02

Office of the City Manager

ACTION CALENDAR
May 9, 2019

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Timothy Burroughs, Director, Planning and Development Department

Subject: North Berkeley BART Guiding Design Principles and Conceptual Massing Scenarios

## INTRODUCTION

At its January 15 Worksession, City Council requested that City Planning Department staff return to Council in Spring 2019 with conceptual land use scenarios for the North Berkeley BART to inform initial Council direction and Planning Commission recommendations on creation of zoning and eventually development of the site. Council emphasized that the conceptual scenarios must be informed by community input received to date as well as constraints and opportunities specific to the context of the site.

The purpose of this report is to respond to Council's request and present the "Guiding Design Principles and Conceptual Massing Scenarios" study attached to this report. The study was developed in a very short timeframe – approximately three months – by Opticos Design, Inc., in collaboration with City staff and another consultant, Street Level Advisors. The purpose of the study is to provide some context and background on the North Berkeley BART site, articulate some guiding design principles based on community input to date, and to illustrate some high-level massing scenarios that demonstrate some of the constraints, opportunities, and trade-offs associated with future development at the site. The scenarios are conceptual only and are meant to generate questions and ideas that, along with additional community input and further study, can then inform future zoning regulations for the site.

## CURRENT SITUATION AND ITS EFFECTS

The "Guiding Design Principles and Conceptual Massing Scenarios" study (Attachment 1) provides:

- A summary of the North Berkeley BART existing conditions;
- A summary of how new State legislation – AB 2923 – applies to the North Berkeley BART Station;
- Guiding design principles based input received from the community to date;

- Conceptual massing scenarios and high-level analysis of potential development parameters such as parking, affordable housing, building scale and transitions, open space, and other community amenities;

- High-level analysis of the economic feasibility and other tradeoffs of conceptual scenarios

It is important to emphasize that the scenarios presented in the study are conceptual. They are designed to generate input that can inform future zoning and development parameters, such as input on levels of parking, levels of affordable housing, building scale, and transitions to the surrounding neighborhood. No specific development is being proposed at this time and will not be proposed until many additional steps have been taken, with several opportunities for community input along the way. Next steps would include, but are not limited to, development of an MOU with BART that further outlines next steps in the planning process; further feasibility, parking, and transportation analyses; and a public process at the Planning Commission to develop new zoning for the site.

## BACKGROUND

Assembly Bill 2923 (AB 2923) went into effect on January 1, 2019 (Attachment 2). It enables BART to develop zoning standards on its property by July 1, 2020. The City of Berkeley then has until July 1, 2022 to adopt conforming zoning. The North Berkeley BART site is zoned as “Unclassified”, meaning that zoning standards will have to be developed by City staff and the Planning Commission in consultation with the community.

The City of Berkeley has actively engaged with BART, the goal being to collaboratively listen to community input and embark on a shared planning process for the future of the site. Most recently, at its January 2019 Worksession, Council considered BART, City staff, and community input and requested that staff develop some conceptual development scenarios to help generate additional input from Council and the community that can inform next steps.

In addition to the work underway focused on North Berkeley BART, the City is also deep into the process of developing an Adeline Corridor Plan, which will provide guiding principles and objectives for development at the Ashby BART Station. The City will continue to engage the community and work with BART on future development at Ashby BART.

## ENVIRONMENTAL SUSTAINABILITY

By adding housing and other uses to the North Berkeley BART Station parking lots, the City would further its goals to address the Climate Emergency and reduce greenhouse gas emissions from vehicle miles traveled. A reconfigured use of the site can allow for improved bicycle and pedestrian facilities to encourage alternate means of access to

the BART station, while maintaining some optimally designed parking for those who must drive to access the station.

POSSIBLE FUTURE ACTION

BART Board and staff are working on providing additional guidance to local jurisdictions regarding development parameters required by AB2923 (anticipated in summer 2019). Preliminary steps to move forward with the planning process for North Berkeley BART would include engagement with BART to develop a Memorandum of Understanding (MOU) to guide the planning process moving forward, including opportunities for community input, and work by City staff and the Planning Commission to develop zoning for the site.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

The fiscal impacts of any future development of the North Berkeley BART site are not known at this time. Fiscal impacts will be analyzed at a later date, once there is more specific direction on options and development potential.

CONTACT PERSON

Timothy Burroughs, Director, Planning and Development Department, (510) 981-7437.

Attachments:

1: North Berkeley BART Guiding Principles and Conceptual Massing Scenarios (May 2019) Prepared by Opticos Design and Street Level Advisors

2: Assembly Bill 2923 Fact Sheet, prepared by BART (March 2019)

North Berkeley BART

# Guiding Design Principles and Conceptual Massing Scenarios

City of Berkeley, CA

North Berkeley BART Study

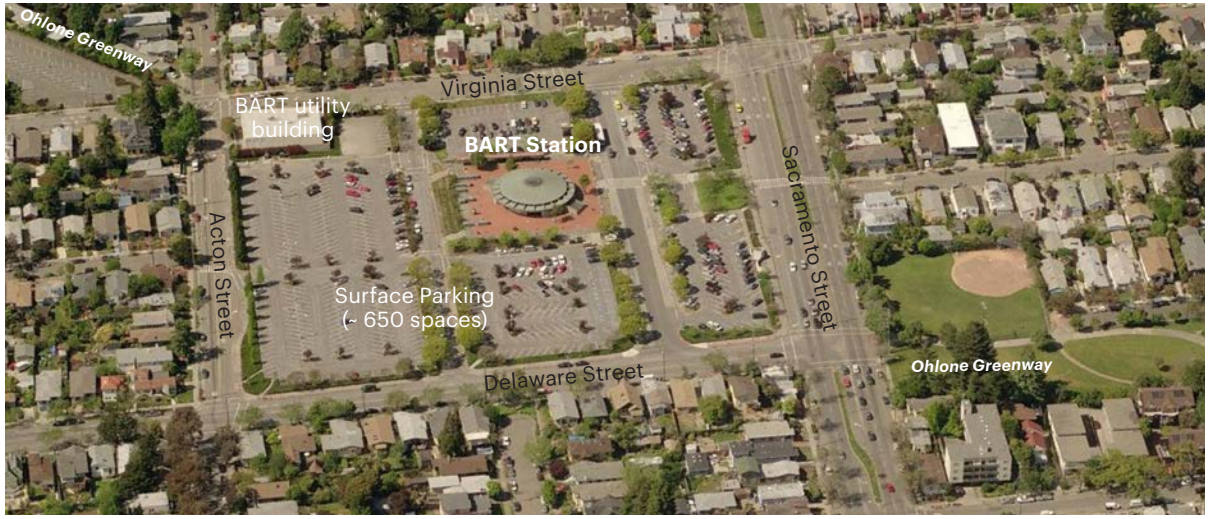
**May 02, 2019**

OPTICOS

# What's Inside?

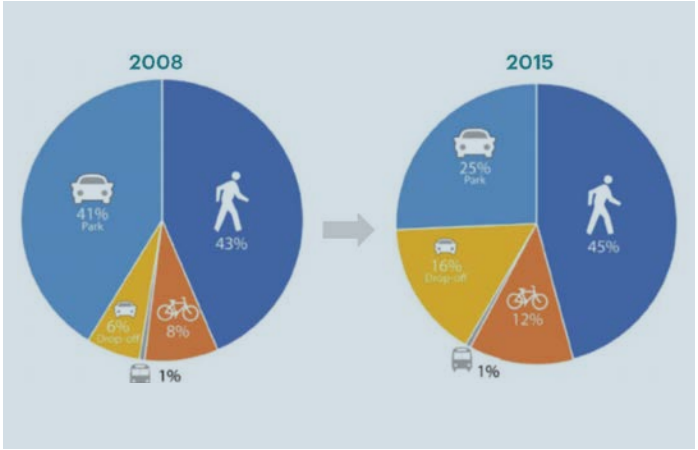
# Context and Background

# Context and Background




View of the North Berkeley BART site looking north. At present, the site is used as a parking lot by BART patrons. The site is surrounded by residential neighborhoods, and is along the Ohlone Greenway, one of Berkeley's primary bike-pedestrian connections. However, the Greenway does not currently bisect the site.

