

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

We are here



2015-2022	2022-2023	6 – 9+ months*	18 – 24+ months*	2 – 3+ years*
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- 2015-Dec 2020:
- Adeline Corridor Specific Plan (ACSP)
- June 2020-June 2022:
- Community Advisory Group (CAG) process
 - ACSP as a foundation
 - City/BART priorities and constraints (operational, economic)
 - Informed Joint Vision & Priorities (JVP)
 - JVP approved by City Council & BART Board

- Oct/Nov 2022:
- CC approves redesign of Adeline from 4 lanes to 2 lanes & expanded plaza for Flea Market
- Spring 2023
- Feasibility to connect TOD with Adeline
- Summer 2023
- Amend Memorandum of Agreement

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



Active Planning: Ashby

BART/City Joint Vision & Priorities for TOD (2022)

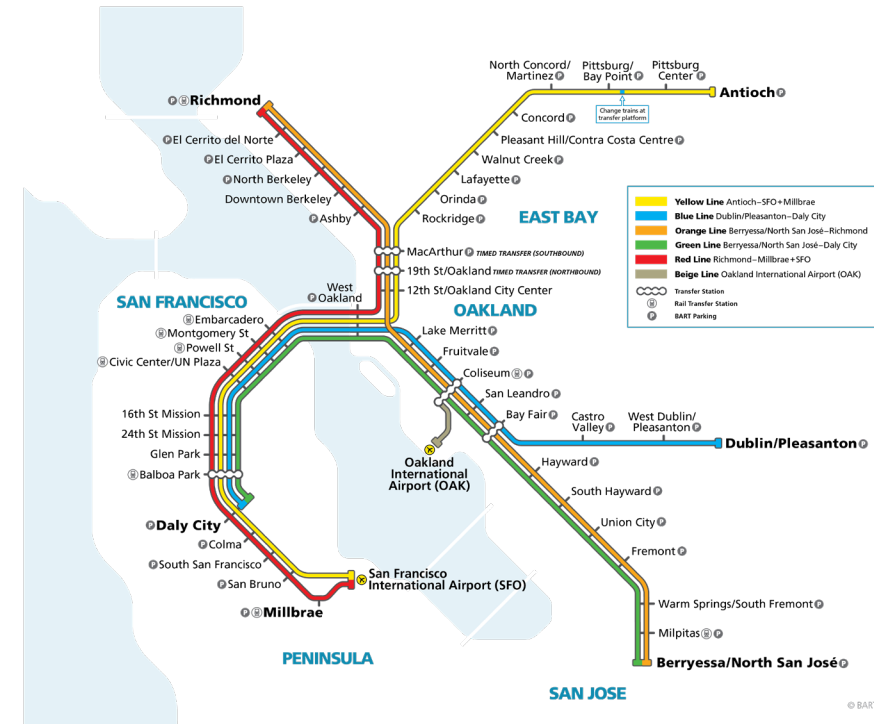
- **Deliver housing by 2031**, to reflect the urgency of the climate, affordability, and housing crises.
- **At least 35% affordable housing**, with expectation of at least 50% affordable
- Reinforce South Berkeley's role as a **hub for African American culture and life**
- Provide a **permanent home 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.



Source: visitberkeley.com

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.



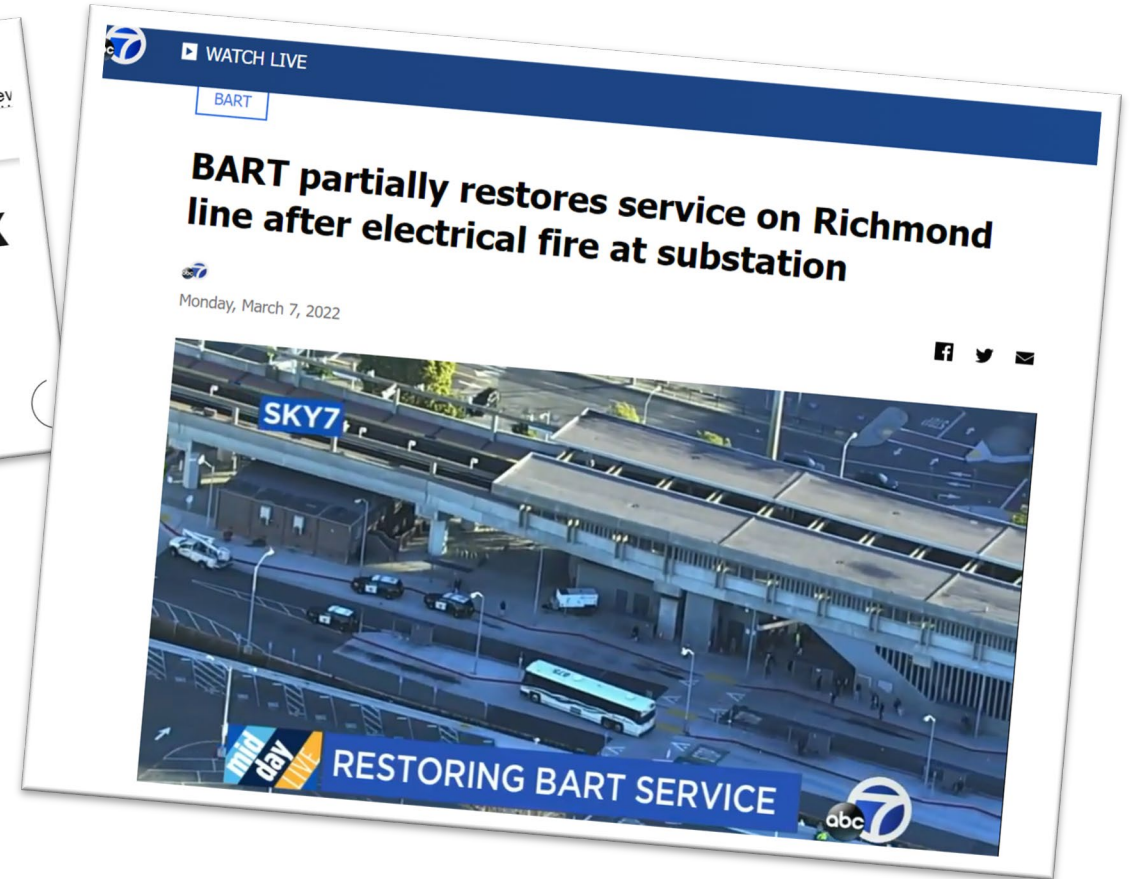
Future Traction Power Substation (TPSS)



BART TPSS Requirements

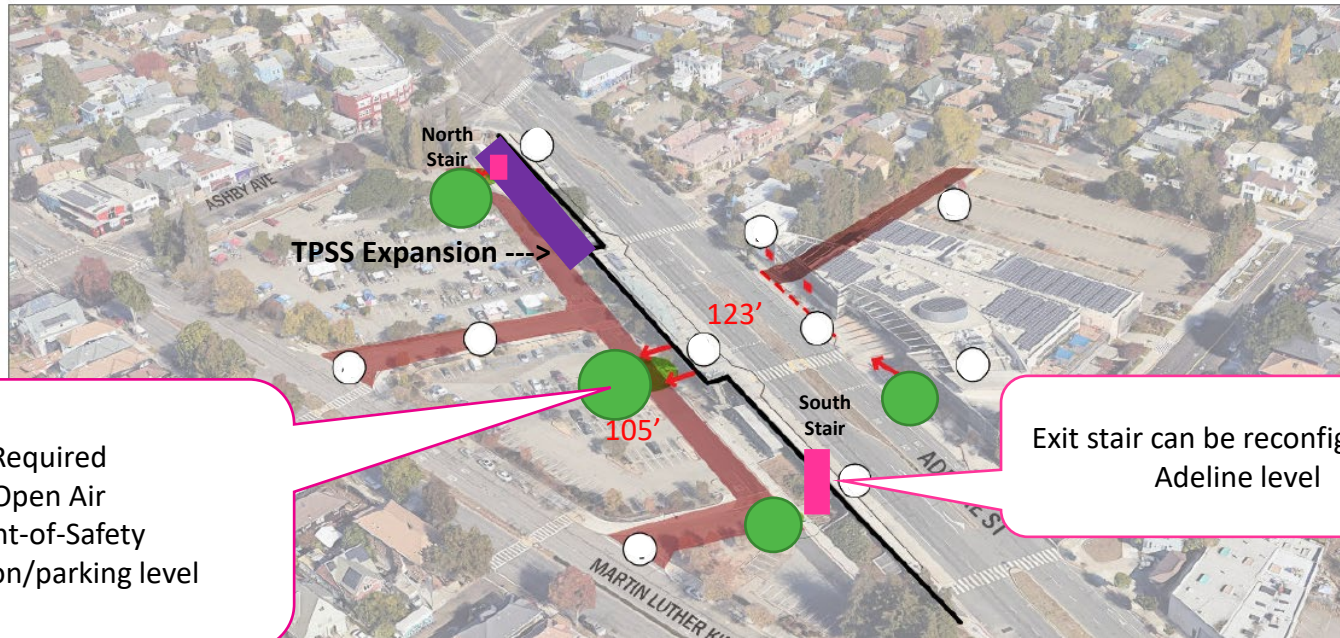
- TPSS Expansion
 - Directly south of existing TPSS
- TPSS Staging Area
 - Located west of TPSS
 - 30 feet wide
 - + 5 feet of access on each side
 - Space for emergency temporary TPSS
 - First Responders
 - BART Maintenance

