

50% OF ALL PROPOSED HOMES ARE AFFORDABLE

- ▶ Project serves a range of affordability levels
- ▶ Exceed RFQ goal of 35% of new housing to be affordable to households earning an average of up to 60% of Area Median Income (AMI)

A PLACE FOR EVERYONE

Project includes supportive housing to provide safe homes for vulnerable neighbors, potentially including:

- ▶ Formerly homeless individuals & those at-risk of experiencing homelessness
- ▶ Veterans
- ▶ Seniors
- ▶ Transitional-Aged Youth

WHO LIVES IN AFFORDABLE HOUSING?

	MAX INCOME			
	1 PERSON (rent)	2 PEOPLE (rent)	3 PEOPLE (rent)	4 PEOPLE (rent)
EXTREMELY LOW INCOME Households earning up to 30% AMI	\$30,000 (\$750/mo)	\$34,290 (\$803/mo)	\$38,580 (\$964/mo)	\$42,840 (\$1,114/mo)
VERY LOW INCOME Households earning up to 50% AMI	\$50,000 (\$1,250/mo)	\$57,150 (\$1,339/mo)	\$64,300 (\$1,607/mo)	\$71,400 (\$1,856/mo)
LOW INCOME Households earning up to 80% AMI	\$80,000 (\$2,000/mo)	\$91,440 (\$2,143/mo)	\$102,880 (\$2,572/mo)	\$114,240 (\$2,971/mo)
MODERATE INCOME Households earning up to 120% AMI	\$119,950 (\$2,998/mo)	\$137,100 (\$3,427/mo)	\$154,200 (\$3,855/mo)	\$171,350 (\$4,283/mo)



A,
ELEMENTARY SCHOOL TEACHER

ANNUAL INCOME:
\$91,000



M,
EMERGENCY MEDICAL TECHNICIAN

ANNUAL INCOME:
\$47,000



B & Z,
RETIREES LIVING ON SOCIAL SECURITY

ANNUAL INCOME:
\$38,000

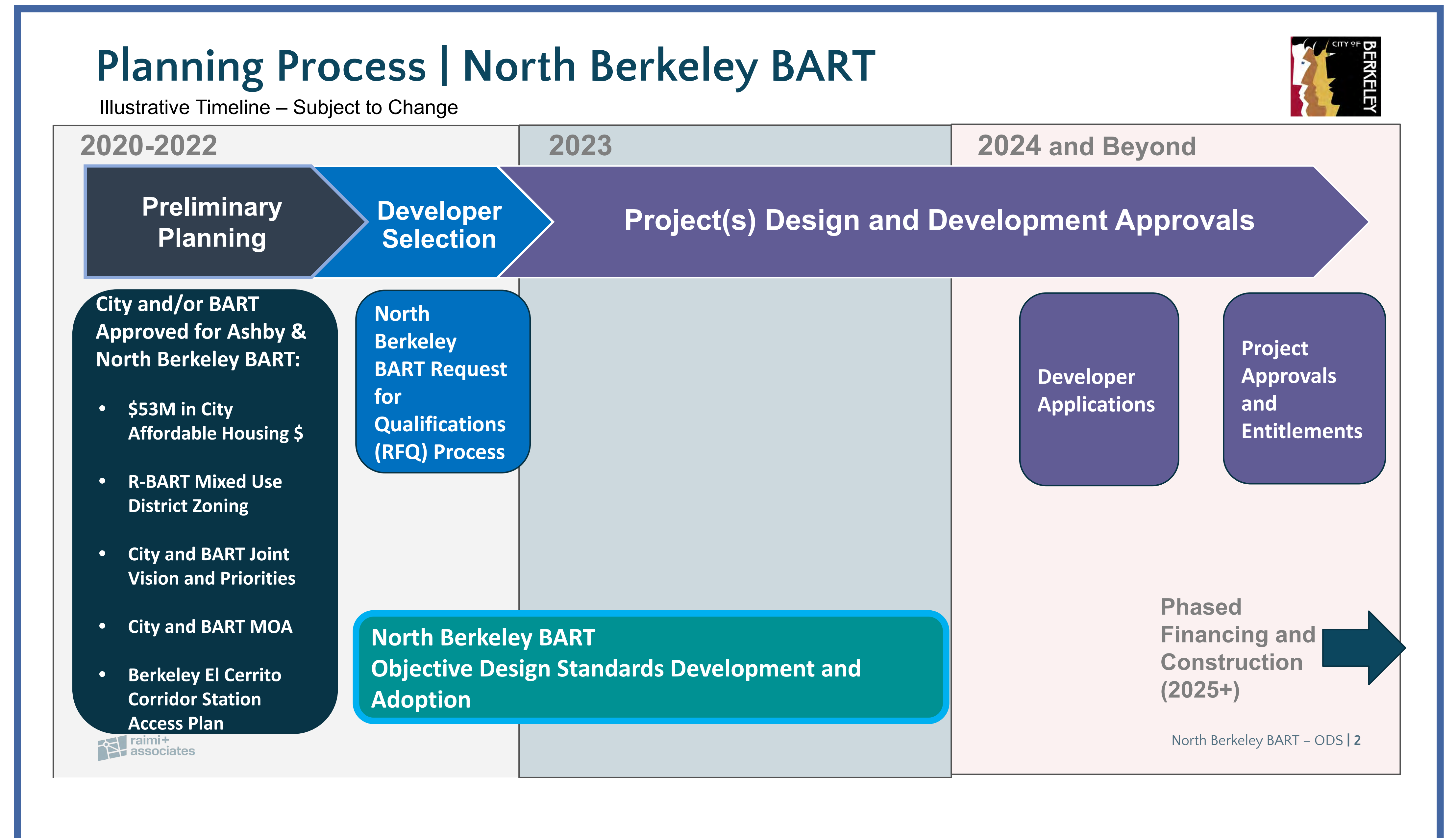


K,
ENTRY LEVEL FIREFIGHTER

ANNUAL INCOME:
\$69,000

The City of Berkeley and BART are working with North Berkeley Housing Partners to bring transit-oriented development (TOD) at the North Berkeley BART Station Area.

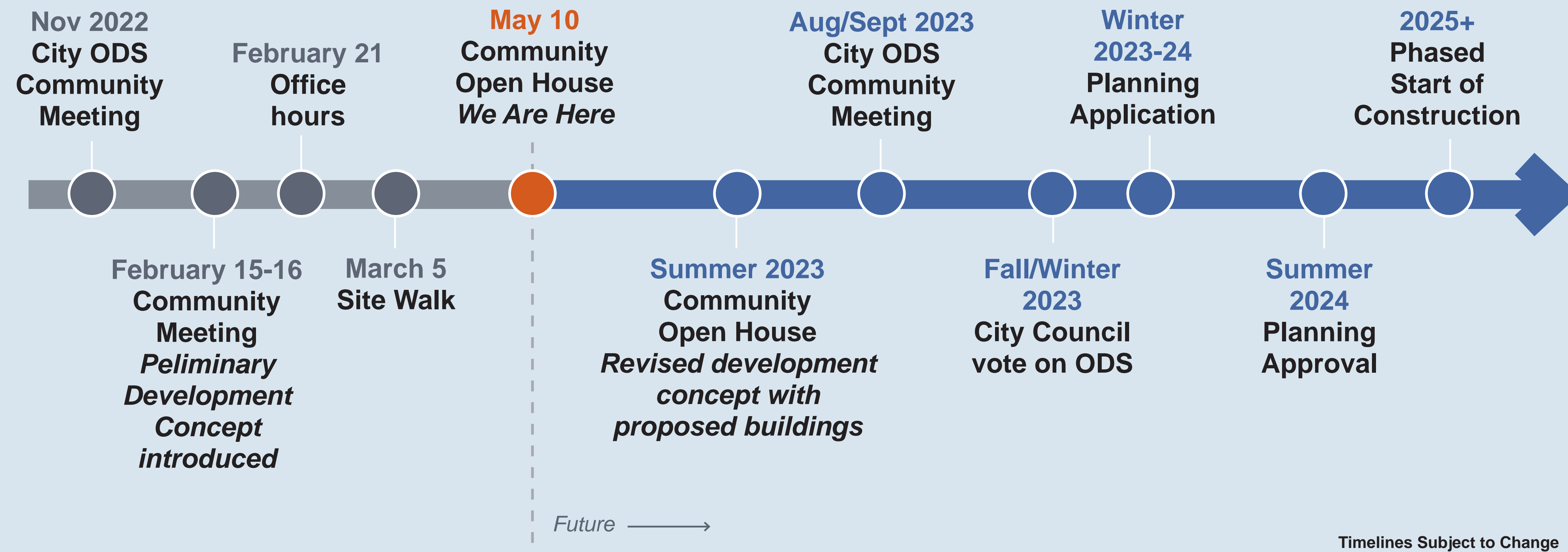
As part of this multi-year, multi-phase effort, the City initiated a community process to develop Objective Design Standards for future TOD at North Berkeley BART in November 2022.



- ▶ Objective Design Standards (ODS) will be considered by the Planning Commission and require adoption by the City Council.
- ▶ State law sets a floor on how much development must be allowed on BART property.
- ▶ ODS will be the standards used to review the project, which is eligible to be approved by staff rather than commissions or City Council (per state law).
- ▶ ODS and the actual Project Design are related but not the same.

More details about the City’s ODS process can be found on the City’s website at: www.berkeleyca.gov/bartplanning

PROJECT TIMELINE



PROPOSED PROJECT HIGHLIGHTS

- ▶ Approximately 750 new homes
- ▶ Targeting 50% affordable units
- ▶ Approximately 310 resident parking spaces
- ▶ Maximum of 120 BART rider parking spaces + 80 spaces in the auxiliary parking lots
- ▶ Roughly 4,300 square feet of public-serving ground floor uses
- ▶ Over 60,000 square feet of publicly accessible open space
- ▶ Connected Ohlone Greenway
- ▶ Open space and streetscape upgrades



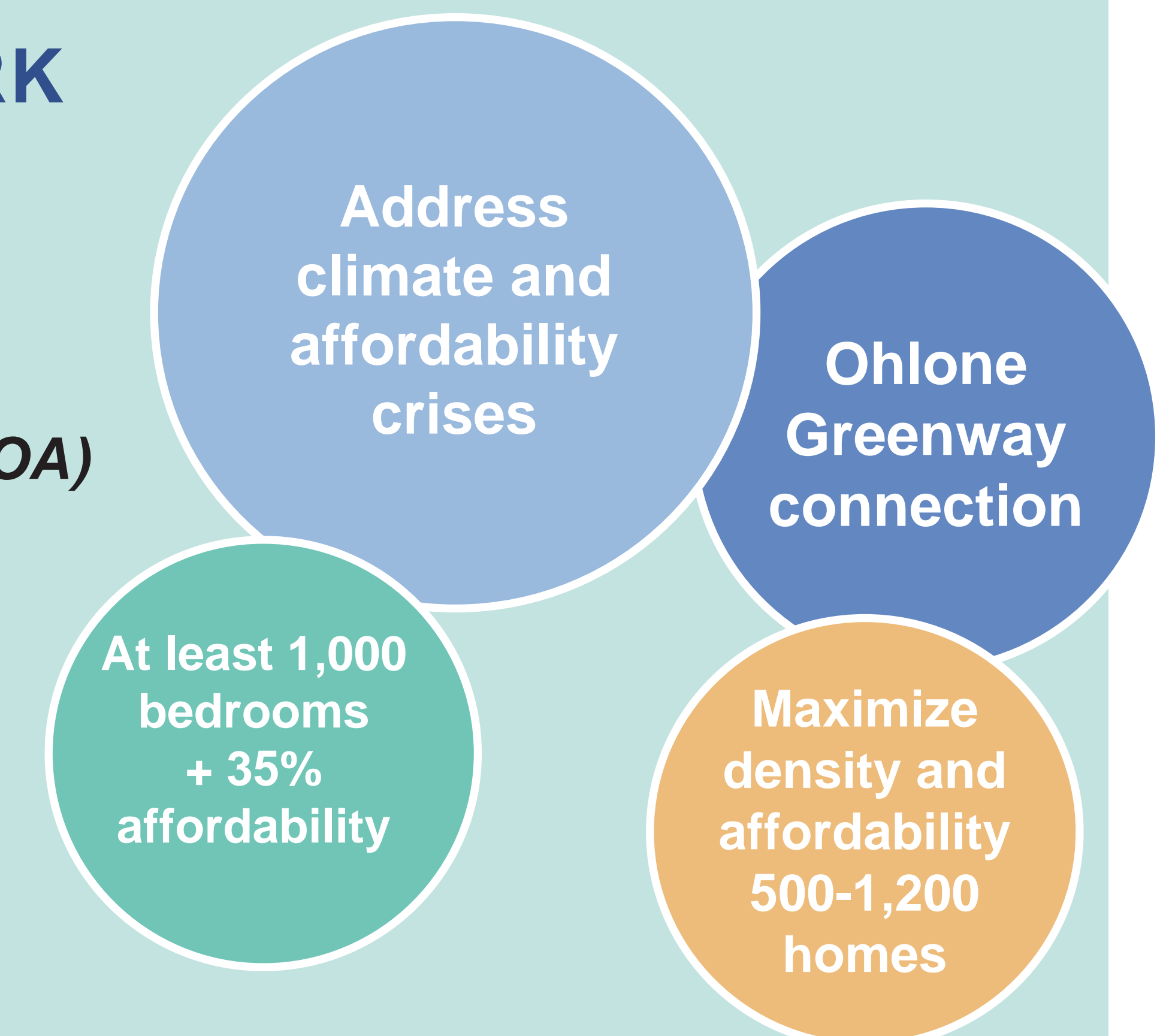
CITY/BART POLICY FRAMEWORK

EXISTING POLICIES:

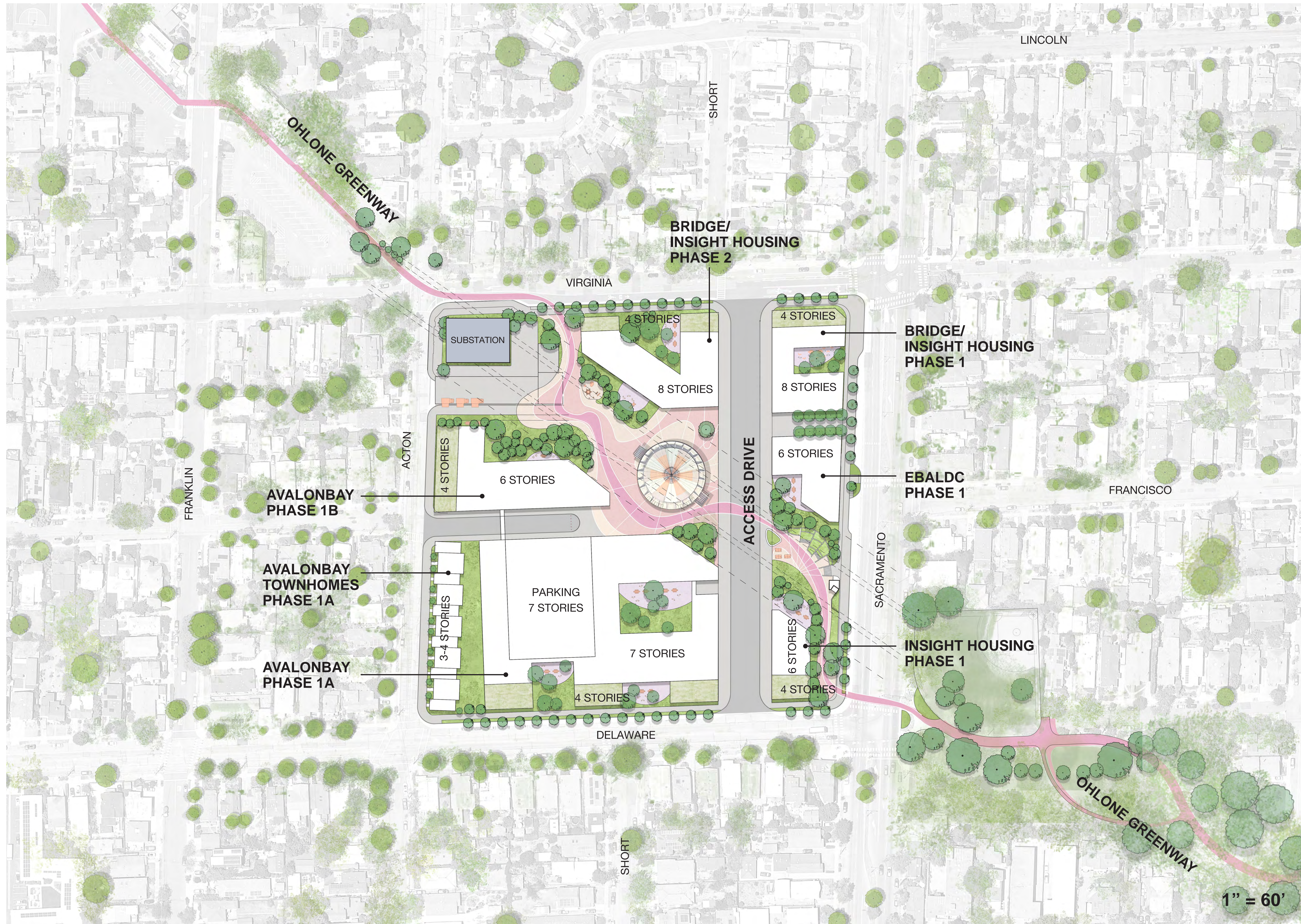
- State Assembly Bill 2923
- City/BART Memorandum of Agreement (MOA)
- Zoning Requirements (R-BMU)
- BART 2016 Station Access Policy
- BART 2016 TOD Policy
- Joint Vision & Priorities (JVP)

FUTURE POLICIES:

- Objective Design Standards (ODS)



PRELIMINARY CONCEPTS FOR FEEDBACK - FINAL PROPOSALS TO BE APPROVED BY THE CITY OF BERKELEY AND/OR BART.



In-progress site concept shown at left was prepared by the North Berkeley Housing Partners. The initial concept was developed at the competition stage of the project and the full concept will evolve over the course of the master plan process based on future studies, agency review, community feedback, technical coordination, and other factors.

The North Berkeley Housing Partners consists of BRIDGE Housing, East Bay Asian Local Development Corporation (EBALDC), Insight Housing (formerly Berkeley Food and Housing Project), and AvalonBay Communities.



Some potential strategies within the North Berkeley BART TOD Project might include...

WHAT POTENTIAL SUSTAINABILITY STRATEGIES RESONATE WITH YOU?

Pollinator Friendly & Sustainable Landscaping



Energy Efficiency and Optimization



Healthy Materials

GREEN SCIENCE POLICY INSTITUTE

HOME TOPICS RESOURCES BLOG FAQ ABOUT EVENTS CONTACT US DONATE

Search

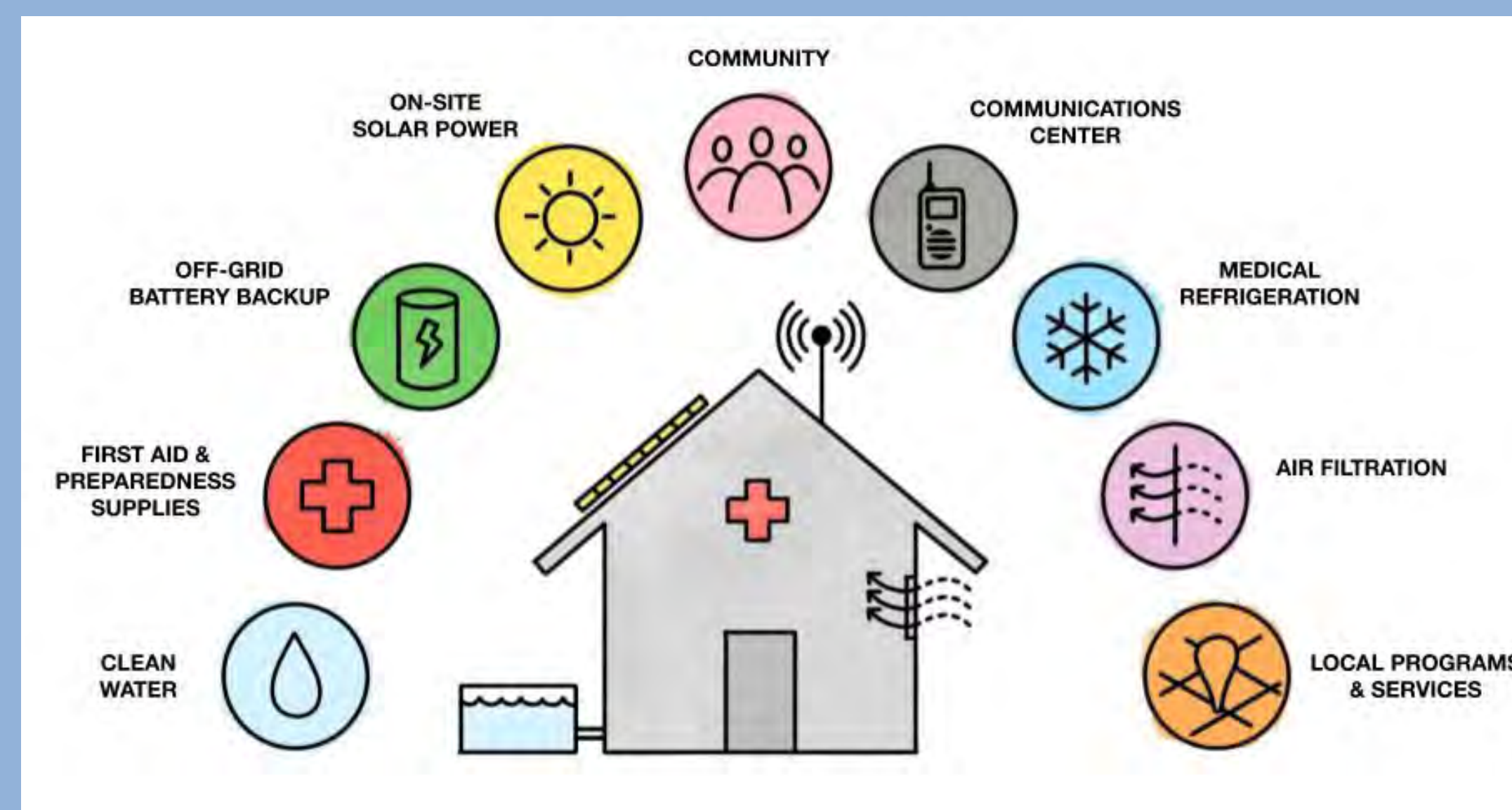
The Six Classes Approach to Reducing Chemical Harm
Healthier Products, Healthier People

1 Highly Fluorinated	2 Antimicrobials	3 Flame Retardants	4 Bisphenols + Phthalates	5 Some Solvents	6 Certain Metals
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Water Management



Resilience Hub



Low Carbon Materials



What We Heard

Artist / creative space

Community Space

Avoid vacant retail space

Don't compete with existing businesses in the North Berkeley neighborhood

No grocery store, we have Monterey Market nearby

Bike station

Small grocery / corner market

Adjacent Existing Amenities



- Restaurant
- Grocery
- Park
- Retail
- Childcare
- School
- Community Center
- Arts

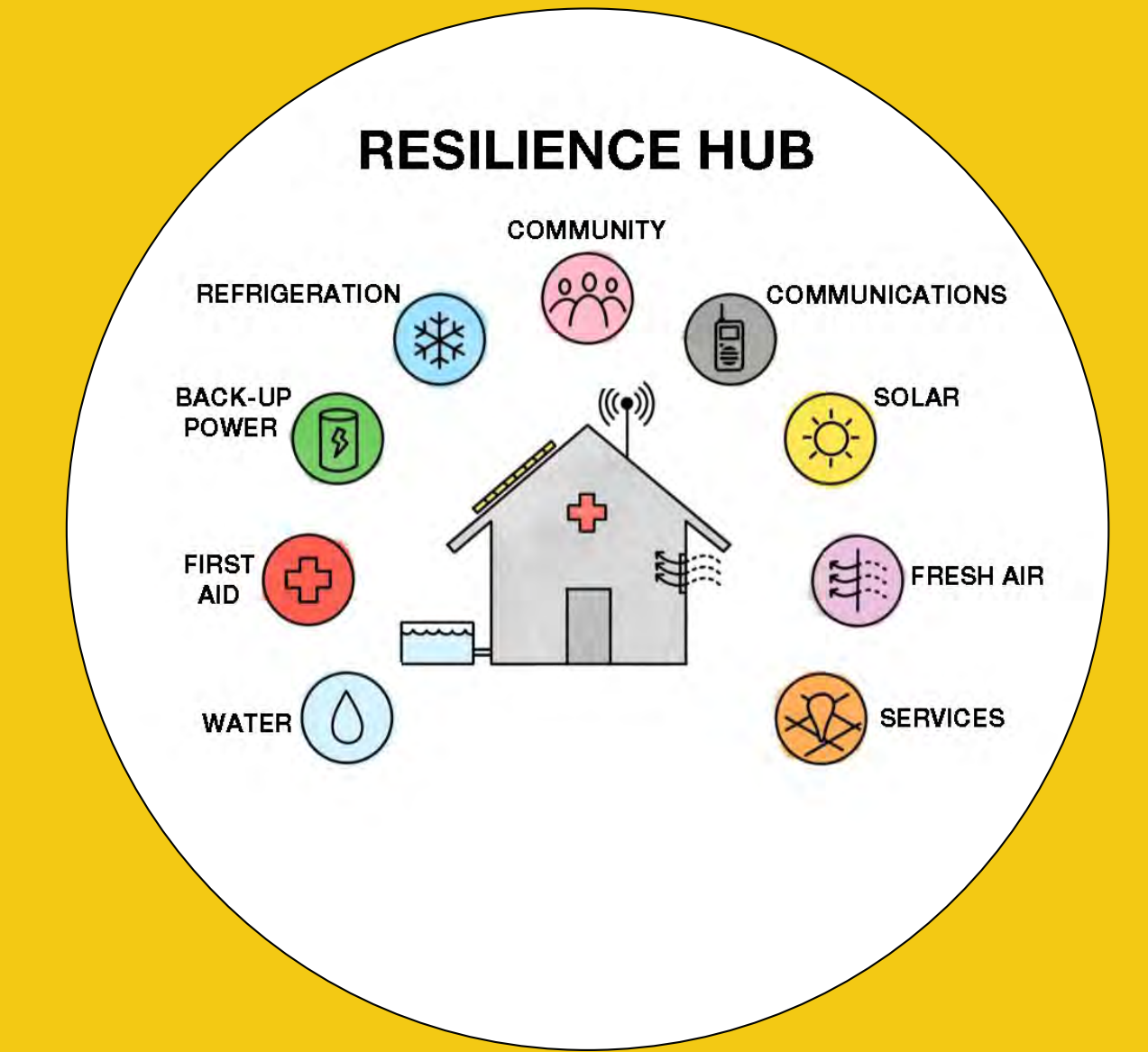
What added amenities (pick 3) would you like in new buildings?