BART Easement (approx. 3 acres)
Developable Area (approx. 5 acres)
Total Site Area = approx. 8 acres




According to ACS Census data, the ratio of BART users parking at the North Berkeley station has dropped from 41% to 25% over the last 10 years.

## Existing Conditions

- The North Berkeley BART station site is located along Sacramento Street, a few blocks north of University Avenue. The streets framing the site are Delaware, Virginia, Acton and Sacramento.
- The total site area is approximately **8 acres**. The underground BART tunnel requires an at-grade easement diagonally across the site that cannot be built upon. The easement, approximately 150 feet wide, is approximately **3 acres**.
- The site is currently used for surface parking, with approximately **650 parking spaces** that are a combination of permit and fee parking. There are 170 additional spaces in adjacent lots.
- The station has low-cost secured bike parking and informal carpool along Sacramento Street.
- According to BART surveys of residents within a 1/2 mile (10 minute) walk of the station, **43% do not drive to work** (they use transit, walk or bike) and **70% own 1 car or none.**
- The ratio of BART users parking at the station has dropped from **41% in 2008 to 25% in 2015.**

# Context and Background

## BART TOD Guidelines and AB2923

- North Berkeley BART is an '**Urban with Parking**' station type. BART's vision for the site includes housing, focusing on affordable housing (20% minimum).
- BART TOD standards specify a minimum density of **75 dwelling units per acre** (du/ac), a **parking maximum** for residential uses (0.5 space per unit) and office uses (1.6 spaces per 1,000 sf). BART standards require no replacement parking.

## Assembly Bill 2923

- **AB2923**, signed by Governor Brown in 2018, prioritizes TOD and **grants BART the authority to zone its properties**.
- By **July 2022**, local jurisdictions must rezone to meet BART TOD Zoning Standards.

**Assembly Bill 2923 Fact Sheet for Local Jurisdictions**

**2017 BART TOD Guidelines by Place Type**
**Minimum residential density: 75 Units/Acre**

| BART TOD place type | Parking overall | Residential vehicle parking maximum (spaces/ unit) | Office vehicle parking maximum (spaces/ 1,000 square feet) | Height | Floor-to-Area Ratio Minimum (1) | Stations with BART-owned buildable land within a ½ mile of the station faregates or entrances | | |
|---|---|---|---|---|---|---|---|---|
| Regional Center | • No vehicle parking minimum<br>• Shared/ unbundled<br>• Secure bike parking – minimum 1 space/ residential unit | 0.375 | 0 | 12 stories | 7.2 | • 19th Street<br>• 12th Street-Oakland City Center | | |
| Urban Neighborhood - City Center | | 0.5 | 1.6 | 7 stories | 4.2 | • Ashby<br>• Balboa Park<br>• Coliseum<br>• El Cerrito Plaza<br>• Fremont | • Fruitvale<br>• Glen Park<br>• Hayward<br>• MacArthur<br>• North Berkeley | • Rockridge<br>• San Leandro<br>• Union City<br>• Warm Springs<br>• West Oakland |
| Neighborhood -Town Center | | 1 | 2.5 | 5 stories | 3.0 | • Antioch<br>• Bay Fair<br>• Castro Valley<br>• Concord<br>• Daly City | • Dublin-Pleasanton<br>• El Cerrito del Norte<br>• Lafayette<br>• North Concord-Martinez | • Pittsburg-Bay Point<br>• Pittsburg Center<br>• Pleasant Hill<br>• South Hayward |

(1) Floor-to-Area Ratio (FAR) minimums set by AB 2923, by multiplying height by 0.6

# Context and Background


## Existing Development and Regulations

- The North Berkeley BART station is surrounded by residential neighborhoods having a mix of single-family homes and small multiplexes.
- The area surrounding the station is zoned R-1 and R-2 and allows one or two units per lot (and sometimes three units on large lots). Typical heights are up to 3 stories.
- The map on the left shows existing units per parcel as well as the number of stories of the main building in the neighborhoods surrounding the site.
- The area to the south is a mix of development along University Avenue, which is C-1 zoning.
- The N/A category (shown in black) denotes parcels that are either vacant, surface parking, or commercial.

# Guiding Design Principles

# Guiding Design Principles

## Methodology

The Guiding Design Principles are based on **common themes from the community design proposals** and comments in 2018.

These principles have been developed to guide community discussion on these topics that could, in turn, inform future zoning and development standards for the North Berkeley BART site.

| | | |
|---|---|---|
| 1 | **Pedestrian-Scaled Streets** |  |
| 2 | **Smaller Edge Buildings, Taller Core Buildings** |  |
| 3 | **Multimodal Connectivity + Access** |  |
| 4 | **Connect to the Ohlone Greenway** |  |
| 5 | **A New Public Space as the Central Focus** |  |
| 6 | **Reinforce City and BART Policies** |  |

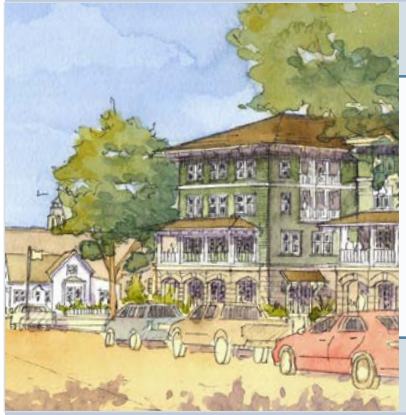
# Guiding Principles

## 1 Pedestrian-Scaled Streets + Blocks

Design the site with small blocks and narrow streets as an extension of the urban fabric.

### Why is this important?

- Compatibility with the existing grid of streets and blocks.
- A small-block network has greater connectivity, which promotes walkability.
- Improves safety and active use of public spaces and amenities.



## 2 Smaller Edge Buildings, Taller Core Buildings

The scale, form and arrangement of buildings should be contextual and enhance neighborhood character.

### Why is this important?

- Smaller, detached buildings at the edges will fit the context, with taller buildings in the core.
- Articulation of built massing can scale down large buildings.
- Using a range of building types can prevent the development from looking like a 'project'.

## 3 Multimodal Connectivity + Access

Ensure multimodal connectivity both within and through the site and improve access to BART.

### Why is this important?

- Improved station access for residents and commuters, supported by new uses, can promote BART ridership
- Planning for all modes can simplify circulation and avoid traffic impacts.

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

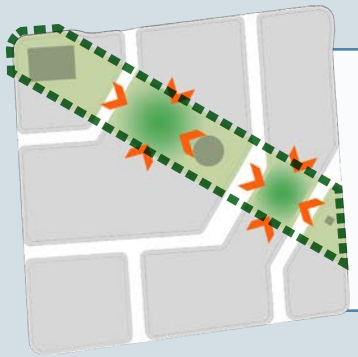
# Guiding Design Principles

## 4 Connect to the Ohlone Greenway

The BART easement can be used to create a bike-pedestrian route across the site, connecting to the Ohlone Greenway.

### Why is this important?

- Provides a direct and safe route across the site for pedestrians and cyclists.
- Improves access to BART for non-vehicular modes.
- Strengthens the overall bike-pedestrian network.



## 5 New Public Space as Central Focus

Prioritizing public open space at a central location where the community can gather, will also strengthen the connection to Ohlone Way and BART.

### Why is this important?

- A well-designed, active public space can support BART ridership and new non-residential uses.
- It can be a venue for community activities and events, both for the new development and the established neighborhoods.

## 6 Reinforce City + BART Policies

The project is an opportunity to implement community-supported policies related to growth, affordable housing and sustainability.

### Why is this important?

- The project can promote walkability and a car-free (or car-light) lifestyle.
- A variety of housing types can increase housing access and affordability.
- It can provide community-serving uses and amenities.

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

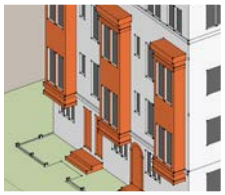
# Strategies to Break Down Building Scale

## Methodology

Smaller, separated buildings with carefully articulated facades can create a more compatible edge condition. A few key strategies to achieve this are listed to the right

### Architectural Features

Add bay windows, balconies, double-story porches, galleries and other facade elements.