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



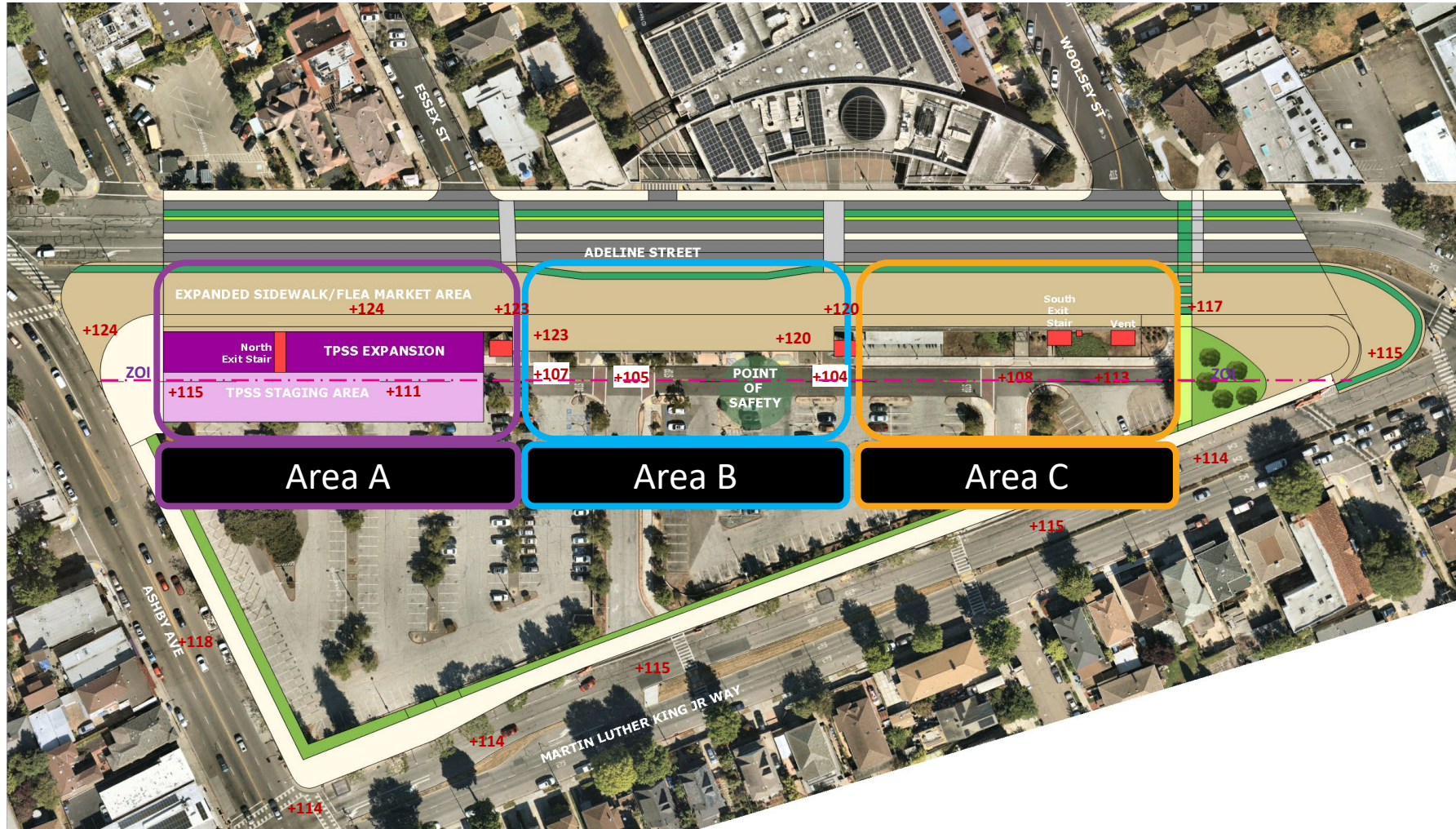
- **Emergency exiting requires:**

- 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



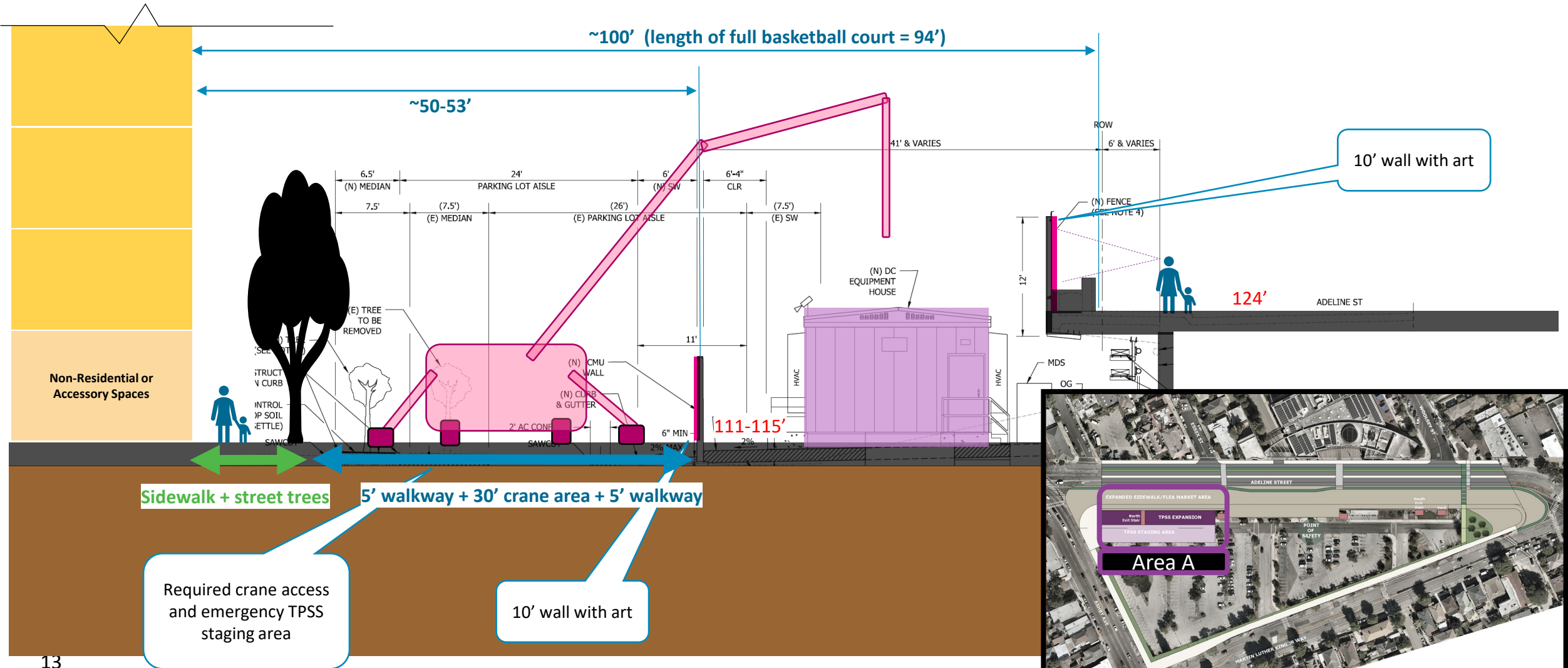
Challenges

- **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



Potential Art Surrounding TPSS



Area B: Station Entrance

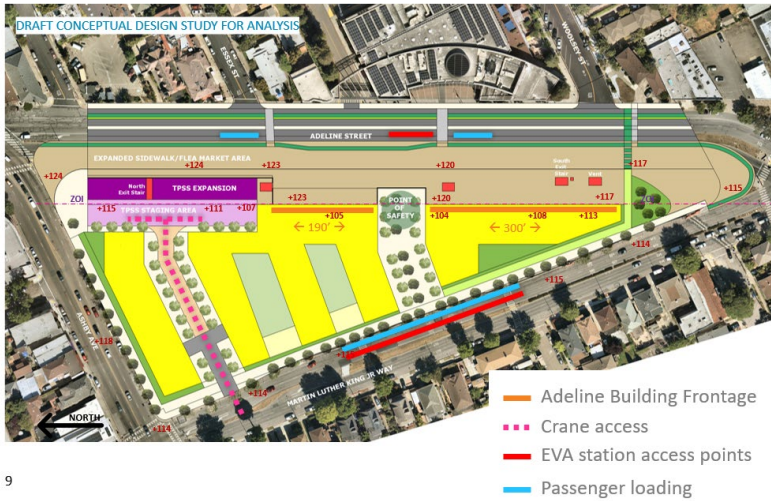


Area C: South of Station Entrance



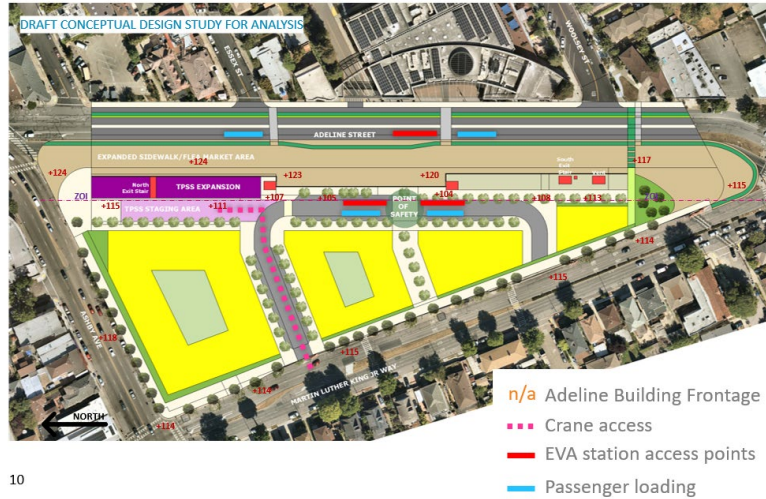
Summary: Design Study #1

Alt A | Maximize Adeline Connection



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Alt B | Lower Road @ Station Elevation