Bike Station



Childcare



Resilience hub



Cafe



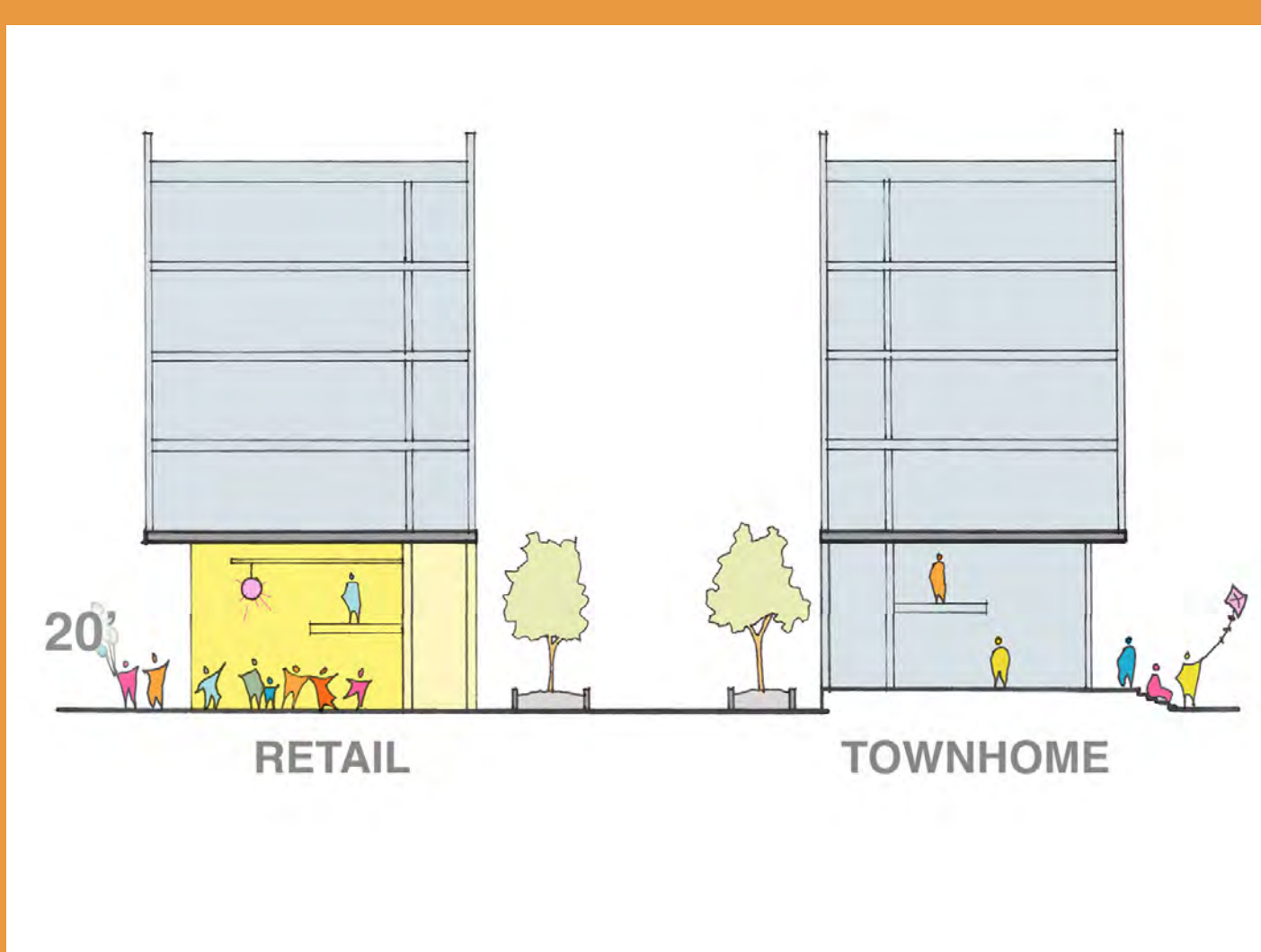
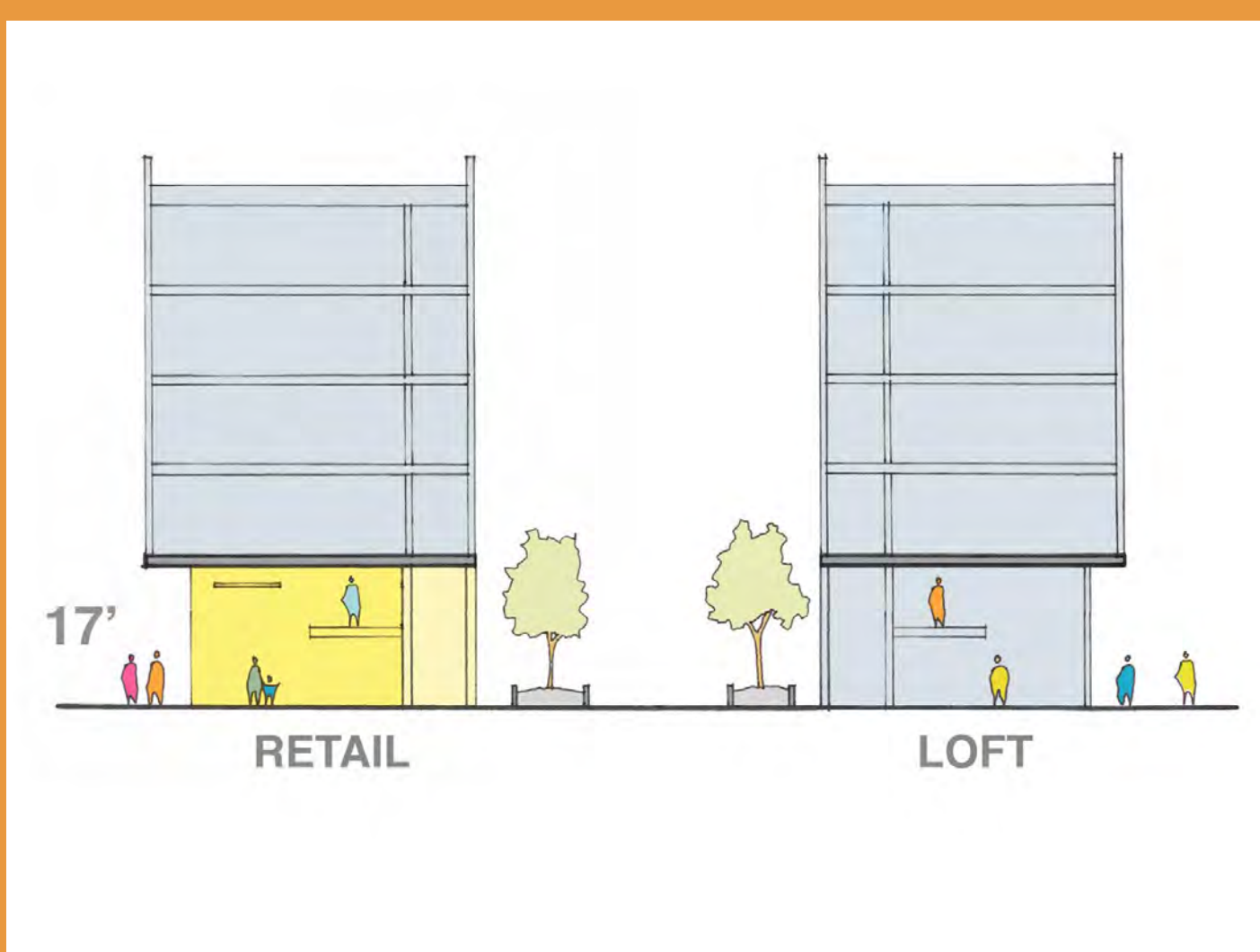
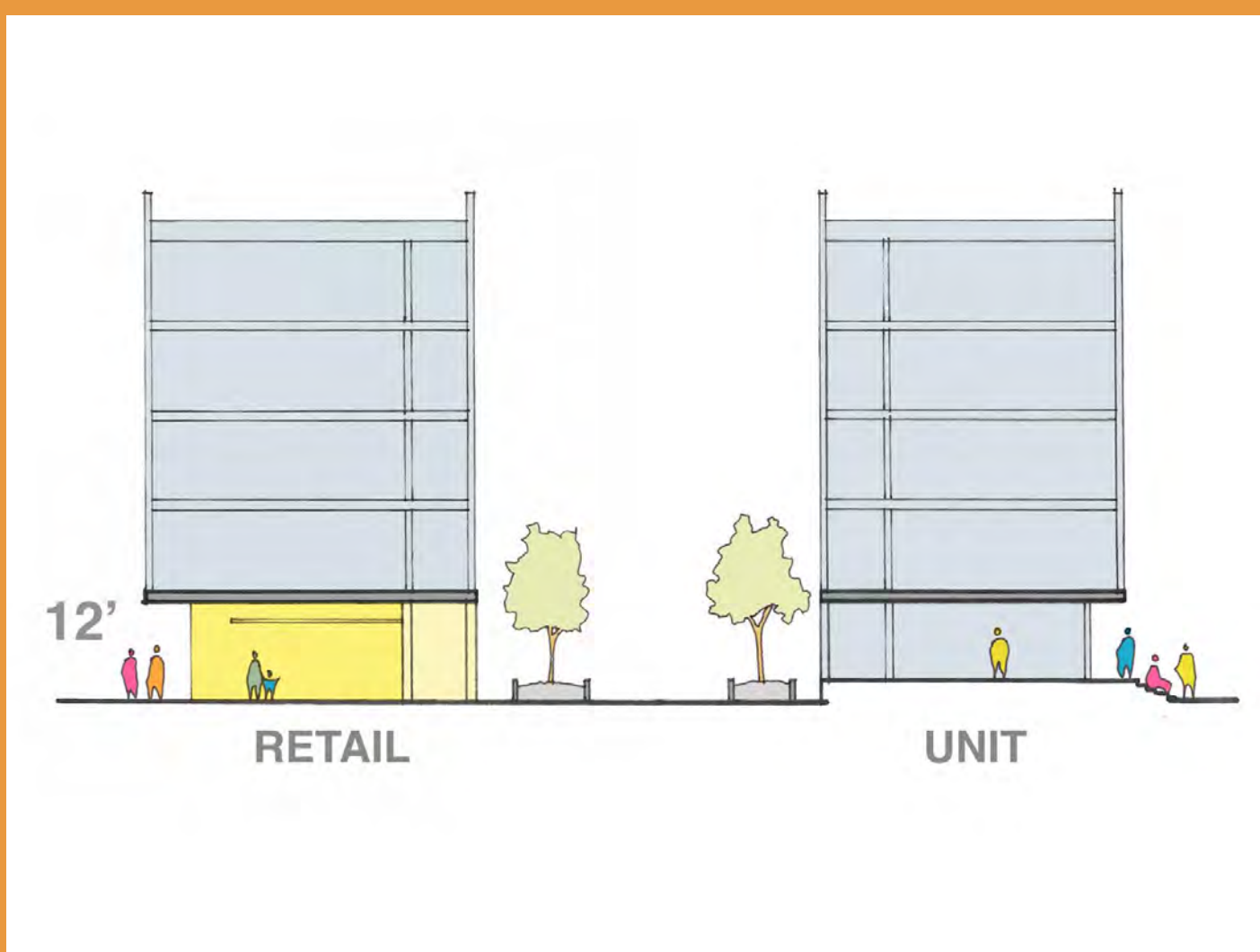
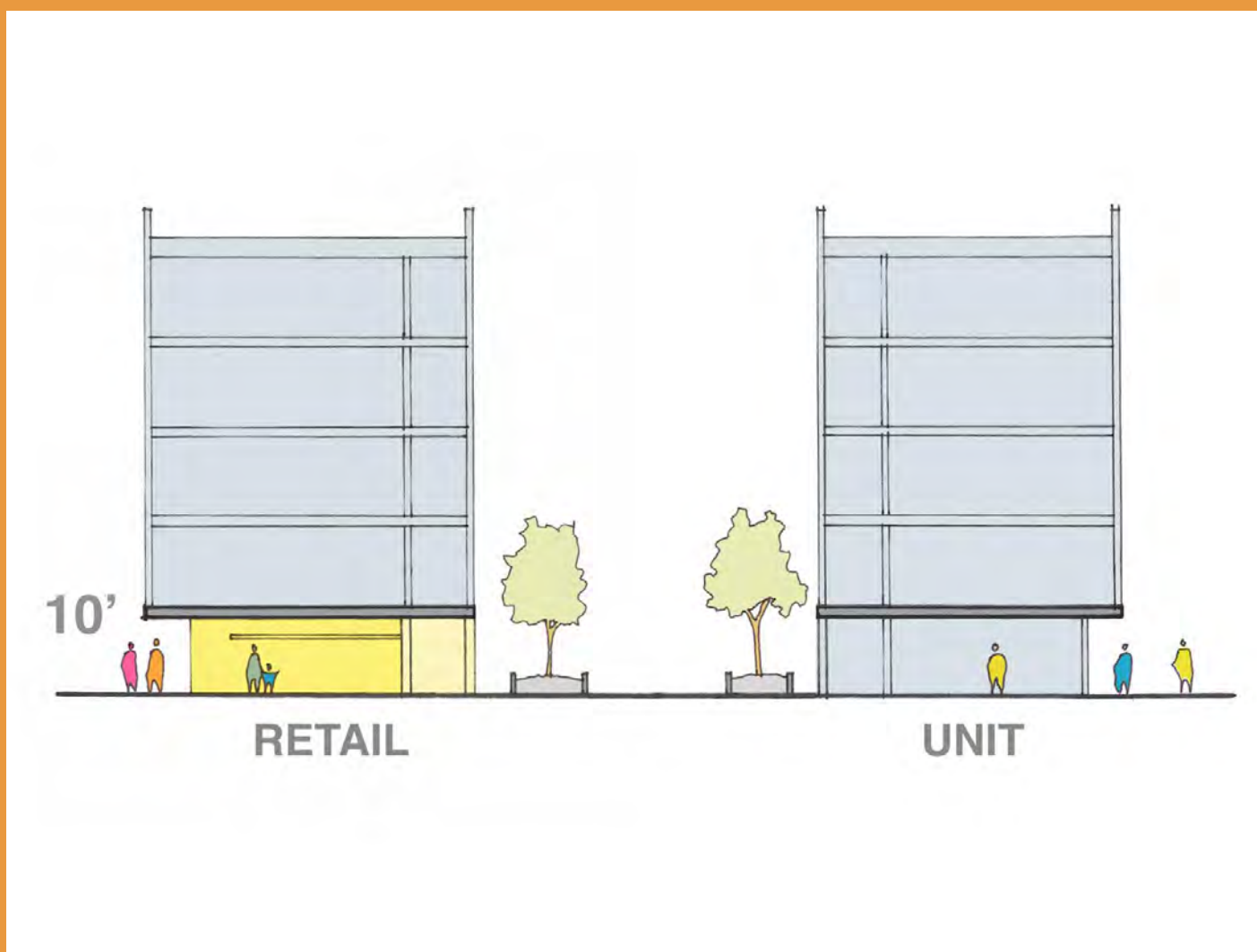
Micro retail



Artist space

Suggestions?

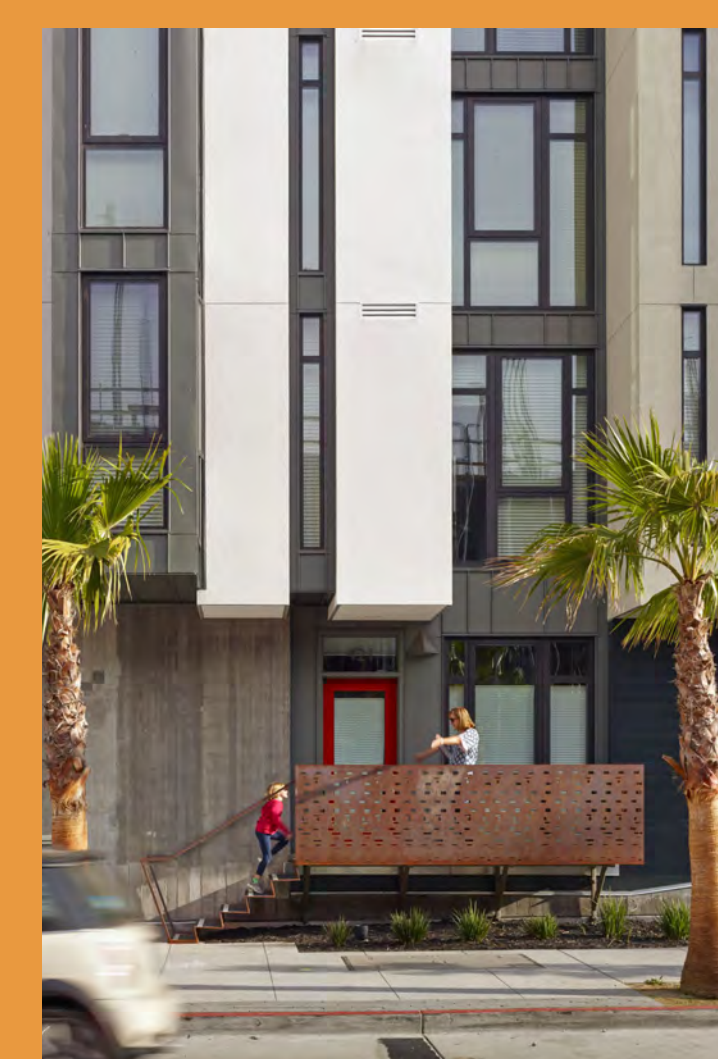
Ground Floor Height



Public Edges



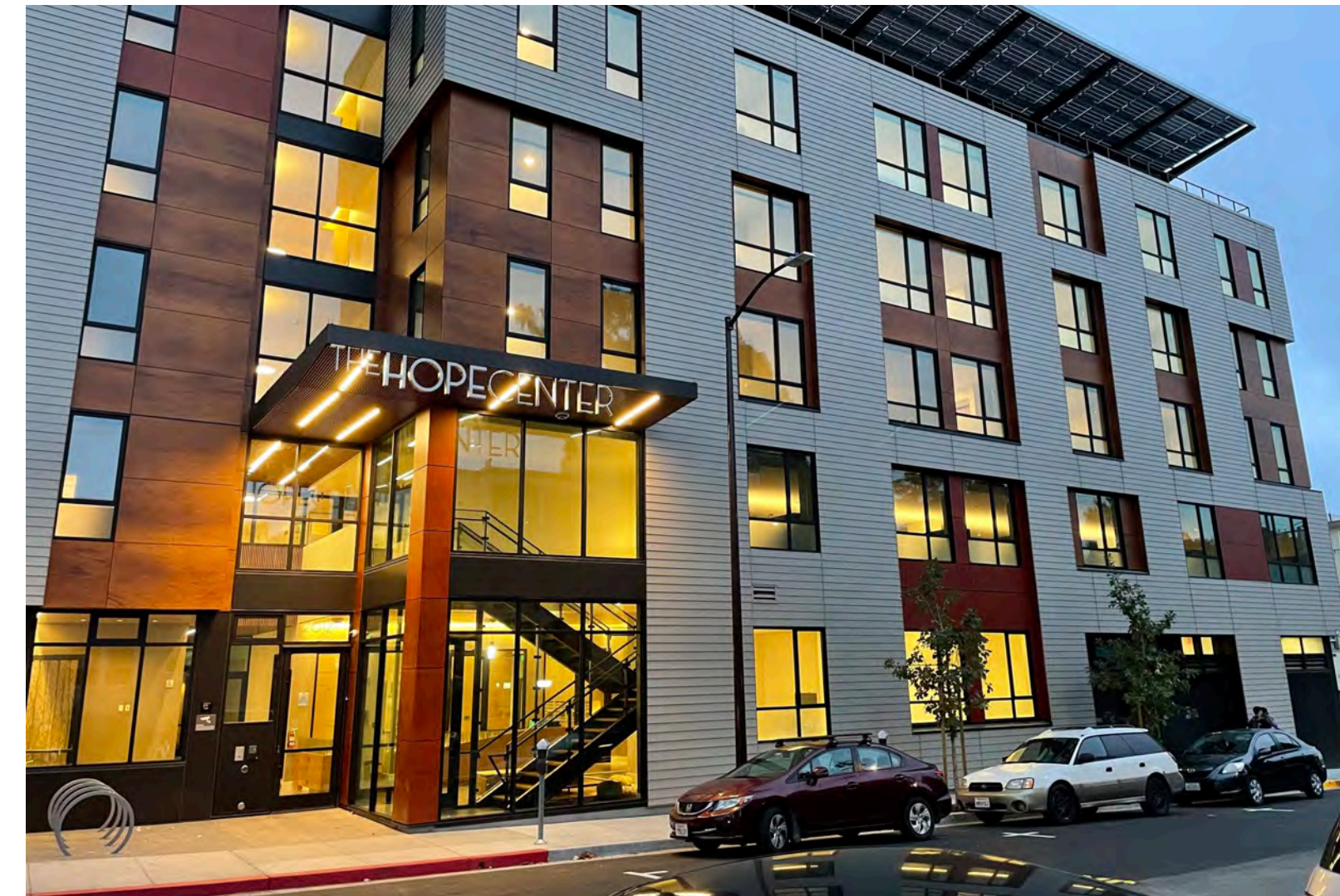
Stoops



Courtyards, Community Rooms



A The Hope Center - Berkeley Way



B Garden Village - Haste Street



C The Aquatic III - Fourth Street



D The Aquatic V - Shattuck Ave.



