: 180 feet

Major Break: 5 ft wide x 3 ft deep, min 36 sf

FACADE DESIGN:

Greater flexibility in facade articulations for high-rise buildings while maintaining a proportional vertical rhythm and pattern

Image represents initial developer concept for illustrative purposes only, design subject to change (Presented at July 16, 2026 Community Meeting)

What was not incorporated into the ODS

- Issues addressed through other processes
  - *e.g. Adeline Transportation Improvements Project, Adeline Main Plaza and Open Space Improvements*
- Requirements established through other agreements or Citywide policies
  - *e.g. Exchange Agreement, Citywide Affordable Housing Preference Policy*
- Additional prescriptive requirements not recommended

Staff Recommendation & Next Steps

Key Topics for Commission Discussion

- Ground floor activation: space and use requirements
- Internal access drives
- Building Massing and Facade Length

Staff Recommendation

- Discuss Ashby West Lot revised Objective Design Standards (ODS)
- Receive public comment
- Adopt a resolution to recommendation adoption of ODS to City Council



Comments & Discussion

Ashby BART West Lot TOD PRELIMINARY Objective Design Standards (ODS)

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Part I: Introduction and Policy Framework

Introduction

The Objective Design Standards (ODS) for the Ashby BART West Lot establish detailed design standards for future transit-oriented development (TOD). Part 1 of this document provides the site context and policy framework for ODS for the Ashby BART station site, followed by "Preliminary ODS" for the West Lot of the Ashby BART station (Figure 1). The City shall consider the input of the public, BART and the West Lot Developer (following developer selection) in the preparation of Final ODS that will be considered by the City of Berkeley's Planning Commission and City Council. ODS for the East Lot will be addressed separately at a later date.

Figure 1. Ashby BART Site Context



Site Context

The Ashby BART station site consists of two areas, the East Lot and the West Lot.

The East Lot currently serves as parking for BART riders and sits behind the Ed Roberts Campus, a prior phase of TOD consisting of an 80,000 square foot universally-designed campus offering disability-related programs and services. In addition to the Ed Roberts Campus to the west, the East Lot is bounded by Tremont Street on the east, Woolsey Street on the south, and private properties to the north.

The West Lot is a triangular site that provides the primary access to the Ashby BART station for BART riders, including those driving and parking, getting dropped off, walking/rolling, and bicycling. It is bounded by Ashby Street to the north, Adeline Street to the east, and Martin Luther King (MLK) Jr. Way to the west. An existing Traction Power Substation (TPSS), as well as the footprint of a future TPSS

replacement and its required maintenance and staging area, are located adjacent to Adeline, north of the station entrance area. There is a significant change in elevation across the site with the corner of Ashby and Adeline at 124 feet, the corner of MLK Jr. Way and Adeline at 115 feet, and the corner of Ashby and MLK Jr. Way at 114 feet. The main station entrance faces the surface parking lot, and the entrance is located at 105 feet, approximately 15 feet below Adeline Street and 10 feet below MLK Jr. Way.

Future development on the West Lot and changes to Adeline Street will dramatically transform the way BART riders and community members navigate the area by limiting car access and creating walking and biking paths throughout the site. These changes, including areas for new plazas, potential development areas and circulation needs are illustrated in the diagram below (Figure 2) and described in greater detail in the *Ashby Station West Lot TOD Circulation Framework*. *Note that Figure 2 and similar diagrams in this document are illustrative only, and dimensions are flexible as long as all performance metrics are met*.

Figure 2. Ashby West Lot - Future Plazas and Potential Development Areas



Policy Framework

The City and BART have been closely collaborating over the past several years to advance TOD at the Ashby BART station. The City's and BART's adopted agreements, policies, and regulations form the framework for the Objective Design Standards (ODS) for the Ashby BART West Lot. In addition to the adopted agreements, policies and regulations highlighted below, development on the West Lot will also be guided by the *Ashby Station West Lot TOD Circulation Framework (*Circulation Framework*)*. The *Circulation Framework* outlines requirements for fire and life safety, public access to the station, BART maintenance, TPSS, and other constraints that limit the location of development. The Preliminary ODS reflect consideration of these documents, as well as State law, site planning and financial feasibility studies, and the extensive community engagement undertaken as part of the planning process to build transit-oriented development at the Ashby and North Berkeley BART sites.

Key guidance is provided by:

City and BART Ashby BART Station Transit-Oriented Development Exchange Agreement

On December 3, 2024, the City Council authorized the City Manager to execute an Exchange Agreement (Agreement) with BART to effectuate TOD at Ashby BART. Pursuant to the Agreement, the City will relinquish its air rights over the West Lot and any public rights in an adjacent area, in return for fee simple ownership of the East Lot and specified community benefits. The Agreement also defines the manner in which the City and BART will work together on developer solicitations, conditions for the City's affordable housing funding, requirements and responsibilities for public infrastructure, minimum standards and process requirements to develop City Objective Design Standards, and schedule milestones.

Regarding the West Lot, the Agreement sets forth minimum requirements for the future development project and the development capacity that the ODS will need to accommodate, as well as the process by which the ODS will be developed, approved and enforced (summarized below).

a. West Lot Development Program – Minimum Requirements. The Agreement requires that the program of the actual development must include:
   - Affordable housing meeting specified requirements,
   - A commercial component that includes a minimum of 5,000 net rentable square feet, based on BOMA ANSI[1] 2017 standards, of ground floor interior space for community-based organizations, non-profits, and/or small and minority-owned businesses, including the Berkeley Flea Market.

b. West Lot ODS – Process to Develop and Approve. The Agreement sets forth a process to develop ODS for the West Lot in phases:
   - The City has developed a set of Preliminary ODS (Part II of this document) based on the R-BMU zoning, the Joint Vision and Priorities for Transit-Oriented Development for Ashby and North Berkeley BART Stations, the Circulation Framework and other analyses of site constraints (described further below).
   - Following developer selection, the Preliminary ODS will be refined based on input from the community, the selected developer(s), BART and the City.
   - City staff will bring the revised ODS to the City Planning Commission for review and recommendation to the City Council, and the Council will consider the ODS for adoption no later than 9 months from execution of the Exclusive Negotiating Agreement between BART and the selected Developer.

[1] BOMA ANSI: Building Owners and Managers Association American National Standards Institute.

c. West Lot ODS – Development Capacity and Enforcement.
   - The City's Final ODS (approved by City Council) will be binding on the selected developer(s) provided that the ODS meet the requirements outlined within Schedule 9.2.1 of the Exchange Agreement, in which case BART will require the selected developer(s) to comply with the Final ODS for the West Lot through its real estate agreements.
   - The West Lot developer(s) may invoke waivers, incentives or other exceptions, to the extent permitted by the state density bonus law (Government Code section 65915 *et seq*.) or other law, but only with respect to (i) zoning requirements other than those set forth in, or modified by, the ODS, (ii) ODS requirements pertaining to minimum square footage of active or non-residential ground floor uses, but only to the extent such requirements exceed 15,000 square feet, inclusive of the 5,000 sf minimum of ground-floor commercial space noted above, and (iii) other ODS requirements that do not pertain to height limits, setbacks/step-backs, open space or massing breaks.

City of Berkeley Zoning

In June 2022, the City Council adopted a new zoning district for the North Berkeley and Ashby BART station areas – BMC Section 23.202.150 Residential – BART Mixed Use Zoning District (R-BMU) – and related amendments to the Berkeley Municipal Code.[2] The zoning includes development standards, open space requirements, parking requirements (for the mixed-use development), and permitted uses, as well as some limited requirements relating to shaping the volume and massing of future development. Greater detail related to building form was not included because it would be addressed during the subsequent process to prepare ODS for each station area. The R-BMU zoning district includes development standards that address the following:

- Street-Facing Ground Floor Frontages
- Open Space
- Setbacks and Step-Backs
- Frontage Improvements
- Ground Floor Residential and Non-Residential Frontage
- On-Site Pedestrian Access
- Transparency
- Building Entrances
- Parking Design and Access

As noted above, to satisfy requirements set forth in the City and BART-approved Exchange Agreement, the Preliminary ODS standards account for the possibility of waivers and incentives under the state density bonus law, which a developer may use to avoid some zoning standards in the R-BMU zoning.

City and BART Joint Vision and Priorities for Transit-Oriented Development for the Ashby and North Berkeley BART Stations[3]

In June 2022, the City and BART adopted the Joint Vision and Priorities for Transit-Oriented Development for Ashby and North Berkeley Stations (JVP). The JVP expresses the City and BART's shared, high-level expectations for future development. The JVP provides important guidance on the following topics: Affordable Housing, Public and Civic Space, Land Use, Building Form, and Station Access and Parking. The JVP includes aspirational statements as well as minimum requirements. Each topic includes an overall vision statement, followed by shared priorities for both station areas and additional priorities specific to each station, where applicable.

[2] https://berkeley.municipal.codes/BMC/23.202.150.

[3] https://berkeleyca.gov/sites/default/files/documents/JVP%20-%20final%20adopted.pdf.

Adeline Street Transportation Improvements Project (City of Berkeley)

As part of a larger City-led project, two of the existing four traffic lanes of Adeline Street adjacent to the West Lot will be repurposed to create a new public pedestrian plaza (Adeline Main Plaza). The Adeline Main Plaza is intended to provide a permanent home for the Berkeley Flea Market (which currently uses the Ashby BART parking lot on weekends) as well as open space and space for community events like Juneteenth and other programming. The project scope of work also includes redesigning the intersections of Adeline/Ashby, Adeline/Woolsey and Adeline/MLK Jr. Way adjacent to Ashby BART. The scope of the full project will include protected bikeways, upgraded traffic signal infrastructure, enhanced public transit operations, and intersection realignment to create new opportunities for public space on Adeline Street from Ashby Ave to the Berkeley/Oakland border at Adeline St./Stanford Ave./62nd St./MLK Jr. Way intersection. The goals of the project are to improve safety and access for all modes of transportation and all ages and abilities, while also meeting the needs of public transit and emergency vehicles. In addition to the public plaza at the Ashby BART Station, the Adeline Street/MLK Jr. Way and Adeline Street/Stanford Avenue/MLK Jr. Way intersections have been identified through the Adeline Corridor Specific Plan as opportunities for future public space or development.

2020 Pedestrian Plan, 2017 Berkeley Bicycle Plan

The City's 2020 Pedestrian Plan and 2017 Bicycle Plan set policy for streetscape design and character including preferred sidewalk widths.[4, 5]

[4] https://berkeleyca.gov/your-government/our-work/adopted-plans/pedestrian-plan-2020.
[5] https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-bicycle-plan.

Part II: Objective Design Standards

1 Land Use

1.1 Active Ground Floor Frontages

Commercial Location Requirements

The R-BMU zoning sets requirements for permitted street-facing ground floor uses in Table 23.303-20, (shown below for reference only). The ODS modifies the R-BMU requirements as outlined in sections 1.1.1 and 1.1.2 below.

ODS Sections 1.1.1 and 1.1.2 below assume that a developer will obtain a waiver under the state density bonus law of R-BMU zoning standards in Table 23.202-20 for minimum active ground floor commercial frontages by reducing the required amount of ground-floor commercial uses.

Figure 3. R-BMU Table 23.202-20 (for reference only)

FRONTAGE LOCATIONS	PERMITTED STREET-FACING GROUND FLOOR USES
Along Ashby and MLK	Non-Residential Uses or non-residential accessory spaces to residential buildings, such as community rooms. At least 50% of the combined frontage of MLK and Ashby must include active ground -floor uses. [1] Active uses at corner locations are encouraged.
Along Adeline	Non-Residential Uses or non-residential accessory spaces to residential buildings, such as community rooms.
Along Woolsey, Tremont [2], or fronting interior public spaces	Residential or Non-Residential Uses
Along Sacramento, along the Ohlone Greenway, or within 50 feet of any street corner	Residential or Non-Residential Uses
Along Delaware, Acton, or Virginia	Residential Uses

[1] Active uses are commercial uses in the following use categories: Retail; Personal and Household Services; Food and Alcohol Service, and Entertainment.

[2] Public entrances for non-residential uses fronting Tremont Street must be located on Woolsey Street.

1.1.1 Active Ground Floor Commercial Uses

1. Active ground-floor uses are permitted along all building frontages.
2. Active ground-floor uses (as defined in BMC Section 23.202.150(F)(2) Table 23.202-20, Note 1) shall be provided in the following locations (See Figure 4 below).
    a. The corner of Ashby Avenue and MLK Jr. Way.

   b. The corner of Ashby Avenue and Adeline Street, fronting the Ashby/Adeline Corner Plaza. If a building does not have an at-grade connection to the Ashby/Adeline Corner Plaza area, active ground-floor uses are not required in this location.
   c. Fronting the Adeline Main Plaza, a minimum of 40% of the building frontage between the TPSS Access and Staging Area and Station Entrance Plaza. If a building does not have an at-grade connection to the Adeline Main Plaza level, active ground-floor uses are not required in this location.
   d. Fronting the Adeline Main Plaza, a minimum of 40% of the building frontage between the Station Entrance Plaza and the south BART exhaust vent.
3. Active ground-floor uses shall have a minimum depth of 30 feet.
4. Active ground-floor uses on the Ashby corners shall each have a minimum floor area of 1,500 sf.
5. All active ground-floor spaces at the Ashby corners and fronting the Adeline Main Plaza shall be designed as "restaurant ready" spaces with installed equipment or space designed to retrofit tenant space to restaurant use standards with required enhancements for HVAC and plumbing.

1.1.2 Ground Floor Residential Uses

1. Residential uses are permitted along Ashby Avenue and MLK Jr Way where active uses are not required on the ground floor in the above standards.

Figure 4. Active Ground-Floor Use Requirements



1.2 Building Height

The R-BMU development standards provide for a maximum building height of 80 feet and 7 stories. See BMC Section 23.202.150 (Table 23.202-21). However, future development on the West Lot may be eligible to utilize provisions of the State Density Bonus law for increases in density and/or a certain number of concessions and/or waivers of development standards (such as height) which would otherwise physically preclude the construction of the development. In the event that a building or buildings taller than 80 feet and 7 stories (pursuant to BMC Section 23.202.150(F)(1)) are permitted by State Density Bonus law, the standards described below shall apply.

The goal of the height distribution is to locate the tallest buildings along Adeline Street, step down to MLK Jr. Way, and to limit height along Ashby Avenue to reduce shadow impacts on the neighborhood to the north. See Figure 5. *(Note: maximum heights will be refined through the community and developer design process and adoption of the final ODS)*

1. Buildings fronting MLK Jr. Way north of the Station Entrance Plaza shall not exceed 85 feet in height, as measured from average sidewalk grade, for the first 60 feet of building depth along MLK Jr. Way.
2. Buildings fronting MLK Jr. Way south of the Station Area shall not exceed 85 feet in height, as measured from average sidewalk grade, for the first 60 feet of building depth as measured perpendicular to Adeline Street and then parallel to Adeline Street until it meets MLK Jr. Way.
3. Buildings located in area A shall not exceed 120 feet in height.
4. Buildings located in area B shall not exceed 200 feet in height.
5. Buildings located in area C shall not exceed 160 feet in height.

Figure 5. Maximum Height (State Density Bonus Eligible Project)



2 Public Realm

2.1 Streetscape Design

2.1.1 Sidewalk Design

Sidewalk sections along Ashby Avenue and MLK Jr. Way shall be reconstructed to the dimensional standards below.

Figure 6. Diagram of Ashby Avenue

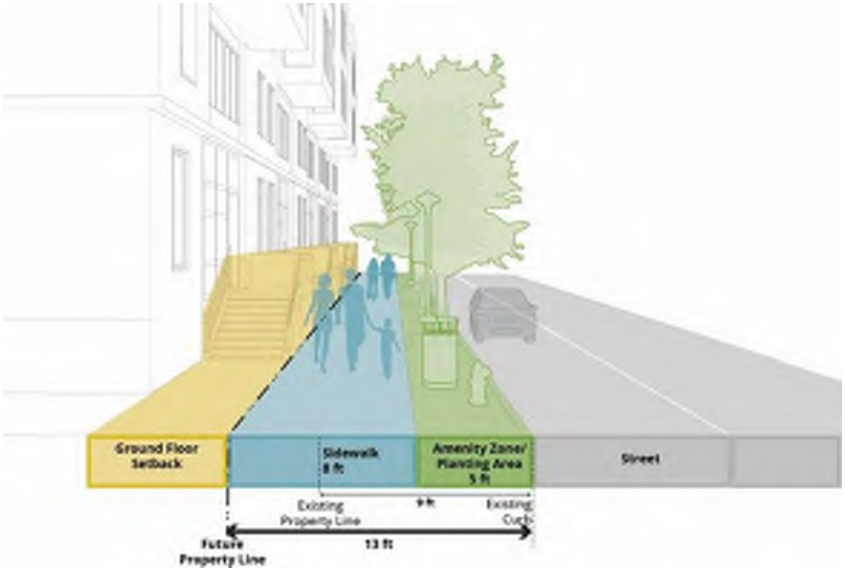


Figure 7. Diagram of MLK Jr Way - North of Station Entrance Plaza

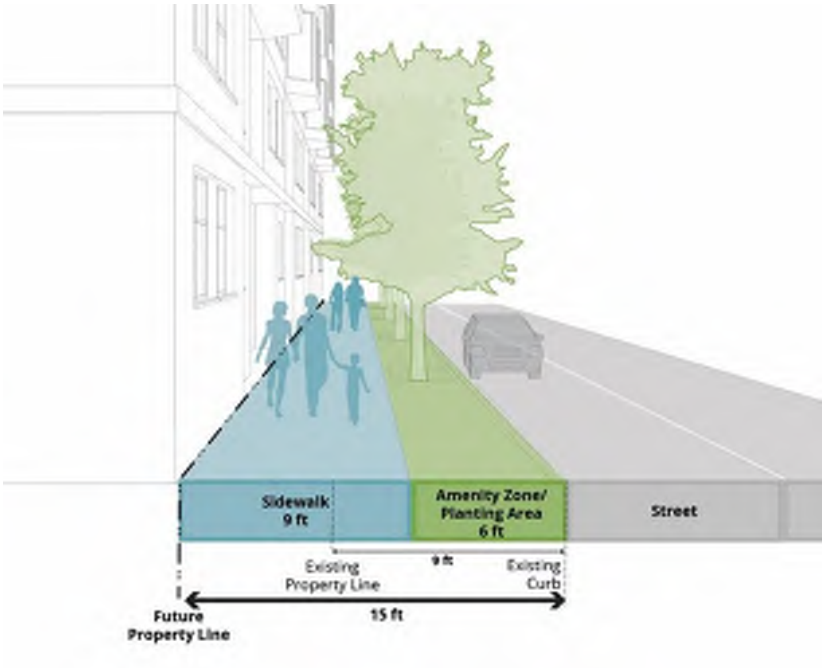
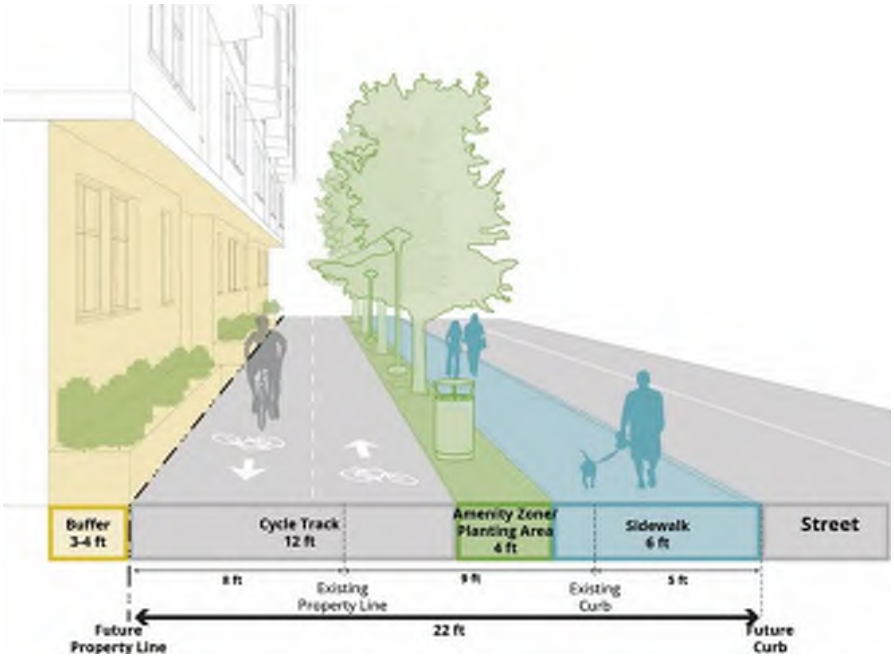


Figure 8. Diagram of MLK Jr. Way - South of Station Entrance Plaza



2.1.2 Street Trees + Planting Area/Amenity Zone

The following standards apply to Ashby Avenue and MLK Jr. Way.

