



Ashby BART Transit-Oriented Development

BART Operations Requirements and Adeline Street Connection

Berkeley City Council – July 18



Systemwide Traction Power Substations and Improvements*



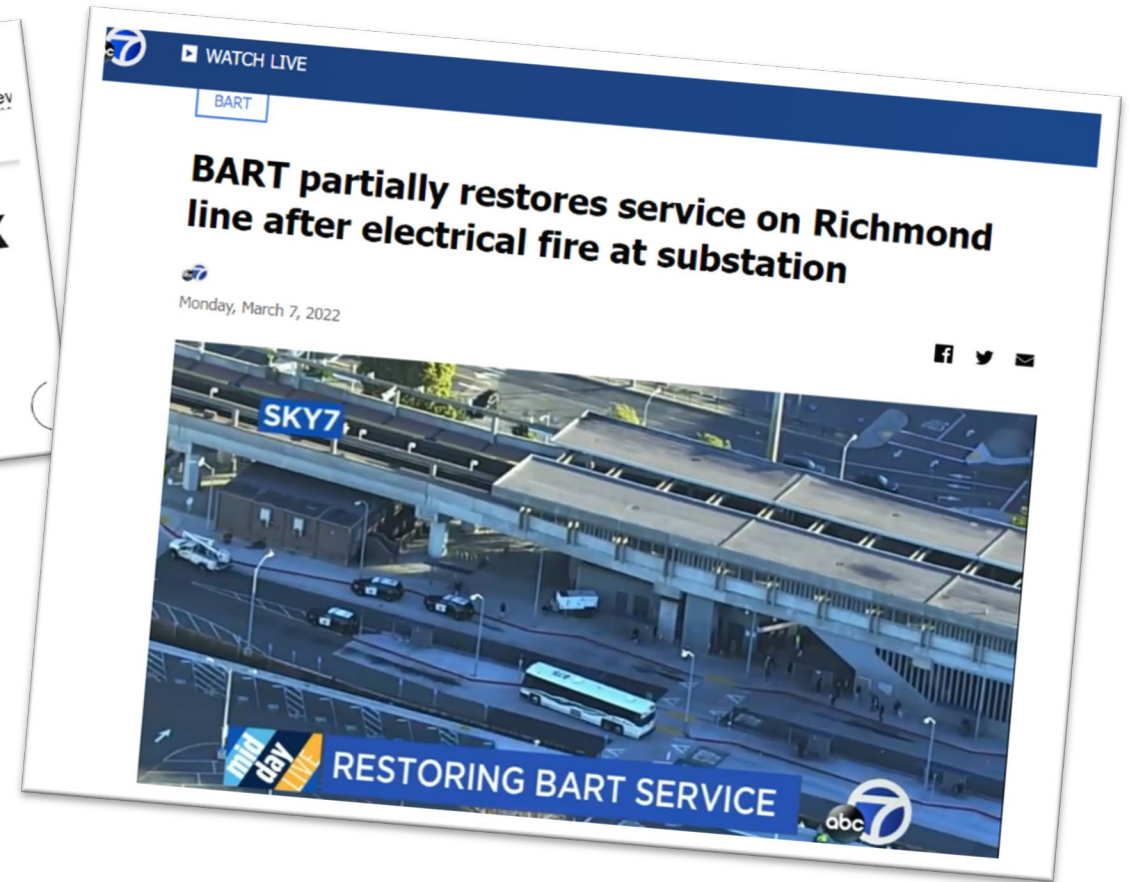
- Traction Power substations (TPSS) at BART stations
- TPSS w/upgrade & replacement projects
- Future TPSS

* Map is not comprehensive of all BART traction power substations. It only indicates substations w/in BART station areas

Ashby BART Station Area – why a "TPSS Staging Area?"



- Offers a place to replace damaged substation with temporary power/trailers and regular maintain and repair for BART services.
- Adeline Street would not be a viable alternative for a temporary substation if needed.



