Section 1: General Project Information

1	Project Title: *(Not to exceed 50 characters)*	Berkeley Project 1: BART Plaza & Transit Area Improvements
2	General Project Location: *(Area within Jurisdiction or County)*	Downtown Berkeley
3	Project Sponsor/Sponsoring Agency: *(funding recipient)*	City of Berkeley & BART
4	Is sponsor an eligible non-profit? *(See Coordinated Programming Guidelines for non-profit eligibility requirements)*	No
5	Implementing Agency: *(If different from Sponsor)*	BART

Project application completed by:

6	Name:	Matt Nichols
7	Title:	Principal Transportation Planner
8	Agency/Organization:	City of Berkeley
9	Telephone Number:	510-981-7068
10	Email Address:	mnichols@cityofberkeley.info

Project Contact[1]:

11	Same as above?	No
12	Name:	Donna Lee
13	Title:	Principal Planner
14	Agency/Organization:	San Francisco Bay Area Rapid Transit District
15	Telephone Number:	510-464-6282
16	Email Address:	dlee@bart.gov

Note:

1. For agencies requesting federal OBAG funding the identified project contact is to be the agency's single point of contact for the implementation of all FHWA-administered funds within that agency (as required by MTC Resolution 4035). A single point of contact is required to further facilitate project delivery and ensure all federal funds are meeting federal/state/regional regulations and deadlines. This person will be expected to work closely with FHWA, Caltrans, MTC and the Alameda CTC on all issues related to federal funding for all FHWA-funded projects implemented by the recipient and must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise, from project inception to project closeout.

Section 2A: Description - Basic Information

1	Project/Program Description: *(brief - not to exceed 200 characters)*	**Transit Center Improvements to BART Station & AC Transit hub: new BART entrance structures, new bus shelter, public plaza resurfacing, landscaping, lighting, wayfinding, curb ramps, and bike parking.**
2	Expanded Description: *(Provide detailed scope only, not benefits. Limit to the space provided, approx. 250 words or less, or continue as needed using Section 10)* *Word count:* 166	This project will serve a signature place-making function for the Downtown Area and improve multi-modal access for an influx of new residents and employees. The project will improve inter-modal interconnectivity and enhance rider safety and comfort by reconstructing existing, and installing new transit structures to improve the accessibility and security of the BART entries, providing sufficient covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage, including real-time BART arrival/departure signs. Pedestrian safety and bicycle parking will also be improved. The project redevelops and reallocates the public space surrounding the station, including replacing the sidewalk/place surface materials, improving pedestrian-oriented lighting, and landscaping using low-impact stormwater treatments. The project will also include place-making elements (cafe uses, information kiosk, public art, water feature, others TBD). The project includes disability access improvements to the curb ramps and BART elevator at the northwest corner of Center Street/Shattuck Avenue, and design and construction of new head house/canopies with security gates for the 5 secondary BART entrances.

3 Component/ Element Detail[1,2]:

List each project or program component, plan element, etc., as applicable.

For capital projects, include the type of improvement, limits and length.

	Project and Program Components or Master Plan Elements[1,2] Capital project e*xamples: (1) Class 1 bike lane, south side of West D St, 1st -10th Aves (1 mile)* *(2) Install 15 bike lockers at 14th St and Broadway, Oakland.*
1	Construction of BART Station Main Entry, 5 secondary BART entrances, Plaza, and AC Transit Shelter
2	Wayfinding, including BART real-time arrival signs, street level and Concourse static signage
3	
4	
5	
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9	
10	

Notes:
1. Complete for all project types. Use a separate line for each segment/component/element. If more space is needed, indicate "see attached" in line 1 and provide a complete detail as an attachment to the application.

2. For projects and programs, provide a detailed budget by component as an attachment to the application.

Section 2B: Need, Benefit, Support (All project types)

This section is required for all project types (capital, program, master plan, transit operations, etc.)

Project Goals & Benefits

1 Describe the project need and existing conditions and facilities, as applicable.

Downtown Berkeley BART has 24,000 daily entries/exits and AC Transit has over 6,000 daily boardings/alightings on local, trunk, Rapid, and Transbay service in the project area. Thousands of pedestrians and hundreds of bicyclists traverse the area. However, aging infrastructure and design flaws reduce the accessibility and safety of this major regional transit center. Bus riders lack adequate waiting areas, seating and wayfinding signage. Some sidewalks segments are too narrow for existing pedestrian volumes, and there are substandard curb ramps and poor elevator access for disabled persons. Bicycle parking is inadequate and poorly placed. The secondary BART entrances cannot be secured at night, creating security and maintenance challenges. BART's main entrance has lighting and maintenance problems, and its bulk restricts sightlines. The current brick plaza surface and vegetation are difficult to clean and maintain.

2 Describe the project benefits. Include how project specifically addresses the need.

The project will improve transit facilities, traffic safety, and the quality of public open space to meet the transportation needs of Downtown Berkeley's planned residential and employment growth. The project also dovetails with the proposed reconfiguration of Shattuck Avenue to improve pedestrian safety and enlarge on-street transit facilities. The project will: enhance multi-modal transit access to expand ridership; increase accessibility for pedestrians and bicyclists; improve public safety; reorganize the public space to better accomodate transit users; support the needs of adjacent land uses to support housing development, civic institutions, and economic development; provide public space for social, cultural and community activities; improve the aesthetic quality of the area; reflect the identity of the community and the history of the Downtown Area; and incorporate sustainable design and construction techniques.

3 By which performance measures can project success be measured? As applicable, include relevant baseline information such as current ADT or bike or pedestrian counts.

Transit ridership, traffic volumes, bicycle counts, and pedestrian counts can be used to measure project impacts. Downtown Berkeley BART Station has 24,000 daily entries & exits. Over 12,300 bus riders board/alight from 13 AC Transit local, trunk line, Rapid Bus, and Transbay buses in the Downtown PDA. Two shuttle services carry 5,000 daily riders. There are 500 daily bike work trips to the project area, and 3,500 bike trips to UC Berkeley. There are 1,000 daily walking trips to the area, and nearly 14,000 walking trips to UC Berkeley. Current PM peak hour traffic volumes on Shattuck at Center are 1060 (NB) and 582 (SB).

Gap Closure

4 Does this project contain elements that will eliminate or shorten a gap, or reduce a significant barrier to travel? (Yes/No) **No**

5 If so, how does the project address the gap or barrier? As applicable, include: (a) brief description of existing options for traveling the facility/corridor, (b) length of gap being closed (to the nearest 0.1 mile), and (c) resulting length of the full facility/route to the nearest 0.1 mile.

Safety/Security

6 Will this project improve the safety and/or security of intended user groups? (Yes/No) **Yes**

7 If so, describe how. As applicable, include data on collision statistics, conflicts/near-misses, speeding, reported security issues, etc.

Section 2B: Need, Benefit, Support (All project types)

Between 2000-2005, there were 7 auto-bike collisions at Shattuck/Center & Shattuck/Allston. The project area also has a high number of pedestrian-vehicle collisions. The project will reduce at-grade street crossings by increasing use of secondary BART entrances with wayfinding & entrance improvements and improve traffic operations and boarding areas at bus stops. Renovating the plaza, sidewalks and curb ramps and removing physical obstacles between BART and bus stops will improve pedestrian safety. New pedestrian-scale lighting, real-time BART arrival/departure signs, and secured BART stairwells will further improve safety.

Project Support

8 Have all affected departments within the sponsoring agency (or eligible non-profit), and/or other affected transit or public agencies been involved in the development of the project and reviewed the project to ensure feasibility? (Yes/No)

Yes

9 List the affected departments, jurisdictions, agencies and project partners. What coordination is required and/or planned with each to ensure project success?

City of Berkeley (Public Works, Planning, Parks, Economic Development); BART; AC Transit; Downtown Berkeley Association (Property/Business Improvement District); University of California, Berkeley; affected property owners. A Community Advisory Committee and a Technical Advisory Committee will be established. The City and BART will participate in an estimated six public and/or stakeholder meetings, which may include, but are not limited to, the City's Transportation Commission, Planning Commission and Design Review Committee, and the Downtown Berkeley Association's Design Committee, and with affected property owners. Public notice will be conducted as required for NEPA/CEQA. Construction notification will conducted as per BART and City standards.

10 Identify any additional stakeholders and project partners and describe how each has been informed about the project. If applicable, provide the date and location of BPAC[1] or other public or community meetings and describe the level of public support and how documented. Letters or other documentation of project support should be provided as attachments to the application.

The City of Berkeley, BART, and AC Transit conducted a community-based design process in 2006-2010 to develop the conceptual design and preliminary engineering for this project. The effort was guided by a Citizens Advisory Committee with representatives from seven public City Commissions, business associations and community groups including the East Bay Bicycle Coalition. Public input was also gathered through two community workshops and written comments. Letters of support are attached.

11 Is there opposition or are there any pending lawsuits related to the project? (Yes/No)

No

12 If yes, describe any significant local opposition and any pending lawsuits related to the project that may prevent the project from meeting the funding obligation deadline.

Notes:
1. Bicycle and Pedestrian Advisory Committee

Section 3: Capital Project Readiness

This section is required for all capital projects, including transit projects.

Capital Project Development

1 Has a Project Study Report (PSR), or equivalent been completed? (Yes/No) **Yes**
If yes, provide relevant pages (e.g. cover, signature and project-specific references) as attachments to the application.

2 Document Type: **Project Study Report Equivalent** Approval Date: **10/29/2008**

Capital Project Delivery

Current Phase and Status

3 What is the current project phase: **Preliminary Engineering**

4 Provide the current status of the current phase (% complete): **25%**

Environmental Clearance

Provide the required document type for CEQA and NEPA and approval date for each. If not yet approved, provide estimated dates:

5 CEQA Document Type: **Initial Study/Mitigated Negative Declaration** Approval Date: **1/1/2014**

6 NEPA Document Type: **Categorical Exclusion (23 CFR 771.117(d))** Approval Date: **1/1/2014**

List any issues that may complicate the environmental clearance process:

7 In order to submit a request of Categorical Exclusion under NEPA, it is necessary to comply with the Section 106 process under NHPA. If that process results in a finding of no adverse effect to historical resources, and no other significant environmental impacts are identified, BART will submit a letter to FTA requesting administrative approval of a Categorical Exclusion (23 CFR Part 771.117(d)) that includes documentation demonstrating that significant environmental effects will not occur from the Project.

Right of Way

8 Is the project entirely within the Sponsor's right-of-way? (Yes/No) **Yes**

9 If no, describe any new right-of-way, permits or easements required and when they will be acquired.

10 Are there any utility relocations or other issues in the project area that may affect the project? (Yes/No) **No**
If yes, explain:

11 Minor utility work, including underground electrical and drainage connections, will be required. These are not expected to adversely affect the project, and allowances are included in the project cost estimates.

Project Design

12 Is project design consistent with MTC's Transportation for Livable Communities (TLC) Design Guidelines (posted with application materials), or design that encourages multi-modal access? (Yes/No) **Yes**

13 If yes, describe how and include key design components.

Section 3: Capital Project Readiness

This section is required for all capital projects, including transit projects.

The project was designed with funding from a TLC Planning grant, and received a TLC Capital grant in 2010. All design elements have and will continue to comply with or exceed TLC Design Guidelines to encourage multi-modal access.

14 If no, or if any aspects or components of the project are inconsistent with MTC's TLC design guidelines, or do not encourage multi-modal access, explain.

Usable Segment

15 Does project result in a usable segment? (Yes/No) — Yes

16 Is project dependent upon another uncompleted major capital project? (Yes/No) — No

If yes, explain. Include how delays to the uncompleted project would impact the delivery/schedule of this project.

17 This project can proceed independently and will have independent utility. However, it is closely related and complementary with Berkeley Project 2: Shattuck Reconfiguration & Pedestrian Safety Project. Project 2 includes the surrounding street resurfacing, concrete bus pads, bus stop relocation, and sidewalk enhancements, so it would be most cost-effective and transformative if the two projects could be constructed in a coordinated way. This would also enable the City and BART to stage construction to reduce costs and minimize disruption.

Maintenance

18 What agency will maintain the facility?

The City is responsible for maintenance of streetscape, landscaping and plaza improvements within City Right of Way. BART is responsible for maintenance of BART structures and all property in BART's Right of Way.

19 What maintenance agreements are needed with which agencies, and are they in place?

The City and BART have a maintenance agreement for the Property. The City has an agreement with Clear Channel for maintenance of transit shelters.

Service Life

20 How long is the project expected to be in place? Include how documented (include general, area, or specific plan references) and provide relevant plan pages as attachments to the application.

The service life of the plaza/sidewalks is 12-15 years; street paving is 8 years; transit architecture is 30+ years. The City's Downtown Area Plan was adopted in 2011, and has a 20-year time frame. BART's Downtown Berkeley Station Capacity Technical Memo was adopted in 2006, and BART's Capital Improvement Program (SRTP/CIP) governs FY08-FY32.

Section 4: Status and Milestones

This section is required for all projects. For Part A, provide the status of the funding resolution. For Part B, complete other appropriate milestone schedule section (Capital , Master Plans, or Programs/Non-capital). Federal OBAG funding is subject to the project delivery deadlines of MTC Resolution 3606[1]. If applying for OBAG funding, review the policy before completing this section:

http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf

Part A: Status

Provide the actual or projected dates for the following programming and project milestones:

Funding Resolution:
For projects approved for funding a governing body-approved funding resolution/resolution of local support is required by June 30, 2013 (this applies to all available fund sources - OBAG, Measure B, and VRF). For federal OBAG funding, MTC's STP/CMAQ Resolution of Local Support template is to be used. Resolution templates are provided with the application material.

		MM/DD/YY
1	Provide the scheduled approval date for the funding resolution:	6/4/13

Part B: Milestone Schedule

Provide the actual or projected milestone dates by completing the appropriate table. For master plans, programs, or non-capital projects, see the next page. For capital projects, complete the below table:

Capital Projects:

			MM/DD/YY
2		Request Field Review:	10/15/13
3	Federal Preliminary Engineering (PE) Phase	Begin Environmental Studies:	8/1/13
4		Environmental Approval (CEQA):	1/1/14
5		Environmental Approval (NEPA):	1/1/14
6		Begin Detailed Design (PS&E):	2/1/14
7		Complete Detailed Design (Final PS&E):	12/1/14
8		Right-of-Way Certification:	8/1/13
9		Advertise Construction (Ready to list):	5/1/15
10		Begin Construction (Award Contract):	8/1/15
11		Complete Construction (Accept Contract):	2/1/17
12		Submit Final Invoice/ Project Close out:	6/1/17

Notes:
1. MTC may revise Resolution 3606 in the near future. Specifically, the deadline to submit an E-76 request and to receive an obligation are both proposed to move forward one month, to January 1st and March 30th of the programmed year, respectively. Projects awarded OBAG funds will be expected to meet the earlier dates.

Part B: Milestone Schedule, continued

Section 5: Project Costs

Provide a breakdown of total estimated costs by phase or activity. The total costs should be equal to or less than the total project funding presented in Section 6: Project Funding.

For capital projects and programs, a detailed budget by component is to be provided as an attachment to the application.

Project Cost:

	Capital Project Phases:		Estimated Cost ($ x 1,000)
1	**Federal Preliminary Engineering (PE) Phase**	**Environmental (Env):**	
2		**Final Design (PS&E):**	
3		**Right of Way:** *(Includes right of way support and utility costs)*	$ -
4		**Construction Capital:** *(Includes construction management and support)*	$ 10,456

	Plans and Non-capital Phases/Activities:	Estimated Cost ($ x 1,000)
5	**Plan/Study:**	

	Other Non-capital (Programs or Transit Operations): *(Enter custom phases/activities for non-capital project types, as applicable)*	Estimated Cost ($ x 1,000)
6		
7		
8		
9		
10		
11		

Total Costs (Capital Projects):	$ 10,456
Total Costs (Plans & Other Non-capital Projects):	$ -
Total Estimated Project Cost:	$ 10,456

Section 6: Project Funding (by phase)

Detail the total project funding by phase from all sources, proposed & existing. Amounts are to be rounded to the nearest $1,000. The first row of each phase is dedicated to OBAG requests and the second row to Measure B or VRF requests. OBAG funding is available for federal fiscal years (FFYs) 2013/14, 2014/15 or 2015/16 and an 11.47% (minimum) local funding match, by phase, is required. Other minimum funding match requirements include 10% for Measure B Express Bus and 50% for feasibility studies. Use Section 10 of the application to provide any necessary explanation of the project funding, especially regarding the status of any other funding shown as proposed (unsecured).

	PE Phase:	**Preliminary Engineering (includes Environmental and PSE)**			Amount
	Fund Status	Fund Source	Local Fund Type	FFY	($ x 1,000)
1	Proposed (unsecured)	Federal OBAG			
2	Proposed (unsecured)	Measure B or VRF	Bike/Ped		
3	Existing (secured)				
4	Existing (secured)				
		Subtotal Env/ PE:			$ -
	ROW Phase:	**Right-of-Way Activities**			Amount
	Fund Status	Fund Source	Local Fund Type	FFY	($ x 1,000)
9	Proposed (unsecured)	Federal OBAG			
10	Proposed (unsecured)	Measure B or VRF			
11	Existing (secured)	BART (CMAQ/TLC Match)			$ -
		Subtotal ROW:			$ -
	Construction Phase:	**Construction Capital & Support**			Amount
	Fund Status	Fund Source	Local Fund Type	FFY	($ x 1,000)
12	Proposed (unsecured)	Federal OBAG		14/15	$ 7,784
13	Proposed (unsecured)	Measure B or VRF	Bike/Ped	14/15	
14	Existing (secured)	TLC/CMAQ grant		Prior	$ 1,099
15	Existing (secured)	City (VRF, UC-LRDP), BART (RM2 and other)		Prior	$ 1,573
		Subtotal CON:			$ 10,456
	Non-Capital Phases:	**(Plans, Studies, Programs, Transit Operations, etc.)**			Amount
	Fund Status	Fund Source	Local Fund Type	FFY	($ x 1,000)
16	Proposed (unsecured)	Federal OBAG			
17	Proposed (unsecured)	Measure B or VRF			
18					
19					
20					
		Subtotal Env/ PE:			$ -

Total Project Funding ($ x 1,000) **: $ 10,456**

Total Estimated Project Cost ($ x 1,000)**: $ 10,456**
(From Section 5, Project Cost worksheet)

Project Surplus/(Shortfall) ($ x 1,000)**: $ -**
(Total Project Funding less Total Estimated Project Cost)

Section 7: Plan Documentation

The following section is to be completed for all projects (capital, programs, operations, etc.), except for master plans. OBAG eligible projects are to be consistent with the new Regional Transportation Plan (RTP), scheduled for adoption in Spring 2013, and the current Alameda Countywide Transportation Plan (Alameda CWTP), which includes the current Alameda Countywide Bicycle and Pedestrian Plans. Bicycle and pedestrian projects and programs must be included in the current (2012) Alameda Countywide Bicycle and/or Pedestrian Plans to be eligible for Measure B/VRF funds.

Alameda Countywide Transportation Plan (Alameda CWTP)

Refer to the Alameda CWTP (pages 84-98) for projects, categories and RTP ID (Link below):
Alameda Countywide Transportation Plan, April 2012

1 Is project in the current Alameda County CWTP? (Yes/No): Yes — If yes, page number: 98

2 The RTP ID number (as shown in the Alameda County CWTP): 240391

3 Alameda County CWTP total project cost (if shown):

4 Project classification in the Alameda County CWTP: (Committed, Tier 1, Tier 2, or Programmatic only): Programmatic

5 If project is in the 2011 TIP or Draft 2013 TIP, provide TIP ID number: ALA110032

6 As needed, add any further explanation for how this project is included in the Alameda CWTP.

The project was submitted to the CWTP and included in the Transportation & Land Use (TOD/PDA) program. It also fits within the Bicycle and Pedestrian and Transit Enhancements categories.

Transit Projects - SRTP Consistency

7 If a transit operator, is the proposed project consistent with the agency's current Short-range Transit Plan (SRTP), or equivalent. If yes, provide the name of the plan below and attach the relevant pages from the plan to the application. If not consistent, explain.

Yes. BART SRTP/CIP Access Improvement (p. 63) & Station Renovation (p. 81) support this Project.

Alameda Countywide Bicycle and Pedestrian Plans

Link to current (2012) plans:
Alameda Countywide Bicycle and Pedestrian Plans

8 Project is in which Plan? Countywide Pedestrian Plan

Programs

9 For programs only, what is the "Priority Program" type as listed in the Countywide Bicycle Plan (refer to Plan Table 5.4) and/or the Countywide Pedestrian Plan (refer to Plan Table 5.5)?

Capital projects in Countywide Bike Plan:

10 Project falls within which of the five Vision categories of the Bike Plan?

11 Is project included in the Priority Network?

12 Is project shown on the Vision Network map?

13 What is the recommended bikeway type (e.g., Class, I,II, III) in the Countywide Bicycle Plan? If proposed bikeway type is different from the Plan, explain why.

Capital projects in Countywide Pedestrian Plan:

14 Project falls within which of the five Vision categories of the Pedestrian Plan? Access to transit

15 Is project included in the Priority System? Yes

16 Is project shown on the Vision System map? Yes

17 As needed, add any further explanation for how this project is included in the Alameda Countywide Bicycle and/or Pedestrian Plans.

This project fits within Access to Transit, Access to Central Business District, and Access to Activity Centers, Access to Communities of Concern.

Section 8A: PDA Supportive - Eligibility Screening

This section is to be completed for all projects, regardless of the type of funding requested, except for Measure B funding requests for Master Plans. Some of these questions will be used to screen projects for OBAG funding eligibility.

OBAG Funding

1 Is sponsor requesting federal OBAG funds in this application? (Yes/No) **Yes**

If yes, an online MTC "Complete Streets Checklist" is required to be completed prior to the submittal of the Alameda CTC application.

To create a project checklist go to: http://www.mtc.ca.gov/planning/complete_streets/

2 To document that a project checklist has been completed, provide the checklist ID number: **Old Checklist**

PDA Location

All projects are to respond to the below questions regarding relation to active PDAs. If project is not located within or does not provide proximate access[1] to one of the 17 PDAs (in the drop-down menu under question 3 below), the project is not eligible for OBAG PDA-supportive funding, but the project may be eligible for local funding sources (Measure B or VRF) available through this coordinated call for projects. Refer to the programming guidelines for project eligibility information by fund source.

For PDA boundaries, refer to this map: http://geocommons.com/maps/141979

3 Is project located within one of the 17 PDAs eligible for OBAG funding? (Yes/No) **Yes**

4 If yes, select the eligible PDA from the drop-down list: **Berkeley: Downtown**

Proximate Access[1]

5 If not located within an OBAG-eligible PDA, does the project provide proximate access to one? (Yes/No)

6 If yes, select the eligible PDA from the drop-down list:

7 If claiming proximate access to an eligible PDA, provide a justification. Specifically, describe how project benefits travel too/from a PDA or between a PDA and a job or transit center, or other activity or community service center. Include the distance between the eligible PDA and the area(s) gaining proximate access.

Note:
1. For OBAG evaluation purposes, proximate access is defined as benefiting travel to/from a PDA or between a PDA and job or transit center or other important activity centers or community services.

Section 8B: OBAG PDA-Supportive Scoring (for OBAG funding requests only)

This section will be used for OBAG project scoring. Complete the following to document how the project supports the eligible PDA(s). If project is not located within or does not provide proximate access to one of the 17 eligible PDAs, the project is not eligible for OBAG PDA-supportive funding, but the project may be eligible for one of the local funding sources available through the coordinated call for projects. Refer to the programming guidelines and application instructions for more information.

PDA Supportive Investments

1 To which transit and job centers or other activity or community service centers will the project improve access/connectivity? Include the distance of each area from project. For jobs and activity centers, include the total employment and/or total commercial square footage.

This project will improve access and connectivity to many activity centers. The Project will: 1. improve access to Downtown Berkeley, which has approximately 3,000 residents in 2,700 housing units, contains an estimated 9,374 jobs, and generates nearly 10,000 work related trips daily. Other major activity centers include City of Berkeley's Civic Center, Berkeley City College (5,300 students), Berkeley High School (3,400 students), Herrick Hospital, and many offices, retail, and entertainment centers; 2. improve access to the University of California, Berkeley main campus, just one block east of the project and PDA boundary, which has 36,000 students and 21,000 employees; 3: improve access and connectivity from Berkeley to locations throughout the BART and AC Transit service areas; 4. Provide for the planned expansion of access need in the future. The 2012 Downtown Area Plan anticipates 3,100 new housing units and 3,300 new jobs by 2030, and UC Berkeley plans to add 800,000 square feet in the Downtown and 2,900 jobs to their campus by 2020.