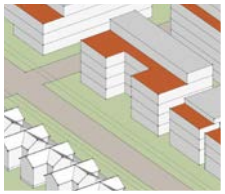


### Horizontally Articulate Building Facades

Step back building facades to break up the facade and avoid a continuous 'wall' along the street edge.

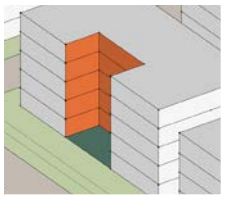
### Height Step-Backs

Step back upper floors of buildings to reduce the perceived bulk from the street edge.



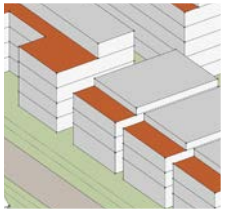
### Buildings Stepbacks Along Edges

Step back buildings to create front yards and 'courtyards' that create interest for passers by.



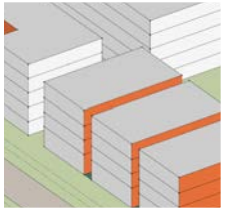
### Detached Buildings Along Edges

Use separate, smaller buildings along the site edges as compared to a single large building to create a more porous edge.



### Separate Edge and Interior Buildings

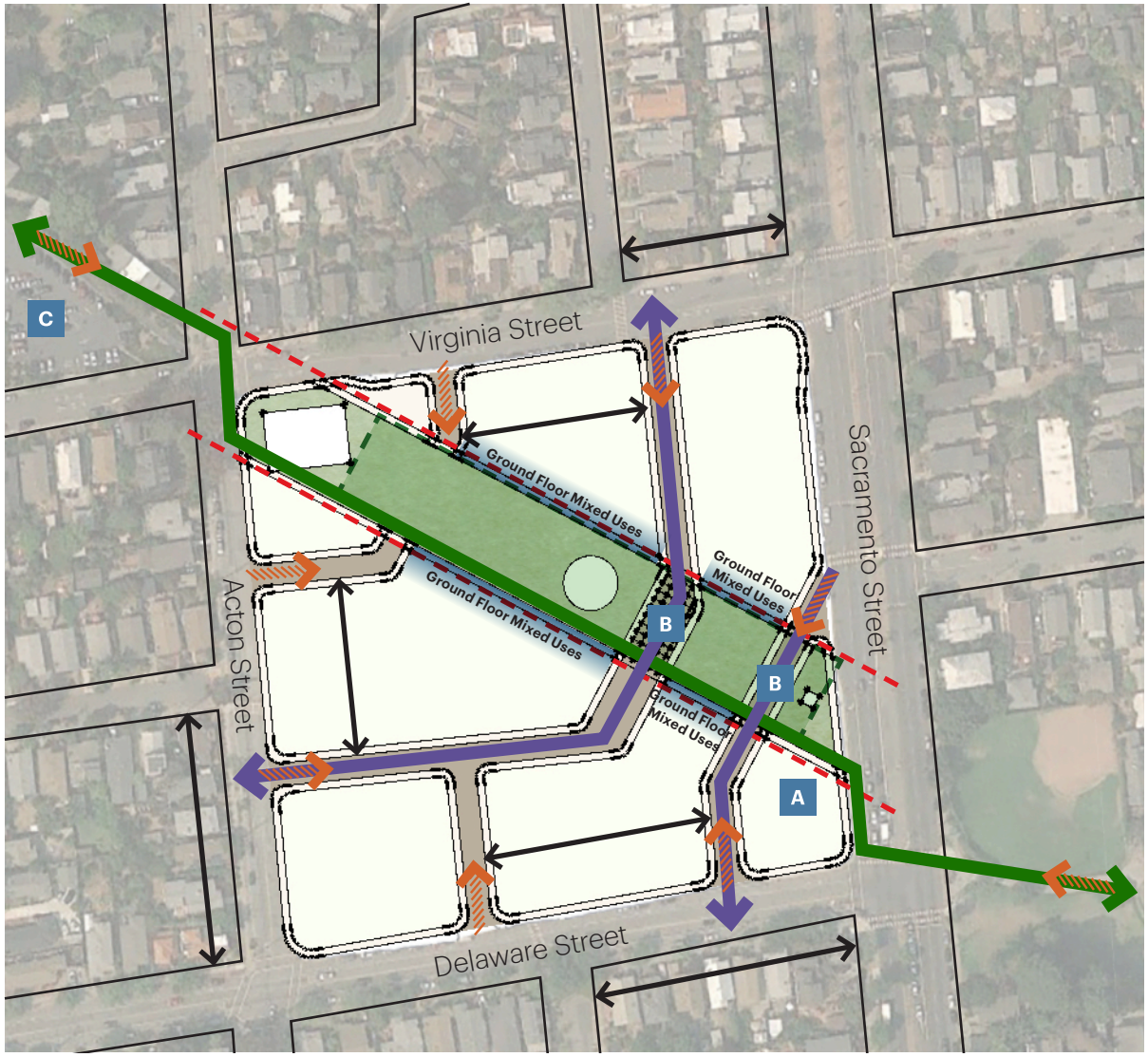
Physically separate smaller buildings along the street from larger buildings in the site interior with internal courtyards, parking areas, etc.



**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Massing Scenarios

# Shared Site Plan Characteristics for All Scenarios




Scale 1" = 200'

N

0 200' 400'

## Constraints

- Existing BART buildings are difficult and expensive to relocate.
- The unbuildable area on the BART tunnel easement reduces developable land within the site.

## Opportunities

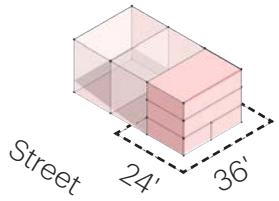
- The easement area can become a new public open space connecting the Ohlone Greenway, and improve pedestrian and bike access to BART.
- Convenient vehicular pick-up and drop-off can be provided adjacent to BART station entrance.
- Neighborhood access and connectivity can be improved by sizing the street and block network appropriately to the existing urban fabric.

## Key

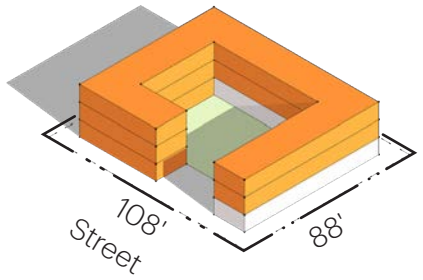
- BART tunnel easement
- New public space
- Block sizes appropriate for neighborhood
- A — New public amenity space
- B — Pick-up/drop-off for BART
- C — Existing BART parking to remain (172 spaces)
- Pedestrian- and bike-friendly access
- Connectivity through site and to BART
- Connectivity through Ohlone Greenway

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

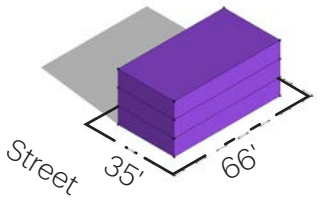
# Assumed Building Types Used in Massing Scenarios



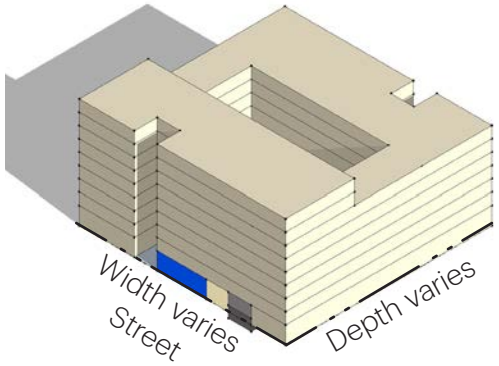

| Townhouse Over Flat Building (2-Unit) [1] | |
|---|---|
| Number of Units | 2 |
| Number of Parking Spaces [3] | 2 |
| Density (du/ac) | 33 |
| Number of Stories | 3 |

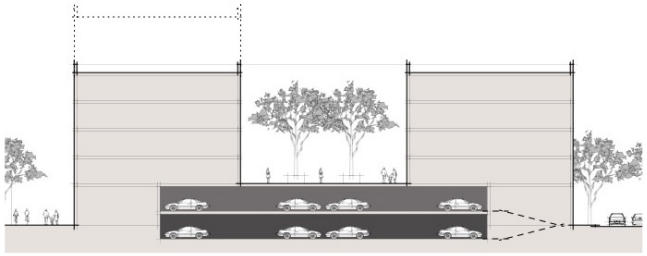



| Courtyard Building [1] | |
|---|---|
| Number of Units | 15 |
| Number of Parking Spaces [3] | 15 |
| Density (du/ac) | 47 |
| Number of Stories | 3 |




| Multiplex Building (6-Unit) [1] | |
|---|---|
| Number of Units | 6 |
| Number of Parking Spaces | 0 |
| Density (du/ac) | 55 |
| Number of Stories | 3 |



| Conventional Podium Building [2] | |
|---|---|
| Number of Units | 180 |
| Number of Parking Spaces [4] | 88 |
| Density (du/ac) | 243 |
| Number of Stories | 5 to 7 |

## Notes

Dashed black line represents assumed lot size.

