



North Berkeley Transit-Oriented Development (TOD) Project Update

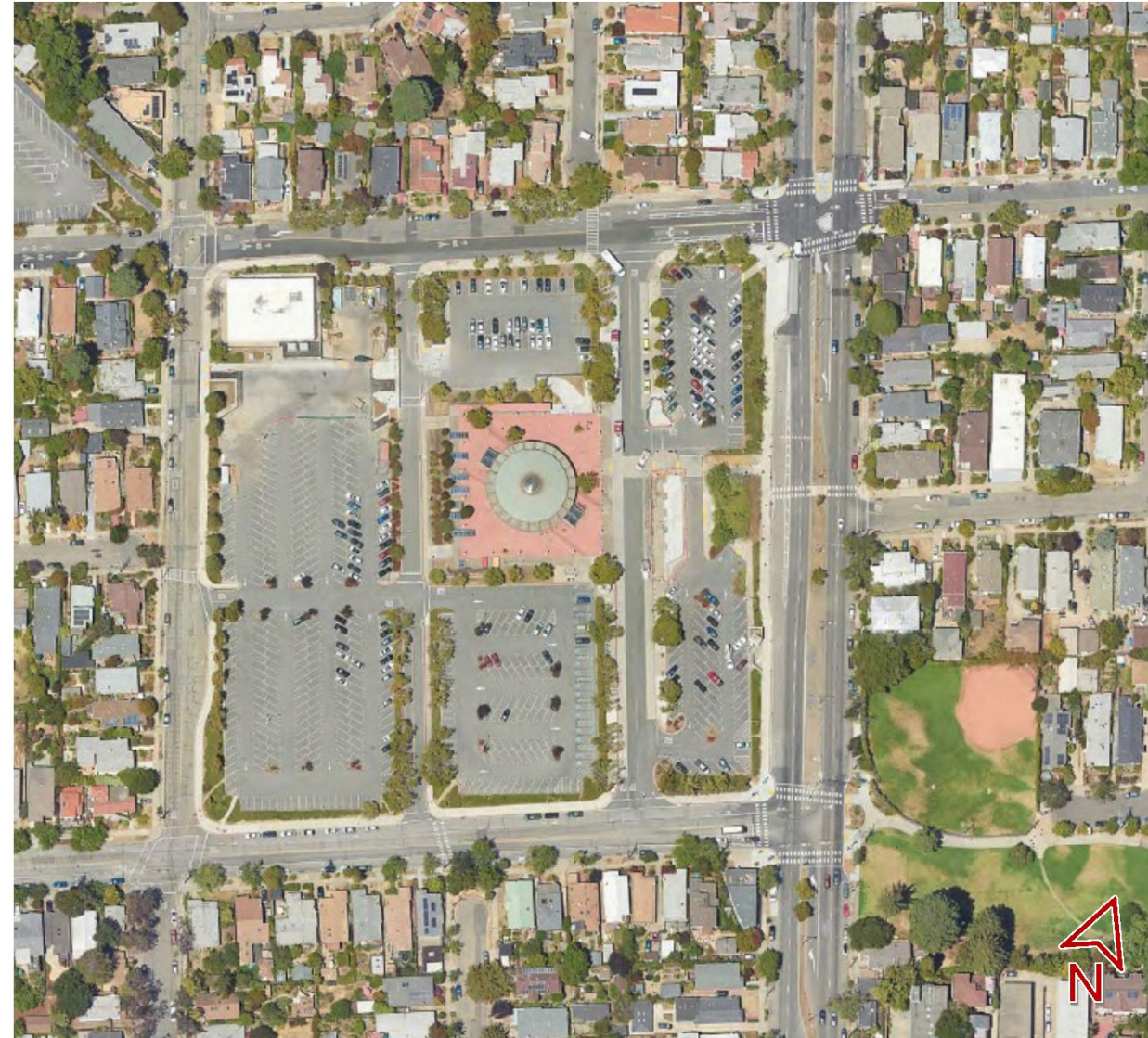
April 10, 2025

Agenda

1. Background
2. Goals and Timeline
3. Current Status
4. Next Steps

North Berkeley Station Existing Conditions

- ~ 8.2 acres of developable land
- 620 BART rider parking spaces
- Parking occupancy (Fall 2024): ~ 45%
- Station creates a gap in the Ohlone Greenway (regional multiuse path)



