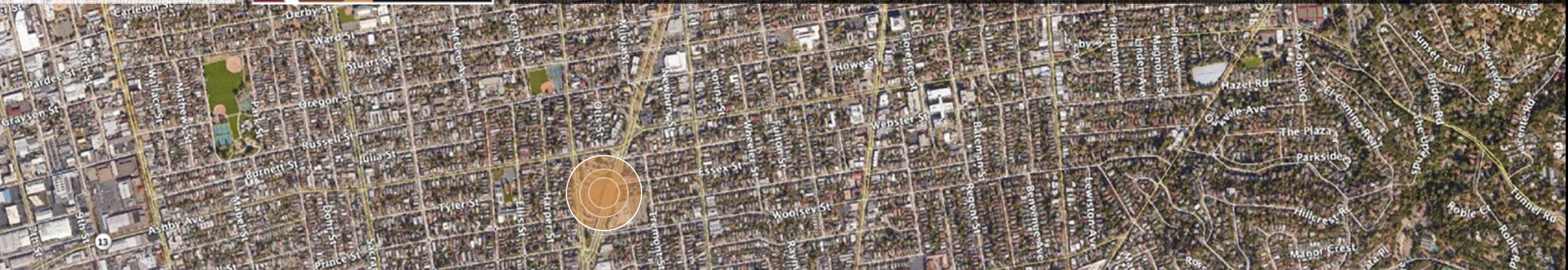


PLAN to PLACE
AARON WELCH
PLANNING
KITTELSON & ASSOCIATES

CITY OF BERKELEY

CAG MEETING #2

Ashby + North Berkeley BART Zoning Standards
August 3, 2020





Meeting Notices

- Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, this meeting of the City's BART Community Advisory Group will be conducted exclusively through teleconference and Zoom video conference. Please be advised that pursuant to the Executive Order and the Shelter-in-Place Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, there will not be a physical meeting location available.
- Please be mindful that this meeting will be recorded, and all other rules of procedure and decorum will apply for the City's BART Community Advisory Group meetings conducted by teleconference or videoconference.

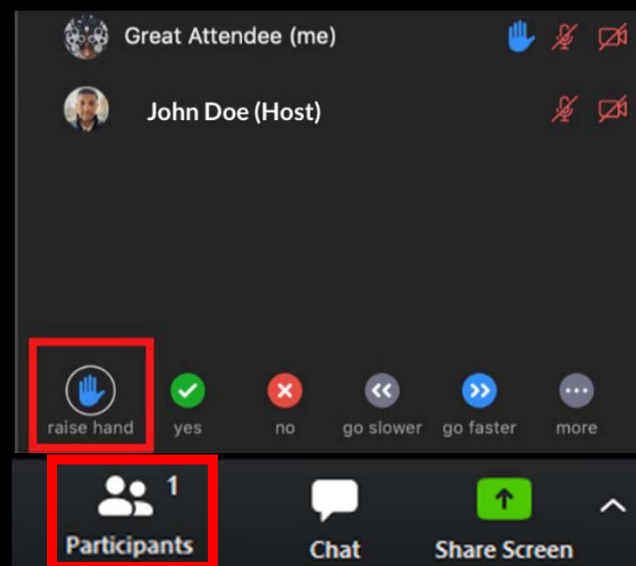
Meeting Logistics + Facilitation

CAG Discussion: via Raise Hand feature – on your computer open the Participants window and select the Raise Hand feature at the bottom of the window. If calling in, please **dial *9**. The meeting facilitator (Dave) will recognize you and unmute your mic.

Public Comments: public comment will be facilitated via Raise Hand feature (either on computer or by dialing *9 on your phone). The meeting facilitator (Dave) will recognize you and unmute your mic. **one minute per speaker.**

Comments received via mail or email before the meeting and through August 17 will be part of the public record and included in the meeting summary.

Raise Hand Feature





Agenda Overview

6:00pm – 9:00pm

- I. Welcome + Updates
- II. CAG Role + Responsibilities
- III. Planning Process
- IV. Zoning + Community Goals
- V. Preliminary Site Concepts
- VI. Next Steps
- VII. Public Comments



I. WELCOME + UPDATES

- Welcome
- CAG Meeting #1 Recap

In Memoriam - Margy Wilkinson



Margy Wilkinson, right, with Friends of Adeline members Tajmal Payne (left) and Richie Smith (middle), in July 2019. Photo: Chris Schildt

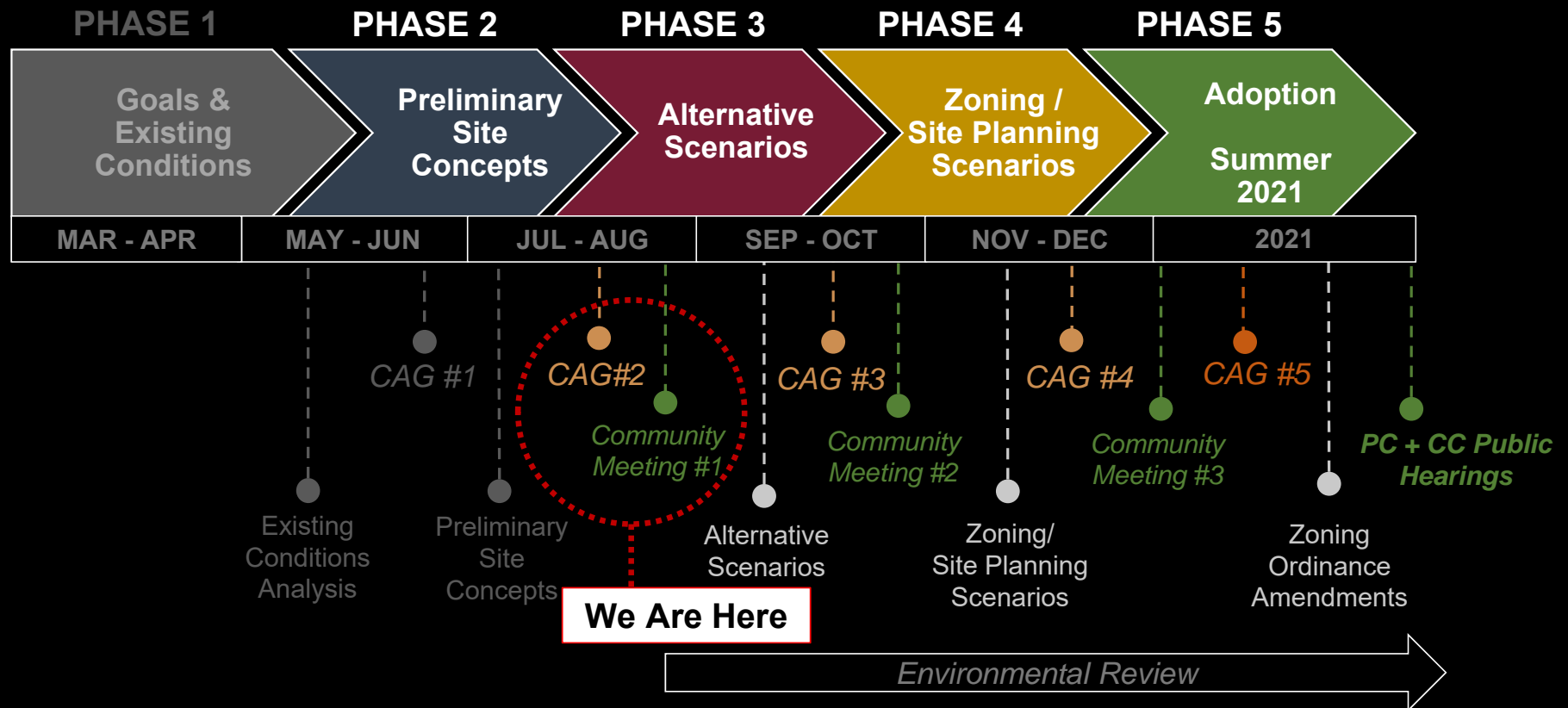


CAG Meeting #1 Recap

- Overview of planning process
- Introduction of CAG members
- CAG roles, responsibilities, and “Group Agreements” (How the CAG will work together)
- Overview of existing policies, goals, and site conditions

** 6/8 CAG meeting and 6/17 and 6/19 office hours*

Preliminary Planning



Conceptual Schedule – timing and number of meetings may change



Timeline + Updates

- CAG Meeting #1 and Office Hours - 6/8, 6/17, and 6/19
- CAG Meeting #2 and Office Hours - Today: 8/3, 8/10, and 8/13
- Community Meeting #1 - Monday, August 31, 2020: 6:00pm – 9:00pm
- BART awarded federal and State capital and planning grants for Transit-Oriented Development for the Richmond Corridor
- BART's *Technical Guide to Zoning for AB 2923 Conformance*
 - *Public comment requested by August 7, 2020*
- BART's Transit-Oriented Development Work Plan
 - *Anticipated to be before BART Board, August 27, 2020*

Schedule of Meetings + Presentations

MEETING / PRESENTATION	DATE	TOPICS
CAG #1	06/08/20	CAG introduction, planning timeline / process overview, orientation, and existing conditions
CAG #2	8/3/2020	CAG role and process and deliverables, AB 2923 requirements, goals and development parameters framework, preliminary site concepts
Community Meeting #1	8/31/20	Introduction to planning timeline / process, AB 2923, goals and development parameters framework and draft site concepts (topics from CAG #1 and #2)
"Housing 101" Online Video(s)	September	Introduction to project economics / feasibility
CAG #3	10/14/20 (back-up:10/20)	Site planning scenarios, zoning and preliminary project feasibility
"Housing/ Building Types 101" Online Video(s)	October/ November	Introduction to building types and densities
Community Meeting #2	October/ November	(Topics from CAG #3)
CAG #4	December	Proposed zoning standards, refined site concept(s) / development scenario(s), development parameters
Community Meeting #3	January 2021	(Topics from CAG #4)
CAG #5	2021	TBD



II. CAG ROLE + RESPONSIBILITIES

- Key Questions from the CAG
- CAG Role
- CAG Deliverables
- CAG Discussion



Key Questions from the CAG

- What are the deliverables from this process and what is the CAG's role?
- How will the CAG give meaningful input and have difficult conversations / weigh tradeoffs about different development options?
- More information about the scope and timing of station access studies



CAG Role

- Provide input to the City Planning Commission as it considers zoning standards that will be consistent with the City's obligations under AB 2923 for the Ashby and North Berkeley BART station areas; and
- Bridge communication between the Planning Commission's zoning process and other neighborhood groups and the community at-large; and
- Provide input to the City and BART as the parties establish a joint vision and priorities document that will be incorporated in eventual Requests for Proposal / Requests for Qualifications for potential developers of the BART Properties.