[1] Assuming 10' building setback on all sides

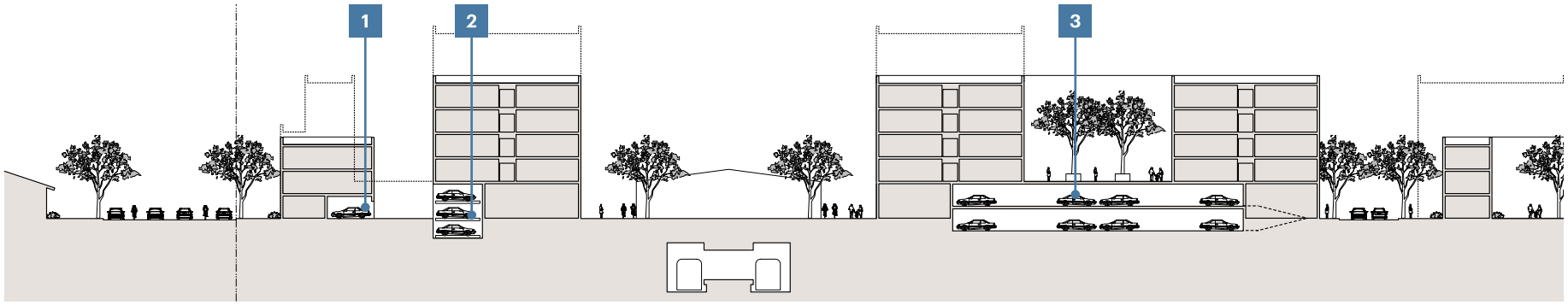
[2] Conventional example of podium building with footprint of 180' x 180' and 0' street-side setback

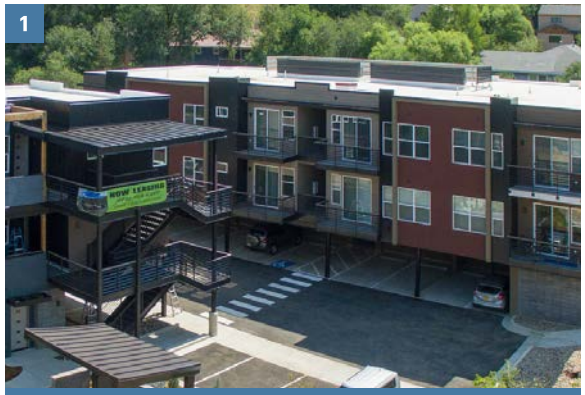
[3] Tuck-under parking provided

[4] Structured parking above and below grade shown, scenarios may also have stacked parking

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Assumed Parking Types Used in Massing Scenarios




**Tuck-Under Parking**

Head in parking space integrated into rear of building, one space deep

| | |
|---|---|
| Typical area required per parking space | 150 sf |
| Cost per parking space | $10,000 |


**Stacked Parking**

Parking using parking lifts

| | |
|---|---|
| Typical area required per parking space | 50 sf |
| Cost per parking space | $25,000 |


**Structured Parking**

Dedicated structure designed for parking, with access ramps

| | |
|---|---|
| Typical area required per parking space | 350 sf |
| Cost per parking space | $50-80,000 |

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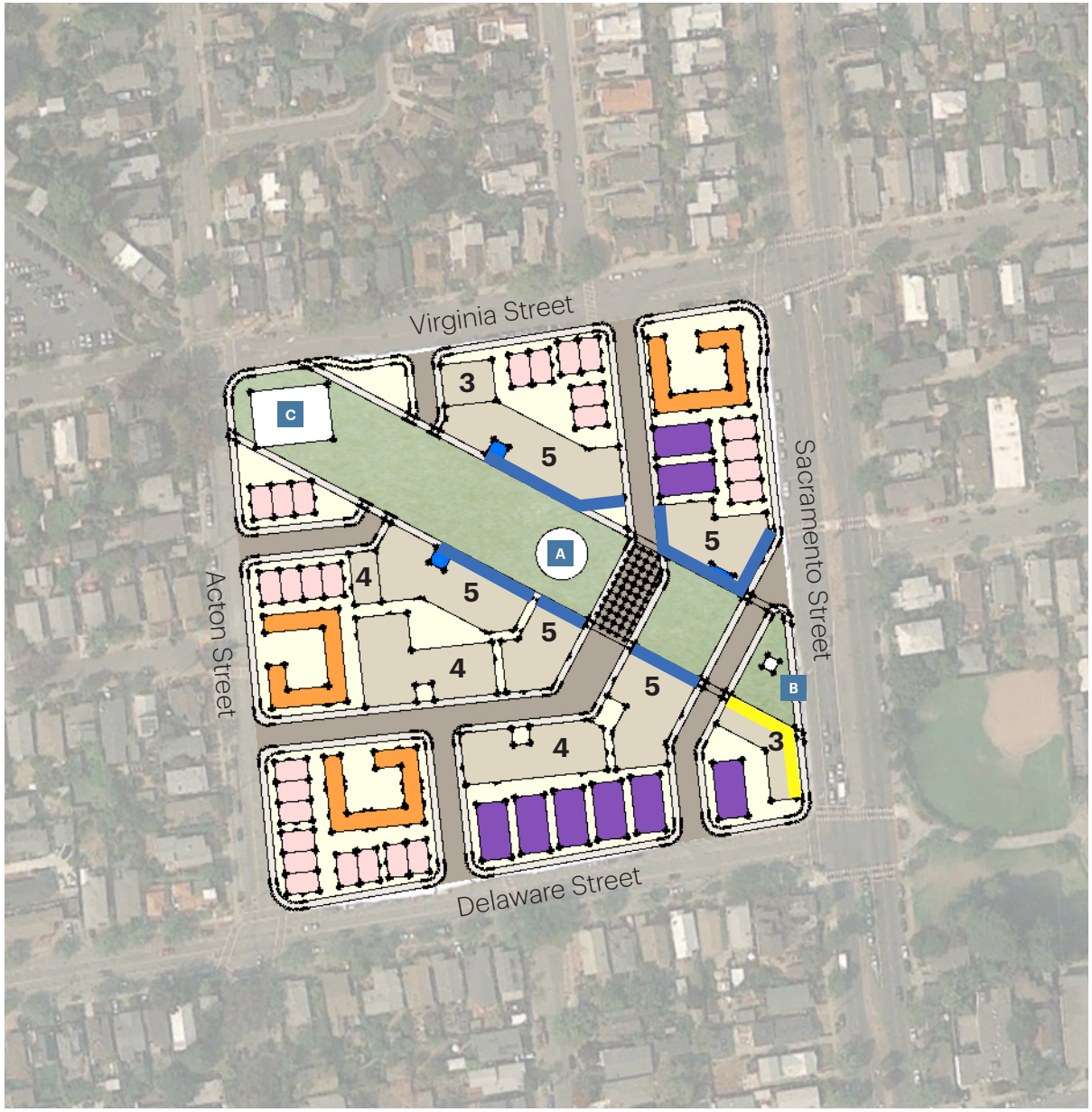
# Scenario 1 Summary: Mixed Building Types


| Program Table | |
|---|---|
| Number of Units | 453 du |
| Density | 88 du/ac |
| FAR | 2.2 FAR |
| Open Space | 2.98 ac |
| Commercial Area | 21,680 sf |
| Residential Parking | 225 sp |
| Flex Parking | 0 sp |

| Approach to Form and Scale | |
|---|---|
| Design | • Contextually responsive mix of building types serves as the transition from the project edge to the existing neighborhood<br>• Mixed use podium building type line both sides of the proposed greenway connection |
| Buildings at Edge | • 3-story, small footprint (width and depth) buildings.<br>• Detached buildings<br>• Breaks between edge and interior buildings |
| Buildings at Interior | • Primarily 5-story podium buildings types<br>• Office, commercial, and service ground floor frontages along greenway |
| Parking | • 225 residential parking spaces provided<br>• No office, commercial, and BART replacement parking provided |