1. Pattern. Trees shall be planted with a minimum of one tree per 25 linear feet of sidewalk length. Exceptions may be made in locations where existing infrastructure, utilities, or BART tunnel prohibit planting of trees. Existing trees should be maintained where possible.
2. Location. Trees shall be evenly spaced between the curb and sidewalk or evenly spaced within the width of a planting strip. Trees shall be planted so that at maturity the trunk is at least three feet from the face of curb where loading occurs.
3. Ground Plane. Trees shall be provided in planters a minimum of three feet wide and a minimum of six feet long located 18 inches from the face of curb. Exceptions may be made in locations where existing infrastructure, utilities, or BART tunnel prohibit planting of trees.
4. Subsurface Design.
    a) A minimum of 120 cubic feet of well aerated soil per inch of trunk diameter at maturity shall be located within six feet of each tree.
    b) Continuous structure soil with a minimum width of four feet shall connect all consecutive street trees.

2.1.3 Frontage Character and Building Setbacks

The R-BMU zoning regulates building setbacks, residential ground floor character, and location/frequency of building entrances. The following standards complement the zoning and provide additional detail and clarity. Please note: "*R-BMU F.11.b. Ground Floor Residential Entries. All ground floor residential units shall provide entries to the street in the form of stoops or other exterior entries, or balcony or patio without entrance to the street, with a minimum area of 20 square feet.*"

Martin Luther King Jr. Way

1. Where ground floor residential units front MLK Jr. Way, the first two floors or first floor with a minimum 15 feet clear height from sidewalk grade shall be set back a minimum of 5 feet to provide space for stoops, landscaping, and improve privacy for ground floor units.
2. To provide privacy to ground floor residential units, the finished floor of units facing MLK Jr. Way shall be raised a minimum 2 feet above sidewalk grade and windowsills shall be a minimum 3 feet above finish floor.
3. Where a building is directly fronting a bikeway or multi-use path, rather than a sidewalk, the ground floor shall be set back a minimum of 3 feet to create a buffer to the cycle track.
    a. The buffer shall have a dimensional depth to include all door swings, utility areas, or other staging areas so that at no point shall the bikeways be impacted with building access.
    b. Where building lobby entrances are located, doorways shall be set back a minimum of 8 feet and include a minimum 64 square foot area between the doorway and bikeway.
    c. Planters located in the setback area shall not exceed 18 inches in height.

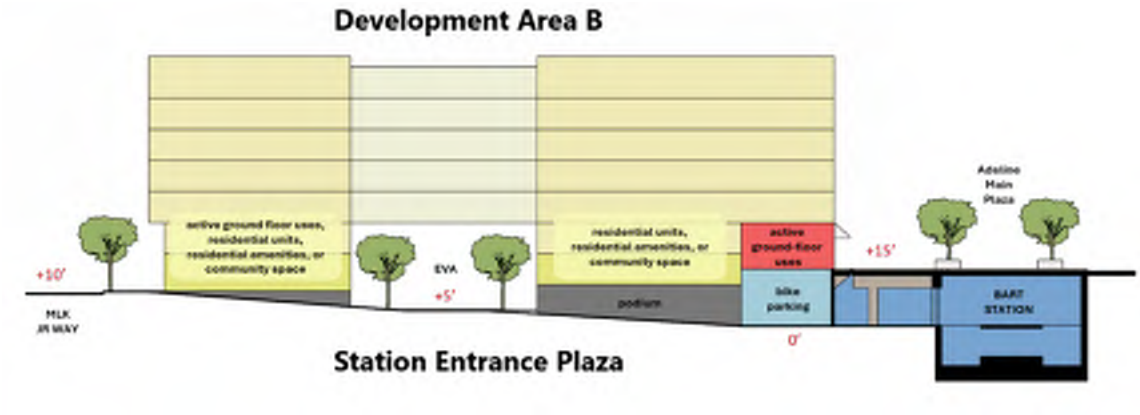
2.2 Station Entrance Plaza Design

The *Circulation Framework* identifies the functional requirements of the Station Entrance Plaza including a bicycle and pedestrian ramp that will line the Development Area C frontage of the Station Entrance Plaza. The ODS sets requirements for buildings facing the Station Entrance Plaza.

2.2.1 Frontage Character

1. Active ground-floor uses may, but are not required to, face the Station Entrance Plaza.
2. Development Area B. Habitable spaces such as active ground-floor uses, residential units, residential amenity spaces, and community spaces shall front the Station Entrance Plaza to create an activated building frontage (see Figure 9)
3. Where blank walls, maintenance, and utility areas are located, a minimum 2 feet wide planter shall be provided to create a landscaped buffer between pedestrian areas and the building facade. Bicycle facilities, such as bicycle parking, may be located within the buffer area and may be paved rather than landscaped.
4. Door swings on building frontages shall not encroach on identified paths of travel.
5. Blank walls greater than 6 feet in height shall not exceed 30 feet in length or shall include public art.

Figure 9. Conceptual Elevation of Development Area B facing the Station Entrance Plaza



2.3 Internal Access Drives and Emergency Vehicle Access (EVA) Design

The *Circulation Framework* identifies the functional requirements for access drives to the Traction Power Substation (TPSS) staging area and an EVA connection from the TPSS access drive to the Station Entrance Plaza. The access drive will also be used for private vehicle access to parking structures located within the TOD buildings. The following standards add design guidance for these circulation and emergency access requirements. Please refer to the *Circulation Framework* for dimensional requirements.

2.3.1 Access Drive Design

1. Access drives shall have a minimum building-to-building width of 60 feet (see Figure 10)
2. Emergency Vehicle Access shall be designed to the minimum width allowed by Berkeley Fire Department to reduce hardscape and increase tree canopy coverage.
    a) The access drive shall have a minimum 26-foot width where fire units may need to lay fire water supply hose or set up an aerial fire apparatus. If there are areas where this does not apply, then a 20-foot width may be acceptable upon review and approval by the Berkeley Fire Department. The secondary EVA may include building bridges over the access drive.
3. If a building bridge is located over the EVA, the overhead bridges shall have a minimum 20 feet clear height from grade to create inviting space and gateway. In addition, the following fire department requirements shall be met:
    a) Where the EVA passes under any overhead bridges, other than a momentary overhead obstruction, an Alternative Materials and Methods Request (AMMR) will be required by the Fire Department. Building bridges shall have a minimum 13.5-foot height clearance and shall not be deeper than 30 feet.
    b) The access drive shall have a minimum 26-foot width where fire units may need to lay fire water supply hose or set up an aerial fire apparatus. If there are areas where this does not apply, then a 20-foot width may be acceptable upon review and approval by the Berkeley Fire Department.
4. Where private vehicle access is not required, the required EVA width shall be designed primarily for pedestrian use as pedestrian pathways. See Figure 10. Dimensions for EVA may vary and are subject to Berkeley Fire Department Review.

5. Trees shall be located on either side of the access drive to make the access drive look and feel like a street or pedestrian pathway.

2.3.2 Frontage Character fronting Internal Access Drives

1. **Ground Floor Residential.** All ground floor residential units fronting an access drive or EVA shall provide entries to a publicly access pathway in the form of stoops or other exterior entries, or balcony or patio without entrance to the street, with a minimum area of 20 square feet. Senior units or other deed-restricted units for special needs populations are exempt.

2. **Building Setbacks.** Ground floor residential units shall be set back a minimum of 5 feet from a publicly accessible sidewalk or pedestrian pathway. Building setbacks shall have a minimum 60% landscaped area.

Figure 10. Diagram of Access Drive through Development Area B (Illustrative Concept)



2.4 TPSS Access and Staging Area Design

The *Circulation Framework* provides design guidance for TPSS staging area and access to the TPSS and BART station facilities. The following standards address the buildings fronting these areas and areas outside of required staging and access areas.

2.4.1 TPSS Access and Staging Area

1. A planting area shall be located between the TPSS access and staging area and TOD buildings.

2. The planting area shall be designed to include trees. The planting area may be adjacent to the building facade or offset to provide pedestrian pathways.

2.4.2 Frontage Character

1. Where blank walls, maintenance, and utility areas are located, a minimum 2 feet wide planter shall be provided to create a landscaped buffer between pedestrian areas and the building facade.

Bicycle facilities, such as bicycle parking, may be located within the buffer area and may be paved rather than landscaped.

2. Door swings on building frontages shall not encroach on identified paths of travel.
3. Blank walls greater than 6 feet in height shall not exceed 30 feet in length or shall include public art.

3 Building Design

3.1 Building Massing

3.1.1 Maximum Building Length/Major Breaks

Ashby Avenue Frontages

1. The maximum building length fronting Ashby Avenue generally shall not exceed 240 feet. However, buildings may exceed 240 feet in length if there is a building break with a minimum width and depth of 25 feet extending to a circulation or common space with visual access through to the other side of the building. Glazing for the visual access shall meet bird safe design measures.
   (Note: *Existing continuous block from MLK Jr. Way to Otis Street is approximately 240 feet in length)*

All Other Frontages

2. Facade Planes shall not exceed 160 feet measured from a building corner or major building break, see Figure 11.
3. Major breaks shall be a minimum of 6 feet wide and 6 feet in depth with a minimum horizontal area of 50 square feet.

3.1.2 Corner Buildings and Vertical Height

Buildings located on Ashby Avenue at the corner of MLK Jr. Way and Adeline Street shall have a distinct corner building form. The distinct corner form shall be a minimum 25 feet in length along each facade and include one or more of the following:

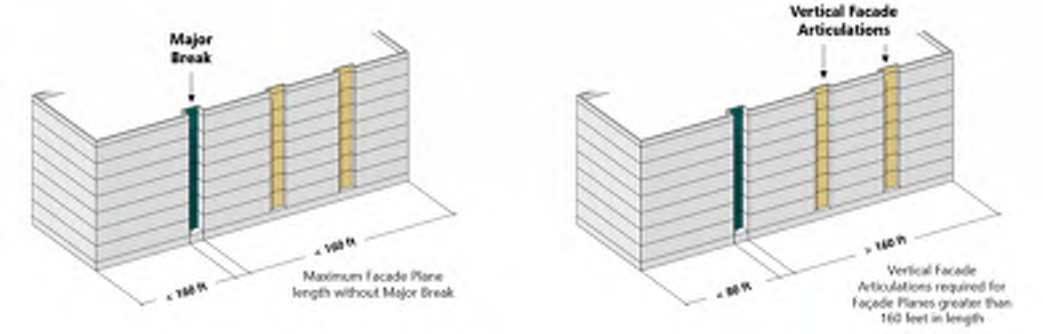
1. A change in roof form from the other portions of the building.
2. A change of building height greater than 8 feet from other portions of the building.

3.2 Facade Design

3.2.1 Vertical Rhythm and Pattern

Building facades facing publicly accessible places shall express a vertical rhythm and pattern that reflects the size and scale of a residential unit and/or individual rooms or shall be designed with custom details to create an ornamental facade. Facade planes fronting a public street or publicly accessible space exceeding 80 feet in length shall meet the following standards for either Vertical Facade Articulations or Ornamental Facades (see Figure 12). Facade planes are measured from corner of building to corner of building or Major Break as defined in 3.1.1.

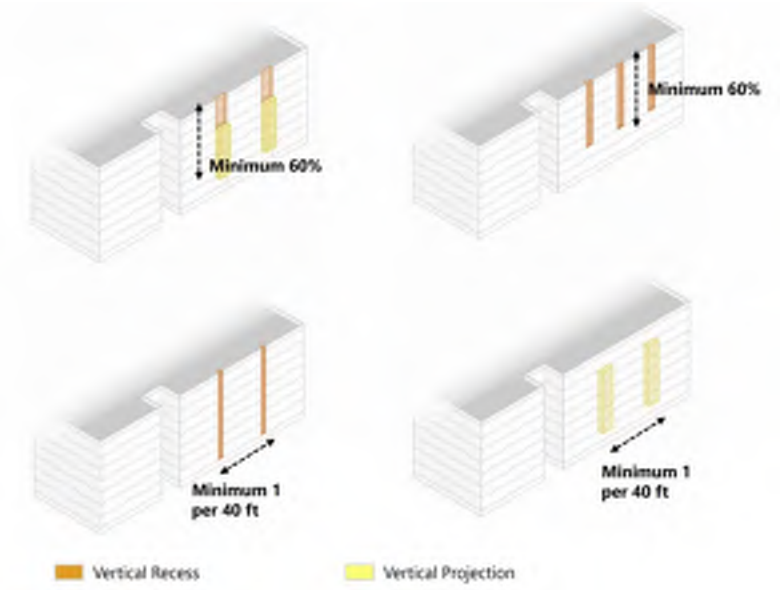
Figure 11. Diagram of Major Breaks and Vertical Façade Articulations



3.2.1.1 Vertical Facade Articulations:

1. A vertical recess, projection, or change in the facade plane of the building massing shall occur at an average minimum of one per 40 feet of linear facade length with no facade length greater than 50 feet in width without a vertical recess, projection, or change in the facade plane that meets the standards below.
2. The vertical recess, projection, or change in the facade plane of the building massing shall have a minimum depth of 2 feet.
3. The vertical recess, projection, or change in the facade plane shall occur for a minimum 60% of the facade height measured from the average ground plane to the top of structure for the specific facade plane of the minor break/modulation.
4. The minimum width of a recess or change in the facade plane shall be 2 feet and maximum width shall not exceed 40 feet. Recesses and changes in the facade plane shall extend through the roof plane.
5. The minimum width of a projection shall be 4 feet, and maximum width shall not exceed 15 feet.

Figure 12. Diagram of Vertical Façade Articulation Types



3.2.1.2 Ornamental Facade.

1. Ornamental facades shall include a distinct building base, middle, and top defined by a cornice with a minimum height of 8 inches and minimum projection depth of 6 inches. Cornices defining a building top shall have a minimum of two depth levels.

2. Ornamental facades shall exceed 5% of the facade area. Ornament shall include features such as cornices, sculptures, artistic inlays or reliefs, decorative tile, decorative molding around windows, or other artistic add-ons to the facade. Ornamentation must deviate in color or material from the wall material behind it or be of high- quality material such as brick, stone, ceramics, metal, wood, tile, or fiber-cement board. Ornament shall not include built-up stucco trim or molding (also known as “plant-ons”).

3. Windows shall be punched with a minimum recess of 4 inches from the facade.

Figure 13. Example of Ornamental Façade



3.2.2 Building Projections

1. Stoops, porches, decks, landings, and stairs less than 6 feet in height may project into required setback areas (less than 8 feet in height along Ashby Ave).

2. Building features including eaves, cornices, canopies, awnings, and other weather protection features like sun-shades may project a maximum of 3 feet into required setback areas. Weather protection over stoops, porches, and building lobbies may project to the property line.

3. Building projections including balconies and bay windows features may project a maximum of 3 feet into required setback areas or public right-of-way. Projections over the right-of-way require a Minor Encroachment Permit from the Department of Public Works.

    a. Building projections shall not exceed 25% of the facade length of the building wall to which it is attached.

    b. Building projections shall have a minimum 12 feet clear height from sidewalk grade.

4. Building projections are not allowed over interior lot lines. Required vertical rhythm and pattern articulation for building facades shall occur within the interior parcel lines.

3.3 Design Elements

3.3.1 Fenestration

Windows shall meet one of the following requirements:

1. Windows shall be punched with a minimum recess of 2 inches from the facade or shall be framed with a minimum projection of 4 inches from the facade. Built-up stucco trim or molding (also known as “plant-ons”) are prohibited.
2. Windows that are flat or flush with the facade are prohibited unless applied to a recessed portion of the building facade with a minimum of four inches in depth. Vertical window edges shall be directly adjacent to recess.

Figure 14. Example of Windows Within a Recess and Framed Windows



3.3.2 Materials

No single material shall cover more than 80% of the cumulative facade area (excluding windows, doors, garage doors, and building trim) of a building except for high-quality materials such as brick, stone, ceramics, metals, fiber-cement panels, or other composite panel systems.

3.3.3 Public Art

Public art shall be distributed sitewide.

