



Office of the City Manager

CONSENT CALENDAR
November 19, 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: Priority Development Area Nomination – North Berkeley BART Station

RECOMMENDATION

Adopt a Resolution in support of nominating the North Berkeley BART station as a Priority Development Area.

FISCAL IMPACTS OF RECOMMENDATION

Upon Metropolitan Transportation Commission's (MTC's) designation of the North Berkeley BART station as a Priority Development Area, the City of Berkeley would become eligible to apply for, and receive, grant funding from MTC for planning activities and infrastructure improvements related to the development of the North Berkeley BART station.

BACKGROUND

Plan Bay Area 2050 is the long-range regional planning effort undertaken by MTC and the Association of Bay Area Governments (ABAG) to outline strategies for growth and investment in the nine-county Bay Area through the year 2050. The Plan will serve as the Bay Area's Regional Transportation Plan (RTP), to be developed in accordance with the California Transportation Commission's RTP guidelines, and will also serve as the Bay Area's Sustainable Communities Strategy, fostering compliance with greenhouse gas emissions reductions targets set by the California Air Resources Board, pursuant to the Sustainable Communities and Climate Protection Act (SB375). The Plan is to be adopted in 2021.

Plan Bay Area 2050 envisions new development concentrated in Priority Development Areas (PDAs). PDAs are places with convenient public transit service prioritized by local governments for housing, jobs, and services. Jurisdictions with PDAs have access to dedicated funding for plans and infrastructure improvements focused in those areas. Since 2012, MTC has invested more than \$630 million in PDA projects that advance community goals, including new sidewalks and bike lanes, improved transit access, and development of housing, including affordable units. In addition, many competitive state transportation and housing funding programs now prioritize projects in places that implement regional plans such as PDAs.

The City of Berkeley currently has six PDAs (see *Attachment 3*): the Adeline Corridor; Downtown Berkeley; San Pablo Avenue; South Shattuck Avenue; Telegraph Avenue and the Southside; and University Avenue. The North Berkeley BART PDA would be the City's seventh PDA. The City received a grant of \$750,000 from MTC for planning in the Adeline / South Shattuck PDAs and anticipates receiving substantial additional funding for Specific Plan implementation. If the next round of PDA funding has a minimum size requirement, the North Berkeley PDA may be combined with another Berkeley PDA or planning area to qualify for funding.

In addition, State law (AB 2923, Chiu) passed in 2018 requires BART to develop transit-oriented development (TOD) zoning standards for each BART station, establishing minimum local zoning requirements for height, density, parking, and floor area ratio by July 1, 2020. The City is currently working with BART to establish such zoning regulations for the North Berkeley BART station, including a community visioning process for development at the station. Establishment of a North Berkeley BART PDA would allow the City to leverage funding that could support this planning process.

ENVIRONMENTAL SUSTAINABILITY

The designation of the North Berkeley BART station as a PDA will qualify the area for grant funds to support planning and infrastructure for the development of a TOD on the North Berkeley BART station site. Dense residential development in close proximity to transit and multimodal access improvements further the goals of the City of Berkeley's Climate Action Plan to reduce GHG emissions from the transportation sector and to improve the efficiency of energy use in buildings.

EQUITY ANALYSIS

The designation of North Berkeley BART as a PDA would encourage residential development near high-quality public transit. TOD at BART would offer sustainable, low-cost access to jobs and educational institutions and provide affordable housing per local (e.g. Inclusionary Housing Ordinance, Housing Trust Fund, Measure O) and State initiatives. Stable, affordable housing paired with transit can help prevent displacement and job-loss and can help improve the quality-of-life for individuals, families and communities.

RATIONALE FOR RECOMMENDATION

Designation of the North Berkeley BART station as a PDA will qualify the area for grant funds to support planning and infrastructure for the development of sustainable TOD, including affordable housing, on the North Berkeley BART station site. Designation of the area as a PDA would not compel the City of Berkeley to undertake any action which would be inconsistent with current plans, policies or programs. Choosing not to designate the area as a PDA could exclude the North Berkeley BART station project from certain sources of grant funding.

ALTERNATIVE ACTIONS CONSIDERED

None.

CONTACT PERSON

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Justin Horner, Associate Planner, Land Use Planning, 510-981-7476

Attachments:

1: Resolution

2: Map of Proposed North Berkeley BART PDA

3: Map of City of Berkeley PDAs

RESOLUTION NO. ##,###-N.S.