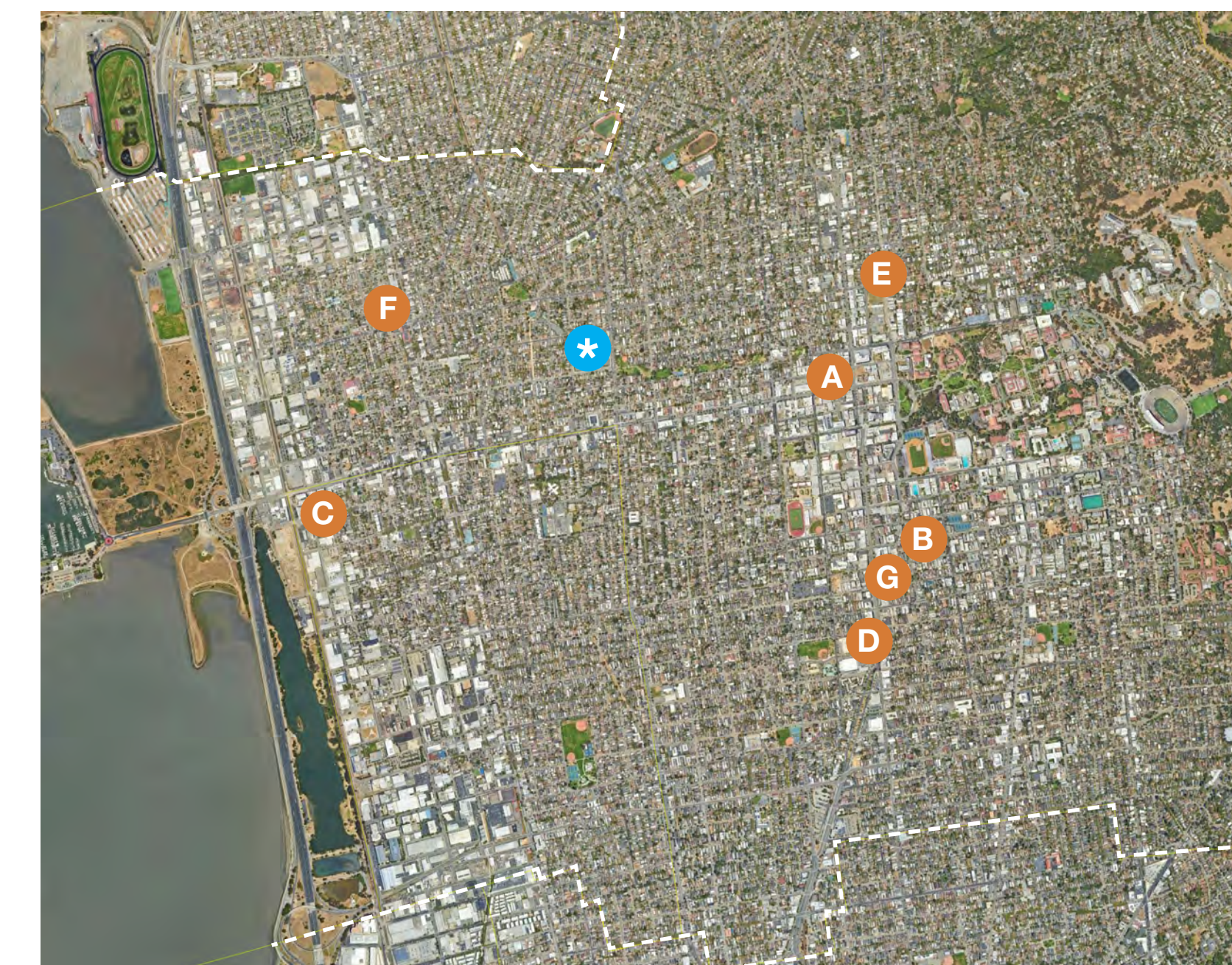
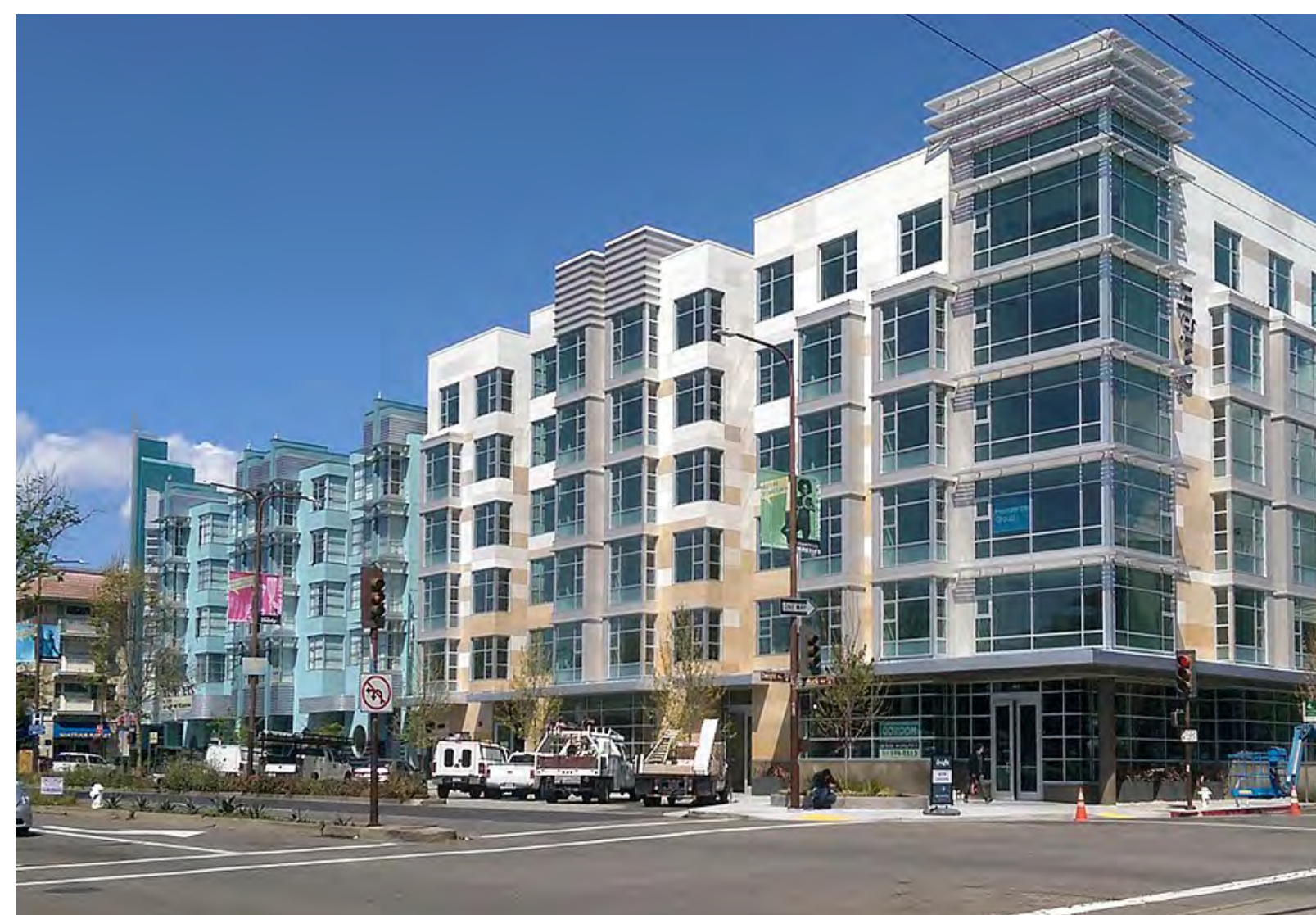
E Jordan Court - Cedar Street



F The Jones - San Pablo Ave.



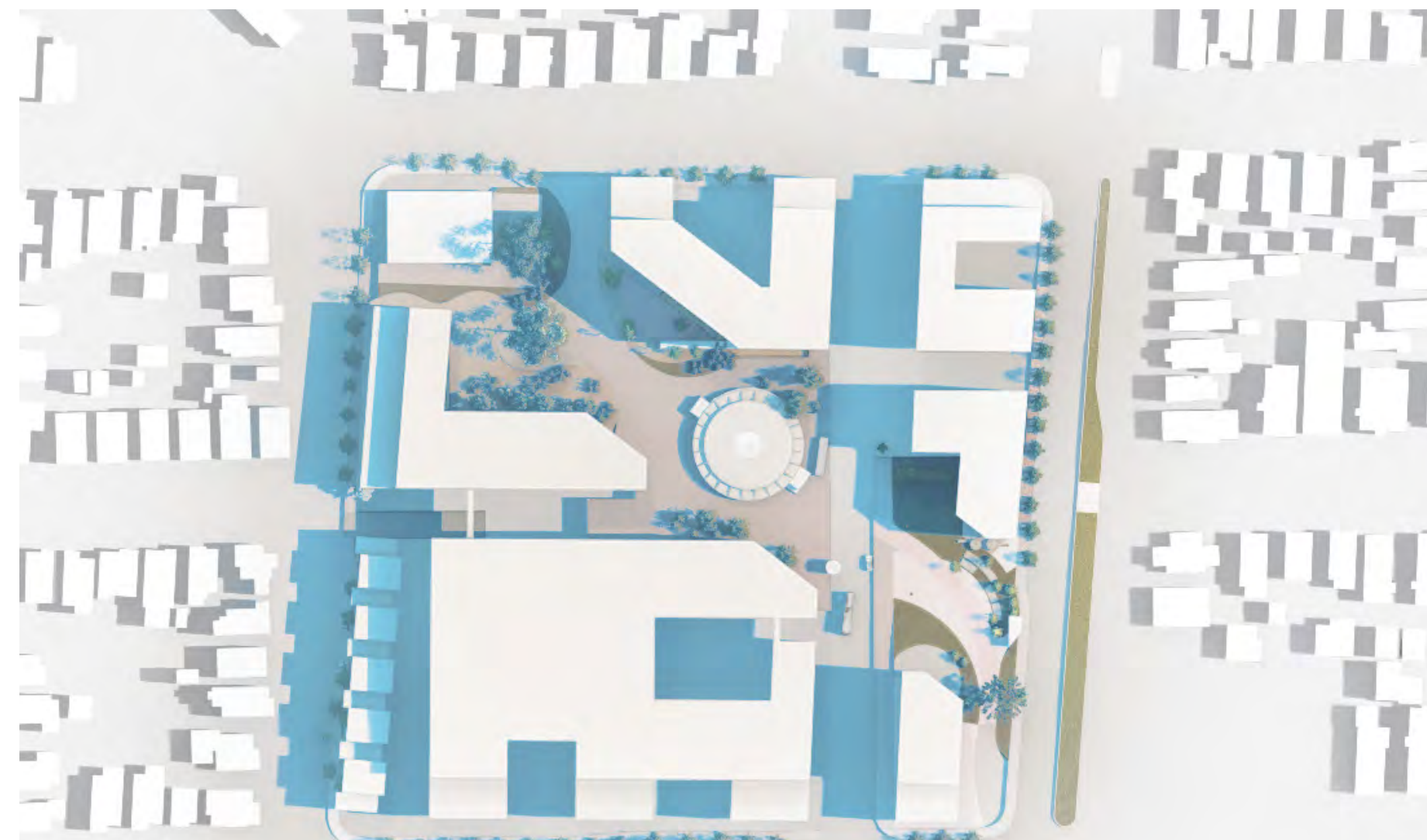
G The Dwight - Shattuck Ave.



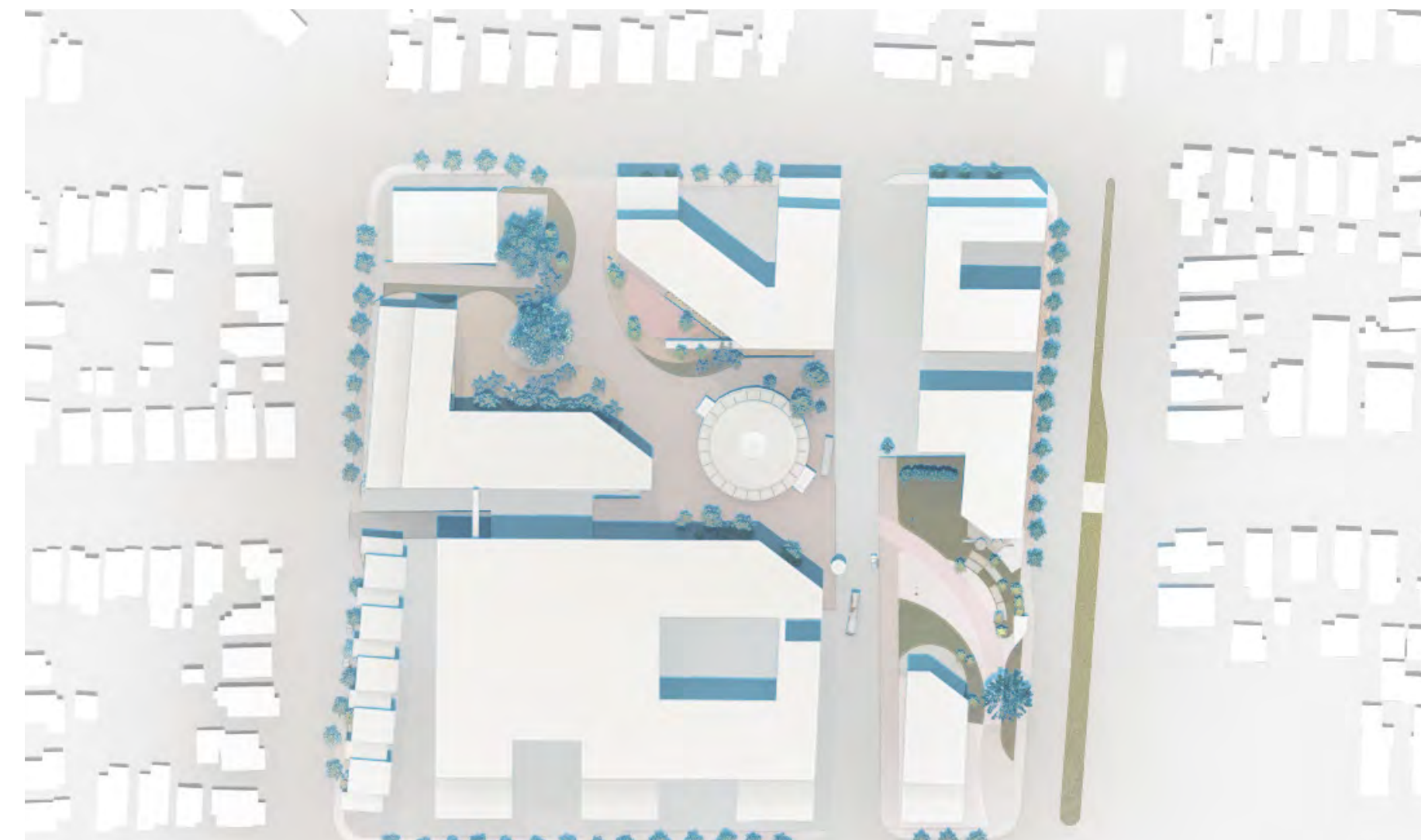
Summer (May-July)

During the summer, the sun's rays are at the highest angle to the Earth's surface, resulting in the most daylight hours and the shortest shadows of the year.

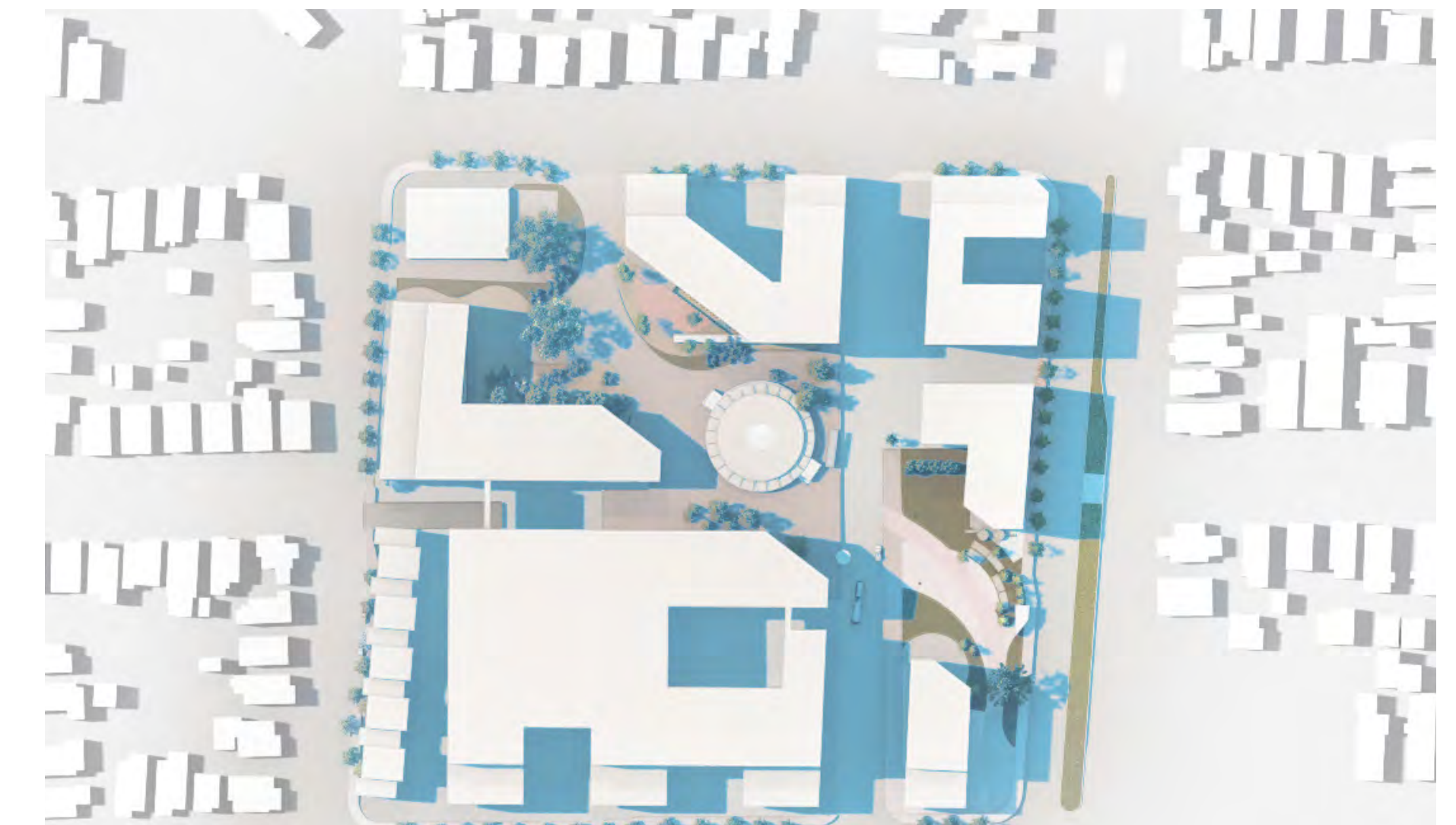
The least shaded day of the year is Jun. 21st, shown here.



No shadow impacts on surrounding properties



No shadow impacts on surrounding properties



No shadow impacts on surrounding properties

Sunrise at 5:47AM
Sunset at 8:34PM

Summer Solstice - Jun. 21

Morning (9:00AM)

Noon

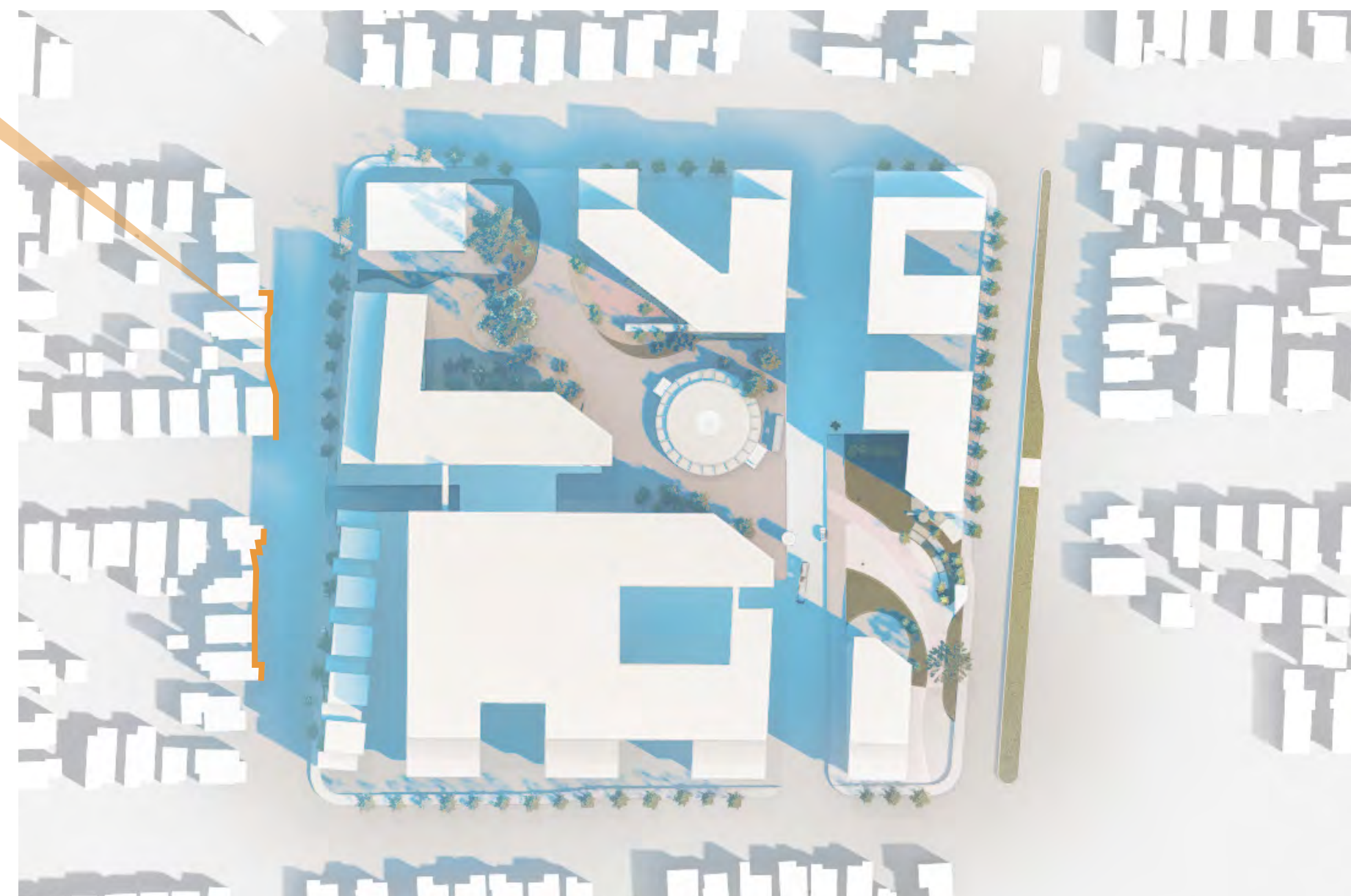
Evening (5:00PM)

Shadows for 3 hours
7:12AM-10:00AM

Spring (February-April) and Fall (August-October)

During the spring and fall, the sun's rays are at a higher angle to the Earth's surface, resulting in more daylight hours and shorter shadows than in the winter.

The average of this 6 month period is shown here.



No shadow impacts on surrounding properties



No shadow impacts on surrounding properties



Shadows for 2.5 hours
4:45PM-7:20PM

Sunrise at 7:12AM
Sunset at 7:20PM

Spring & Fall Equinox - Mar. 20 & Sep. 23

Morning (9:30AM)

Noon

Evening (5:00PM)

Shadows for 3 hours
7:21AM-10:30AM

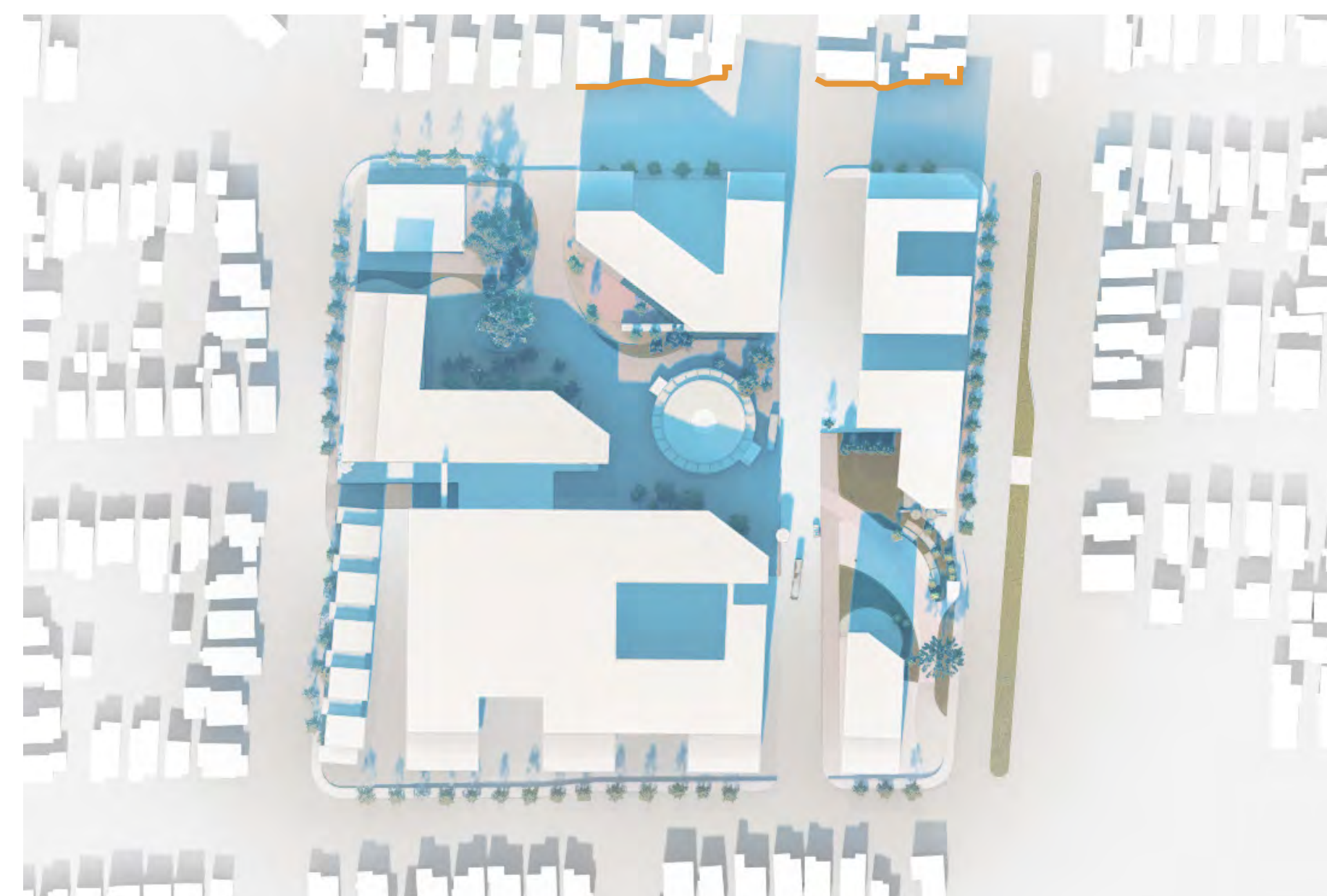
Winter (November-January)

During the winter, the sun's rays are at their lowest angle in the sky, resulting in shorter daylight hours and longer shadows.