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario 1 Site Plan: Mixed Building Types




## Key

- Townhouse Building (2-unit)
- Multiplex Building (6-unit)
- Courtyard Building
- Podium Building (Mixed-use)
- Civic Frontage
- Office / Commercial / Services Frontage
- # Building Height (Stories)
- A BART Main Entrance (Existing)
- B BART Elevator (Existing)
- C BART Utility Building (Existing)

*Scale 1" = 200'*

0 200' 400'

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario 1 Aerial Views: Mixed Building Types


Aerial from Sacramento looking NW


Aerial from Delaware looking NE


Aerial from Acton looking SE


Aerial from Virginia looking SW

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

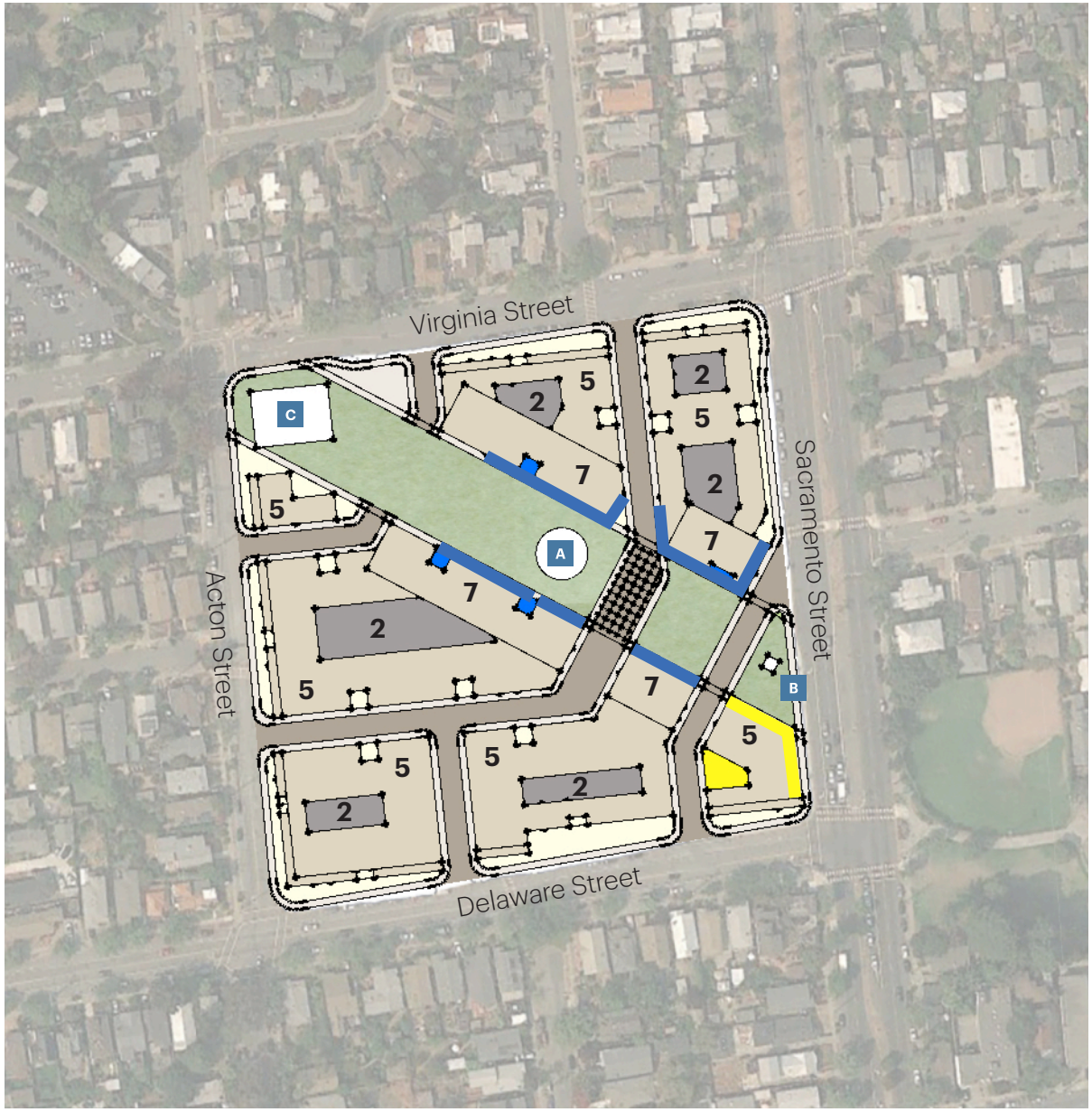
# Scenario 2 Summary: Conventional Podium Type


| Program Table | |
|---|---|
| Number of Units | 773 du |
| Density | 151 du/ac |
| FAR | 3.6 FAR |
| Open Space | 2.98 ac |
| Commercial Area | 21,480 sf |
| Residential Parking | 252 sp |
| Flex Parking | 208 sp |

| Approach to Form and Scale | |
|---|---|
| Design | • Mixed use podium building type throughout increases project density. |
| Buildings at Edge | • 5-story podium buildings stepping 10' back after 3rd story, except along Sacramento Street.<br>• Breaks provide facade articulation |
| Buildings at Interior | • Primarily 5-story podium buildings with 7-story mixed use podium buildings lining both sides of the proposed greenway connection. |
| Parking | • Approximately 250 residential parking spaces provided<br>• Approximately 210 for office, commercial, and BART replacement parking provided |

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario 2 Site Plan: Conventional Podium Type




## Key

- Podium Building (Mixed-use)
- Civic Frontage
- Office / Commercial / Services Frontage
- Structured Parking
- # Building Height (Stories)
- A BART Main Entrance (Existing)
- B BART Elevator (Existing)
- C BART Utility Building (Existing)

N

*Scale 1" = 200'*

0 200' 400'

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario 2 Aerial Views: Conventional Podium Type