History of Traction Power discussions

- City-BART staff meetings:
 - August 30, 2018 (Public Works) (RLine Expansion)
 - March 2022 (Planning and Public Works)(VIA Report)
- Berkeley BART TOD Community Advisory Group (CAG) Meetings:
 - June 2020 – Dec 2021
- Community and Transportation Infrastructure Commission and City Council meetings:
 - October, 2022
 - November , 2022
- Community meeting:
 - April 20, 2023

CAG Meeting #1 (June 8, 2020): Site Area Summary Slide



Future Traction Power Substation (TPSS)



BART TPSS Requirements

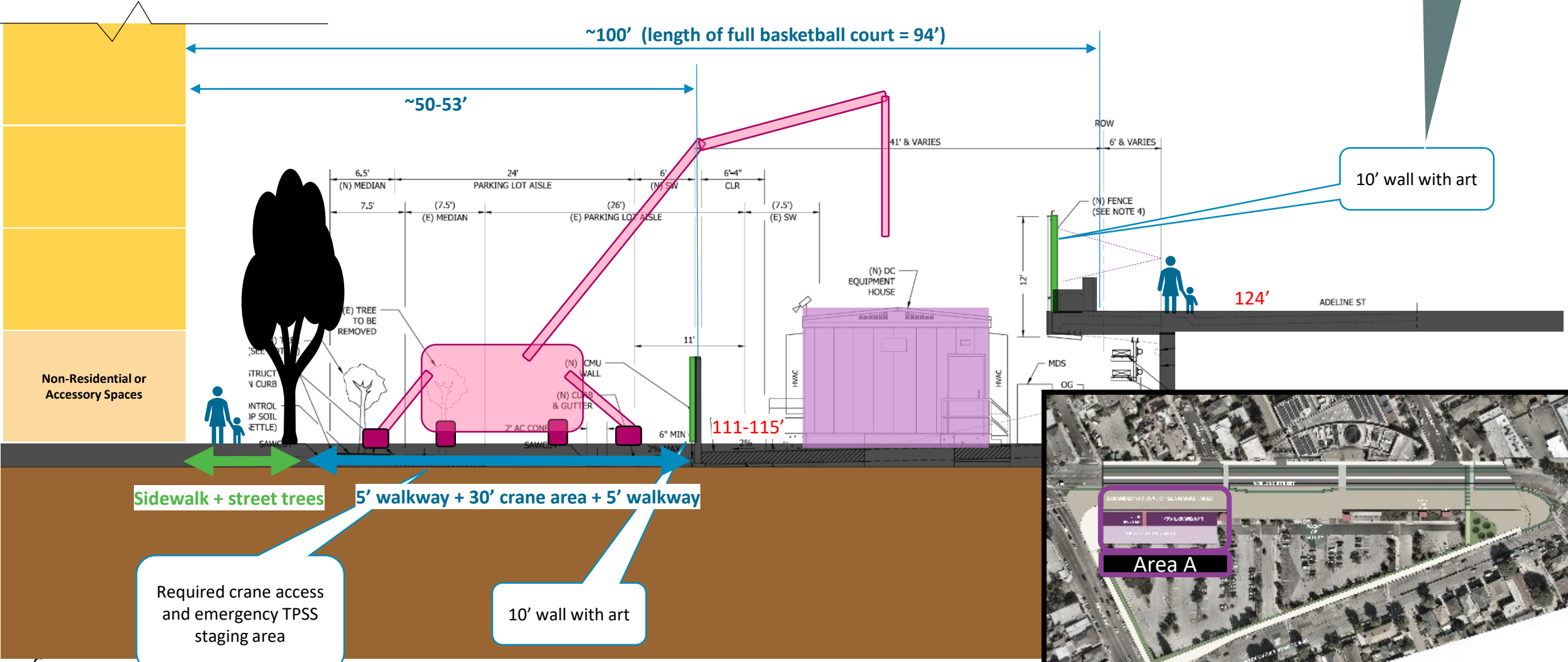
- TPSS Expansion
 - Directly south of existing TPSS
- TPSS Staging Area
 - Located west of TPSS
 - Staging Area for maintenance and crane access
 - Space for emergency temporary TPSS
 - First Responders
 - BART Maintenance