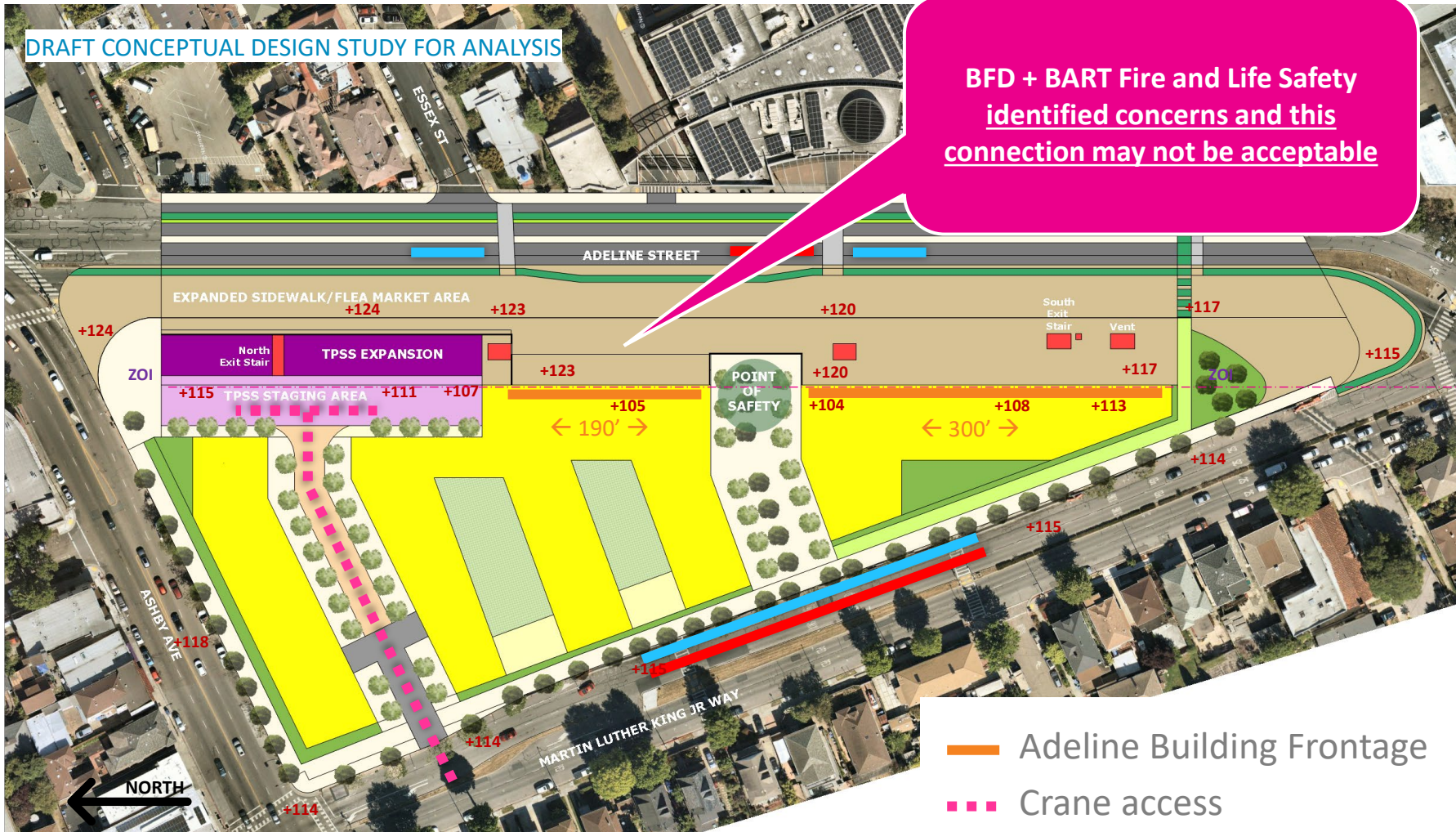
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Alt C | Loop Road with Deck Connection



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Alt A | Maximize Adeline Connection



- Adeline Building Frontage
- Crane access
- EVA station access points
- Passenger loading

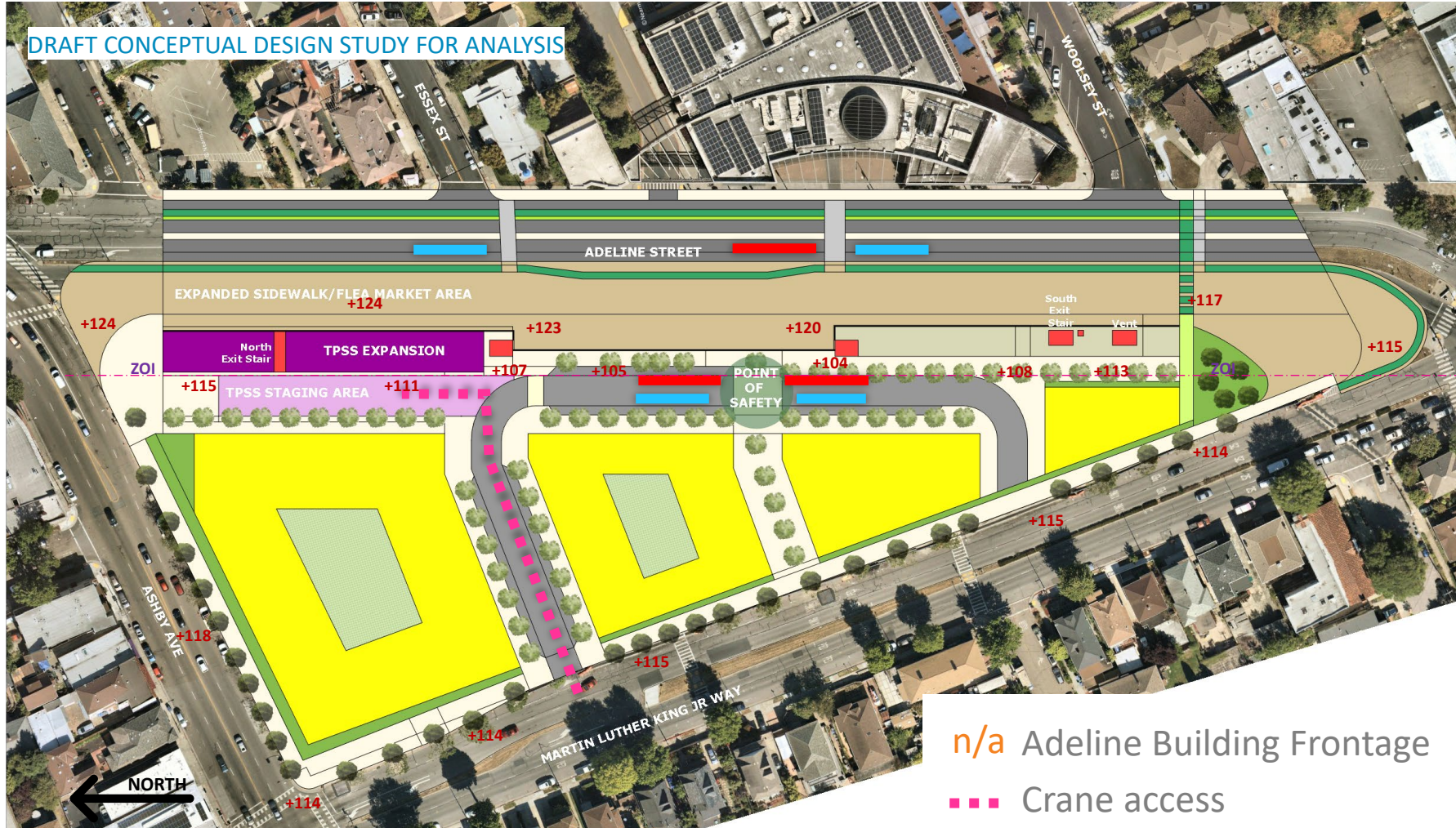
Summary

- 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?