Direction from the Berkeley City Council and the City / BART Memorandum of Understanding ("City-BART MOU")



CAG Deliverables*

Recommendations for:

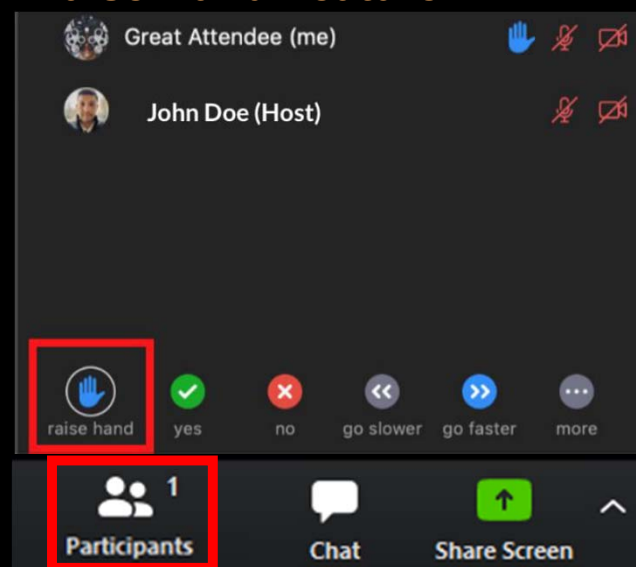
- Zoning standards that conform to AB 2923
- Joint Vision and Priorities document
- Other development parameters for inclusion in future Request for Proposals / Qualifications (RFPs / RFQs) to solicit developer(s)

* For this phase of the Transit-Oriented Development process for the Ashby and North Berkeley BART station areas

CAG Discussion: CAG Role + Responsibilities

CAG Discussion: via Raise Hand feature
– on your computer open the Participants window and select the Raise Hand feature at the bottom of the window. If calling in, please **dial *9**. The meeting facilitator (Dave) will recognize you and unmute your mic.

Raise Hand Feature

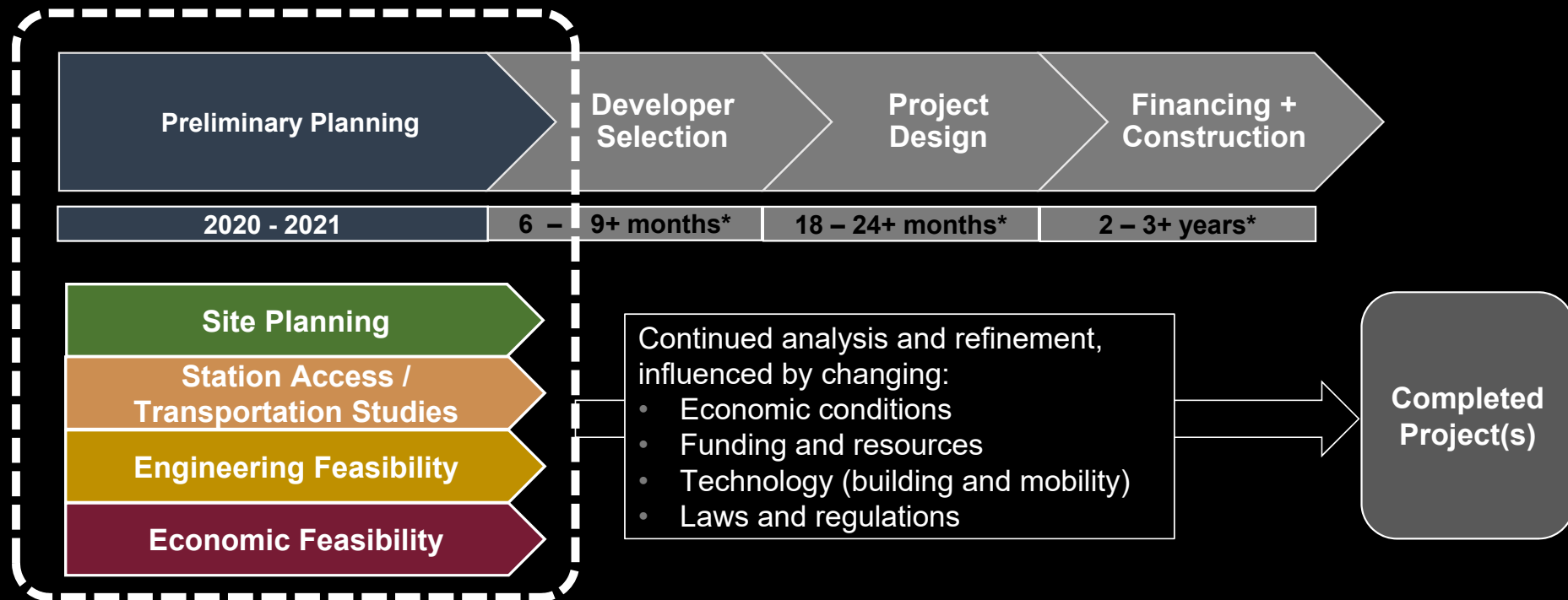




III. PLANNING PROCESS

- Planning Context
- Station Access / Transportation Scope
- CAG Discussion

BART's Transit-Oriented Development Process for Berkeley



* Minimum estimated timeline shown. Actual timeline will vary by station and depends on project scale, market, affordable housing funding and other financing availability & local support. A station will likely be developed as multiple individual "projects".

Transportation Evaluation



Scope Overview

- Support Development of Zoning Scenarios + Site Plan Concepts
- Conduct Environmental (CEQA) Analysis + Prepare Transportation Section
- Supplementary / Parallel Efforts
 - BART Planning Studies through Caltrans & FTA grants

Transportation Outcomes

Ashby



North Berkeley

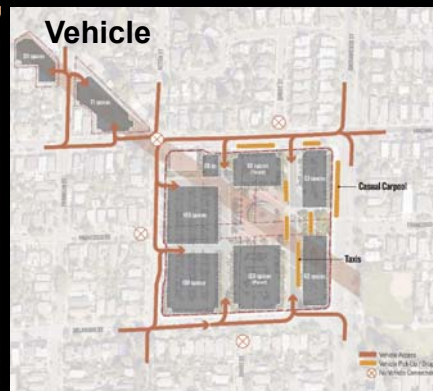
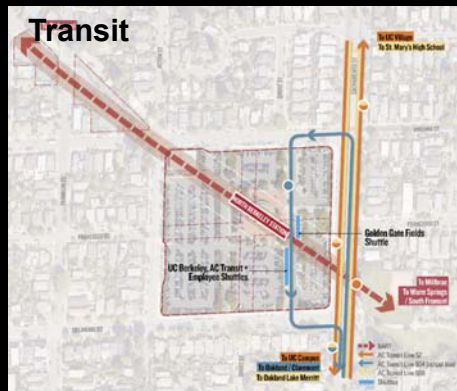
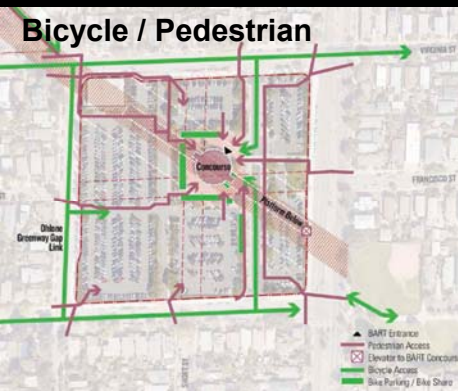


- Site access points and design parameters
- Internal circulation system
- Passenger loading locations and design requirements
- On-site parking strategy
- Transportation demand management (TDM) measure recommendations

Ashby



North Berkeley



Analysis Process

Zoning & Site Plan Concepts

- Travel demand: walk, bike, transit, auto, taxi / TNC (such as Uber or Lyft)
- Travel patterns and trip distribution
- Passenger loading demand: number and location of spaces
- Intersection operations: delay, queues
- Safety: sight distance, conflict points
- Parking: proposed supply, estimated demand

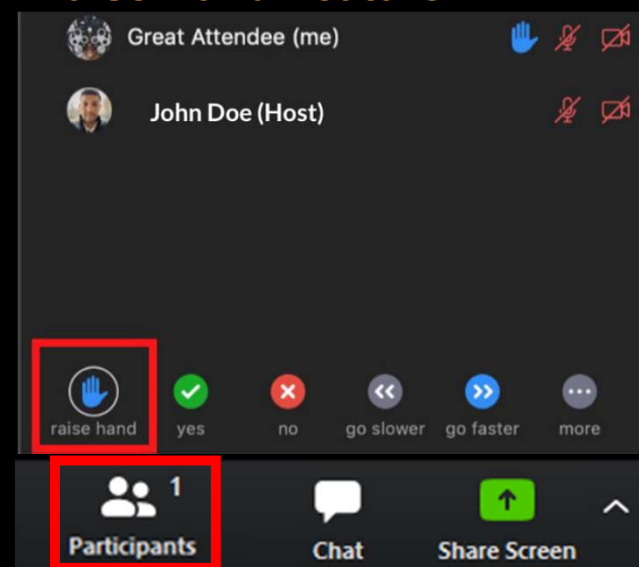
CEQA Topics

- Vehicle miles traveled
- Emergency access
- Consistency with local plans / policies

CAG Discussion: Planning Process

CAG Discussion: via Raise Hand feature
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Raise Hand Feature





IV. ZONING + COMMUNITY GOALS

- Zoning Standards
- Development Goals and Parameters

Focus of the CAG and Community in this Process

Preliminary Planning

Zoning + Site Planning Scenarios

- Size, height, density, floor area ratio, setbacks / step-downs
- Parking (cars, bikes)
- Uses (permitted, permitted with conditions, prohibited)
- Civic space (e.g. plaza, parks)
- Affordable housing targets (# units, affordability level / type, funding availability)

- AB 2923
- MOU
- City and BART Goals, Objectives + Development Parameters

- Site Constraints
- Economic Feasibility

Zoning Standards

Development Parameters

Future Request for Proposal(s)