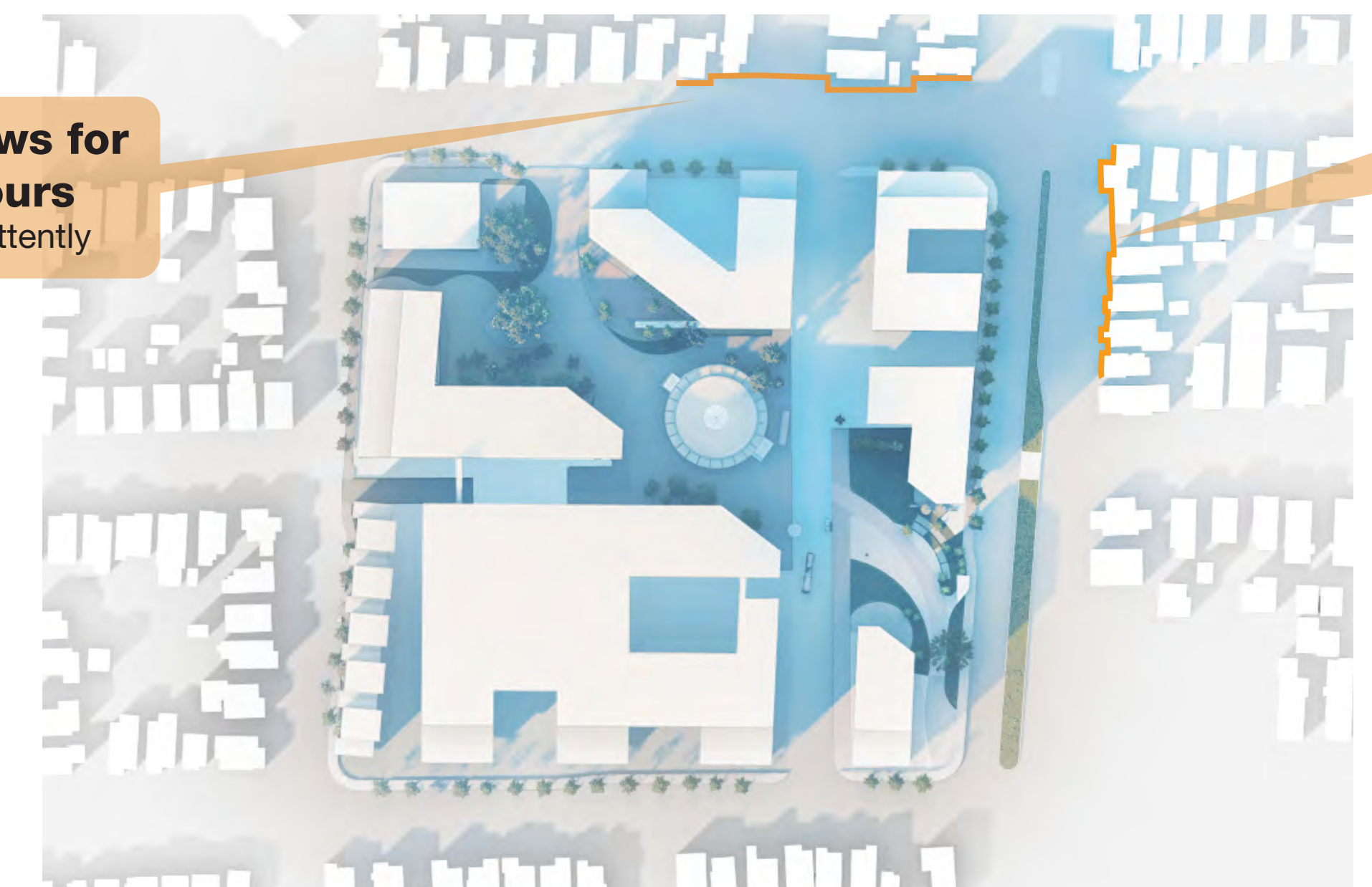
The most shaded day of the year is Dec. 22nd, shown here.



Shadows for 4 hours
intermittently



Shadows for 5 hours
intermittently



Shadows for 1.5 hours
3:30PM-4:52PM

Sunrise at 7:21AM
Sunset at 4:52PM

Winter Solstice - Dec. 22

Morning (10:00AM)

Noon

Evening (4:00PM)

Note: These diagrams are an approximation of the shadows that may be cast by the proposed buildings. Please note that actual shadow conditions may vary due to changes in weather, topography, existing site conditions such as existing street trees, and other factors. These diagrams are for illustrative purposes only.

What We Heard

I'm concerned there won't be enough parking

How is the Ohlone Greenway traffic integrated without conflicts?

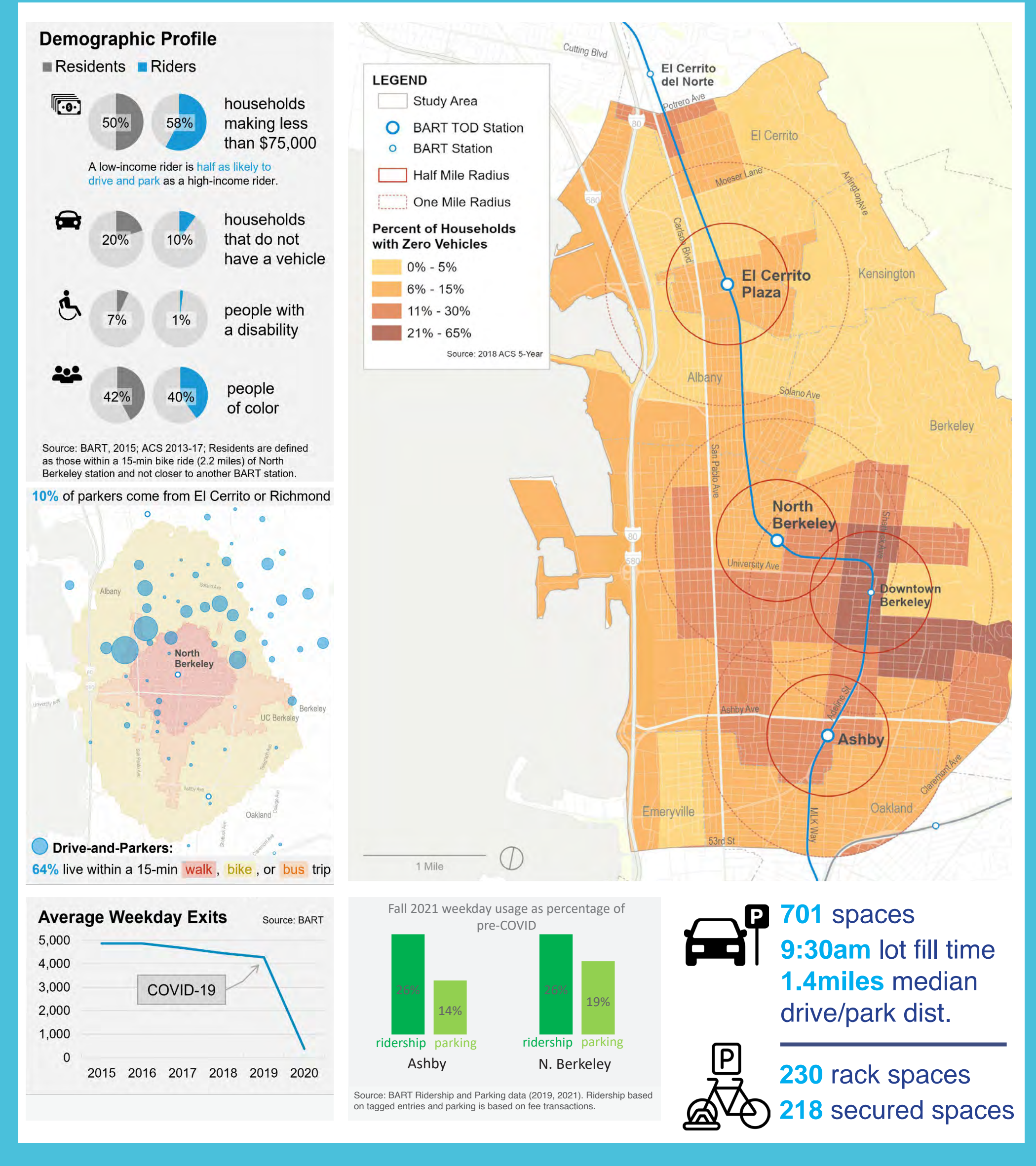
We want quality integration with AC/public transit

What infrastructure will be available for bikes and micromobility?

There's too much parking!

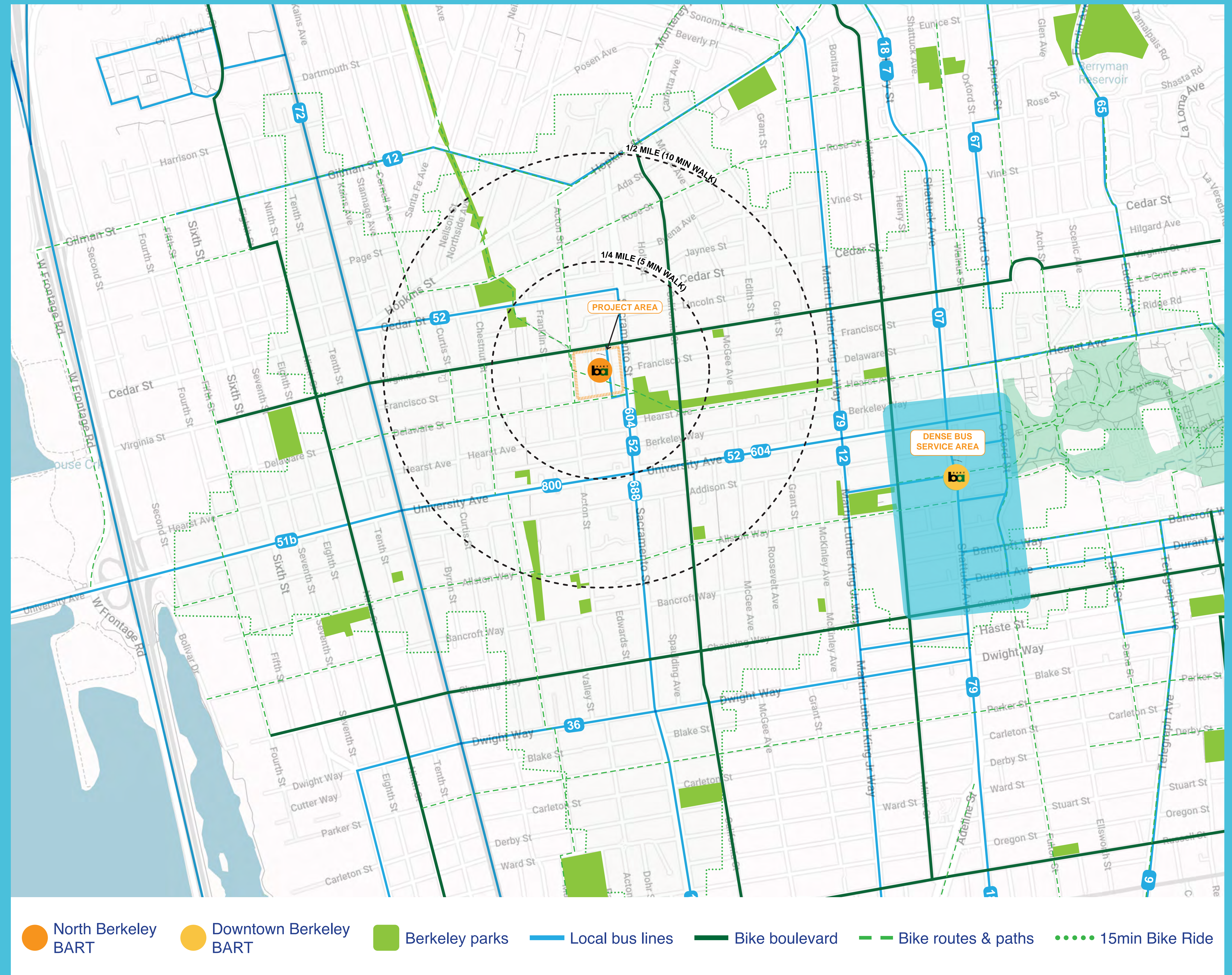
I'm concerned about access for wheelchair users

Existing Access to North Berkeley Station




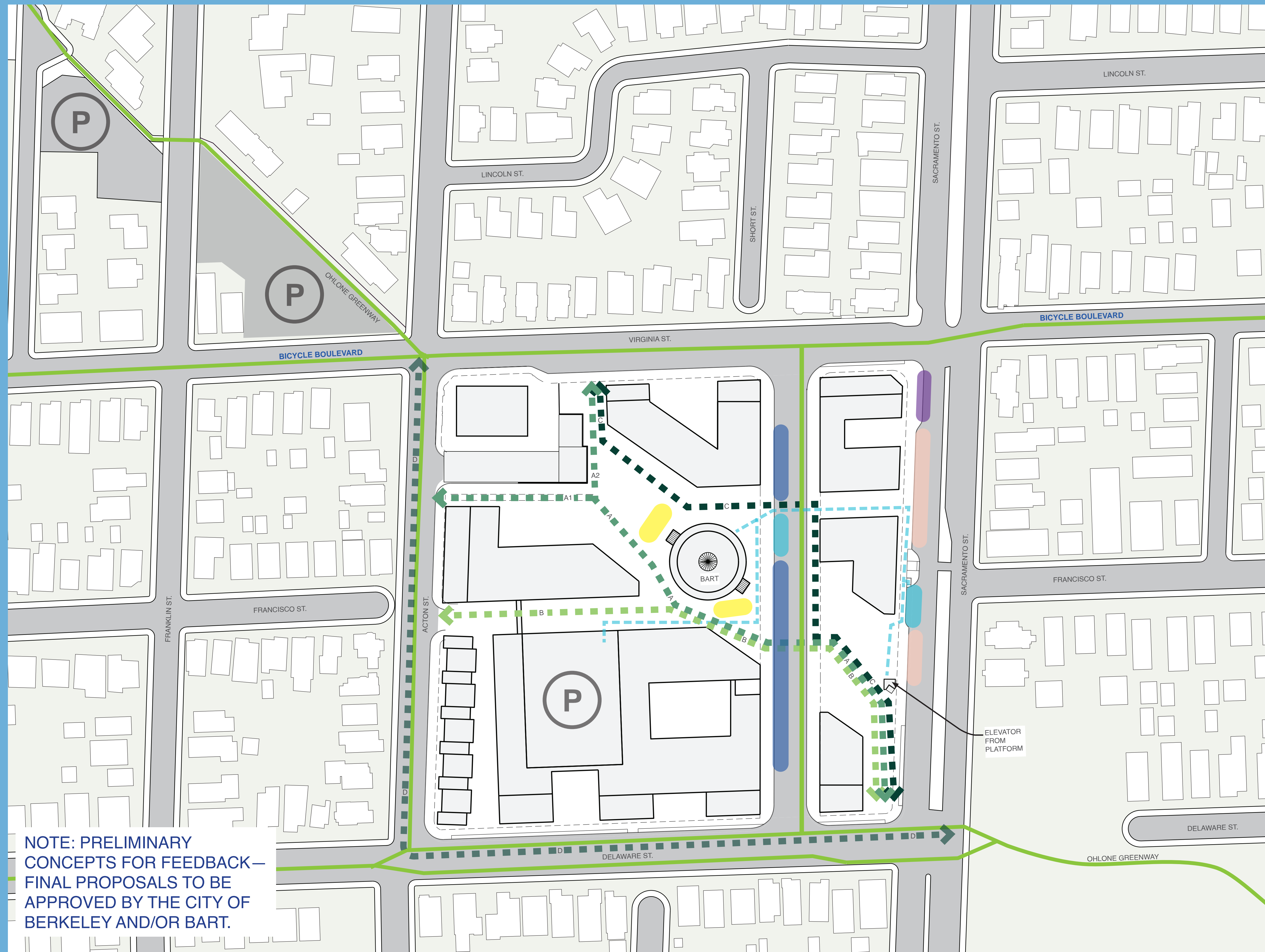
Station Access: How People Get To and From the Station Today

Scale 1" = 500'-0"



Preliminary Station Access Zone Proposals

Scale 1" = 60'-0" 



NOTE: PRELIMINARY CONCEPTS FOR FEEDBACK— FINAL PROPOSALS TO BE APPROVED BY THE CITY OF BERKELEY AND/OR BART.

Potential Bike Route Across Site:

-  Existing Bike Facility
-  Opt. A
-  Opt. B
-  Opt. C
-  Opt. D

-  Bike Parking
-  Bus Stop
-  Casual Carpool
-  ADA Loading/ Access
-  BART Passenger Loading / Bus / Operations

Bikeway Precedent Images



Strawberry Creek Park (Hidden Cafe Side)

0.82ac



Downtown Berkeley Bart Plaza

0.47ac



Virginia-McGee Totland

0.35ac



Ohlone Dog Park

0.90ac



NOTE: PRELIMINARY CONCEPTS FOR FEEDBACK—FINAL PROPOSALS TO BE APPROVED BY THE CITY OF BERKELEY AND/OR BART.

What We Heard

I like the greenery and continuation of the Ohlone greenway

I'm concerned about safety and activation

Let's make this a GREAT place!

Create a place to stay and enjoy! Not just somewhere for commuters

Play spaces for children & amenities for seniors

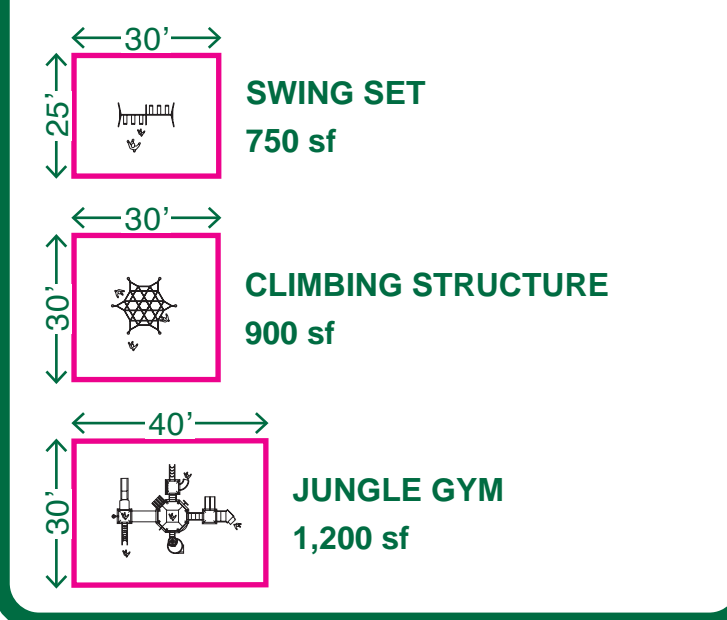
More open space!

What spaces are private versus public?

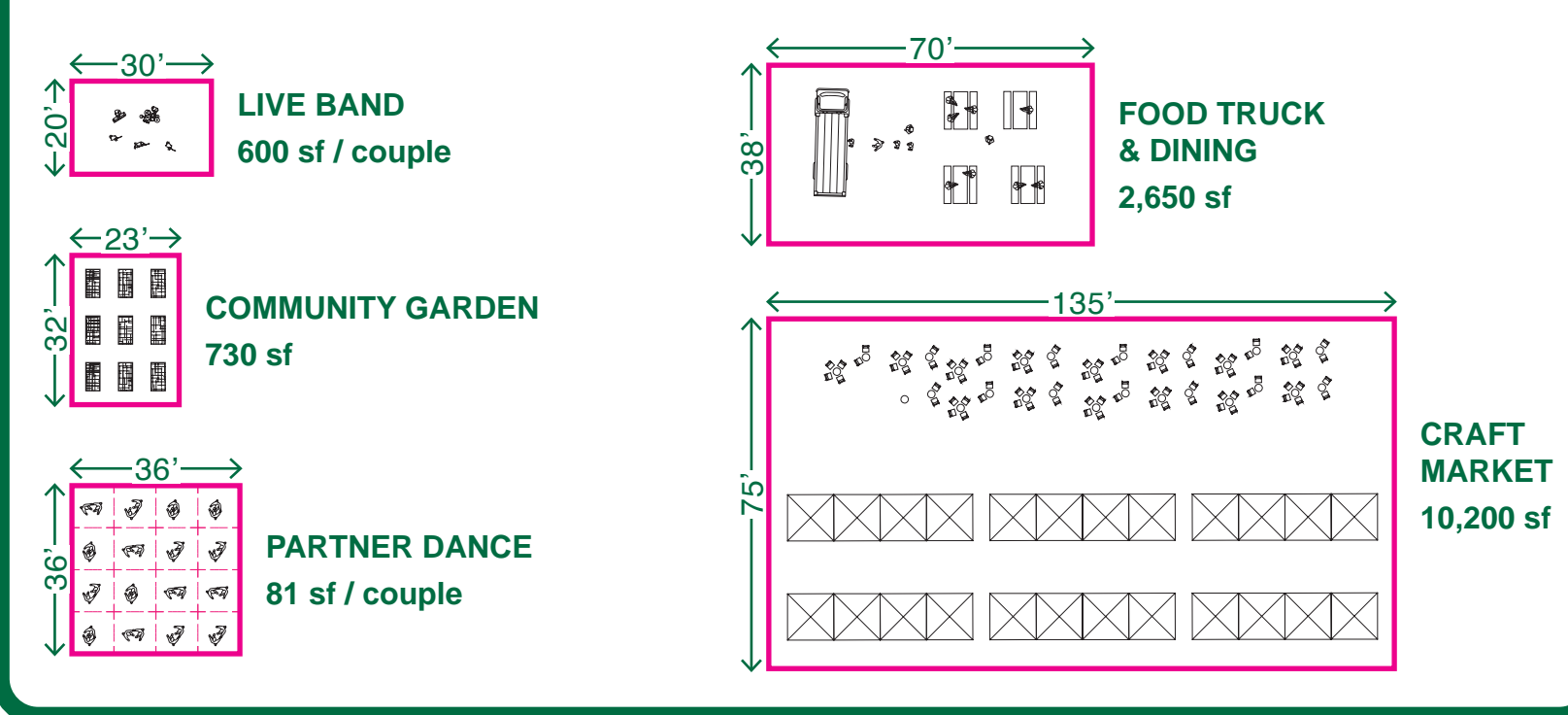
Activate the open space

How much space do outdoor programs need?