Alt B | Lower Road @ Station Elevation



Summary

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

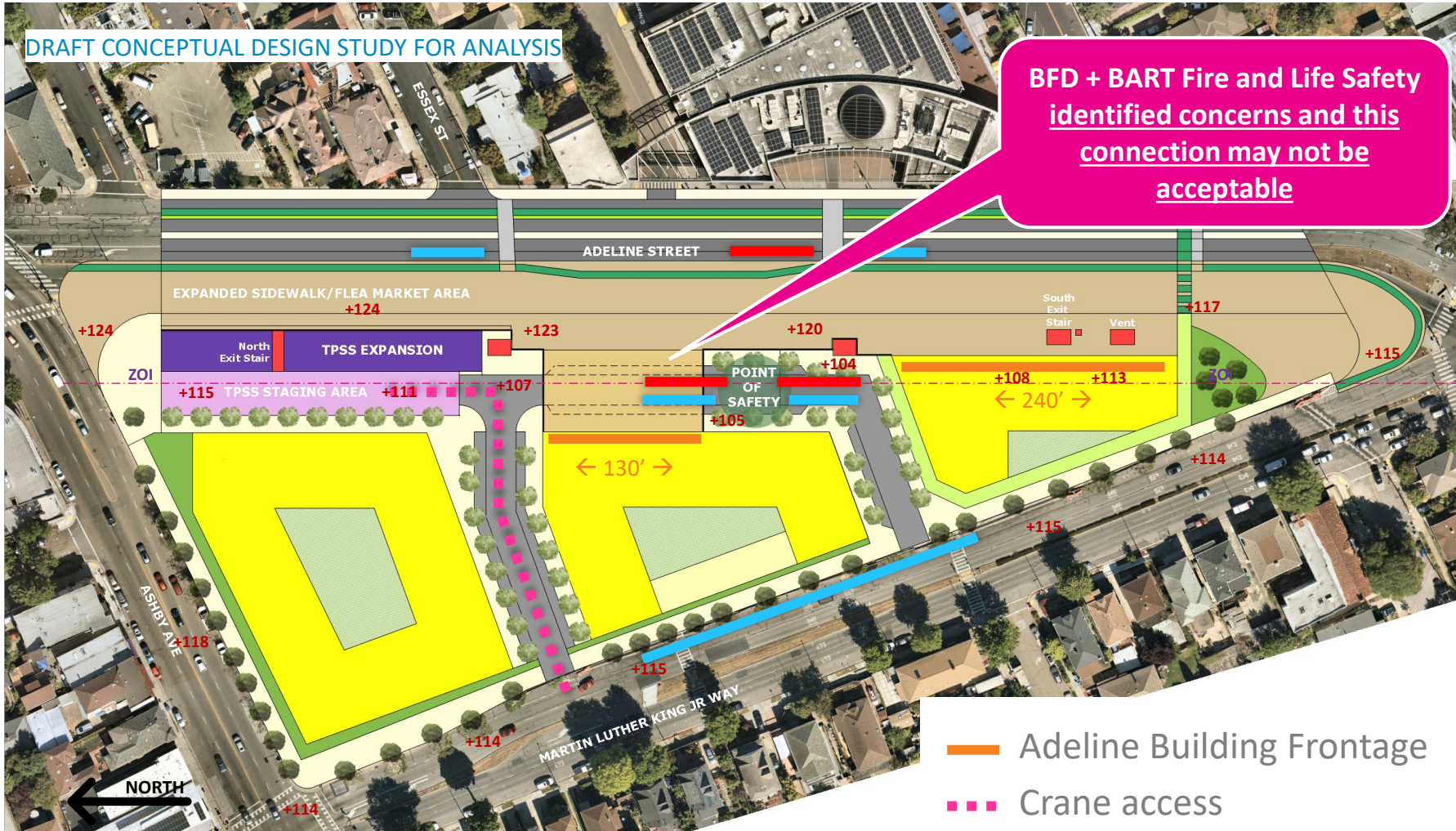
Challenges/Constraints

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

Example of Internal Drive with TOD



Alt C | Loop Road with Deck Connection



- Adeline Building Frontage
- Crane access
- EVA station access points
- Passenger loading

Summary

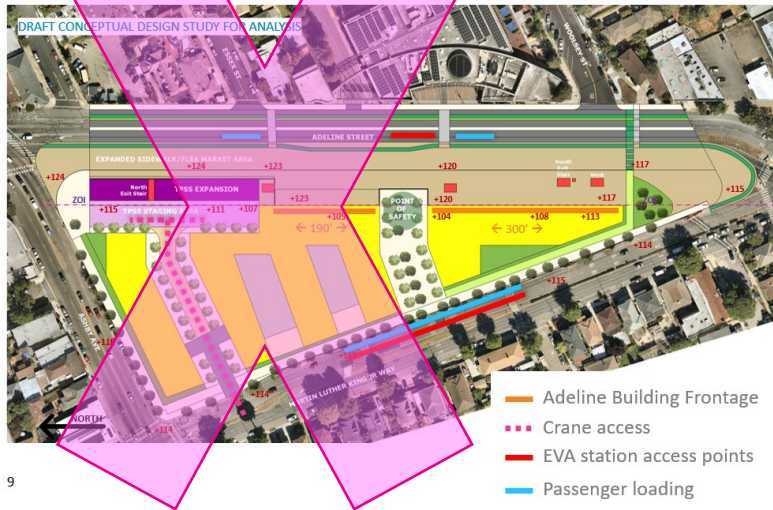
- Adeline Frontage South of Station Entrance
- Deck over Internal Circulation

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

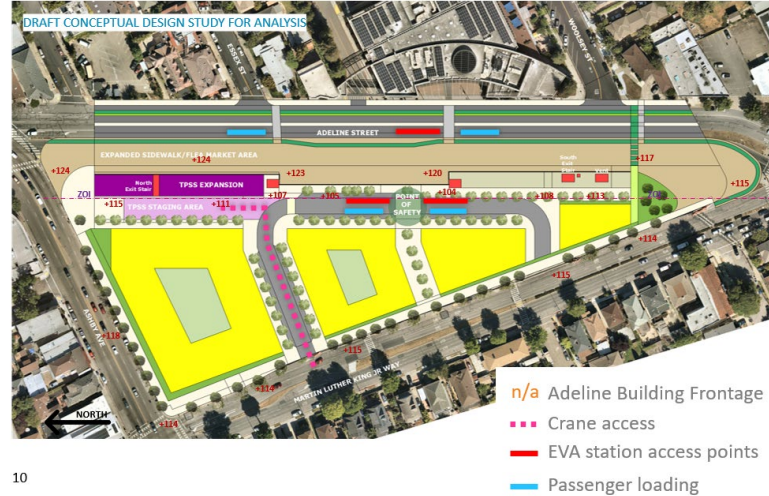
Summary: Design Study #1

Alt A | Maximize Adeline Connection



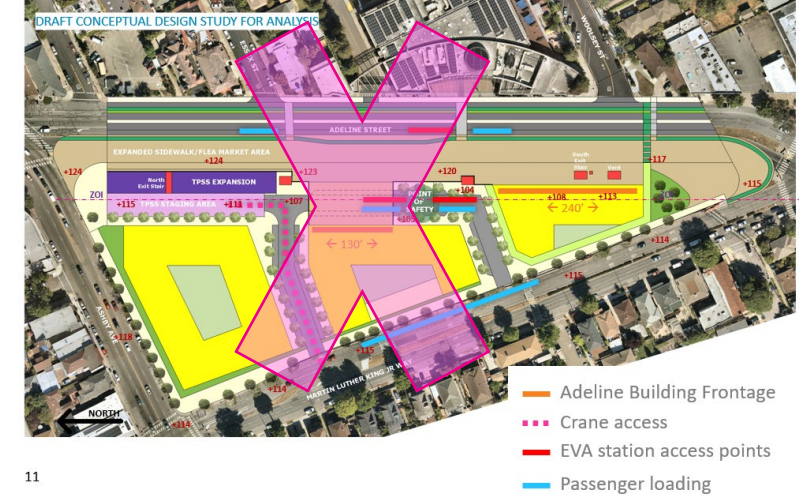
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Alt B | Lower Road @ Station Elevation



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Alt C | Loop Road with Deck Connection



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BFD + BART Fire and Life Safety identified concerns with ensuring adequate emergency access, and the connections in these alternatives may not be acceptable