North Berkeley TOD - Timeline

- **Jun 2022:** Board action approved entering the Memorandum of Agreement (MOA) with City of Berkeley, Joint Vision & Priorities, and Rider Parking max
- **Jul 2022:** BART issued RFQ
- **Dec 2022:** Board action approved selection of North Berkeley Housing Partners team.
- **Jun 2023:** BART entered Exclusive Negotiating Agreement (ENA) with North Berkeley Housing Partners for a 2-year term (+ 18-month extension option)
- **Dec 2023:** City of Berkeley adopted Objective Design Standards for North Berkeley
- **Dec 2024:** City of Berkeley approved Master Plan's Entitlements
- **Spring/Summer 2025:** Staff expects to present Option terms to the Board

City & BART Joint Vision and Priorities*

HOUSING

- 500 - 1200 units with at least 1000 bedrooms in total
- Affordable housing: 35% minimum

PUBLIC & CIVIC SPACE

- Connect Ohlone Greenway

BUILDING FORM

- Provide height variation, small blocks, diverse units, sunlight

LAND USE

- Pedestrian-oriented ground floor uses

STATION ACCESS

- Prioritize housing over BART rider parking
- Invest in multimodal access - walking, biking, rolling, transit
- Provide up to 120 BART rider parking spaces on site

* Approved by BART Board June 9, 2022

North Berkeley Housing Partners - Development Team

Lead Developer



BRIDGE HOUSING CORPORATION

Master Plan Developer

Non-Profit Affordable Housing Developer

Development Team



**AVALONBAY
COMMUNITIES**

Market Rate Housing
Developer



Affordable Housing Developer &
Service Provider



**EAST BAY ASIAN LOCAL
DEVELOPMENT CORPORATION**

Affordable Housing Developer &
Service Provider

ENA Progress on Entitlements and Funding

Entitlements Approved by City

- ✓ **Feb 2024:** Submitted for Master Plan entitlements
- ✓ **Dec 2024:** Master plan entitlements approved

\$100.5 million in Housing and Infrastructure Funding Awards

- ✓ **2022: \$26.5 M** in City Housing Funds
- ✓ **2024: Awarded \$49 M** in Affordable Housing & Sustainable Communities (AHSC)
 - Includes \$6.2 M for transportation infrastructure and access improvements
 - Includes \$7 M for TPSS upgrades at Daly City substation
- ✓ **2024: Awarded \$25 M** in Transit and Intercity Rail Capital Program (TIRCP) funds
 - BART Garage, Transit Plaza, Access Road, Sacramento Streetscape

Project Overview

- 739 units (52% affordable)
- High-Density, Mixed-Use Development
 - High density (90 units per acre)
 - Low residential parking ratio (0.5/market-rate unit)
 - ~1 bike parking space per unit (728 bike parking spaces)
- Station access improvements & other public amenities
 - Ohlone Greenway Connection
 - New Public Plaza
 - Childcare
 - Bike Station
 - Up to 120 spaces of BART rider parking