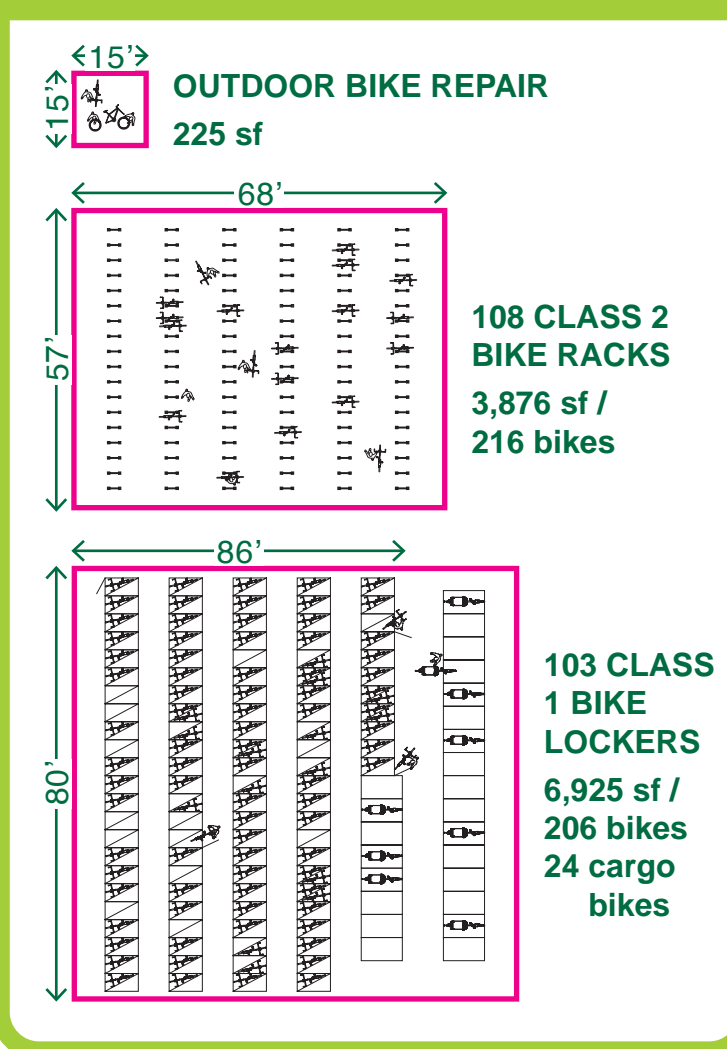
PLAYGROUNDS



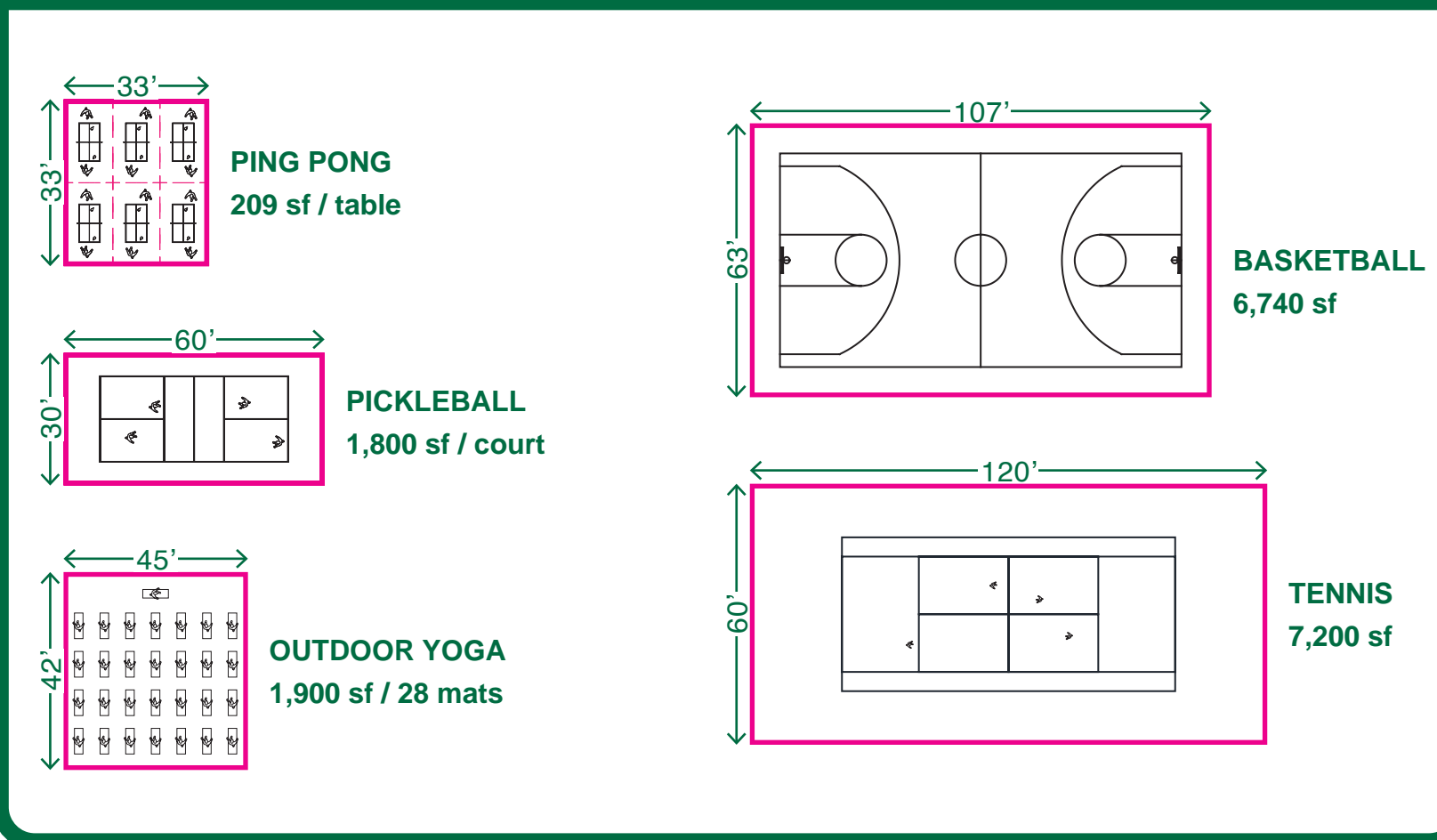
ACTIVITIES



BIKE AMENITIES

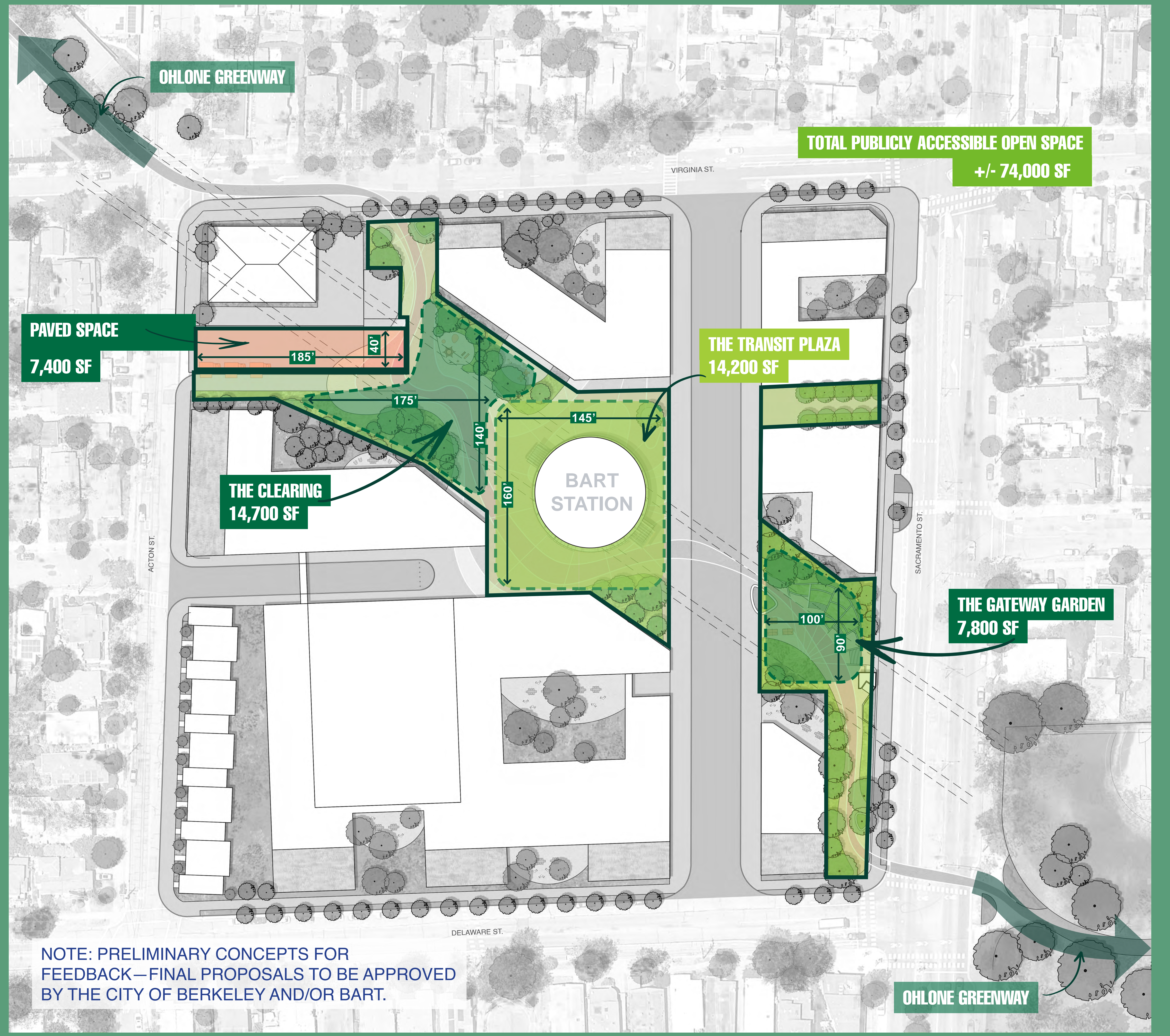


GROUP EXERCISE



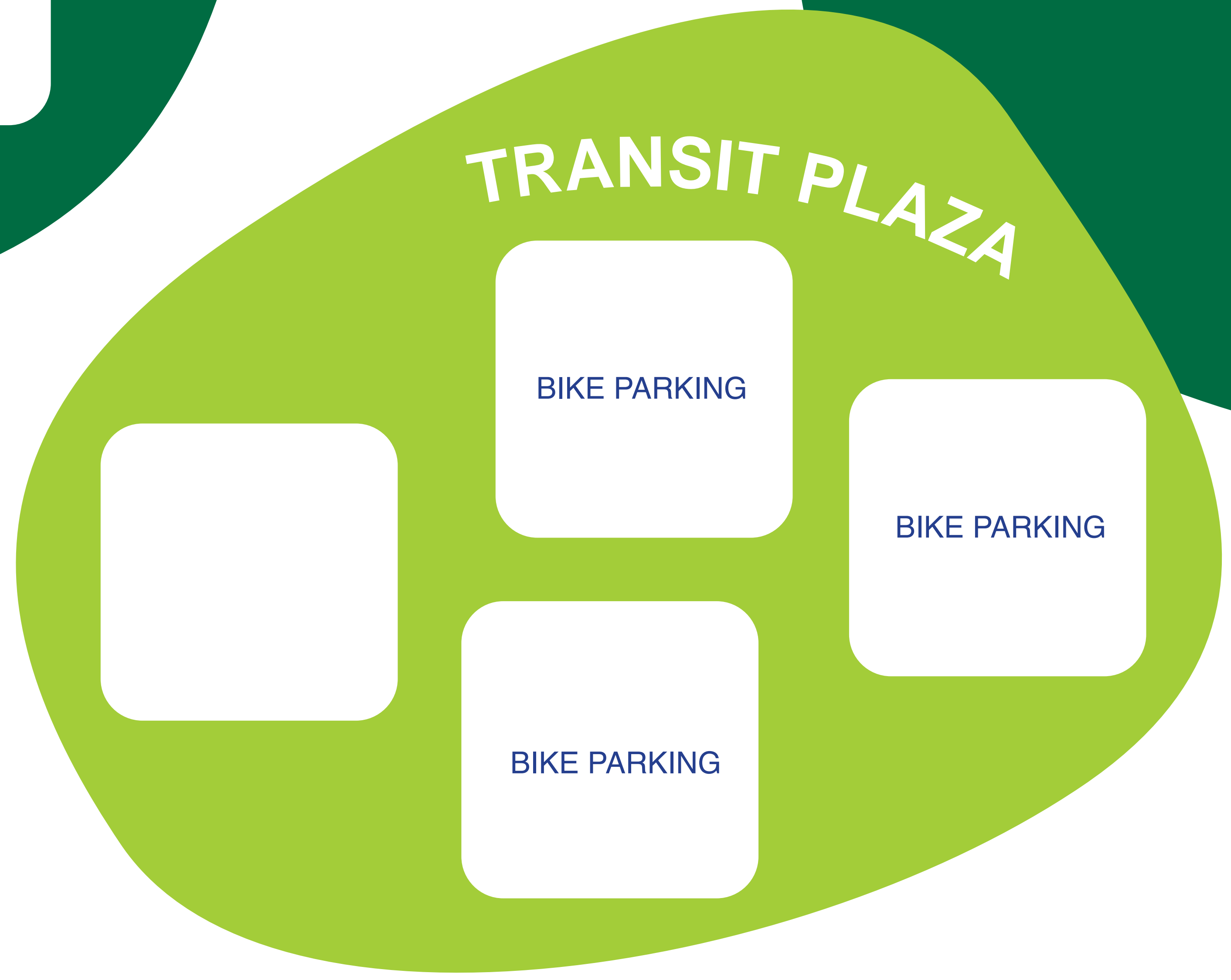
Proposed Publicly Accessible Open Space

Scale 1" = 40'-0"





What do you want the open spaces to look and feel like? What do you want to do there?



Plants



- N
- Habitat Plant
- Pollinator Plant
- Low Water Plant

Cercis occidentalis—Western Redbud
flowering, early bloom, multi-stem



- N
- Habitat Plant
- Pollinator Plant
- Low Water Plant

Quercus agrifolia—Coast Live Oak
evergreen, multi-trunk



- N
- Habitat Plant
- Pollinator Plant
- Low Water Plant

Arctostaphylos bakeri—Baker's Manzanita
flowering, evergreen, attractive bark

LEGEND

- N Native Plant
- Habitat Plant
- Pollinator Plant
- Low Water Plant



- N
- Habitat Plant
- Pollinator Plant
- Low Water Plant

Bolero—Bolero Dwarf Fescue
hearty, evergreen, turf grass



- N
- Habitat Plant
- Low Water Plant

Carex tumulicola—Foothill Sedge
evergreen, shade tolerant



- N
- Low Water Plant

Muhlenbergia capillaris—Pink Muhly
pink inflorescence in early Fall



- N
- Habitat Plant
- Pollinator Plant
- Low Water Plant

Ribes sanguineum—Red Flowering Currant
flowering, early bloom, small fruits



- N
- Habitat Plant
- Low Water Plant

Bouteloua gracilis—Blue Grama
perennial grass



- N
- Habitat Plant
- Pollinator Plant
- Low Water Plant

Salvia greggii—Autumn Sage
flowering, fragrant, perennial



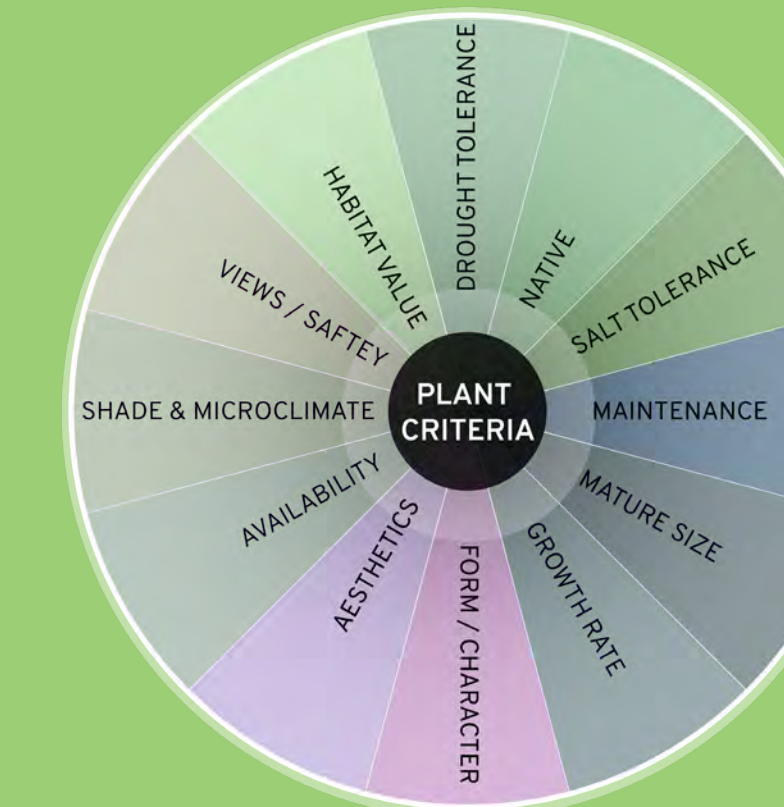
- Pollinator Plant

Erigeron karvinskianus—Santa Barbara Daisy
flowering, evergreen, groundcover



- N
- Habitat Plant
- Pollinator Plant

Heuchera maxima—Island Alum Root
flowering, evergreen mass



- N
- Habitat Plant
- Pollinator Plant
- Low Water Plant

Baccharis pilularis—Coyote Brush
evergreen ground cover



- N
- Habitat Plant
- Pollinator Plant
- Low Water Plant

Achillea millefolium 'Walther Funke'—Yarrow
flowering, bright color

Site Character



Immersive planting experience, Trails,
Seating



Small Court Games, Flexible Lawn



Community Gathering, Flexible Lawn
Open Space



Garden Rooms, Ping Pong



Nature Playspace, Children Scaled
Spaces



Universal Design, Children's Scaled
Spaces, Hoops



Dog Park, Shade, Benches and
Seating



Play Space, Topography, Lighting



Plaza Areas, Seating, Walkways



Performance Areas, Seating



Community Gardens, Agriculture



Courtyard, Balance of Planting and
Paving, Lighting



All Ages Play Space, Workout Space,
Flexible Surfaces



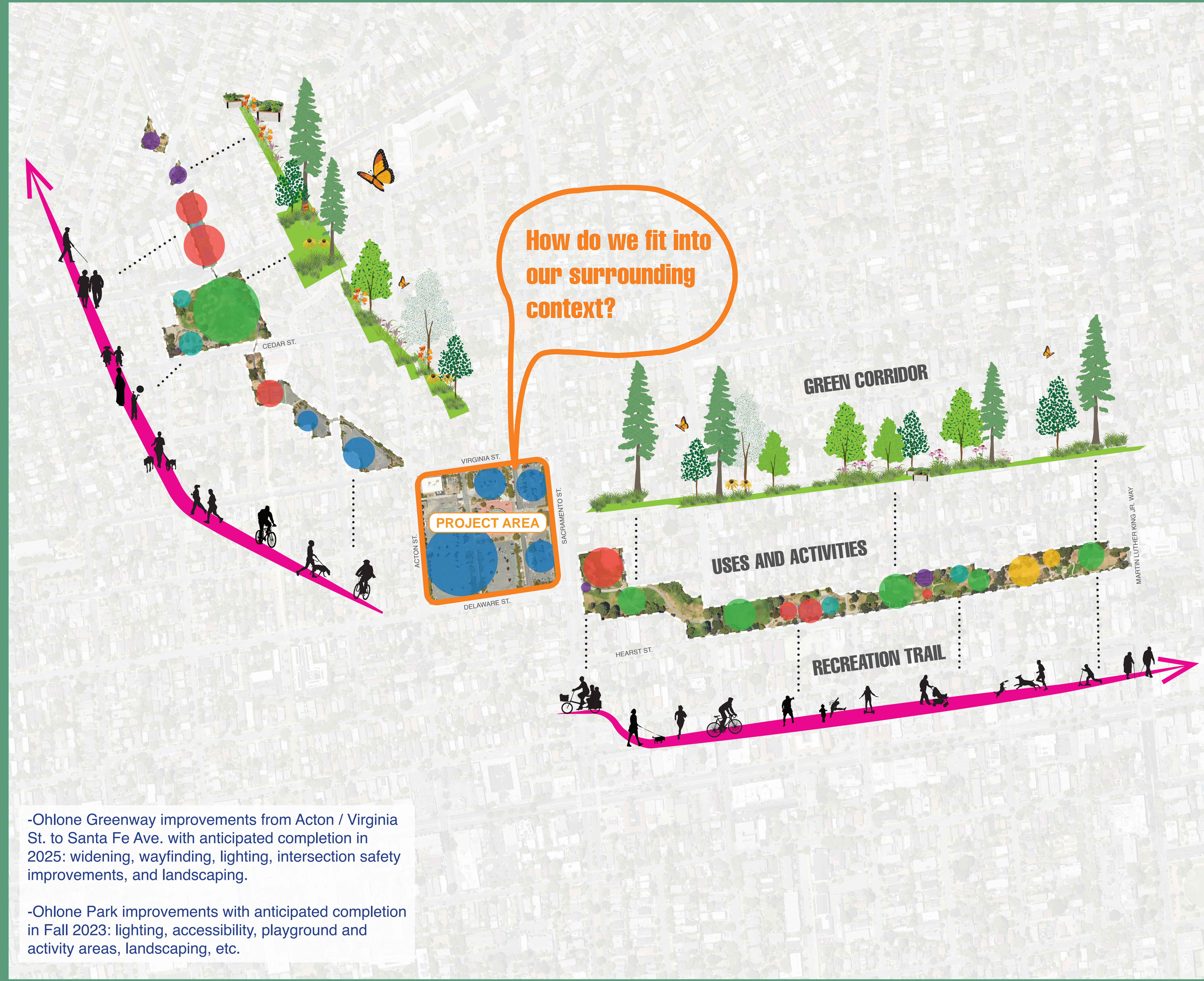
Outdoor dining, Lighting, Shade, Ping
Pong



Flexible Lawn, Green Frames

The Ohlone Greenway as Community Resource

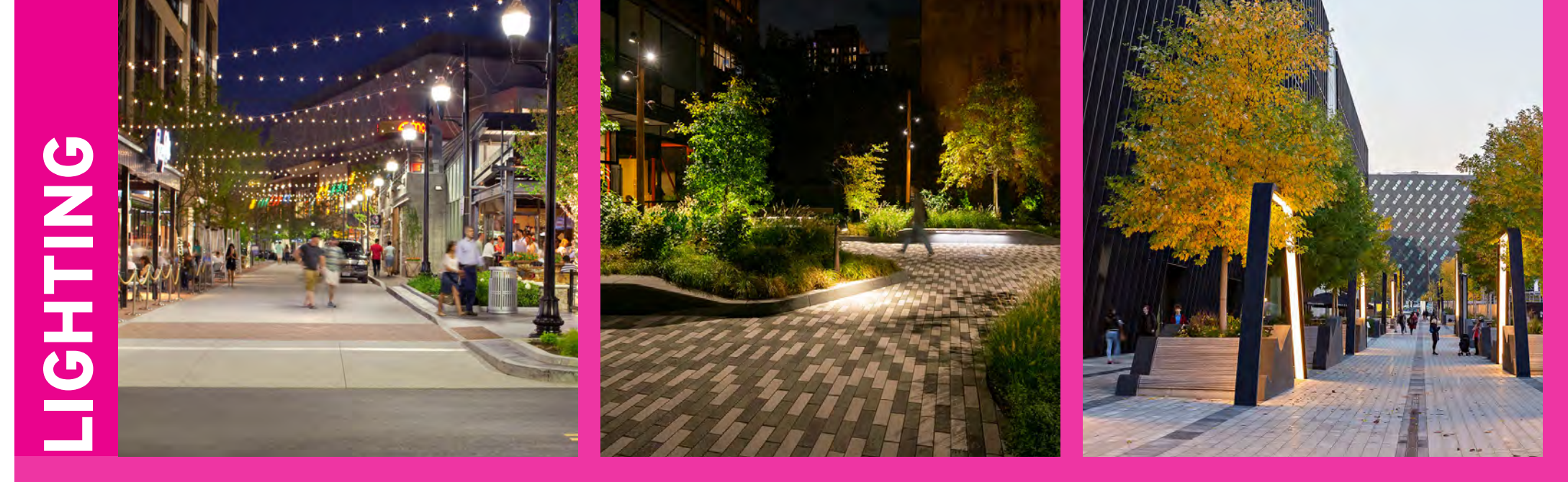
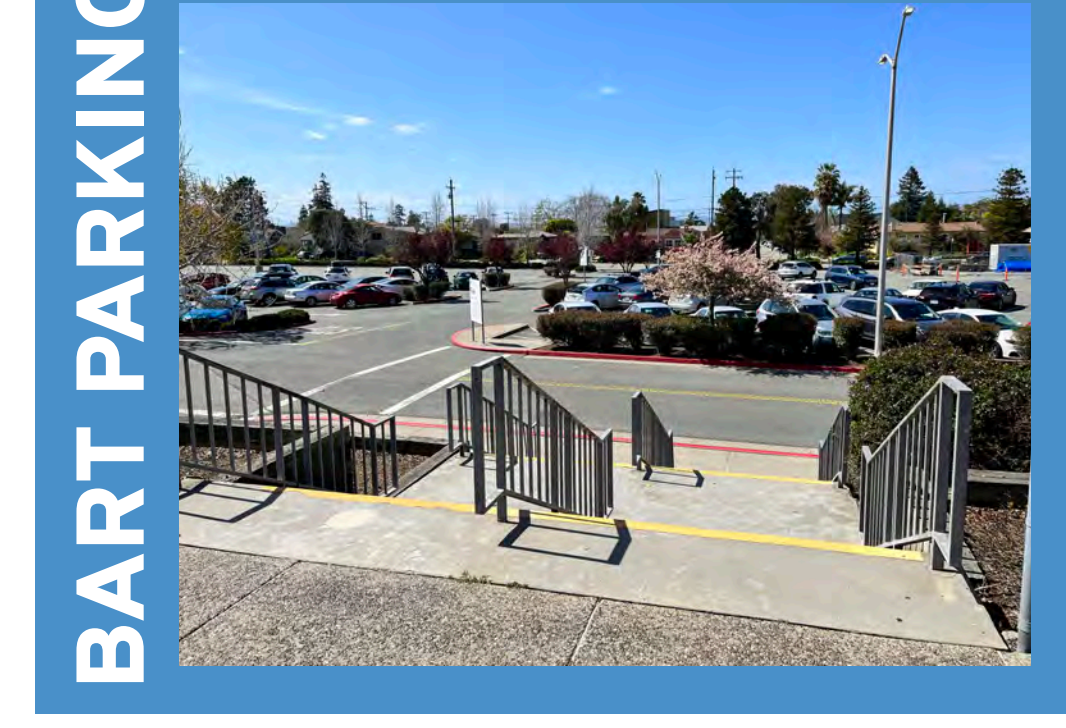
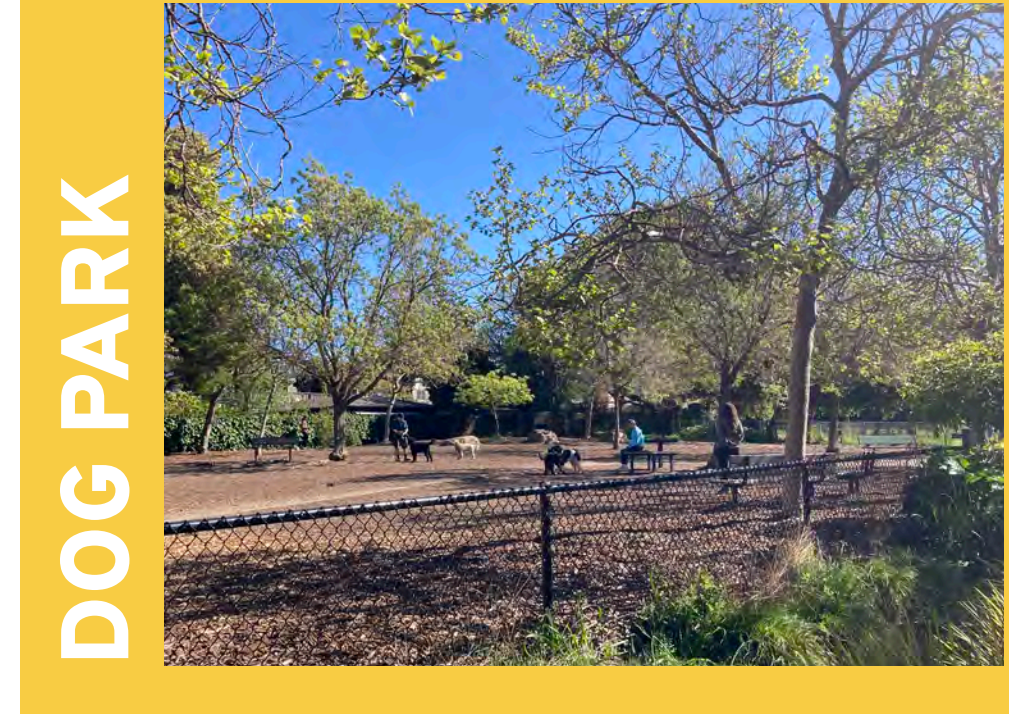
NTS 



-Ohlone Greenway improvements from Acton / Virginia St. to Santa Fe Ave. with anticipated completion in 2025: widening, wayfinding, lighting, intersection safety improvements, and landscaping.

-Ohlone Park improvements with anticipated completion in Fall 2023: lighting, accessibility, playground and activity areas, landscaping, etc.

Ohlone Greenway Amenities



What We Heard

Can the sidewalks be widened?

Include as many trees as possible!