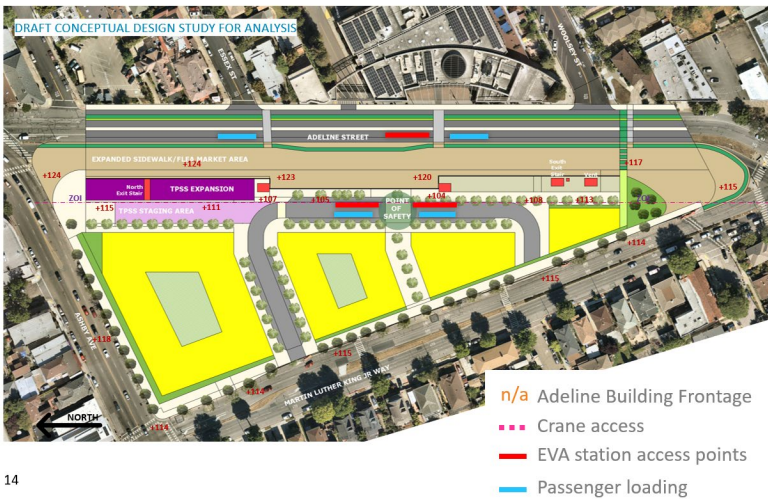
Design Alternatives – Design Study #2

B. Large Loop Road (Continued from Version 1)

D. Loop Road with South Building Connection

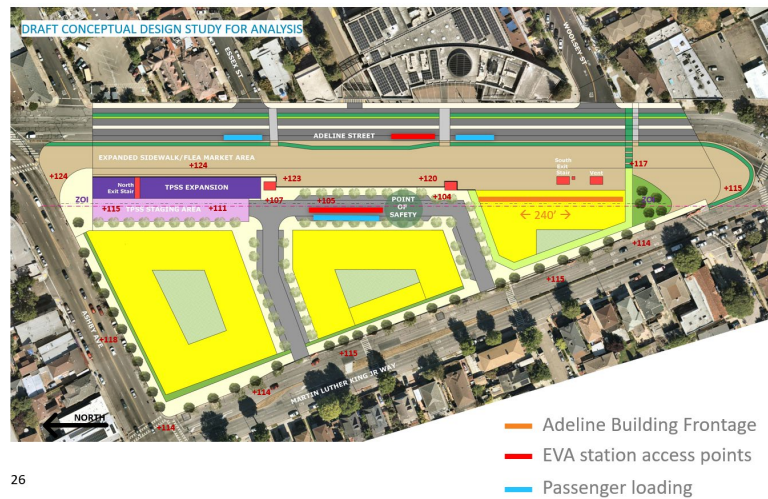
E. Loop Plaza and EVA with South Connection

B. Large Loop Road



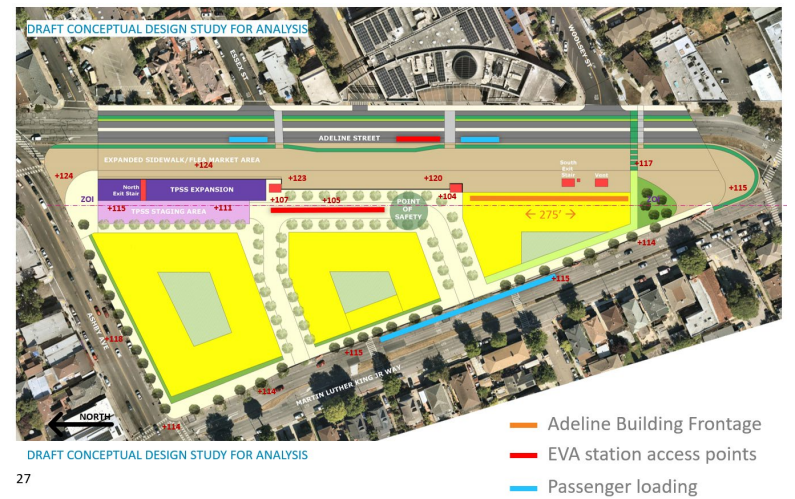
14

D. Loop Road with South Building Connection



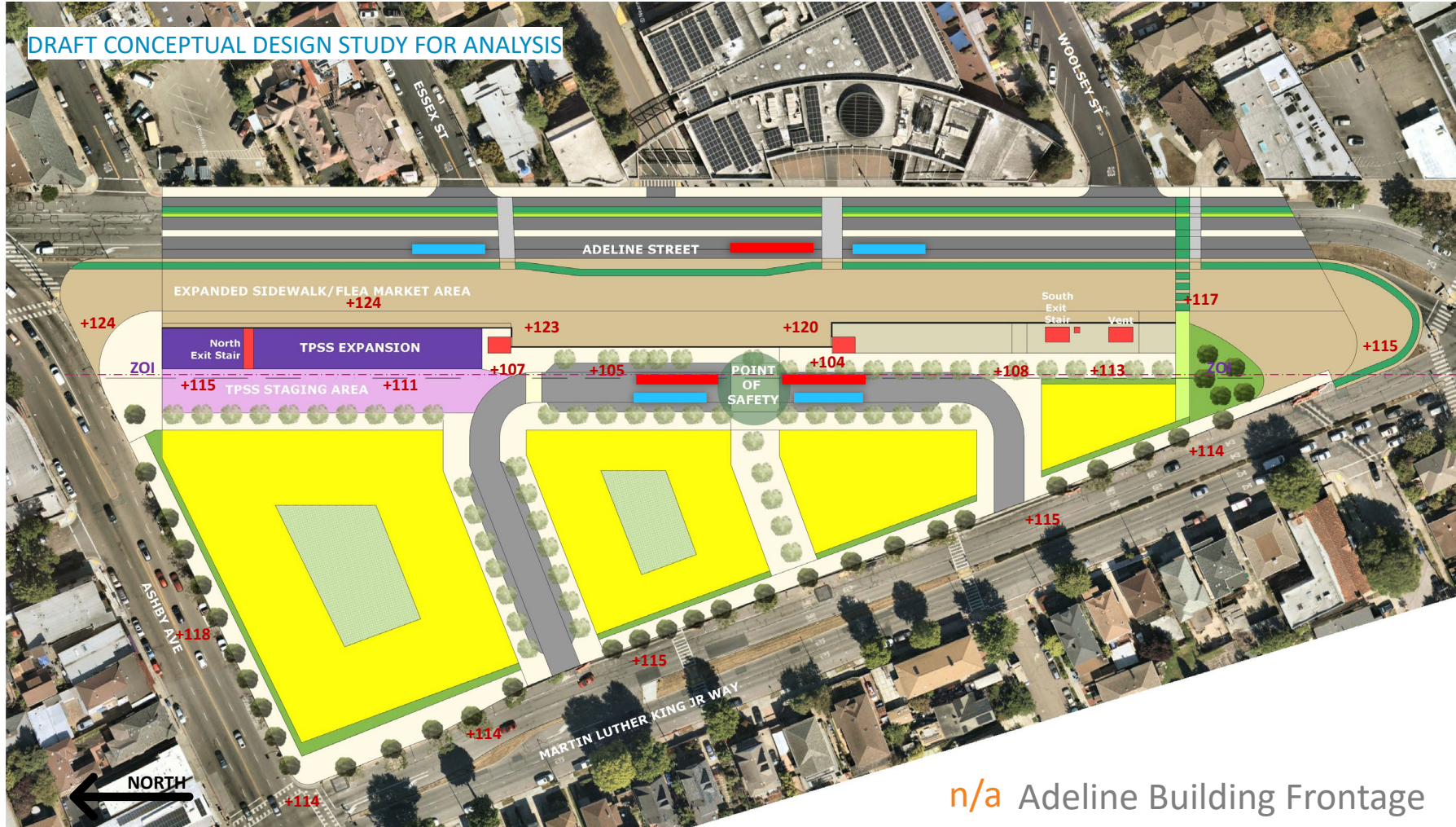
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E. Loop Plaza and EVA with South Connection