Developer Selection, Project Design, Financing + Construction

Zoning Standards

		Project Land Use	
		Non-Residential and Mixed Use	Residential Only
AB2923 Zoning Standards	Parking Requirements	.5:1 Parking Ratio Maximum	
	Residential Density	75 dwelling units per acre minimum	
	Floor Area Ratio (FAR), Maximum	not below 4.2	No maximum
	Building Height, Maximum	not below 7 stories	
Zoning Standards to be determined by City	Lot Area Minimum		
	New Lots	TBD	TBD
	Lot Line Setbacks, Minimum		
	Building Separation, Minimum	TBD	TBD
	Lot Coverage, Maximum	TBD	
	Usable Open Space, Minimum		
	Per Dwelling Unit	TBD	



Goals + Development Parameters

Guiding Plans and Documents

**Adeline Corridor Specific
Plan Vision**

**NB Goals and Development
Objectives**

**BART Goals and Objectives
and Development
Parameters**

Key Topics

- Housing
- Uses + Community Amenities
- Building Form + Character
- Station Access + Transportation
- Public Space
- Sustainability

Go to <http://www.cityofberkeley.info/bartplanning>
for full text of Goals and Development Parameters
Summary Table

Knowns

Unknowns



Housing

Goals and Development Parameters

KNOWN (BOTH SITES):

- **MOU and BART Affordability Goal.** 35% affordable housing
- **BART Project Affordability Minimum.** No less than 20% of units
- **Project Feasibility Required.** Project must generate long-term revenue to support BART operations
- **Project Schedule.** Complete all housing and other aspects of the project within five years of receiving city planning approvals, assuming healthy financial conditions, and by no later than 2030 to fall within the 2023-2031 Housing Element planning period
- **Labor Agreements.** Support the local economy and provide economic opportunity through project labor agreements for construction

KNOWN (ASHBY BART):

- **Ashby Affordable Housing Goal**
 - May 2019 AC Draft- At least 50% of total housing units
 - Under discussion by PC subcommittee - 100% of total housing units

KNOWN (NORTH BERKELEY BART):

- **North Berkeley Housing Goal.** Seek to exceed 35% affordability goal; consider up to 100%
- **North Berkeley Feasibility Analysis.** Consider whether building on the zone of influence over BART facilities is feasible

UNKNOWN (BOTH SITES):

- Consider total number of units, market rate and affordable (not just percentage)?
- Range and mix of affordability levels (extremely low, very low, low, moderate)?
- Specific types of residents served, prioritized, or recruited (such as those who have been displaced, local residents, those with disabilities, families, etc.)?
- Housing types and formats?
- Unit sizes?
- Timing and phasing of future housing development?
- Other types of guidance:



Uses + Community Amenities

Goals and Development Parameters

KNOWN (BOTH SITES):

- **Land Use Mix.** Housing and open space. Could also include small-scale retail, services, office, and/or other community-oriented uses
- **Active Ground Floors.** Create active ground floors where feasible, with a mix of uses that complements the surrounding area.
- **BART Ridership.** The final project and mix of uses must result in a net gain in ridership
- **BART Infrastructure Needs.** Site planning and placement of amenities must account for BART's infrastructure needs
- **BART Operations.** Development must maintain access and safety for all patrons and staff during all operable times

KNOWN (ASHBY BART):

- **Desired Non-Residential Uses.**
 - A new African American Holistic Resource Center
 - Flea Market space
 - Ground-floor retail, restaurants, and family-oriented entertainment
 - Affordable space for neighborhood non-profits
 - Small, affordable workspaces
- **Venues.** Universally-accessible event, recreation, and/or performance venues
- **Traction Power Station.** BART Traction Power Station will remain, and will be expanded.

KNOWN (NORTH BERKELEY BART):

- **Green Space.** Include green space as an amenity
- **BART Tunnel Right-of-Way.** The site above the BART tunnel right-of-way and zone of influence (around 28% of the gross site area) is not anticipated to include building construction
- **Traction Power Station.** BART Traction Power Station at northwest corner of the site will remain in place.
- **Non-residential Uses to Consider.** Consider limited, small-scale community, non-profit, and retail space

UNKNOWN (BOTH SITES):

- Overall land use mix?
- Specific number, type, size, location, and orientation of potential non-residential spaces and community amenities?
- Specific tenants, non-profits, businesses, or other community venues to be included?
- Other types of guidance?



Building Form + Character

Goals and Development Parameters

KNOWN (BOTH SITES):

- **Height Parameters.** Zoning cannot restrict height below 7 stories
- **FAR Parameters.** Zoning cannot restrict Floor Area Ratio below 4.2
- **Density Parameters.** Zoning cannot restrict density below 75 dwelling units per acre
- **BART Operations.** Development should not limit or interfere with BART operations

KNOWN (ASHBY BART):

- **Desire for Step-Downs.** Comply with AB 2923 but seek to step down to lower heights away from Adeline
- **Ground-floor Active Uses.** Require ground-floor retail or active commercial along Adeline and Ashby

KNOWN (NORTH BERKELEY BART):

- **Stepdown to Lower Heights**
- **Site Design and Building Spaces**
- **Neighborhood Oriented Design**
- **Universal Design**

UNKNOWN (BOTH SITES):

- **Number of dwelling units or amount of non-residential space?**
- **Actual zoned height and FAR maximums?**
- **Actual zoned density?**
- **Type, placement, size, scale, spacing, massing, and setbacks of buildings?**
- **Resolution of potential conflict between AB 2923 required zoning for height (must “allow” at least 7 stories) and the desire to step down height edges of the site?**
- **Facade design and placement of building entries and windows?**
- **Other types of guidance?**



Station Access + Transportation



Goals and Development Parameters

KNOWN (BOTH SITES):

- **Station Access Plan.** Provide access for all patrons of all abilities, prioritizing sustainable and ensuring multi-modal **access**
- **BART Patron Parking Goals.** Minimize the need for replacement of on-site BART patron parking.
- **Cost of BART Patron Parking.** New BART structured parking typically costs between \$60K-\$80K/ space
- **Residential Parking.** Maximum 0.5 parking spaces per residential unit
- **Bicycle Parking.** Minimum 1 bicycle parking space per unit
- **Unbundled Parking.** Shared or unbundled vehicle parking is allowed
- **Transportation Demand Management (TDM).** Must include TDM strategies to reduce demand for parking, single-use car trips, traffic, and parking impacts in surrounding neighborhoods

KNOWN (ASHBY BART):

- **Bike/Ped Connections – Provide pedestrian and bicycle connections to and through the site, including:**
 - a) Woolsey/Prince cycle track
 - b) an off-street protected bicycle facility along Adeline Street between Ashby and the intersection with MLK

KNOWN (NORTH BERKELEY BART):

- **Support safe station access for bicyclists and pedestrians**
- **Minimize neighborhood traffic and congestion impacts**

UNKNOWN (BOTH SITES):

- **Future block and circulation structure?**
- **Location of future bicycle and pedestrian connections?**
- **Specific access strategies and priorities for various modes?**
- **Amount of parking to be provided for residential, non-residential uses and BART public parking?**
- **Amount and type of bicycle parking and storage to be provided?**
- **Other types of guidance?**



Goals and Development Parameters

Public Space

KNOWN (BOTH SITES):

- **Publicly Accessible Outdoor Space.** Development of both Ashby BART and North Berkeley BART will include provision of significant publicly accessible outdoor space.

KNOWN (ASHBY BART):

- **Publicly Accessible Space(s)**– Plazas, green space, pedestrian paseos, rooftop patios, flexible event space, or other public space
- **Flexible Civic Plaza** – Include a large, flexibly designed civic plaza that could accommodate the Flea Market as well as other potential uses like the Farmer's Market, Juneteenth, entertainment, and other civic events.
- **Public Art** – Incorporate public art installations that celebrate neighborhood history, cultural heritage, and identify

KNOWN (NORTH BERKELEY BART):

- **BART Tunnel Right-of-Way** – The site above the BART tunnel right-of-way and zone of influence (around 28% of the gross site area) is not anticipated to include building construction
- **Site Design** – Include spacing between buildings, setbacks, and plantings at the perimeter of the site
- **Universal Design** –Consider universal design features in housing and other public and private spaces

UNKNOWN (BOTH SITES):

- **Specific location(s), size(s), dimensions, and design(s) of future public space(s)?**
- **Types of open space amenities to be included?**
- **Feasibility of different types of development to support open space?**
- **Activation, programming, and security of public space?**
- **Future potential outdoor programming or shared use such as the Farmer's Market, Juneteenth or other civic or entertainment activities?**
- **Types of vegetation, landscaping, trees, ecological performance, biodiversity, edible landscapes, native plants, and other natural systems?**
- **Other types of guidance**



Sustainability

Goals and Development Parameters

KNOWN (BOTH SITES):

- **State Building Code (CalGreen).** State building code requires baseline green building such as 30% energy efficiency reduction for residential and 40% reduction for non-residential; PV solar-ready rooftops; minimum water efficiency; construction waste reduction; and other features.
- **County Stormwater Requirements.** County “C3” stormwater regulations require stormwater treatment and retention through low-impact development strategies such as rain gardens, bioswales, retention basins, vegetated surfaces, and other strategies.

KNOWN (ASHBY BART):

- **Electric Buildings and Chargers.** Adeline Corridor Specific Plan EIR Mitigations include a requirement for All-electric buildings, and electric vehicle chargers in future development

KNOWN (NORTH BERKELEY BART):

Electric Buildings and Net Zero Energy. All buildings should strive to incorporate green and sustainable features including at a minimum all-electric design, Net Zero Energy, and reduced parking

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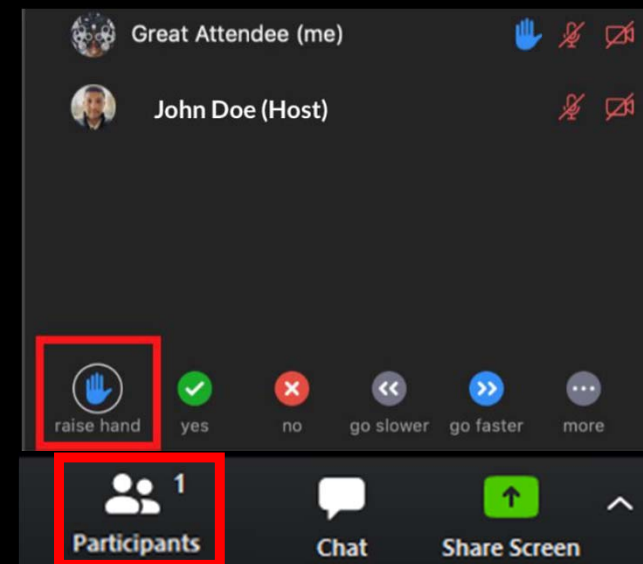
- Energy performance beyond state code, such as improved energy efficiency, increased renewable energy production, district energy sources shared between buildings, or other energy goals?
- Water performance beyond state code, such as improved water efficiency, water reuse and recycling, and use of non-potable water in landscaping and building processes?
- Stormwater performance beyond existing County requirements (“C3” requirements) and BART requirements (“MS4” requirements)?
- Requirements for indoor air quality, green materials, and daylight?
- Zero waste strategies?
- Energy-efficient infrastructure?
- Other types of guidance?