2 Does project provide or promote multi-modal travel options? If so, which modes and how?

Yes; the project improves access, safety, and convenience for transit, bicycling and walking. BART will improve security and capacity of entrances, real-time signs, bicycle parking access to taxis and buses. AC Transit will benefit from a new transit shelter. Walking will be enhanced by replacement of uneven sidewalk and plaza surfaces, expanded and better organized right-of-way, new curb ramps, wayfinding, pedestrian-scale lighting.

PDA Plan/Vision

3 Describe how project addresses the implementation of transportation improvements identified in PDA-specific planning documents (i.e., specific or area plan). Include the timing of the project in relation to the timing of other transportation improvements. Document by providing relevant pages from planning documents as attachments to the application.

This project implements numerous recommendations of the 2012 Downtown Area Plan and the Plan's Streets and Open Space Improvement Plan, adopted in 2013. These documents explicitly call for the creation of a more transit-oriented, pedestrian and bicycle friendly environment to serve downtown residents, employees and visitors and reduce greenhouse gas emissions. This project would be the first major public capital transportation project to be implemented under the new Plan. Significant transportation projects related to Parking Management/Pricing and TDM are already under way.

4 How complete will the planned transportation improvements for the PDA be with the completion of this project?

The BART Plaza and Transit Area Project is the largest transit station project envisioned for the PDA. The grant would complete 100% of the funding package and enable delivery of this long-planned project. The Downtown Area Plan includes other numerous other transportation projects.

High-Impact Project Areas

Transit Choices and Proximity

5 Describe how this project provides improved transportation choices for all income levels.

This project will improve transportation choices for low-income households. Over 50% of Downtown Berkeley households have an income below $38,500, and over 83% have household income below Berkeley and Alameda County averages of $92,000 and $94,000, respectively. Households of all incomes make use of Downtown transit and pedestrian infrastructure to access employment in Berkeley and throughout the Bay Area.

6	Is project within 1/2 mile of a major transit stop ? (Yes/No)	Yes
7	Is project within 1/4 mile of a high-quality transit corridor stop? (Yes/No)	Yes

Section 8B: OBAG PDA-Supportive Scoring (for OBAG funding requests only)

8 If yes to questions 6 and/or 7, as applicable, provide the name of the transit provider(s),station(s), hub(s), and stop(s).

Downtown Berkeley BART Station, Richmond Line. AC Transit Lines 1/1R, 7, 12, 18, 25, 49, 51B, 52, 65, 67, 88, F. UC Perimeter Shuttle. Lawrence Berkeley National Labs shuttle.

Parking Policies and TDM

9 Is project located in an area with parking management and pricing policies? (Yes/No) **Yes**

10 If yes, describe the types of policies and cite resolutions or ordinances.

Berkeley Municipal Code 23E.68, amended 2012, requires unbundled parking & parking req. 1 space: 3 units. City increased meter fees in 2007, 2008 & 2009 (now $1.50/hr), and set 750 premium spaces in Downtown core at $1.75 in 2011. Value-Priced Parking Pilot Program beginning in the Downtown PDA in 2013.

11 Is project located in an area with other Transportation Demand (TDM) strategies? (Yes/No) **Yes**

12 If yes, briefly describe the strategies and document how implemented (e.g., city ordinances, resolutions, conditions of approval, etc.)

Berkeley Municipal Code, Chapter 23E.68.080: Development required to provide a free bus pass to all employees/dwelling units. Car-share parking must be provided in projects with 10+ parking spaces. In-lieu Parking Fee revenue designated for enhanced transit services. Chapter 9.88 requires all employers with 10+ employees to offer pre-tax commute benefits, employer paid transit pass, or employer shuttle.

Affordable Housing

13 Indicate which policies/actions the jurisdiction has to increase the supply of affordable housing:

	Yes/No
Inclusionary zoning ordinance or in-lieu fee:	Yes
Land banking:	No
Housing trust fund:	Yes
Fast-track permitting for affordable housing:	Yes
Reduced, deferred, or waived fees for affordable housing:	Yes
Second units permitted by right:	Yes
Density bonus for affordable housing:	Yes
Flexible design standards to facilitate affordable housing production:	No
Affordable housing mitigation fee: *(i.e., development impact fee to fund workforce or affordable housing)*	Yes

Other: Streets/Open Space Mitigation Fee. In-lieu Parking Fee for Transit

14 Indicate which policies/actions the jurisdiction has to preserve the supply of affordable housing:

	Yes/No
Ordinance regulating the conversion of apartments to condos:	Yes
SRO conversion ordinance:	No
Demolition of residential structures ordinance:	Yes
Low-cost loan program for affordable housing rehabilitation and/or preservation:	Yes

Other: Rental Housing Safety Program, Senor/Disabled Home Improvement Loan Program

15 Indicate which policies/actions the jurisdiction has to prevent displacement of existing residents due to escalating rents:

Yes/No

Section 8B: OBAG PDA-Supportive Scoring (for OBAG funding requests only)

Rent Control:	Yes
Just Cause eviction ordinance:	Yes
Foreclose prevention program:	No
Homebuyer education/counseling/assistance programs:	No
First-time homebuyer loan program:	No
Code enforcement relocation program:	Yes
Repair/rehabilitation loan program for low-income residents:	Yes
Fair housing and landlord-tenant counseling programs:	Yes
Other:	Good Cause for Eviction Ordinance, Senior/Disabled Home Improvement Loans

Communities of Concern

16 Is project located in a Community of Concern (COC), as defined by MTC? (Yes/No) — Yes
(Refer to the COC map posted online with the application material)

17 If yes, which COC? Which Community-based Transportation Plan (CBTP), or other relevant planning effort targeted towards low-income residents, identifies the transportation need? Describe how the project mitigates the plan-identified need. Provide relevant plan pages as an attachment to the application.

The east part of the Downtown PDA overlaps with COC 422600. The Downtown Area Plan includes transportation projects for low-income residents. Transit facilities, pedestrian infrastructure, bicycling and improved open spaces are identified in the Downtown Area Plan.

Freight and Emissions

18 Does project PDA overlap/collocate with an Air District-identified CARE[1] area? (Yes/No) — No
(Refer to the map of CARE areas posted online with the application material)

19 Is project located in the vicinity of a major freight corridor? (Yes/No) — Yes
(Refer to the map of freight corridors posted online with the application material)

20 If yes, which corridor(s) and within how many miles?

I-80 is 1.6 miles from the Downtown PDA boundary, and approximately 1.75 mi. from the project site.

20 If project or project PDA is located in a CARE area and/or in the vicinity of a freight corridor, does the local jurisdiction employ best management practices to mitigate exposure to particulate matter (PM) and toxic air contaminants? If so, briefly describe.

Note:
1. Community Air Risk Evaluation (CARE) areas are areas with populations exposed to outdoor toxic air contaminants, as identified through the Air District's CARE program.

Section 10: Additional Project Information

Provide any additional information for consideration. Indicate to which application section and question the additional information pertains. Limit text to the space provided (approximately 150 words for each box).

		Word Count:
1	Matching Funds: Berkeley is providing local funding in excess of the minimum Federal requirement. In addition, Berkeley and BART have already, and will continue to expend substantial non-participating matching funds on the project in the PE phase. In January 2013, Berkeley adopted a Downtown Impact Fee for implementation of the Streets and Open Space Improvement Plan, and several major development projects subject to the Fee have received their Use Permits. However, because the fees are not due until issuance of Building Permits, the City is unable to list these funds as "secured" within this grant application. Nevertheless, the City expects to receive $200K-$1M in Impact Fees for SOSIP implementation in the FY13-FY15 period. These funds could be designated as the project's local match, or reported as non-participating match, or dedicating to funding other transportation projects in the Downtown PDA.	139

		Word Count:
2	Priority Development Area status: Between 2000 and 2010, over 900 housing units were built within ¼-mile of the Downtown BART Plaza project area, with approximately 25% being affordable to low- and very low-income households. Development has continued even during the economic downturn. The Berkeley Central building was completed in 2012, providing 143 units just 226 steps to BART. A 15-unit building on Shattuck broke ground in 2012 and will be completed in 2014. The City's new Downtown Area Plan is already resulting in large expansion of housing and jobs in the Downtown Berkeley PDA. In December 2012, the City approved the 205-unit Acheson Commons on University and a 99-unit on Dwight Way at Shattuck, and received an application for a 17-story, 355-unit apartment tower on Shattuck. All together, there are over 800 new dwelling units approved or in the pipeline in the downtown. The proposed transportation projects will support further efforts to locate future housing and jobs in the City's transit-oriented downtown.	*162*

		Word Count:
3	Traffic Safety: Berkeley's Pedestrian Master Plan, adopted in 2010, conducted extensive safety data analysis, and ranked the 100 Highest Priority Intersections using a weighted system that included safety, community access, transit connectivity, usage/demand, support and need. Within Project 1 area boundaries, Shattuck/Allston is ranked the #4 Highest Priority pedestrian, and Shattuck/Center is ranked #33 citywide. The Shattuck/Center intersection had 25 total collisions (14 injury, 4 involving bicycles) in the 1999-2004 period, and Shattuck/Allston had 37 (23 injury, 3 involving bicycles), Shattuck/Allston also has the seventh highest number of collisions annually (1.375/yr avg.) and the 24th highest pedestrian collision rate (ped collisions/ped volume). The Shattuck/Center has the 73rd highest ped collision rate. Within Berkeley's Project 2 boundaries, Shattuck/University is #1 in annual collisions (2.5/yr. avg.) and the 13th highest Pedestrian Collision Rate. The Pedestrian Plan ranks University/Shattuck (W) as the #2 Highest Priority project; Shattuck/Addison (East) as #34, Shattuck/Addison (West) as #35; and University/Shattuck (E) as #60.	*156*

Section 11: Application Attachments

A project limits/location map and a detailed project budget by component are required for all projects, including programs and transit operations. Additional maps and/or other attachments may be required depending on project type, location and the type of funding requested. Use the "Attachment Checklist" section below to indicate which attachments will be submitted with the application.

Project Maps

The required maps or map elements may vary by funding request and project type, as indicated:

Project Limits/Location (Required for all projects, including programs and transit operations):

- *Show the project/program/route limits as well as the location within the jurisdiction.*
- *For bicycle projects or projects with bike components, clearly indicate the limits of each type (e.g., Class 2 or 3).*
- *Include existing facilities, as applicable (bikeways, sidewalks, etc.)*
- *If this project is closing a gap, clearly illustrate how project achieves this.*
- *Include nearby transit routes and facilities, activity centers and regional connectors (These can be shown in the PDA maps, if requesting OBAG funds)*
- *For transit operations requests, provide map showing the routes (with stops) for which funding is requested. Additionally, the current schedules for the applicable routes are to be provided as attachments.*

Priority Development Area (PDA) maps (Required for OBAG requests):

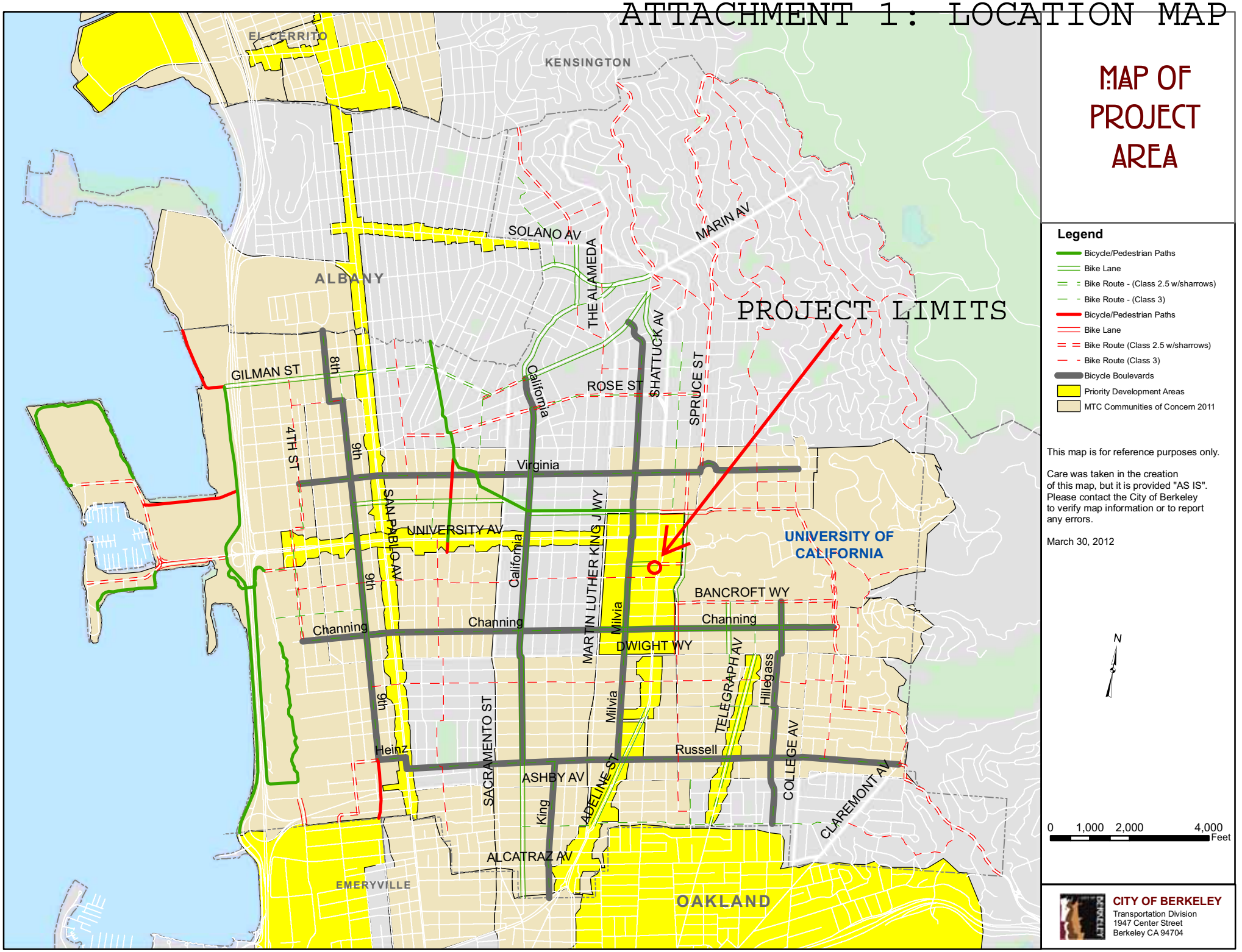
- *Map elements should support responses provided in Section 8B, PDA-supportive scoring*
- *Include boundaries of the eligible PDA(s) and project location in relation to PDA*

Attachment Checklist

In the spaces provided below, enter the application attachments. Rows 1-3 are reserved for the attachments specified. The attachment names in rows 4-12 can be edited/revised as needed. Each line can be used to enter a single attachment or a general type, such as "letters of support". If multiple attachments of the same type are entered on one line, indicate how many in the far right column.

No.	Attachment Name or Type	How many?
1.	**Project Limits/Location Maps (required for all capital projects)** Include project limits for existing & proposed facilities	1
2.	**PDA Maps (required for OBAG requests)** Include nearby transit facilities and jobs, housing and activity centers	1
3.	**Detailed Project/Program Budget by Component**	1
4.	PSR Equivalent	1
5.	Downtown Area Plan, Streets & Open Space Improvement Plan, Climate Action Plan	3
6.	Letters of Support	6
7.	Council Resolution	1
8.	2005 BART Capacity Analysis & 2008 BART SRTP/CIP	1
9.	Illustrations: Shattuck Realignment, Bus/Rail Connection, Main Entrance, Plaza	4
10.	Article on Downtown Area development	1
11.		
12.		

ATTACHMENT 1: LOCATION MAP



MAP OF PROJECT AREA

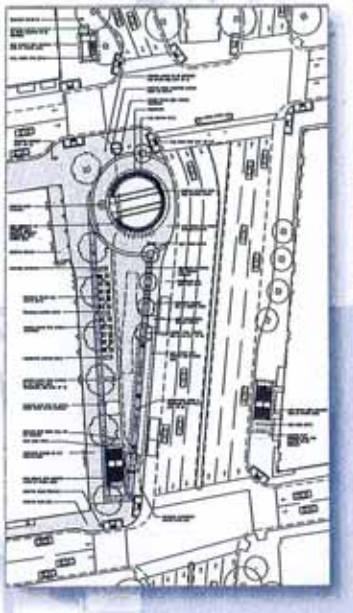
CITY OF BERKELEY
Transportation Division
1947 Center Street
Berkeley CA 94704

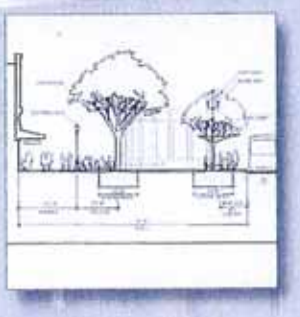
BART Plaza & Transit Area Improvement Plan						
Previous Phase - Funded Independently						
Preliminary Engineering (Public Process, Environmental, PS&E)						
	Main Plaza Design (PE, PS&E)				$ 140,000	
	Bus Canopy Redesign				$ 95,000	
	Rotunda Design (PE, PS&E)				$ 385,000	
	Stair Canopies/Elevator Design				$ 200,000	
	Wayfinding and Signage Design				$ 80,000	
	Environmental Compliance - NEPA/CEQA				$ 85,000	
Total Project Cost - PRELIMINARY ENGINEERING PHASE					**$ 985,000**	
Component #1 - Construction of BART Station Main Entry, 5 secondary BART entrances, Plaza, AC Transit Shelter						
Site Preparation & Demolition						
	Main Plaza & Stair Canopy #1					
	Remove planters, trees, seating, brick wall, trash receptacles, bike racks, etc.	2	LS	11000	$ 22,000	
	Brick Veneer on Short Concrete Walls and BART Vent Structure	1	LS	4140	$ 4,140	
	Remove/relocate Flagpole and Plaques	3	LS	3000	$ 9,000	
	Pedestrian lights	8	EA	620	$ 4,960	
	Sawcut Asphalt	90	LF	10	$ 900	
	Remove Brick paving (Phased)	24420	SF	1	$ 24,420	
	Remove Asphalt paving	800	SF	1	$ 800	
	Remove Concrete curb and gutter	78	LF	10	$ 780	
	Shoring underneath sidewalk - allowance	3	LS	5000	$ 15,000	
						$ 82,000
	Rotunda					
	Demoltion/removal	1	LS	300000	$ 300,000	
	Shoring/protection - allowance	1	LS	5000	$ 5,000	
	Protect existing/maintain access	1	LS	35000	$ 35,000	
	Traffic control	1	LS	7700	$ 7,700	
	Construction fencing	750	LF	10	$ 7,500	
						$ 355,200
	Stair Rail/Canopy #2 - Shattuck East @ Allston					
	Pedestrian Lights	8	EA	620	$ 4,960	
	Brick wall and planter	3	LS	2510	$ 7,530	
	Brick Veneer on Short Concrete Walls	2	LS	1380	$ 2,760	
	Shoring underneath sidewalk - allowance	2	LS	5000	$ 10,000	
	Protect existing	1	LS	15000	$ 15,000	
	Traffic Control	2	LS	2200	$ 4,400	
	Construction fencing	315	LF	10	$ 3,150	
						$ 47,800
	Stair Rail/Elevator Canopy #3 - Shattuck @ Center					
	Brick Wall and planter	3	LS	2510	$ 7,530	
	Brick Veneer on Short Concrete Walls & Elevator Tower	2	LS	4140	$ 8,280	
	Pedestrian Light	2	LS	620	$ 1,240	
	Trash Receptacle	4	LS	260	$ 1,040	
	Concrete/Brick Paving	2	LS	1820	$ 3,640	
	Shoring underneath sidewalk - Allowance	2	LS	5000	$ 10,000	
	Protect existing	2	LS	5000	$ 10,000	
	Traffic control	3	LS	2200	$ 6,600	
	Protect Tree	3	LS	360	$ 1,080	
	Construction Fencing	450	LF	10	$ 4,500	
						$ 53,910
	Stair Canopy #4 - Shattuck West @ Addison					
	Brick Wall and Planter	1	LS	2510	$ 2,510	
	Brick Veneer on Short Concrete Walls	1	LS	1380	$ 1,380	
	Shoring underneath sidewalk - allowance	1	LS	5000	$ 5,000	
	Protect Existing	1	LS	15000	$ 15,000	
	Traffic Control	1	LS	2200	$ 2,200	
	Construction Fencing	200	LF	10	$ 2,000	
						$ 28,090
	Stair Canopy #5 - Shattuck East @ Addison					
	Brick Wall and Planter	1	LS	2510	$ 2,510	
	Brick Veneer on Short Concrete Walls	1	LS	1380	$ 1,380	
	Shoring underneath sidewalk - allowance	1	LS	5000	$ 5,000	

	Protect Existing	1	LS	15000	$ 15,000	
	Traffic Control	1	LS	2200	$ 2,200	
	Construction Fencing	200	LF	10	$ 2,000	
						$ 28,090
Site Development						
	Main Plaza (incl. Stair Canopy #1 & Bus Shelter)					
	Concrete Paving (phased)	15360	SF	15	$ 230,400	
	Accent Paving (phased)	6415	SF	18	$ 115,470	
	Concrete Curb and Gutter	150	LF	38	$ 5,700	
	Curb ramps	4	EA	2000	$ 8,000	
	Paint curb	1	LS	1200	$ 1,200	
	Pedestrian-scale lights	15	EA	6000	$ 90,000	
	Twin acorn lights	5	EA	10000	$ 50,000	
	Trees - Plants	11	EA	750	$ 8,250	
	Tree grate	12	EA	1500	$ 18,000	
	Tree guard	12	EA	1000	$ 12,000	
	Irrigation	1	LS	20000	$ 20,000	
	Public Art	1	LS	150000	$ 150,000	
	Leaning rails	1	LS	2000	$ 2,000	
	Bike racks	24	EA	450	$ 10,800	
	Bollards	3	EA	1500	$ 4,500	
	Trash Receptacles	3	EA	2000	$ 6,000	
	Roll down security gate - Stair Canopy #1	1	LS	20000	$ 20,000	
	Refinish concrete surfaces/anti-graffiti paint	1	LS	25000	$ 25,000	
	Reset various utilities (electrical, telecom, meters, etc.)	1	LS	15000	$ 15,000	
	Modify Stand Pipe	1	EA	7500	$ 7,500	
						$ 799,820
	Rotunda					
	Steel Structure	1	LS	900000	$ 900,000	
	Exterior Enclosure	1	LS	750000	$ 750,000	
	Structural Allowance	1	LS	150000	$ 150,000	
	Allowance for Shading	1	LS	75000	$ 75,000	
	Allowance for Finishing/Interior	1	LS	225000	$ 225,000	
	Roofing Allowance	1	LS	250000	$ 250,000	
	Lighting Allowance	1	LS	150000	$ 150,000	
						$ 2,500,000
	Bus Shelter					
	Footings	90	EA	4000	$ 360,000	
	Allowance for Misc. Footing Work	1	LS	150000	$ 150,000	
	Steel Structure	1172	SF	40	$ 46,880	
	Roofing	2272	SF	15	$ 34,080	
	Lighting	2272	SF	17.5	$ 39,760	
	Floor, Wall & Ceiling Finishes	2272	SF	25	$ 56,800	
	Seating	63	LF	200	$ 12,600	
						$ 700,120
	Stair Canopy #1 - Main Plaza					
	Steel Structure	900	SF	40	$ 36,000	
	Allowance for attachment onto concrete wall	100	EA	750	$ 75,000	
	Exterior Enclosure	800	SF	15	$ 12,000	
	Roofing	800	SF	15	$ 12,000	
	Lighting	1000	SF	17.5	$ 17,500	
	Floor, Wall & Ceiling Finishes	824	SF	25	$ 20,600	
						$ 173,100
	Stair Canopy #2 - Shattuck East @ Allston					
	Steel Structure	968	SF	40	$ 38,720	
	Allowance for attachment onto concrete wall	60	EA	750	$ 45,000	
	Exterior Enclosure	950	SF	15	$ 14,250	
	Roofing	960	SF	15	$ 14,400	
	Lighting	980	SF	17.5	$ 17,150	
	Floor, Wall & Ceiling Finishes	976	SF	25	$ 24,400	
	Repair concrete sidewalk	2	LS	2500	$ 5,000	
	Refinish concrete surfaces/anti-graffiti paint	3	LS	3360	$ 10,080	
	Trash receptacle	3	EA	400	$ 1,200	
	Roll down security gate	3	LS	7500	$ 22,500	
	Curb Ramps	4	EA	2000	$ 8,000	
	Bike Racks	6	EA	450	$ 2,700	
	Misc. work - allowance	1	LS	1500	$ 1,500	
						$ 204,900
	Stair/Elevator Canopy #3 - Shattuck @ Center					