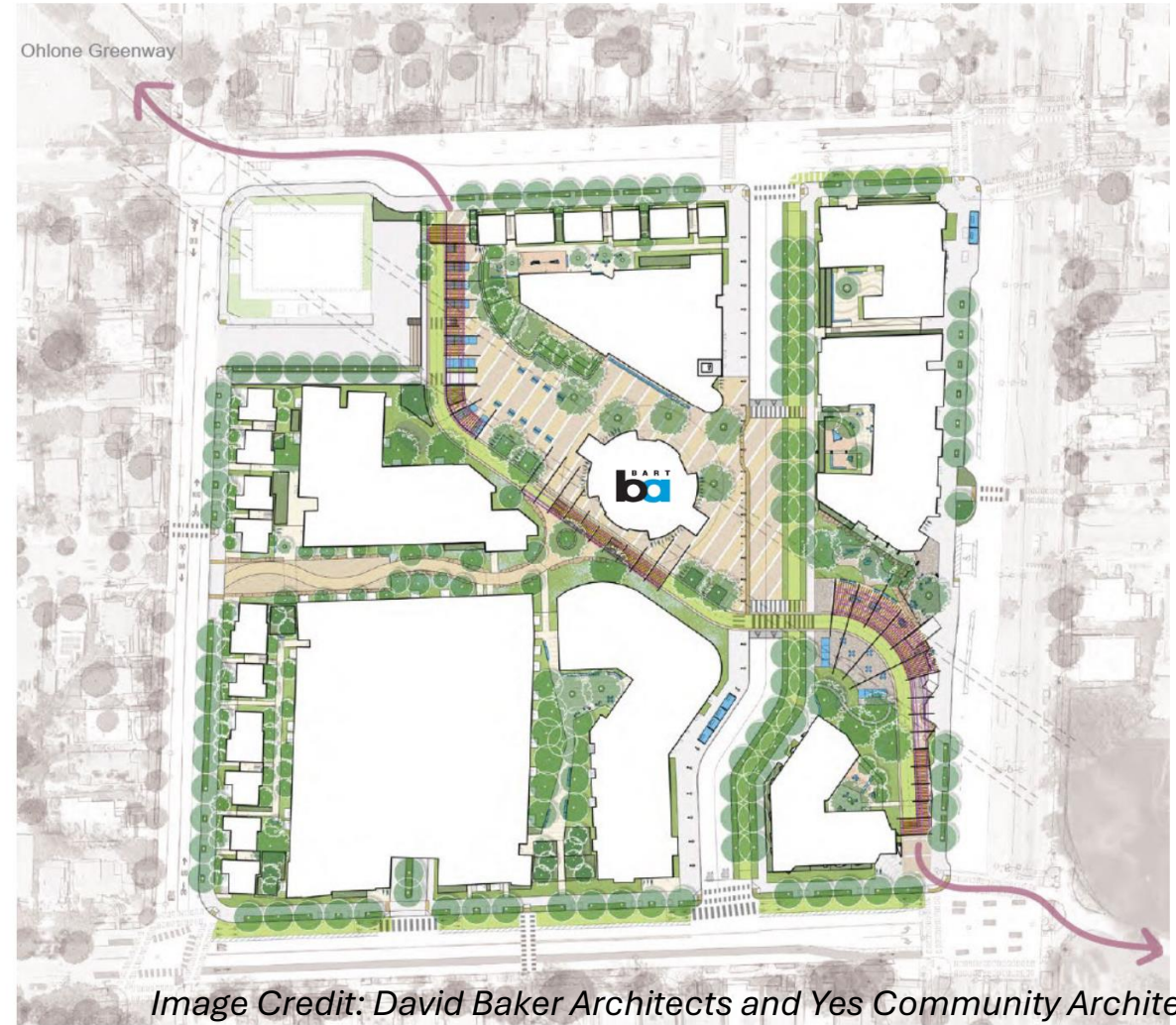


Image Credit: David Baker Architects and Yes Community Architects

Project Overview: Draft Phasing Schedule

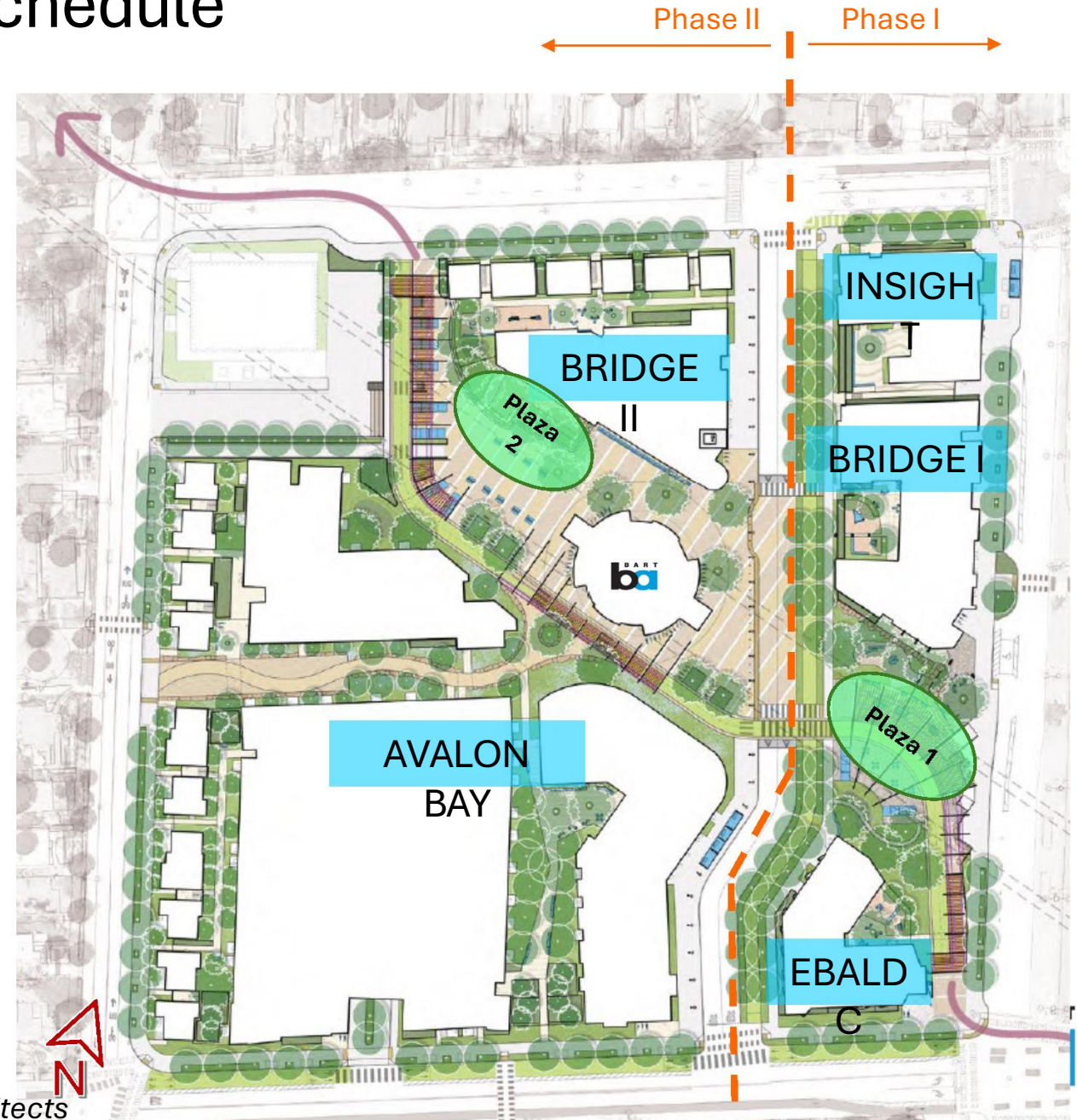
Estimated Construction Starts:

Phase I:

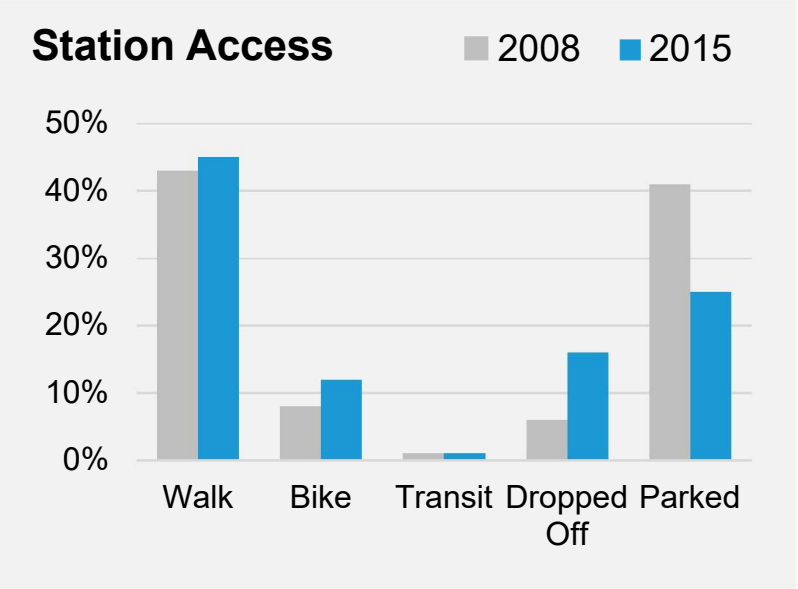
- 2026: BRIDGE Phase I (120 units)
 - In parallel: Plaza Area 1 and Access Rd
- 2026: Insight Housing (85 units)
- 2026/7: EBALDC (60 units)

Phase II:

- 2027 - 2031: Avalon Bay (358 units)
 - Market rate housing
 - Includes: Plaza Area 2 and BART parking
- 2029 - 2033: BRIDGE Phase 2 (116 units)



