



Office of the City Manager

June 17, 2024

Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Commitment for TOC Compliance for Berkeley Water Transportation Pier-Ferry Project

Dear Mr. Pedroza and Commissioners,

The City of Berkeley (City) would like to thank MTC staff for recommending the allocation of \$3,000,000 in funding from Regional Measure 3 Funds to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) for the Berkeley Water Transportation Pier-Ferry Project, located in Berkeley, California.

MTC's Transit Oriented Communities (TOC) Policy ([MTC Resolution 4530](#)) conditions regional discretionary funding for transit extension projects on compliance with standards that ensure that transit investments are supported by appropriate land use, housing, and transportation policies that implement the vision of Plan Bay Area 2050. Specifically, the TOC Policy establishes standards for the ½-mile area around fixed-guideway stations or stops related to density, housing affordability, parking, and station access/circulation.

Consistent with the requirements of MTC's TOC Policy, the City of Berkeley commits to taking specific steps toward achieving compliance with the TOC Policy by 2026 for the Berkeley Water Transportation Pier-Ferry Project in order for the project to receive regional discretionary funding from MTC.

The Berkeley Water Transportation Pier-Ferry Project is located on San Francisco Bay in the Berkeley waterfront. The ½-mile area around the Project (station area) contains only the San Francisco Bay waters and public lands, including Berkeley Public Tidelands and Eastshore State Parks. The Project station area does not include any residential or commercial zoning. As such, the minimum residential and commercial office density requirements are not applicable to the Berkeley Water Transportation Pier-Ferry Project. The City of Berkeley has in place City-wide affordable housing production and preservation regulations that would apply in this area, were an applicable Project ever proposed with

the station area. The City of Berkeley commits to taking the following actions to comply with the TOC Policy areas:

1. **Parking Management:** All development or land uses in the Station Area occur only via lease agreement with the City of Berkeley. Residential development on these public lands is not allowed. New commercial development, were it to occur, would require not only a lease with the City, but also a Use Permit¹. The City will ensure that parking management requirements (including a requirement for TDM provisions and enforcement) are included in any lease agreements for future commercial development within the station area. If the City adopts a Waterfront Specific Plan in this area in the future, it will include the parking requirements to the maximum extent allowable.
2. **Complete Streets:** The City of Berkeley adopted a Complete Streets Policy on December 11, 2012 (Resolution No. 65,978²).
3. **Project Prioritization / Implementation:** The City has funded, or submitted funding, multiple active transportation projects within the Berkeley Water Transportation Pier-Ferry Project station area within the last five years. These include:
 - a. Bay Trail Extension Segment 3³ (completed 2020): 600-feet of improved Bay Trail Extension
 - b. Berkeley Marina Roadway Improvements Project⁴ (completed 2022): Improvement of University Avenue, Marina Blvd and Spinnaker Way, including new sidewalks and pedestrian crossings.
 - c. Cesar Chavez Pathway Project⁵ (planning phase): Replace failing asphalt and widen trail to bring it into compliance with current accessibility guidelines.
4. **Access Gap Analysis & Mobility Hubs:** The City is in the process of engaging a transportation planning firm as part of its environmental support services team. The scope of work for this team will include a Transportation Demand Management, Station Access & Mobility Plan for the WTPF Project. This Plan will include an access gap analyses which identifies the geographic area that can currently be accessed via a 10- or 15-minute trip (via foot, wheelchair, bicycle or bus/shuttle), with particular focus on access to Equity Priority Communities and identify infrastructure and/or service improvements that would expand the geographic area that can be accessed by these modes. The WTPF Transportation Demand Management, Station Access &

¹ A Use Permit in an Unclassified zoning district must first go to the Planning Commission, which makes a recommendation to the Zoning Adjustment Board (ZAB). The ZAB acts to approve, conditionally approve, or deny the Use Permit. The ZAB's decision is then forwarded to the City Council, which must affirm, reverse, or modify the ZAB decision within 30 days.

² [12/11/2012; CLK - Resolution; City Council; 65978; ; Berkeley Complete Streets Policy \(cityofberkeley.info\)](#)

³ [Bay Trail Extension Segment 3 | City of Berkeley \(berkeleyca.gov\)](#)

⁴ [Berkeley Marina Roadway Improvements Project | City of Berkeley \(berkeleyca.gov\)](#)

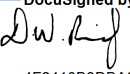
⁵ [Cesar Chavez Pathway Project | City of Berkeley \(berkeleyca.gov\)](#)

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Mobility Plan will include recommended measures that enhance the WTPF Area as a community anchor enabling traveler of all backgrounds and abilities to access transit and other forms of shared transportation. This Plan would be adopted with the California Environmental Quality Act (CEQA) document for the WTPF Project.

The City has been working closely with WETA and MTC staff to ensure the City is taking appropriate measures and actions for compliance with the TOC Policy. We appreciate MTC's continued support and partnership on these efforts. Thank you for your commitment of RM3 funding to support this important Project.

Sincerely,

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Dee Williams-Ridley
City Manager