	Steel Structure	850	SF	40	$	34,000	
	Allowance for attachment onto concrete wall	14	EA	750	$	10,500	
	Exterior Enclosure	850	SF	50	$	42,500	
	Roofing	849	SF	15	$	12,735	
	Lighting	850	SF	17.5	$	14,875	
	Modify Stand Pipe	14	EA	7500	$	105,000	
	Floor, Wall & Ceiling Finishes	850	SF	25	$	21,250	
	Repair concrete/brick paving	2	LS	2700	$	5,400	
	Refinish concrete surfaces/anti-graffiti paint	2	LS	6720	$	13,440	
	Trash receptacle	2	EA	400	$	800	
	Roll down security gate	2	LS	7500	$	15,000	
	Curb Ramps	10	EA	2000	$	20,000	
	Bike Racks	11	EA	450	$	4,950	
	Misc. work - allowance	1	LS	12000	$	12,000	
							$ 312,450
	Stair Canopy #4 - Shattuck West @ Addison						
	Steel Structure	967	SF	40	$	38,680	
	Allowance for attachment onto concrete wall	4	EA	750	$	3,000	
	Exterior Enclosure	967	SF	15	$	14,505	
	Roofing	950	SF	15	$	14,250	
	Lighting	960	SF	17.5	$	16,800	
	Floor, Wall & Ceiling Finishes	969	SF	25	$	24,225	
	Repair sidewalk	4	LS	2500	$	10,000	
	Refinish concrete surfaces/anti-graffiti paint	4	LS	3360	$	13,440	
	Trash receptacle	4	EA	400	$	1,600	
	Roll down security gate	4	LS	7500	$	30,000	
	Curb Ramps	4	EA	2000	$	8,000	
	Bike Racks	12	EA	450	$	5,400	
	Misc. work - allowance	1	LS	1500	$	1,500	
							$ 181,400
	Stair Canopy #5 - Shattuck East @ Addison						
	Steel Structure	967	SF	40	$	38,680	
	Allowance for attachment onto concrete wall	4	EA	750	$	3,000	
	Exterior Enclosure	967	SF	15	$	14,505	
	Roofing	950	SF	15	$	14,250	
	Lighting	960	SF	17.5	$	16,800	
	Floor, Wall & Ceiling Finishes	969	SF	25	$	24,225	
	Repair sidewalk	4	LS	2500	$	10,000	
	Refinish concrete surfaces/anti-graffiti paint	4	LS	3360	$	13,440	
	Trash receptacle	4	EA	400	$	1,600	
	Roll down security gate	4	LS	7500	$	30,000	
	Curb Ramps	4	EA	2000	$	8,000	
	Bike Racks	12	EA	450	$	5,400	
	Misc. work - allowance	1	LS	11500	$	11,500	
							$ 191,400
Steel Structures - Allowance							
	Paint Steel	4500	SF	6	$	27,000	
	Allowance for Misc. Work	1	LS	15000	$	15,000	
							$ 42,000
Solar Panel Allowance							
	Solar Panel/Roofing	1	LS	30000	$	30,000	
							$ 30,000
Electrical							
	Lighting - Electrical conduit/connection - allowance	1	LS	87400	$	87,400	
							$ 87,400
Storm Drains							
	Relocate utility hold, including piping - allowance	4	EA	15000	$	60,000	
	4" storm drain pipe	309	LF	45	$	13,905	
	Area drains	9	EA	3000	$	27,000	
							$ 100,905
Interior Walls							
			LS	63,400		63,400	
							$ 63,400
Stairs & Vertical Transportation							
	Add a Stair Between Escalator		LS	49,900		49,900	
							$ 49,900
Plumbing							
	Allowance		LS	30,000		30,000	

						$ 30,000
Component #2 - Wayfinding, including BART real-time arrival signs, street level and concourse static signage						
	Real-time BART Arrival Signage	2	EA	100,000	$ 200,000	
	Real-time AC Transit Arrival Signage	2	EA	10000	$ 20,000	
	Wayfinding signage - Plaza and Street	1	LS	285,000	$ 285,000	
	Wayfinding signage - BART Platform & Concourse	1	LS	75000	$ 75,000	
	Signage, Info Panels - allowance	1	LS	60500	$ 60,500	
						$ 640,500
Subtotal						**$ 6,702,385**
	General Conditions (15%)	15.00%			$ 1,005,358	$ 1,005,358
	Contingencies (15%)	15.00%			$ 1,005,358	$ 1,005,358
Total Construction						**$ 8,713,101**
Construction Management						
	Construction Management - BART (18%)	18.00%			$ 1,568,358.09	$ 1,568,358.09
	Construction Oversight - City of Berkeley (2%)	2.00%			$ 174,262.01	$ 174,262.01
Total Construction Management/Oversight						**$ 1,742,620**
Total Project Cost - CONSTRUCTION PHASE						**$ 10,455,721**
Notes:						
1. City & BART reached 35% Level of Design and Cost Estimates for Plaza area hardscape/landscape for 2008 PSRe and 2010 TLC Grant Application. Those quanities and costs are included in this estimate. Development of transt structural elements may result in changes to plaza design during PSE phase.						
2. BART Main Entrance/Rotunda replacement cost is 10% Level of Design. Cost estimate based on BART comparable projects & Station Prototype Design.						





Downtown Berkeley BART Plaza & Transit Area Project Study Report Equivalent

Prepared for:

City of Berkeley
Transportation Division of the Department of Public Works

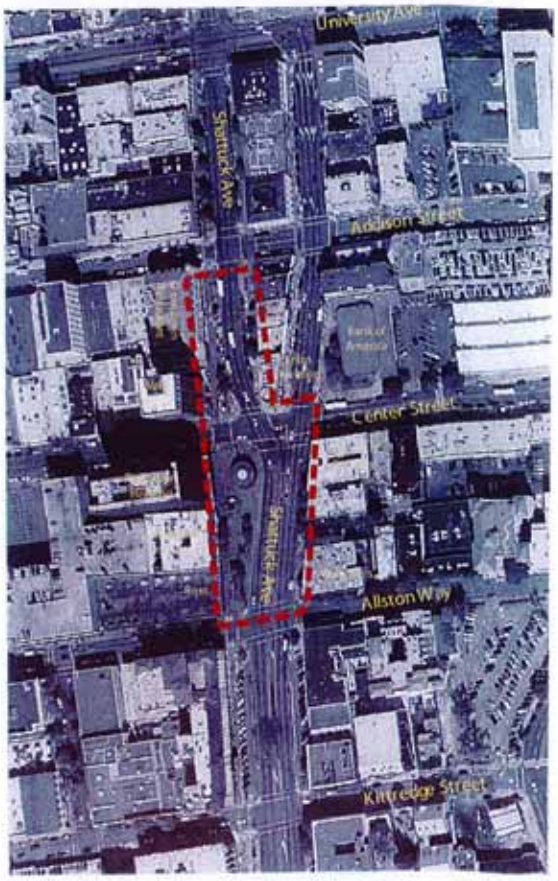
Prepared by:

Community Design + Architecture, Inc
Mack 5, LSA Associates, Tipping Mar, Sherwood Design Engineers, Silverman & Light, and Dickson & Associates,

October 30, 2008

Project Study Report Equivalent

October 29, 2008



On Street: Shattuck Avenue

Between: Allston Way

And: Addison Street

Approved by Local Agency

Matt Nichols

City of Berkeley

11/12/08

Date

This Project Study Report Equivalent has been prepared under the direction of the following staff authorized by the sponsoring agency to sign for the work. The person signing the below attests to and certifies the technical information contained herein and the engineerig data upon which the recommendations, conclusions, and decisions are based.

Mark Nelson

Authorized Staff

11/12/08

Date

Table of Contents


city of berkeley
2012
SUSTAINABILITY
LAND USE
ACCESS
HISTORIC PRESERVATION
URBAN DESIGN
STREETSCAPES
OPEN SPACE
COMMUNITY HEALTH AND SERVICES
HOUSING
ECONOMIC DEVELOPMENT
Illustrated Version of
DOWNTOWN AREA PLAN

2 - ENVIRONMENTAL SUSTAINABILITY

form of development promoted by the Downtown Area Plan will reduce per-capita transportation-related greenhouse gas generation for new residents, and contribute to the City's greenhouse gas reduction goals. DAP policies also promote the preservation and reuse of existing buildings, which avoids greenhouse gases associated with new construction. DAP policies also require new construction that incorporates cutting-edge design and technologies for reducing energy use, conserving water, and avoiding waste.

Transit-Oriented and Pedestrian-Supportive Development. Transportation is the single largest contributor to Berkeley's greenhouse gas emissions, accounting for roughly half of emissions.

Walk-to destinations (such as shops, services, and amenities) and easy access to transit make downtowns a place where residents, workers, and visitors can navigate easily on foot, thereby minimizing the use of GHG generating automobiles. For travel into and out of Downtown, transit service must be frequent and reliable. Higher densities support transit use and the availability of walk-to conveniences.

Energy and Resource Efficient Buildings. The United Nations Environment Program has estimated that 30-40 % of global energy is consumed when operating buildings. Appropriate regulations, energy saving technologies, and behavioral change can substantially reduce energy and greenhouse gas impacts resulting from buildings. For heating and cooling, energy benefits can be obtained in a variety of ways, including: super insulation, efficient mechanical systems, passive solar features (for winter), shading devices (for summer), and natural ventilation using operable vents and windows. For lighting, energy can be saved with low-energy fixtures and interior fidaylighting" from windows, skylights, and light shelves to bounce sunlight into interior spaces. Photovoltaic and wind technologies are regularly incorporated into new buildings to generate energy and offset greenhouse gases.

Green buildings also improve the health and well-being of occupants. Research links health and productivity with indoor air quality, lighting levels, and an ability to control air flow and temperature, such as with operable windows.

Urban Forest. Downtown Berkeley needs more trees. Trees have significant environmental, aesthetic, and economic benefits. Shaded streets are significantly cooler on summer days. Air quality authorities promote urban tree planting programs to reduce the heat absorbed by unshaded asphalt and other high-temperature fiheat islands." Heat islands make urban places less comfortable, but also increase the rate at which nitrogen oxides reacts with airborne pollutants to generate ozone – further contributing to the generation of smog and the incidence of respiratory ailments. Street trees also play a major role in enhancing Downtown's character and charm – and will help give Downtown an exceptional sense of place.

Urban Runoff. Urban runoff includes the rainwater and other water that runs off of streets and carries pollutants, like motor oil, tire debris, and litter. Urban runoff is the largest source of degraded water in the Bay Area. Increased urban runoff is a direct consequence of unmitigated urban development and where hard impervious surfaces flush rooftops and streets directly into stormsewers.

fiGreen infrastructure" refers to a menu of techniques that filter pollutants before they reach the culverts that carry them to receiving water resources such as the Bay, and to other techniques for reducing the amount of paved space that can capture and concentrate pollutants. Paving can be permeable to trap pollutants and

b) Conduct design competitions and intensive design explorations to help achieve the highest possible standards for architectural and green design.

c) Make fgreen infrastructure" improvements to enhance stormwater quality and watershed health (see policies under Goals ES-5 and OS-2).

d) Evaluate the performance of City buildings in the Downtown Area, and formalize a program to continue energy- and water-conserving retrofits for such buildings.

e) Develop and adopt a model program to certify City facilities, both owned and leased, for green building operations and maintenance.

f) The City should encourage property owners from whom it leases space, to make water and energy efficiency improvements. Consider establishing standard lease agreement provisions.

g) The City-owned Berkeley Way parking lot should become a fsuper-green" affordable housing project with zero net energy use (with enough energy generated on-site to cover on-site energy used), while simultaneously avoiding a reduction in off-street parking spaces in the area (see Policy HC-4.2).

GOAL ES-3: ENCOURAGE HIGH DENSITY, HIGHLY LIVABLE DEVELOPMENT TO TAKE ADVANTAGE OF DOWNTOWN'S PROXIMITY TO REGIONAL TRANSIT AND TO IMPROVE THE AVAILABILITY OF DIVERSE WALK-TO DESTINATIONS – SUCH AS RETAIL, SERVICES, CULTURE, AND RECREATION.

Policy ES-3.1: Land Use. Encourage development with high intensities close to transit, and encourage a mix of uses that allows most needs to be met on foot (see policies under Goal LU-1).

Policy ES-3.2: Streets & Open Space. Make major enhancements and additions to sidewalks, parks, plazas, midblock pedestrian walkways, streets, and other open space, and incorporate ecologically beneficial features (see Streets & Open Space chapter).

Policy ES-3.3: Urban Design. Encourage exceptional, high-quality new architecture, and minimize noise, wind, glare and other impacts from development (see policies under Goals ES-4, LU-4 and HD-4).

Policy ES-3.4: Alternative Modes. Enhance and expand transit service, walking and bicycle use, as an alternative to the use and ownership of private vehicles (see Access goals and policies.)

Policy ES-3.5: Pedestrian Priority. Streets and other public improvements and programs, should give pedestrians priority in Downtown (see Access goals and policies).

GOAL ES- 4: PROMOTE "GREEN" BUILDINGS.

Policy ES- 4.1: Energy and Environmental Performance. Require environmentally sustainable fgreen" building with public benefits in all cases, except when fgreen standards" would discourage historic rehabilitations or adaptive reuse of existing buildings. Promote highly energy-efficient buildings and on-site energy generation through design and construction techniques. Buildings should have exceptional environmental performance across the full spectrum of concerns (as described in Policies ES-4.2 to

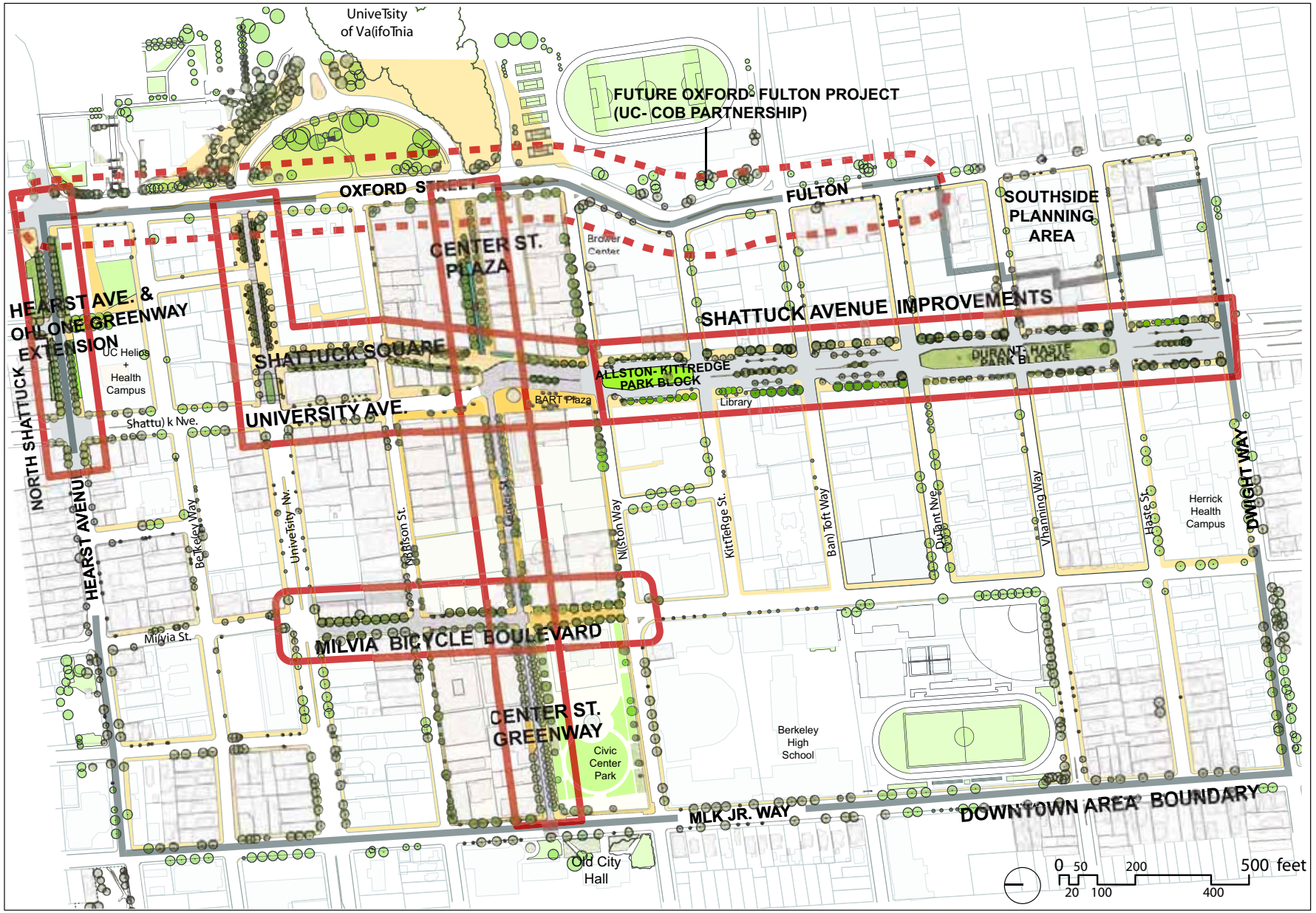
CITY OF BERKELEY

DOWNTOWN STREETS & OPEN SPACE IMPROVEMENT PLAN

DECEMBER 2012

MAJOR PROJECTS

Figure d.2. Major Project Subareas.



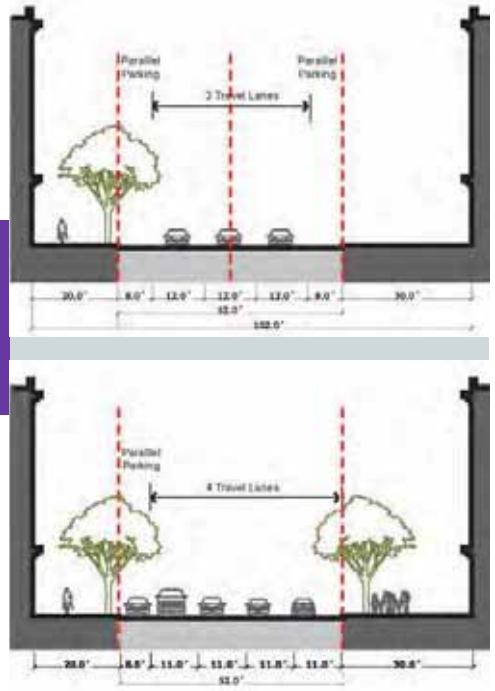


Figure d.16. West side of Shattuck Square. *Six traffic lanes have passed along Shattuck Square, with three lanes running along the west side of the Square (first section above). Analysis indicates that four lanes are sufficient. By moving all four lanes to the west side of Shattuck Square (second section below), the east side of Shattuck Square will be available for more parking (in the near term) and more pedestrian amenities (in the long term). Reconfiguring traffic should also increase safety and reduce congestion at the University-Shattuck intersection.*

b. Establish a green visual connection between Civic Center Park and Center Street Plaza (and the UC Campus and Strawberry Creek beyond), while simultaneously maintaining safety for bicyclists and enhancing safety for pedestrians. Evaluate alternatives for accomplishing these principal objectives. Specifically, consider the relative safety and performance of:

- keeping Center as presently configured with bicycle lanes and parking on both sides;
- creating a landscaped greenway by eliminating parking on the north side of the street (but keeping bicycle lanes); or
- creating a landscaped greenway and shared street where motorists, bicyclists and pedestrians can mix while maintaining or improving safety even with the removal of bicycle lanes.

c. Use landscaping and pedestrian-scaled lighting to establish the Greenway. Plant more street trees, and consider creating a landscaped bio-swale to capture run-off from Center Street, the Shattuck Square area, and potentially including runoff from abutting buildings. Consider the potential swale in the context of other needs, including bicycle safety and parking. Removal of bicycle lanes on Center Street should only be pursued if it will not decrease safety for bicyclists and pedestrians.

d. If a swale can be accommodated, place it along the north side of Center to take maximum advantage of sunshine and avoid

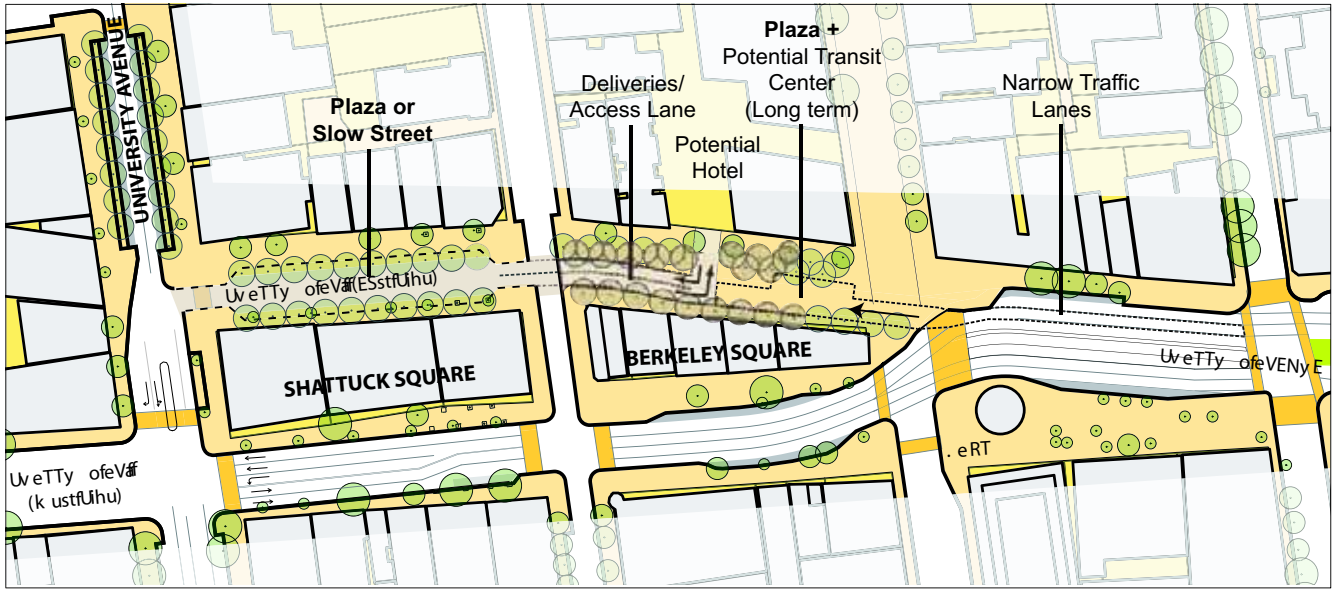
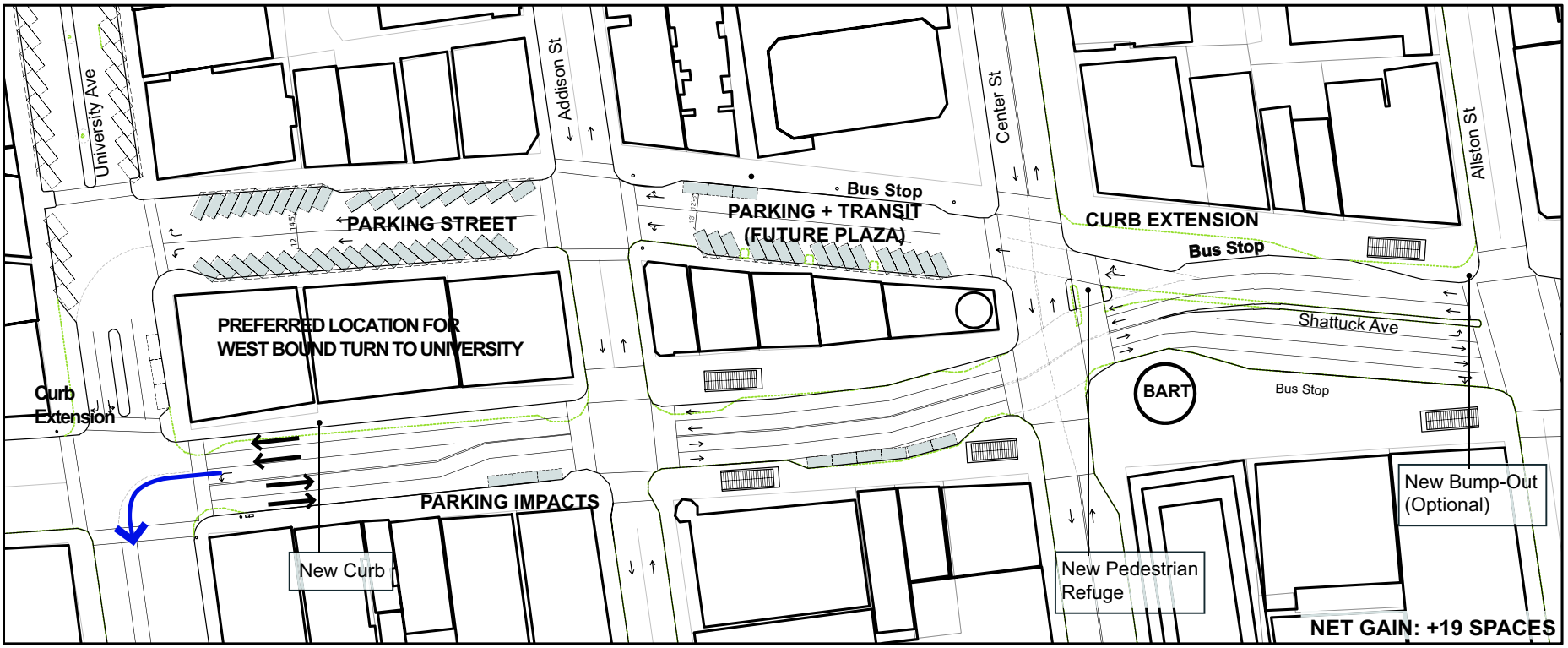
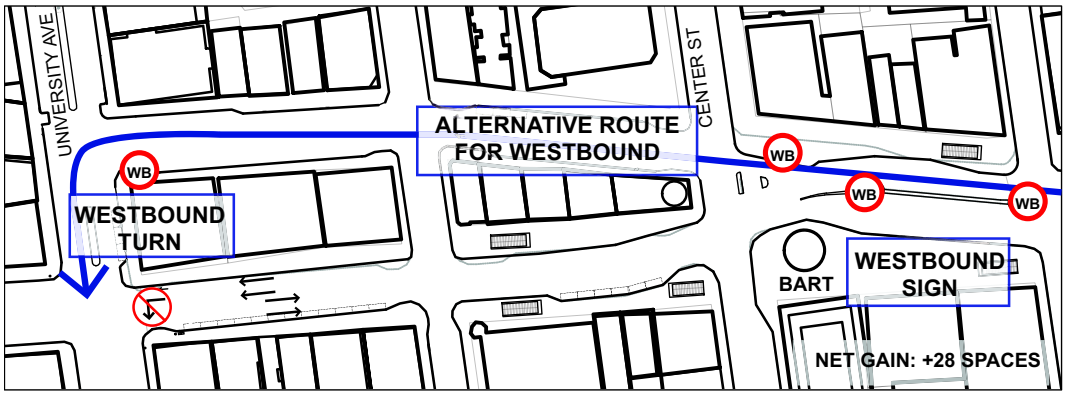