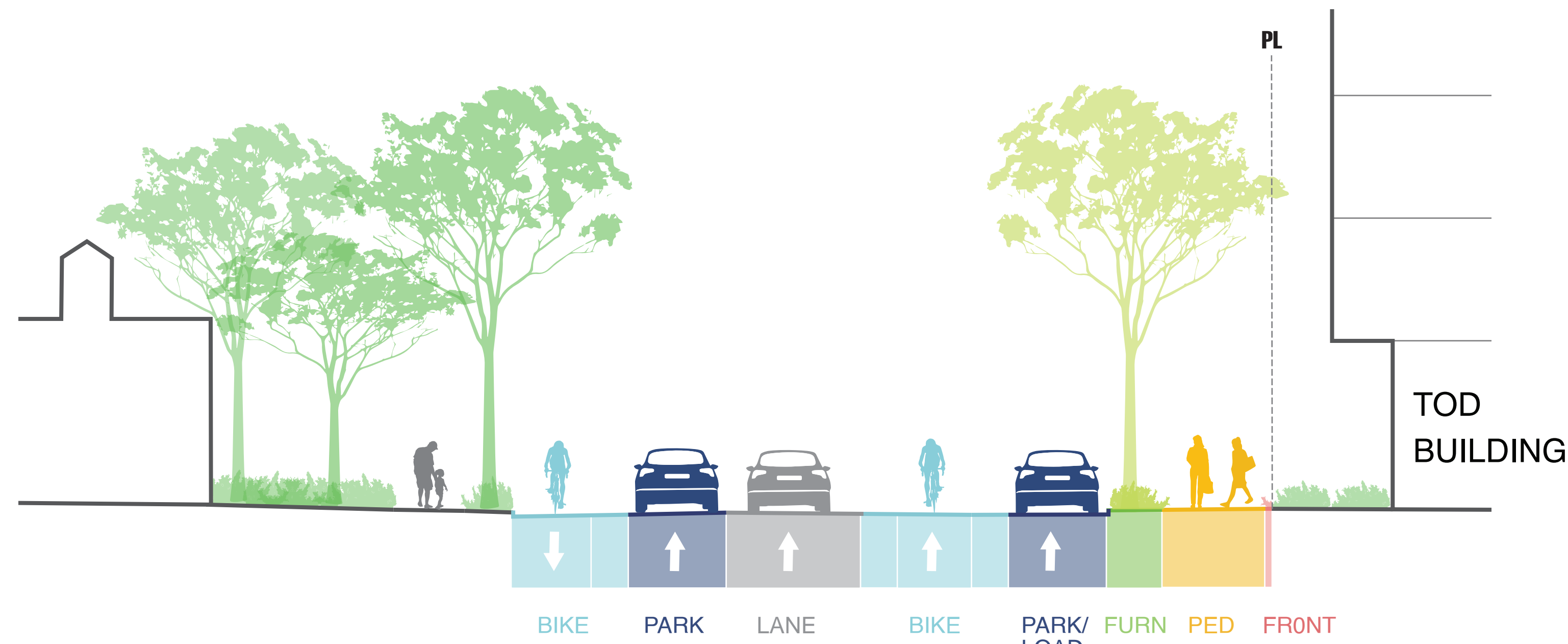
How will 6-8 story buildings relate to the neighborhood context?

Stoops don't leave enough distance between the sidewalk and the units

Include sufficient lighting

Change traffic flow on Acton / Virginia?

Can we explore greater setbacks?



Street & Sidewalk Zones Sample Section

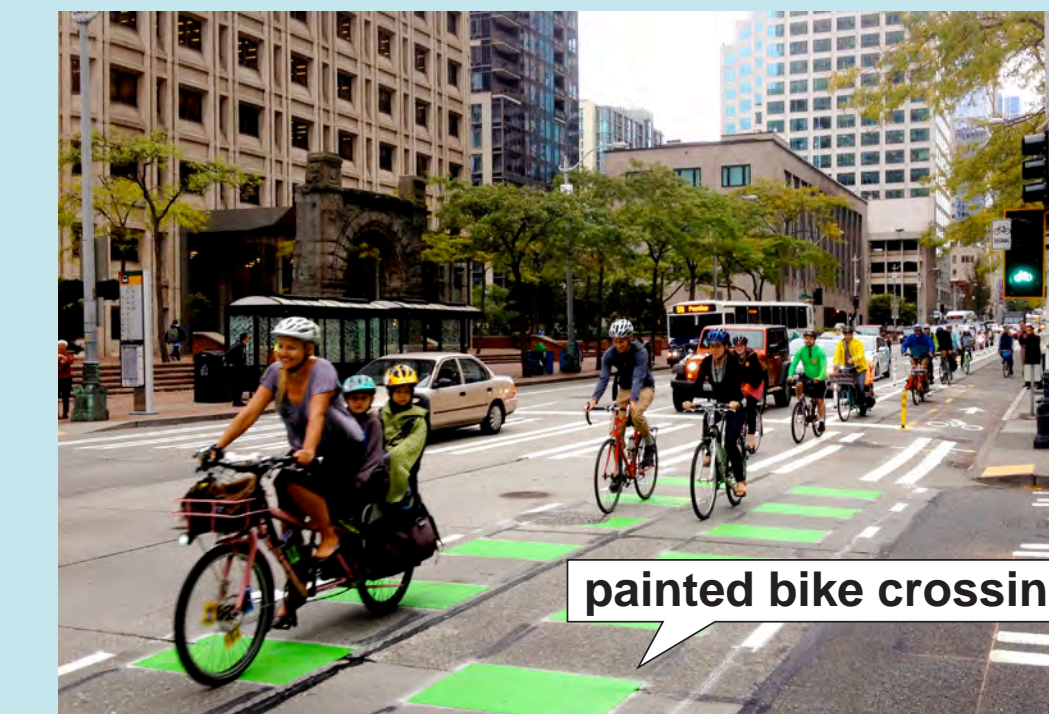
Sidewalk Zones Color Key

- Frontage Zone (FRONT)
- Pedestrian Zone (PED)
- Furnishing Zone (FURN)

Street Zones Color Key

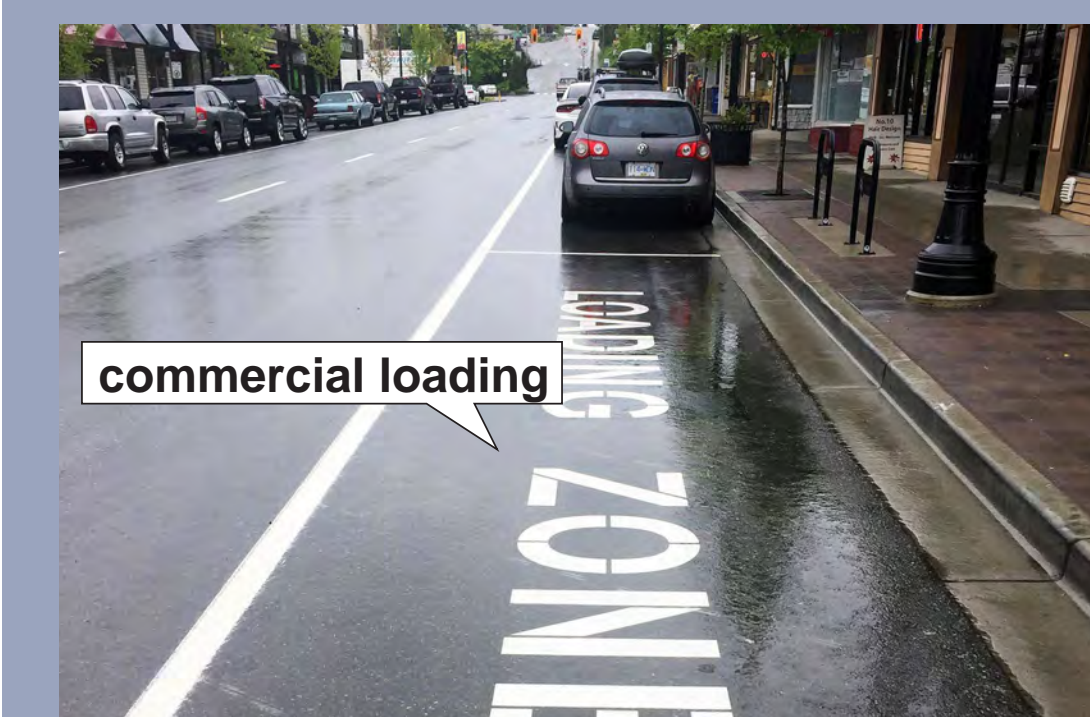
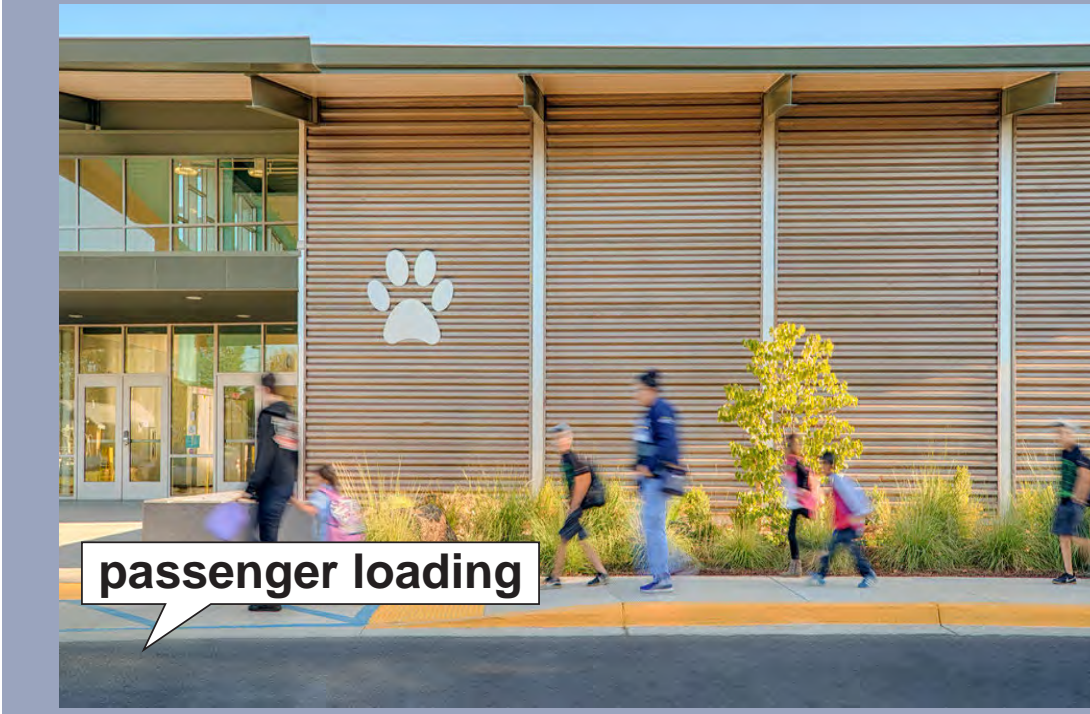
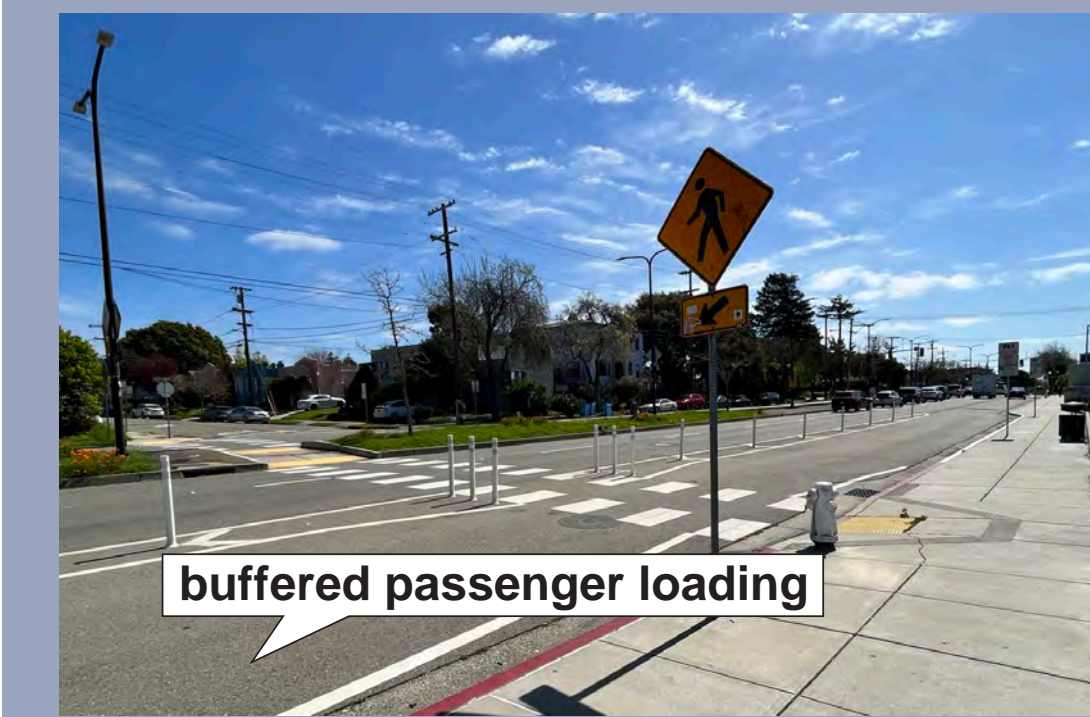
- Bike Access (BIKE)
- Travel Lane (LANE)
- Parking or Loading Lane (PARK/LOAD)

Bike



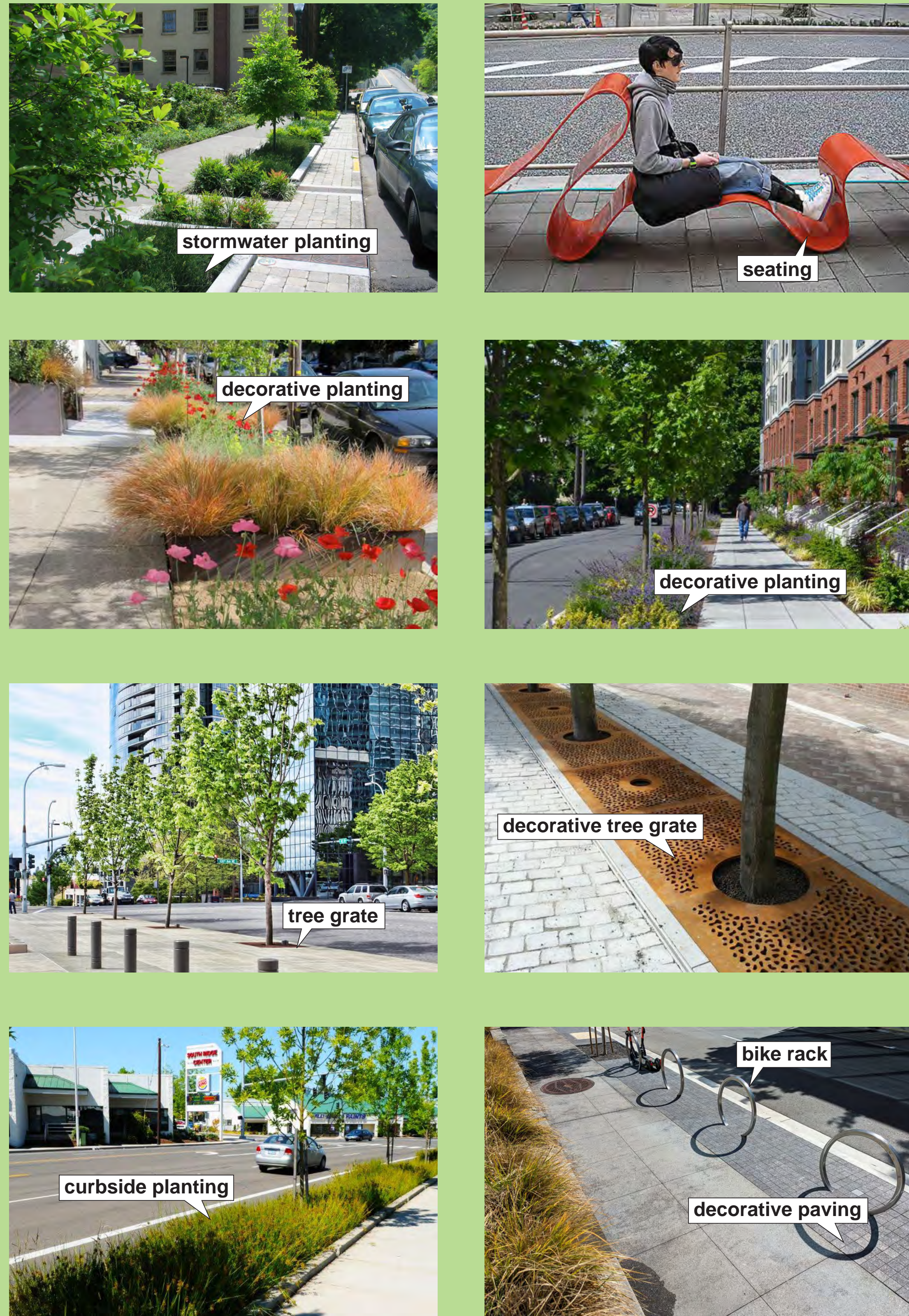
The Bike Zone is where the bike lane and optional buffer occur.

Extension Zone



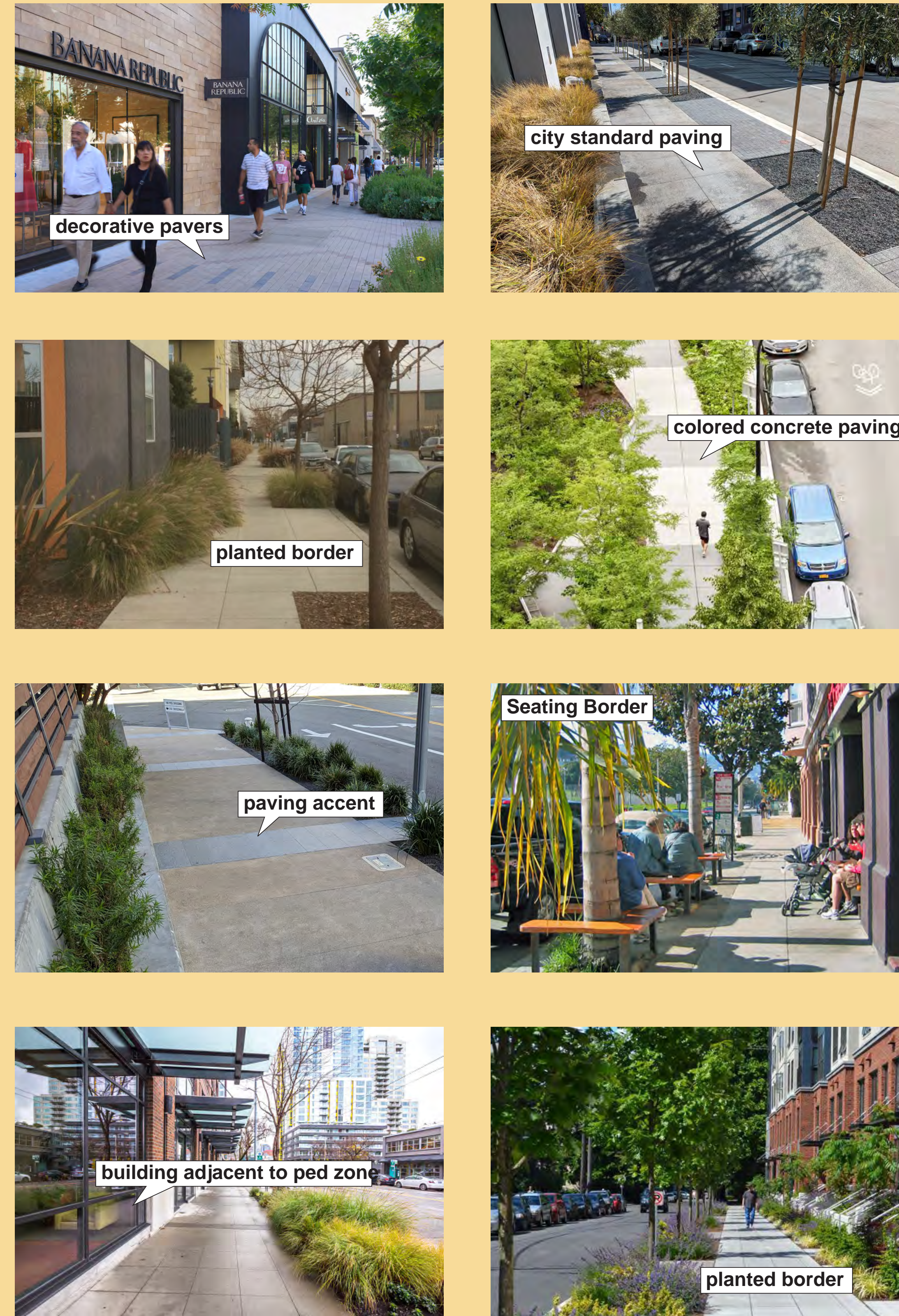
The Extension Zone is where parking, pedestrian, transit, and commercial loading occur.

Furnishing Zone



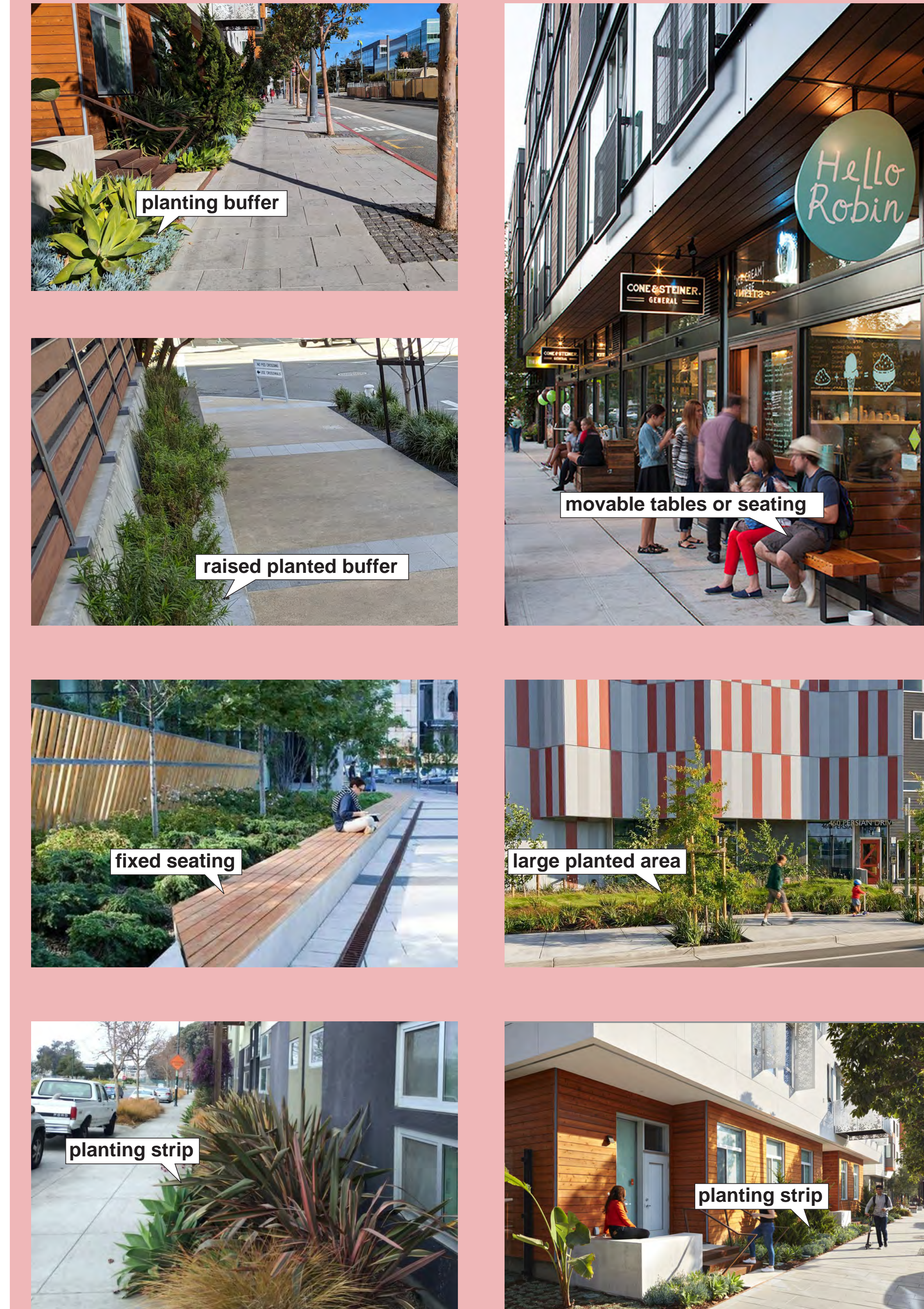
The Furnishing Zone is the portion of the sidewalk where trees and curbside landscaping, stormwater treatment planters, transit stop shelters, passenger loading zones, street lights, sidewalk furniture and other utilities occur.