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Alt B | Large Loop Road

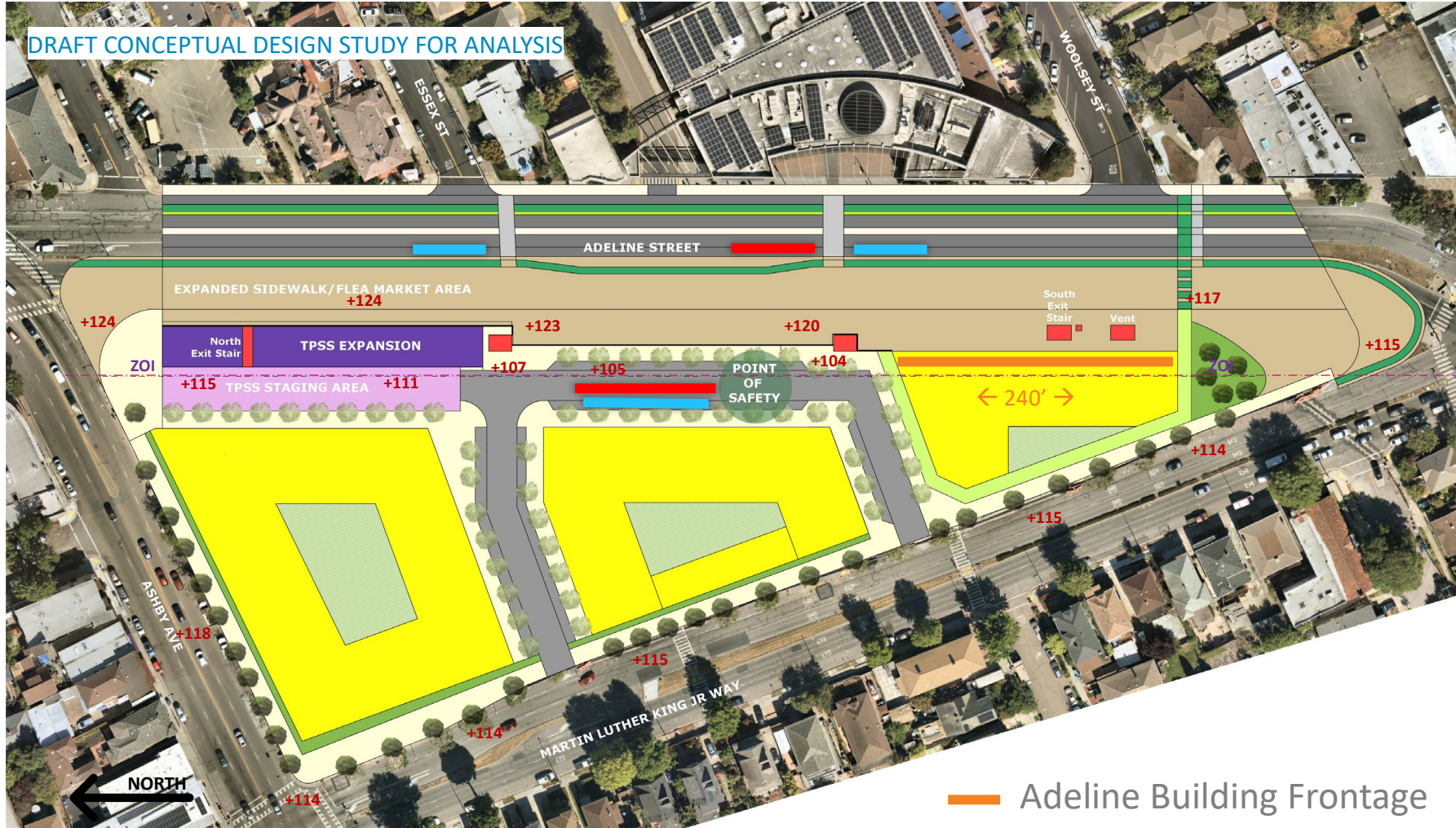


Summary

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

- n/a Adeline Building Frontage
- EVA station access points
- Passenger loading

Alt D | Loop Road with South Building Connection

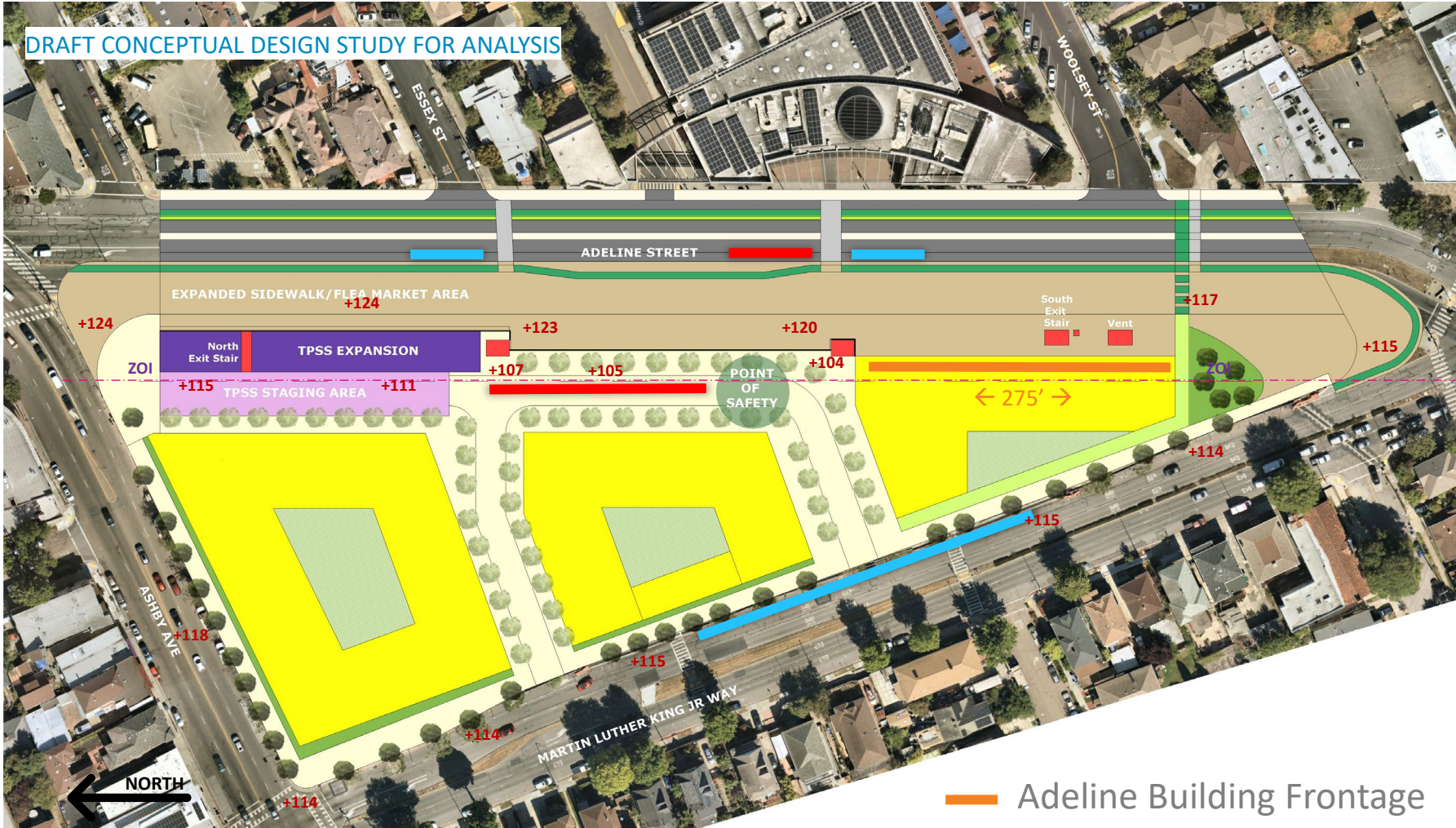


Summary

- 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

- Adeline Building Frontage
- EVA station access points
- Passenger loading

Alt E | Loop Plaza and EVA with South Connection



Summary

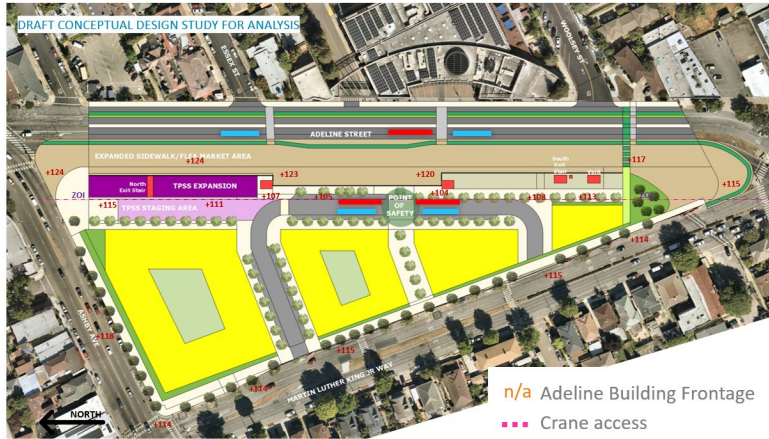
- 275 feet frontage on Adeline
- Plaza lines up with station entrance for visibility to/from station to MLK
- New tree-lined plaza at station entrance elevation
- Loop plaza provides EVA
- Loop design could be plaza or street with drop-off area for passengers

- Adeline Building Frontage
- EVA station access points
- Passenger loading

DRAFT CONCEPTUAL DESIGN STUDY FOR ANALYSIS

Summary: Design Study #2

B. Large Loop Road



- n/a Adeline Building Frontage
- Crane access
- EVA station access points
- Passenger loading

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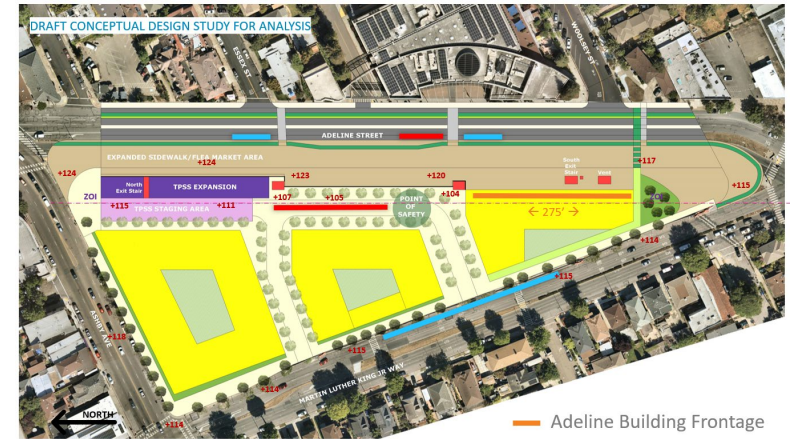
D. Loop Road with South Building Connection