CAG Discussion: Zoning + Community Goals

CAG Discussion: via Raise Hand feature
– on your computer open the Participants window and select the Raise Hand feature at the bottom of the window. If calling in, please **dial *9**. The meeting facilitator (Dave) will recognize you and unmute your mic.

Poll Question

Raise Hand Feature





V. PRELIMINARY SITE CONCEPTS

- Ashby Station
- North Berkeley Station

Process Diagram

Preliminary Site Concepts
Circulation + Developable Area

Vertical Development
(residential + non-res areas)
Economic Feasibility Analysis

Zoning

Other Development Parameters

Assumptions

Draft Concepts

Analysis

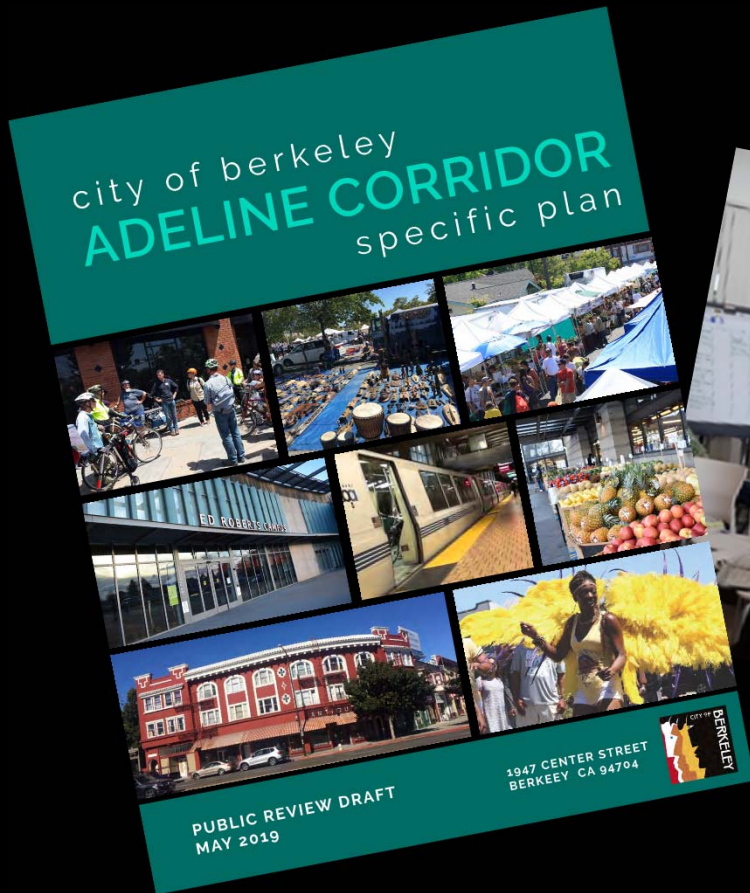
Evaluation / Prioritization

- Economic Conditions
- Funding + Resources
- Technology (buildings + mobility)
- Laws + Regulations
- Policy



Ashby STATION AREA TODAY

- Location along Adeline corridor connecting to Downtown Berkeley and Oakland
- BART properties on both sides of Adeline
- Integration with Ed Roberts Campus
- Flea Market and other community institutions are major assets
- Surrounding residential neighborhood context



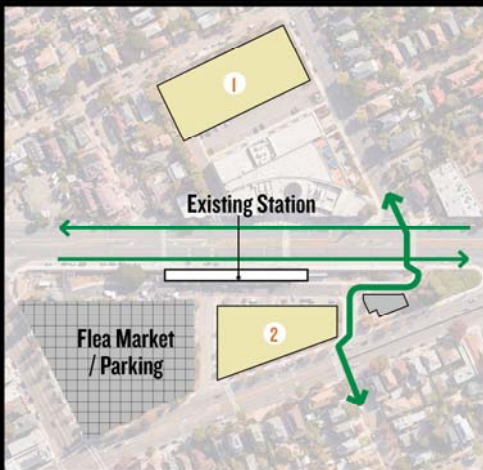
Ashby KEY TAKEAWAYS FROM PREVIOUS STUDIES

- Flea market / flexible public plaza priority elements
- Adeline road diet
- Intersection improvements
- Increased bicycle and ped access
- Affordable housing priority with active community-serving non-residential uses at ground floor
- Neighborhood-scale sensitivity with building step-downs
- AB 2923 parameters



Ashby PRELIMINARY SITE CONCEPTS

A) “Minimal Change”



B) “Road Diet / Flea Market”



C) “Central Plaza / Flea Market”

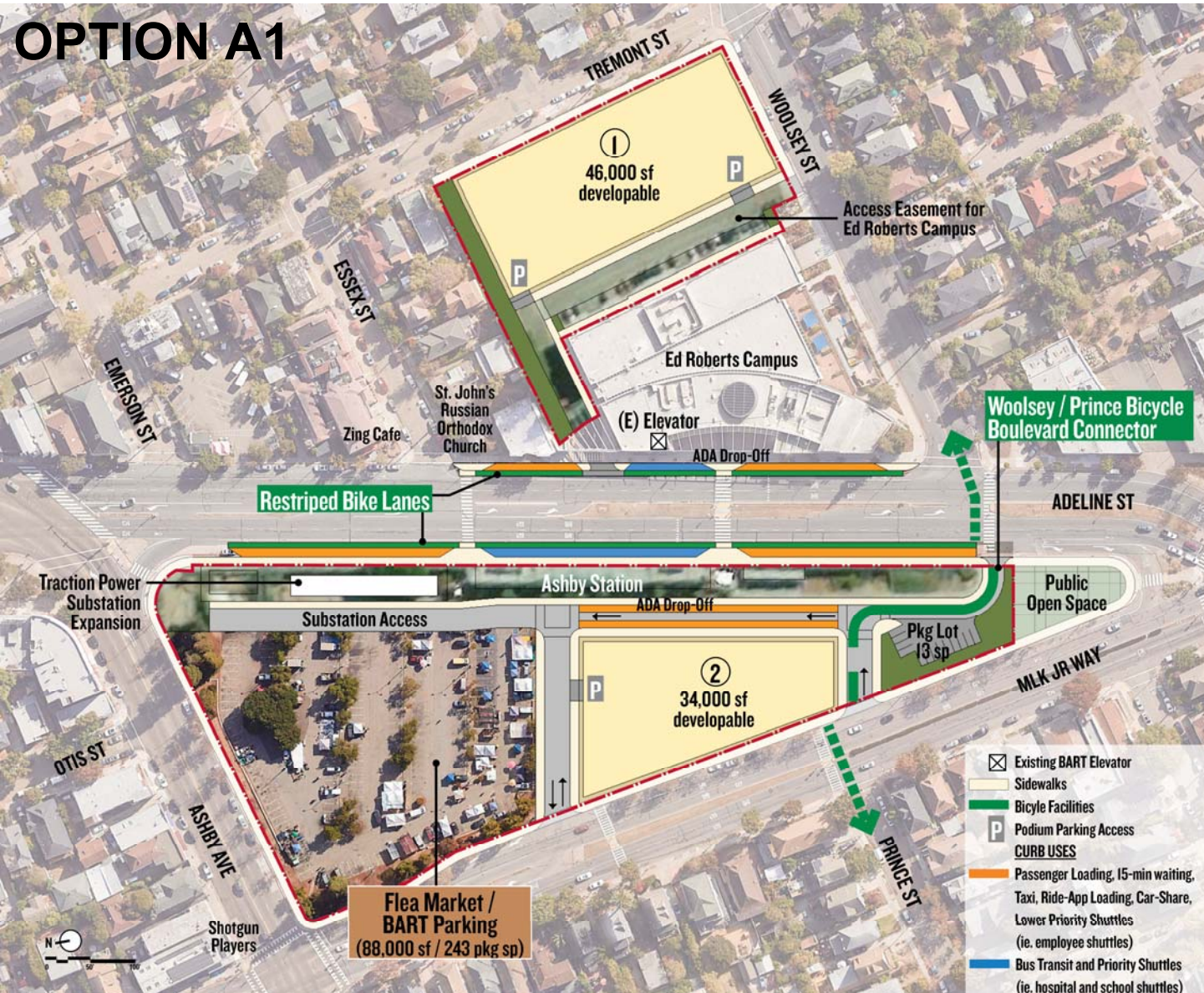


Variables to Consider:

- Flea Market location and public open space
- Adeline Street configuration
- Station access and visibility
- Bicycle circulation
- Development sites

NOTE: The concepts presented here are preliminary and intended to initiate study and review to help identify what we know, don't know, and what it's OK not to know at this point. This will be an iterative process and as we move through this process, we will gain more understanding through analysis of engineering considerations, economic feasibility, and community, BART, and City goals and concerns.