Aerial from Sacramento looking NW


Aerial from Delaware looking NE


Aerial from Acton looking SE


Aerial from Virginia looking SW

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

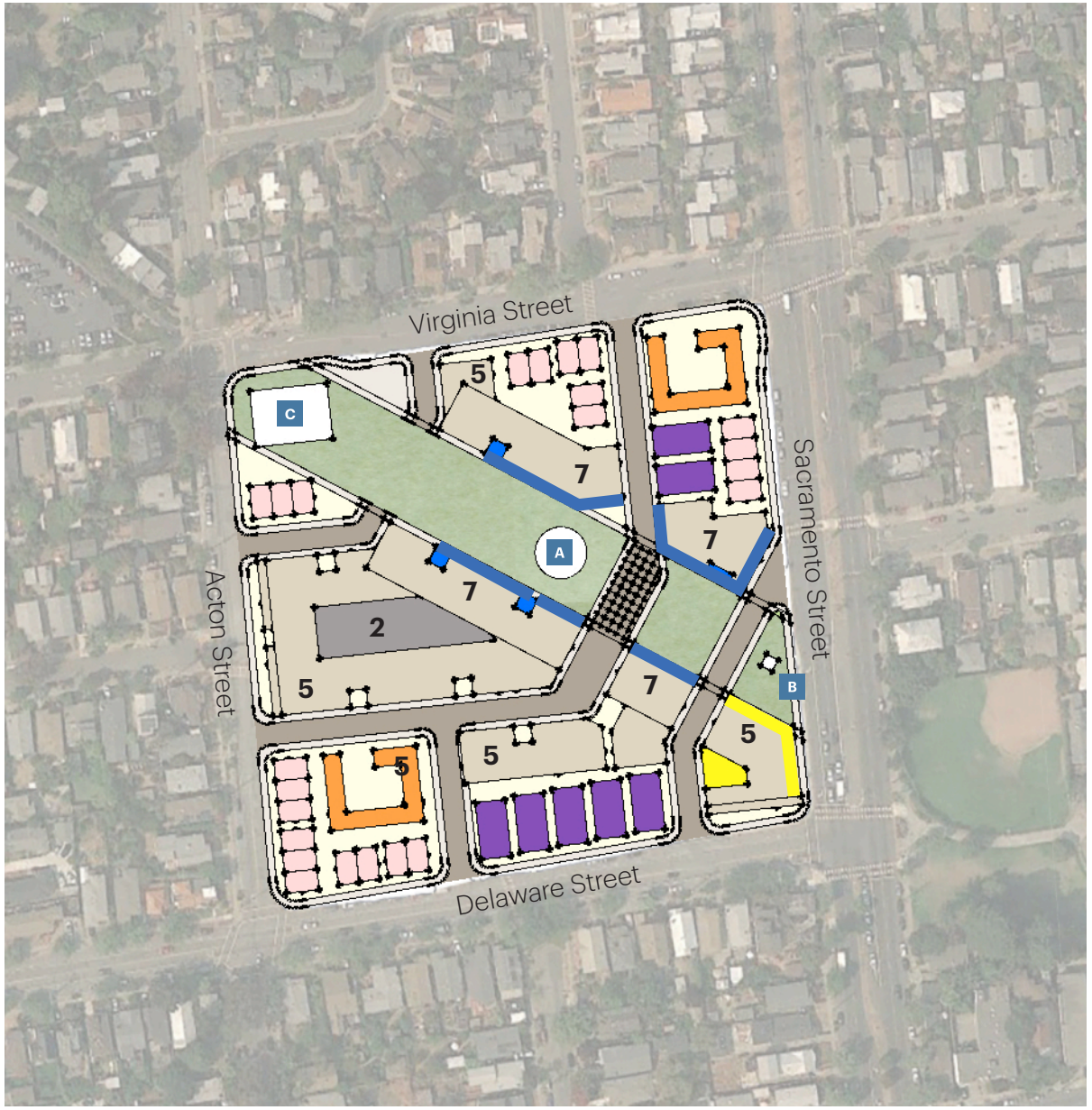
# Scenario 3 Summary: Mixed Building Types (Added Parking)


| Program Table | |
|---|---|
| Number of Units | 582 du |
| Density | 114 du/ac |
| FAR | 2.8 FAR |
| Open Space | 2.98 ac |
| Commercial Area | 22,000 sf |
| Residential Parking | 187 sp |
| Flex Parking | 176 sp |

| Approach to Form and Scale | |
|---|---|
| Design | • Blending edge building types from Scenario 1 with interior podium buildings from Scenario 2.<br>• Provide more parking than Scenario 1. |
| Buildings at Edge | • 3-story, small footprint (width and depth) buildings.<br>• Primarily detached buildings and some podium buildings.<br>• Breaks between edge and interior buildings. |
| Buildings at Interior | • Primarily 5-story podium buildings with 7-story mixed use podium buildings lining both sides of the proposed greenway connection.<br>• Some 3-story, small footprint buildings. |
| Parking | • Approximately 180 dedicated residential parking spaces provided.<br>• Approximately 170 additional spaces for office, commercial, and BART replacement parking. |

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario 3 Site Plan: Mixed Building Types (Added Parking)




## Key

- Townhouse Building (2-unit)
- Multiplex Building (6-unit)
- Courtyard Building
- Podium Building (Mixed-use)
- Civic Frontage
- Office / Commercial / Services Frontage
- Structured Parking
- # Building Height (Stories)
- A BART Main Entrance (Existing)
- B BART Elevator (Existing)
- C BART Utility Building (Existing)

*Scale 1" = 200'*

0 200' 400'

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario 3 Aerial Views: Mixed Building Types (Added Parking)


Aerial from Sacramento looking NW


Aerial from Delaware looking NE


Aerial from Acton looking SE


Aerial from Virginia looking SW

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario Comparison: Development Program

| Summary | Scenario 1<br>Mixed Building Types | | Scenario 2<br>Conventional Podium Type | | Scenario 3<br>Mixed Building Types (Added Parking) | |
|---|---|---|---|---|---|---|
| Total Residential Units[1] | 453 | units | 773 | units | 582 | units |
| Non-Residential Uses | 25,877 | $ft^2$ | 32,902 | $ft^2$ | 33,419 | $ft^2$ |
| Open Space (public) | Approx. 2.98 | acres | Approx. 2.98 | acres | Approx. 2.98 | acres |
| Car Parking:<br>Dedicated Residential | 225 | spaces | 252 | spaces | 187 | spaces |
| Car Parking:<br>Flex | 0 | spaces | 208 | spaces | 176 | spaces |
| Bike Parking | 450 | spaces | 795 | spaces | 600 | spaces |
| Developable Area | 5.12 | acres | 5.12 | acres | 5.12 | acres |
| Density | 88 | du/ac | 151 | du/ac | 114 | du/ac |
| FAR (Floor Area Ratio) | 2.22 | | 3.6 | | 2.8 | |
| # of Townhouse Units | 54 | du | 0 | du | 46 | du |
| # of Multiplex Units | 48 | du | 0 | du | 42 | du |
| # of Courtyard Units | 45 | du | 0 | du | 30 | du |
| # of Podium Units | 306 | du | 773 | du | 464 | du |

[1] Average Unit Size = 1,000 gsf

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

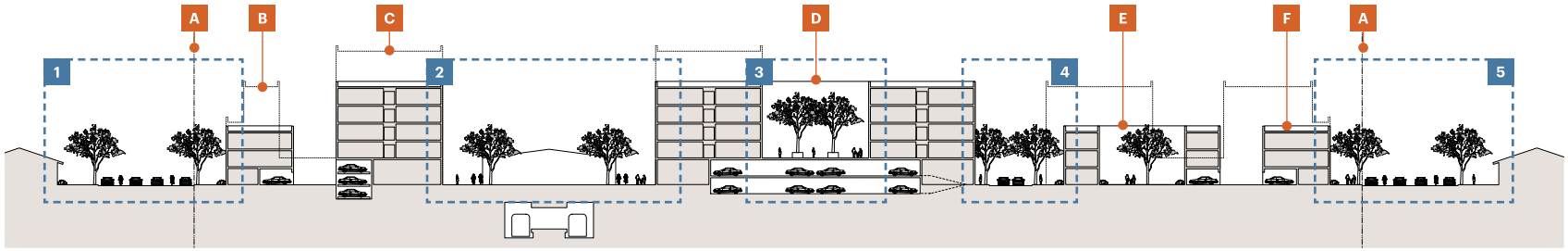
# Elements to Consider

### Interrelated Elements that Affect Each Other and Project Feasibility

Each element shown on the right informs the vision, economic viability, and the physical and spatial character of the project.

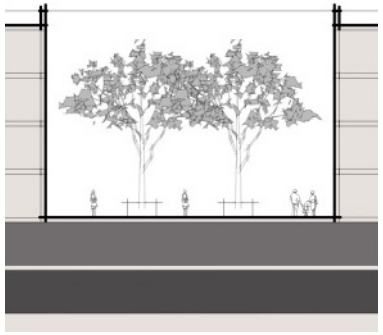
1. **Parking**
2. **Building Scale**
3. **Edge Transitions**
4. **Affordable Housing**
5. **Mix of Uses, Open Space, and Other Community Amenities**