+123 Elevation above sea-level
* EVA – Emergency Vehicle Access



TPSS Expansion/TOD Integration

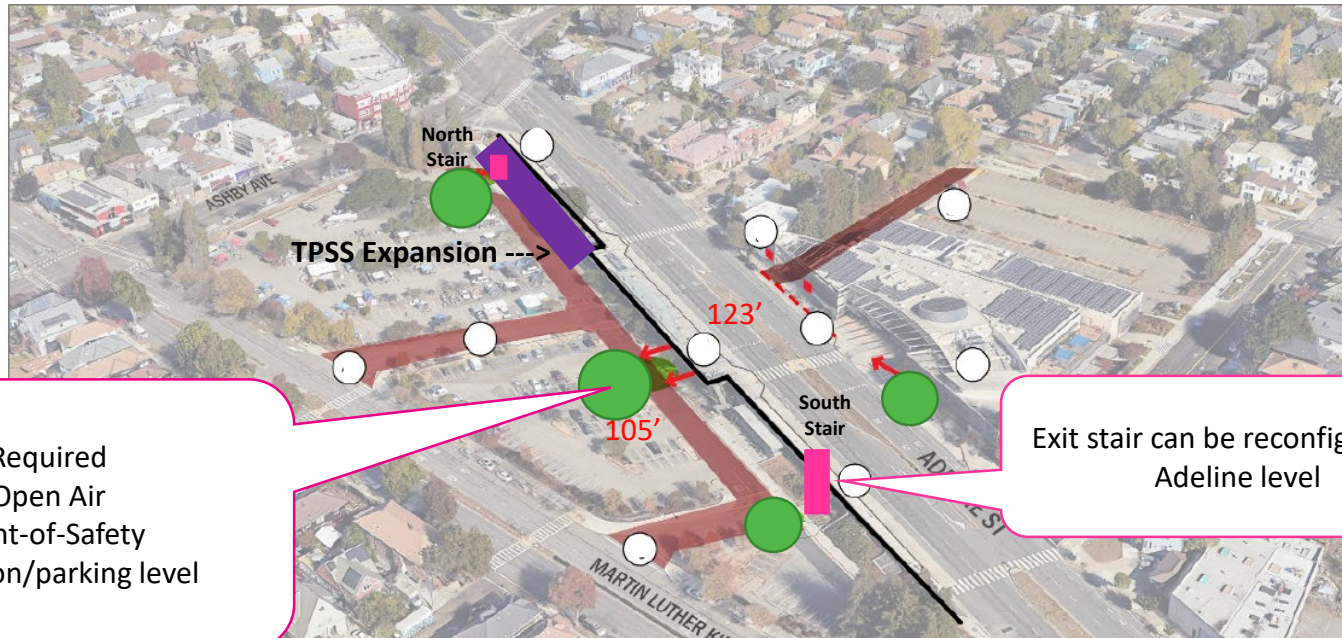
Could be fence or art wall



Potential Art Surrounding TPSS



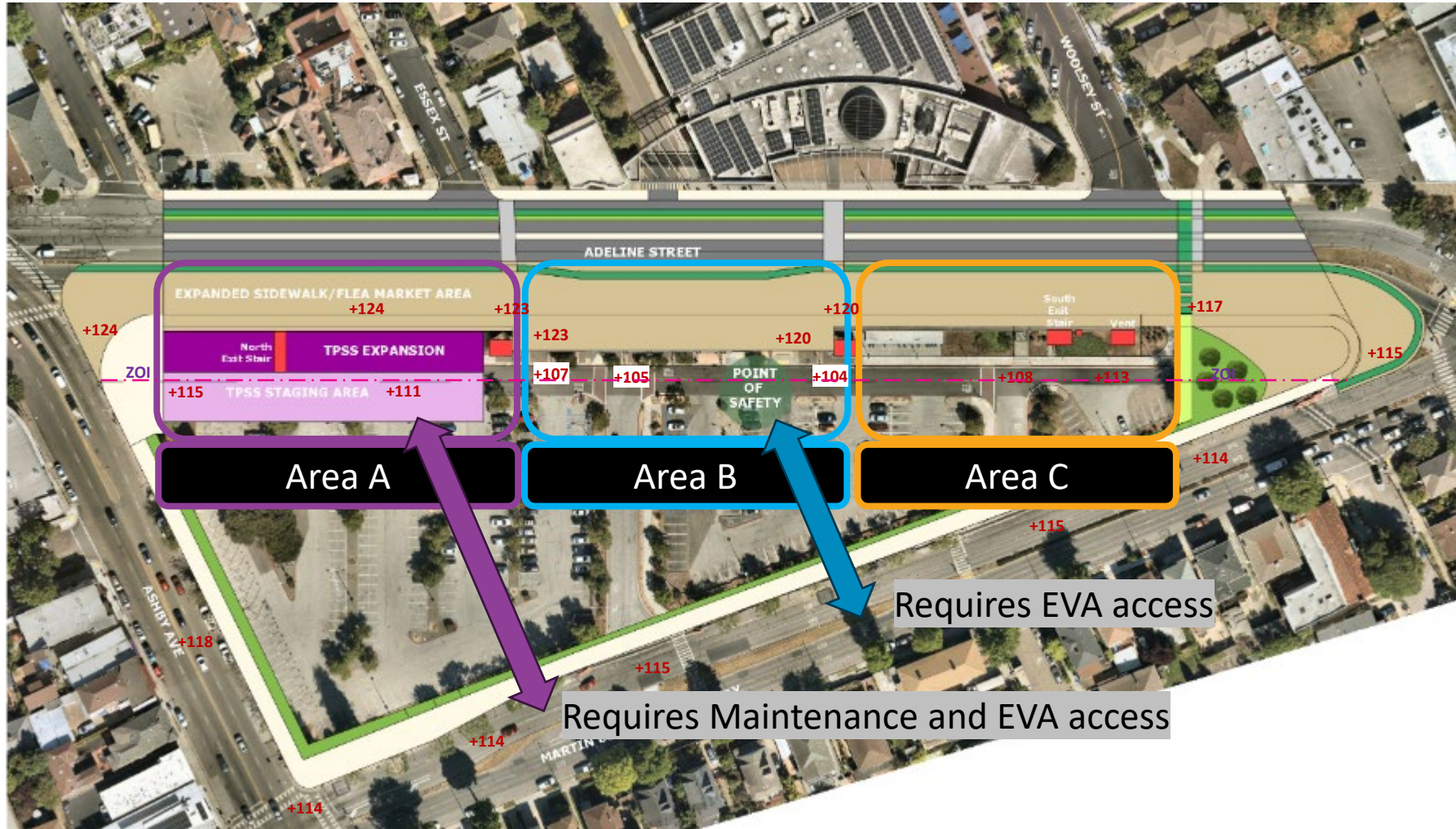
Station Exiting Constraints



- **Emergency exiting requires:**

- Egress capacity to evacuate the platform occupant load from the station platform in 4 minutes or less
 - Permit evacuation from the most remote point on the platform to a point of safety in 6 minutes or less.
- Point of Safety at main station entrance
 - North + South stairs lead to open air refuge at Adeline or station level
 - Ed Roberts stairs lead to open air refuge at Adeline or station level

Bridging to Adeline



EVA – Emergency Vehicle Access

Connection Challenges

Area A – TPSS Area

- Cannot connect over TPSS
- Required staging area and crane access for TPSS maintenance adjacent to TPSS
- Required area for Emergency Temporary TPSS
- EVA to TPSS
- Safety areas around TPSS
- North exit stair access

Area B – Station Entrance

- Required open air area for Point of Safety
- First responder access to station entrance
- EVA to station entrance
- Grade change from station entrance to Adeline not adequate for EVA access under building/bridge
- Connecting development to Adeline requires building in ZOI

Area C – South of Station

- Does not require EVA or below grade parking podium
- Requires rebuilding south exit stair and exhaust vents
- New exist stair to Adeline level and vent shaft disrupts plaza connections to the building
- Connecting development to Adeline requires building in ZOI