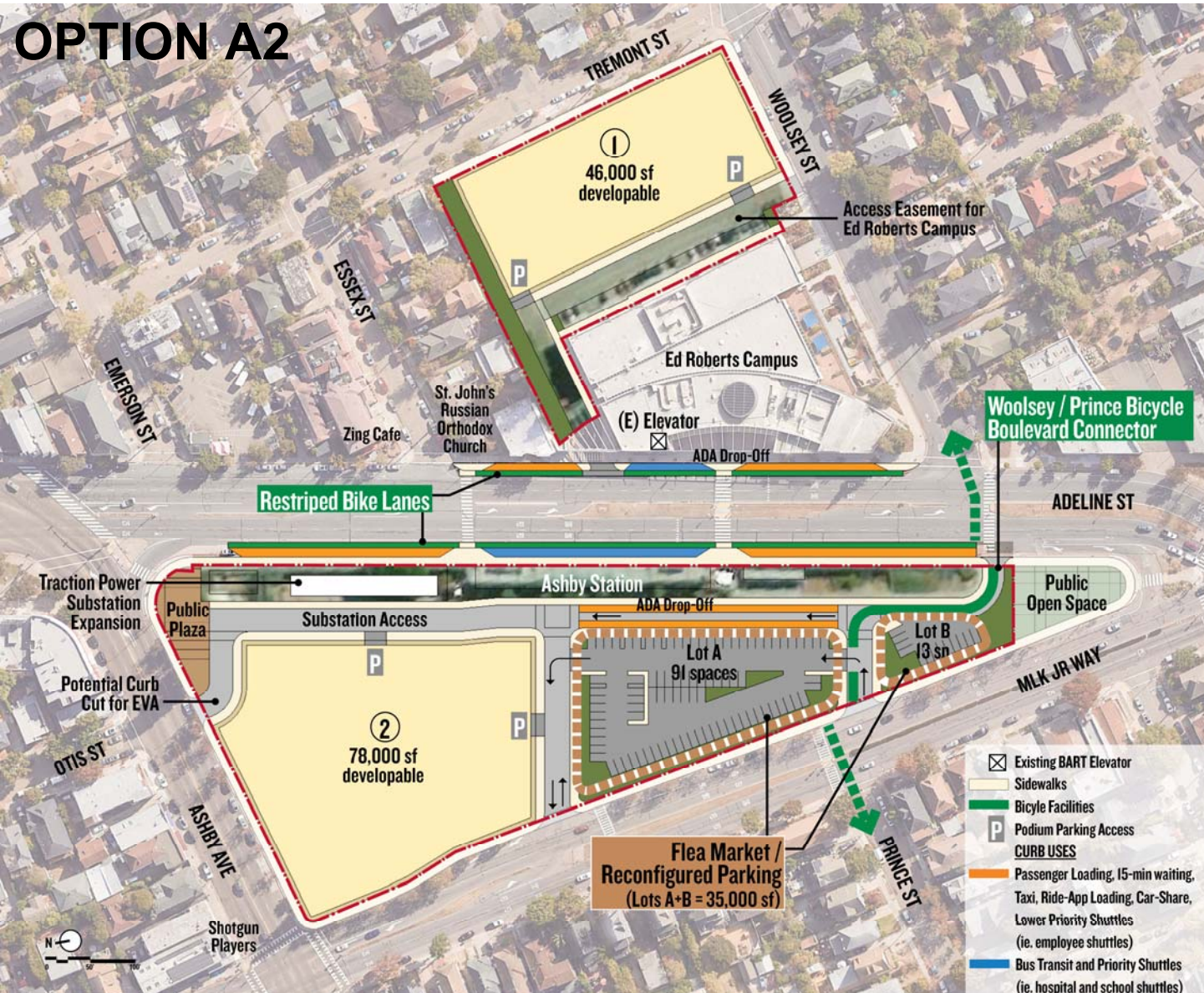
OPTION A1



Ashby PRELIMINARY SITE CONCEPT A1) “Minimal Change”

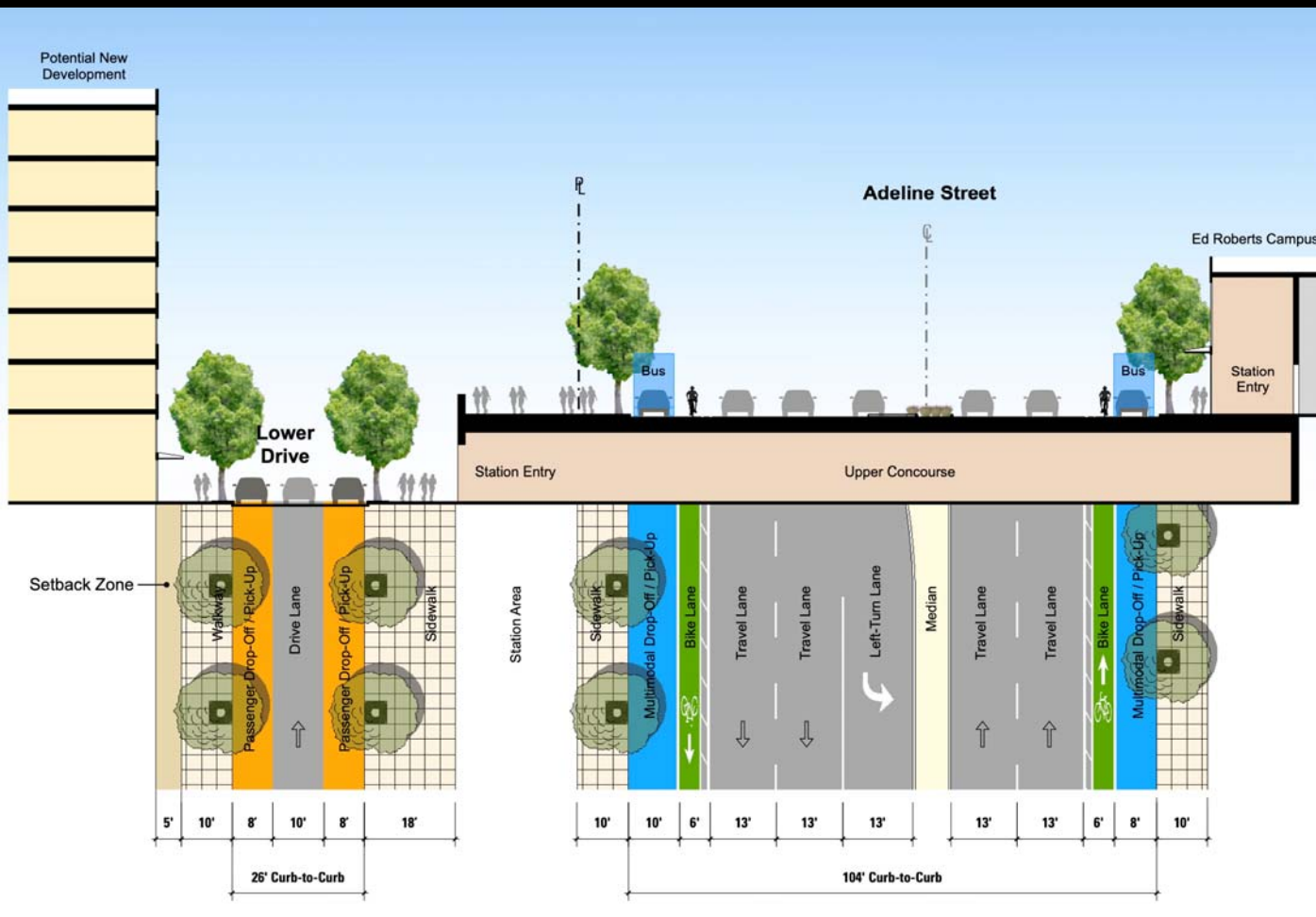
- Transit and passenger drop-off functions similarly as today
- Flea Market remains in place (88,000 sf)
- Woolsey / Prince Bicycle Boulevard Connector as planned
- 80,000 sf developable

OPTION A2



Ashby PRELIMINARY SITE CONCEPT A2) “Minimal Change”

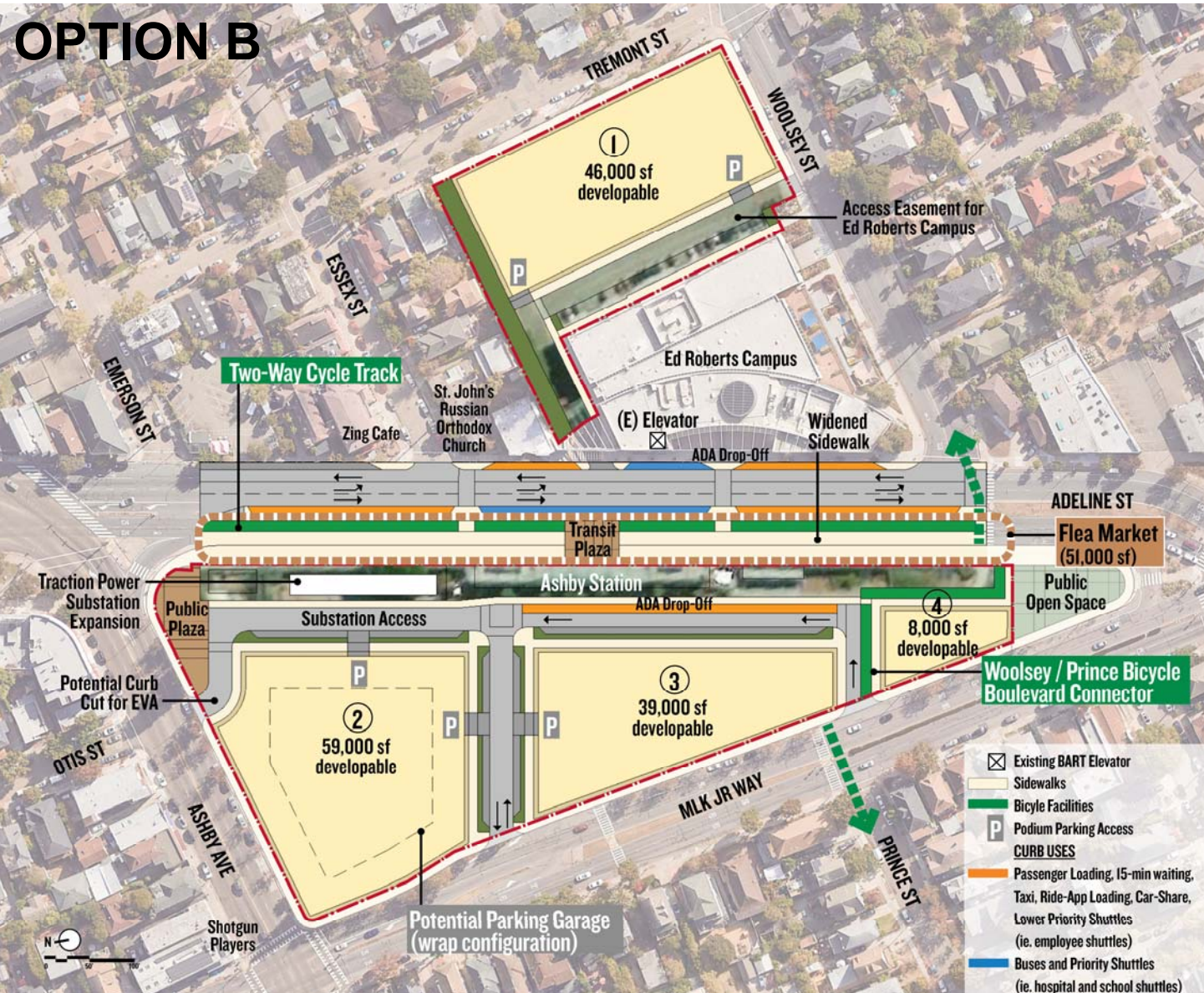
- Transit and passenger drop-off functions similarly as today
- Flea Market shifts to Lots A + B (35,000 sf area)
- Reconfigured main parking lot (Lot A) improves drop-off / pick-up zone along station
- Woolsey / Prince Bicycle Boulevard Connector as planned
- 124,000 sf developable