Ashby Station West Lot TOD

Circulation Framework

DECEMBER 2024

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Acknowledgements

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BART	Planning & Development	Station Area Planning	Group Manager	Tim Chan
			Principal Planner	Kamala Parks
			Principal Planner	Rachel Factor
		Transit Oriented Development	Group Manager	Carli Paine
			Principal Property Development Officer	Shannon Dodge
			Director	Kasheica McKinney
		Customer Access & Accessibility	Director	Bob Franklin
			Manager of Parking Programs	Danielle Dai
			Manager of Bicycle Access Programs	Heath Maddox
			Manager of Access Programs for Transit, Curbs, Signage, & Circulation	Jumana Nabti
			Parking Coordinator	Mirubenat Obregon
			Manager of Access & Accessible Services	Ryan Greene-Roesel
	Controller-Treasurer	Treasury	Assistant Treasurer	Todd Morgan
	Office of Infrastructure Delivery	Office of District Architect	Senior Manager of Engineering Programs	Kathy Small
		Office of District Architect	Project Manager of Engineering Program for TOD and Permitting	Marcus Williams
	Operations	Fire Life Safety	Director	Thomas Moloney
		Transportation Operations	Chief Officer	Tera Stokes-Hankins
Berkeley	Planning & Development	Land Use Planning	Principal Planner	Alisa Shen
			Associate Planner	Uttara Ramakrishnan
	Fire Department	Fire Prevention	Deputy Fire Marchal	Dori Tieu
			Fire Marshall	Steven Riggs
	Public Works	Engineering Division	Supervising Civil Engineer	Danny Akagi
			Acting Supervising Civil Engineer	Vincent Chen
		Office of the Director	Deputy Director	Wahid Amiri
		Operations	Operations Manager	Joy Brown
		Transportation	Associate Planner	Elizabeth Janney Lockman
		Transportation	Principal Planner	Eric Anderson
		Transportation	Associate Civil Engineer	Jesse Peoples
		Transportation	Americans with Disabilities Act Coordinator	Thomas Gregory
		Zero Waste	Operations Manager	Leticia Jauregui

1. Introduction

1.1 Purpose

The purpose of the Circulation Framework is to outline requirements for transit-oriented development (TOD) on the West Lot of the Ashby BART Station. These requirements will be included in the developer solicitation to inform respondents. The Circulation Framework includes requirements for fire and life safety, public access to the Station, BART maintenance, Traction Power Substation (TPSS), and other requirements that limit the location of development. The Circulation Framework assumes the flea market will be relocated to Adeline Street as part of the city-led Adeline Street Transportation Improvements Project that will create a new public plaza running the length of the BART property on Adeline Street.

The Circulation Framework was developed in close collaboration with BART staff from Planning and Development, Office of Infrastructure Delivery, and Operations, as well as City of Berkeley staff from Planning, Public Works, and the Fire Department. The Circulation Framework is written to be precise in specific needs of each stakeholder and will clearly outline flexibility in design where it is possible. While this document attempts to provide detailed guidance for fire and life safety, the Berkeley Fire Department will review development applications and has the authority to require additional measures that ensure first responders are able to access the BART Station and each proposed building.

1.2 Site Overview

Figure 1, outlines key information in understanding the West Lot including topographic considerations, BART facilities, station access, and emergency egress locations.

FIGURE 1 - BASE CONDITION DIAGRAM/MAP



1.3 Project Goals

Goals for the Circulation Framework are informed by the City - BART Joint Vision and Priorities for Transit-Oriented Development for North Berkeley and Ashby BART Stations (JVP), which was approved by Berkeley City Council and BART Board of Directors, as well as the Residential BART Mixed Use District (R-BMU zoning). The Circulation Framework goals also reflect additional outreach with community members, stakeholders, BART staff, and City of Berkeley staff. The site strategy diagram below outlines key requirements and locates aspects of the project goals. The goals are as follows:

1. Meet all fire and life safety requirements and needs for the site
2. Maintain a functional transit station
3. Create an inviting BART station experience
4. Maximize accessibility for all users and maintain station access for all modes of transportation
5. Maximize the number of new homes
6. Maximize building frontage facing Adeline Street and Adeline/Ashby Corner Plaza
7. Enable financial feasibility for development

FIGURE 2 - SITE STRATEGY DIAGRAM/MAP



2. Circulation Requirements

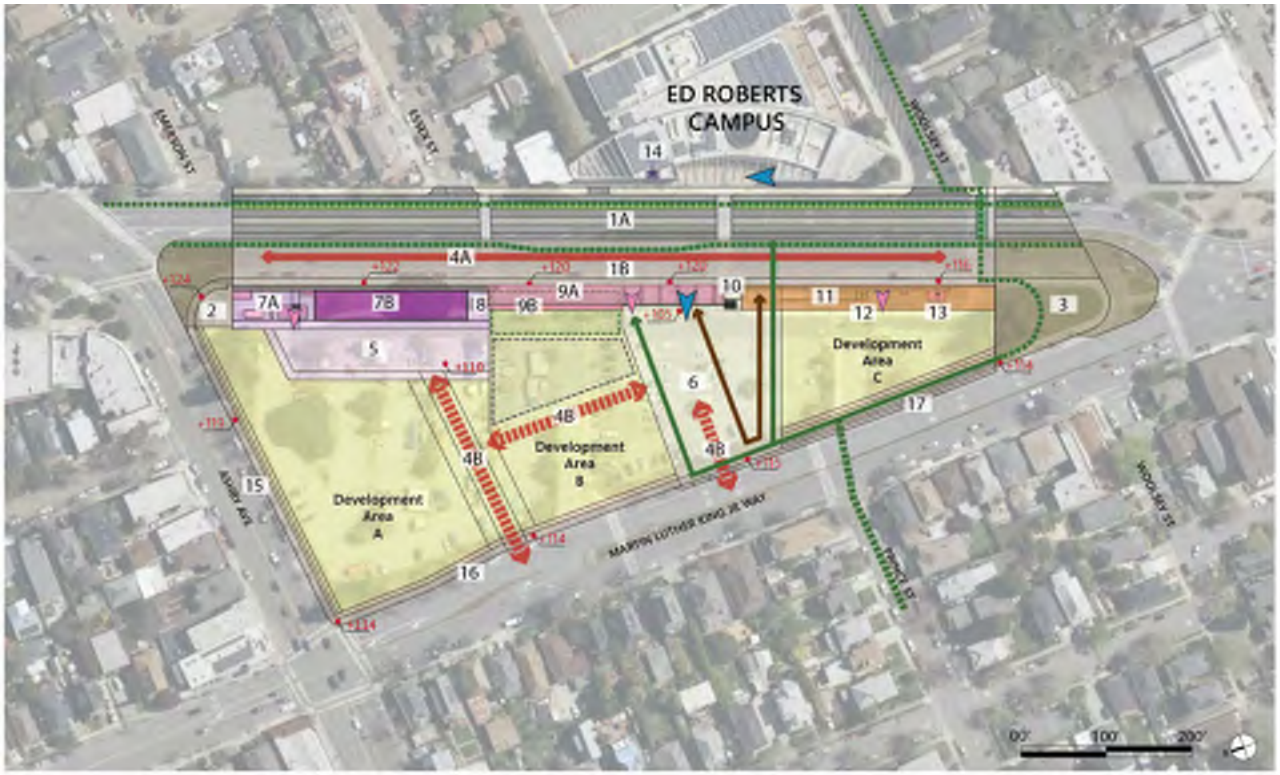
This Circulation Framework outlines requirements for all modes of station access and maintenance, as well as recommendations and examples of how the requirements and recommendations may be satisfied. These requirements and recommendations are in addition to the requirements of the zoning and building codes and BART's *Ashby West Lot Transit Oriented Development Basis of Design Criteria*. The *Ashby BART Station Access Plan*, which will be funded by the selected developer, will identify future access needs and evaluate improvements. This could include additional circulation requirements, loading zones, and/or changes to these requirements that may supersede this document. The requirements and recommendations will impact the location and footprint of development on the West Lot.

To illustrate the complex web of requirements for development on the West Lot, this document includes potential development scenarios and conceptual site plans that meet the requirements. These illustrative diagrams are not preferred site design concepts. The following two diagrams (Option 1, figure 3 and Option 2, figure 4) summarize the key requirements of the Circulation Framework in two potential development scenarios for TOD development. The diagrams also function as legend for site and infrastructure terminology used throughout the document. More detailed drawings of Development Scenario Option 1 are provided throughout the document as a conceptual example for key requirements.

Key Elements of the Circulation Framework

- Provide two points from public rights-of-way for emergency vehicles to access the Main Station Entrance
- Provide physically separated and/or delineated ADA and bicyclist access from Adeline Street to the Main Station Entrance.
- Provide physically separated and/or delineated ADA and bicyclist access from MLK Jr Way to the Main Station Entrance.
- Provide emergency and maintenance vehicle access to the TPSS Replacement Area
- Provide TPSS maintenance staging area and area for an emergency temporary TPSS.

FIGURE 3 – POTENTIAL DEVELOPMENT SCENARIO MEETING PROJECT REQUIREMENTS (OPTION 1)



- Estimated Site Elevation
- BART Station Entrance
- BART Station Emergency Egress
- 1A Adeline Street Reconfiguration
- 1B Adeline Main Plaza
- 2 Corner Plaza Extension
- 3 Woolsey Intersection Redesign
- 4A Adeline Main Plaza Emergency Vehicle Access
- 4B Required Emergency Access
- 5 Staging Area: Emergency Vehicle Access, BART Maintenance Staging Area, and Temporary TPSS Area
- 6 Station Entrance Plaza
- 7A North Platform Egress Stair + BART Vents and TPSS Equipment
- 7B TPSS Replacement Area
- 8 North Plaza Stair (to be rebuilt)
- 9A Existing BART Terrace
- 9B BART Terrace Extension
- 10 South Plaza Stair (to be rebuilt)
- 11 South Plaza Extension
- 12 South Platform Egress Stair + BART Storage (access to be reconfigured)
- 13 BART Vents (to be extended 10' above plaza grade)
- 14 Elevator Access
- 15 Ashby Sidewalk Widening
- 16 MLK Sidewalk Widening (north)
- 17 MLK Sidewalk/Bikeway Widening (south)
- BART Site Bicycle Path of Travel
- City of Berkeley Proposed Bicycle Path of Travel
- BART Site ADA Ramp Access
- Bike Parking Under Podium
- BART Parking Under Podium

FIGURE 4 - POTENTIAL DEVELOPMENT SCENARIO MEETING PROJECT REQUIREMENTS (OPTION 2)



- Estimated Site Elevation
- BART Station Entrance
- BART Station Emergency Egress
- 1A Adeline Street Reconfiguration
- 1B Adeline Main Plaza
- 2 Corner Plaza Extension
- 3 Woolsey Intersection Redesign
- 4A Adeline Main Plaza Emergency Vehicle Access
- 4B Required Emergency Access
- 5 Staging Area: Emergency Vehicle Access, BART Maintenance Staging Area, and Temporary TPSS Area
- 6 Station Entrance Plaza
- 7A North Platform Egress Stair + BART Vents and TPSS Equipment
- 7B TPSS Replacement Area
- 8 North Plaza Stair (to be rebuilt)
- 9A Existing BART Terrace
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- 12 South Platform Egress Stair + BART Storage (access to be reconfigured)
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- 16 MLK Sidewalk Widening (north)
- 17 MLK Sidewalk/Bikeway Widening (south)
- BART Site Bicycle Path of Travel
- City of Berkeley Proposed Bicycle Path of Travel
- BART Site ADA Ramp Access
- Bike Parking Under Podium
- BART Parking Under Podium

2.1 Public Rights-of-Way

This section outlines the requirements for widened sidewalks on Ashby Avenue and Martin Luther King Jr. Way (MLK Jr Way) and the conceptual plans for the reconfiguration of Adeline Street to include the Adeline Main Plaza and roadway narrowing as part of the city-led Adeline Street Transportation Improvements Project. Through the development process, lot-line adjustments will be made to move property lines to the future back-of-walk locations following the requirements below for sidewalk redesigns. Additional details related to the sidewalk design and streetscape character will be located in the preliminary *Ashby BART West Lot Objective Design Standards* (ODS) and regulated by the final ODS adopted by the City of Berkeley. For the sake of this document, it is assumed all existing curbside parking on Ashby Avenue and MLK Jr Way of the West Lot's perimeter will be converted to loading zones for people and/or goods.. The *Ashby BART Station Access Plan* will evaluate curb space in detail and may modify these recommendations or make additional recommendations.

2.1.1 Ashby Avenue

The existing sidewalk is 9 feet wide with regularly spaced street trees. As part of the TOD project, the sidewalk will be widened to 13 feet. A minimum 5-foot-wide front building setback is required per the R-BMU zoning. The existing curb space currently designated for street parking will be converted to loading zones for people and/or goods, as shown in Figure 5 below. (note, a 45-inch sanitary sewer pipe runs below the sidewalk approximately one to two feet from the current back-of-walk)

FIGURE 5 - ASHBY AVE STREET SECTION DIAGRAM

8 ft Sidewalk – 5 ft Street Tree Planter - Street



2.1.2 Martin Luther King Jr. Way

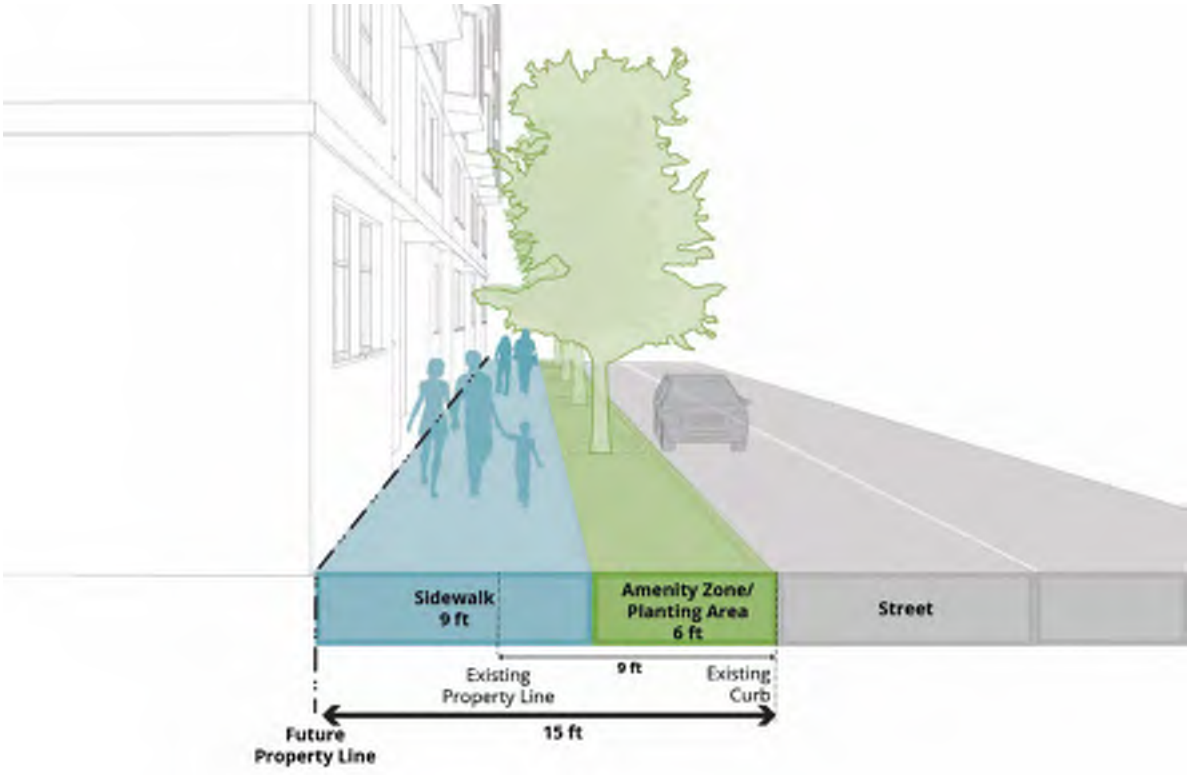
The existing sidewalk is 9 feet wide with regularly spaced street trees. To meet the bike circulation goals, MLK Jr Way will have two different sidewalk conditions, as outlined below. The existing curb space currently designated for street parking will be converted to loading zones for people and/or goods.

MLK Jr Way North of Station Entrance Plaza

The sidewalk will be widened to 15 feet from Ashby Avenue to the Station Entrance Plaza, as shown in Figure 6.

FIGURE 6 - MLK JR WAY STREET SECTION DIAGRAM (NORTH OF STATION ENTRANCE)

9 ft Sidewalk– 6 ft Street Tree Planter - Street



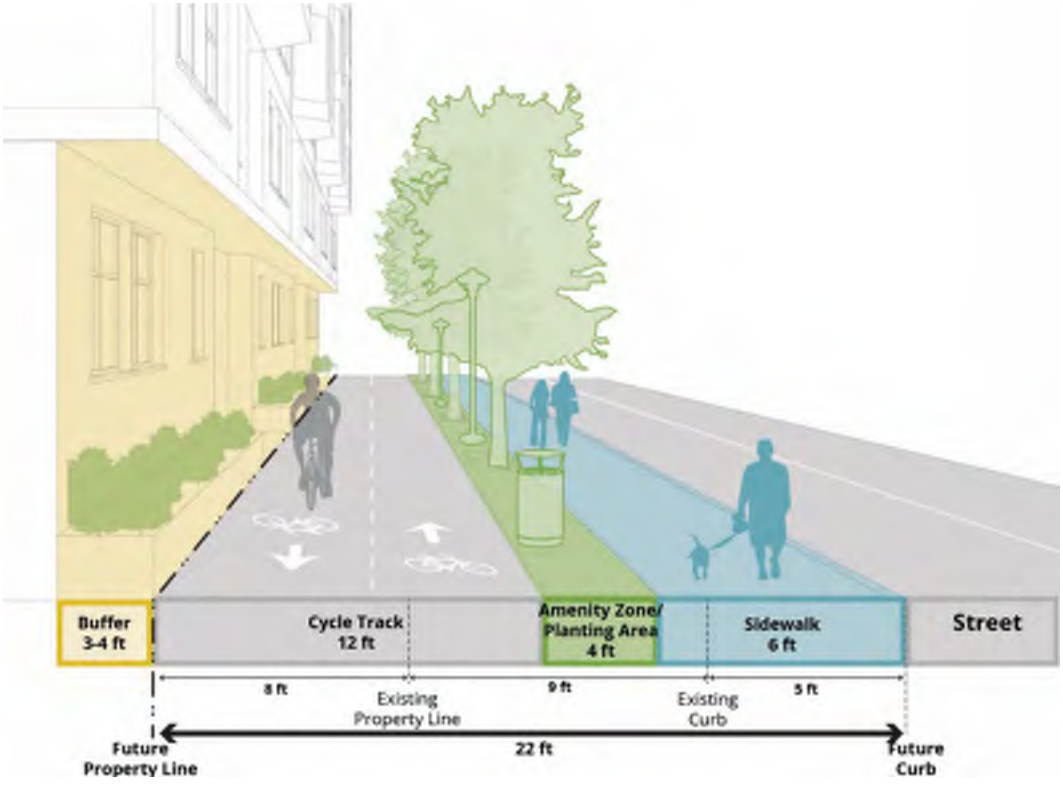
MLK Jr Way South of Station Entrance Plaza

The sidewalk area shall include a Class IV two-way elevated separated bikeway (cycle track) separated from the sidewalk connecting from the Station Entrance Plaza to the intersection of Woolsey Street/ Adeline Street/ MLK Jr Way. The section below moves the curb 5 feet within the existing curb-to-median area, reducing the two travel lanes and parking lane from a width of 35 feet to 30 feet. (note, a 45-inch sanitary sewer pipe runs the length of MLK Jr Way a few feet west of the existing curb line, street tree plantings should remain in roughly the same location as the current trees, as shown below). As part of a City-led project, the Prince Street crossing of MLK Jr Way will be enhanced for pedestrian and cyclist access in the near-term (figure 8). The Woolsey Street/ Adeline Street/ MLK Jr Way intersection is being redesigned and implemented by the City of Berkeley as part of the Adeline Street reconfiguration project (figure 6).