Pedestrian Zone

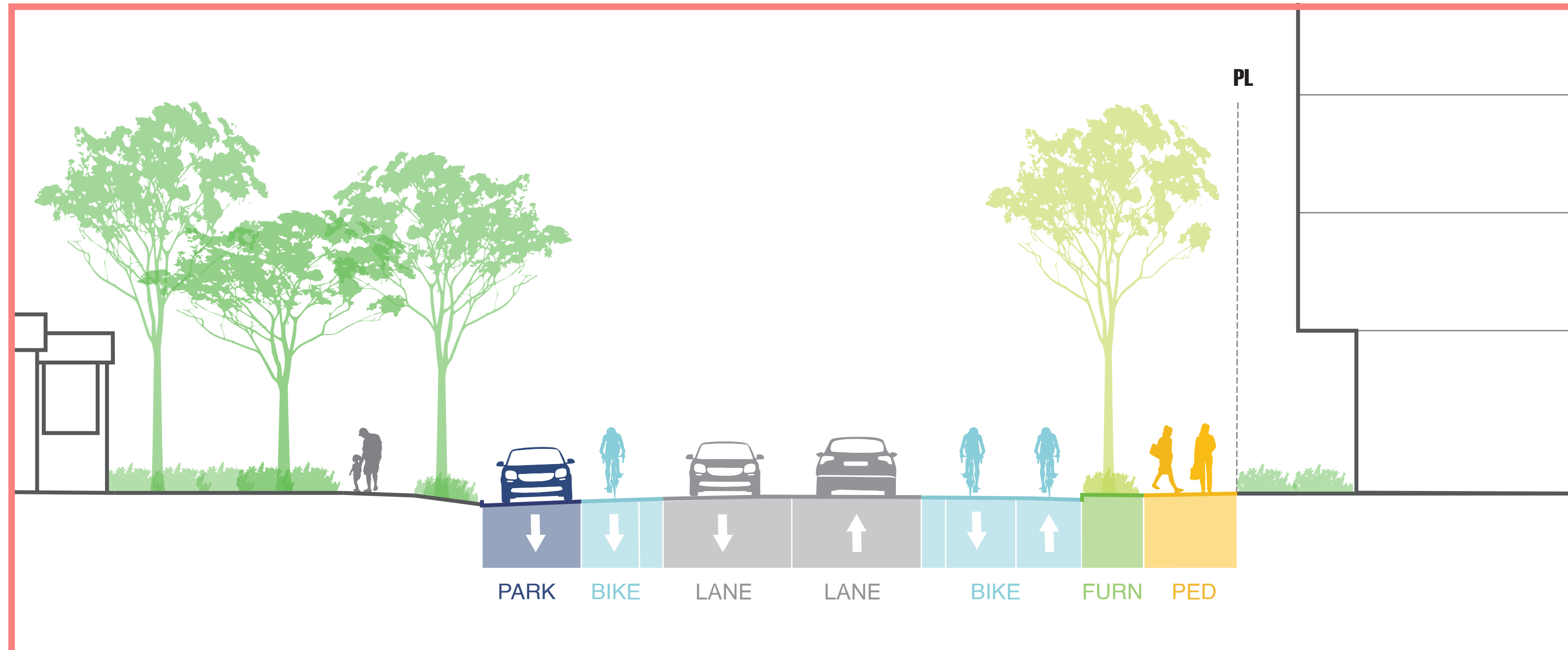


The Pedestrian Zone is the unobstructed paved space on the sidewalk for pedestrian travel.

Frontage Zone

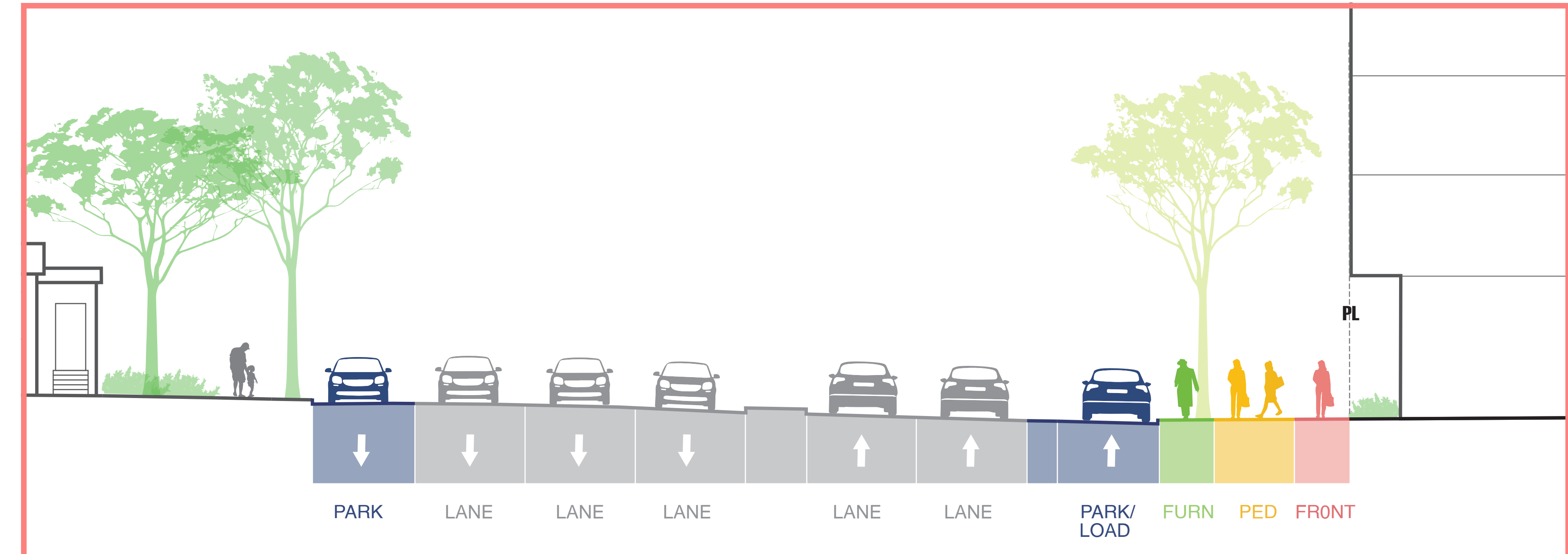


The Frontage Zone is the area between the Pedestrian zone and the property line and often occurs at building edges. The building might be set back from the property line to create the appearance of a larger frontage zone. This zone can be planted or paved.



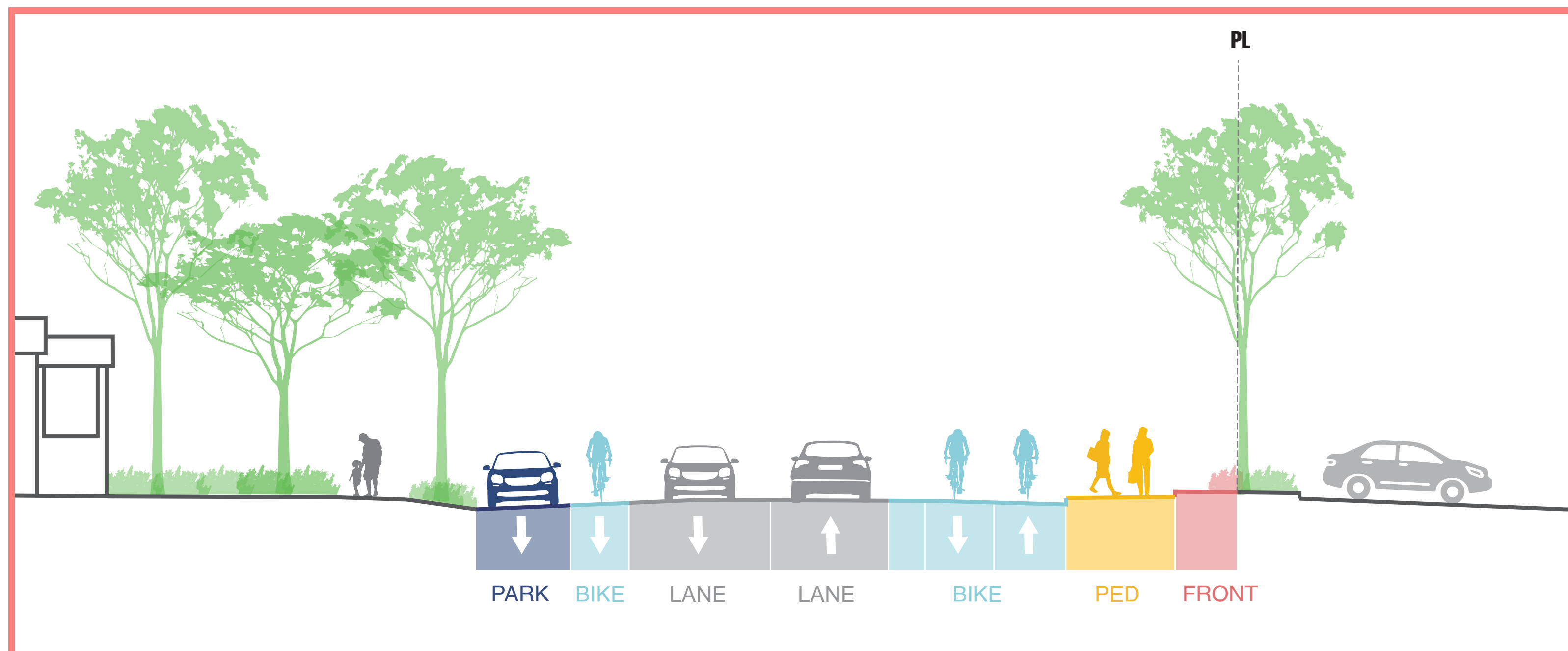
Delaware St. Section_Project Study

Scale 1/8" = 1'-0"



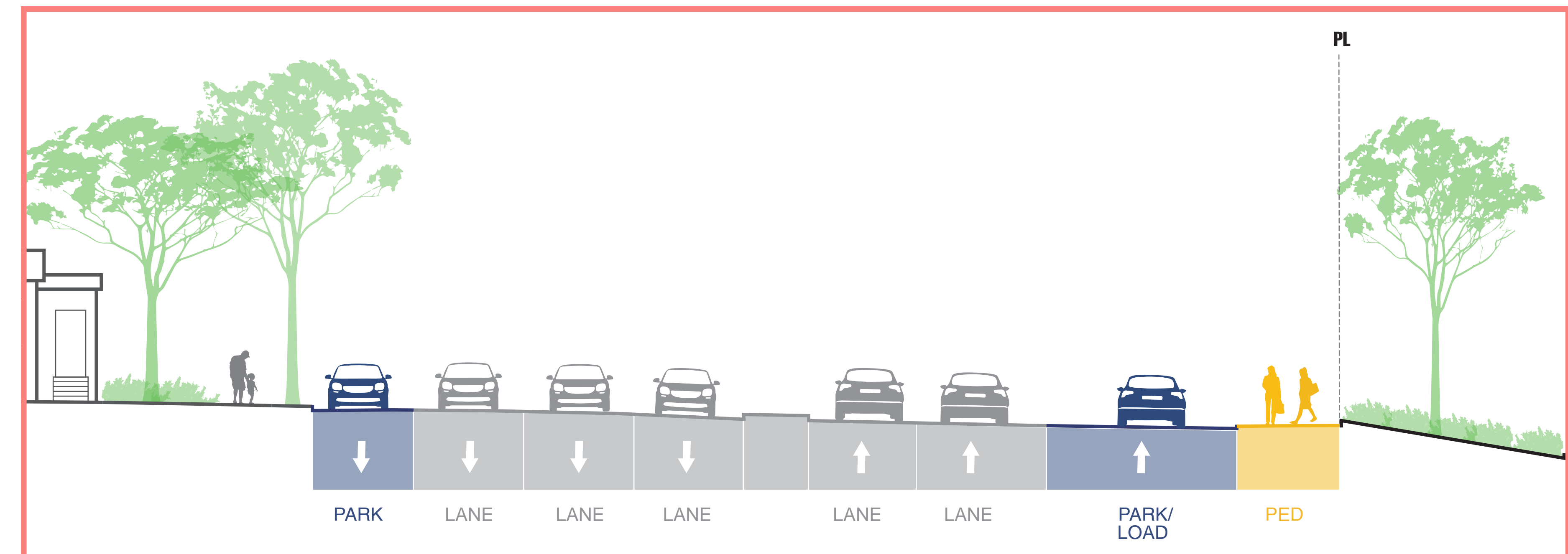
Sacramento St. Section_Project Study

Scale 1/8" = 1'-0"



Delaware St. Section_Existing

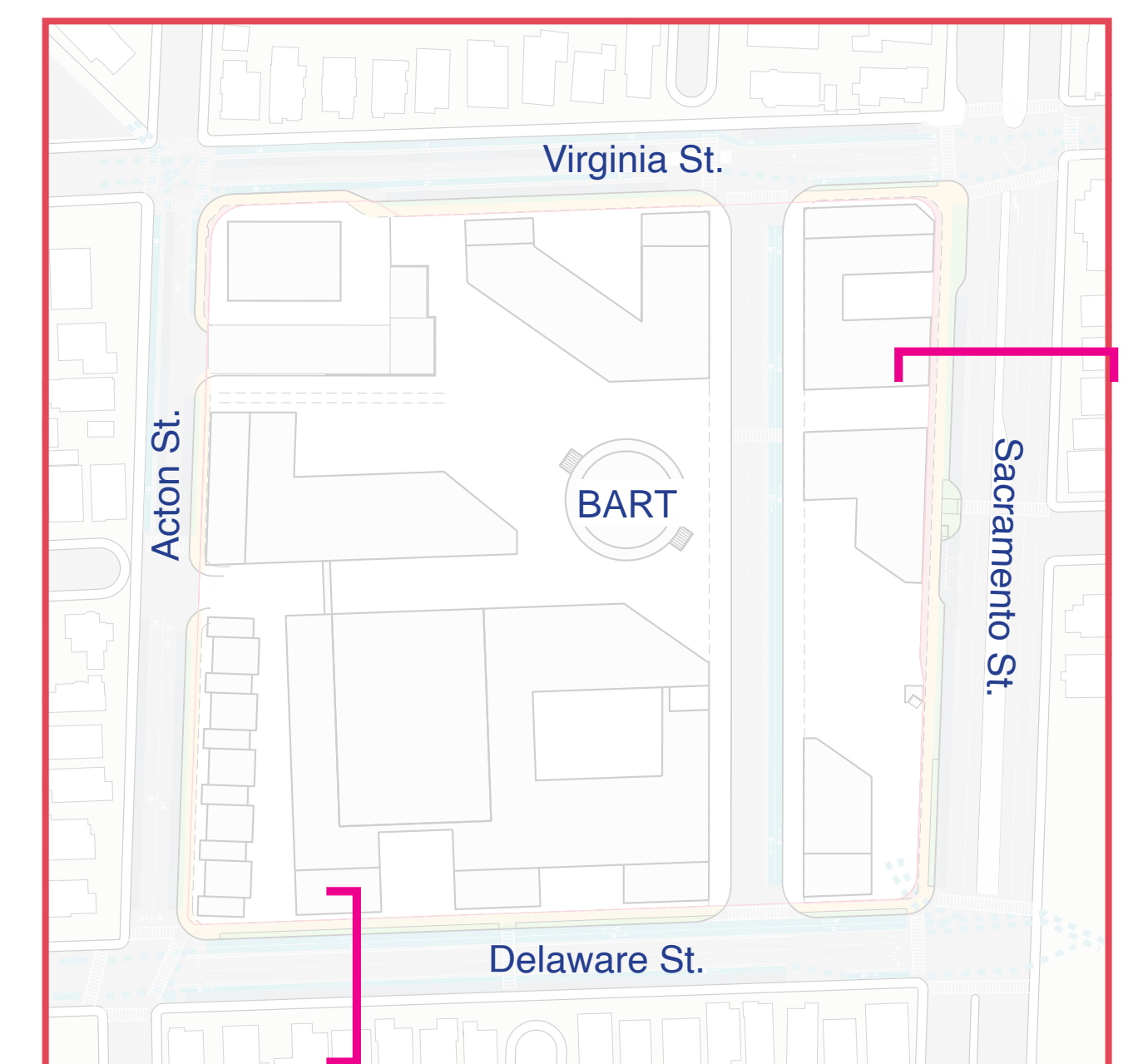
Scale 1/8" = 1'-0"



Sacramento St. Section_Existing

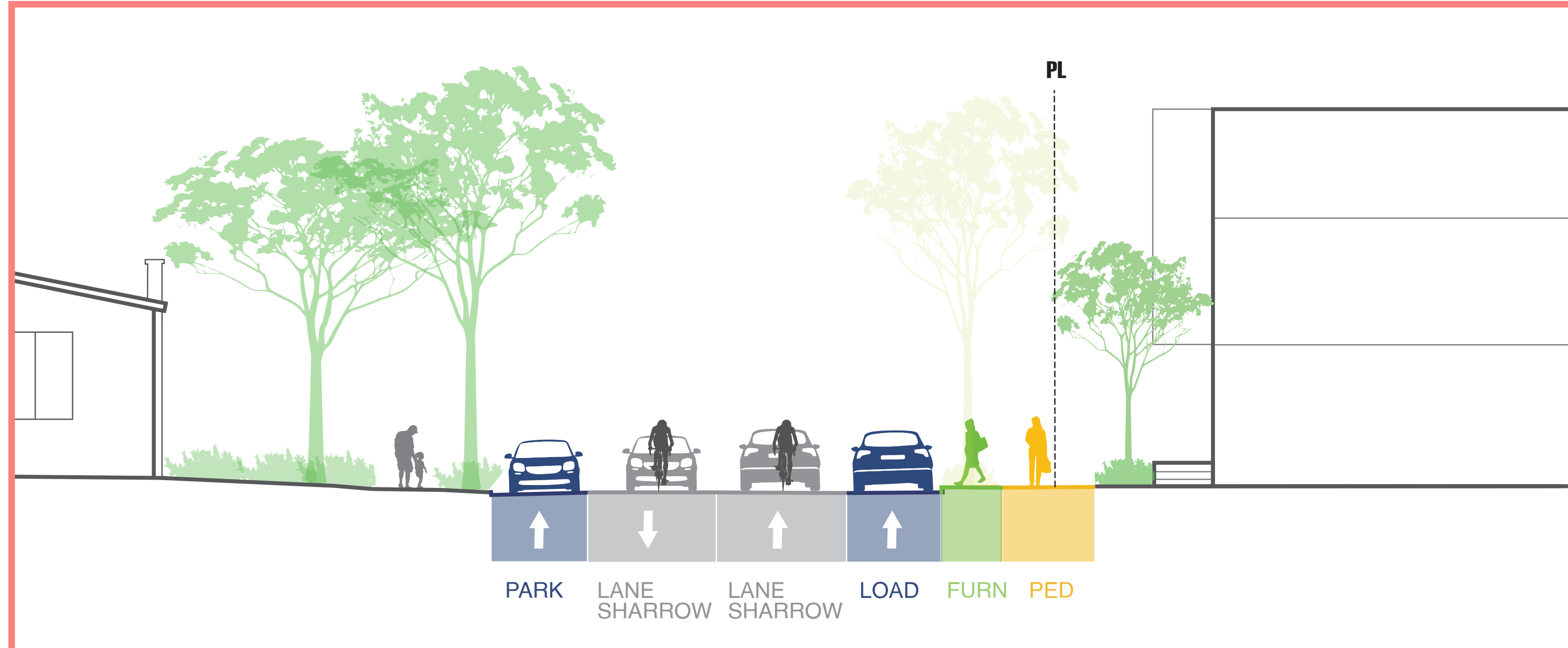
Scale 1/8" = 1'-0"

NOTE: PRELIMINARY CONCEPTS FOR FEEDBACK—FINAL PROPOSALS TO BE APPROVED BY THE CITY OF BERKELEY AND/OR BART.



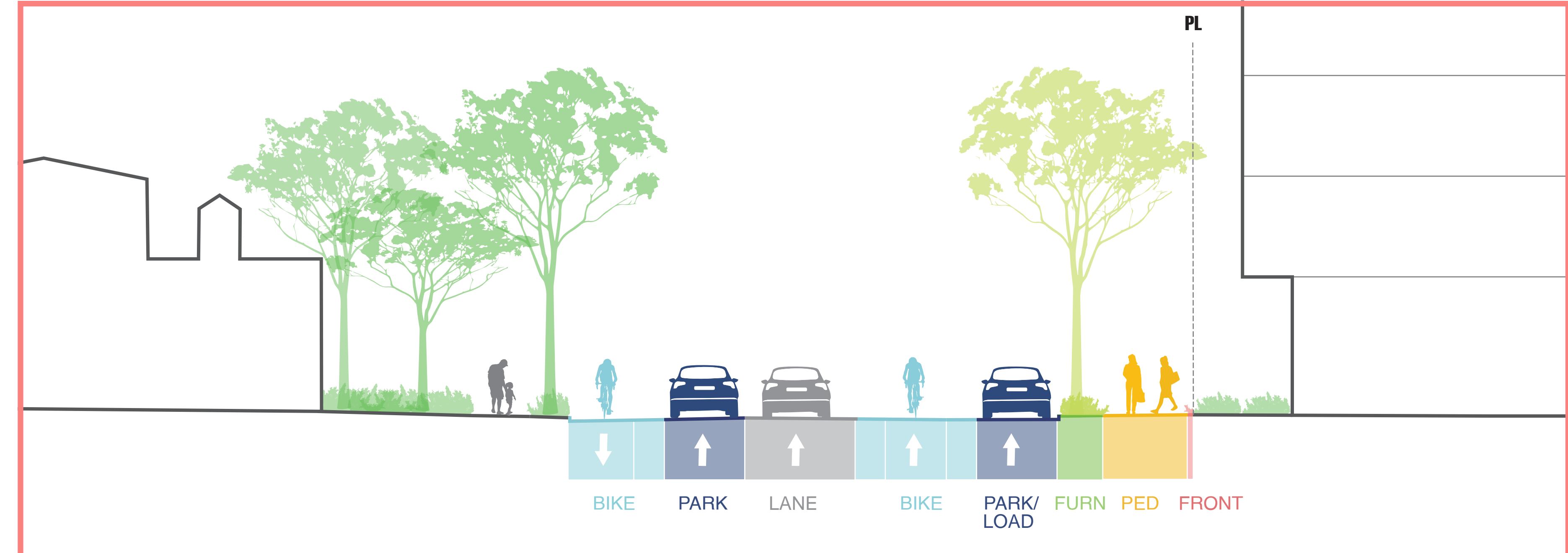
Site Plan Key

NTS



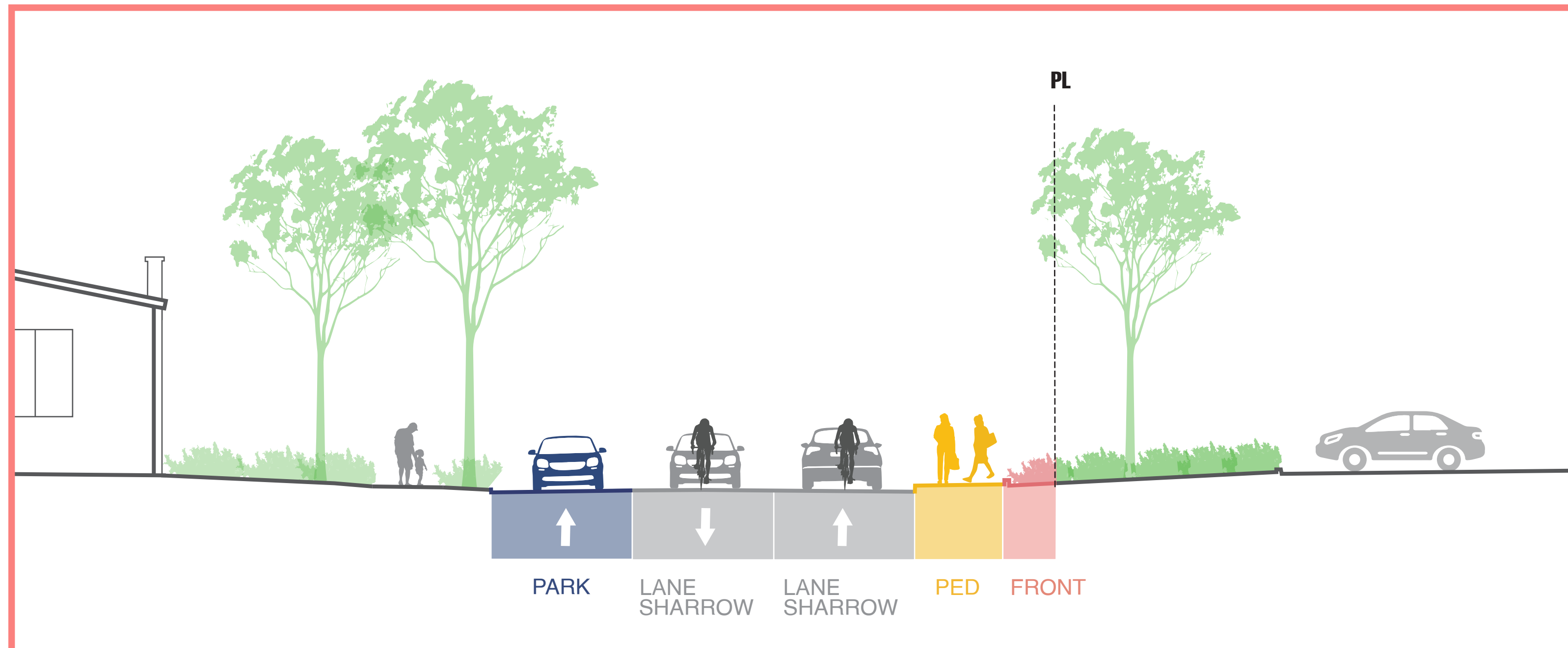
Acton St. Section_Project Study

Scale 1/8" = 1'-0"