Area A: New TPSS Area



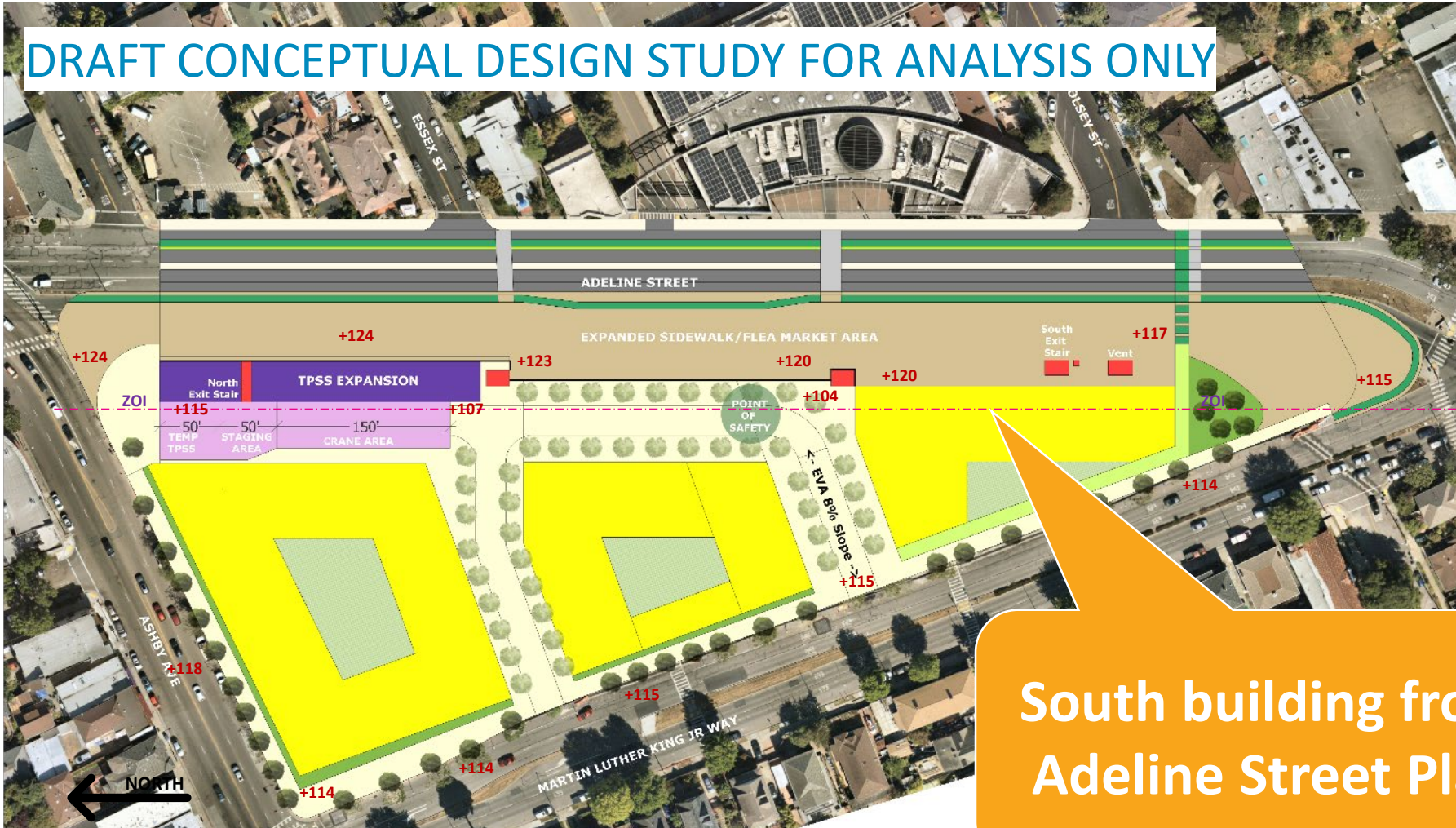
Area B: Station Entrance



Area C: South of Station Entrance



Study Concept | Plaza Loop



Summary

- ~200-275 feet frontage on Adeline
- Plaza lines up with station entrance for visibility to/from station to MLK
- New tree-lined plaza at station entrance elevation
- Loop plaza provides EVA
- Loop design could be plaza or street with drop-off area for passengers

South building fronts Adeline Street Plaza

DRAFT CONCEPTUAL DESIGN STUDY FOR ANALYSIS

Question and Answer