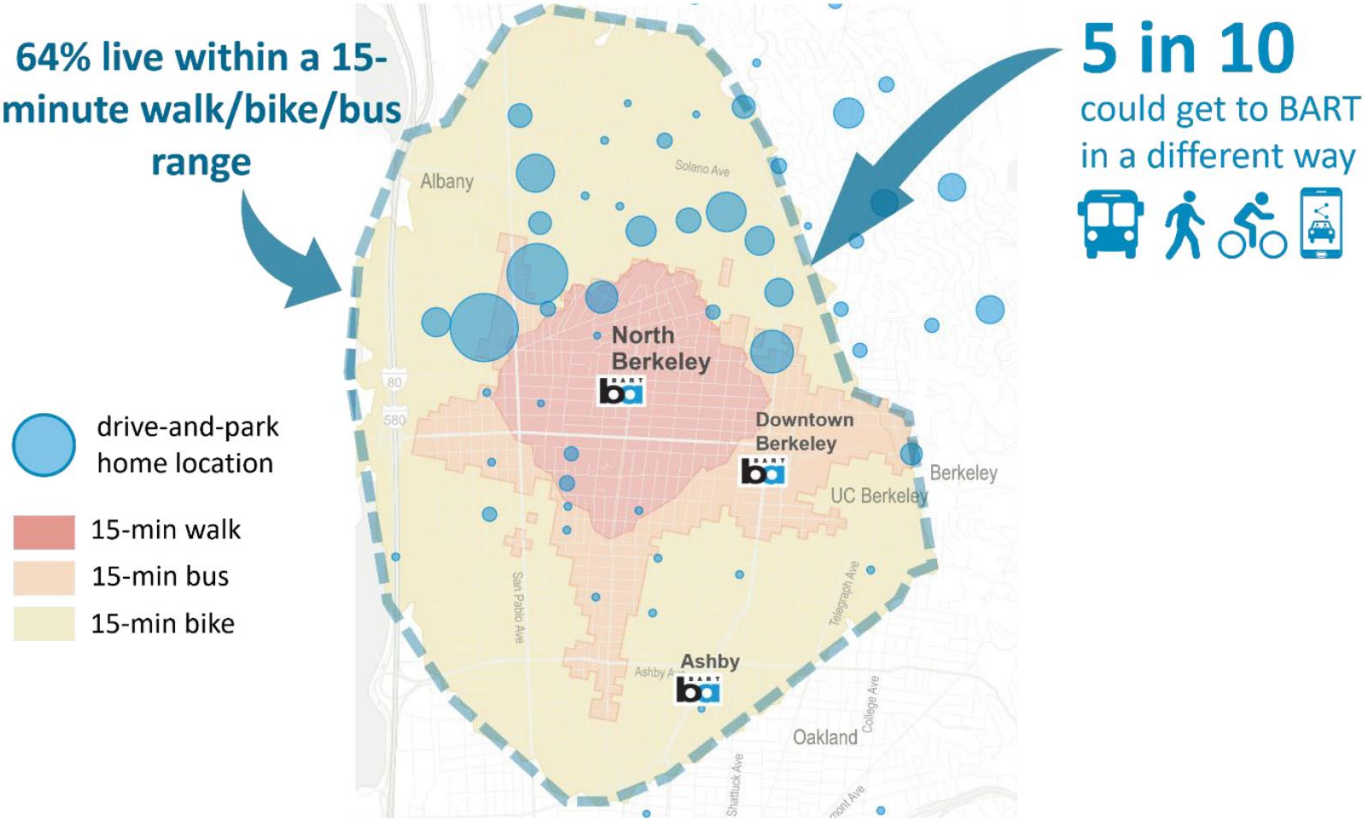
North Berkeley – Access Context



Source [BART Station Profile Survey](#), 2008 & 2015

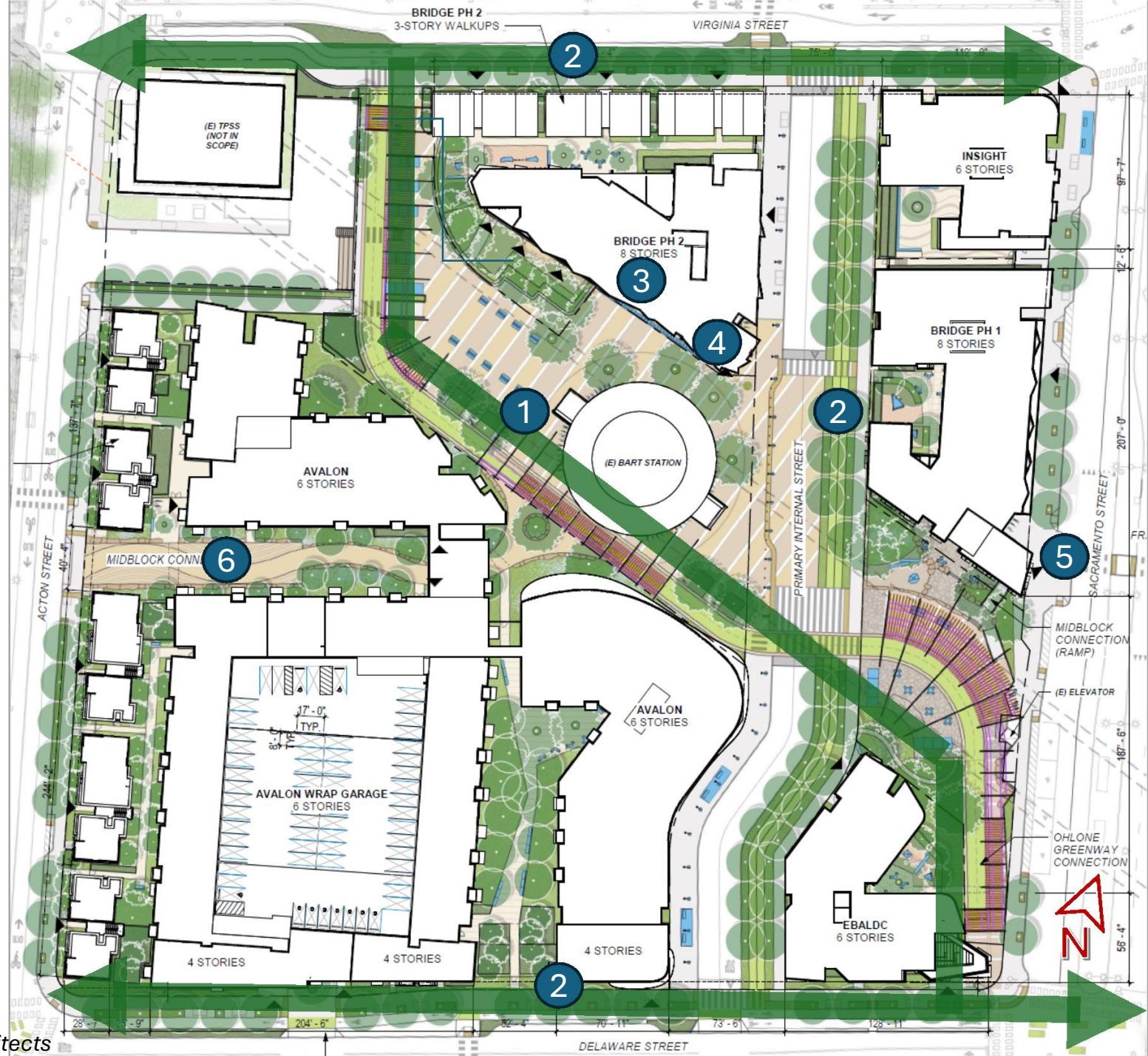
Average Weekday Ridership
Pre-pandemic: 4,200
Current: 1,630 (FY 24)

Home Locations of BART Riders who drive and park (Home-based trips, 2015)