DESIGNATION OF NORTH BERKELEY BART STATION AS A PRIORITY
DEVELOPMENT AREA

WHEREAS, the Metropolitan Transportation Commission and the Association of Bay Area Governments are preparing *Plan Bay Area 2050* (the Plan), a long-range plan charting the course for the future of the nine-county San Francisco Bay Area; and

WHEREAS, the Plan will serve as the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy, outlining strategies for growth and investment through the year 2050; and

WHEREAS, the Plan is expected to support new development concentrated in Priority Development Areas (PDAs). PDAs are places with convenient public transit service prioritized by local governments for housing, jobs, and services; and

WHEREAS, jurisdictions with PDAs have access to dedicated funding from MTC for plans and infrastructure improvements focused on PDAs; and

WHEREAS, the City of Berkeley (the City) is currently working with the Bay Area Rapid Transit District (BART) to establish zoning regulations for the development of a transit-oriented development (TOD) at the North Berkeley BART station; and





WHEREAS, designation of the North Berkeley BART station as a PDA would qualify the area for grant funds to support planning and infrastructure for the development of TOD on the North Berkeley BART station site; and

WHEREAS, designation of the North Berkeley BART station does not require the City to approve any specific housing or other project at the North Berkeley BART station site at the time, nor does this designation compel the City of Berkeley to undertake any action inconsistent with current City plans, policies or programs.

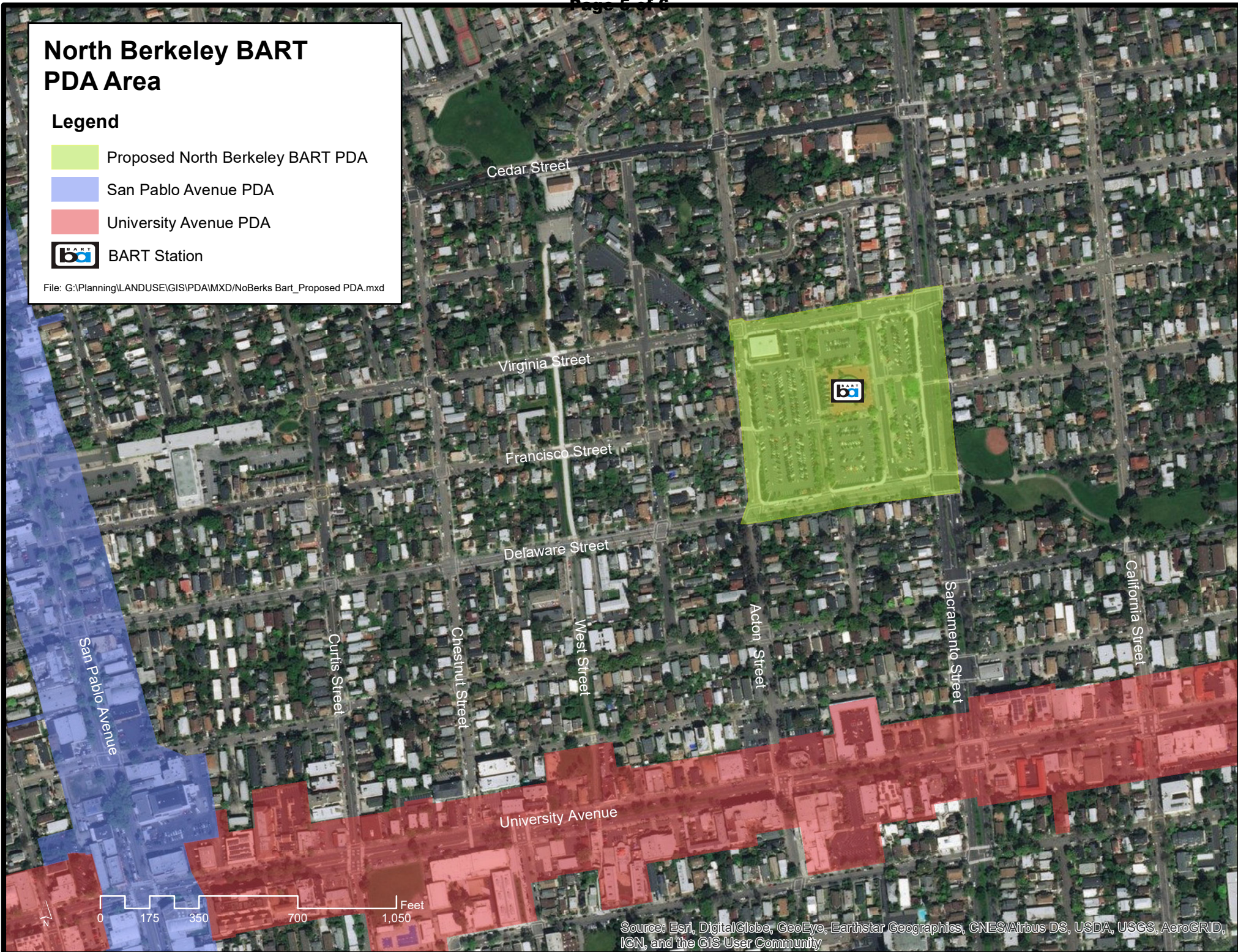
NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City of Berkeley nominate the North Berkeley BART station for PDA designation.