Figure d.17. Shattuck Square - Long Term. *Over the long term, the east side of Shattuck and Berkeley squares can be pedestrianized. Transit operations and improvements could be incorporated.*



Alternative with Left Turn at Shattuck & University -- **Preferred by subcommittee.**



Alternative with Westbound Turns from East Shattuck Square

Figure d.19. Shattuck Square - Near-Term. *Making traffic two-way on the west side of Shattuck Square will create opportunities on the east side to boost parking in the near term – and create a plaza or slow street in the long term (see Figure d.17).*

Design objectives for Shattuck Square include the following, subject to environmental and traffic analysis:

a. Reconfigure automobile traffic on Shattuck Square, so that the west side of Shattuck Square accommodates two-way through traffic, and the east side of Shattuck Square can become a slow street for local traffic, a slow street where only buses are allowed, or a plaza without traffic.

b. Evaluate the best configuration for routing traffic that is going north on Shattuck and then west on University. A left turn lane from the west side of Shattuck Square to University Avenue is preferred because it is easy to understand -- but a left-turn lane in this location would result in narrow lane widths, reduced crosswalk curb extensions, and elimination of parking spaces on west Shattuck Square. If lane widths are found to be insufficient, consider routing westbound traffic along the east side of Shattuck Square. To do this, northbound motorists who want to travel west on University would have to be guided by signs before they reach Shattuck Square.

c. If the east side of Shattuck Square is not needed for regular traffic, consider establishing a transit plaza limited to pedestrians, bicyclists, and buses. The transit plaza in combination with other bus facilities along Shattuck between Addison & Allston could establish a more functional transit center within Downtown. While Shattuck and the east side of Shattuck Square may be well suited to serve multiple bus lines, bus layovers should be avoided. The City should work with AC Transit to identify suitable layover locations in or near Downtown. This area should be designed as an inviting, pedestrian-friendly place with negative impacts from buses mitigated to the extent possible.

d. In the near-term, use the east side of Shattuck Avenue for additional parking to help offset on-street parking that may be lost because of near-term SOSIP improvements. Near-term improvements should also consider curb extensions on the southeast corner of the Shattuck-Center intersection and the northeast corner of the Shattuck-University intersection.

e. Consider creating a new entrance to BART on the east side of Shattuck to provide immediate and uninterrupted pedestrian access to the Center Street Plaza and the east side of Shattuck Square.

SIGNAGE & WAYFINDING

SIGNAGE & WAYFINDING

PRINCIPAL CONSIDERATIONS

Navigating Downtown. Many people who visit the Downtown may not be familiar with all that it has to offer. In spite of large numbers of signs, many destinations remain difficult to find. Necessary signage is either missing, poorly located, or difficult to understand. Wayfinding signage helps visitors and anyone who is less familiar with Downtown -- find major destinations, parking garages, and places of interest. At a minimum, wayfinding signage should clearly communicate Downtown s street network and principle paths. To be most effective, wayfinding signage should be:

- legible signs should be easy to understand;
- consistent sign types should be limited and communicate information in simple ways,
- logical sign placement and content should be meaningful and sequential.

Accumulated Complexity. Signage systems support multiple transportation, economic, social, and environmental goals. Through a process of accumulated complexity, Downtown has acquired an enormous variety of sign types and numerous applications. Signs have a wide range of shapes, heights, and styles, which gives a sense of visual dissonance or clutter. For example, there are four graphic conventions for bicyclists, and five for motorists. In addition, abutting signs are mounted on separate posts, and signs often hide other signs. As a consequence, signs often make navigating Downtown confusing rather than welcoming and accessible.

Facing Page: Wayfinding Signage at BART. *Wayfinding signs offer maps and directions on how to get somewhere – as is illustrated by a visitor-oriented sign in BART Plaza.*

User Groups. People arrive with different itineraries and needs, but can be thought of falling into a few simple categories. Wayfinding signage should serve:

a. visitors to Berkeley (retail & restaurant patrons, theatre & cinema goers, farmers market shoppers, tourists, business people, etc.);

b. visitors to UC Berkeley (event-goers, academics, parents, potential students, etc.);

c. students attending a range of institutions (UCB, BCC, and the many other significant institutions in Downtown);

d. Downtown s residents and workforce (all types); and

e. Berkeleyans who might like to become more familiar with Downtown (all Berkeley residents but especially parents, children, and seniors).

Placemaking. Signs can give deeper understanding and appreciation for Downtown, and can be used to reveal Downtown s heritage and Berkeley s commitment to sustainability and social equity.

International Icons. Signs can use simple icons (i.e. symbolic images) rather than words. Icons overcome language barriers and are used throughout the world, both of which make

Figure k.1. Clear Information. *A simple and legible palette of signs can help people navigate urban areas more easily. Color and icons can be used to communicate information without words.*

Figure k.2. Transit Information. *Route, schedule, and fare information promote transit use, and should be provided near BART and well-used bus stops.*

Figure k.3. Parking Facilities. *Some Downtown parking garages are underused. Signs should guide motorists and encourage the use of garages – and help make on-street parking more available.*

icons appropriate to Downtown. Icons also take up less space.

POLICIES AND ACTIONS

Policy 8.1, Finding Destinations & Points of Interest. Signs should make the essential geography of Downtown more obvious, by guiding pedestrians, bicyclists, motorists and transit users to major destinations, parking garages, points of interest, and transit nodes. In addition, signs should highlight community assets and values, such as Berkeley s history, educational institutions, and commitment to environmental sustainability. Signage should help people find special Downtown subdistricts, such as the Arts District, the cinema district, and the Civic Center district. Different sidewalk treatments can be used for people with vision impairments help find destinations and navigate Downtown.

a. Meet with Downtown stakeholders to identify simple ways to improve signage in the near term, such as by identifying the location of confusing or missing signage especially as it relates to parking. Make such improvements, and continue to evaluate signage needs.

b. Work with Downtown stakeholders to identify destinations (like museums) and places of interest (like Strawberry Creek). Also work with UC Berkeley to make connections between town and gown more transparent, not only within Downtown but also on the UC Campus.

c. Downtown maps should appear more frequently, especially where pedestrians often have to make decisions on how to get there, such as near transit stops, parking garages, and the bike station. Target these same decision-making locations for wayfinding signage. Signage should address all travel modes.

d. Use signage to encourage drivers to park in parking garages, and to experience Downtown on foot. Make signage to find Downtown parking easy to see and understand. Encourage dynamic signs for parking facilities that announce how many parking spaces remain in a parking garage and, if fully occupied, direct motorists to other alternatives.

e. Near BART and other major arrival points, consider using electronic signs and freestanding kiosks with dynamic presentations. Monitors might be placed in vacant storefronts or be incorporated into public art.

f. Develop a consistent, legible and logical palette of directional signs and icons to provide ways to find major destinations more easily. Develop wayfinding for people of all abilities, including people with limited eyesight.

g. Consider alternatives to conventional signs, such as metal plaques, sidewalk metal inlays, and terrazzo designs to describe Downtown destinations, historic resources, notable geographic features, and other community assets. Such features should reinforce Downtown s identity as a center for culture and the arts.

h. Where possible, take advantage of vistas or directed views by placing signs along common paths of travel.

i. Create a prominent visitors information center in or near BART Plaza, and possibly near the east end of University Avenue because of its direct access to Interstate 80 and the UC campus.

j. Work with Downtown organizations to develop walking tours and maps that describe places of interest.

Policy 8.2, Visual Harmony. Signage should be aesthetically consistent maintain visual harmony, to the extent possible.

a. Develop a consistent palette for signage and consolidate signage by using fewer signs and using the same post/pole to mount multiple signs. Develop the consistent palette through a collaborative process that involves City departments, the Downtown Berkeley Association, interested Commissions, and other interested parties. Categories of signs include:

- Traffic & parking operations;
- Transit signs (BART, buses, shuttles);
- Bicycle network;
- Destination & information for all modes;
- Public services (e.g., restrooms);
- Banners; and
- Historic and other interpretive signage.

b. Signage should be easy to understand. When taken as a whole, information should not exceed users capacity to absorb it.

c. Consider a hierarchy of sign size and treatments that correspond with the relative importance of information being communicated. Use color to differentiate different types of information. Limit signage sizes and shapes.

d. Use international icons to the extent possible, because Berkeley is an international city in many respects.

e. In unique locations, consider incorporating one-of-a-kind signs within public art.

Policy 8.3, Placement & Visibility. Signs should be easy to see and should be positioned to promote safety.

a. Signs should meet the requirements of the Municipal Code. These requirements should be reviewed from the perspective of the SOSIP to identify beneficial revisions.

b. Signs should be well-lighted. External sources of light should generally be used, and internally illuminated signs should be avoided because of their visual intensity.

Policy 8.4, Maintaining Quality. Signs should be long-lasting and well maintained.

a. Material and paint selections should be durable and graffiti resistant.

b. Where information may change over time, give consideration to how signs might be updated.

c. Provide adequate resources for the on-going management and maintenance of signs (see Financing & Maintenance chapter).

Figure k.4. International Signs. *International icons are easy to understand and provide a simple consistent look. Icons are available for almost every application (above), and can be part of directional signs (below).*

- *Promote the use of bicycle delivery services and bicycle cargo trailers to local businesses and residents.*

c. Policy: *Partner with BART, AC Transit, and other transit providers to improve bicycle access on trains and buses and at stations and stops*

Improvements to bicycle access on BART, AC Transit, UC and LBNL shuttles and at transit stations and bus stops can help reduce car trips by making the combining of cycling and transit a more viable and convenient travel option.

Implementing Actions:

- *Expand and improve secure bicycle parking at all Berkeley BART stations and bus stops.*
- *Increase the capacity for bicycles on BART trains by removing some seats and making other changes to select cars.*

d. Policy: *Continue to incorporate bicycles into municipal operations*

Implementing Actions:

- *Maintain and expand the Bicycle Fleet Pool available for City employees and encourage more City staff persons to take advantage of it.*
- *Continue to provide secure bicycle parking near City Hall and other city employment sites.*
- *Consider other bicycle fleet programs such as electric bicycles, cargo bikes, and mileage reimbursement for employee's personal bicycle use for work trips.*

6. Goal: Make public transit more frequent, reliable, integrated and accessible

The choice to use transit over a private automobile is dependent on many variables, including: reliability, frequency of service, cost, travel time, perceived safety, and comfort. Improvements in any one of these factors can increase transit ridership.

High-density, transit-rich cities experience significant reductions in private automobile use. A study by John Holtzclaw of the Sierra Club found that, in San Francisco, a reduction of nine vehicle miles traveled is achieved for every passenger mile of transit service.[19] Other research shows that the total effect of public transportation nationwide is to reduce energy use in the transportation sector by the equivalent of 4.2 billion gallons of gasoline per year. Public transportation reduces GHG emissions from automobile travel by 37 million metric

[19] Sharon Feigon, *Transit Matters: Mitigation Climate Change with Sustainable Surface Transportation*, U.S. Federal Transit Administration, Transportation Research Board, 2003.

tons per year. For perspective, to achieve parallel savings by planting new forests, one would have to plant a forest larger than the state of Indiana.[20]

Berkeley is lucky to have generally excellent transit choices, with three BART stations, more than 20 AC Transit routes, numerous shuttles (UC, LBNL, Alta Bates, West Berkeley Shuttle), Capitol Corridor/Amtrak, as well as paratransit, private shuttles, and taxis.

In 1996, Berkeley adopted a Transit First Policy (Resolution 58,731), which states, "It shall be the official Policy of the City of Berkeley that alternative transportation and public transit be given preference over single occupancy vehicles on designated preferential transit streets."

As of 2000, about 20% of Berkeley residents used BART or the bus for their work commute. Increasing this percentage requires working closely with AC Transit, BART and community-based organizations to ensure that fares stay low or get lower, more frequent service and more routes are added, and that the safety and comfort of the transit systems are improved. Efforts must also be made to increase the use of transit for non-work trips.

a. Policy: *Partner with AC Transit to expand and enhance AC Transit bus service in Berkeley*

Implementing Actions:

- *Integrate bus routes into broader alternative transportation system, identify gaps in bus service routes and potential scenarios for addressing such gaps, and improve frequency and reliability of bus service where required.* This action would include working with AC Transit to evaluate short-term strategies to reduce "bus-bunching," which can discourage transit ridership.
- *Improve access to public transportation in the Berkeley hills. Options include shuttle buses, on-demand transit, and more frequent and expanded AC Transit bus service.*
- *Encourage more efficient payment systems such as "proof of payment" and level boarding to speed bus transit service.*
- *Ensure that transit buses are fuel-efficient, utilize alternative fuels, and are appropriately sized.*
- *Install real-time transit signage at bus stations and stops.* Knowing when the bus will arrive significantly improves the user-friendliness of the system by lowering the anxiety and uncertainty around waiting. Real-time, multi-route departure signs were installed in the BART Plaza and at the northeast corner of Shattuck and Center Streets in 2008.

[20] Bailey, Linda; Patricia L Mokhtarian, Ph.D., and Andrew Little. *The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reduction.* Submitted by ICF International. 2008.

Real-time have been installed at all the 72R Rapid Bus stops on San Pablo, and are being installed on the 1R Rapid Bus stops on Telegraph and Shattuck. The City can work with AC Transit increase the number of real-time signs at bus stops. Further, real-time transit information should be made available through communication technology, such as the Internet and mobile phones.

- *Install and improve bus shelters and benches, and ensure that they are safe, well lit, and well maintained.*
- *Improve bus flow by removing certain stop signs and on-street parking spaces, by timing signals, and by creating "queue-jumper" lanes where delay occurs regularly.* These and similar recommendations are included in the Line 51 Transit Service and Reliability Study and the Line 1R Transit Service and Reliability Study. The City should work with AC Transit to implement the recommendations included in these studies.
- *Work with AC Transit and BART to implement the recommendations of the South and West Berkeley Community Based Transportation Plan, which calls for transit service to meet MTC "Lifeline" service standards in low-income areas.*
- *Enhance sustainable mobility options for seniors and the disabled by providing "universal access" level boarding (e.g., roll-on/roll-off boarding for wheelchairs) on buses and shuttles that easily accommodates wheelchairs, walkers, and other individuals with mobility impairments.*

b. Policy: *Partner with AC Transit, BART and other community stakeholders to consider opportunities for Bus Rapid Transit or light rail systems along certain major transportation corridors (e.g., San Pablo and University Avenues and the Telegraph Ave./Downtown route currently under consideration)*

AC Transit has established "Rapid Bus" lines along San Pablo Avenue (72R) and Telegraph/Shattuck Avenues (1R). AC Transit has also released a Draft Environmental Impact Report (DEIR) for the proposed East Bay Bus Rapid Transit (BRT) system from San Leandro to Downtown Berkeley. In Berkeley, BRT would operate on Telegraph Avenue to the UC campus and then terminate in Downtown. The BRT proposal includes dedicated bus lanes and raised stations to make buses more reliable and efficient, especially given projected increases in congestion on most major streets.

Implementing Actions:

- *Continue timely assessment and development of proposed East Bay Bus Rapid Transit (BRT) system.* According to the project's Draft Environmental Impact Report released in 2007, BRT would be faster and

more reliable than the existing bus line and is projected to draw over 9,000 additional boardings per day by 2025. This is important given the expected significant increase in the Bay Area's population (and associated traffic congestion) in that same time period. Further, travel corridors served by BRT could provide opportunities for transit-oriented development and streetscape improvements.

BRT also has some potentially significant impacts that must be addressed, generally related to the loss of traffic lanes and parking for private automobiles. AC Transit plans to propose mitigations for potential negative impacts as part of its Final Environmental Impact Report.

c. Policy: *Partner with BART to expand and enhance BART service in Berkeley*

Implementing Actions:

- *Improve the pedestrian, cyclist and transit connectivity at the Downtown Berkeley BART station by implementing the Downtown BART Plaza and Transit Area Design Plan.*
- *Extend service hours and provide direct service from Berkeley to San Francisco in the evenings.*
- *Work with BART to install solar electric systems on Berkeley BART stations.*

d. Policy: *Partner with AC Transit, BART, UC Berkeley and other employers to provide subsidized transit passes and fare-free zones*

Cost and convenience of payment are key factors that affect people's mobility choices. The lower the perceived cost, the more likely community members will choose a given form of transportation. As such, providing free or heavily subsidized universal transit passes (e.g., Easy Pass) and/or free-fare zones have the potential to serve as effective strategies for increasing transit ridership and reducing single-occupancy driving.

Since 2003, City of Berkeley staff has received free AC Transit bus passes as part of their benefits package. These "Easy Passes" (formerly Eco Passes) are used for more than 48,000 rides per year. UC Berkeley students also participate in a Class Pass transit pass program. Students are assessed an annual fee and receive unlimited AC Transit bus rides. UC Berkeley also offers employees a deeply discounted Bear Pass. Most recently, Berkeley City College established a student Easy Pass program.

City staff estimates that providing free bus passes to *everyone who works in Berkeley* would result in a reduction of 5.7 million miles of driving per year, and an annual reduction of over 2,500 $MTCO_2e$. This equates to about three percent of the 2020 emission reduction target.

Figure 4.37: Total Daily AC Transit and BART Boardings by Nearest Intersection (September 2008)

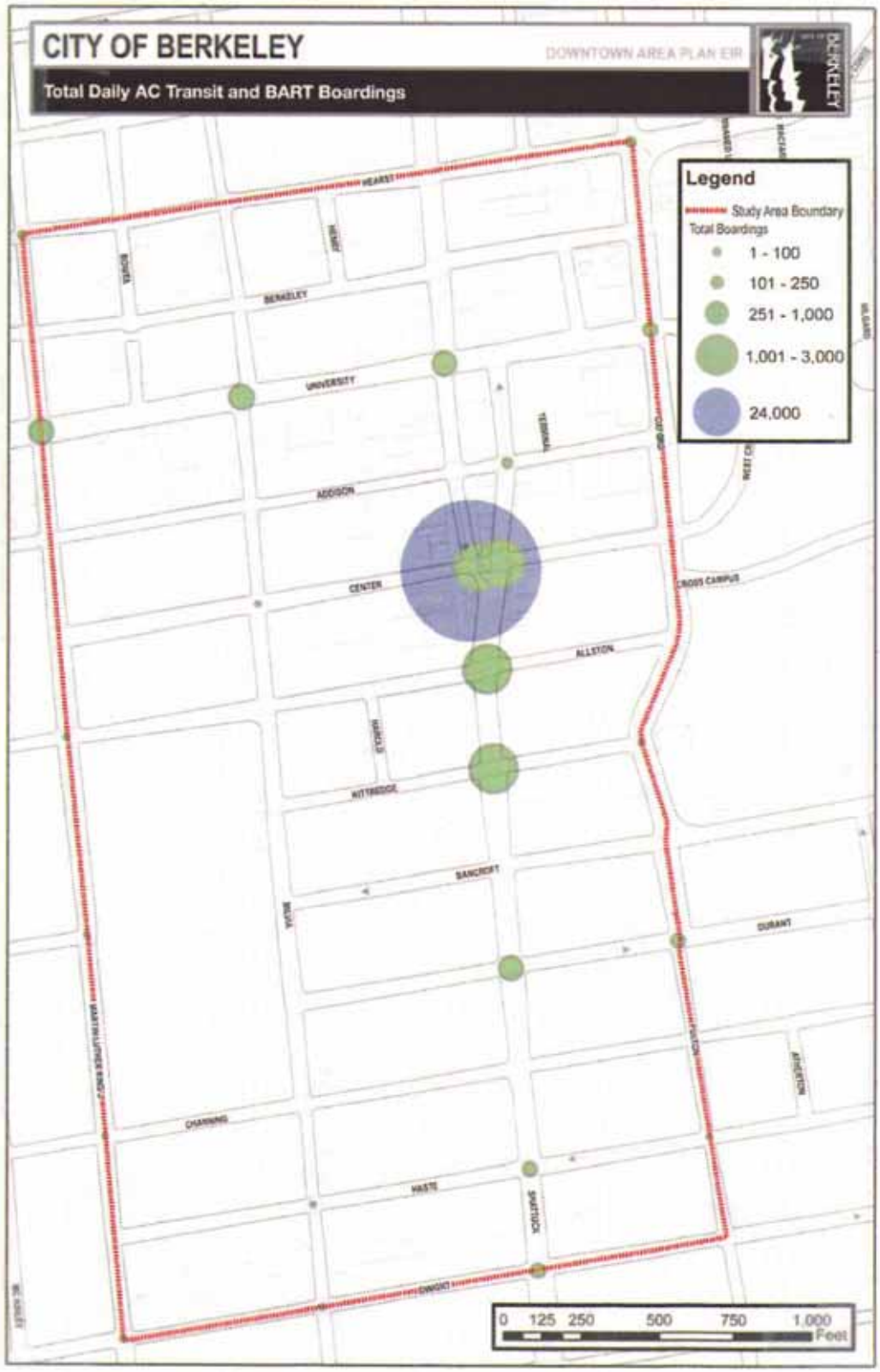
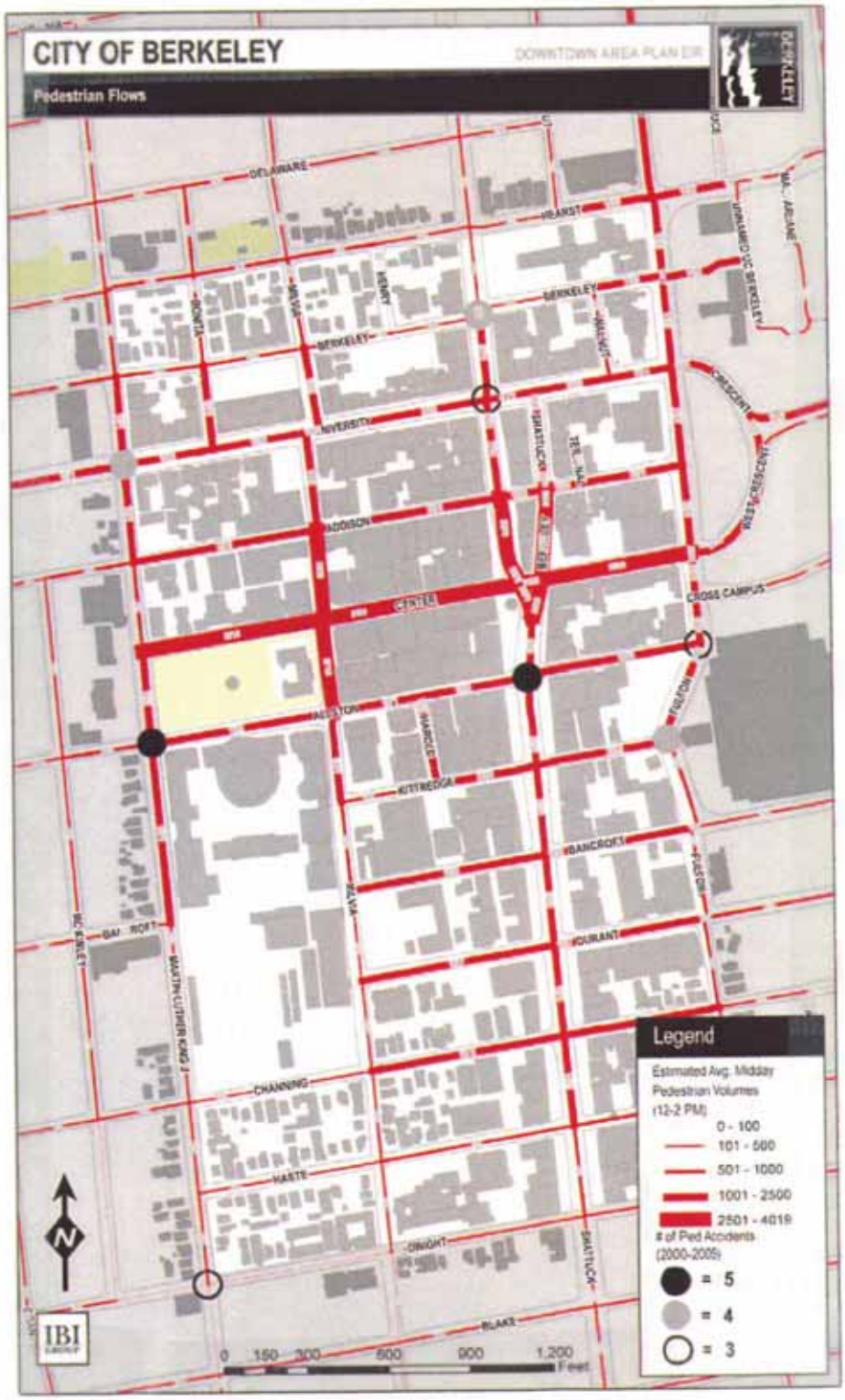