Ashby PRELIMINARY SITE CONCEPT A) “Minimal Change”

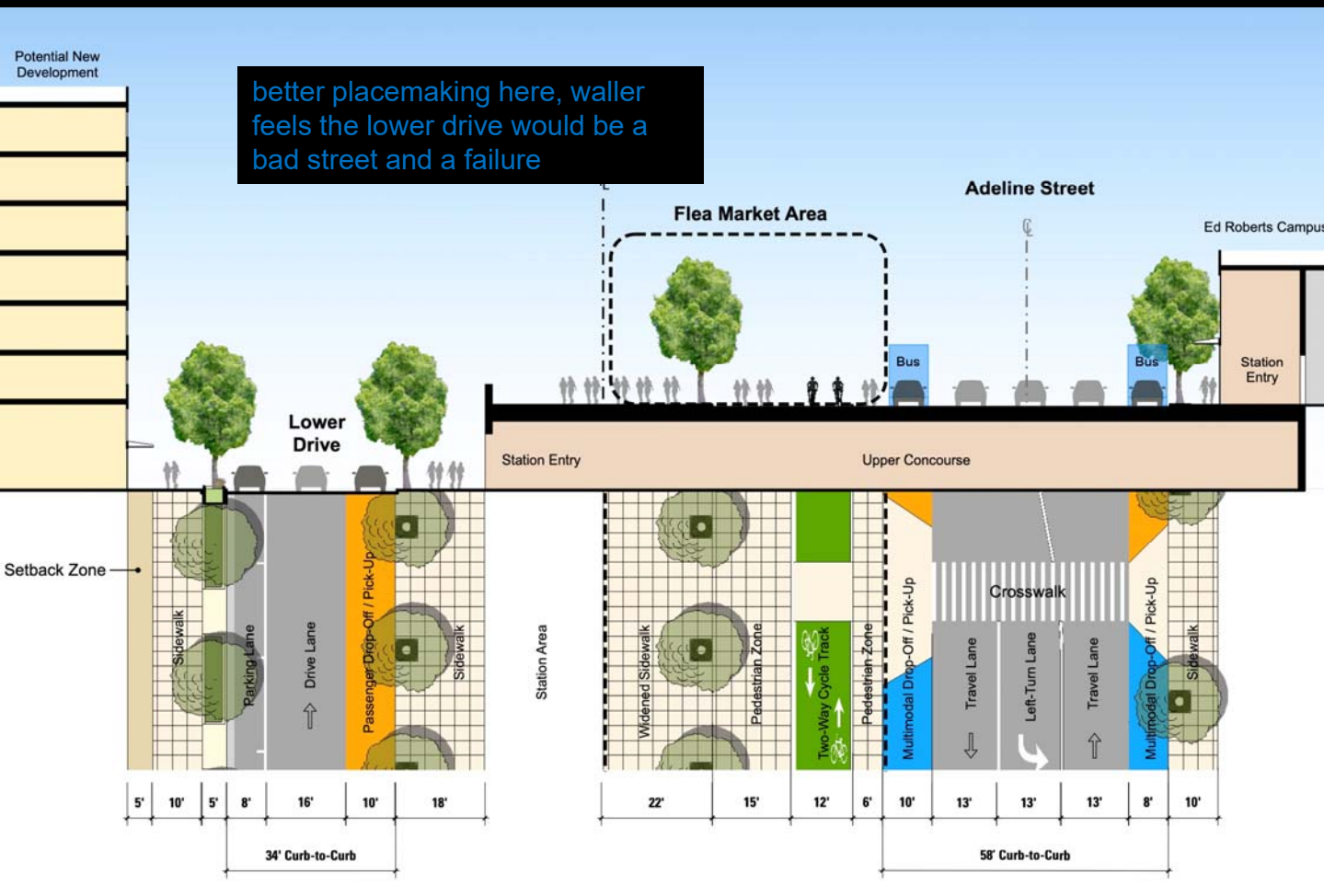
- Transit and passenger drop-off functions similarly as today
- Restriped bike lanes on Adeline (currently underway)

OPTION B



Ashby PRELIMINARY SITE CONCEPT B) "Road Diet / Flea Market"

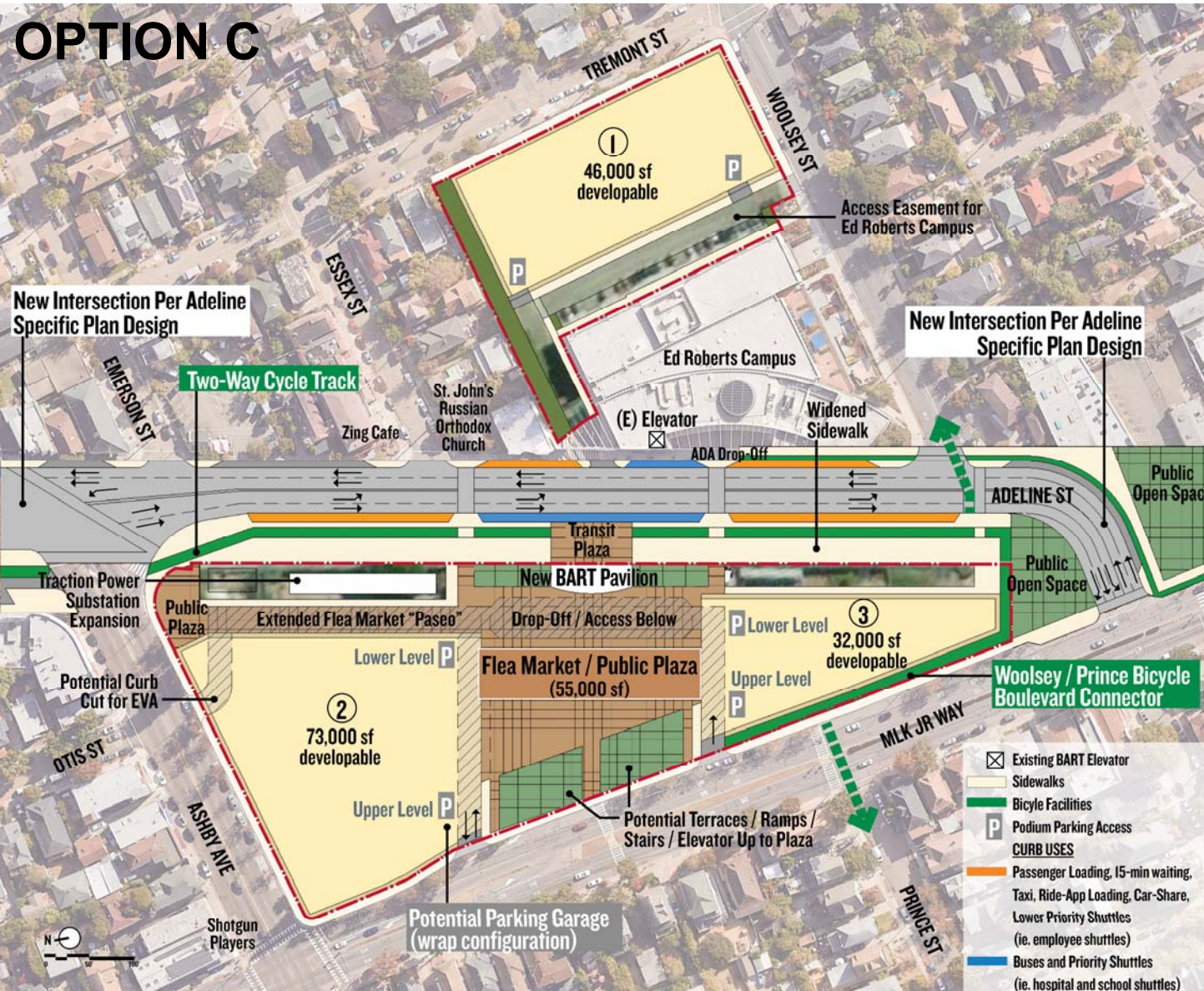
- Variation of Adeline road diet with one travel lane each direction and left-turn lane
- Narrowed Adeline areas convert to Flea Market (51,000 sf area) on weekends
- Southbound Adeline curb uses accommodate parallel drop-off / pick-up
- Reconfigured Woolsey / Prince Bicycle Connector
- 152,000 sf developable



Ashby PRELIMINARY SITE CONCEPT B) "Road Diet / Flea Market"

- Variation of Adeline road diet with one travel lane each direction and left-turn lane
- Narrowed Adeline areas convert to Flea Market on weekends
- Southbound Adeline curb uses accommodate parallel drop-off / pick-up
- Bus / shuttle / auto drop-off / pick-up can still occur during Flea Market

OPTION C



Ashby PRELIMINARY SITE CONCEPT C) “Central Plaza / Flea Market”

- Variation of Adeline road diet with two travel lanes each direction (including SB left-turn)
- Improved visibility to BART station with new pavilion
- BART station access below plaza includes podium parking
- Central Plaza accommodates Flea Market (55,000sf)
- Reconfigured Woolsey / Prince Bicycle Connector
- 151,000 sf developable

waller wants adeline narrowed to two lanes, doesn't like the substation, wants housing footprint to be larger!!! is this going to work together. let's go further!