The ground floor of building(s) fronting this part of MLK should be set back to create a buffer of at least 3 feet from the cycle track to the building. This area may be planted, including above grade planters, as long as planters do not exceed 18 inches in height. The main entrance to building(s) fronting this part of MLK should be set back from the cycle track a minimum 15 feet. Entrances to accessory spaces, including utility rooms or refuse collection rooms, shall be set back a minimum of 5 feet to provide space for door swings and entry and exit without impeding on the cycle track.

FIGURE 7 - MLK JR WAY STREET SECTION DIAGRAM (SOUTH OF STATION ENTRANCE)

3-4 ft Buffer -12 ft Cycle Track – 4 ft Street Tree Planter – 6 ft Sidewalk –30 ft Curb-to-median



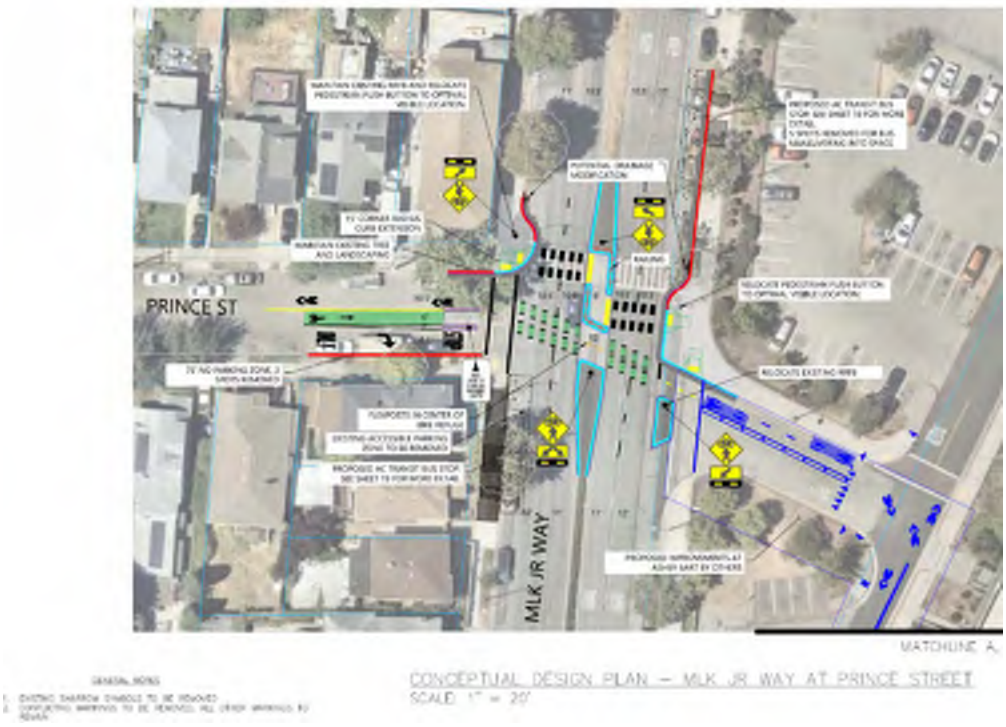
MLK Jr Way Center Median

The center median turn pockets and crosswalks shall be reconfigured on MLK Jr Way in consultation with the City of Berkeley and BART to meet maintenance, emergency, residential, and BART customer access needs to the new development, Station Entrance Plaza, and access driveways. The City is designing the Prince Street and MLK Jr Way intersection improvements which will reconfigure the median to improve pedestrian and cyclist access to and from the Ashby BART Station area (figure 8).

2.1.3 Connecting the East/West Woolsey/Prince Bike Boulevard

The Woolsey/Prince Bike Boulevard will be enhanced to go through the Ashby BART Station area prior to construction of the TOD. The City-led Adeline Street Transportation Improvements Project will realign the connection from Woolsey Street to Prince Street around the south side of the Ashby BART Station property. Figure 8 shows a preliminary conceptual drawing of the new crossing. The cycle track connection described above is critical to continuing the connection to Prince Street and the station entrance. BART and the City will coordinate interim conditions. When the TOD is implemented, changes to the intersection may be needed, including relocation of the proposed bus stop. These issues will be studied in the *Ashby TOD Access Plan*.

FIGURE 8 – PRELIMINARY CONCEPTUAL IMPROVEMENTS TO THE PRINCE STREET PEDESTRIAN/BIKE CROSSING (SOURCE: CITY OF BERKELEY)



2.1.4 Access and Operations for Refuse Collection

The developer will need to work closely with Berkeley's Zero Waste Division (ZWD) to prioritize refuse collection on site. ZWD identifies the goal of not storing or placing refuse containers in the public right of way. If refuse containers must be placed in the public right of way on collection days, they must not block sidewalks, bikeways, or traffic lanes.

2.1.5 Adeline Street and Adeline Main Plaza

Adeline Street Transportation Improvements Project (City of Berkeley)

As part of a city-led project, Adeline Street's roadway will be narrowed and the sidewalk will be widened. This expansion will provide a new plaza and location for the Berkeley Flea Market, which currently occurs every weekend on the West Lot. This project will develop preliminary engineering plans and conduct public engagement and environmental analysis for multimodal improvements on Adeline Street from just north of Ashby Avenue to the southern Berkeley city limit at the Stanford Avenue/Adeline Street/ MLK Jr Way intersection. This design will be based on concepts approved by Berkeley City Council in 2022 and discussed in the 2020 Adeline Corridor Specific Plan. The project will repair sidewalks and streetscape, provide more effective loading zones for local businesses, and repurpose existing general-purpose vehicle lanes for pedestrian crossing safety and transit operations improvements, low-stress bikeways, landscaping, and public space.

Figure 9 - Concept Diagram - Adeline Street Transportation Improvements Project (Source: City of Berkeley)



The City will convert two of the existing four vehicle lanes of Adeline Street between Ashby Avenue and MLK Jr Way to create a pedestrian plaza to provide additional community space, referred to as the Adeline Main Plaza. The new Adeline Main Plaza can serve as a permanent location for the Berkeley Flea Market, and potentially other public markets and events. At this time, the City only has funding for preliminary engineering, and not urban design, construction, or plaza programming. The majority of BART customers pick-up and drop-off, including buses

and shuttles, will occur on Adeline Street with the new design. This City project will be closely coordinated with planning for BART's Ashby TOD project.

Pedestrian and cyclist intersection improvements could include items such as lighting, pavement markings, signal modifications, curb extensions at roadway crossings, and pedestrian median refuges. The project will include transit treatments to improve the operations of AC Transit Lines F and 12, which connect Berkeley, UC Berkeley, BART stations, Emeryville, Oakland, and San Francisco. As part of the project, the City will evaluate transit features that may include a bus-only lane or queue jump lanes, as well as upgraded bus stops and bus boarding islands.

2.2 Station Access

In addition to the information below, please reference BART's Multimodal Access Design Guidelines (2017) and Station Experience Design Guidelines (2018), which provide general information regarding station access. The sections below provide supplemental information specific to this development site.

2.2.1 BART Customer Access

BART customer access to the station will be maintained at the two existing station entrances. The Main Station Entrance is located 15 feet below the west side of Adeline Street, opening up onto the existing parking lot. This Main Station Entrance and emergency egress will be maintained for pedestrian access. The Main Station Entrance will open up to a pedestrian plaza connecting the station entrance to MLK Jr Way, known as the Station Entrance Plaza. The Station Entrance Plaza will include emergency and maintenance vehicle access. Detailed requirements for pedestrian, bike, and vehicular access to the Main Station Entrance are provided below in the requirements for the Station Entrance Plaza. In addition to the Main Station Entrance, the Ed Roberts Campus station entrance provides elevator and stair access to the concourse level from the east side of Adeline Street. The Ed Roberts Campus is a prior phase of TOD consisting of an 80,000 square foot universally designed campus offering disability-related programs and services. More specificity about loading zones for people and goods, including ADA-accessible loading zones, will be identified in the *Ashby Station Access Study* that will be led by BART and funded by the selected developer.

FIGURE 10 - BART CUSTOMER ACCESS DIAGRAM



2.2.2 Pedestrian Access

Pedestrian BART customer access to the station on the West Lot will change with the TOD. Existing BART customer access from the north will be rerouted through the Adeline Main Plaza and MLK Jr Way following development. The location of new buildings along Ashby Avenue will remove the existing stairs and ADA ramp access points at the corners. Similarly, from the south, the sidewalk from Adeline Street down to the station entrance will be removed for a building fronting Adeline Street. Pedestrian access to the Main Station Entrance will be from the new Station Entrance Plaza that will span from MLK Jr Way to the new Adeline Main Plaza. The design requirements for the Station Entrance Plaza(Section 3.1) outline vertical circulation requirements including an ADA path from both MLK Jr Way and Adeline Street to the Main Station Entrance. Pedestrian access using the stairs and the elevator on the east side of Adeline through the Ed Roberts Campus will remain unchanged.

2.2.3 Bike Access

Cyclist access will be reconfigured similar to the pedestrian access described above with the primary access point from Adeline Street and MLK Jr Way being through the Station Entrance Plaza. Vertical circulation for cyclists to the station entrance and through the West Lot is complicated by the site topography. A goal of the project is to have ramped cyclist access from Adeline Street to the Main Station Entrance and a connection from the Prince Street Bicycle Boulevard to the Woolsey Street Bicycle Boulevard that is delineated from pedestrian and ADA access. More details about the potential connections as well as bicycle parking requirements are provided in the 3.1 Station Entrance Plaza section of this document.

2.2.4 Private Vehicle Access

All BART customer pick-up and drop-off, whether by bus, van, shuttle, ride share, or private vehicle is anticipated to be served on the West Lot's street perimeter and will not be required within the site. New pedestrian connections from the vehicle pick-up and drop-off areas are provided below in the requirements for the Station Entrance Plaza(section 3.1).

2.2.5 Vehicle Parking Requirements

The TOD shall include vehicle parking as listed below. Vehicle and bike parking made available during construction must not be less than the final planned amount of BART customer and staff spaces. Structured parking on the West Lot, if provided, shall be accessed from MLK Jr Way or the TPSS emergency access drive. Vehicle entrances from the Station Entrance Plaza are prohibited.

Parking Adjacent to Main Station Entrance (Surface spaces or within a parking structure):

- 2 Police Spaces (to be surface spaces within Station Entrance Plaza)
- 2 BART Maintenance Spaces, 24/7 access for Ford F250 or similar trucks (may be provided within parking structure with direct access to Main Station Entrance)
- 2 BART Staff Spaces with direct access to Main Station Entrance
- ADA Spaces for BART Customers (assume 16 spaces including van spaces as required by code)

Other Parking within the West Lot Development Area

- Up to 85 BART customer spaces inclusive of 16 ADA spaces (Note: this is the number to be shown in preliminary development concepts for the TOD; final number may be less)
- No residential parking is required, maximum 0.5 spaces per unit permitted
- Up to 6 spaces for carshare located on-site or on-street
- Parking areas should be designed to accommodate EV charging

2.3 Fire and Life Safety

This section is an outline of fire and life safety requirements for the Ashby TOD. While this document attempts to provide detailed guidance for fire and life safety, the Berkeley Fire Department will review development applications and has the authority to require additional measures that ensure first responders are able to access the BART Station and each proposed building. Please note, the City of Berkeley adopted Appendix D-Fire Apparatus Access Roads. This document and the BART *Ashby Station Transit Oriented Development Basis of Design Criteria* outline BART maintenance and service requirements that may constrain location or configuration of EVA requirements.

2.3.1 Emergency Vehicle Access Requirements

Two points of access to Station Entrance Plaza

The Main Station Entrance requires two points of access from public rights-of-way for emergency vehicles. The two points of access are required to be separated by either half the distance of the block length from Ashby Avenue to Adeline Street (approximately 500 feet apart) or shall circumnavigate around a building of significant mass. A new residential or mixed-use building is considered a building of significant mass, see figure 11.

Primary Access Location – Station Entrance Plaza

To meet first responder and BART access and maintenance needs, the primary access point shall be from MLK Jr Way and roughly in line with the Main Station Entrance to provide a visual connection to the street.

The primary access point shall include a vehicle turnaround that will give first responders and BART maintenance vehicles access to the Main Station Entrance. The turnaround may be integrated into a pedestrian plaza design and shall, at a minimum, meet turnaround requirements outlined in Appendix D, Section D103 of the California Fire Code. Vehicle turnaround shall be designed to restrict private vehicles through passive design elements like mountable curbs and materials delineating the area for pedestrian and bikes; bollards or gates are prohibited.

Secondary Access Location

The location and design of the secondary access point is flexible. At a minimum, the secondary access point shall connect a public right-of-way to the TPSS area and connect to the primary access at the Station Entrance Plaza. The access drive shall have a minimum 26-foot width where fire units may need to lay fire water supply hose or set up an aerial fire apparatus. If there are areas where this does not apply, then a 20-foot width may be acceptable upon review and approval by the Berkeley Fire Department. The secondary access point shall be separated from the primary access point by either half the distance of the block length (approximately 500 feet apart) or shall circumnavigate around a building of significant mass. The access drive may be entered from either MLK Jr Way or Ashby Avenue.

FIGURE 11- EMERGENCY ACCESS SUMMARY DIAGRAM



The secondary EVA may include building bridges over the access drive. Where the EVA passes under any overhead bridges, other than a momentary overhead obstruction, an Alternative Materials and Methods Request (AMMR) will be required by the Fire Department. Building bridges shall have a minimum 13.5-foot height clearance and shall not be deeper than 30 feet. The access drive shall have a minimum 26-foot width where fire units may need to lay fire water supply hose or set up an aerial fire apparatus. If there are areas where this does not apply, then a 20-foot width may be acceptable upon review and approval by the Berkeley Fire Department. See Preliminary ODS for Secondary Access drive design details.

Adeline Main Plaza

The Adeline Main Plaza shall include a minimum 20 feet wide EVA that extends the length of the plaza to provide emergency vehicle access in proximity to and above the TPSS area, TOD buildings fronting Adeline Street, and the Station Entrance Plaza. The EVA should be delineated through surface materials and bollards or planters. The placement of bollards and planters

should ensure no vehicles will encroach within the Existing BART Terrace nor within areas of the plaza that cantilever over BART property. These areas are not structurally rated to support the weight of private or emergency vehicles.

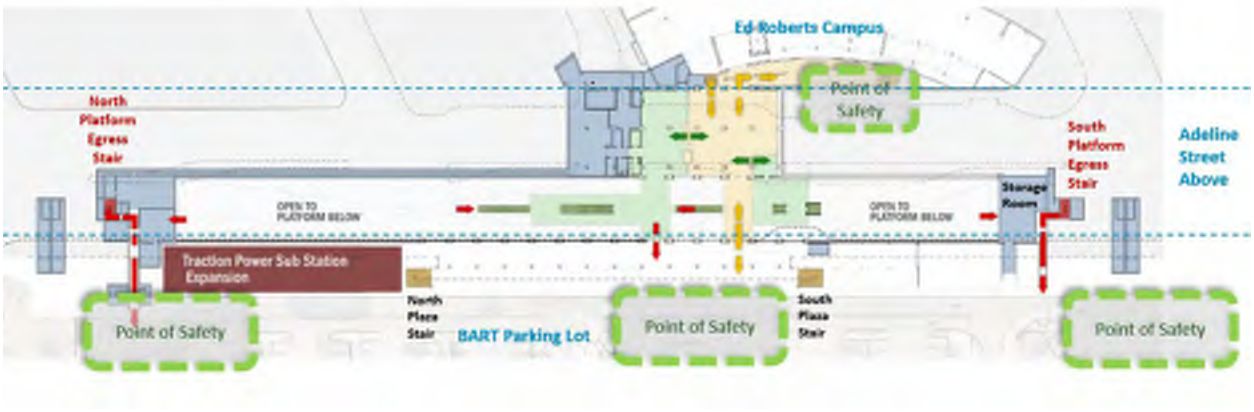
Design Vehicle Requirements

The primary and secondary emergency vehicle access shall meet the standards set forth in Appendix D of the California Fire Code. In addition, the EVA shall meet the turning radius requirements for WB-40 design vehicle.

2.3.2 Points of Safety

Points of safety are areas outside of the station's emergency exits that are required for BART customers to reach during a station evacuation or emergency. National Fire Protection Association Standard for Fixed Guideway Transit and Passenger Rail Systems (NFPA 130) specifies fire and life safety requirements for transit stations which require BART customers to be able to reach a point of safety from the platform within 6 minutes. Points of safety must lead to a public right-of-way or a safe dispersal area with unencumbered access for emergency responders. Figure 12 shows the existing points of safety at the station. It is assumed that the TOD may encroach on or otherwise encumber the existing safe dispersal areas outside of the emergency exit locations so provisions must be made to maintain proper evacuation accommodations both during construction and in the final site layout. The following requirements and safety measures for providing Points of Safety/Safe Dispersal Area are provided to ensure the safety and efficiency of emergency evacuations at the Ashby BART Station, supporting the emergency preparedness of the facility.

FIGURE 12 - STATION CONCOURSE LEVEL DIAGRAM - EXISTING CONDITION



Determining Evacuation Loads

NFPA 130 governs the criteria for evacuating station occupants to a point of safety. The design evacuation load for the Ashby BART Station requires up to 4,600 BART customers to be evacuated in a worst-case scenario. It is assumed that the emergency exit stairs from the platform level would accommodate 40% of BART customers, while the remaining 60% would exit via the Main Station Entrance, following typical assumptions for California Assembly Occupancies. Evacuees at the north and south emergency egress points would proceed to nearby points of safety, while those exiting at the Main Station Entrance would exit to a point of safety outside the concourse and disperse to a designated area at the Station Entry Plaza.