Access Improvements: Walk/Bike

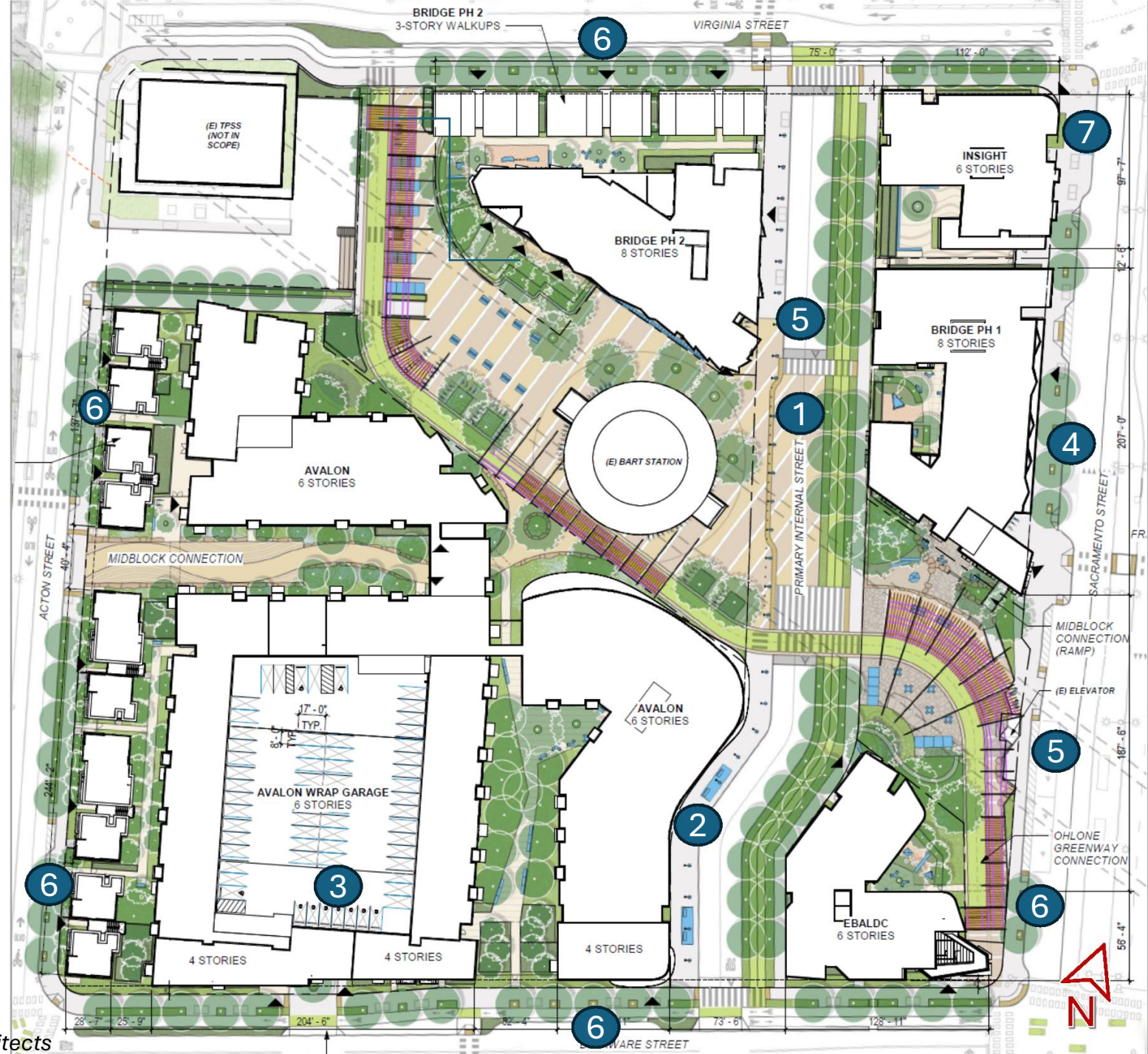
- 1 Connect the currently disconnected ends of the Ohlone Greenway through the site
- 2 Provide all ages and abilities bikeway connections from all directions (protected bikeways on Access Rd, Virginia and Delaware, treatments on Acton Street
- 3 Bike station and multiple bike parking options
- 4 Bay Wheels (bikeshare) docks
- 5 Shorted crossing distance on Sacramento
- 6 Sacramento Paseo pathway for walking and biking



Access Improvements:

Transit & Car

- 1 Multimodal access road with a jog in it to slow traffic down and enable enhanced development capacity
- 2 Bus loading
- 3 BART rider parking garage: 120 spaces (note: 80 additional spaces available in auxiliary lots)
- 4 Sacramento casual carpool lane converted to shared BART/TOD loading
- 5 ADA loading
- 6 TOD loading (passenger / commercial)
- 7 Bus bulbout on Sacramento for AC Transit line 52