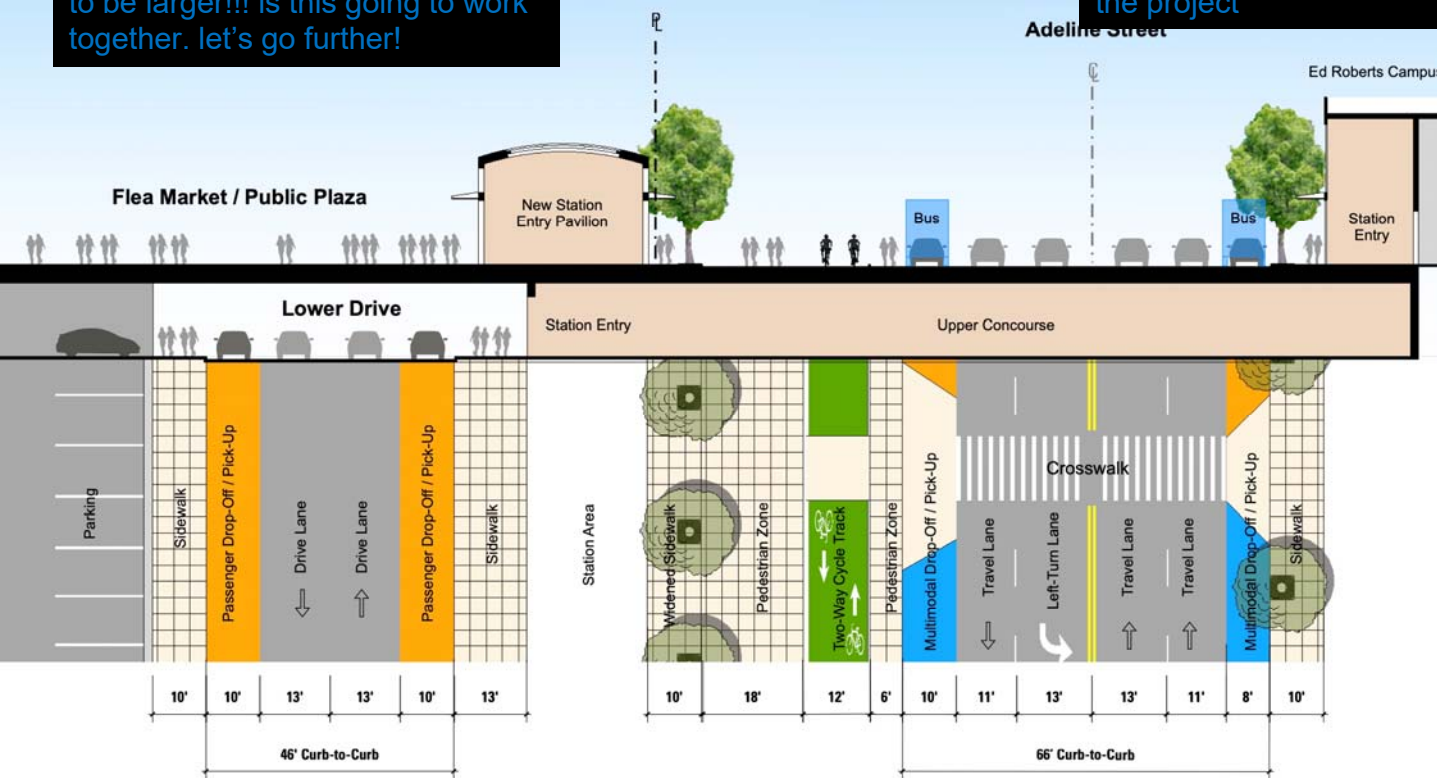
we only get one shot to do this, let's not let cost of building over the zone of influence a factor

barnali likes that we included flea market in all options and emphasizes this as a core value of the project

MINIMARY SITE CONCEPT

Central Plaza / Flea Market

- Variation of Adeline road diet with two travel lanes each direction including left-turn lane
- Southbound Adeline curb use areas can accommodate parallel or angled drop-off / pick-up
- Lower Drive under plaza serves lower station entry, BART services vehicle access, and new development

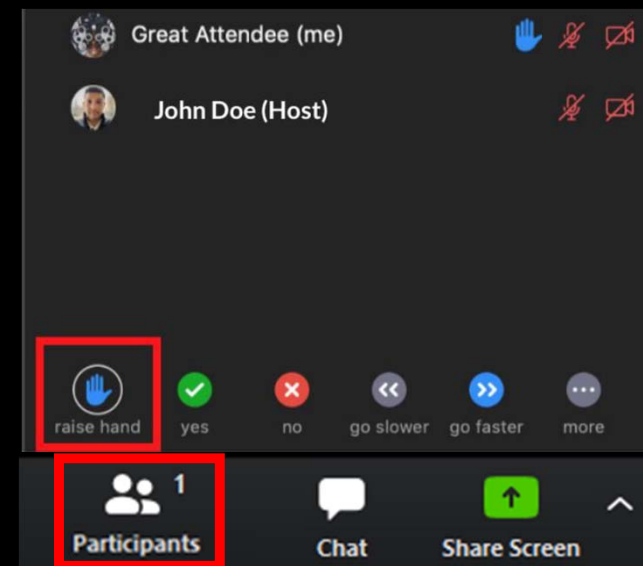


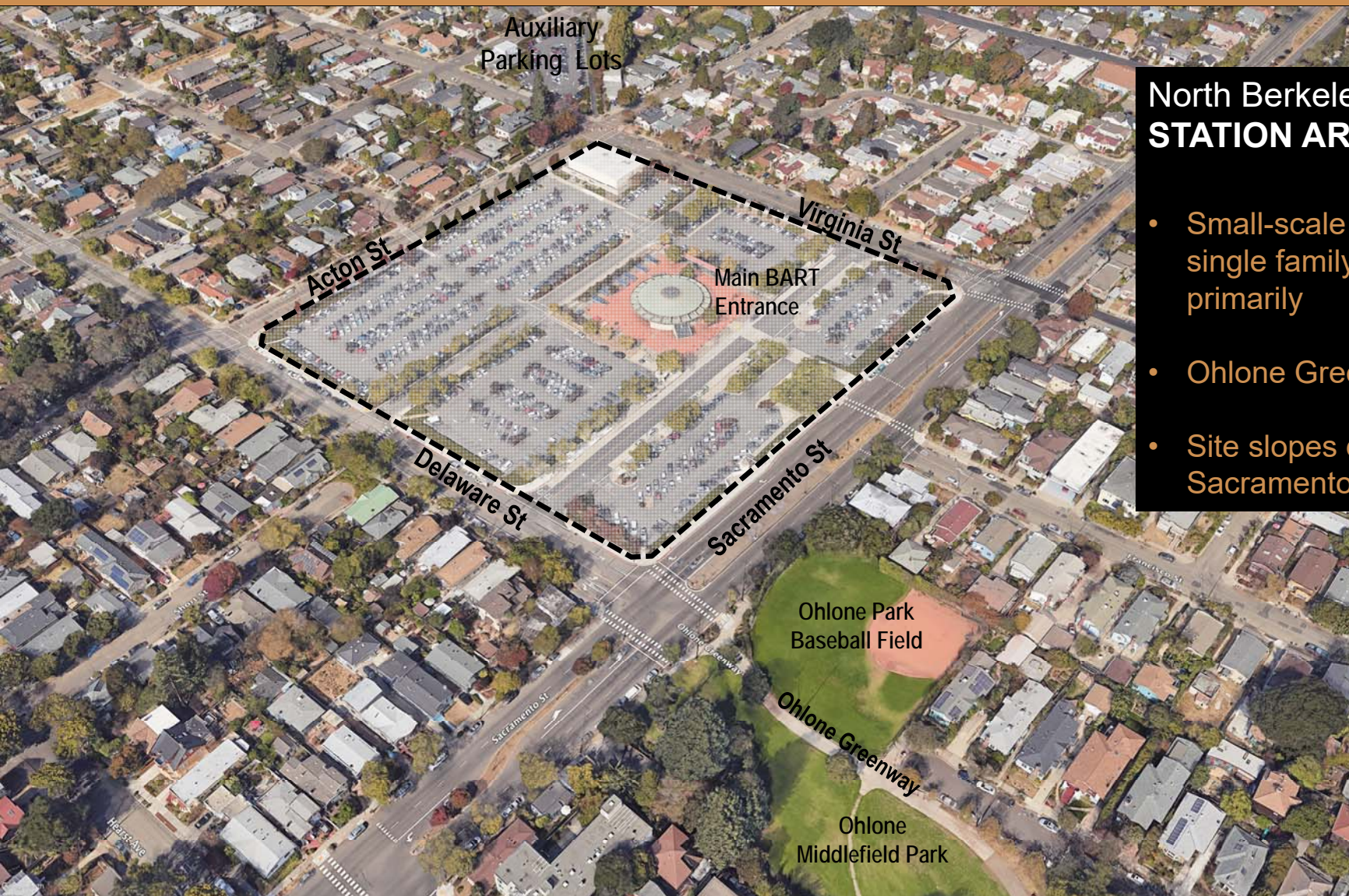
CAG Discussion: Ashby Preliminary Site Concepts

CAG Discussion: via Raise Hand feature – on your computer open the Participants window and select the Raise Hand feature at the bottom of the window. If calling in, please **dial *9**. The meeting facilitator (Dave) will recognize you and unmute your mic.

Poll Question

Raise Hand Feature





North Berkeley STATION AREA TODAY

- Small-scale residential context - single family and duplex primarily
- Ohlone Greenway adjacency
- Site slopes down 13' – 18' from Sacramento to Acton / Delaware



North Berkeley KEY TAKEAWAYS FROM PREVIOUS STUDIES

- Central public open space
- Connect Ohlone Greenway
- Neighborhood-scale sensitivity with building step-downs
- Housing priority with limited ground-floor non-residential uses
- Bicycle / ped access improvements
- Multimodal station access
- AB 2923 parameters

A) "Maintain Street Grid"



B) "Minimal Streets"



North Berkeley PRELIMINARY SITE CONCEPTS

Variables to Consider:

- Street configuration
- Bicycle circulation and Ohlone Greenway
- Public open space
- Development sites
- Amount of vehicle access

NOTE: The concepts presented here are preliminary and intended to initiate study and review to help identify what we know, don't know, and what it's OK not to know at this point. This will be an iterative process and as we move through this process, we will gain more understanding through analysis of engineering considerations, economic feasibility, and community, BART, and City goals and concerns.