Figure 4.38: Volume of Bus Activity during PM Peak Hour (September 2008)

Figure 4.39: Midday Pedestrian Flows (Generated from Space Syntex Model)



ORDINANCE NO. 7,229 N.S.

REPEALING AND REENACTING BERKELEY MUNICIPAL CODE CHAPTER 23E.68, DOWNTOWN MIXED-USE DISTRICT

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That Berkeley Municipal Code Chapter 23E.68, Central Commercial District, be deleted in its entirety and reenacted to read as follows:

Chapter 23E.68
C-DMU Downtown Mixed Use District Provision

SECTIONS:

23E.68.010 Applicability of Regulations

The regulations in this chapter apply in the Downtown Mixed Use District. In addition, the general provisions in Sub-title 23C shall apply.

23E.68.020 Purposes

The purpose of this Chapter is to implement the vision and goals of the Downtown Area Plan (adopted 2012), which include: Environmental Sustainability, Land Use, Access, Historic Preservation and Urban Design, Streets and Open Space, Housing and Community Health and Services, and Economic Development.

23E.68.030 Uses Permitted

A. The following table identifies permitted, permissible, and prohibited uses and sets forth the Permit required for each allowed use. Each use and structure shall be subject to either a Zoning Certificate (ZC), an Administrative Use Permit (AUP), a Use Permit approved after a Public Hearing (UP/PH)), or is prohibited. Uses within the Downtown Arts District Overlay area (ADO) are also subject to Section 23E.68.040.

2. For a lot that abuts the interior side or rear lot line of a residentially-zoned lot, a new building shall be set back from the shared property line by 20 feet where the building exceeds 45 feet in height.

3. For a lot that confronts a residentially-zoned lot, a new building shall be set back 10 feet from the street-facing property line where the building exceeds 45 feet in height, except that this provision shall not apply to lots confronting public uses with a residential zoning designation, such as Berkeley High School, Civic Center Park, and Fire Station 2. However, this provision will apply for all lots with frontage on the Martin Luther King Jr. Way right-of-way.

4. For lots with frontage on the Shattuck Avenue right-of-way south of Durant Avenue, a new building shall be set back 15 feet from the Shattuck Avenue property line where the building exceeds 65 feet in height.

5. Architectural features such as eaves, cornices, canopies, awnings, bay windows, uncovered porches, balconies, fire escapes, stairs and landings may project up to five feet into required setbacks of this section so long as the surface area of such projections does not exceed 50% of the surface area of the side of the building on which the projections are located.

D. New buildings shall provide on-site open space as follows:

1. For residential uses, 80 square feet of usable open space per unit.

    a. Each square foot of such open space that is provided as Privately-Owned Public Open Space shall be counted as two square feet of required on-site open space for residential uses.

2. For non-residential uses, one (1) square foot of privately-owned public open space per 50 square feet of commercial floor area.

3. In-lieu of providing the open space required by this Section on-site, an applicant may pay an in-lieu fee to help fund the Streets and Open Space Improvement Plan (SOSIP) and/or construct public improvement consistent with the SOSIP, as specified in the Use Permit, provided the Board makes the findings in Section 23E.68.090.G.

23E.68.075 Fee to Implement Streets and Open Space Improvement Plan (SOSIP)

In addition to any other requirement of this Chapter, projects shall be subject to payment of an impact fee to implement the Streets and Open Space Improvement Plan (SOSIP), as may be adopted by the City.

23E.68.080 Parking – Number of Spaces

A. All parking shall be provided in accordance with the requirements of this Section and Chapter 23E.28, except as set forth in this Section. No change of commercial use within the existing floor area of a building shall be required to meet the off-street

parking requirements of this Section or Chapter 23E.28, unless the structure has been expanded to include new floor area.

B. The District minimum standard vehicle parking space requirement for all floor area is one and a half spaces per each 1,000 square feet of gross floor area or as required for the uses listed in the following table.

Use	Number of Parking Spaces Required
Dwelling Units, Single and Multi-Family Buildings	One per three dwelling units
Hotels and Motels, Tourist (Including Inns, Bed and Breakfast and Hostels)	One per each three guest/sleeping rooms or suites
Group Living Accommodations (Including Single Room Occupancy Residential Hotels) and Nursing Homes	One per eight sleeping rooms

1. Additions up to 1,000 square feet of gross floor area, or up to twenty-five percent (25%) of existing gross floor area, whichever is less, are exempt from the parking requirements for new floor area.

2. Parking spaces shall be provided on-site, or off-site within 800 feet subject to securing an AUP and in compliance with Section 23E.28.030.

C. Bicycle parking spaces shall be provided for new construction at the ratio of one space per 2,000 square feet of gross floor area of commercial space, and in accordance with the requirements of Section 23E.28.070.

D. The vehicle parking space requirements of this Section may be reduced or waived through payment of an in-lieu fee to be used to provide enhanced transit services, subject to securing a Use Permit subject to the finding in section 23E.68.090.H or modified with an AUP subject to the findings in 23E.28.140.

E. New construction that results in an on-site total of more than 25 publicly-available parking spaces shall install dynamic signage to Transportation Division specifications, including, but not limited to, real-time garage occupancy signs at the entries and exists to the parking facility with vehicle detection capabilities and enabled for future connection to the regional 511 Travel Information System or equivalent, as determined by the Zoning Officer in consultation with the Transportation Division Manager.

F. Occupants of residential units or GLA units constructed newly constructed or converted from a non-residential use shall not be eligible for Residential Parking Permit (RPP) permits under Chapter 14.72 of the BMC.

G. For any new building with residential units or structures converted to a residential use, required parking spaces shall be leased or sold separate from the rental or purchase of dwelling units for the life of the dwelling unit, unless the Board grants a

Use Permit to waive this requirement for projects which include financing for affordable housing subject to the finding in section 23E.68.090.I.

H. For new structures or additions over 20,000 square feet, the property owner shall provide at least one of the following transportation benefits at no cost to every employee, residential unit, and/or GLA resident. A notice describing these transportation benefits shall be posted in a location or locations visible to employees and residents.

1. A pass for unlimited local bus transit service; or

2. A functionally equivalent transit benefit in an amount at least equal to the price of a non-discounted unlimited monthly local bus pass. Any benefit proposed as a functionally equivalent transportation benefit shall be approved by the Zoning Officer in consultation with the Transportation Division Manager.

I. For residential structures constructed or converted from a non-residential use that require vehicle parking under Section 23E.68.080.B, required parking spaces shall be designated as vehicle sharing spaces in the amounts specified in the following table. If no parking spaces are provided pursuant to Sections 23E.68.080.D no vehicle sharing spaces shall be required.

Number of Parking Spaces Required	Minimum Number of Vehicle Sharing Spaces
0 – 10	0
11 – 30	1
30 – 60	2
61 or more	3, plus one for every additional 60 spaces

1. The required vehicle sharing spaces shall be offered to vehicle sharing service providers at no cost.

2. The vehicle sharing spaces required by this Section shall remain available to a vehicle sharing service provider as long as providers request the spaces. If no vehicle sharing service provider requests a space, the space may be leased for use by other vehicles. When a vehicle sharing service provider requests such space, the property owner shall make the space available within 90 days.

J. For residential structures constructed or converted from a non-residential use subject to Sections 23E.68.080.G, 23E.68.080.H, and 23E.68.080.I, prior to issuance of a Certificate of Occupancy the property owner shall submit to the Department of Transportation a completed Parking and Transportation Demand Management (PTDM) compliance report on a form acceptable to the City, which demonstrates that the project is in compliance with the applicable requirements of 23E.68.080.G, 23E.68.080.H, and 23E.68.080.I. Thereafter, the property owner

Alameda-Contra Costa Transit District David J. Armijo, General Manager

March 13, 2013

Grant Selection Committee
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

Re: Support of City of Berkeley's Grant Application

Dear Alameda CTC Coordinated Funding Program Grant Selection Committee:

AC Transit strongly supports the City of Berkeley's grant applications to 2012/13 Alameda County Coordinated Funding Program. AC Transit has been involved in developing or reviewing all three proposed projects, and we hope that Alameda CTC will award the requested federal and regional funds to enable the City to complete them.

Downtown Berkeley is AC Transit's third busiest transit hub, serving thousands of passengers each day on 12 different bus lines, including Rapid, trunk line, and Transbay service. AC Transit has invested Regional Measure 2 funds in several real-time arrival signs in the project area. We are hopeful that the BART Plaza & Transit Area will result in a large new transit shelter on Shattuck with more seating and improved lighting for our passengers. A more accessible, safe, and attractive Plaza will also benefit our riders and all pedestrians. AC Transit was also very involved in reviewing the Downtown Area Plan Streets and Open Space Improvement Plan. We look forward to working with the City to refine the design and construct the Shattuck Reconfiguration & Pedestrian Safety project. AC Transit has also reviewed the Hearst Corridor Complete Streets project, and we support the efforts to improve the bus stops and bicycle/pedestrian safety.

We support the transit-oriented development of Downtown Berkeley, but we also realize that focusing growth in a small area requires an aggressive investment in transportation infrastructure so that transit service can continue to serve current needs and that of future development.

Sincerely,

David J. Armijo
General Manager

CC: Robert del Rosario, Director of Service Development and Marketing

1600 Franklin Street - Oakland, CA 94612 - **TEL** (510) 891-4753 - **FAX** (510) 891-7157 - www.actransit.org

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

March 5, 2013

Mr. Art Dao
Executive Director
Alameda County Transportation Commission
1333 Broadway
Oakland, CA 94612

RE: Support for the Downtown Berkeley BART Plaza and Transit Area Improvement Funding Proposal

Dear Mr. Dao:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to express BART's support for the Downtown Berkeley BART Plaza and Transit Area Improvements Project, and efforts to secure funding for this project through the 2012/13 Alameda County Coordinated Funding Program.

BART and the City of Berkeley have worked together closely on this project for many years. In 2006, we collaborated on the initial planning and design through an MTC Transportation for Livable Communities (TLC) Planning Grant. In 2010, City was awarded $1.8M in Federal CMAQ funds from MTC's TLC Capital Grant Program to advance the Project's design and to construct as many Project elements as feasible. BART is the recipient of the CMAQ funds, and MTC transferred grant authority to BART in September 2011.

The Downtown Berkeley BART Plaza is a regional transit hub and is Berkeley's "front door" for anyone entering or exiting the City via transit. It is one of the most heavily used transit hubs in the Bay Area. It is the sixth most heavily used BART station, accommodating an average of 24,000 entries and exits and over 6,000 bus boardings and alightings on an average weekday. However, the area suffers from several design shortcomings that have a combined effect of making transit a less desirable option than automobile use, particularly for those arriving or leaving the Downtown at night.

This project will improve multi-modal access for the influx of new residents and employees, and enhance transit access and transit's prominence in the City by improving: the areas where people wait for transit connections; the visibility and security of secondary BART entries; pedestrian lighting; the Rotunda, which serves as a gateway to the BART system; disabled access to transit through new ADA curb ramps and improved access to the BART elevator; bike parking capacity; integrated and improved wayfinding signage and real-time train arrival

In summary, BART would like to express our support for the City of Berkeley's OBAG application, and recommend funding for the design and construction of Downtown Berkeley BART Plaza and Transit Area Improvements.

If you have any questions, please contact Donna Lee at (510) 464-6282.

Sincerely,

Kerry Hamill,
San Francisco Bay Area Rapid Transit District,
Interim Executive Manager, Office of External Affairs

cc: Matt Nichols, City of Berkeley
Tian Feng, BART
Donna Lee, BART

Downtown Berkeley Association
2230 Shattuck Ave., Suite C
Berkeley CA 94704
510.549.2230
downtownberkeley.com

March 12, 2013

Grant Selection Committee
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

Re: Letter of Support for 2012/13 Alameda County Coordinated Funding Program Grant Application for Downtown Berkeley projects.

Dear Alameda CTC Coordinated Funding Program Grant Selection Committee:

The Downtown Berkeley Association (DBA) strongly supports the City of Berkeley's grant application to the 2012/13 Alameda County Coordinated Funding Program. Thank you for your consideration of funding three transportation capital projects in Downtown Berkeley. These efforts would concretely support the exciting development of housing, employment, retail, and entertainment now underway in Downtown Berkeley.

The DBA represents the downtown business community and property owners in creating a vital and engaging central commercial district. Our boundaries run from Channing to Delaware, and Oxford to Martin Luther King Jr. Way, which contains approximately 650 businesses, and 275 property owners. We are funded and governed by our membership of business and property owners, and we are focused on our members' priorities – creating an attractive, welcoming, and vital district.

Downtown Berkeley has experienced a great deal of private investment in recent years, and the recent adoption of our new Downtown Area Plan is already supporting a surge in new investment. We expect to welcome the thousands of new residents and employees to our small downtown over the next several years.

However, our streetscape and transportation infrastructure needs a tremendous boost to provide the necessary transit-supportive, bicycle/pedestrian-friendly space to serve the growing activity in our district. The DBA encourages transit-oriented development and a pedestrian-oriented lifestyle. We believe in this approach, but we need funding to help ensure that our streets, sidewalks, and transit facilities can adequately serve the needs of the transit-oriented, pedestrian lifestyle.

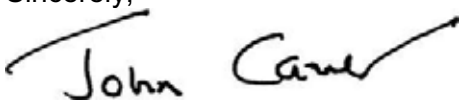
The Downtown BART Plaza and surrounding transit area is a critical hub for the district; it's where thousands of people arrive and depart from work, school, and entertainment destinations every day. Unfortunately, it does not serve the broad needs for our community. The current design and conditions alienate people. It's estimated that 500,000 visitors arrive each year to visit UC Berkeley, but when people emerge from the BART Station, they often don't know where they are! Instead of serving as our "town square", functioning as a safe and friendly transit hub, and acting as a lively meeting point, it is a place where people are confused and intimidated, and tend to pass through quickly. Of all the pedestrian and transit-supportive improvements that are proposed in the new Downtown Area Plan, the redesign of BART Plaza— the central plaza

of our downtown district—is of paramount importance. Our vision for the BART Plaza station area is for a clean, attractive, welcoming public crossroads that is welcoming to visitors and all parts of the Berkeley community; and includes amenities and programming that encourage people of all walks of life to gather, eat, play, take transit, and enjoy a dynamic vibrant public plaza.

We also support the implementation of the capital projects of the Downtown Area Streets and Open Space Improvement Plan. For Downtown to grow and thrive, we need to redesign our streets to better serve the needs of all users, and to improve bicycle and pedestrian safety. The reconfiguration of Shattuck adjacent to the BART Plaza will improve the streets traffic and transit operations and pedestrian safety, and the Complete Streets redesign of Hearst will improve access to Downtown.

The DBA has actively participated in recent planning processes including Downtown Area Plan, and the associated Street and Open Space Improvement Plan and Parking and Transit Demand Management Plan. We are committed to working with the City and our federal and regional funding agencies to bring the years of planning for transportation investments to support focused growth to fruition in Downtown Berkeley.

Sincerely,



John Caner
CEO

EAST BAY BICYCLE COALITION

Working for safe, convenient and enjoyable bicycling for all people in the East Bay

March 11, 2013

Coordinated Funding Program Grant Selection Committee
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

Re: Letter of Support for 2012/13 Alameda County Coordinated Funding Program Grant Application for Downtown Berkeley projects.

Dear Alameda CTC Coordinated Funding Program Grant Selection Committee:

The East Bay Bicycle Coalition strongly supports the City of Berkeley's grant application for three important transportation projects serving Downtown Berkeley and its Priority Development Area. These projects would encourage more infill development of housing, employment, retail, and entertainment destinations in Downtown Berkeley, as well as connect to the County's number 1 jobs center at UC Berkeley. For these reasons we hope you can fund these important projects.

Berkeley's Downtown Area Plan is exemplary in its vision for walkable and bikeable neighborhood served by good transit connections. However, this development needs to be supported by major investments in transportation infrastructure that serves all modes of travel. Berkeley needs federal, state and regional funding to upgrade to complete streets, wider sidewalks, and better transit facilities that support current and future growth and development.

The Hearst Avenue Complete Streets project component of this project will finally implement a long-planned priority project from Berkeley's Bicycle Plan and will close an important sidewalk gap on Hearst next to UC Berkeley. This will improve access between Downtown and UC Berkeley, and will also support bicycle travel from the Ohlone Greenway to downtown, UC Berkeley and other activity centers. It is a great example of 'complete streets' planning and in our eyes is ***the most important bike project in the works in the entire East Bay-it is that good and that important.*** Once complete, other cities around the County will look to the Hearst Avenue Complete Streets project as the example of how to create complete streets and make their downtowns more walkable and more bikeable.

Shattuck Avenue as a whole was a major focus of the Downtown Area Streets and Open Space Improvement Plan. The redesign of Shattuck around Shattuck Square is a top priority of that plan and is going to help bicycling as well. The proposed reconfiguration will better serve the needs of all users, and promises to improve pedestrian safety at one of the most dangerous intersections in Berkeley, Shattuck and University.

We hope you can fund the Downtown Berkeley Projects as part of the Coordinated Funding Program.

Cordially yours,

Dave Campbell

Advocacy Director
East Bay Bicycle Coalition

March 15, 2013

Coordinated Funding Program Grant Selection Committee
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

Re: Letter of Support for 2012/13 Alameda County Coordinated Funding Program Grant Application for Downtown Berkeley projects.

Dear Alameda CTC Coordinated Funding Program Grant Selection Committee:

My organization, Livable Berkeley, supports the City of Berkeley's grant application to the 2012/13 Alameda County Coordinated Funding Program for three important transportation projects serving Downtown Berkeley. These projects would concretely support the exciting development of housing, employment, retail, and entertainment destinations in Downtown Berkeley, and we hope you will award the City's full funding request.

We are proud to have been involved in the hard work of planning for a vibrant, transit-oriented and walkable downtown that reduces greenhouse gas emissions, and we are committed to realizing this vision. The recent adoption of Berkeley's Downtown Area Plan is already supporting a surge in new housing investment, and we expect to welcome the thousands of new residents, employees, and visitors over the next several years.

However, this development needs to be supported by major investments in transportation infrastructure that serves all modes of travel. We now need federal, state and regional funding to upgrade to complete streets, wider sidewalks, and better transit facilities that support current and future growth and development.

The Downtown BART Plaza and Transit Area can become Berkeley's "town square", a safe and friendly transit hub, and a lively meeting point where people of all walks of life can gather, eat, play, and shop. Right now, it has inadequate bus stop space, poor lighting, uneven walking surfaces, poor public amenities, and generally feels confusing and sometimes even unsafe.

Shattuck Avenue as a whole was a major focus of the Downtown Area Streets and Open Space Improvement Plan. The redesign of Shattuck around Shattuck Square is a top priority of that plan. The proposed reconfiguration will better serve the needs of all users, and promises to improve pedestrian safety at one of the most dangerous intersections in Berkeley, Shattuck and University. The Hearst Avenue Complete Streets project will finally implement a long-planned priority project from Berkeley's Bicycle Plan and will close an important sidewalk gap on Hearst next to UC Berkeley. This will improve access between Downtown and UC Berkeley, and will also support bicycle travel from the Ohlone Greenway to downtown, UC Berkeley and other activity centers.

Our organization has spent years involved in the City's planning processes, and we are dedicated to implementing the City's Climate Action Plan, Bicycle Plan, Pedestrian Plan and the new Downtown Area Plan, and its associated Street and Open Space Improvement Plan and Parking and Transit Demand Management Plan. We hope our federal and regional funding agencies will reward the years of planning and award funds for the transportation investments needed to support focused growth and transit/bike/ped travel in and around Downtown Berkeley.

Sincerely,

Erin Rhoades
Chair, Livable Berkeley

UNIVERSITY OF CALIFORNIA, BERKELEY

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PHYSICAL AND ENVIRONMENTAL PLANNING
A&E BUILDING, MC 1382

BERKELEY, CALIFORNIA 94720-1382

March 11, 2013

Grant Selection Committee
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

Dear Alameda CTC Coordinated Funding Program Grant Selection Committee:

I am writing to express the University of California, Berkeley's strong support for the City of Berkeley's grant applications to the 2012/13 Alameda County Coordinated Funding Program. The University is a major supporter of all three proposed projects and is providing a significant portion of the local matching funds. The award of federal and regional funds will enable the City and BART to deliver these projects rapidly, supporting the growth of housing and employment in Downtown Berkeley and improving the safety and multi-modal access to UC Berkeley, the largest employer and trip generator in Alameda County.

UC Berkeley played a major role in the development of the new Downtown Area Plan, and is leading efforts to improve the transportation infrastructure in the area. UC Berkeley provided $400,000 in matching funds for CMAQ grant awarded in 2010 to the BART Plaza & Transit Area Project. We partnered with the City and spent $90,000 to develop the Hearst Avenue Complete Streets project plan, and have targeted another $710,000 over the next 5 years for that project's implementation. The University has agreed to provide up to $320,000 for the Shattuck Reconfiguration and Pedestrian Safety Project.

