Ashby BART Transit-Oriented Development

BART Operations Requirements and Adeline Street Connection
Agenda

• Opening Remarks (Director Simon, BART)
• Introductions (Deb Castles, BART)
• Summary of Ashby Planning for Transit Oriented Development Project (TOD) (Rachel Factor, BART)
• Presentation of BART Operations Requirements at Ashby (Deb Castles and Marcus Williams, BART)
• Q+A (Facilitator: Surlene Grant, D&A)
• Review of conceptual design studies showing potential connections of the TOD to Adeline Street (Chris Sensenig, Raimi + Associates)
• Q+A (Facilitator: Surlene Grant, D&A)
Goals of the Meeting

• Provide an overview of BART's current and future operations at Ashby and the impact of BART's operations on the development of a TOD in the West Parking Lot

• Have a robust discussion about connection alternatives within BART’s operational constraints
### Transit-Oriented Development Process for Ashby

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

#### Developer Selection
- **2022-2023**
  - 6 – 9+ months*

#### Project Design
- **18 – 24+ months***

#### Financing + Construction
- **2 – 3+ years***

* Minimum estimated timeline shown. Actual timeline will depend on project scale, market, affordable housing funding and other financing availability and local support.

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**Oct/Nov 2022:**
- CC approves redesign of Adeline from 4 lanes to 2 lanes & expanded plaza for Flea Market

**Spring 2023**
- Feasibility to connect TOD with Adeline

**Summer 2023**
- Amend Memorandum of Agreement
BART/City Joint Vision & Priorities for TOD (2022)

- **Deliver housing by 2031**, to reflect the urgency of the climate, affordability, and housing crises.
- **At least 35% affordable housing**, with expectation of at least 50% affordable
- Reinforce South Berkeley’s role as a **hub for African American culture and life**
- Provide a **permanent home for Berkeley Community Flea Market** – offering supportive amenities.
- Complement Ed Roberts Campus by offering uses **supporting people with disabilities**
- **Reconfigure Adeline Street** to transform a four-lane arterial into a safer, vibrant space
- **Connect new buildings to Adeline Street and Ashby Avenue** with direct pedestrian access, minimal setbacks, and active frontages to complement the existing active uses across the street.
- **Active frontages oriented towards Adeline Street, Ashby Avenue, and the future Flea Market public space.** Ground-floor uses should activate public space and complement the Flea Market, while promoting everyday activities when the Flea Market isn’t occurring.
BART Core Capacity and Traction Power Upgrades

• Overall Project Goals
  • Up to 30 10-car trains per hour through Transbay Tube
    • Additional rail cars
    • Train Control Modernization Project (CBTC)
    • Additional railcar storage yards (HMC, Millbrae Tailtrack)
    • New and upgraded traction power substations.

• R-Line Specifics
  • Replacement of existing 34.5 kilovolt (kV) cable.
  • Replacement of substations.

• Ashby Station
  • New substation and upgraded equipment critical to meeting current and future demands.
Future Traction Power Substation (TPSS)

**BART TPSS Requirements**

- **TPSS Expansion**
  - Directly south of existing TPSS

- **TPSS Staging Area**
  - Located west of TPSS
  - 30 feet wide
  - + 5 feet of access on each side
  - Space for emergency temporary TPSS
  - First Responders
  - BART Maintenance
Ashby BART Station Area – why a "TPSS Staging Area?"

• Offers a place to put redundant power and maintain BART service in the case of an emergency.
• Adeline Street would not be a viable alternative for a temporary substation if needed.
Station Exiting Constraints

• **Emergency exiting requires:**
  - Egress capacity to evacuate the platform occupant load from the station platform in 4 minutes or less
  - Permit evacuation from the most remote point on the platform to a point of safety in 6 minutes or less.
    - Point of Safety at main station entrance
    - North + South stairs lead to open air refuge at Adeline or station level
    - Ed Roberts stairs lead to open air refuge at Adeline or station level
Question and Answer
Design Studies
Bridging to Adeline

Challenges

- **Area A – TPSS Area**
  - Safety issues with TPSS
  - Required staging area and crane access for TPSS maintenance
  - Required area for Emergency Temporary TPSS
  - North exit stair access

- **Area B – Station Entrance**
  - Required open air area for Point of Safety
  - If EVA is required to the station entrance, station level elevation and EVA clear height make it possible to connect only at points where Adeline plaza elevation is 123’ or greater
  - Requires building in ZOI

- **Area C – South of Station**
  - Requires building in ZOI
  - Does not require EVA or below grade parking podium
  - Requires rebuilding south exit stair and exhaust vents
  - New exist stair to Adeline level and vent shaft disrupts plaza connections to the building
Area A: TPSS Area
TPSS Expansion/TOD Integration

~100’ (length of full basketball court = 94’)

~50-53’

Non-Residential or Accessory Spaces

Sidewalk + street trees

5’ walkway + 30’ crane area + 5’ walkway

Required crane access and emergency TPSS staging area

10’ wall with art

10’ wall with art

124’
Potential Art Surrounding TPSS
Area B: Station Entrance
Area C: South of Station Entrance
Summary: **Design Study #1**

**Alt A | Maximize Adeline Connection**

**Alt B | Lower Road @ Station Elevation**

**Alt C | Loop Road with Deck Connection**
Alt A | Maximize Adeline Connection

Summary
• Maximizes Adeline Connection
• Minimizes on-site vehicle circulation

Challenges/Constraints
• Builds within ZOI
• Can EVA occur from MLK and Adeline? NO
• If required, can EVA be in parking podium? NO
• Can cash truck access from MLK?