# Elements to Consider: Building Scale

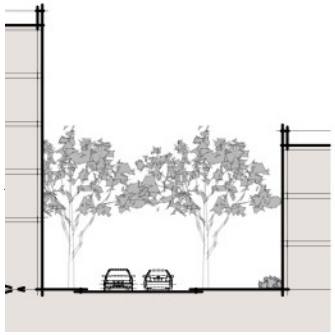



1 Virginia Street - Section Detail

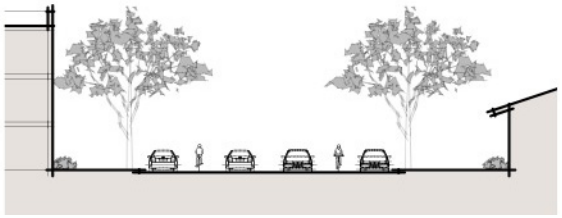

2 Greenway - Section Detail



3 Podium Courtyard (private)



4 Interior Street



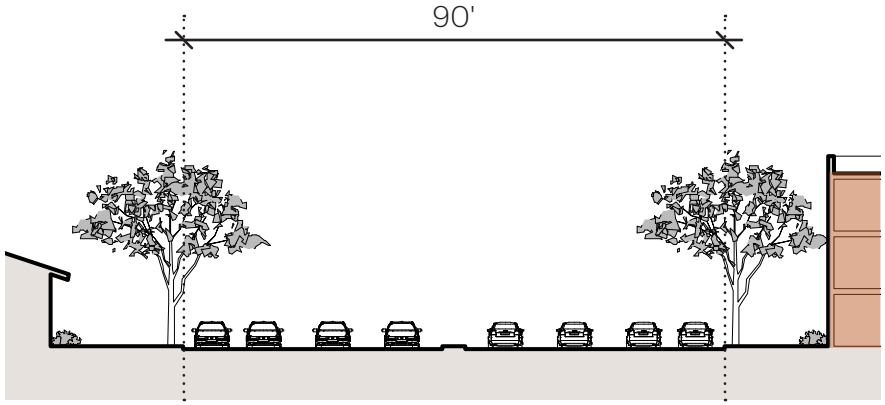
5 Delaware Street

## Key

- A Project Boundary
- B Outline of 5-story building with stepbacks
- C Outline of 7-story building
- D Podium building with structured parking
- E Courtyard building
- F Townhouse building

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

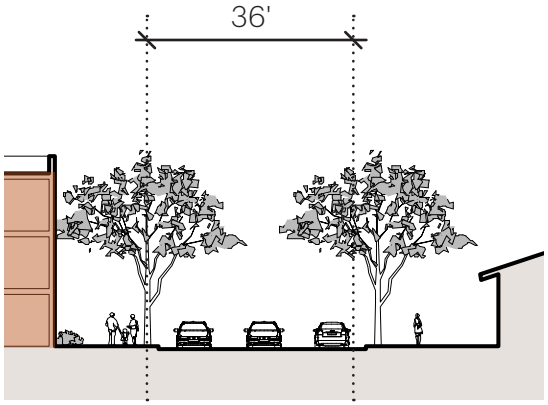
# Elements to Consider: Edge Transitions




**Sacramento Street Section**

1- to 3-story existing residential buildings

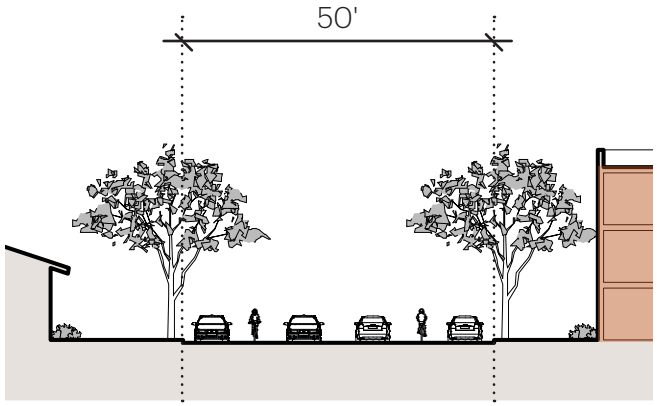
New 3-story development on BART site




**Acton Street Section**

1-story existing residential buildings

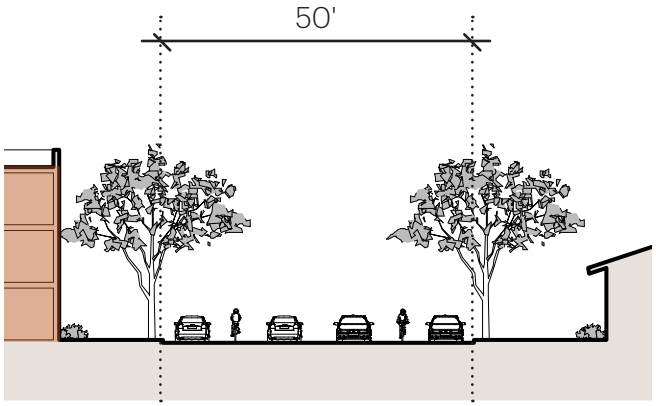
New 3-story development on BART site




**Virginia Street Section**

1- to 2-story existing residential buildings

New 3-story development on BART site




**Delaware Street Section**

1-story existing residential buildings

New 3-story development on BART site

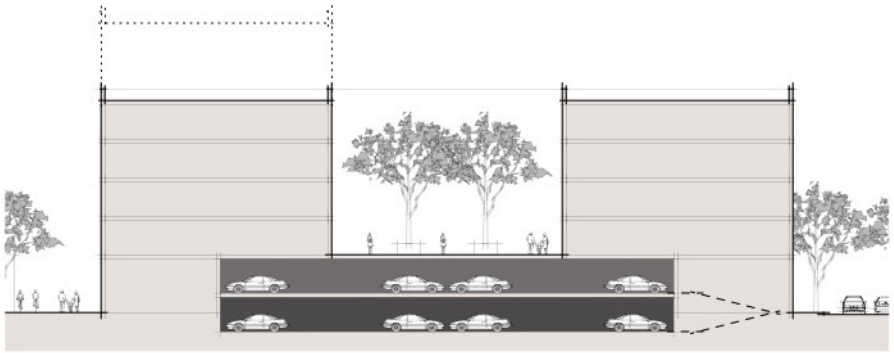
## Right-sizing project buildings at the edge streets

- Sacramento Street is ~90' wide curb to curb, so 3 to 5 stories may be more suitable for the scale of the street
- Acton Street is ~36' wide curb to curb, so 3 stories as a maximum may be more suitable for the scale of the street.
- Virginia and Delaware are both ~50', a curb to curb width which is suitable for 3 stories minimum.

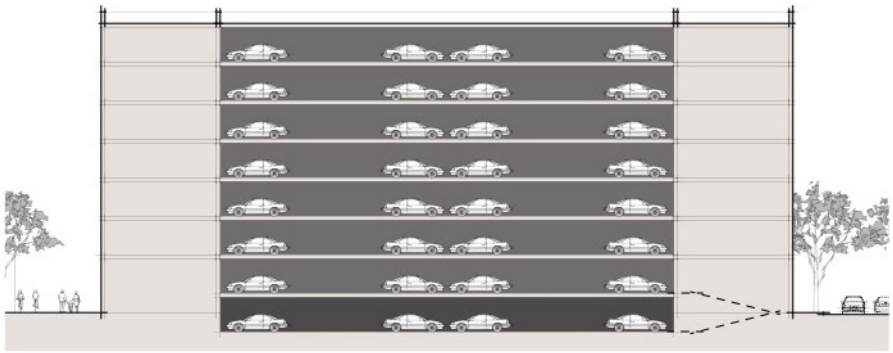
**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Elements to Consider: Parking

'Scenario 3: Mixed Building Types with Added Parking' is used below to illustrate the trade-offs in providing replacement parking for BART. As the two approaches below show, a much larger structure would impact the scale and form of the podium building southwest of the main entrance to the BART station. In addition to adding height and bulk, this also reduces the number of units that can be provided in the building.



**Podium building with ~180 flexible BART replacement parking spaces**. Above the ground floor, the four residential floors are mostly double-loaded with units on both sides of the corridor. A private open space is provided above the garage podium.



**Podium building with ~620 flexible BART replacement parking spaces**. The trade-off for replacing most of the existing on-site BART parking include building more stories, providing lesser residential units, and no private open space.

Approximate cost to provide each parking space: **$50,000 - $85,000**.