The University is also making substantial investment in the Downtown. The $133 million, 133,000 square foot Energy Biosciences Building, home of UC Berkeley's new Energy Biosciences Institute, opened in 2012. Construction began this month on the new $100 million downtown home of the University of California, Berkeley Art Museum and Pacific Film Archive, which will open in 2016. The museum will repurpose and enlarge an Art Deco–style former printing plant. The new 82,000 square foot museum will include exhibition space, library, film study center, participatory art-making studio, study center, special-event space, 230-seat theater, café and office space.

For the University, the three proposed transportation projects represent an integrated approach to transportation planning in the Downtown, enabling students, faculty, staff, downtown residents, employees, and tens of thousands of visitors to arrive and leave safety. Together, the projects will provide opportunities for people to rely on pedestrian, bicycle and transit infrastructure as their primary mode of transportation to and from a vibrant Downtown and a world-class University campus.

We hope that the Alameda CTC will agree to award the City's entire funding request to ensure that transportation infrastructure investments align with investments being made by the University and by the private sector in Downtown Berkeley. These infrastructure investments are critical in the support of future development.

Sincerely,

Emily Marthinsen

Emily Marthinsen
Assistant Vice Chancellor, Physical and Environmental Planning

cc: Christine Daniel, City Manager, Berkeley

RESOLUTION NO. 66,018–N.S.

GRANT APPLICATION FOR FY 2012/13 ALAMEDA COUNTY COORDINATED FUNDING PROGRAM

WHEREAS, Alameda County Transportation Commission ("Alameda CTC") is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency and Alameda County Transportation Improvement Authority and is responsible for distributing to local jurisdictions certain Measure B and Vehicle Registration Fee ("VRF") revenues for bicycle and pedestrian safety, local streets and roads, local transportation technology, mass transit, paratransit, and transit center development programs; and

WHEREAS, Alameda CTC is administering the FY 2012/13 Coordinated Program which includes One Bay Area Grant program Federal funds, Measure B Bicycle/Pedestrian Countywide Discretionary Fund, Measure B Express Bus Service Fund, VRF Pedestrian and Bicyclist Access and Safety Program, and/or VRF Transit Congestion Relief Program funding; and

WHEREAS, the City has adopted and developed three projects that are eligible for the Coordinated Program funds: 1) the BART Plaza and Transit Area Improvements, 2) Shattuck Reconfiguration, and 3) Hearst Avenue Complete Streets; and

WHEREAS, City staff has identified available local matching funds which can be budgeted for this project; and

WHEREAS, the City was awarded $1,805,000 in Federal funds from the Metropolitan Transportation Commission's TLC Grant Program, and the City and BART have agreed to seek additional funding to enable construction of as many of elements of the Project as feasible in a single contract, in order to achieve cost savings and to minimize disruption to Property and BART station access that may be caused with multiple contracts; and

WHEREAS, the City's adopted Downtown Area Plan, Downtown Streets and Open Space Improvement Plan recommends a reconfiguration of Shattuck Avenue from Center Street to University Avenue through Downtown Berkeley; and

WHEREAS, the City's Pedestrian Plan includes improvements to the University/Shattuck Intersection as High Priority Pedestrian Project #2 due to the fact that this intersection had the highest number of auto/pedestrian collisions in the City during a recent 8-year period; and

WHEREAS, adopted City planning documents have made recommendations for the Hearst Avenue corridor including the City's Pedestrian Plan, which recommends a new sidewalk between the Arch Street/Le Conte Avenue and the Euclid Avenue intersections, and bringing channelized right-turns at Gayley Road under yield or stop

control, and the City's Bicycle Plan, which recommends Class 2 bicycle lanes from Shattuck Avenue to Arch Street and "Class 2.5 lanes" between Arch Street/Le Conte Avenue and Gayley Road, consisting of a downhill Class 3 route and an uphill climbing lane.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit funding proposals to the Alameda County Transportation Commission for the FY 2012/13 Alameda County Coordinated Funding Program for an amount not to exceed $12.65 million for transportation capital investments for 3 related projects:

1. BART Plaza & Transit Area Improvement Project.
2. Downtown Shattuck Reconfiguration & Pedestrian Safety Improvements.
3. Hearst Avenue Complete Streets Project.

The foregoing Resolution was adopted by the Berkeley City Council on March 5, 2013 by the following vote:

Ayes: Anderson, Arreguin, Capitelli, Maio, Moore, Wengraf, Worthington, Wozniak and Bates.

Noes: None.

Absent: None.

Tom Bates, Mayor

Attest: Mark Numainville, CMC, City Clerk

- New **station elevator** at new Shattuck Square/Center Street entrance to be glass enclosed. Should budget allow, existing Shattuck Avenue elevator should be reconstructed to match.
- New **lighting** with uplighting and downlighting components for added brightness.
- New **curved walls within entryways** to be high quality glazed tile in complementary color(s) or other reflective, easily maintained finish. Note that brushed aluminum is a major architectural finish throughout the station that can be implemented in entranceways.
- New **CCTV surveillance system** throughout the concourse and UCB pedestrian connection.

Modifying the type of construction and orientation of the street elevator to improve visual access will likely be addressed in the TLC grant-funded BART Plaza Study. Eventually, the long-term project of station platform expansion must be addressed as future ridership projections indicate a significant future deficiency. Once a threshold of new ridership is approached, the addition of a platform screen door system would eliminate the need for a platform safety zone. Once such a screen is in place, patrons may safely use the full width of the resulting enclosure for queuing. This effectively adds three feet in width to the 700-foot length of the platform. The 2,100 square feet of platform area gained comes close to meeting the projected additional area requirement.

The project will be constructed in several phases and conform to BART's Station Design Criteria, current at the time of construction with a high level of engineering, quality and durability for new station construction. In addition, high quality durable materials will be used for finishes in the existing station. BART would be running trains through the station and the station open to the public during construction. Construction spanning the platform or track-way would be performed during limited hours.

5.5 Constructability and Logistics

Train control, electrical switchgear, and other essential facilities are housed at the south end of the concourse level. The traction power substation room is aligned above the tracks at the north end of the concourse level. Cost and logistical problems are associated with relocating these facilities. Based on these constraints, the project design team considered only options that retained these facilities in place.

The structural system of the existing station would remain in place in all of the options considered by the design team. Concrete encased steel beams support both the concourse floor and ceiling. The beam spacing is 17'-6". The platform itself is constructed of concrete and is supported by the floor of the station box. The platform width is consistent along the length of the boarding area. The existing structural elements and essential equipment rooms are major determinants of the layout for new vertical circulation stairs.

An important criterion for all of the options developed in the station planning process is the requirement that the station be kept open and that service be uninterrupted during construction. Vertical circulation between the concourse and platform, and between the concourse and the street, must be maintained at least at its present capacity at all times. Construction of a new south emergency stairway early in the project would make it possible to meet this requirement.

Construction of the proposed new UCB/Center Street entrance involves significant structural work and street level modifications that would extend the duration of this portion of the project. Based upon available information, the budget assumes a cut and cover technique for the underground passage. Issues associated with modifications to the sidewalk and utilities add complexity and require substantial review by City engineers. The ultimate location of the new entrance must be coordinated with existing location, depth and slope of the City's storm drainage and water systems. The conceptual plan and budget assumes all right of way is publicly owned and available without need for purchase.

A portion of the station box would be removed to provide access to the two new emergency stairs integrated with the new entrance. To serve as a continuous exit system and in the interest of budget controls, completion of the street/utilities elements and passage/entry should be scheduled for concurrent completion. By contrast, the interior station and capacity improvements are relatively straightforward because the structures are already in place and utilities are fairly easily accessed.

5.6 Concourse Expansion

Like many underground stations constructed early in BART's development, the station has few areas suitable for flexible use by vendors or facilities like the Bike Station. The current small footprint around the fare gate arrays results in congestion during commute hours or special events such as concerts, sports events and graduation exercises. At present, station agents must open the gates without fare collection several times a year due to special events crowding. In emergency exit situations, the limited capacity of these areas presents choke points as well. Additional fare gates, expanded paid areas, new vertical circulation elements, and additional emergency exits are proposed as a significant part of the proposed capacity improvements that are illustrated in the conceptual plans that follow.

Another vertical circulation element presenting concerns for access and safety is the existing street-level access elevator, located on the western side of Shattuck Avenue in front of the Wells Fargo bank. This elevator lands roughly in the center of the station, in the concourse outside the paid area adjacent to the northeast entrance stair and escalator. However, this configuration does not allow for a direct line of sight from the existing agents booth nor continuous access to the platform below. The existing platform elevator is located out of sight and a far distance from this street elevator, at the north end of the station. A new concourse elevator location proposed in this plan is for the area directly adjacent to the northern station agents booth in an expanded paid area. This makes for a clear and safe connection for patrons and prevents lost fares from individuals bypassing the fare gates.

Downtown Berkeley is a major urban station needing new elements to meet future ridership and non-vehicular modes of access. One facility that can meet these future access needs is a centrally located " alternative transportation center" that can combine ticket vending, City transit information, bicycle parking, bicycle and scooter rental, and other types of rental options for visitors and residents. A proposed location for such a facility is at the central portion of the expanded concourse, integral with the pedestrian connection to the new entrance at Center Street and the UCB complex.

5.7 Vertical Circulation

The platform escalator and stairs are concentrated near the center of the station. Studies of passenger behavior show that trains will be more evenly loaded when platform access is distributed along the length of the boarding area. The ability to add stairs is limited by the location of the traction power substation room at the north end of the concourse paid area and by the location of the train control and electrical switchgear rooms at the south end of the concourse paid area. In addition, ventilation shafts and major conduit banks serving the under platform utility chase limit the area available to construct new vertical circulation. A new north stair can provide opportunities to spread boarding patterns on the platform below. The eventual reopening of the southern stair access in the area currently utilized by the Bicycle Station is also planned.

5.8 Emergency-Only Stairs

The new north stair from the paid area does not provide sufficient exit width required by the anticipated ridership projected for 2025. The addition of emergency exit stairs from the south end of the platform level and north end of the concourse level is required. The California Building Code considers not only the capacity (width) of an exit, but also the distance that must be traveled to reach it, and the time it takes to do so.

Construction of the proposed new south emergency stair can take place very early in the station improvement project, allowing the existing north platform emergency stair to be taken out of service temporarily. The new emergency stairs will need to be appropriately enclosed to prevent unauthorized entry. Doing so presents an opportunity to make the stair enclosure an attractive addition to the street environment. The enclosure should be designed with vertical and/or horizontal glazing to introduce natural light.

5.9 Fare Collection

2025 ridership projections indicate a need for at least six new fare gates. The confined width created by the existing perimeter walls and structural elements limits the number of gates that can be added at an existing array. The first step will be to add new fare gates at the existing southern agent booth location on the east side of the paid area, requiring new cabling. The new Center Street/UCB entrance would include four new fare gates and one accessible gate to create an entrance from the east plaza. In the future, four additional fare gates could be added. Fare collection functions must also be continuously maintained during construction. The existing fare gate arrays in the central and northern concourse can remain in service at all times during construction.

The ticket exchange booth is a "tempora ry" wood structure on the concourse level, along the east wall near a stairwell, that is open and manned one day a week. Because of the structure's position and relatively hidden location, persons have used the space behind it as a restroom and it is difficult to clean. A new facility in a more central location is desirable.

5.10 Facilities for BART Staff

Downtown Berkeley Station falls short of current design criteria for BART employee facilities such as police holding facilities, restrooms and break areas. There is a large area where such new facilities can be built in the north end of the station. With the goal of relocating the

elevator and refurbishing existing rooms, new facilities are easily achievable. The headroom established by the location of standpipes, air plenums and other elements ultimately determine the location for new facilities.

Improvement of the existing staff restroom would be part of proposed paid area improvements as the present facility requires repair. The restricted central concourse area and structural system afford no space to expand facilities for the public and policies for addressing future public access to restrooms must be advanced on a systemwide basis. BART' s current policy does not require public restrooms to be open in underground station for public safety reasons. Upgrading the existing public facilities to ADA requirements would necessitate relocating them to the free area. Such a location is not appropriate due to security concerns.

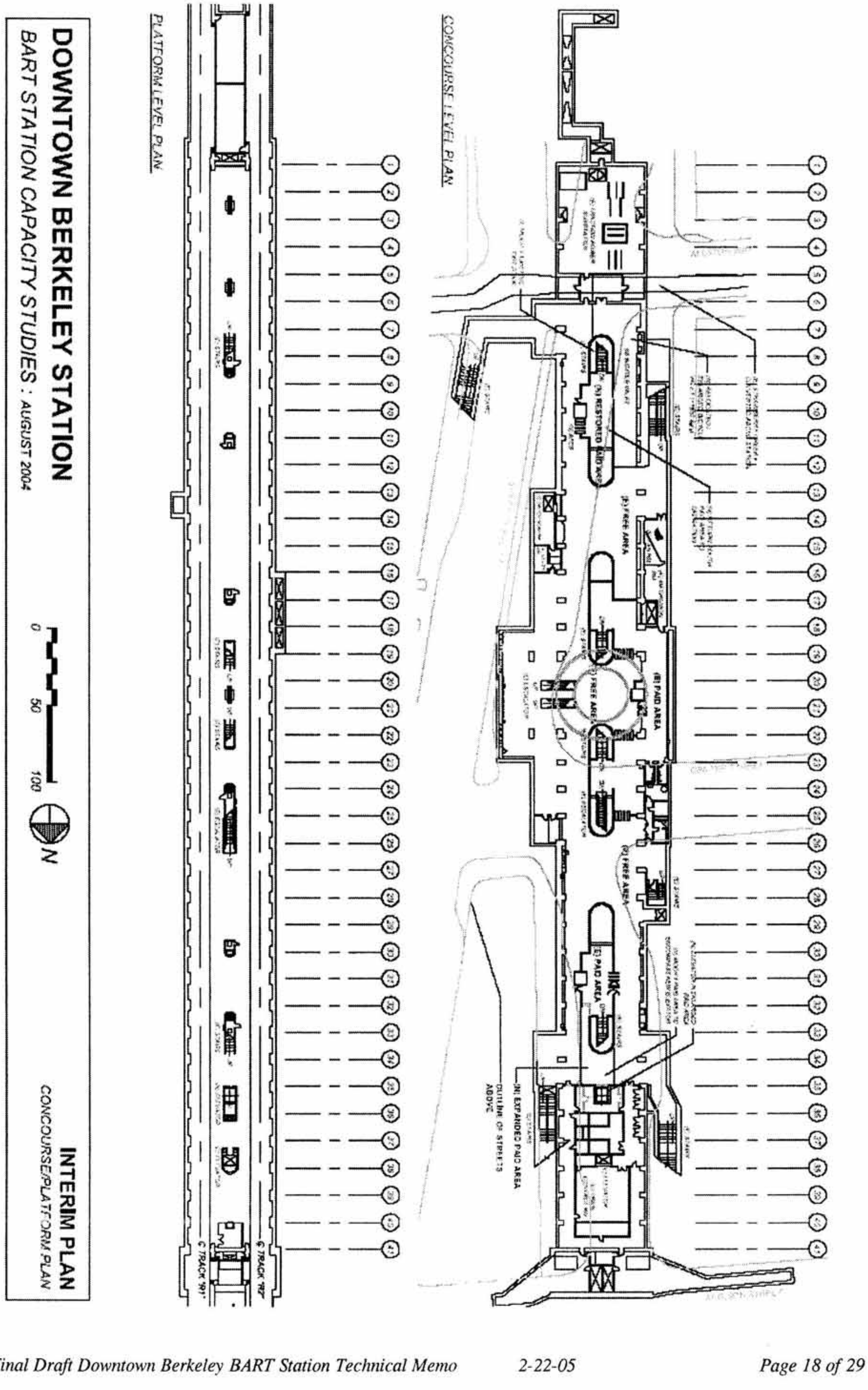
The police holding facility is important due to it being the single such facility for a series of stations and the large ridership of a Downtown station. Improvements should be made to relocate to a larger space if possible. A covered ceiling to prevent exhaust grime has been noted as well as wiring upgrades for computer hookup. Better and more functional furniture, including a locker has been requested.

Station agents have pointed out problems associated with shutting down the station at night, notably with the key pad location for the Rotunda doors. Because of their location adjacent to the escalator, it is an unsafe location without enough room. A new keypad at the concourse level has been requested.

5.11 ADA Accessibility Enhancements and Improvements

The Downtown Berkeley Station currently meets ADA requirements, but provides a cumbersome travel experience for disabled patrons that can be improved significantly. With the exception for the restrooms noted above, all improvements will meet established BART Station Design Criteria, and ADA accessibility requirements. Extensive renovation of existing facilities will address a broad range of improved accessibility features. These include:

- Accessible and visually **clear pathways** from the street into the station
- **Wayfinding signage** and **tactile pathways** within the station
- Relocation of the **concourse-level station elevator** in the north portion of the station, closer to the station agent booth and integral with an expanded paid area
- New **accessible elevators** in conjunction with the proposed new Center Street/UCB entrance
- A new **fully accessible fare gate** at each gate array
- **Fire alarm strobes** and **voice annuciators**


DOWNTOWN BERKELEY STATION
BART STATION CAPACITY STUDIES : AUGUST 2004
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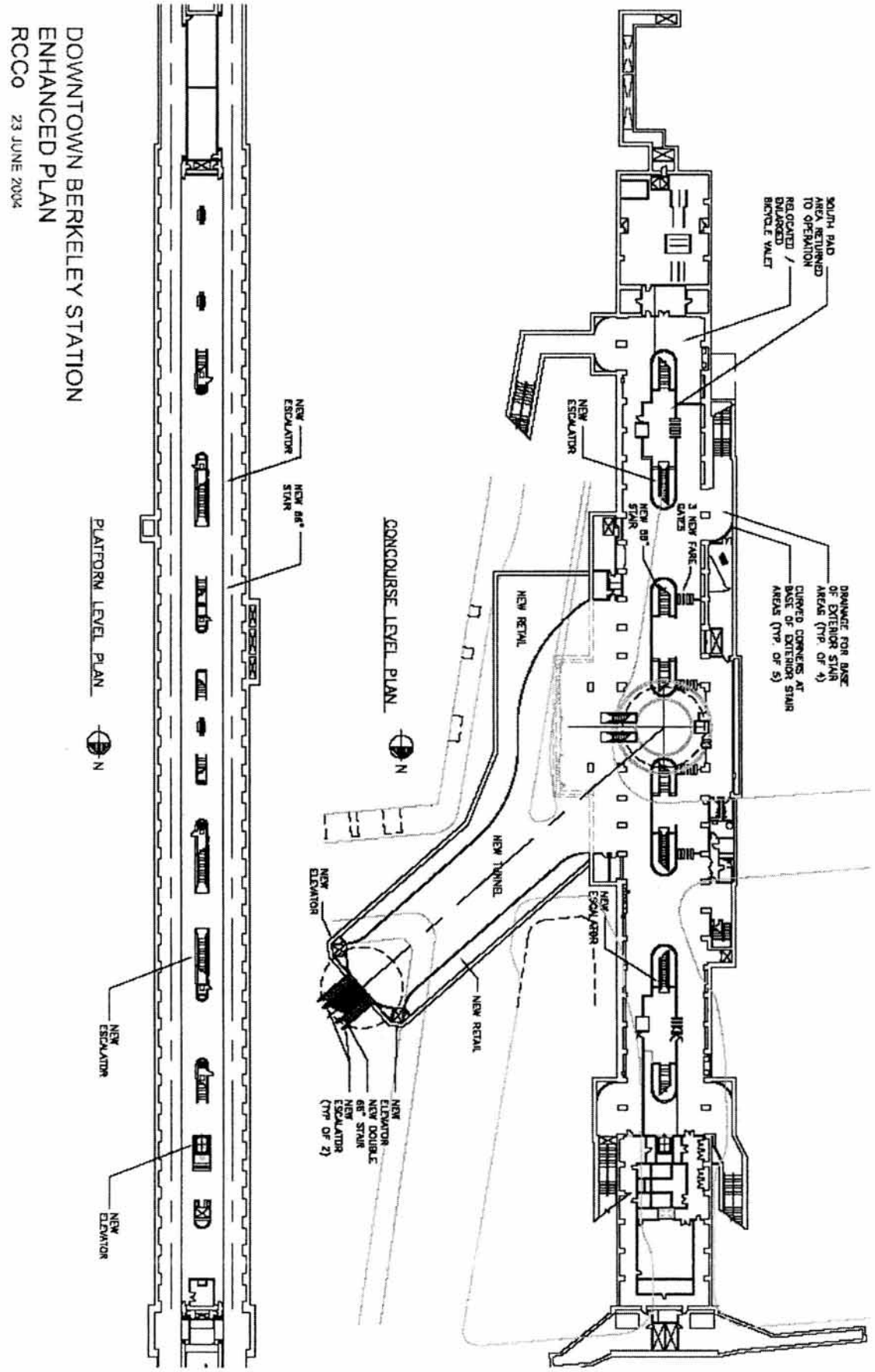
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CONCOURSE LEVEL PLAN
N
SOUTH PAID AREA RETURNED TO OPERATION
RELOCATED / ENLARGED BICYCLE VALET
NEW ESCALATOR
NEW 65' STAIR
3 NEW FARE GATES
DRAINAGE FOR BASE OF EXTERIOR STAIR AREAS (TYP. OF 4)
CURVED CORNERS AT BASE OF EXTERIOR STAIR AREAS (TYP. OF 5)
NEW RETAIL
NEW TUNNEL
NEW ELEVATOR
NEW ESCALATOR
NEW RETAIL
NEW ELEVATOR
NEW DOUBLE 65' STAIR
NEW ESCALATOR (TYP OF 2)

Appendix B: Capacity Concept Plan Budget Overview

BART's study of the Downtown Berkeley Station identifies improvements for the interlinked areas of future functionality and capacity. Functionality improvement is differentiated from capacity needs in that the latter are requirements based upon life safety measures defined earlier in this memo. The examination of the new entrance to the UCB complex, considered an enhancement to the station's functionality, was at a "fatal flaw" conceptual level. In all cases, budget estimates assume the most conservative approach and include environmental impact assessment, community outreach, contingency and oversight costs for remodeling existing facilities and likely utility relocations, with the overall need for continuous station operations.

The following tables provide a basis for discussion and next steps that will lead to construction technique and budget refinements. The first set of tables refers to the "Interim, " or shorter-term, plan that focuses upon the existing station, facilities and elements. The second set of tables refers to the "E nhancement," or longer-term, plan that includes the expanded concourse and new Center Street/UCB entrance.