OPTION A

zone of influence as a way to leverage more public open space, so maybe we don't need more additional open space that isn't well-activated

Legend:

- Existing BART Elevator
- Sidewalks
- Bicycle Facilities
- Podium Parking Access
- CURB USES**
- Passenger Loading, 15-min waiting, Taxi, Ride-App Loading, Car-Share, Lower Priority Shuttles (ie. employee shuttles)
- Bus Transit and Priority Shuttles (ie. hospital and school shuttles)

Map Labels:

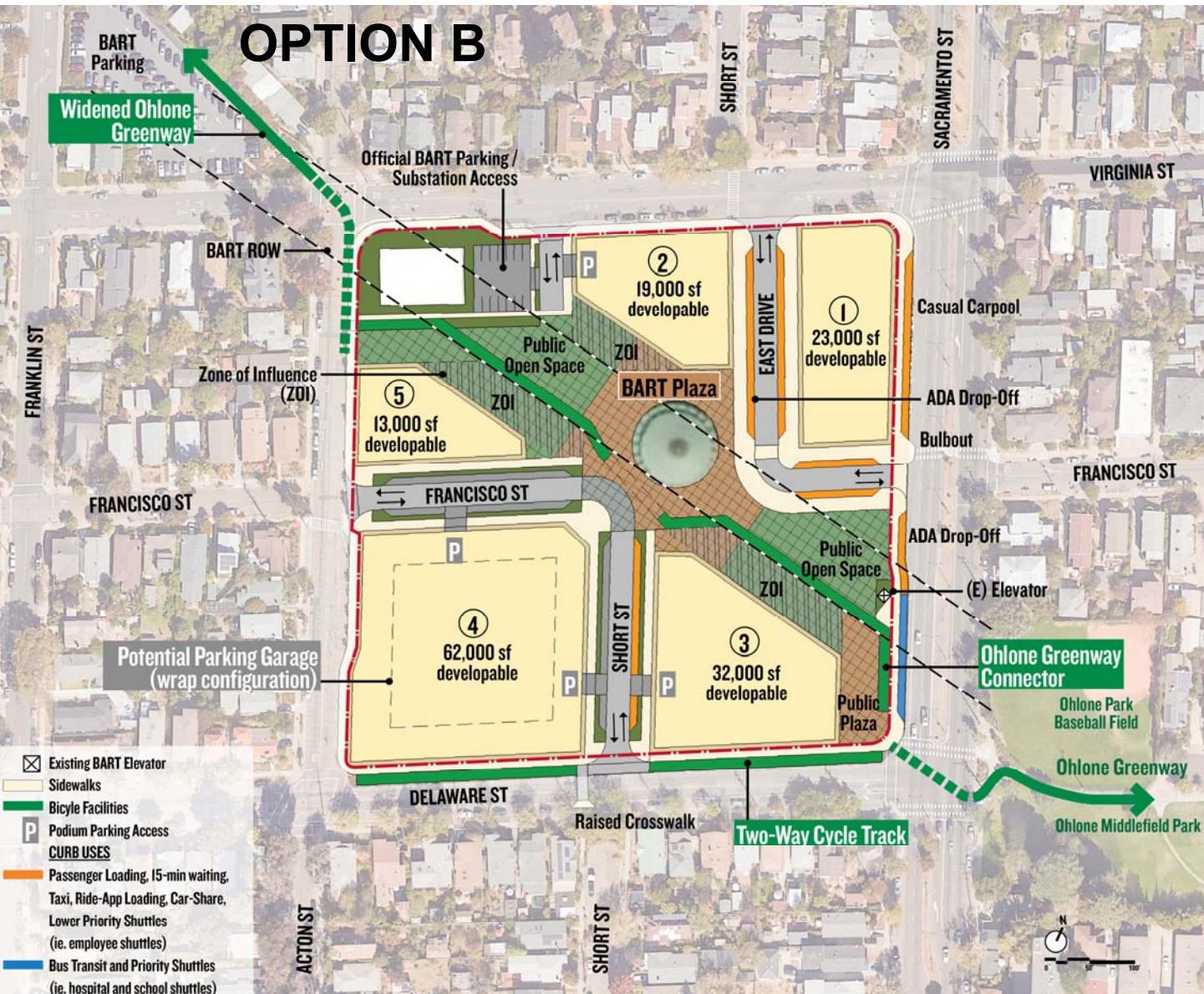
- BART Parking
- Widened Ohlone Greenway
- Official BART Parking / Substation Access
- BART ROW
- Zone of Influence (ZOI)
- Public Open Space
- BART Plaza
- East Drive
- West Drive
- Delaware St
- Two-Way Cycle Track
- Raised Crosswalk
- Two-Way Cycle Track
- Ohlone Greenway
- Ohlone Middlefield Park
- Ohlone Park Baseball Field
- Virginia St
- Francisco St
- Franklin St
- Action St
- Short St
- Public Open Space
- ADA Drop-Off
- Bulbout
- ADA Drop-Off
- (E) Elevator
- Casual Carpool
- 1 23,000 sf developable
- 2 18,000 sf developable
- 3 7,000 sf developable
- 4 35,000 sf developable
- 5 35,000 sf developable
- 6 24,000 sf developable

zone of influence as a way to leverage more public open space, so maybe we don't need more additional open space that isn't well-activated

North Berkeley PRELIMINARY SITE CONCEPT A) “Maintain Street Grid”

- Transit and passenger drop-off and bicycle facilities illustrates potential access improvements
- Prominent public open spaces
- Utilizes existing streets with full vehicle circulation to form urban blocks
- 142,000 sf developable (developing within ZOI adds 16,000 sf)

OPTION B



North Berkeley PRELIMINARY SITE CONCEPT B) "Minimal Streets"

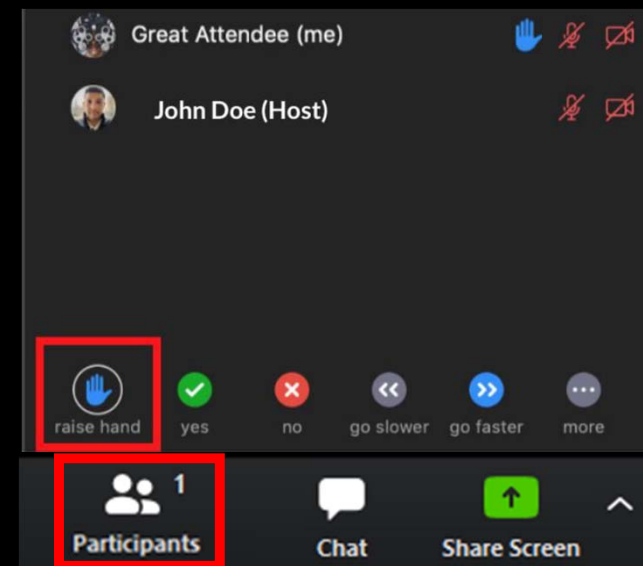
- Reconfigured transit and passenger drop-off
- Prominent public open spaces
- More direct Ohlone Greenway connector with less crossings
- Limited vehicle circulation
- Some original streets reestablished (Francisco and Short)
- 149,000 sf developable (developing within ZOI adds 21,000 sf)

CAG Discussion: North Berkeley Preliminary Site Concepts

CAG Discussion: via Raise Hand feature – on your computer open the Participants window and select the Raise Hand feature at the bottom of the window. If calling in, please **dial *9**. The meeting facilitator (Dave) will recognize you and unmute your mic.

Poll Question

Raise Hand Feature





VI. NEXT STEPS

- Staff “Office Hours” (via Zoom and telephone)
 - Session 1: Monday, August 10th from 5:00pm – 6:30pm
 - Session 2: Thursday, August 13th from 12:30pm -2:00pm
 - Visit project webpage www.cityofberkeley.info/bartplanning for how to join by phone or computer / device
- Community Meeting #1 - August 31 at 6:00pm
- Online Video(s): Introduction to Housing Development, Economic Feasibility and Public Value Recapture (a.k.a. “Housing 101”)
- CAG Meeting #3: Two meetings: 10/14 and 10/20 from 6:00pm – 9:00pm (to be confirmed with CAG members and posted on project webpage)
 - Format: Zoom Video and Teleconference
 - Topic: Zoning and Site Planning Alternatives, Feasibility

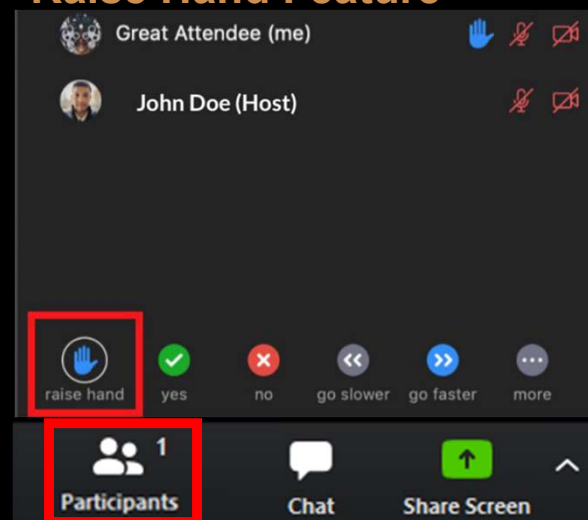
VII. PUBLIC COMMENTS

Prior to Meeting: comments received by email prior to the meeting will be included as part of public record and meeting summary.

During Meeting: public comment will be facilitated through the Raise Hand feature (through the participant window or by dialing *9 on you phone) – 1 minute per speaker

After the Meeting: comments can be emailed after the meeting until August 17, 2020
bartplanning@cityofberkeley.info

Raise Hand Feature



1:00
Stop



Thank you!

- Community Meeting #1: Monday, August 31, 2020 from 6:00pm – 9:00pm
- CAG #3 – Two Meetings: Wednesday, October 14 and Tuesday, October 20 from 6:00pm – 9:00pm. We will confirm with CAG members and post the date on the webpage – see below)
- Send your comments by **Monday, August 17, 2020** to:
 - Email: bartplanning@cityofberkeley.info
 - Mail:
City of Berkeley Planning and Building Department
1947 Center Street 2nd Floor, Berkeley CA, 94704 (Attn: Alisa Shen)
- Staff “Office Hours” (via Zoom and telephone)
 - Session 1: Monday, August 10th from 5:00pm – 6:30pm
 - Session 2: Thursday, August 13th from 12:30pm - 2:00pm
 - Visit project webpage (below) for how to join by phone or computer / device
- Sign up to for email list at www.cityofberkeley.info/bartplanning