FIGURE 13 - EVACUATION REQUIREMENTS

Ashby Station NFPA Passenger Load Working Assumptions		
1. Per NFPA 5.3.2.5,		
a. Max 10 car train load	2,000	Passengers
b. Non-peak direction 400 Passengers	400	Passengers
1. Faregate peak hour entries for 2019	1,143	Passengers
2. Peak hour Headways 7.5 minutes, 8 trains/hour		
a. Surge factor of 1.5	1,714	Passengers
1. Entraining load for one headway (1714/8)	214	Passengers
2. One train out of service (2*214)	428	Passengers
3. 2,000 + 400 + 428 + 1,714 Est. Passenger Load	**4,542**	Passengers

Evacuation Load [1]	**4,542**	**Passengers**
West Station Entrance	2,725	Passengers
North Emergency Exit	908	Passengers
South Emergency Exit	908	Passengers
Ed Roberts	-	Passengers

Safe Dispersal Area Requirements at Points of Safety

Safe dispersal areas should accommodate the distributed evacuation loads from the station at the point of safety at each emergency exit. For each person, five square feet (SF) must be allocated. Based on BART's evacuation assessments, the following safe dispersal areas are required.

- Main Station Entrance 13,626 SF
- South Platform Emergency Egress Stair 4,542 SF
- If Combined, Main + South Platform Egress Stair 18,168 SF

- North Platform Emergency Egress Stair 4,542 SF

Station Entrance Plaza Point of Emergency Egress/Safe Dispersal Area

Based on recommendations from BART's Director of Fire-Life Safety and the City of Berkeley's Fire Officials, BART customers at the north and south emergency points of safety would likely intuitively move to the primary dispersal area located at the Station Entrance Plaza served by an emergency command center or to the nearest public right-of-way. The connection must be direct and intuitive to the evacuees with a line of sight to the Station Entrance Plaza dispersal area.

Based on the Station Entrance Plaza being designated as a Safe Dispersal Area under the California Fire and Building Codes, the requirement to support the expected number of evacuees would be 5 SF per evacuee. This equates to 2,820 persons (4,600 x 3/5 = 2,820) at 5 SF each, necessitating a total dispersal area of approximately 14,000 SF at the main station entry point of safety if only those exiting the main entry are considered. If the total occupant load including the north and south exits are considered, then 23,000 SF would be required. The estimated size of the Station Entrance Plaza excluding vertical circulation and MLK Jr Way sidewalk is approximately 25,000 sf.

North Platform Egress Stair / Point of Safety

The emergency exit for the north station platform is situated between the ventilation structures and the electrical equipment enclosure on the north side of the site, near the intersection of Ashby and Adeline. It is crucial that the North Platform Egress Stair remains fully operational throughout the construction period. A designated path leading to a "point of safety" must be maintained and accessible to BART customers, allowing them to reach a safe dispersal area within 6 minutes or less from the platform.

Access for emergency vehicles must be ensured to this point of safety, which might be located near the future TPSS access area. The safe dispersal area, potentially situated within the TPSS maintenance staging area, should not disrupt emergency operations or block access for emergency vehicles.

Additionally, a direct and unobstructed route must be provided from the North Platform Egress Stair to the Station Entrance Plaza or to a public right-of-way. This pathway is essential for BART customers to evacuate the station swiftly in an emergency and access the emergency response services available at the Station Entrance Plaza. The North Plaza Stair shall be rebuilt to connect to the staging area to provide pedestrian egress from this area to Adeline Street.

South Platform Egress Stair

Currently, emergency egress from the south side of the station platform exits into a point of safety in the parking area located at the south end of the site. It is essential that a point of safety is accessible within 6 minutes or less from the platform. Retaining the current point of safety could significantly constrain or prevent development along the Adeline Main Plaza and South

Plaza Extension area. To optimize buildable space and establish a direct building connection to Adeline Street for the proposed development, the egress routes from the South Plaza Egress Stair need to be reconfigured to ensure a protected path of travel to a new exit discharge location. This new exit configuration would align with a point of safety that fulfills the egress requirements as specified in NFPA 101, Life Safety Code, Chapters 7 and 12, with exceptions as outlined in NFPA 130. The egress reconfiguration can be implemented within a fire-rated exit passageway according to NFPA 101 and local building codes, which set the criteria for fire resistance and emergency egress, ensuring access to a safe dispersal area reachable by emergency responders.

Adjacent to the egress stair, BART accesses a storage room located at the far south end of the station at the concourse level from the parking area, which includes direct access via a ramp. Continuous access to this storage room must be maintained along a pathway free of stairs.

Existing surge vents and surface vents located south of the stairs will be maintained in their current configuration. Plaza area or sidewalks extended to be directly adjacent to these vents will require the vent structure to extend the vent discharge to at least 10 feet above the new sidewalk/plaza grade in compliance with code. The intake vent will be required to be extended to the new sidewalk/plaza grade. Both vents shall be in continuous working order throughout any construction period.

FIGURE 14 - SOUTH PLATFORM EGRESS STAIR AND STORAGE ROOM - EXISTING CONDITIONS



South Platform Egress Stair Rebuild Options

Three options are available to maintain egress from the South Platform Egress Stair emergency exit:

1. **Corridor to Station Entrance Plaza.** A fire-rated corridor that qualifies as an area of refuge constructed adjacent along the west side exterior of the station box to accommodate egress from the point of exit to the Station Entrance Plaza.
2. **Staircase to Adeline Main Plaza.** A fire-rated staircase extension to Adeline Street level.
3. **Egress to Podium Structure.** Direct egress into a point of safety within a TOD podium structure with a direct accessible path of travel to a public way or area of safe dispersal with EVA.

Option 1 - Fire-Rated Exit Passageway Egress to Station Entrance Plaza

In this option, a direct route from the South Platform Egress Stair to the Station Entrance Plaza is established through a newly constructed exit passageway corridor. The exit passageway is to be constructed outside and adjacent to the station box at the floor level of the storage room and exiting at the main station entry elevation. This corridor will lead to a safe dispersal area at the Station Entrance Plaza. It must be designed to be fire resistant with a minimum rating of 1 hour and equipped with suitable emergency ventilation and lighting systems. The corridor is required to be at least 8 feet wide and 8.5 feet tall, maintaining a floor slope no greater than 2%. The clear exit door width at the end of the corridor must be at least 6 feet wide and 7 feet high, fitted with panic hardware on the emergency exit side. Additionally, this arrangement includes a connection to the storage room directly from the corridor.

FIGURE 15 - SOUTH PLATFORM EGRESS STAIR - OPTION 1 DIAGRAM

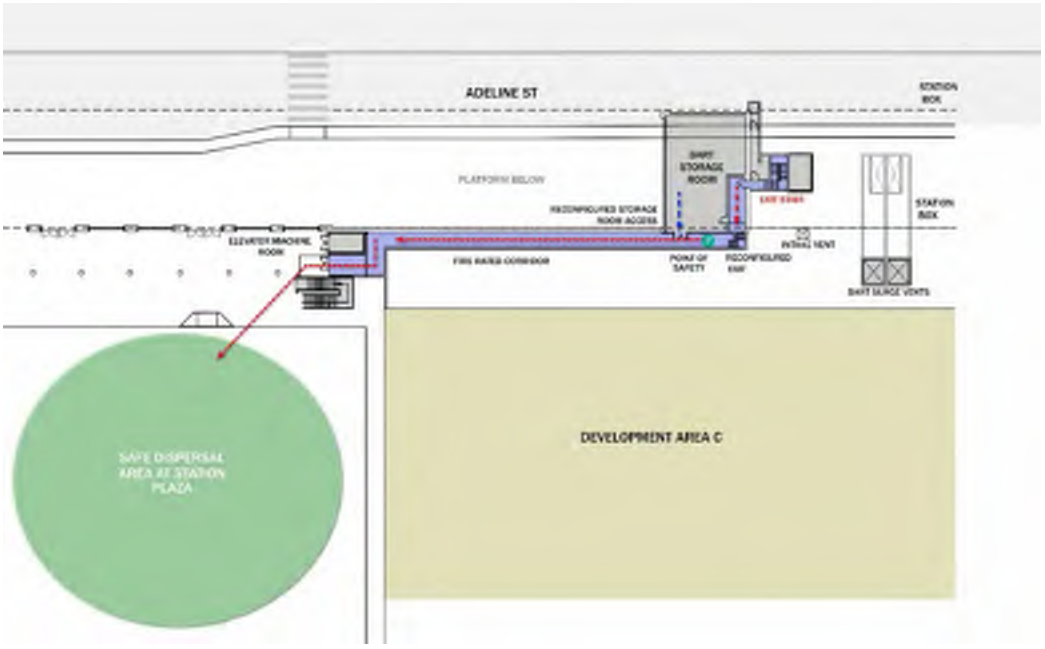
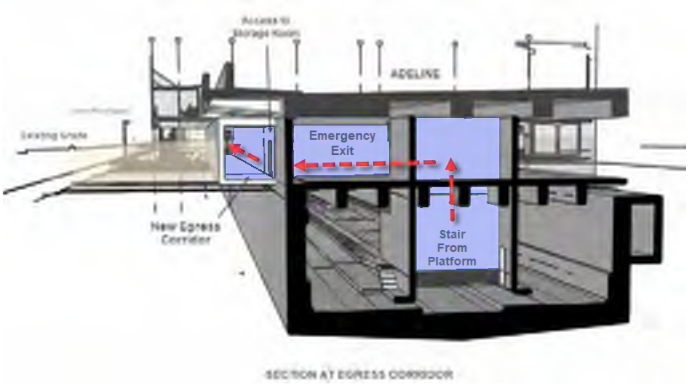


FIGURE 16 - OPTION 1 SECTION



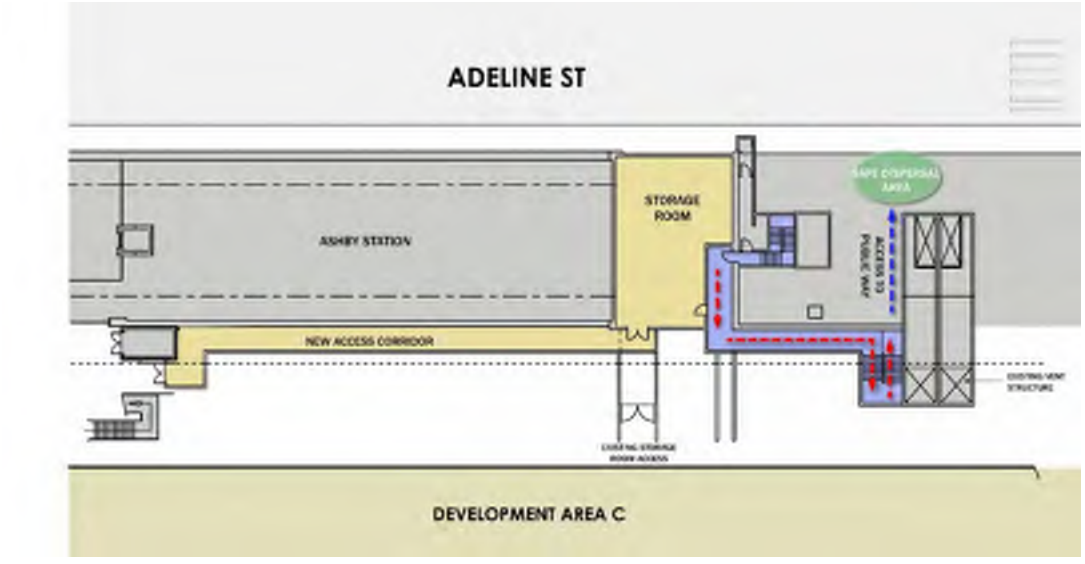
Option 2 - Fire-Rated Exit Passageway and Egress Stair to Adeline

This option provides an egress path from the South Platform Egress Stair through a newly established fire-rated exit passageway corridor leading up to the public way/safe dispersal area at the Adeline Main Plaza. New stairs would be required to accommodate the grade change located adjacent to the vent structure.

The existing surge vents and surface vent located south of the stairs would need to be modified to extend at least 10 feet above the sidewalk level to meet code requirements. Access to the BART storage area is required to be preserved either through an enclosed corridor, similar to Option 1, or access could be integrated into a parking podium in Development Area C.

The clear dimensions of the corridor and stairway shall be 5 feet wide minimum and 8 feet high. The exit door shall have a minimum total clear width of 4 feet and a minimum height of 7 feet and be equipped with panic hardware on the emergency exit side.

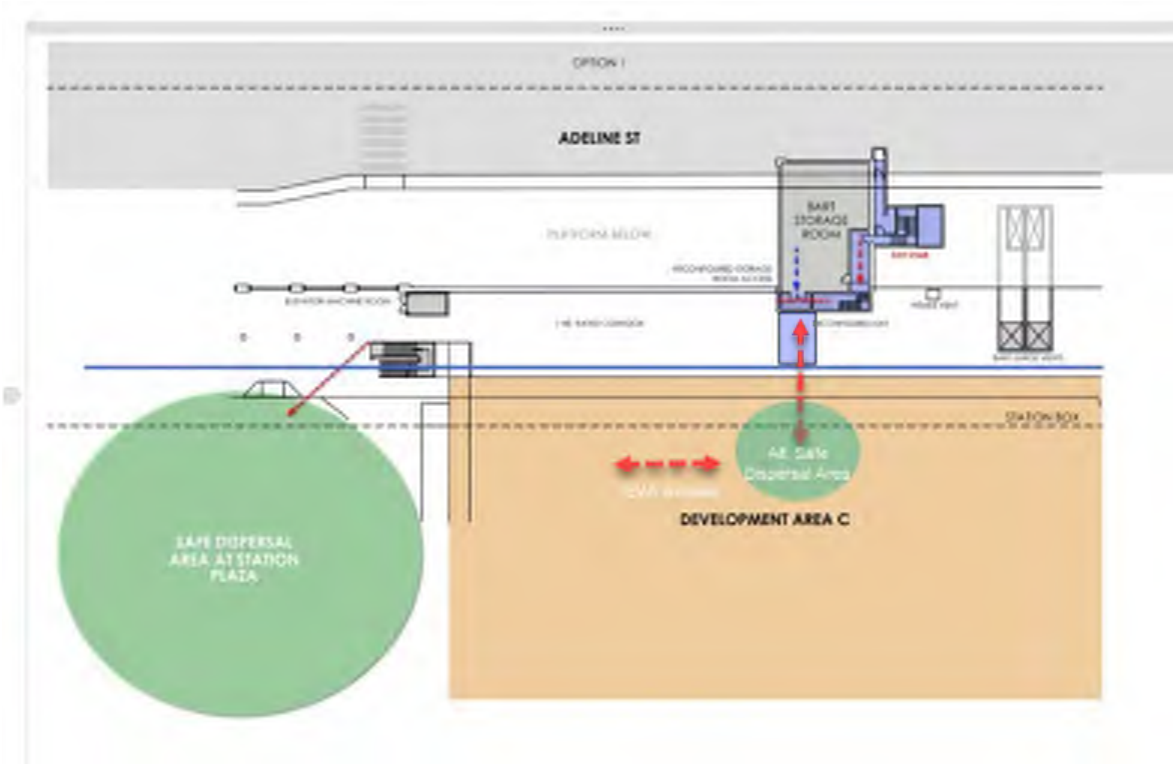
FIGURE 17 - SOUTH PLATFORM EGRESS STAIR ACCESS - OPTION 2 DIAGRAM



Option 3 - Egress into a Parking Podium in Development Area C

With this option, the current egress discharge point at the south stair would be maintained together with access to the storage room from an at grade location within Development Area C, either at an open-air safe dispersal area or within the parking podium. A safe discharge area within a parking garage, also referred to as an "area of refuge," involves several considerations aimed at protecting people during an emergency until they can be safely evacuated or rescued. It should be marked and located near exits or along emergency evacuation routes to a safe dispersal area or public way. The area shall be positioned such that emergency response personnel can evacuate the station. The area must be served by emergency lighting and mechanical ventilation systems that are capable of maintaining safe air quality even during power failure.

FIGURE 18 - SOUTH PLATFORM EGRESS STAIR ACCESS - OPTION 3 DIAGRAM



2.3.3 TOD Construction and Phasing

Station Access During Construction

This guide outlines criteria for maintaining BART customer and personnel access during station construction. This is not comprehensive, and all construction phasing should be planned with BART. It is crucial to ensure constant access for BART customers, operational needs, and emergency services:

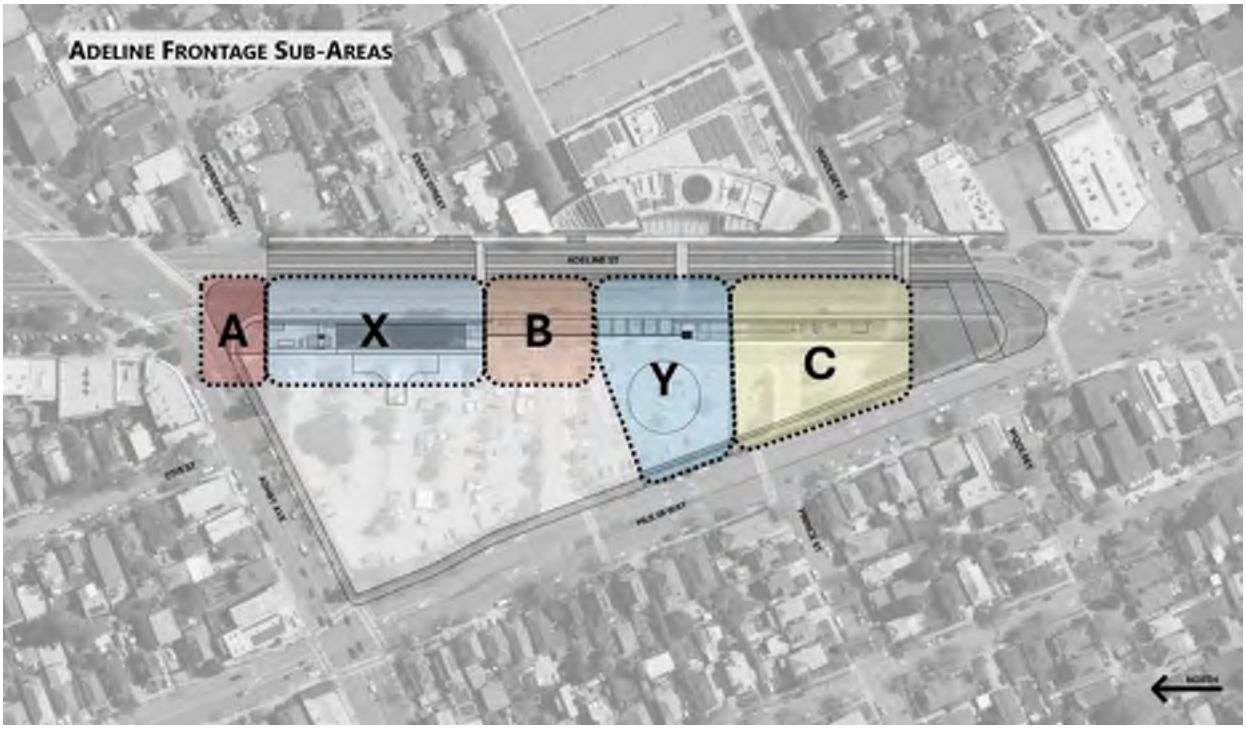
- Existing station entrances must remain operational at all times.
- Clear, accessible paths to the station entrance must always be available to BART customers.
- Adequate emergency exits must be provided at all times.
- Existing station emergency egress points must remain operational with unobstructed access for emergency vehicles. Only one of the platform emergency egress stairs (south or north) may be temporarily out of service at a time and only with permission from BART.
- Pick-up/drop-off and bus/shuttle loading zones must be accessible at all times.
- Access to BART refuse collection.
- Two parking spaces for station agents located as close as possible to station entrance
- Vehicle and bike parking made available during construction must not be less than the final planned amount of BART customer and staff spaces
- BART maintenance personnel must have access to the station and TPSS areas at all times.
- A potential crane staging area must be preserved adjacent to the TPSS, ensuring TPSS can commence construction during TOD construction if needed.
- BART criteria must be strictly followed to avoid impacting the station box or other BART structures during construction.