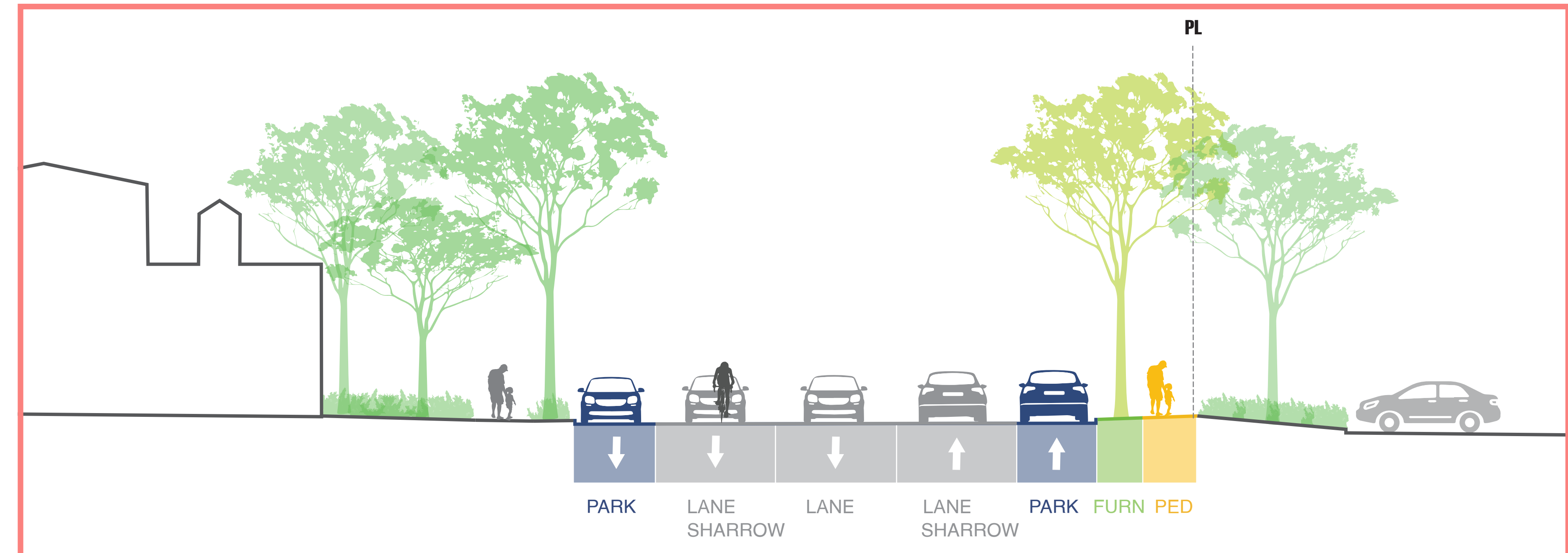
Virginia St. Section_Project Study

Scale 1/8" = 1'-0"



Acton St. Section_Existing

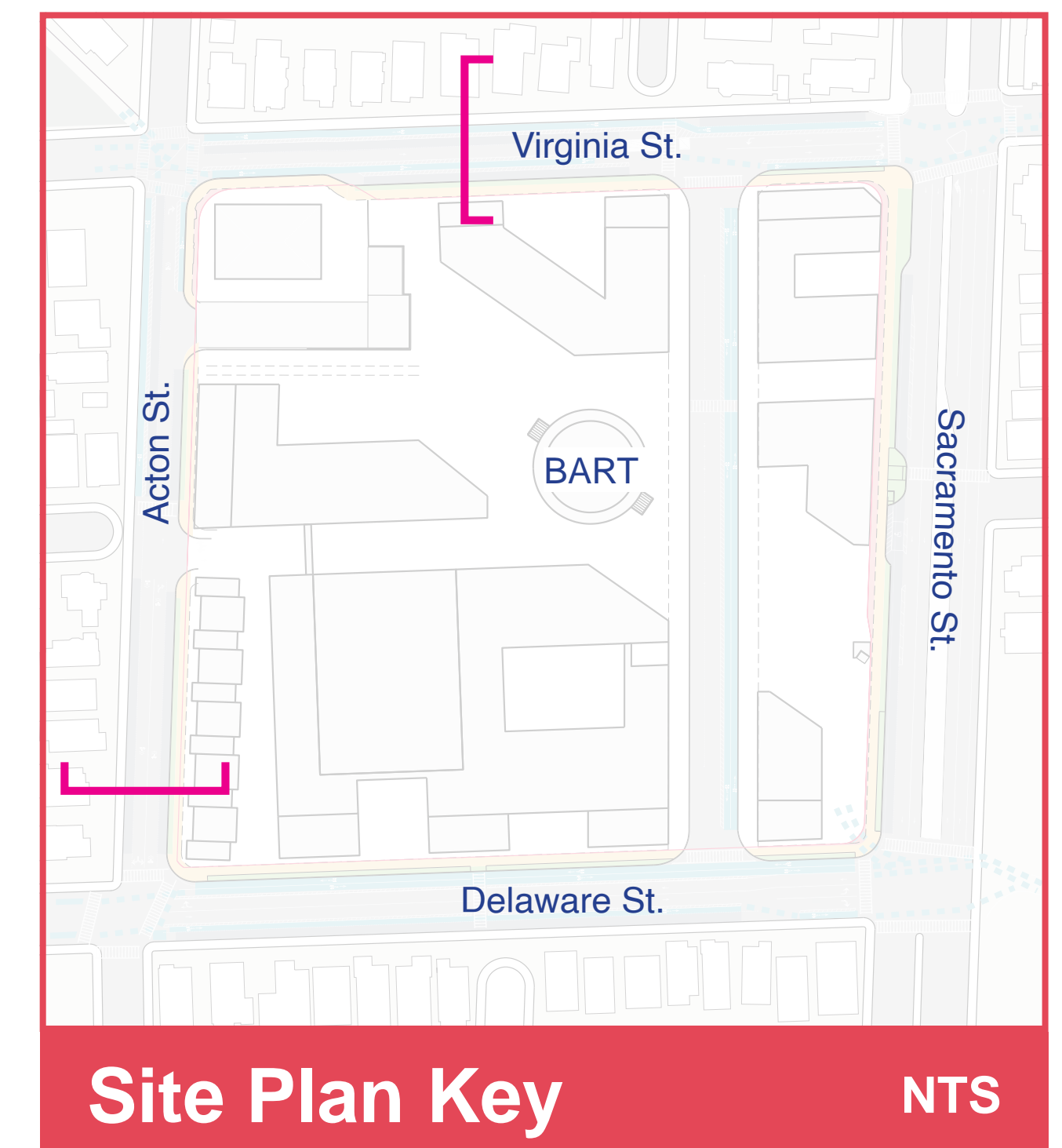
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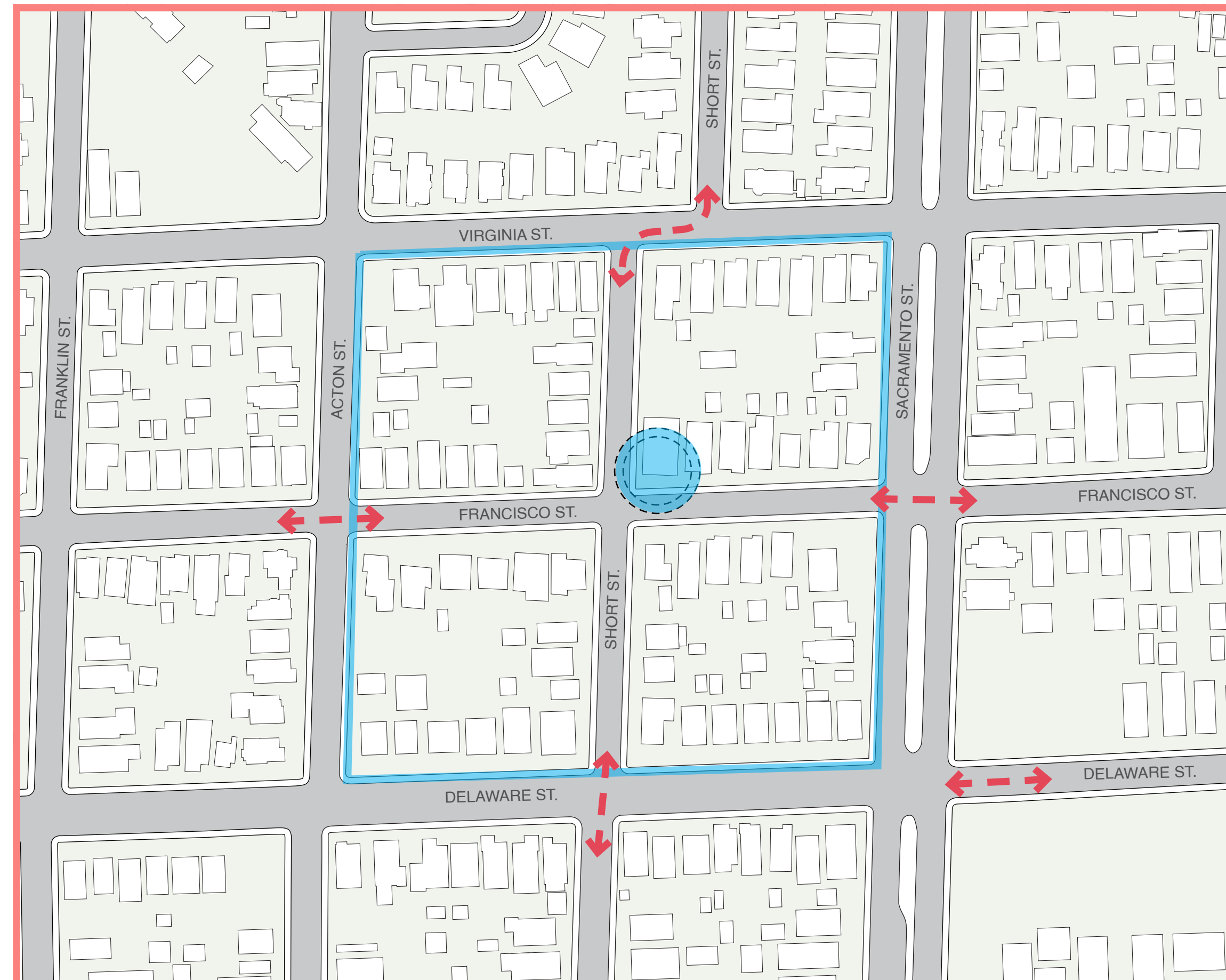


Virginia St. Section_Existing

Scale 1/8" = 1'-0"

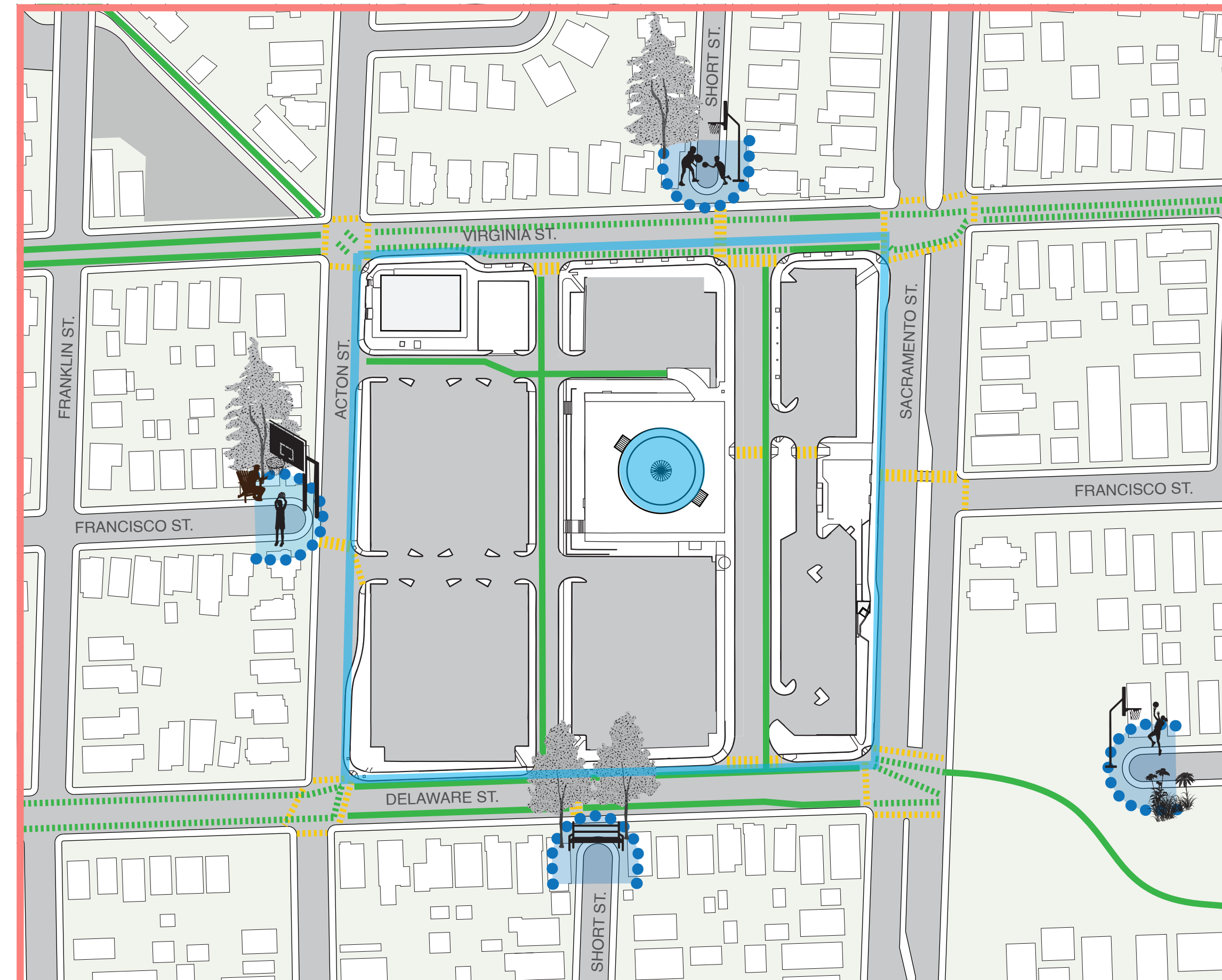
NOTE: PRELIMINARY CONCEPTS FOR FEEDBACK—FINAL PROPOSALS TO BE APPROVED BY THE CITY OF BERKELEY AND/OR BART.





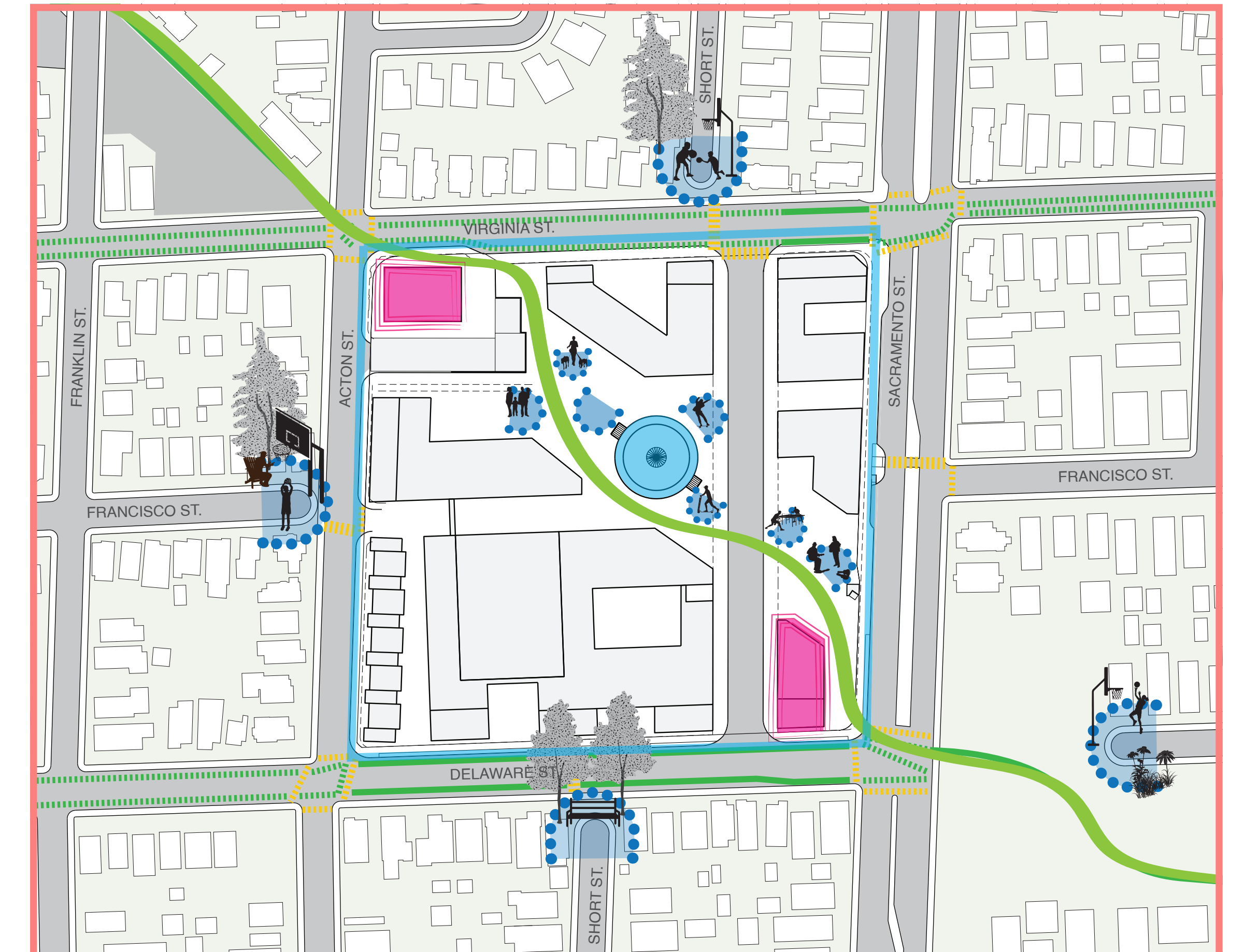
Pre-Station Era—1965

Scale 1" = 120'-0"



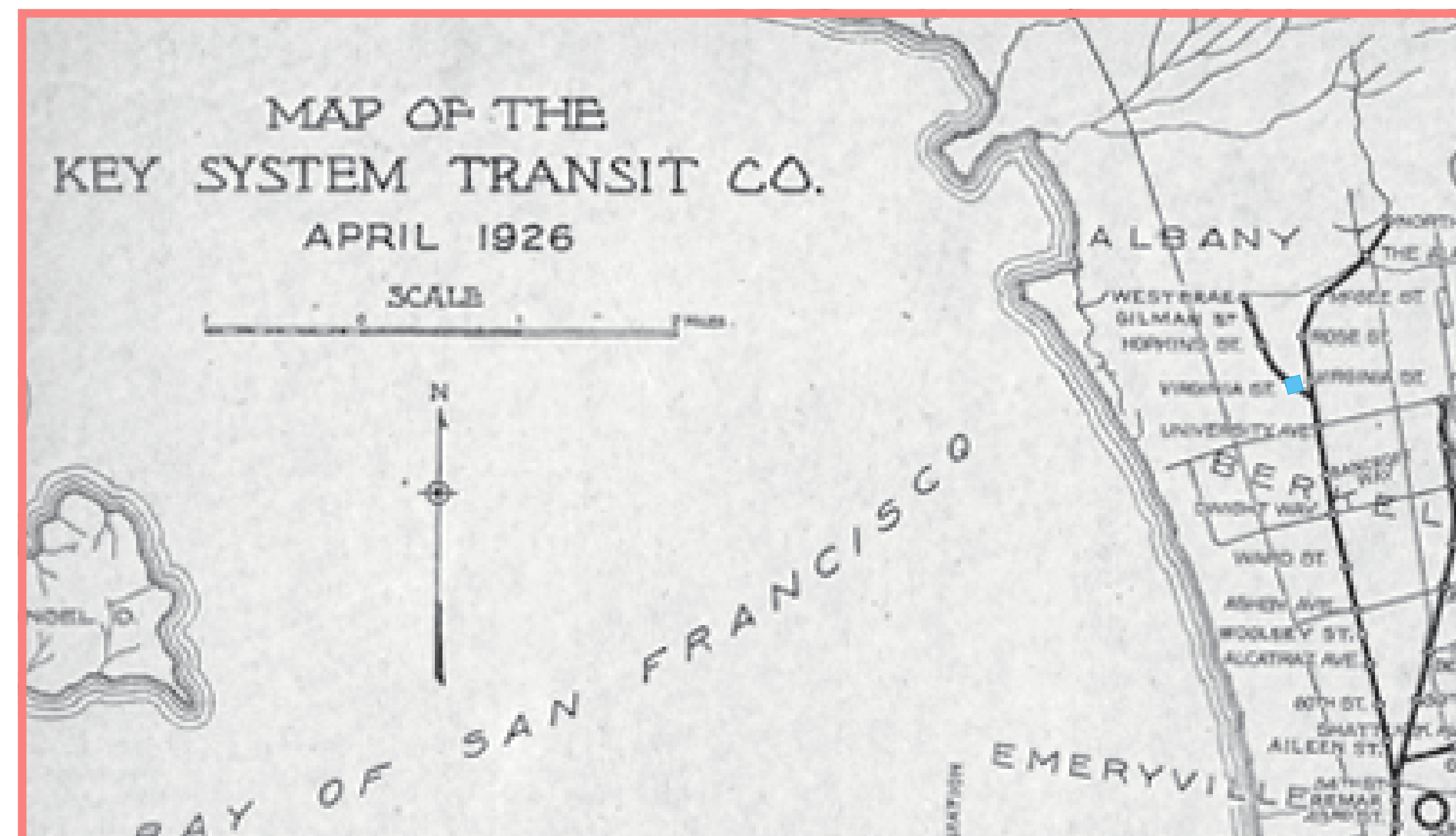
North Berkeley BART—2023

Scale 1" = 120'-0"

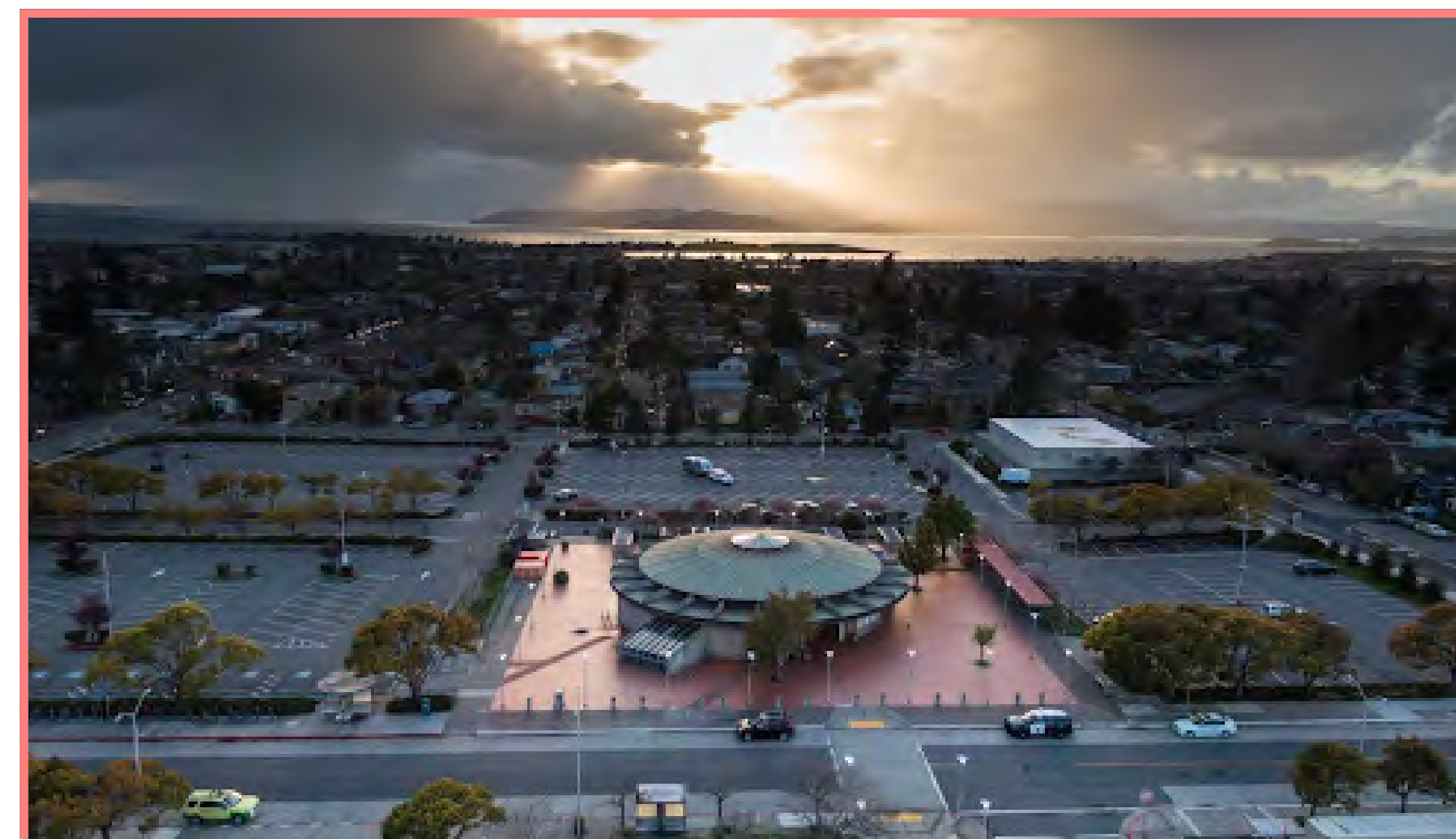


North Berkeley BART—Future

Scale 1" = 120'-0"



The city of Berkeley has changed significantly over time. Transportation has always shaped the form of the city, but particularly at this site. The Key System once cut diagonally across the street grid here and its form created a unique set of exceptions which today define some of the neighborhood's unique character.



The site has evolved since the construction of BART and new forms of transportation such as bike transportation, ride share, and pedestrian trails have been overlaid on the BART surface parking lots. In the dead ends of surrounding mid-block streets there are neighborhood uses include basketball, community seating, and



In the future the Ohlone Greenway will link a new neighborhood scale public open space at the transit station with people biking and walking to the Station. New housing will frame and front on the public open space and provide additional spaces away from car traffic for community gathering and activities.