North Berkeley BART PDA Area

Legend

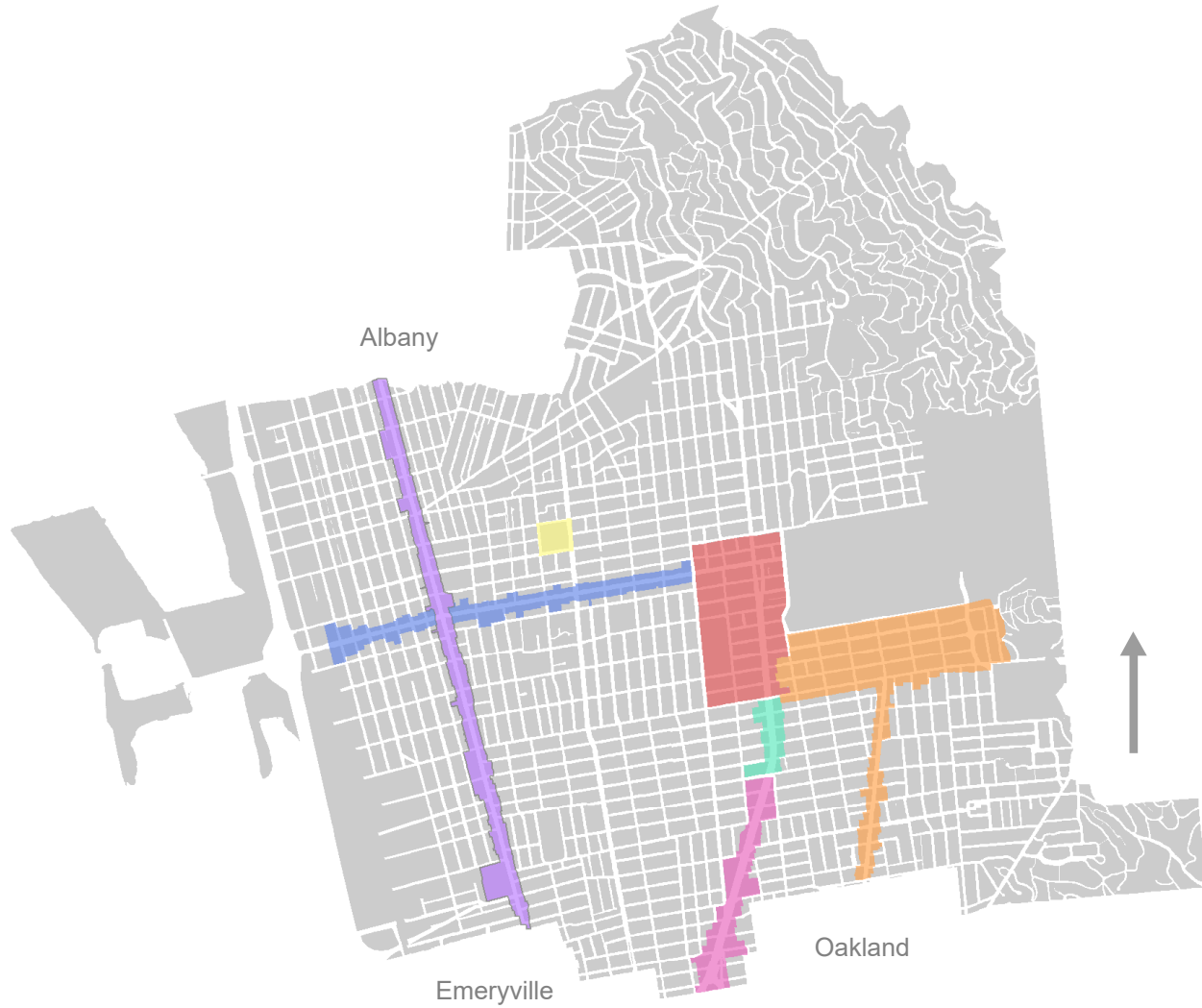
-  Proposed North Berkeley BART PDA
-  San Pablo Avenue PDA
-  University Avenue PDA
-  BART Station

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City of Berkeley | Priority Development Areas (PDA)

Last Updated: October 10, 2019



Legend

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|  Proposed North Berkeley BART PDA |  Shattuck PDA |
|  Adeline PDA |  Telegraph PDA |
|  Downtown PDA |  University PDA |
|  San Pablo PDA | |