3. TOD Public Realm Design

The Adeline Street frontage is divided into 5 sub-areas based on the existing conditions and potential to connect to Adeline Street. A key goal of the Ashby BART TOD is to maximize building frontage facing the Adeline Main Plaza. Due to station access and mechanical equipment, connections to Adeline Street are not feasible in areas X and Y. Development Areas A, B, and C all have potential for buildings to make connections to Adeline Street or the Corner Plaza at Ashby Avenue. The following section will outline circulation elements related to each section below. The *Ashby Station West Lot TOD: Adeline Connections Memo* outlines opportunities and constraints to connect the TOD to Adeline Street.

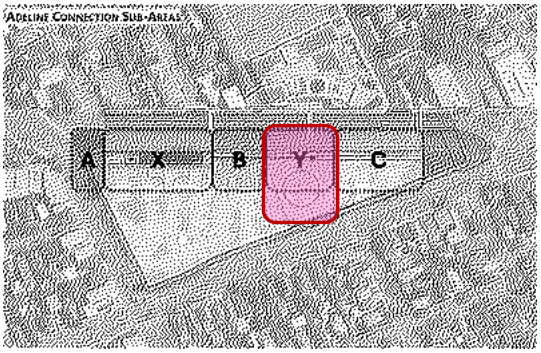
A. Ashby /Adeline Corner Plaza
B. North of Station Entrance Area/Existing BART Terrace Connection
C. South of Station Entrance Area/South Plaza Extension
X. TPSS and BART Equipment Area *(Connection not feasible, see section below for design details)*
Y. Station Entrance Plaza Area *(Connection not feasible, see section above for design details)*

FIGURE 19 - ADELINE FRONTAGE SUB-AREAS DIAGRAM



3.1 Station Entrance Plaza Design

KEY PLAN Y



3.1.1 Area Y Goals

- Provide safe and convenient pedestrian and bike connections to the Main Station Entrance.
- Provide ADA accessible pathways to the Main Station Entrance.
- Provide access for first responders and meet all fire and life safety access requirements.
- Provide BART maintenance and operations access to the station.
- Create a public open space for the community and increase access to greenery.

3.1.2 Area Y Requirements

Emergency and Maintenance Access

The Station Entrance Plaza shall include a turnaround that meets the requirements outlined in Appendix D, Section D103 of the California Fire Code for first responders and BART maintenance and operations access. The turnaround may be designed primarily for pedestrian and bike access if it meets the turning radius requirements of the fire department design vehicles. The turnaround will likely be used multiple times a day by official vehicles. In addition to, or designed within, the turn-around space, the plaza shall include a parking area for two Police Department vehicles.

Access into the Station Entrance Plaza shall be designed to restrict private vehicle access without the use of bollards or gates. The design should include passive elements to restrict private vehicle access like mountable curbs and materials delineating the area for pedestrians and cyclists while maintaining adequate turning radius for design vehicles into the plaza area. The median in MLK Jr Way should be designed to provide for left hand turns for emergency vehicles only and should not include a dedicated turning lane.

Vertical Access

Stair Access

A new stair connection shall be built between the Adeline Main Plaza area and the Main Station Entrance. The existing South Plaza Stair is insufficient given the reconfiguration of key uses, such

as the BART customer drop-off areas, flea market relocation, and anticipated building in Development Area B that would remove the North Plaza Stair as an access point to the station entrance. A new stair shall be built with a minimum width of 12 feet, with its Adeline Street entry point preferably co-located with the pedestrian and bike ramps described below to create a clear station entrance gateway to the vertical circulation elements. Integrated bicycle stairway channels meeting BART standard specifications are required.

ADA Pedestrian Ramp Access

A pedestrian ramp connection that meets ADA and Universal Design Access requirements shall connect from the Adeline Main Plaza and MLK Jr Way to the station entrance. The connection shall be physically separated and/or delineated from bike access and be designed to minimize conflicts between cyclists and pedestrians, particularly for people in wheelchairs or using other mobility assistive devices. The design of the ramp is encouraged to minimize steep grades and switchbacks. The goal is to have a continuous pathway with a slope less than 5% to the Station Entrance Plaza and Main Station Entrance to the extent possible. The pathway will likely require sections of ramp or plaza that exceed 5% to reach the Main Station Entrance. (see figures 20 and 21)

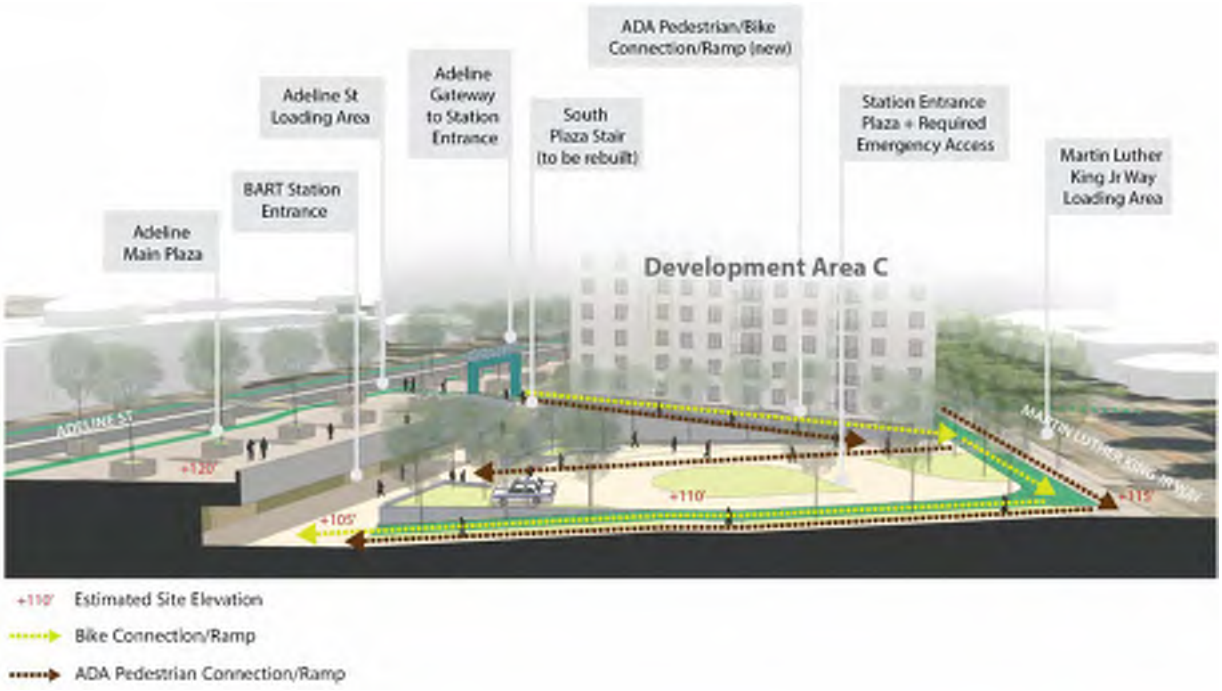
ADA Access

ADA access to the station is provided in multiple locations. The Ed Roberts Campus BART station entrance has an existing elevator connecting to the station gates. The second ADA access point will continue to be the Main Station Entrance off of MLK Jr Way. From Adeline Street, access to the Main Station Entrance will change since the existing ADA ramp at the corner of Ashby Avenue and Adeline Street to the parking lot level will be removed. Access from the northwest corner of Adeline Street/Ashby Avenue will be rerouted along the Adeline Main Plaza to a new access point above the Main Station Entrance. This access point will include the ADA Pedestrian Ramp described above. Drop off and pick up areas will be located on Adeline Street and MLK Jr Way. ADA parking for BART customers will be provided within the development in a location with direct access to the Station Entrance Plaza.

Bike Access

Bike access shall include a physically separated and/or delineated bike ramp connection from the Adeline Main Plaza to the required cycle track within the MLK Jr Way sidewalk area, clearly marked for use of cyclists and not pedestrians. In addition, the Station Entrance Plaza shall include a bike connection (or shared connection with emergency and maintenance vehicles) to the station entrance and bike parking facilities. The cycling path of travel should be clearly delineated in order to avoid conflicts with pedestrians. (see figures 20 and 21)

FIGURE 20 - EXAMPLE DESIGN CONCEPT: STATION ENTRANCE PLAZA SECTION DIAGRAM



Bike Parking

Bike parking for BART customers and bikeshare users shall be provided within the existing BART property, close to the Main Station Entrance, as follows:

- Bike station: minimum of 128 spaces (may be provided within a TOD building)
- Bike racks: minimum 134 racks (up to 80% allowed within a TOD building)
- Bike lockers: minimum 46 BikeLink electronic on-demand lockers, which shall be furnished with power and data connections (may be provided within a TOD building or exterior wall of a TOD building)
- Bike share docks wired for e-bike charging (BayWheels): 23 spaces, located within the plaza and accessible by vehicle for maintenance.

BART Facilities

Elevator Machine Room

The elevator machine room located between the existing Bike Station and the South Plaza Stair shall be retained and properly ventilated.

BART Trash Facilities

Per the *BART Basis of Design,* a BART trash enclosure shall be provided for a minimum of one 3-cubic yard trash bin and two 50-gallon recycle containers in close proximity to the station. Additionally, Berkeley's Zero Waste Division may require green waste bins. This enclosure may

occur within a TOD building and shall have ramp access to the turnaround or other refuse collection location with minimal pull distance.

Window Banks North of Station Egress Doors

The area under the Existing BART Terrace north of the station entrance and emergency egress doors may be enclosed and converted to BART bike parking facilities or BART maintenance space. This space may be integrated into the podium space under Development Area B (shown in Figure 21) if all fire separation requirements are met.

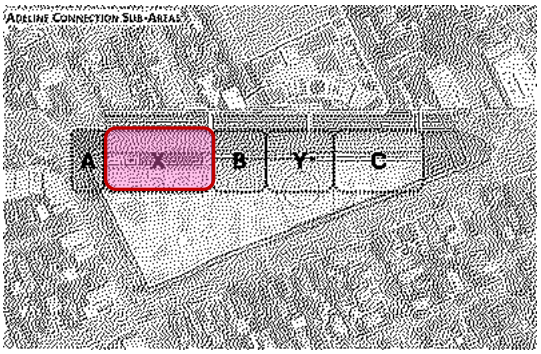
FIGURE 21 - EXAMPLE DESIGN CONCEPT: STATION ENTRANCE PLAZA



3.2 Traction Power Substation (TPSS)

The TPSS and its future replacement is key to BART's functional needs to run trains along this rail corridor. This section will outline the maintenance and access requirements of the TPSS and the implications for TOD. The future permanent location of the TPSS (TPSS Replacement Area in figure 22) will be located south of the North Platform Egress Stair and is significantly larger than the existing TPSS, approximately 180 feet by 40 feet. In addition to the new TPSS facility, the TPSS has defined access and staging requirements including space for a temporary TPSS for use in emergency situations.

KEY PLAN X



3.2.1 Access and Maintenance Requirements

The following spatial requirements may be integrated into open space design with the understanding that the space may be required for BART maintenance or emergency needs at any time. It is encouraged that the emergency access and maintenance access areas are relatively flat to create usable open space (with any recreational use of space subject to approval by BART). The emergency access and TPSS staging area may function as the safe dispersal area for the North Platform Egress Stair. Figure 22 outlines one potential layout that has been vetted with BART and Berkeley Fire Department.

1. **Emergency Vehicle Access.** Emergency vehicle access is required to the TPSS replacement area and the North Platform Egress Stair. The access shall include a vehicle turn-around that meets the standards of Appendix D of the California Fire Code. At a minimum, the emergency access drive shall be a minimum 26 feet wide. The 26-foot width is required where fire units may need to lay fire water supply hose or set up aerial fire apparatus. If there are areas where these do not apply, then a 20-foot width may be acceptable upon review and approval by the Berkeley Fire Department.
2. **Emergency Access and Egress from Adeline Street.** Pedestrian access shall be maintained from Adeline Street to the TPSS Staging Area and the North Platform Egress Stair between Development Area A and B, figure 22. The access should be achieved through rebuilding the North Plaza Stair to connect directly from the BART Terrace to the

staging area. This access point will provide first responder access to this area from Adeline Street.

3. **Staging and Maintenance Access**. Staging and maintenance access shall be provided to the TPSS replacement area. The maintenance access shall include the following:
    a. A minimum 8-foot-wide access way adjacent to the TPSS for the length of the structure, including BART facilities north of the North Platform Egress Stair. The access way is not required to connect to the Ashby/Adeline Corner Plaza.
    b. No buildings shall be located within 10 feet of all BART equipment and vents.
    c. Access shall be provided to all entrances to the TPSS area including the doorway at the northern end of the TPSS Replacement Area (elevation ~113 feet) and the 8.5-foot-wide door at the center of the TPSS Replacement Area (elevation ~110 feet).
    d. A maintenance and construction staging area with minimum dimensions of 40 feet by 50 feet near BART TPSS is needed for TPSS improvements and repairs.
    e. Parking for BART maintenance trucks must be provided in close proximity to the TPSS areas, specifically 2 stalls sized for Ford F250 or similar trucks which need to be accessible 24 hours a day, 7 days a week. These stalls are in addition to those required in Section 2.2.5. The stalls may be provided within the staging area.
    f. A temporary TPSS area of the size of 50 feet by 50 feet or 20 feet by 130 feet is required to be reserved for the installation of a temporary TPSS, which could be in place for years if the permanent TPSS is ever out of commission. The temporary TPSS area shall be directly west of the TPSS Replacement Area. Adequate space shall be included to install and remove the temporary TPSS.
4. **Crane Access.**
    a. The TPSS area requires crane access for construction and maintenance of the facility. Detailed specifications for the crane access are provided in the *Ashby Station Transit Oriented Development Basis of Design Criteria*. An area the size of 40 feet by 150 feet is required for crane access. The area needs to be in proximity to the TPSS Replacement area to reach the equipment.
5. **Dual Use of Temporary TPSS and Staging Areas**
    a. The Temporary TPSS area and BART maintenance staging area may be designed as a dual use area for TOD residents and/or public open space. The open space design and uses will need to be vetted by BART and shall not include any permanent structures but may include hardscape designs with temporary, movable components that allow for access needs. Ball courts are discouraged due to the risks to persons and BART facilities associated with balls landing in the TPSS area. BART will not be responsible for replacement of facilities that impede or are removed for emergency and maintenance access. Maintenance access in extreme situations may require BART use and occupancy of these areas for months or years.

FIGURE 22 - TPSS AREA EXAMPLE DESIGN CONCEPT



Attachment 4

City – BART Memorandum of Agreement (2022)

BIKES ON BART RULES

From https://www.bart.gov/guide/bikes/rules

Bike Rules beginning January 1, 2024:

- Bikes are allowed on all trains except in the first car or any crowded car.
- Folded bikes are allowed in all cars at all times.
- Regardless of any other rule, bikes are never allowed on crowded cars.
- Passengers must hold or secure their bikes while on the trains.
- Bikes are allowed on elevators, stairs, and escalators.
- Passengers are never allowed to ride bikes inside stations, including but not limited to station platforms and concourses. This prohibition does not include parking lots, roadways, or outdoor paths intended for bicycle use.
- Bicyclists must yield priority seating to seniors and people with disabilities, yield to other passengers, and not block aisles or doors.
- In case of an evacuation, bikes must be left on the train and must not block aisles or doors.
- Passengers under 14 years old with bikes must be accompanied by an adult.
  Gas-powered vehicles are never permitted in stations or on trains.
- If left unattended on BART property, bikes must be locked at racks or inside lockers. Bikes parked against poles, fences or railings will be removed.

Violation of the above rules is subject to citation under CA Vehicle Code Sec. 21113 and Sec. 42001.

Bikes on BART FAQ

From https://www.bart.gov/guide/bikes/FAQ

13. Are Scooters or Mopeds allowed on BART?

BART does not permit motorcycles, motor-driven cycles or mopeds, which are classified as vehicles and defined in the California Vehicle Code (CVC; info here), to be brought onboard trains. Individuals bringing any of these vehicles on a BART train may be cited for an infraction, as violating section 21113 of the Vehicle Code. Under CVC Section 670, a "vehicle" is "any device by which any person or property may be propelled, moved, or drawn on a highway, excepting a device moved by exclusively human power...."

Motorized scooters, including electric-assist scooters, are also considered vehicles and are prohibited inside BART stations and onboard BART trains unless they can be folded and carried. No special permit is required from BART for folding electric scooters, but they must remain folded and may not be ridden when inside BART stations and trains. Shared use, app-based electric rental scooters (e.g. Lime, Spin, Link, Veo, HOPR) may not be brought inside stations or onboard trains and must be parked appropriately outside the paid area.

Bikes & Micromobility on BART
Discussion draft 8/24/26

Consistent with the agency's 2016 Station Access Policy, BART welcomes customers to use bikes, e-bikes and micromobility as first- and last-mile modes of access. BART has done more than perhaps any other transit agency in the US to provide a high quality, secure bike parking experience and welcome bicycles onto the system. Time- and direction-based restrictions to bikes on trains were done away with in 2013, and escalator restrictions were lifted in 2024.

However, as the shapes and sizes of bikes have evolved and powerful small-scale battery-powered devices have become ubiquitous, BART is finding that its rules and regulations regarding bicycles and other devices fail to adequately address conditions in the stations and onboard trains. In particular, the recent proliferation of larger and heavier cargo bikes and other relatively new micromobility devices, including e-kickscooters and e-motos, present a number of operational and safety issues and risks:

- Defining and identifying types of devices: When legitimate e-bikes look like motorcycles and manufacturers are trying to pass off e-motos as e-bikes, how does BART decide what's safe in the system and what's not and how do front line staff reliably and equitably distinguish between them?
- Riding in stations: People are riding scooters in the stations, on the platforms and even on the trains, all behavior that is clearly unsafe but goes mostly unchecked given the challenges of enforcement.
- Crowding: While crowding systemwide is less of an issue than it was as recently as 2019, peak hour train occupancy on key corridors is quite high and trains are often crowded. Although BART bike rules forbid bringing a bike on any train that is crowded, riders with bikes and other devices of all sizes can be seen flouting the rule, and even on uncrowded trains some of these devices exceed the space available in BART cars' bicycle priority area.
- Vertical circulation: In BART stations, moving between levels with a bike can be challenging, especially for smaller people with larger/heavier devices. In BART's older stations, elevators are often small and poorly placed. Some stairways at key stations have been retrofitted with bicycle stairway channels, but they do not serve oversized bikes well. BART recently changed its rules to allow bikes on most escalators, resulting in an uptick of escalator incidents and stoppages. While there's less evidence of a significant increase in serious injuries due to bikes on

escalators, liability, financial risk, and maintenance impacts to equipment is of ongoing concern.