Net Gain in Parking and Ridership Revenues to BART

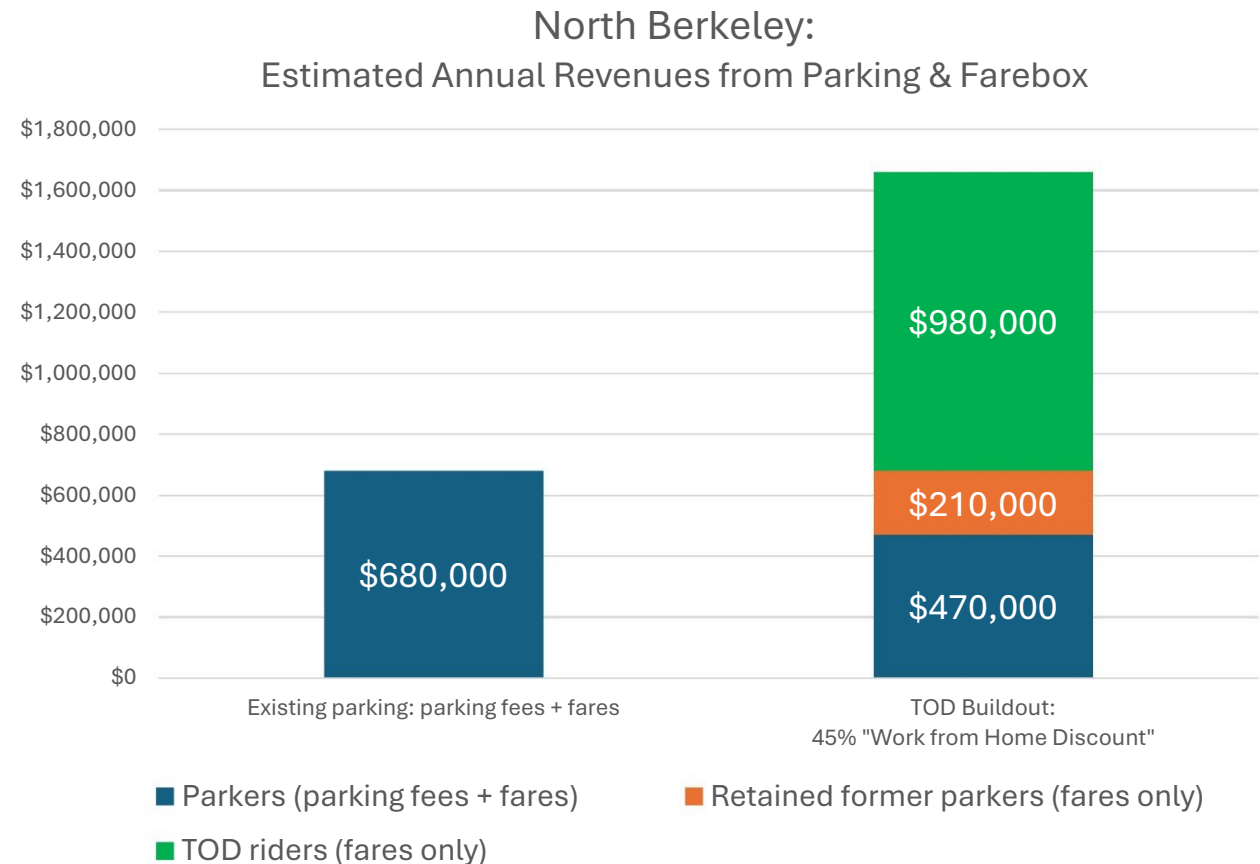
Currently: BART earns \$680K / yr from parking + farebox (net revenues) from riders who park at North Berkeley Station

- 330 of 700 parking spaces are utilized today (47%)
- Current parking generates ~200K rides annually

At TOD Buildout: est. ~\$1.65M / yr from parking + farebox (net revenues)

- 200 dedicated BART parking spaces = \$470K annually in parking, farebox revenue (net of operating/maintenance)
- Retention of former BART parkers = \$210K annually in farebox revenue
- 739 units = \$980K annually in farebox revenue (discounted by 45% to account for work from home)

Additional revenue from Ground Leases.



** TOD Buildout scenario assumes ridership including a 45% "work from home discount"*

Next Steps

- 1) Finalize negotiations on Option Term Sheet and Ground Leases for Board consideration
 - Spring / Summer 2025
- 2) Developer to continue applying for critical funding



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