BFD + BART Fire and Life Safety identified concerns and this connection may not be acceptable

DRAFT CONCEPTUAL DESIGN STUDY FOR ANALYSIS

Adeline Building Frontage
Crane access
EVA station access points
Passenger loading
Alt B | Lower Road @ Station Elevation

Summary
- New tree-lined street at station entrance elevation
- No building connections at Adeline plaza elevation

Challenges/Constraints
- TOD does not directly connect to Adeline
- Retail/Active frontages would only occur on MLK and Ashby

<table>
<thead>
<tr>
<th>n/a</th>
<th>Adeline Building Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Crane access</td>
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<td></td>
<td>EVA station access points</td>
</tr>
<tr>
<td></td>
<td>Passenger loading</td>
</tr>
</tbody>
</table>
Example of Internal Drive with TOD
Alt C | Loop Road with Deck Connection

Summary
- Adeline Frontage South of Station Entrance
- Deck over Internal Circulation

Challenges/Constraints
- Builds within ZOI
- I decking over internal drive/EVA access possible? NO
- May require updates to station lighting and ventilation and/or security

BFD + BART Fire and Life Safety identified concerns and this connection may not be acceptable

Adeline Building Frontage
Crane access
EVA station access points
Passenger loading
Summary: **Design Study #1**

**Alt A | Maximize Adeline Connection**

**Alt B | Lower Road @ Station Elevation**

**Alt C | Loop Road with Deck Connection**

BFD + BART Fire and Life Safety identified concerns with ensuring adequate emergency access, and the connections in these alternatives may not be acceptable.
Design Alternatives – Design Study #2

B. Large Loop Road (Continued from Version 1)
D. Loop Road with South Building Connection
E. Loop Plaza and EVA with South Connection
**Summary**

- New tree-lined street at station entrance elevation
- No building connections at Adeline plaza elevation

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**n/a** Adeline Building Frontage

- **EVA station access points**
- **Passenger loading**
Alt D | Loop Road with South Building Connection

Summary
• 240 feet frontage on Adeline
• New tree-lined street at station entrance elevation
• Loop road provides EVA and drop off for passengers
• Needs to be vetted by TPSS team
Alt E | Loop Plaza and EVA with South Connection

Summary

- 275 feet frontage on Adeline
- Plaza lines up with station entrance for visibility to/from station to MLK
- New tree-lined plaza at station entrance elevation
- Loop plaza provides EVA
- Loop design could be plaza or street with drop-off area for passengers
Summary: **Design Study #2**

- **B. Large Loop Road**
- **D. Loop Road with South Building Connection**
- **E. Loop Plaza and EVA with South Connection**
Next Steps

- City/BART agree on project requirements and community benefits and air rights resolution
- City and BART approve amendment to Memorandum of Agreement
- Circulation and Station Access Framework
  - BART Infrastructure Requirements (TPSS + Station Needs)
  - Potential locations for Connection to Adeline
  - Emergency Vehicle Access Strategy
  - Drop-off and Loading Requirements
- Developer Solicitation
Question and Answer
Background Slides
CAG MEETING #1
Ashby + North Berkeley BART Zoning Standards
June 8, 2020

BART operability

1. Structural/seismic
2. Traction power
3. Station entrances to remain open
4. Station access/circulation
5. Maintenance, treasury vehicle parking and access

Safety & security

6. Vertical circulation
7. Emergency vehicle parking and access

**Table 23.202-27: Permitted Street-Facing Ground Floor Uses**

<table>
<thead>
<tr>
<th>Frontage Locations</th>
<th>Permitted Street-Facing Ground Floor Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Along Ashby and MLK</td>
<td>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.</td>
</tr>
<tr>
<td>Along Adeline</td>
<td>Non-Residential Uses or non-residential accessory spaces to residential buildings, such as community rooms</td>
</tr>
<tr>
<td>Along Woolsey, Tremont [2], or fronting interior public spaces</td>
<td>Residential or Non-Residential Uses</td>
</tr>
<tr>
<td>Along Sacramento, along the Ohlone Greenway, or within 50 feet of any street corner</td>
<td>Residential or Non-Residential Uses</td>
</tr>
<tr>
<td>Along Delaware, Acton, or Virginia</td>
<td>Residential Uses</td>
</tr>
</tbody>
</table>

[1] Active uses are commercial uses which generate regular and frequent foot traffic; such uses include businesses 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.

a. Ashby BART Station Site
Ashby-Adeline Intersection

- Crane access restricts building location
- Minimum TPSS crane access and staging requirements limit building footprint to yellow area
- Limit does not include space for street trees or other plantings to enhance connection to station.
Active Planning: Flea Market Relocation

Option 2a – Linear Plaza with no Bus Lane

Option 2b – Extended Plaza with no Bus Lane

Option to extend plaza and connect to new buildings
Options 2a and 2b – Linear with no Bus Lane

New plaza edge roughly aligns with the Adeline Street median edge that is closest to the BART Station
Station Exiting Constraints

- Exit stair can be reconfigured to Adeline level
- North Stair
- South Stair
- Required
  - Open Air
  - Point-of-Safety
    - @ station/parking level