BART needs to develop new rules and procedures that cover the range of new, personal mobility devices, and how they may be used in the BART system. Perhaps based upon size/weight, the rules must be easily communicated, understood, and enforced by both the public and frontline staff.

Attempts to address these issues must work within the context of BART's station access policy, which seeks to advance the region's safety, public health, environmental and equity goals explicitly by promoting, supporting and prioritizing walking and biking (and by extension micromobility) for first- and last-mile trips. They must also avoid conflicting with the Americans with Disabilities Act protections for people using mobility devices because of their disability.

Project tasks include:

- Define scope
- Fully describe problems, issues and impacts
- Compile, review and analyze relevant data
- Survey peer agency approaches
- Review and summarize current and pending relevant state and federal legislative efforts
- Develop policy options and recommendations

Contacts:

Heath Maddox
Manager of Bicycle Access Programs
hmaddox@bart.gov

Ryan Greene-Roesel
Director of Customer Access and Accessibility
rgreene@bart.gov

From: Heath Maddox
Sent: Tuesday, August 25, 2026 2:03 PM
To: 'BART Customer Service'
Subject: RE: Case 00391149: Feedback [ref:!00Dd00hrYV.!500VI011VmQj:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

There's no policy I'm aware of, and I honestly don't see a problem with using the strap to secure luggage, but the area is marked "bicycle priority area", so if someone gets on with a bike, I'd expect the person with the luggage to make room.

-Heath

-----Original Message-----
From: BART Customer Service <webcustomerservices@bart.gov>
Sent: Tuesday, August 25, 2026 11:59 AM
To: Heath Maddox <hmaddox@bart.gov>
Subject: Case 00391149: Feedback [ref:!00Dd00hrYV.!500VI011VmQj:ref]

Hello Heath:

Do we have any policy regarding use or misuse of the bike rack/straps? Thank you.

Regards,

Samson Wong
BART Customer Services

M-F 8am to 5pm

510-464-7134

==========

Contact Name Adele Madelo

Contact Email [redacted]

Contact Phone

Opened Date/Time 8/14/2026 9:40 AM

Description Good morning. On the 9:36 (approx) YL train headed to SFO, someone had strapped their large luggage tp the bike area. I have a picture, too. Via iOS app 1.20.0036
ref:!00Dd00hrYV.!500VI011VmQj:ref

From: Heath Maddox
Sent: Thursday, August 27, 2026 2:35 PM
To: 'Dani Lanis'
Cc: [redacted]
Subject: RE: [External] BART Train Bike Straps

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Dani,

Thanks for the heads up, I have not been getting these requests. If they are in coming in to BART Customer Service, I imagine they are routing them directly to the maintenance team. I can't speak to their workload or timeline for addressing things like this, but I will send a note over to the engineer I worked with on the rollout of the straps some years ago and see if he has any insights.

As an aside, I am told that the best way to report any maintenance need on a train car, straps included, is to use the intercom on the train and inform the operator. Feel free to share this with your colleagues and members.

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

BART
CUSTOMER ACCESS & ACCESSIBILITY
DEPARTMENT

From: Dani Lanis <[redacted]>
Sent: Wednesday, August 26, 2026 11:56 AM
To: Heath Maddox <hmaddox@bart.gov>
Subject: [External] BART Train Bike Straps

⚠ This message originated from outside of BART. Do not click links or open attachments unless you trust the sender. ⚠

Hi Heath - hope you're well!

We got this note from a member:

"I take BART with my bike to the city for work, and the straps in the bike area of the train are often broken or tangled. I've reported it about 6 times and asked if they could do regular inspections. I only heard back once, and that was to say my message was received. I know there are incredible pressures on BART's budget, but thought I'd ask if they could attend to this minor issue."

To add to that I have been experiencing similar issues every other ride, and have been making reports myself.

Wondering if you're getting these communications/requests, if there's any status update on what may be happening, potential resolutions and a timeline.

Thank you in advance!

Dani Lanis (he/him/el)
Advocacy Manager
Mail: PO Box 1736 Oakland, CA 94604
Office: 466 Water Street Oakland, CA 94607
Email: [redacted]

****



Join us Sept. 16 for our annual fundraising celebration
Preview and bid on 100+ auction items
Get your tickets at BikeEastBay.org/Biketopia

From: Heath Maddox
Sent: Friday, August 28, 2026 10:01 AM
To: [redacted]
Cc: 'Webcustomerservices'
Subject: RE: [External] RE: Case 00391830: Bikes [ref:!00Dd00hrYV.!500VI011yX9j:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Alexander,

Thanks for your comments on accommodations for bicycles on BART.

I can assure you that many people who ride bikes were involved in the design of the lean bars and straps in the bicycle priority zone of BART's new rail cars. We have had complaints about the straps, but mostly about the length which cannot be extended due to the air intake near the floor. You are the first person to request instructions. We have noticed an uptick in broken straps lately and are investigating a more durable, customer friendly solution. Please visit our Bikes on BART FAQ page (https://www.bart.gov/guide/bikes/FAQ) for an explanation of why we can't have a dedicated bike car.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

==========

Contact Name Alexander McDonald

Contact Email [redacted]

Contact Phone [redacted]

Opened Date/Time 8/24/2026 1:56 PM

Description Hi, I'm not sure why improvements to bike riders are not being made. I didn't think anyone who rode a bike designed the bars and straps to keep them in place. There's no instruction on how to secure them. The straps break frequently. It's a huge safety issue and I've seen bikes come loose and hit people. Y'all should have half a car designated for bikers with appropriate racks or tie downs. I think y'all are collecting data for improvements on elevators and escalators, maybe that impacts intention for improvements for bikers.

From: Heath Maddox
Sent: Tuesday, September 8, 2026 4:54 PM
To: [redacted]
Cc: 'Webcustomerservices'
Subject: RE: [External] RE: Case 00392382: E-bikes are out of control

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Sobrero,

Thanks for your note regarding the increasing size of electric devices being brought on BART. This is a complex issue that we are well aware of and are working on.

Many of the newer and larger electric two-wheelers that are out there and being brought on our trains are not e-bikes at all, but rather e-motos, however, it can be difficult to quickly distinguish between the two, especially given the deceptive marketing and design tactics employed by many manufacturers. The complexity and general lack of awareness and understanding of the legal definitions and requirements in this area have led to a proliferation of e-motos in use on public streets as well as on BART, often illegally by minors. Fortunately, the California Legislature very recently took a positive step by passing SB 1167, which clarifies and strengthens regulations on e-bikes and e-motos and will help BART and other public agencies enforce the law as they are written. Info on SB 11667 can be found here: https://sd38.senate.ca.gov/news/bill-improve-e-bike-consumer-protections-clears-legislature-goes-governor

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

==========

Contact Name Mary Sobrero

Contact Email [redacted]

Contact Phone (415) 971-9495

Opened Date/Time 9/2/2026 7:44 AM

Description Over the last couple of years, riders have been bringing increasingly large and cumbersome e-bikes on scooters on the trains. Many of them are twice the size of a pedal bike and are so unwieldly for the owners that they are a danger other passengers - and take up too much mobile space for the other riders.

Please please consider putting size limits or other restrictions on what defines a “bike” on Bart! Thank you ref:!00Dd00hrYV.!500VI012QwY9:ref

From: Heath Maddox
Sent: Friday, September 11, 2026 3:18 PM
To: [redacted]
Cc: 'Webcustomerservices'
Subject: RE: [External] RE: Case 00392427: Bike on BART Feedback [ref:!00Dd00hrYV.!500VI012SkCl:ref]
Attachments: Bikes First Car-CarCard_110625.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Benny,

First, thank you for commuting by bike. I'm glad that BART was there to help you get home with your flat tire.

Second, thank you for the constructive feedback and please accept our apologies for the aggressive treatment you received from the operator. It's a hard job and the prohibition of bikes on the first car is a difficult rule to convey to our customers, inevitably leading to frustration for everyone, but our job is to serve the public with humility and grace, not berate them for not knowing or understanding the rules. We will certainly endeavor to do better.

Finally, we acknowledge that the presence of both the bike stickers on the outside and the bike priority areas on the inside of every train car is hard to understand in light of the first car prohibition, but there's a very good reason for this: there's no turntable at the end of the BART line, so the trains just run in reverse and the last car becomes the first car. What's more, cars are commonly added and taken away to make longer or shorter trains, and it's just not possible to have dedicated leading BART cars. Attached is an informational car card we started running earlier this year.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

BART Customer Services
==========
Case 00392427: Bike on BART Feedback

Contact Name: Benny Ebert-Zavos
Contact Phone: [redacted]
[redacted]

Incident Date:
Case opened Date:9/2/2026 4:47 PM
Category: Bike Program
Sub-category: Bikes - First Car
Car#:
Train #: 395
Train: Yellow Line: Antioch - SFO/Millbrae

Hi BART —
As an infrequent rider who landed a flat tire on my commute today, I needed a way to get home with my bike.
I caught the ~4:12 PM train from Embarcadero toward SFO. I boarded the first car, anticipating typical Thursday afternoon busyness.
Once on board, I found an area with a large green "Bike Priority" decal and set up there. Moments later, the operator came out of the cab and gave me an earful—aggressively telling me to read the sign and stating that bikes aren't allowed in the lead car.
As a casual rider, I was completely unaware of the lead-car rule. His tone and delivery were entirely uncalled for, especially given that the car itself prominently displays a "Bike Priority" sticker. I remained calm, noted his feedback, and moved to another car.
My asks for BART:
 * Coach this operator on basic communication skills. A simple, "Hey, just so you know, bikes aren't allowed in the first car—I know that sign is confusing!" would have completely resolved the issue.
 * Remove the "Bike Priority" signage from the lead car. Having explicit bike decals on a car where bikes are strictly prohibited is confusing and sets riders up for negative interactions.
Please do better.
Thanks,
Benny
ref:!00Dd00hrYV.!500VI012SkCl:ref

From: Heath Maddox
Sent: Friday, September 11, 2026 5:03 PM
To: '[redacted]'
Cc: 'Webcustomerservices'
Subject: RE: [External] RE: Case 00392554: Accommodation for bikes on BART [ref:!00Dd00hrYV.!500VI012Z0Jj:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Gregory:

Thanks for the thoughtful suggestion for relieving crowding on BART cars by removing the seats to create a "bike car"--it is an idea that has merit.

Creating a bike car is an approach that has been successfully implemented by other transit providers, namely Caltrain, but unfortunately it just won't work for BART for innate operational reasons.

A full explanation can be found on our Bikes on BART FAQs page here:
https://www.bart.gov/guide/bikes/FAQ

We are evaluating our bikes on BART rules and hope to have updates in 2027 to address the proliferation of newer, larger and heavier two-wheeled devices that we are seeing in the BART system.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

-----Original Message-----
From: Webcustomerservices <webcustomerservices@bart.gov>
Sent: Wednesday, September 9, 2026 1:33 PM
To: Heath Maddox <hmaddox@bart.gov>
Subject: [External] RE: Case 00392554: Accommodation for bikes on BART [ref:!00Dd00hrYV.!500VI012Z0Jj:ref]

Contact Name: Gregory C.
Contact Email: [redacted]

Incident Date:
Case opened Date:9/4/2026 12:02 PM
Category: Bike Program
Sub-category: Bikes - Want More Accommodation

Hello, rider congestion is a real issue. Many commuters, like myself also have bikes or some sort of wheeled mode of transportation with them. Bikes are not allowed on the first Bart car, which benefits all rider, especially during peak ride hours. However, because of the shorter trains, the second and third car end up having an overload of bikes. I would like to recommend making one car, perhaps the last one, bikes only with no seats. Removing the seats from one car could help greatly relieve the other cars. Please consider it. Thank you.
ref:!00Dd00hrYV.!500VI012Z0Jj:ref

From: Mike Fahy <[redacted]>
Sent: Tuesday, August 25, 2026 5:49 PM
To: Heath Maddox
Subject: Re: [External] Case 00391056: Feedback [ref:!00Dd00hrYV.!500VI011RXrd:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Maddox,
Thank you for the response, if my email was impolite or offensive, it is due to the danger posed by the large e-moto, e-bike and e-scoter's that are prevalent and plentiful. The lack of governance on placement of these devices is at times appalling. People shove e-scooters under seats, have parked the e-bikes at the doors, stand with the e-motos and e-bikes in the middle of the car, using them as seats. I've seen people ride the e-moto and e-bikes on, off & through the cars.
As a 70 year old rider, this is a hazard and an accident that's going to happen, not if but when & someone gets hurt or killed.
So, apologies if you were offended, but the lack of any patrols, regulations or reaction by BART police when a report is made forces me to be blunt. Ridership understands we are at risk with no recourse save for legal action from a hospital bed.
Thanks
Michael Fahy
4070 Alvarado St
Pleasanton CA 94566
[redacted]

On Tue, Aug 25, 2026 at 4:19 PM Heath Maddox <hmaddox@bart.gov> wrote:

> Dear Mr. Fahy,
>
> Thanks for your forthright, if somewhat impolite, note about e-motos on BART.
>
> This is a growing issue we are aware of and have begun working on, but unfortunately the solution is not as simple as one might think.
>
> I'm guessing the device you describe is an e-moto not an e-bike, but it can be difficult to quickly distinguish between the two, especially given the deceptive marketing and design tactics employed by many manufacturers. The complexity and general lack of awareness and understanding of the legal definitions and requirements in this area have led to a proliferation of e-motos in use on public streets as well as on BART, often illegally by minors. The media is full of stories on the topic, and state legislatures across the US are grappling with the issue, oftentimes inexpertly. Fortunately, in California two recent misguided attempts (AB 1557 and AB 1942) at further regulation failed, while a much more promising bill (SB 1167) is still active. BART is monitoring the legislative landscape

but will not wait to develop and implement its own plan to improve customer safety.

Sincerely,

Heath Maddox
Manager of Bicycle Access Programs
Bay Area Rapid Transit District
2150 Webster Street, 8th Floor
Oakland, CA 94612
415.728.1352

Contact Name Mike fahy

Contact Email [redacted]

Opened Date/Time 8/13/2026 6:01 AM

Description On the 5:30 am blue line to SF. Large electric motorcycles the size of a Kawasaki 175 and scooters left lying on the middle of the car. The allowance of these dangerous projectiles is out of control. Get off your asses and start regulating before a serious accident and injury.
ref:!00Dd00hrYV.!500VI011RXrd:ref

--

From: Jesse Marin <[redacted]>
Sent: Thursday, August 27, 2026 7:10 AM
To: Heath Maddox
Cc: Bart Webcustomerservices
Subject: Re: [External] RE: Case 00391059: Feedback [ref:!00Dd00hrYV.!500VI011RG1F:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks for this update, Heath. I look forward to this much needed change/upgrade. I guess the next issue will be enforcing this. Those that board the train with bicycles and scooters insist on standing and congregating at the entrance/exit. From my understanding, isn't this a fire hazard?

> On Aug 25, 2026, at 3:32 PM, Heath Maddox <hmaddox@bart.gov> wrote:
>
> Dear JR,
>
> Thanks for your note. It's hard to tell for certain given the lack of detail, but I'm guessing your complaint is regarding crowding on the Antioch "e-BART" extension.
>
> If so, I have good news for you: BART is working on a reconfiguration of the seats on the diesel multiple unit cars that we hope will help alleviate the issue you describe below. Four seats on each car will be removed and a bike lean bar added. We have already implemented passenger announcements and signage to encourage passengers to keep the door area clear.
>
> Sincerely,
>
> Heath Maddox
> Manager of Bicycle Access Programs
> Bay Area Rapid Transit District
> 2150 Webster Street, 8th Floor
> Oakland, CA 94612
> 415.728.1352
>
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> -----Original Message-----
> From: Webcustomerservices <webcustomerservices@bart.gov>
> Sent: Monday, August 24, 2026 11:37 AM
> To: Heath Maddox <hmaddox@bart.gov>
> Cc: Matthew Martinez <[redacted]>
> Subject: [External] RE: Case 00391059: Feedback [ref:!00Dd00hrYV.!500VI011RG1F:ref]

>
> ⚠️ This message originated from outside of BART. Do not click links or open attachments unless you trust the sender. ⚠️
>
> Hello Heath,
>
> Please review email below
>
> Regards,
>
> Nathan Nguyen
> BART Customer Services
>
> ==========
> Case 00391059: Feedback
>
> Contact Name: Name Not given
> Contact Email: [redacted]
>
> Incident Date:
> Case opened Date:8/13/2026 7:10 AM
> Category: Bike Program
> Sub-category: Bikes - Misc.
>
> Line Code: E
>
>
>
> You've got to do something about the rush hour commute e-trains and their capacity. The number of passengers boarding with giant e-bikes has increased. They all stand by the doors making it challenging to board and offboard.
> ref:!00Dd00hrYV.!500VI011RG1F:ref

From: Webcustomerservices <webcustomerservices@bart.gov>
Sent: Wednesday, September 16, 2026 8:31 AM
To: Revenue Vehicle Trouble Desk
Cc: Heath Maddox
Subject: [External] Case 00392869: Broken Bike Buckle [ref:!00Dd00hrYV.!500VI012mhtr:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

⚠️ This message originated from outside of BART. Do not click links or open attachments unless you trust the sender. ⚠️

Hello RVTD,

Please inspect bike buckle on Car # 4003. Customer report broken bike buckle

Regards,

BART Customer Services
==========
Case 00392869: Broken Bike Buckle

Contact Name: Dani Lanis
Contact Email: [redacted]

Incident Date:
Case opened Date:9/9/2026 5:25 PM
Category: Trains
Sub-category: bike straps
Car#: 4003

One of the buckles on car 4003 is broken.
ref:!00Dd00hrYV.!500VI012mhtr:ref

From: Webcustomerservices <webcustomerservices@bart.gov>
Sent: Tuesday, September 22, 2026 1:02 PM
To: Roman Kotlyar
Cc: Heath Maddox
Subject: [External] Case transferred: Case 00393126: Operator not knowing bike rules on firs car [ref:!00Dd00hrYV.!500VI012wMHs:ref]

Follow Up Flag: Follow up
Flag Status: Flagged

⚠️ This message originated from outside of BART. Do not click links or open attachments unless you trust the sender. ⚠️

Dear Roman,

New personnel case transferred to you. Any additional comments or replies from the customer will port directly into case emails and also generate a system notification email to the ACTO/case owner.