DOWNTOWN BERKELEY PROJECT COST SUMMARY Date: September 10, 2004

Phase I Station Capacity Improvement Plan

Elem Code	Item Description	Direct Cost $	G.C. OH&P $ 26.5%	Contingency $ 25%	**Construction Cost $ (see chart below)**
1.0	Vertical Circulation (11.5 ft high)	1,222,400	324,000	387,000	1,933,400
2.0	Exit Stairs	50,000	13,000	16,000	79,000
3.0	Modify Paid Area for New Elevator	108,000	29,000	34,000	171,000
4.0	New AFC's	121,000	32,000	38,000	191,000
5.0	Relocated Enlarged Bicycle Valet	193,500	51,000	61,000	305,500
6.0	Restore South Paid Area to Operation	143,250	38,000	45,000	226,300
ESTIMATED CONSTRUCTION COST		$1,838,150	$487,000	$581,000	**$2,906,200**

Elem Code	Item Description	Construction Cost $ (see table above)	BART Soft Costs 50.0%	BART Project Cont. 10%	**TOTAL PROJECT COST $**
1.0	Vertical Circulation (11.5 ft high)	1,933,400	967,000	290,000	3,190,400
2.0	Exit Stairs	79,000	40,000	12,000	131,000
3.0	Modify Paid Area for New Elevator	171,000	86,000	26,000	283,000
4.0	New AFC's	191,000	96,000	29,000	504,500
5.0	Relocated Enlarged Bicycle Valet	305,500	153,000	46,000	504,500
6.0	Restore South Paid Area to Operation	226,300	113,000	34,000	373,300
TOTAL ESTIMATED PROJECT COST		$2,906,200	$1,455,000	$437,000	$4,798,200

DOWNTOWN BERKELEY PROJECT COST SUMMARY

Date: September 10, 2004

Phase I Interim Included in the Total

Elem Code	Item Description	Direct Cost $	G.C. OH&P $ 26.5%	Contingency $ 25%	**Construction Cost $ (see chart below)**
1.0	Vertical Circulation (11.5 ft high)	520,000	138,000	165,000	823,000
2.0	Exit Stairs	50,000	13,000	16,000	79,000
3.0	Modify Paid Area for New Elevator	108,000	29,000	34,000	171,000
4.0	New AFC's	0	0	0	0
5.0	Relocated Enlarged Bicycle Valet	193,500	51,000	61,000	305,500
6.0	Restore South Paid Area to Operation	143,250	38,000	45,000	226,300
ESTIMATED CONSTRUCTION COST		$1,014,750	$269,000	$321,000	**$1,604,800**

Elem Code	Item Description	Construction Cost $ (see table above)	BART Soft Costs 50.0%	BART Project Cont. 10%	**TOTAL PROJECT COST $**
1.0	Vertical Circulation (11.5 ft high)	823,400	412,000	124,000	1,359,000
2.0	Exit Stairs	79,000	40,000	12,000	131,000
3.0	Modify Paid Area for New Elevator	171,000	86,000	26,000	283,000
4.0	New AFC's	-	-	-	-
5.0	Relocated Enlarged Bicycle Valet	305,500	153,000	46,000	504,500
6.0	Restore South Paid Area to Operation	226,300	113,000	34,000	373,300
TOTAL ESTIMATED PROJECT COST		$1,604,800	$804,,000	$242,000	$2,650,800

DOWNTOWN BERKELEY PROJECT COST SUMMARY

Date: September 3, 2004

Phase II Station Enhancement Plan

Elem Code	Item Description	Direct Cost $	G.C. OH&P $ 26.5%	Contingency $ 25%	**Construction Cost $ (see table below)**
1.0	New Tunnel	11,199,925	2,968,000	3,542,000	17,709,900
2.0	Potential Alternative Transportation Center	1,047,200	278,000	331,000	1,656,200
3.0	New Station Entry Structure	1,000,000	265,000	316,000	1,581,000
ESTIMATED CONSTRUCTION COST		$13,247,125	$3,511,000	$4,189,000	**$20,947,100**

Elem Code	Item Description	Construction Cost $ (see table above)	BART Soft $ 50.0%	BART Proj Cont. 10%	TOTAL PROJECT COST $
1.0	New Tunnel	16,128,900	6,613,000	2,274,000	25,015,900
2.0	Potential Alternative Transportation Center	1,656,200	679,000	234,000	2,569,200
3.0	New Station Entry Structure	1,581,000	648,000	223,000	2,452,000
TOTAL ESTIMATED PROJECT COST		$19,366,100	$7,940,000	$2,731,000	$30,037,100

Conceptual Construction Cost Estimate Methodology

1.0 Scope of Work

1.1 The preliminary conceptual construction cost estimate (estimate), which represents our opinion of probable construction costs, has been prepared based on the following information:

A. Conceptual floor plans for the station received 05/27/04.
B. As-built drawings for Downtown Berkeley station (reference only).
C. Observations during site visits.
D. Engineer's comments on station upgrade and enhancements (field notes from station visits).
E. Review comments from team members.
F. Various email information from architects and team members.

2.0 Assumptions

2.1 The estimate specifically excludes the following:

A. Costs for existing facilities enhancement other than proposed new Center Street station entrance
B. Costs for existing equipment or system upgrade
C. New radio communication, train control and SCADA system (assumed to use existing system)
D. Costs for right-of-ways and land acquisition if required
E. Costs for operation/maintenance
F. Seismic upgrade to existing facilities
G. Intelligent Transportation System (ITS)
H. Legal and accounting expenses
I. Cost Escalation from date of estimate (September 10, 2004)

2.2 The estimate is based on one general contract for station construction.

2.3 All work is assumed to be performed during regular working hours except for a small portion (e.g., power cut-over, overhead bridging, delivery of major equipment) which would be performed during non-revenue hours.

2.4 The estimate is based upon estimated prices current as of August 2004, with at least four responsible and responsive bids under a competitive bidding environment for a fixed price lump sum contract.

2.5 Allowances have been used for required items which are required, but are not able to defined at this time.

2.6 It is assumed that the quality of new construction will match existing BART Design Criteria, NFPA 130, and California Building Codes.

2.7 The unit prices used in the direct cost section are composite unit prices which include costs for material, labor, equipment and subcontractor/supplier's mark-ups.

2.8 A mark-up of 26.5% of direct construction costs has been used for the general contractor's general conditions, overhead and profit. This rate is comprised of 15% for general conditions and compounded with a 10% for overhead and profit.

2.9 A 25% rate has been included for design development, construction and estimating contingencies due to the conceptual nature of the scope. This is deemed to be the minimum prudent allowance considering the level of scope development and information available at the time of the estimate.

2.10 BART soft costs for project development and implementation has been included at 50% of the total estimated construction cost based on BART's historical record on various sizes of projects, from small local projects to large extension projects. This is for design services, construction management services and BART project administration.

2.11 BART's project contingency has been included for a 10% of total estimated construction cost and BART soft cost.

2.12 Items potentially affecting the cost estimate include, but are not limited to, the following:

- Modifications to the scope of work included in this estimate.
- Unforeseen sub-surface conditions and utilities adjustments.
- Special phasing requirements.
- Restrictive technical specifications or excessive contract conditions.
- Any specified item of equipment, material, or product that cannot be obtained from at least three different sources or any other non-competitive bid situations.

2.13 This estimate has been prepared using accepted practices and it represents an opinion of probable construction costs. BART and its consultants make no other warranties, either expressed or implied, and are not responsible for the interpretation by other of the contents herein the cost estimate.

2.14 Please note the estimate has been based on very preliminary and limited information and it only serves as a general guideline for more specific and detailed studies in the future.

3.0 Basis for Pricing

In pricing the estimate, references are made to t he following sources for cost data:

A. Historical cost data for BART projects (for AFC equipment, elevators, escalators, stairways)
B. Historical cost data of similar projects (general use for building up unit costs)
C. 2004 RS Means Building Construction Cost Data (general use for building up unit costs)

D. 2004 Current Construction Costs by Saylor Publications (general use for building up unit costs)
E. Construction Economics in Engineering-News-Record by Frank R. Walker Company (for general references)
F. Conceptual Construction Cost Estimates, VTA Impacts on BART Core System Stations Phase One Preliminary Study, prepared by M. Lee Corporation, dated 4/4/2003 (Rev. 4)

4.0 Abbreviations used in the estimate:

EA	Each
CY	Cubic Yard
SF	Square Foot
LF	Linear Foot
LS	Lump Sum
FG	Faregate
F&I	Furnish and Install
S/T	Subtotal
AFC	Automatic Fare Collection (equipment)
AFM	Add Fare Machine
TVM	Ticket Vending Machine
N/A	Not Applicable

Attachment B: Downtown Berkeley Capacity Concept Plan: Phase I Station Improvements Conceptual Construction Cost Estimate Worksheet

	CAPACITY PLAN					INTERIM IMPROVEMENTS INCLUDED			
Elem Code	Item Description	Qty	Unit	Unit Cost (Direct)	Total Direct Cost	Qty	Unit	Unit Cost (Direct)	Total Direct Cost
1.0	**Vertical Circulation (11.5 ft high)**								
	New stairs, 66"	1	ea	150,000.00	150,000				
	New escalators	2	ea	180,000.00	360,000				
	Escalator and stairway side wall and soffit finish	360	sf	90.00	32,400				
	Escalator pits	2	ea	50,000.00	100,000				
	New elevator	1	ea	280,000.00	280,000	1	ea	280,000.00	280,000
	Elevator machine room	1	ea	50,000.00	50,000	1	ea	50,000.00	50,000
	New elevator shafts incl'd pits	1	ea	170,000.00	170,000	1	ea	170,000.00	170,000
	Fire sprinkler system under escalator	2	ea	10,000.00	20,000				
	Power supply for new escalators & elevators	3	ea	20,000.00	60,000	1	ea	20,000.00	20,000
	S/T				1,222,400				520,000
2.0	**Exit Stairs**								
	Modify exit stair, currently gated	1	ea	50,000.00	50,000	1	ea	50,000.00	50,000
	S/T				50,000				50,000
3.0	**Modify Paid Area for New Elevator**								
	Remove Rm 105 Bldg PM Shop	1	ls	10,000.00	10,000	1	ls	10,000.00	10,000
	Add glass rail	80	lf	600.00	48,000	80	lf	600.00	48,000
	Restore disturbed finishes	1	ls	50,000.00	50,000	1	ls	50,000.00	50,000
	S/T				108,000				108,000

4.0	**New AFC's**								
	F & I for AFC Equipment				-				
	FG Machine - Exit	1	ea	22,000.00	22,000				
	FG Machine - Entry	1	ea	23,000.00	23,000				
	FG Machine - Reverse	1	ea	34,000.00	34,000				
	Design and Engineering incl'd spare parts	42.6%		79,000.00	34,000				
	Power to equipment	1	ls	8,000.00	8,000				
	S/T				121,000				
5.0	**Relocated Enlarged Bicycle Valet**								
	New bicycle valet area	1,075	sf	180.00	193,500	1,075	sf	180.00	193,500
	S/T				193,500				193,500
6.0	**Restore South Paid Area to Operation**								
	Restore South Paid Area to Operation	955	sf	150.00	143,250	955	sf	150.00	143,250
	S/T				143,250				143,250
	TOTAL DIRECT COST				1,838,150				1,014,750
				Rounded-off	**1,840,000**				**1,010,000**

Attachment B: Downtown Berkeley Capacity Concept Plan: Phase II Station Improvements
Conceptual Construction Direct Cost Estimate Worksheet

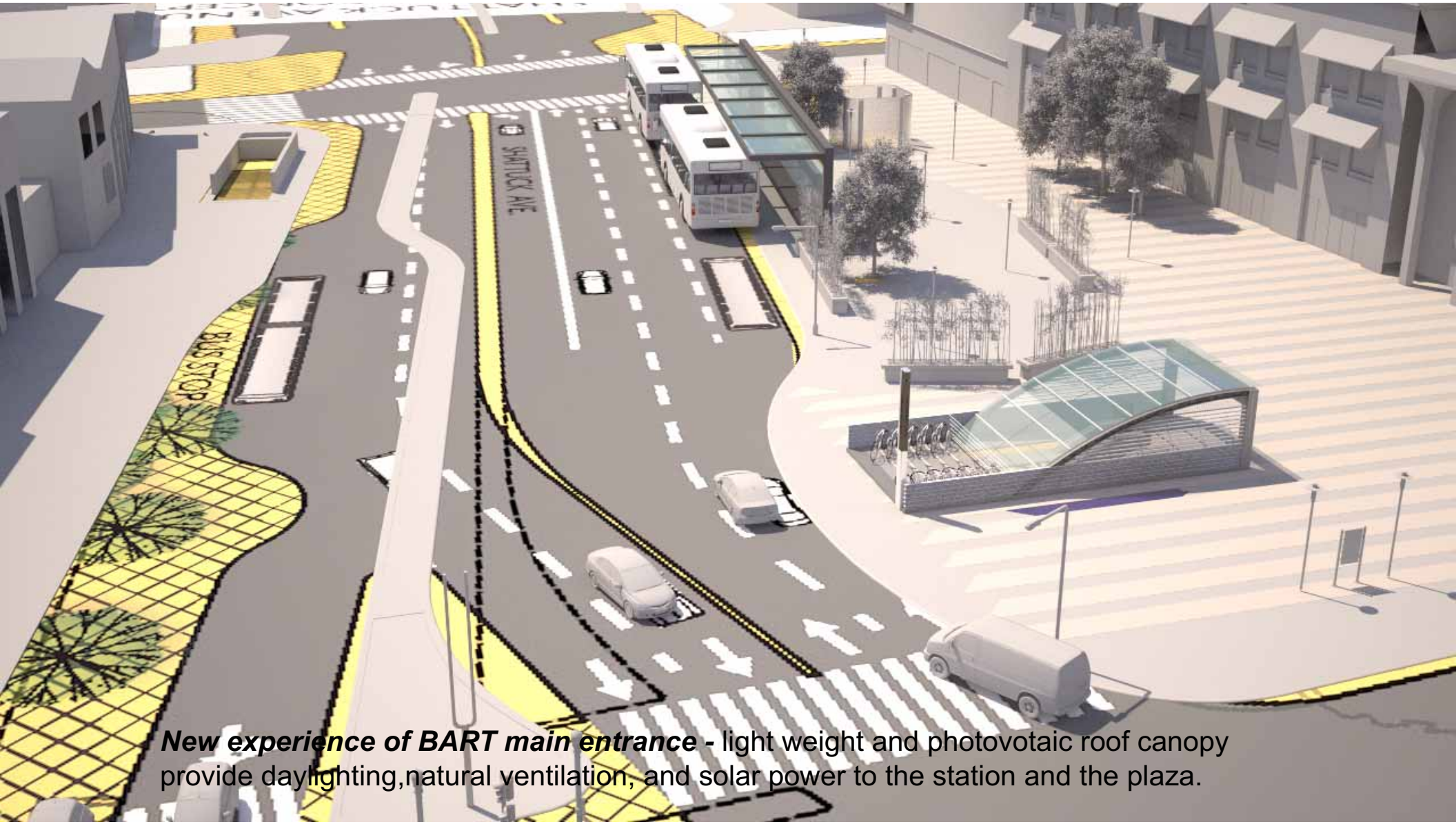
Elem Code	Item Description	Qty	Unit	Unit Cost (Direct)	Total Direct Cost
	ENHANCED PLAN				
1.0	**New Tunnel**				
	Site preparation	15,000	sf	8.00	120,000
	Traffic control/diversion	1	ls	100,000.00	100,000
	Remove street paving	15,000	sf	6.00	90,000
	Remove (E) retaining wall	1,125	sf	85.00	95,625
	Allow for relocating/modifying existing utility lines	1	ls	1,000,000	1,000,000
	Shoring, 26 ft deep	18,200	sf	80.00	1,456,000
	Excavation/backfill/haul-off	10,785	cy	100.00	1,078,500
	Dewatering	1	ls	150,000.00	150,000
	Retaining wall	18,200	sf	150.00	2,730,000
	Drainage behind retaining wall	18,200	sf	15.00	273,000
	Underslab drainage	8,000	sf	6.00	48,000
	Waterproofing behind retaining wall	18,200	sf	8.00	145,600
	Slab on grade	8,000	sf	15.00	120,000
	Suspended slab	8,000	sf	50.00	400,000
	Add new columns	2	ea	60,000.00	120,000
	Modify (E) structure	1	ls	100,000.00	100,000
	Floor finishes	8,000	sf	30.00	240,000
	Tunnel storefront	5,600	sf	38.00	212,800
	Ceiling finishes	8,000	sf	20.00	160,000
	Drainage	1	ls	50,000.00	50,000
	Ventilation	8,000	sf	15.00	120,000
	Fire protection	8,000	sf	8.00	64,000
	Electrical	8,000	sf	13.00	104,000
	Lighting	8,000	sf	10.00	80,000

	Vertical circulation (25 ft high)				
	New stair, double 66"	1	ea	280,000.00	280,000
	New escalators	2	ea	260,000.00	520,000
	Escalator and stairway side wall and soffit finish	360	sf	90.00	32,400
	Escalator pits	2	ea	30,000.00	60,000
	New elevator	2	ea	300,000.00	600,000
	New elevator shafts incl'd pits	2	ea	170,000.00	340,000
	Elevator machine room	1	ea	50,000.00	50,000
	Power supply for new escalators & elevators	4	ea	15,000.00	60,000
	Station signage & graphic	1	ls	50,000.00	50,000
	Restore street paving	15,000	sf	10.00	150,000
	S/T				11,199,925
2.0	**Potential Alternative Transportation Center**				
	Additional to the Tunnel Above				
	Site preparation	2,100	sf	8.00	16,800
	Traffic control/diversion	1	ls	30,000.00	30,000
	Remove street paving	2,100	sf	6.00	12,600
	Shoring, 26 ft deep	1,300	sf	80.00	104,000
	Excavation/backfill/haul-off	2,022	cy	100.00	202,200
	Dewatering		with Tunnel above		-
	Retaining wall	1,300	sf	150.00	195,000
	Drainage behind retaining wall	1,300	sf	15.00	19,500
	Underslab drainage	2,100	sf	6.00	12,600
	Waterproofing behind retaining wall	1,300	sf	8.00	10,400
	Slab on grade	2,100	sf	15.00	31,500
	Suspended slab	2,100	sf	50.00	105,000
	Floor finishes	2,100	sf	30.00	63,000
	Wall finishes, 15 ft high	7,500	sf	10.00	75,000
	Ceiling finishes	2,100	sf	20.00	42,000

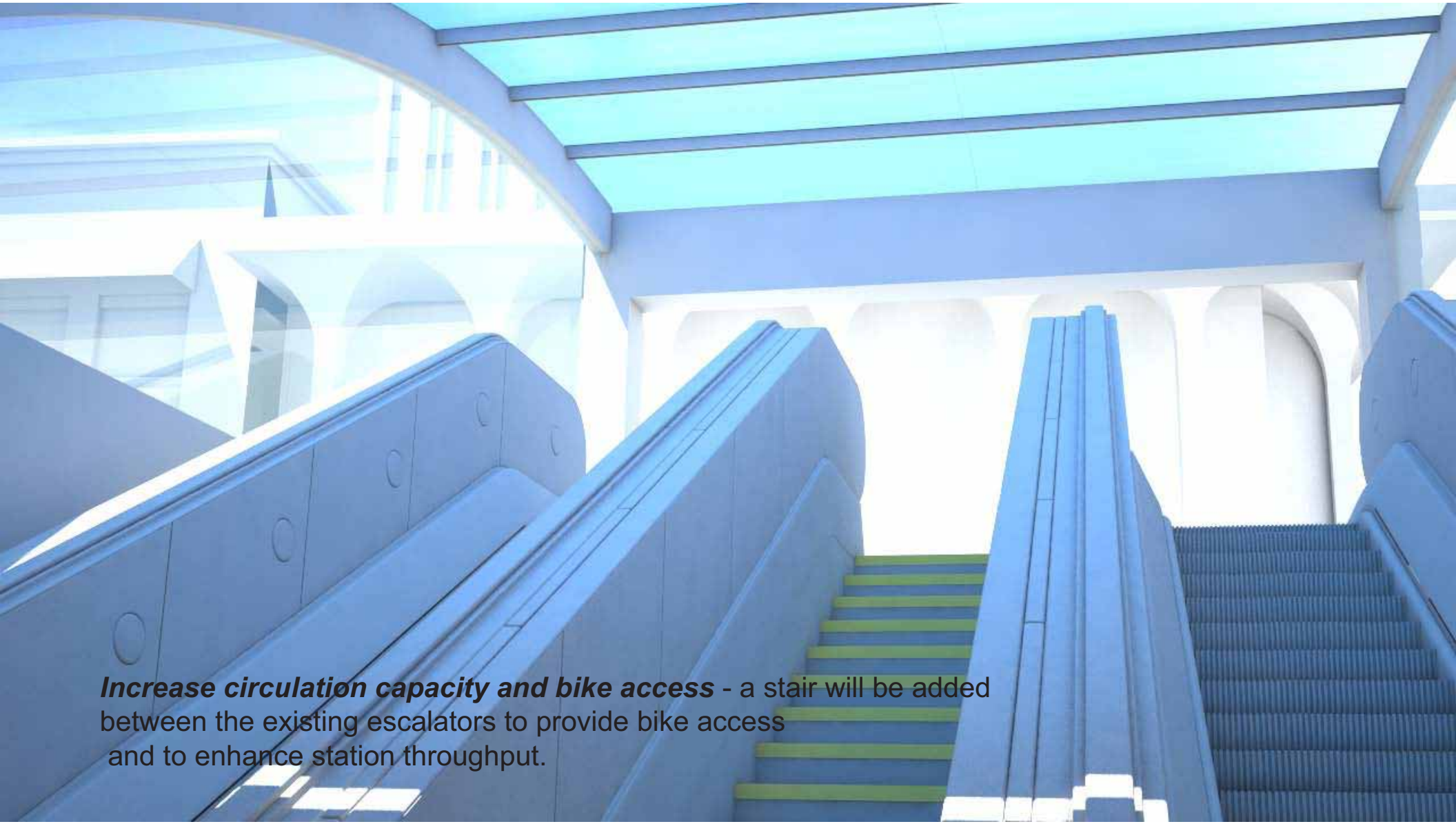
	Drainage	1	ls	5,000.00	5,000
	Ventilation	2,100	sf	15.00	31,500
	Fire protection	2,100	sf	8.00	16,800
	Lighting	2,100	sf	10.00	21,000
	Electrical	2,100	sf	13.00	27,300
	Station signage & graphic	1	ls	5,000.00	5,000
	Restore street paving	2,100	sf	10.00	21,000
	S/T				1,047,200
3.0	**New Station Entry Structure**				
	Allow for independent station entry structure	2,000	sf	500.00	1,000,000
	S/T				1,000,000
	TOTAL DIRECT COST				13,247,125
				Rounded-off	**13,250,000**

Bus and rail connection improvement -
modernized bus canopy makes connection to BART entrance more convenient with enhanced weather protection and realtime transit information.

The plaza hardscape and landscape - make this precious downtown public space memorable by beautifying hardscape, creating unique lighting, and mitigating noise and storm water run-off through use of low impact plants such as bamboos and native shrubs.

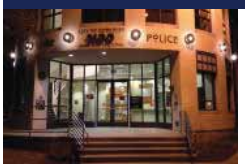


New experience of BART main entrance - light weight and photovotaic roof canopy provide daylighting,natural ventilation, and solar power to the station and the plaza.



Increase circulation capacity and bike access - a stair will be added between the existing escalators to provide bike access and to enhance station throughput.

BART will improve wayfinding and connections to and from the station -
by better utilizing the existing portal to the eastside of Shattuck Ave which will provide access to UC campus and Memorial Stadium more efficiently by avoiding street level congestion and conflict at Shattuck Ave.



Arrests, crime from Berkeley Police, March 3-9

New beer garden, burger spot for south Berkeley

The It List: Five things to do in Berkeley this weekend

1,000 new apartments planned for downtown Berkeley

February 7, 2013 11:00 am by Frances Dinkelspiel

Natasha Moses, a property manager for Berkeley Central at 2055 Center Street, shows a visitor the main living area of one of the penthouse apartments, which rent for $6,300 a month. Photo: Frances Dinkelspiel

The view from the L-shaped deck off the penthouse apartment at 2055 Center St. is spectacular. One side looks west toward San Francisco Bay and the Golden Gate Bridge. Another side offers a sweeping vista of Berkeley's downtown and hills.

For $6,300 a month, the amenities ought to be top-of-the-line, and at the recently opened Berkeley Central — formerly known as the Arpeggio Building — they are. From Bosch appliances and stainless steel designer lights to the wood floor (dark or light, depending on the unit), the six penthouse units on the ninth floor promise an urbane, urban lifestyle.

The building, which the developer CityView acquired in a fire sale in July 2012 for $60 million, has been open for about seven weeks, and about 35% of its 143 units have been leased, according to Natasha Moses, a property manager for Riverstone Residential Group, the leasing agent.

Real estate

Berkeley Central is emphasizing its proximity to BART and downtown cultural amenities in its marketing materials. Photo: Frances Dinkelspiel

With the rent for a one-bedroom starting at $2,500 and a two-bedroom at $3,900, the apartments at Berkeley Central are being marketed mostly to empty-nesters and well-paid professionals. Advertising materials for the complex highlight the building's walkability score (a perfect 100), its proximity to trendy restaurants such as Comal and Gather, performance spaces like Berkeley Rep, Aurora and Freight & Salvage, and the fact it is 226 steps to BART.

"All of that is desirable," said Moses.

Five years after Lehman Brothers collapsed, triggering a global economic meltdown that made banks wary to lend and developers wary to build, the apartment market is heating up. Nowhere is that easier to see than in Berkeley, where developers are proposing to build more than 1,000 units over the next few years in the downtown core and surrounding neighborhoods. If the city allows the projects to go forward, it could bring thousands of new residents and dozens of new retail spaces downtown, potentially transforming the area.

"It's transformational for a number of reasons," said John Caner, the director of the Downtown Berkeley Association, a business group that represents 187 property owners and 850 merchant and business tenants. "One is the sheer number of residents it will bring downtown, but also for the mix of residents it will bring. For the first time, we are seeing projects that are not just serving the student market. I think that's really important."