- Adeline Building Frontage
- EVA station access points
- Passenger loading

26

E. Loop Plaza and EVA with South Connection



- Adeline Building Frontage
- EVA station access points
- Passenger loading

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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



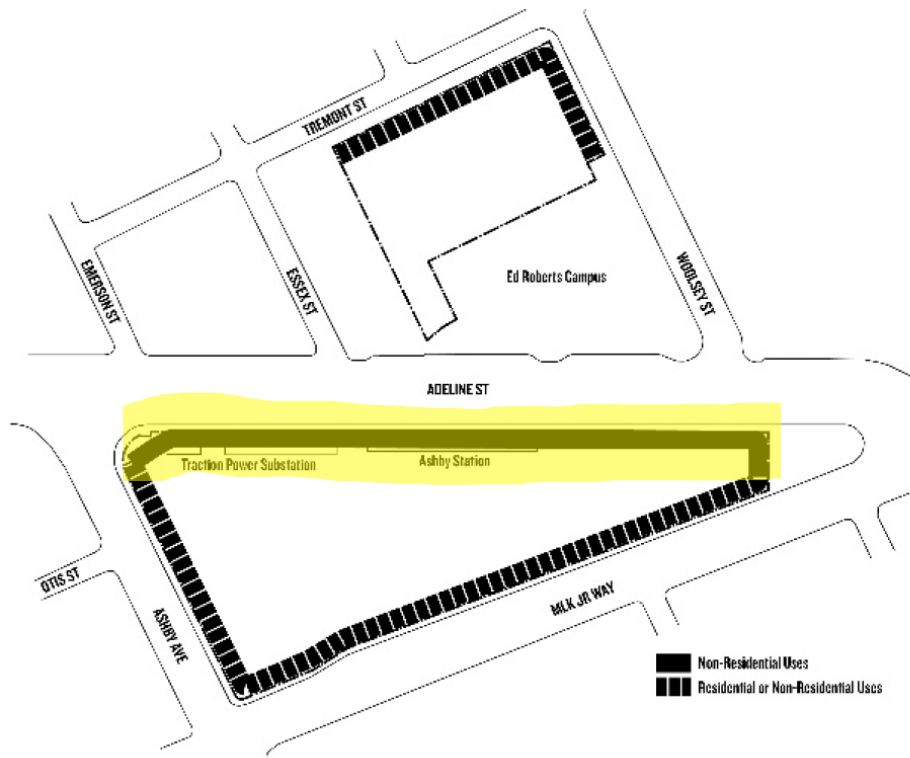
Zoning Summary

D. **Ground-floor Uses.** See Table 23.202-27.

TABLE 23.202-27: PERMITTED STREET-FACING GROUND FLOOR USES

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

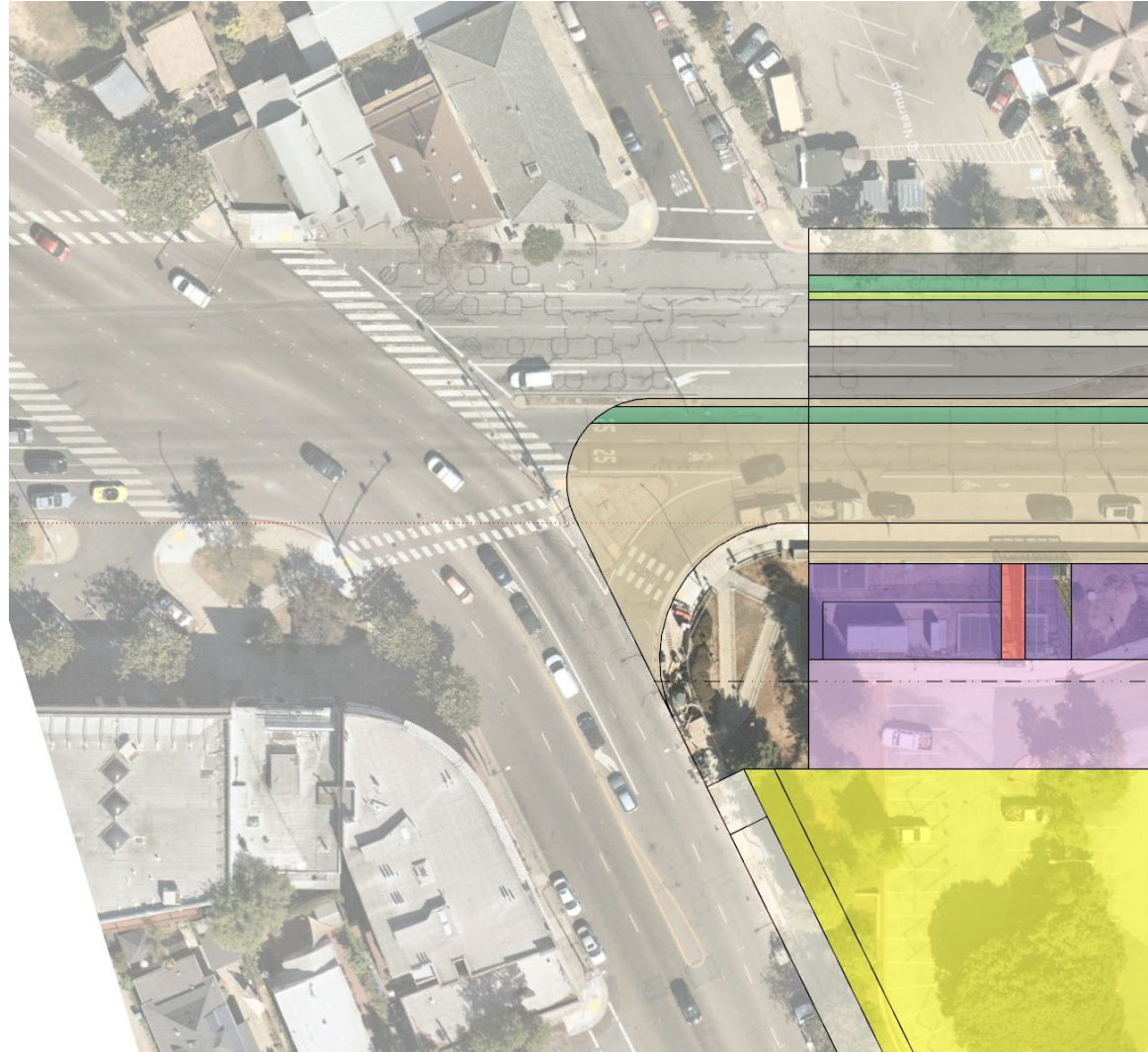
[1] Active uses are commercial uses which generate regular and frequent foot traffic; such uses include businesses in the following use categories: Retail; Personal and Household Services; Food and Alcohol Service, and Entertainment.
 [2] Public entrances for non-residential uses fronting Tremont Street must be located on Woolsey Street.



a. Ashby BART Station Site

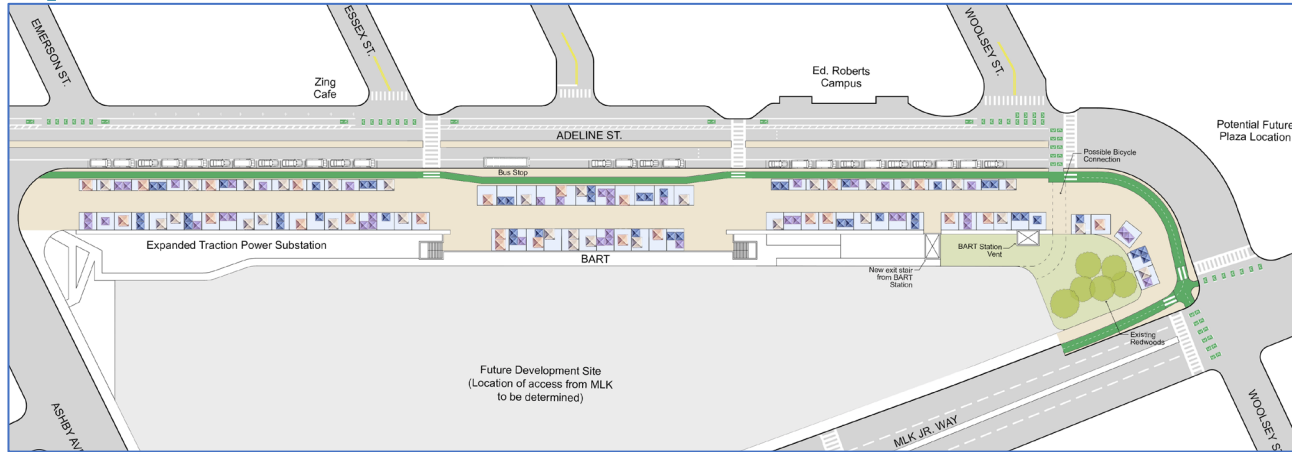
Ashby-Adeline Intersection

- 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.