Regards,
BART Customer Services

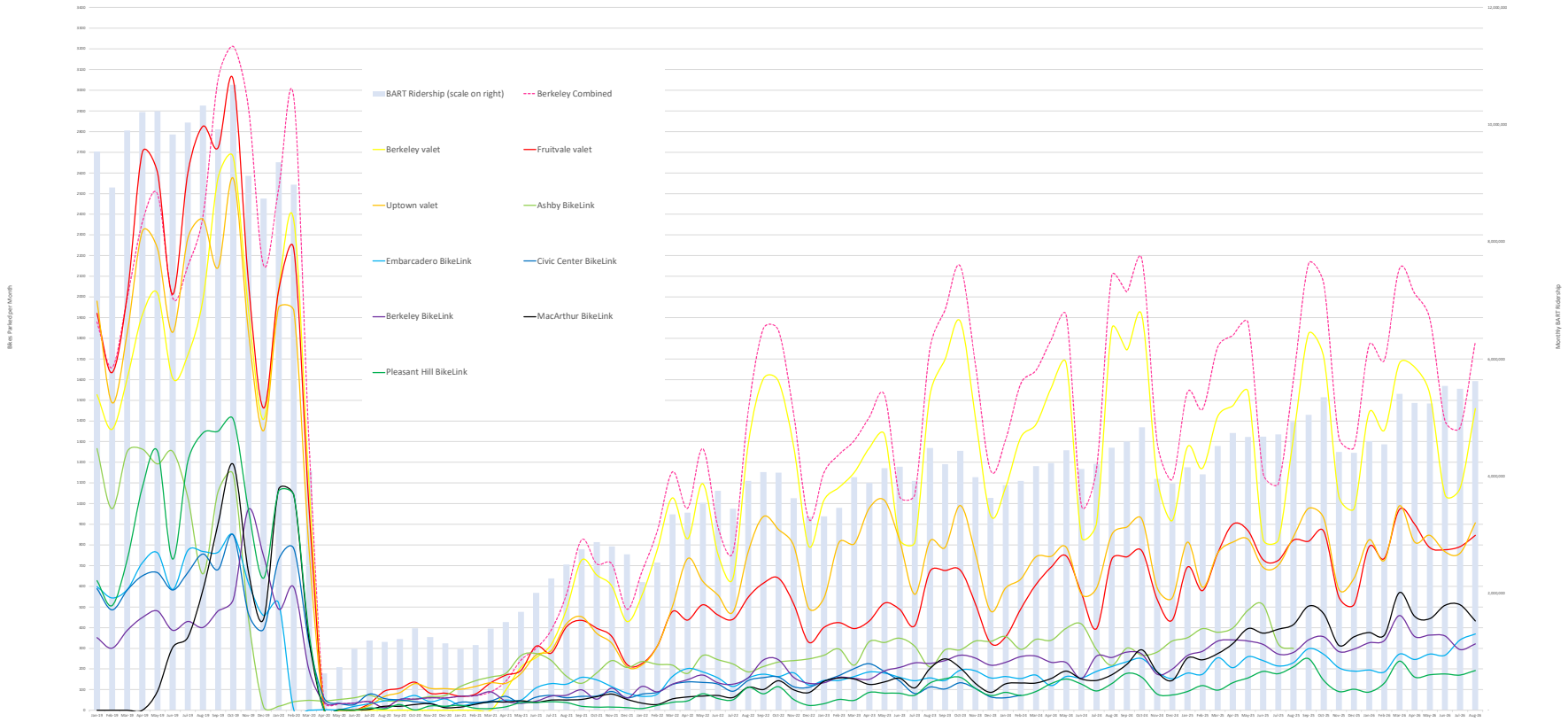
Case 00393126: Feedback
Contact Name: Alex Merenkov
Contact Email: [redacted]

Incident Date: 9/12/2026
Date/Time opened: 9/12/2026 3:49 PM
Case received Date: 9/12/2026
Category: Personnel
Sub-category: Rude Train Operator
Train #: 231
Train: Orange Line: Richmond - Berryessa/North San Jose

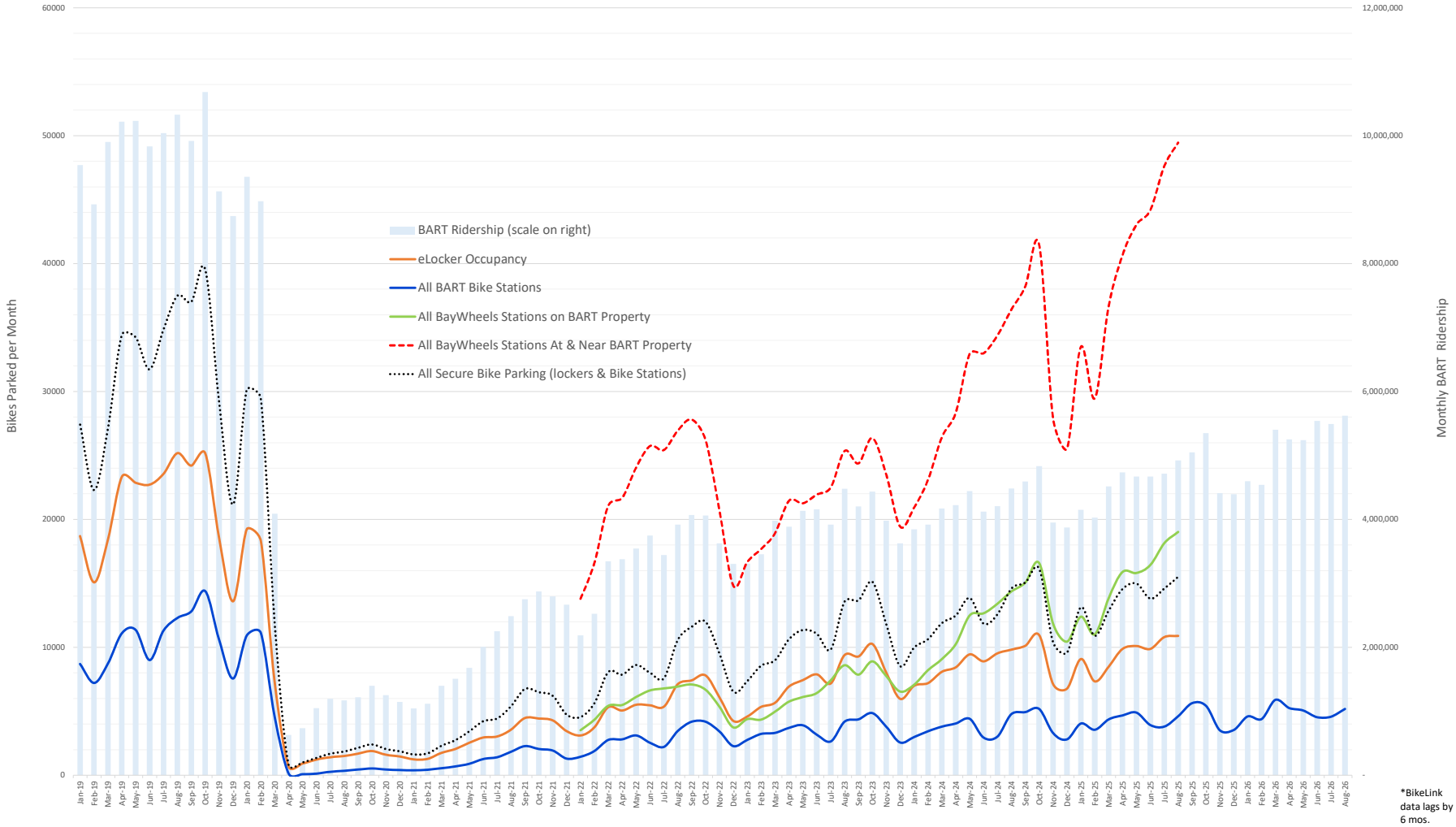
To BART Customer Services: I am submitting a formal complaint regarding an extremely frustrating and embarrassing interaction with a BART train operator on September 12, 2026, involving BART's rules for folding bicycles. At approximately 3:38-3:40 PM at Downtown Berkeley BART, I was traveling with my Lectric XP Lite folding e-bike on a Union City Bound Orange line train. My bicycle was folded in the first car out of the way. Nevertheless, the train operator specifically got out and told me that I could not be in the first car with it and that I was required to move to the second car even after i repeatedly told him it folds and that it was exempt. This appears to directly contradict BART's own published bicycle policy, which states: "Folded bikes are allowed in all cars at all times." There is no ambiguity in that language. A folded bicycle is permitted in all cars, and BART's published rules distinguish folded bicycles from unfolded bicycles, which are prohibited from the first car. I complied with the operator's direction because passengers should reasonably be expected to follow instructions from BART personnel. However, I should not have been publicly singled out and ordered to relocate for complying with BART's

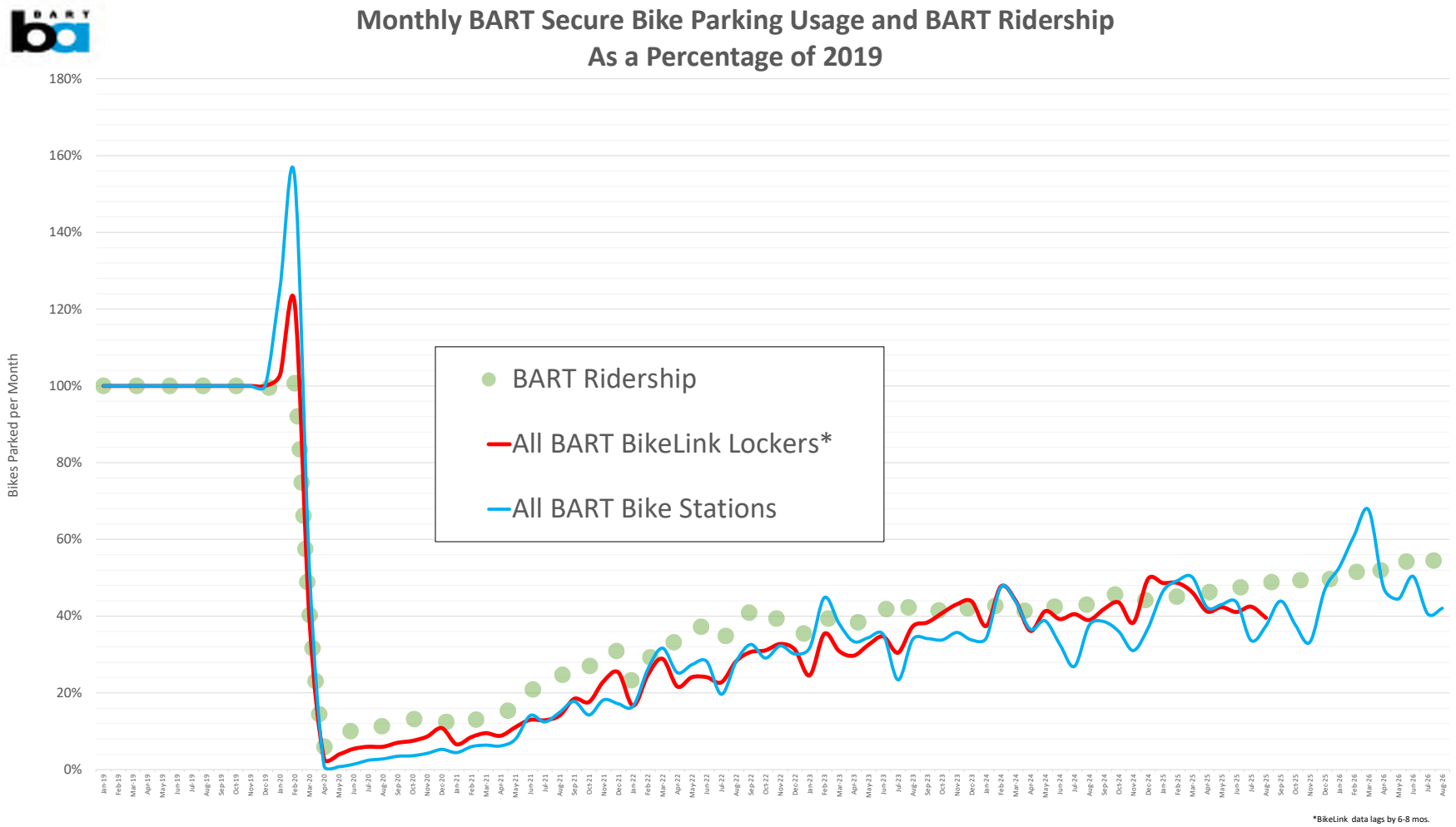
own published policy. It was embarrassing, inconvenient, and completely unnecessary. BART cannot reasonably expect passengers to learn and follow its rules while its own operating personnel enforce a different set of rules. If BART publishes that folded bicycles are permitted in all cars at all times, passengers should be able to rely upon that representation without being reprimanded by an employee. I would therefore like BART to: 1. Investigate the incident and identify the operator of the train that departed at approximately 3:40 PM on September 12, 2026; 2. Confirm in writing whether a folded e-bike such as a Lectric XP Lite is permitted in the first car under BART's current policy; 3. Ensure that the operator and other relevant personnel are correctly informed of BART's folding-bike policy; 4. Provide an apology for the inconvenience and embarrassment caused by this incident; and 5. Consider providing a BART fare credit or other appropriate customer-service credit given that I was inconvenienced specifically because BART personnel apparently failed to follow BART's own published rules. If BART believes the operator's instruction was correct, please identify the specific published BART policy that prohibits a folded e-bike from the first car and explain how that restriction can be reconciled with BART's statement that folded bikes are allowed in all cars at all times. Passengers should not be placed in a position where following the written rules results in being publicly corrected by BART personnel for doing exactly what BART says is permitted. I would appreciate a substantive written response rather than a generic summary of BART's bicycle rules. Thank you, Alex Merenkov
ref:!00Dd00hrYV.!500VI012wMHs:ref

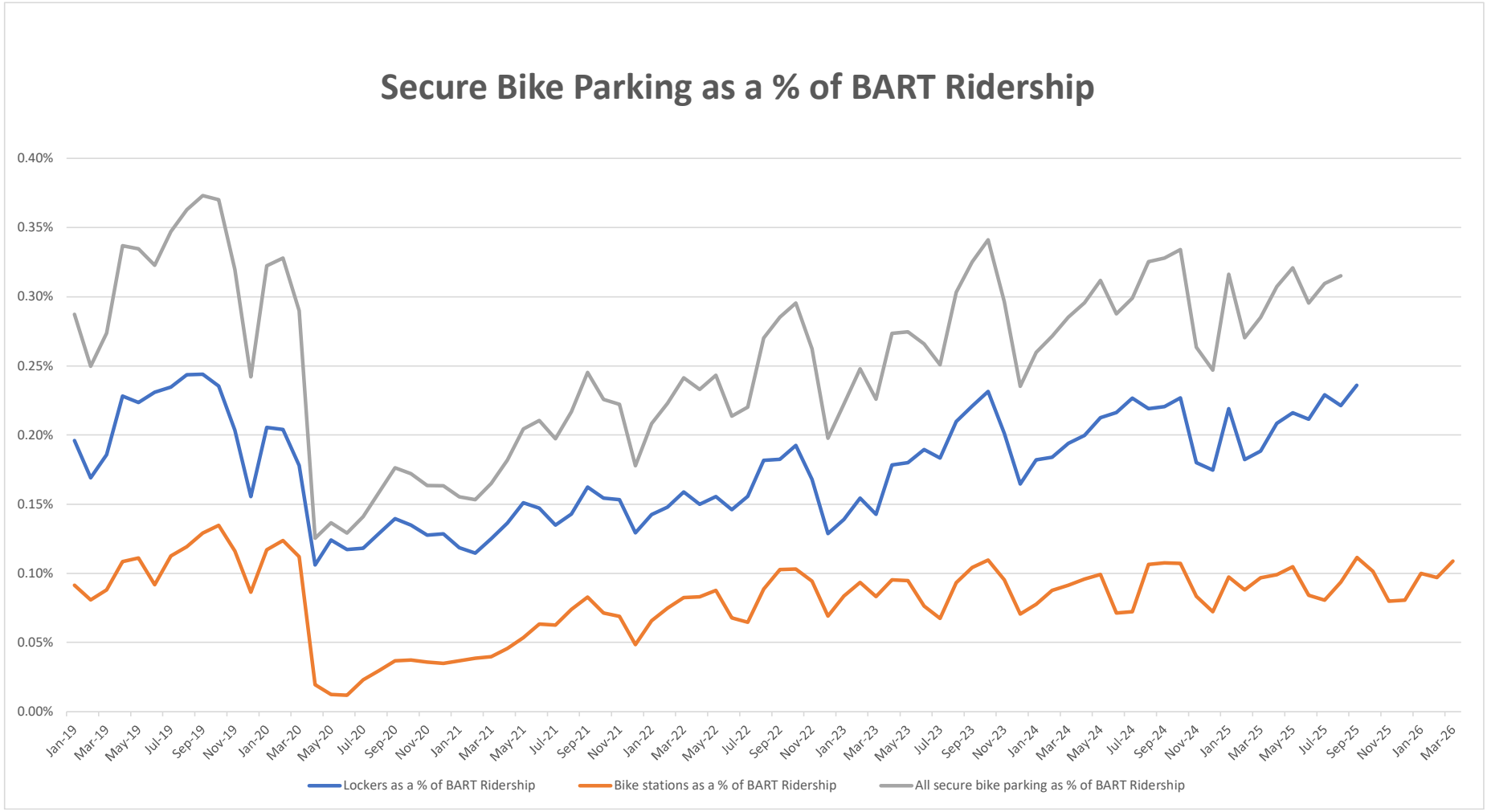
Monthly Volumes at BART Bike Stations & BART Ridership
Jan 2019-Aug 2026



Monthly BikeLink Lockers, BART Bike Stations, Bike Sharing and BART Ridership
Jan 2019-Aug 2026




Monthly BART Secure Bike Parking Usage and BART Ridership
As a Percentage of 2019
Bikes Parked per Month
180%
160%
140%
120%
100%
80%
60%
40%
20%
0%
BART Ridership
All BART BikeLink Lockers*
All BART Bike Stations
*BikeLink data lags by 6-8 mos.


Secure Bike Parking as a % of BART Ridership
0.40%
0.35%
0.30%
0.25%
0.20%
0.15%
0.10%
0.05%
0.00%
Jan-19
Mar-19
May-19
Jul-19
Sep-19
Nov-19
Jan-20
Mar-20
May-20
Jul-20
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Jan-26
Mar-26
Lockers as a % of BART Ridership
Bike stations as a % of BART Ridership
All secure bike parking as % of BART Ridership