Cost for 100% replacement of existing 650 BART parking spaces: **$32,500,000 - $55,250,000.**

*Scale 1" = 50'*

*0* *50'* *100'*

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario Comparison: Elements to Consider

| Elements | Scenario 1<br>Mixed Building Types | Scenario 2<br>Conventional Podium Type | Scenario 3<br>Mixed Building Types (Added Parking) |
|---|---|---|---|
| Number of Housing Units | 453 | 773 | 582 |
| Affordable Units (%) | 114 (25%) | 201 (26%) | 65 (11%) |
| Variety of Building Types | Yes | No | Yes |
| Parking Spaces | 225 | 460 | 363 |
| Edge Transitions: Heights | Yes | No | Yes |
| Edge Transitions: Detached Buildings | Yes | No | Yes |
| Internal Heights | 5 | Mostly 5 | 7 |
| New Public Open Space | Yes, 3 acres | Yes, 3 acres | Yes, 3 acres |
| Connection to Ohlone Way | Yes | Yes | Yes |
| Community-Serving Uses | Yes | Yes | Yes |

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Scenario Comparison: Economic Viability

| | Public Parking | Affordable Units* | Affordable Housing % | Bond $ Needed |
|---|---|---|---|---|
| **Scenario 1** | 0 | 114 | 25% | $8.5 million |
| **Scenario 2** | 208 | 201 | 26% | $18 million |
| **Scenario 3** | 176 | 65 | 11% | $0 |

** Maximum affordable housing units possible when paying $5 million land value*

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Trade-offs: Parking vs Affordable Housing

| | Public Parking | Affordable Units* | Affordable Housing % | Bond $ Needed |
|---|---|---|---|---|
| **Scenario 3** is used as an example to illustrate trade-offs between providing parking and a larger % of affordable housing | 0 | 214 | 37% | $27.5 million |
| | 50 | 172 | 30% | $17.5 million |
| | 100 | 130 | 22% | $7.5 million |
| | 133 | 98 | 17% | $0 |
| | 176 | 65 | 11% | $0 |

** Maximum affordable housing units possible when paying $5 million land value*

**Please note: the massing scenarios, including the street and block network, are conceptual in nature and are intended as illustratives for the purpose of community discussion.**

# Assembly Bill 2923 Fact Sheet for Local Jurisdictions

On September 30, 2018, Governor Jerry Brown signed AB 2923. The intent of this bill is to help address California's housing and climate crises by supporting BART's own goal to produce 20,000 homes – 35% affordable – and 4.5 million square feet of commercial space on its property by 2040.

BART has been building transit-oriented development (TOD) in collaboration with its partner cities for over 25 years and has built nearly 2,000 homes, with approximately 2,000 more on the way. BART has found that projects are only successful with local support. For this reason, BART's own policies reinforce that BART will only initiate projects in places with a transit-supportive land use plan.

**Effect on Zoning – Process and Timeline**

By July 1, 2020 BART Board must adopt TOD Zoning Standards:

- Property affected: Existing BART-owned, >1/4 acre, within ½ mile of existing station entrances, Alameda, Contra Costa, San Francisco counties only.
- TOD Zoning Standards to establish lowest permissible building height, residential density, floor area ratio, highest permissible parking minimums/maximums.
- Board must stay above lowest permissible height limit shown in Table 1. Board may increase height limit to taller of: 150% of height in Table 1, or tallest approved height allowable w CUP within Municipal Code or Specific/Area Plan.
- Local jurisdiction is exempt from TOD Zoning Standards if current site zoning within 10% of height and FAR for 2017 TOD Guidelines (see Table 1). Parking requirements shall be set to align with 2017 TOD Guidelines.
- BART must be lead agency on CEQA document for TOD Zoning Standards. Public hearing and notice requirements apply.
- If BART does not adopt Standards, the 2017 TOD Guidelines become Standards.
- BART will be developing AB 2923 implementation guidance to provide clarification on Standards Implementation.

By July 1, 2022 local jurisdictions must rezone to meet BART TOD Zoning Standards

- Match Height, FAR, Parking Min/Max. CEQA document must tier off BART's CEQA work.
- BART may adopt TOD Standards later, and locals will have two years to rezone.
- If local jurisdiction does not meet deadline, 2017 TOD Guidelines become zoning.

**Effect on Development**

- AB 2923 does not require BART to develop property on any particular timeline. However, BART is creating a 10-year work plan for development in tandem with the bill's implementation.
- AB2923 allows BART's partner developers to enact the streamlining provisions in SB35 (2017), if half of the development area is residential, 20% affordable to low- and very-low income households, and labor standards are met. SB 35 caps local review to 90-180 days, applies ministerial approvals, and limits design review to objective, City/County-adopted standards that are broadly applied.

**What's Next**

**April-May 2019:** Meet w local jurisdictions
**May 23:** Recommendation to Board for standard setting approach and 10-Year TOD Work Plan
**Fall 2019:** Local Engagement, Draft standards / alternatives for Board review, other AB 2923 requirements

**Fall 2019-June 2020:** Public Hearings and CEQA
**2020-2022:** Work w local jurisdictions on zoning
**2019-2024:** TOD Implementation for first 5 years of work plan

# Assembly Bill 2923 Fact Sheet for Local Jurisdictions

## 2017 BART TOD Guidelines by Place Type
## Minimum residential density: 75 Units/Acre

| BART TOD place type | Parking overall | Residential vehicle parking maximum (spaces/ unit) | Office vehicle parking maximum (spaces/ 1,000 square feet) | Height | Floor-to-Area Ratio Minimum (1) | Stations with BART-owned buildable land within a ½ mile of the station faregates or entrances | | |
|---|---|---|---|---|---|---|---|---|
| Regional Center | • No vehicle parking minimum<br>• Shared/ unbundled<br>• Secure bike parking – minimum 1 space/ residential unit | 0.375 | 0 | 12 stories | 7.2 | • 19th Street<br>• 12th Street-Oakland City Center | | |
| Urban Neighborhood - City Center | | 0.5 | 1.6 | 7 stories | 4.2 | • Ashby<br>• Balboa Park<br>• Coliseum<br>• El Cerrito Plaza<br>• Fremont | • Fruitvale<br>• Glen Park<br>• Hayward<br>• MacArthur<br>• North Berkeley | • Rockridge<br>• San Leandro<br>• Union City<br>• Warm Springs<br>• West Oakland |
| Neighborhood -Town Center | | 1 | 2.5 | 5 stories | 3.0 | • Antioch<br>• Bay Fair<br>• Castro Valley<br>• Concord<br>• Daly City | • Dublin-Pleasanton<br>• El Cerrito del Norte<br>• Lafayette<br>• North Concord-Martinez | • Pittsburg-Bay Point<br>• Pittsburg Center<br>• Pleasant Hill<br>• South Hayward |

(1) Floor-to-Area Ratio (FAR) minimums set by AB 2923, by multiplying height by 0.6

# Assembly Bill 2923 Fact Sheet for Local Jurisdictions

**OTHER AB 2923 REQUIREMENTS (Timing)**

**Outreach:**
Direct outreach to Communities of Concern around each station (on proposed TOD Zoning Standards)

**Housing:**
Strategy with local jurisdictions to increase affordable housing options, incentivize tenant protections for very-low and low-income residents near TOD Project area; address mitigations for direct and indirect impacts from demolition of housing units (no timing stated in bill)

Develop and implement approach to evaluating affordable housing proposals that considers quantity and depth of affordability, validity and feasibility (BART already does this)

**Reporting Requirements:**
Biennial report to Department of Housing and Community Development stating the percentage of units that are restricted as affordable, by levels of affordability (Biannually)

Report to legislature assessing whether provisions of bill accelerate and improve quality of TOD at BART stations. Report shall include: average TOD project delivery time before and after 1/1/2019; summary of data on travel behavior and choices for TOD residents and workers; summary of housing affordability for projects begun after 1/1/2019; summary of which projects used streamlined approval process vs discretionary approval process; cost comparison of discretionary and ministerial TOD projects; other factors pertinent to whether bill should be extended or sunset. (Before 1/1/2027)

**Parking and Mobility:**
Travel demand management requirements for BART TOD (prior to, or with adoption of Standards)

Parking replacement policy, consistent with BART's practice at auto-dependent stations and the Station Access Policy, with specific provisions to ensure that auto-dependent stations are still accessible by private automobile. Specifically consider parking replacement needs for auto-dependent, end-of-the-line stations (no timing stated in bill)

Develop and fund an access plan when BART commuter parking is reduced as a result of a TOD project where TOD zoning standards apply. Maintain station access for at least the number of customers affected by the reduced number of commuter parking spaces, with specific consideration for those further than ½ mile from station (with development)