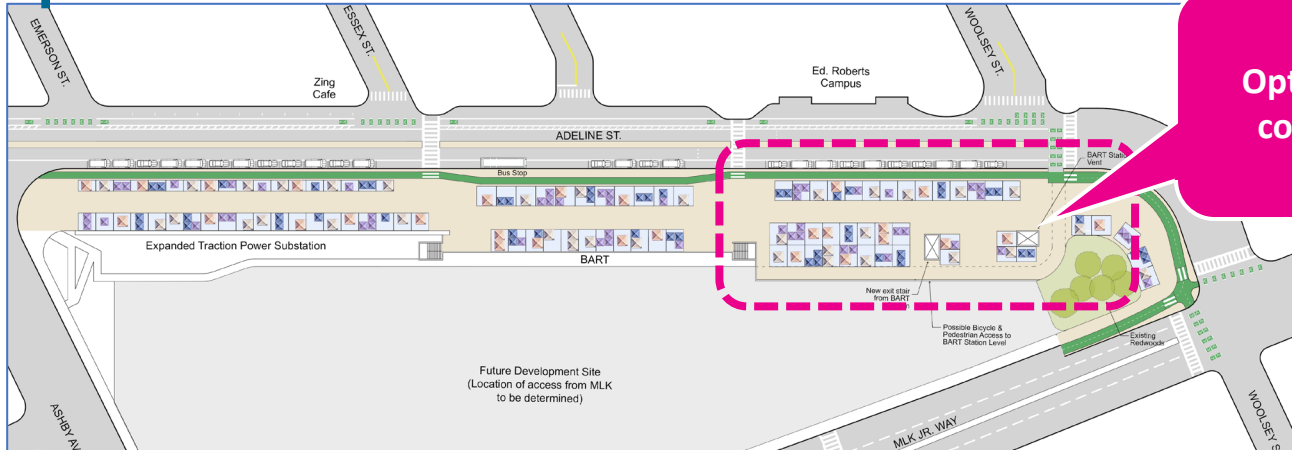


Active Planning: Flea Market Relocation

Option 2a - Linear Plaza with no Bus Lane



Option 2b - Extended Plaza with no Bus Lane



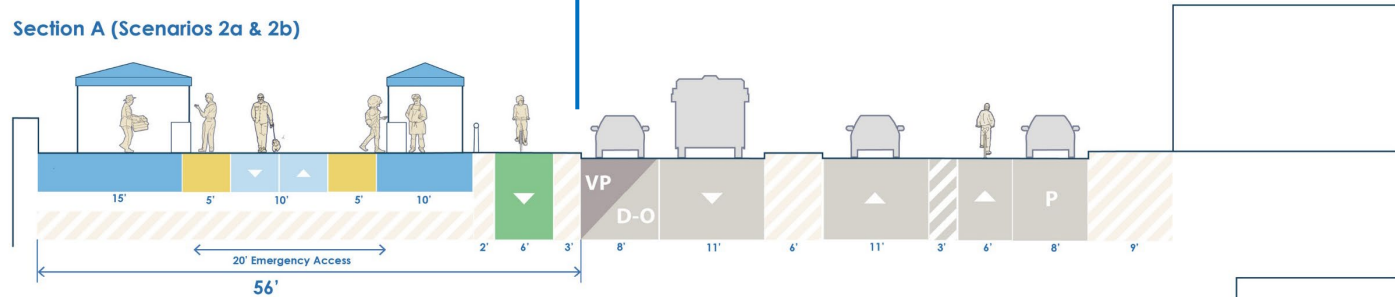
Option to extend plaza and connect to new buildings

Options 2a and 2b – Linear with no Bus Lane

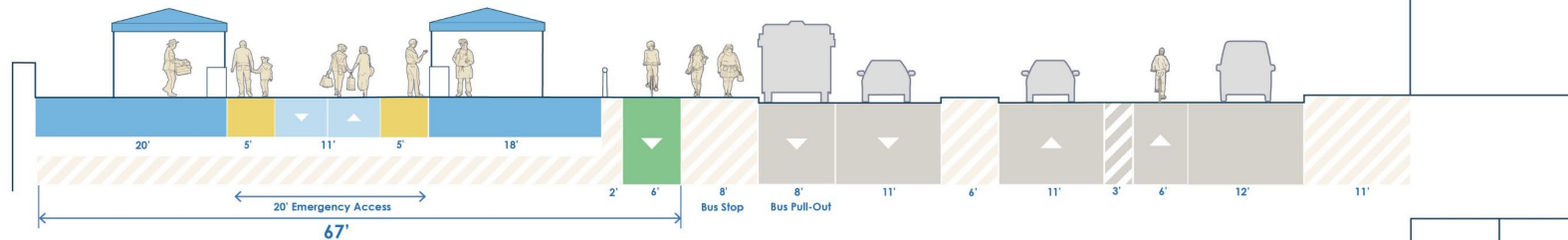
- Vendor Area
- Shop Zone
- Clear Pedestrian Zone
- Bike Zone
- Weekend Vendor Parking/Weekday Drop-Off Lane
- Buffer/Plaza/Sidewalk

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

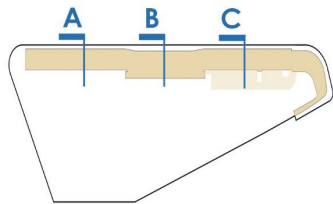
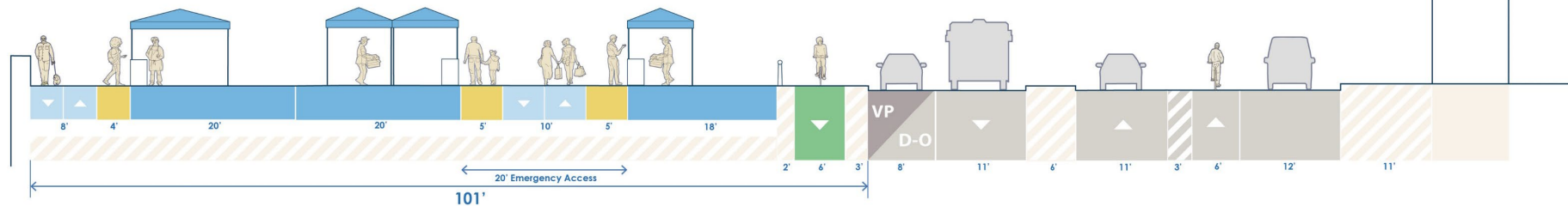
Section A (Scenarios 2a & 2b)



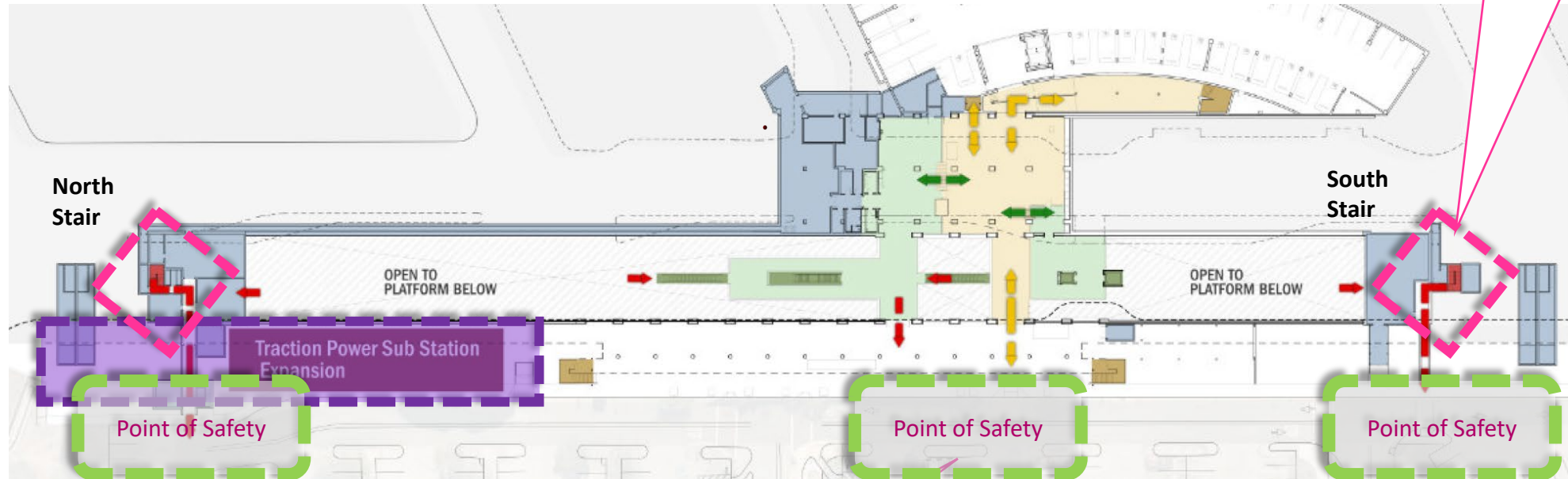
Section B (Scenarios 2a & 2b)



Section C (Scenario 2b)



Station Exiting Constraints



Exit stair can be reconfigured to Adeline level

Required
Open Air
Point-of-Safety
@ station/parking level