City Councilman Jesse Arreguín, whose district includes downtown, said the influx of new housing is a positive step, although he thinks the developments need to be closely monitored to make sure they fit into the scale of surrounding neighborhoods.

"I think it's very exciting there is so much development happening in the downtown," he said. "It's been so many years in which the real estate market has been in decline, and there really haven't been a lot of new projects happening."

Spillover from San Francisco

One reason for the explosion in building permit applications is the spillover effect from San Francisco's surging tech economy. Companies like Twitter, Yammer, Salesforce.com, Autodesk and others are growing rapidly and their workforces need places to live. Competition for apartments in San Francisco is intense, so many workers are looking across the bay for a place to live.

"The number one investment region of the country… is the San Francisco Bay Area because of the incredibly robust job market fueled by the tech sector on the Peninsula," said Mark Rhoades, whose Rhoades Planning Group is advocating for two of the biggest projects proposed for Berkeley: Acheson Commons and The Residences at Berkeley Plaza. "And when the tech sector pushes into San Francisco and starts creating an enormous amount of demand, the bleed-off effect of that is a push into Oakland and Berkeley, which are just a few BART stops away. That changes the economics with regard to apartment financing. With the commensurate increase in rents, the lending institutions and equity investors have more confidence in the market and are willing to spend their money on new development."

Another factor contributing to the increased interest in building new housing is Berkeley's Downtown Plan, which was adopted by the City Council in March 2012. It sets out guidelines for areas that can take increased density, specifically along a stretch of Shattuck Avenue, and it will allow for the construction of up to three 180-foot buildings and four 120-foot buildings. (Two of those are reserved for the University of California.)

"Things are improving a little bit in the economy and the new Downtown Plan has sent a signal to people that the city is really interested in providing more housing downtown," said Arreguín.

Officials from Hill Street Realty, the Los Angeles-based developer that purchased the former Hinks Department store building for $20 million in November and plans to build a 17-story, 180-foot tall residential tower called The Residences at Berkeley Plaza, cited the Downtown Plan as one reason the group made an investment in Berkeley. The plan provides some certainty in a town long known for its difficult development climate.

Mike Towber and his wife Natalie Richardson are typical of the types of professionals who are moving into downtown Berkeley apartments. When the couple moved from London in late 2012, they stayed with friends in North Berkeley. Both of them have jobs in San Francisco — Towber is in high tech and Richardson is a fashion designer — so they considered moving there. But they eventually decided against it.

"For someone who is not familiar with San Francisco, it is such an intimidating prospect to look in the city and try to find something that feels affordable," said Towber. "It is hard to stomach the amount of rent people are asking for. Berkeley was a lot more palatable and we felt we would get a lot more and be a lot more comfortable."

The couple, who are in their early 30s, also wanted an easy commute and ended up renting a two-bedroom apartment on the eighth floor of the existing Berkeley Plaza, just a block from BART. The view of the Golden Gate Bridge, Oakland harbor and downtown Oakland, is "gorgeous," said Towber. A number of other couples on their floor are just like them — transplants from London, New York and other cities, he said.

"We have certainly been enjoying all the culture downtown, including Berkeley Rep," said Towber. "That has been very appealing."

Housing needs, rising rents

But the bubbling tech economy and its spillover effects have meant that rents are going up, making it more difficult for students to afford an education at UC Berkeley.

Berkeley Central has a sign in its rental office pointing out nearby restaurants and other attractions.

One Cal student complained at a recent Chamber of Commerce meeting that she had been priced out of downtown because her rent at Library Gardens on Kittredge Street had increased by $500 a month.

Rents on one-bedroom apartments in Berkeley have been steadily rising since the end of 2010, going from an average of $1,789 in the fourth quarter of 2010 to $2,111 in the fourth quarter of 2012 — a 11.2% increase, according to RealFacts, a real estate data analysis group based in Mill Valley. Rents for two-bedroom, two-bath apartments went up 17.7% in that period, from an average of $2,591 to $2,917.

The construction of 1,000 new units should help with rents since it will put more units on the market and relieve some of the pressure, said Rhoades. Most of the proposed rentals are designed for students, although about at least 370 units will be relatively large and more suitable for professionals. RealFacts reported that Berkeley's rental occupancy rate was around 97% until late 2012 when Berkeley Central came on the market with 143 available units. That skewed the numbers and dropped the city's occupancy rate to 86%.

The Association of of Bay Area Governments (ABAG) determined in the late 2000s that Berkeley should set a goal of constructing 2,431 housing units to deliver its fair share of the region's housing. Since 2007, Berkeley has issued permits for 860 building units, according to Jordan Harrison, an associate planner for the city. (The proposed projects are not included in this count.)

Many of the new developments will contain some affordable housing. Berkeley law mandates that 10% of all units be affordable, and some of the developers are asking to add an extra story to their structures in exchange for building more below-market rate units. As an alternative, developers can pay an in-lieu fee of $28,000 per affordable unit to Berkeley's Housing Trust Fund. Developers have not been rushing to do that, and the City Council will consider in a few weeks whether to offer a discount for developers who contribute to the Housing Trust Fund over the next two years. That way, Berkeley could build up a reservoir of money to finance more affordable housing.

As the new projects move forward, city officials need to be aware of their impact on existing neighborhoods, said Arreguín. While high density is appropriate for Shattuck Avenue, for instance, it might not work everywhere, he said. He mentioned a proposed apartment complex, The Durant, which started out as a six-story structure on Durant connected to a four-story structure on Channing Way. Now the developers want to make it eight stories on Durant and neighbors fear that is too big, he said.

"We need to be more sensitive to the existing scale and character of the neighborhoods," said Arreguín. "That is going to be a challenge, I think. How do we balance housing with the need to build projects that really fit into the urban environment?"

"Local folks have first and last names, not LLCs and Incs"

Very few new apartment buildings had been constructed in Berkeley for decades until the early 1990s when developers like Patrick Kennedy's Panoramic Interests started construction on a number of projects. Kennedy eventually built or renovated around 400 units in the downtown area, including the Gaia building on Allston Way and the Fine Arts Building on Shattuck. In 2004, Kennedy sold seven apartment buildings to Equity Residential, a real estate investment trust controlled by Chicago developer Sam Zell. Since then, real estate investment trusts (REITs) have played an increasingly large role in Berkeley.

Equity's presence in Berkeley is about to get larger: its 205-unit Acheson Commons project on University Avenue is scheduled to come before the City Council in March for final approval. And Equity is in the middle of acquiring

Archstone, another REIT, for $6.5 billion. When that merger is finalized, Equity will likely gain possession of a 99-unit project currently under construction at 651 Addison Street in West Berkeley.

A regional REIT, Essex Properties, built the 171-unit 4th and U apartment complex on Fourth Street. Hill Street Properties, which hopes to build the tower on Shattuck, is not a REIT but has hundreds of millions in capital to spend.

REITs have the advantage of being able to better weather the ups and downs of the economy than small investors. When the market dropped in 2008, a number of small builders had to sell their entitled Berkeley projects for pennies on the dollar to so-called "vulture funds," said Rhoades. In contrast, Equity, which is backed by many retirement funds, provides its own financing and can forge ahead with projects when banks are not lending, he said. They also can pay more for land than smaller developers, he said.

Chris Hudson, whose Hudson McDonald built the New Californian apartments on University and Martin Luther King (commonly known as the Trader Joe's apartments), lamented the rise of REITS because they are less involved with local communities, he said. REITs often use national architects and don't necessarily hire local contractors. Hudson said 50% of the money spent on the New Californian apartments was spent on Berkeley architects and contractors and 75% was spent in the Bay Area. In addition, many local developers sit on the boards of non-profits like Berkeley Rep and the Berkeley Public Education Fund.

"I think when you have local folks you get a little bit better local involvement," said Hudson. "The people I actually work with have first names and last names, not LLCs and Incs."

One clue to the intense competition between REITS and local developers came at a Dec. 20 meeting of the Zoning Adjustments Board when it considered the application of Equity Residential's Acheson Commons project. Rhoades, who is handling the entitlement process for the REIT, had been working with city staff for months on refining the design and application. Five hours before the ZAB meeting, Hudson sent a letter to planning officials bringing up some additional concerns. It was an attempt to "stall the project," said Rhoades. While neighborhood groups opposed to a project often use that tactic, that was the first time Rhoades saw one developer use it against another developer. ZAB approved Acheson Commons project that night.

Avi Nevo, who has developed numerous projects in Berkeley the last 17 years, is amused that REITS are setting their sights on Berkeley. "I was working here before it became so fashionable," he said. "Now everybody from all over the country is coming here."

Nevo thinks there is still plenty of opportunity for the smaller developer. He is getting ready to rent out apartments at Telegraph Gardens, a complex across the street from Whole Foods at the intersection with Ashby, and has a project on Addison under review. The more that is built in Berkeley, the more demand there will be, he said,

"The 1,000 units are not going to saturate the market," said Nevo. "There is a lot of demand," from UC Berkeley students, professionals, and high tech workers.

"I think it will change the whole landscape of downtown Berkeley," said Nevo. "Restaurants now close at 9:30. With all these new tenants, a lot of places will come along. The restaurants and pubs will stay open longer. A lot of good things will be happening."

Here are summaries of various projects recently completed, planned, or under construction in the downtown core and nearby. Collectively, they will create 1,220 units of housing, although about 220 of them are outside the downtown core. (The number does not include the 143 units already on the market at Berkeley Central.) The projects will also create 60,000 square feet of retail space.

Please note that some of these projects are in the preliminary phases and will change as the architects get new ideas and Berkeley's planning bodies — the Planning Department, Design Review Board, Zoning Adjustments Board, neighborhood groups, etc. give input into the design.

Acheson Commons: 1979-1987 Shattuck Ave.

A rendering of the Acheson Commons project at University Avenue and Shattuck Avenue.

After three years of planning, meeting, and community discussion, Equity Residential's Acheson Commons is expected to be brought before the City Council for final approval sometime in March. This enormous project incorporates four historic structures and is loosely bordered by University Avenue, Shattuck Avenue, Berkeley Way, and Walnut Avenue. The developer will retain the historic facades of the 1921 McFarlane Building, the 1911 Krishna Copy Center, the 1908 Acheson's Physician's Building, and the 1915 S.J. Sills & Co. Grocery and Hardware building (now housing Ace Hardware). Equity will build 205 residential units designed for students in the block. There will be 21 affordable housing units. Kirk Peterson is the architect.

The Residences at Berkeley Plaza: 2211 Harold Way

A rendering of the Residences at Berkeley Plaza as seen from Shattuck Avenue. Courtesy of HSR Berkeley Investments

A Los Angeles-based real estate group has applied to build a 17-story, 355-unit tower that would be linked to the historic Hinks Department Store building on Shattuck Avenue. HSR Berkeley Investments, a spin off of Hill Street Realty, paid $20 million in November for the structure that now holds The Shattuck Cinemas, Habitot Children's Museum, and a number of small retailers like Starbucks. The developer plans to market the apartments, called The Residences at Berkeley Way, to professional high tech workers, although 10% of the units will be set aside as affordable housing. The developer promises to transform the east side of Harold Way, which is now mostly a blank

wall, into a thriving retail scene. Guests staying at the Hotel Shattuck Plaza, with a different owner, would be able to use the new structure's parking garage and athletic facilities. Preservationists and movie lovers have already expressed concern that the developer does not plan to keep the movie theaters. MVEI Architecture is doing the design.

Lion's Hall: 2300 Bancroft Ave.

Construction is under way next to Berkeley City Club for Lion's Hall, a private dormitory for 164 students. Photo: Tracey Taylor

St. Mark's Episcopal Church is building a 2,800 square foot Lion's Hall building and a four-story 44-unit building over a 59-space parking garage on an L-shaped parcel that fronts Bancroft, Dana Street and Durant Avenue. The building will be a private dormitory for 164 students. They would each rent a small bedroom built around a common area. The rooms will rent for around $1,100 a month, according to Chris Hudson, whose firm Hudson McDonald is developing the project with the church.

2107 Dwight Way

A rendering of the proposed apartment complex at 2107 Dwight Way

Menlo Management Company wants to build a six-story building with 99 rental units, ground floor retail, and 73 parking spaces at the intersection of Dwight Way and Shattuck Avenue. The developer has asked for a density bonus to add the sixth story in exchange for providing affordable housing. The would allow the structure to be 65 feet high rather than 60 feet high.

The Garden Village Project: 2201 Dwight Way

A rendering for the 18 buildings proposed for 2201 Dwight Way

Anthony Levandowski, one of the leaders in Google's driverless car program, has hired architect Stanley Saitowiz to design a multi-building complex called The Garden Village Project. The plan is to spread 84 units over 18 separate three- and five-story buildings linked by paths, outdoor walkways, and stairs. There would be 21 two-bedroom units of about 660 square feet and 39 four-bedroom units of 960 square feet. If the developer gets a density bonus, he would bump that number to 84 units. The structures would sit over an underground parking garage.

The Durant: 2024 Durant Ave. and 2025 Channing Way

A rendering of The Durant, which will straddle from Durant to Channing Way

The Austin Group wants to build a 96-unit building that has an eight-story section on Durant and a four-story structure connected to it with an entrance on Channing Way. The new building would be next door to the Stuart Pratt Manor senior center and the Berkeley High Neighborhood Association has expressed concern that the structure is too tall and out of character for the neighborhood. Residents (presumably students) would be able to look into into the seniors' apartments from the proposed roof top garden and balconies, affecting their privacy, according to some neighbors. The group is asking the developer to change the design to make it more compatible with the neighborhood. The architects are Johnson Lyman.

The Fidelity: 2321 Shattuck Ave.

A rendering of The Fidelity

Prasad Lakireddy is building a five-story, 15 unit building with ground retail in between his Namaste Restaurant (housed in the historic Fidelity Bank building) and Mechanics Bank on Shattuck. The apartments will mostly be large two-bedroom units from 850 to 1,300 square feet, according to Jim Novosel, the architect. They will be "bigger than

the typical student apartment in the downtown" he said. Construction has already started and the building should be completed by the spring of 2014,

1931-1935 Addison St.

Preliminary rendering for 1931-1935 Addision.

Developer Avi Nevo wants to build a 69-unit building with ground floor retail and 15 parking spaces at Addison near Milvia. Since it is a half block from the Arts District, he wants to include some sort of art space on the ground floor, he said.

Other projects in progress outside the downtown core:

2701 Shattuck Ave. (at Derby)

A rendering of 2701 Shattuck Avenue by Todd Jersey Architects

The Urban Core Development Corporation wants to construct a 69-unit building with 42 parking spaces and 7,000 square feet of retail space at Shattuck Avenue between Derby and Ward. There would be 63 studio apartments of 275 square feet and six one-bedroom apartments of 440 square feet. Todd Jersey is the architect.

Parker Place – 2658 and 2660 Shattuck Avenue

A rendering of the proposed 155-unit Parker Place development

CityCentric won approval in Jan. 2012 to construct a 155-unit building at the intersection of Shattuck and Parker, the current home of Berkeley Honda. The project calls for two five-story mixed-use buildings at 2658 and 2660 Shattuck (both sides of Parker on Shattuck) and a three-story residential building at 2037 Parker. In addition to the 155 dwelling units, there is nearly 23,000 sq ft of commercial space on the ground floor. Patti Dacey, a Berkeley planning commissioner, and other neighbors, have filed a lawsuit challenging the project.

Telegraph Gardens

A rendering of Telegraph Gardens at the intersection of Telegraph and Ashby,

This five-story, 38-unit building on the corner of Telegraph and Ashby is nearly complete and was opened up for rentals on Feb. 1. All the units are two-bedroom, two-bath apartments ranging from 800 to 1,100 square feet.

Related:

First high rise in 40 years proposed for downtown Berkeley [12.21.12]
Council sets fee for affordable housing mitigation [10.18.12]
New mixed-use building going up at Telegraph and Ashby [09.12.12]
Acheson Commons: Large change for downtown [04.12.12]
Parker Place wins council approval [01.18.12]

CITY OF BERKELEY

Office of the City Manager

March 14, 2013

Coordinated Funding Program Grant Selection Committee
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

Re: Support for 2012/13 Alameda County Coordinated Funding Program Grant Application for Downtown Berkeley projects

Dear Selection Committee members:

Enclosed please find four grant applications from the City of Berkeley for the 2012/13 Alameda County Coordinated Funding Program. These projects have independent utility, and also comprise a coordinated effort to improve access in and to the Downtown Berkeley Priority Development Area. The redevelopment of the BART Plaza transit center, the reconfiguration and streetscape upgrade of Shattuck Avenue around BART, and the Hearst Complete Streets Project all support housing and employment development downtown, and improve access to UC Berkeley and other activity centers.

Berkeley has spent seven years and hundreds of thousands of dollars developing our new Downtown Area Plan and its Street and Open Space Improvement Plan (SOSIP). The adoption of the Plan and a SOSIP Impact Fee is already attracting new investment and generating local funds for infrastructure. We expect to welcome thousands of new residents and employees over the next few years, and we are committed to providing a world-class environment for them.

Berkeley realizes that growth must be supported by investments in our shared transportation infrastructure if we are to successfully cultivate a truly transit-oriented, bicycle/pedestrian-friendly area that serves as a central business district, a growing residential neighborhood, and the largest center of higher education in Alameda County.

We hope that the Alameda CTC will recognize Berkeley's years of preparation by awarding our full funding request for the transportation funds needed to support focused growth in Downtown Berkeley.

Sincerely,

Christine Daniel
City Manager

Attachments

2180 Milvia Street, Berkeley, CA 94704 Tel: 510.981.7000 TDD: 510.981.6903 Fax: 510.981-7099
E-mail: manager@ci.berkeley.ca.us

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds
Reporting Period: Calendar Year 2013

Reporting Jurisdiction: City of Berkeley

One Bay Area Grant (OBAG) Checklist for Local Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program related to the PDA Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Local Jurisdictions and submitted to the CMA to certify compliance with the OBAG requirements listed in MTC Resolution No. 4035.

This checklist serves as an instrument for assessing local compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

1. Compliance with Complete Streets

a.	Has the local jurisdiction either:			
	1. Adopted a complete streets policy resolution no later than January 31, 2013, or	☑ Yes	☐ No	☐ N/A
	2. Adopted a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008?	☐ Yes	☑ No	☐ N/A AAa
b.	Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG funding?	☑ Yes	☐ No	☐ N/A

2. Housing Element Certification

a.	Has the local jurisdiction's fourth-revision housing element been certified by the California Department of Housing and Community Development (HCD) for 2007–14 RHNA prior to January 31, 2013?	☑ Yes	☐ No	☐ N/A

b. If the answer to 2.a is "no", will the local jurisdiction submit to ABAG/MTC by November 1, 2012, a request for an extension of the deadline for a certified housing element to January 31, 2014? *Note: OBAG funds cannot be programmed into the TIP until the housing element certification is complete, and if not achieved, reserved OBAG funds can be moved by a CMA to another project that meets OBAG policies and regional delivery deadlines.*

☐ Yes ☐ No ☐ N/A

In the 5th Cycle RHNA (2014-2022), jurisdictions will be required to adopt housing elements by October 31, 2014.

3. Completion of Checklist

a. Has the Jurisdiction completed all sections of this checklist? ☑ Yes ☐ No ☐ N/A

1. If the jurisdiction has checked "No" or N/A to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered "Not Applicable."

Explanation for "No" answer to Question 1.a.2: The City of Berkeley General Plan Circulation Element has not been revised since the Complete Streets Act of 2008.

Review and Approval of Checklist

This checklist was prepared by:

Signature

March 14, 2013

Date

Matt Nichols, Principal Transportation Planner

Name & Title (print)

510-981-7068

Phone

mnichols@cityofberkeley.info

Email

This checklist was approved for submission to Alameda CTC (CMA) by:

Signature

March 14, 2013

Date

Christine Daniel

City Manager/Administrator or Designee

Complete Streets

Project:
Downtown Berkeley BART Plaza & Transit Area Improvements

Checklist:

Downtown Berkeley BART Plaza and Transit Area Improvements

CREATED 2010-09-22 (over 2 years ago) **UPDATED** 2013-03-14 (1 day ago)

City

Berkeley

Status

In Progress

Description

The project area encompasses the west side of Shattuck Ave. between Center and Allston and curb ramps on adjacent intersections. Project elements include: 1) resurfacing of existing brick-covered areas with improved paving materials that also achieve low-impact development objectives; 2) reorganization of the plaza area to create more space for pedestrian through-movement and removal of vertical obstructions to improve sight-lines and security; 3) new pedestrian-scale lighting; 4) new landscaping that includes low-impact development treatment of storm water; 5) a new, larger bus transit shelter with improved lighting and seating; 6) improved access to the BART elevator; 7) ADA curb ramps on adjacent intersections; 8) reconfigured bike parking to increase capacity and improve accessibility and security; 9) programming (cafe uses, kiosk, chess tables or other activities) on the plaza area; 10) public art; 11) design and construction of new canopies and street-level security gates at the five secondary BART entries 12) design and reconstruction of the BART main entrance; 13) and installation of improved wayfinding signage, includng real-time BART arriva;/departure signage.

Contact Name

Matt Nichols

Contact Email

mnichols@cityofberkeley.info

Contact Phone

510-981-7068

Contact Address

City of Berkeley, Public Works Transportation
1947 Center St, 3rd Floor
Berkeley, CA 94704

1a What accommodations for bicycles and pedestrians are now included on the current facility and on facilities that it intersects or crosses?

Class II bicycle lanes
Sidewalks on one side or both sides of street
Frequent crosswalks
Pedestrian-actuated traffic signals or routine pedestrian cycle
Pedestrian-level lighting
Refuge islands on roadways
Class III bicycle routes
Bicycle parking
High visibility crosswalks
Traffic signal push buttons
Transit shelter
Transit vehicle stops
Pedestrian count down signals

Other

There is old (wave rack) bicycle parking on the BART Plaza. Curb ramps are present on all intersections, but need to be upgraded to be fully ADA compliant.

Please provide specifics of any items checked above.

There is a Class II bicycle lane on Center St.

1b If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

None selected

Other

1c Please indicate any particular pedestrian uses or needs along the project corridor that you have observed or have been informed of.

Intersection improvements
Improved lighting
School age children

Transit shelter

Lack of ADA facilities

Lack of bicycle parking

Choke points

Other

Transit shelter is much too small for number of lines served and volume of riders. Lack of wayfindng between BART, bus and activity centers. Extremeley high pedestrian crossing volumes.

1d What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?

ADA compliant facilities

Unresponsive signals to bicycles

Lack of bicycle parking

Choke points

Pedestrian-level lighting

Transit vehicle stops

Other

2a What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

Educational institutions

Transit stations

High-density land uses

Downtowns

Shopping areas

Major public venues

Government buildings

Parks

Senior centers

Medical centers

Other

UC Berkeley is largest trip generator in Alameda County. Downtown Berkeley is a Priority Development Area.

3a Have you considered collisions involving bicyclists and pedestrians along the route of the facility?

Yes

If so, what resources have you consulted?

SWITRS, Berkeley Pedestrian Plan, Caltrans Highway Design Manual, MTC TLC Design Guidelines.

4a Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?

Specific plan
City or town bicycle plan
Countywide bicycle plan
City or town pedestrian plan
Countywide pedestrian plan
ADA transition plan
Station area access plan

Other

Is the proposed project consistent with these plans?

Yes

5a Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

Other

If so, have the policies been followed?

Yes

5b If this project includes a bicycle and/or pedestrian facility, have all applicable design standards or guidelines been followed?

Yes

6a If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations?

Wayfinding, lighting, transit shelter expansion and seating, curb ramp upgrade, fix sidewalk/plaza surface, improve and expand bicycle parking.

7a What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

Sidewalks on both sides of street
Pedestrian-level lighting
ADA-compliant ramps
Refuge islands on roadways
Bicycle parking

Other

Reduce obstructions to improve path-of-travel for pedestrians, including transit tranfers.

8a Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?

No

If yes, please describe situation in detail.

8b If the proposed project does not incorporate either bicycle or pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.

What would be the cost of the bicycle and/or pedestrian facility?

What is the bicycle and/or pedestrian facility's proportion of the total project cost?

Right-of-way. (Did an analysis lead to this conclusion?)

9a How will access for bicyclists and pedestrians be maintained during project construction?

Alternative signed bicycle route
Alternative signed pedestrian route
Separated pedestrian pathway

Other

10a What agency will be responsible for ongoing maintenance of the facility?

City of Berkeley and BART (for BART Station property)

10b How will ongoing maintenance be budgeted?

As part of the City's Parks and Public Works/Streets budgets.