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Section E / Preliminary Development Concept

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E. Preliminary Development Concept / Statement



The Gateway—connective/cultivating/communal

A dynamic diagonal connection of the Ohlone Greenway draws people into and through the site, offering activity spaces and gathering spots en route to the station. (View looking from entry on Sacramento)

ALIGNMENT WITH THE JOINT VISION & PRIORITIES (JVP)

This proposal exceeds the JVP affordability requirement of 35% with a full 50% affordable homes serving households at or below 60% AMI. The plan can accommodate more than 900 diverse homes and up to 1,500 bedrooms, well exceeding the required 1,000 bedrooms. We confirm that our approach meets the shared, high-level expectations outlined in terms of housing capacity and configuration, urgency, phasing, financing, accessibility, inclusivity, and the creation and care for a vital public realm.

PUBLIC REALM

Organized around a restored diagonal trail connection of the Ohlone Greenway, this plan creates a garden promenade, community anchor, and nexus of active transit where BART riders can enjoy their commute and neighbors can come together. This public space is restorative, flexible, and responsive to the surrounding context. Bicycle-forward design upgrades station access, safety, convenience, and quality of experience for pedestrians and cyclists especially.

A neighborhood-serving child-care and other features—picnic area, playground, seating, bike station, café—complement available local resources. Places to gather and connect are immersed in plantings that emphasize resilience and beauty, minimizing water use and maximizing wild habitat. A spirit of abundance abounds, with little free libraries and the like rooting the new homes into the culture of North Berkeley. With soft, wild edges, this mixed-use pathway and surrounding sidewalks will entice a flow of people for a range of informal community activities.

PARKING STRATEGY

Parking is tucked away in an embedded garage wrapped by housing, energized by an active ground floor, and screened with dynamic plantings and art. BART has an iconic tradition of tile and precast concrete artwork and textures that could be brought into this design. Incorporating 120 BART spaces, the proposal offers a maximum parking strategy of 438 spaces and considers a lower-yield plan with 313 spaces. Parking is currently unbundled. If BART's 120-space requirement were lifted, we would reduce the size of the garage, and/or AvalonBay would be open to selling some limited number of spaces to BART for commuters at a market rate.

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SITE CIRCULATION

This plan minimizes vehicle access to the extent possible, while meeting BART's operational needs. The plan maintains existing functionality, retaining the primary north-south internal drive between Virginia and Delaware for BART access and accommodating the requested 400 feet of curbside loading space. East-west connectivity is repaired with a new mid-block pedestrian passage from Francisco to the BART Plaza. The deep integration of the Ohlone Greenway prioritizes micromobility and creates a welcoming approach to the station. The child-care is located for easy drop-off by foot or bike, simplifying this task for local and commuting caretakers. Multimodal services are gathered together and organized for robust connections to the Bike Boulevard on Virginia Street and casual carpool along Sacramento Street, BART access, bus lines, and ride-share options.

INNOVATIVE APPROACHES— Climate-Responsive Design

This design team shares the City of Berkeley's pioneering, future-forward mindset about climate action. Going well beyond the "checking boxes" approach to green building, DBA has defined four core principles that ground our ambitions and guide our approach to resilient design. The stability and community repair that the housing itself can achieve is essential for a sustainable future. By creating diverse, well-resourced housing integrated with an inviting and accessible transit hub, we hope to support residents and neighbors to thrive.

- *Design for everyday human needs:* Make decisions that expand opportunity; prioritize health, comfort and control; and provide meaningful refuge.
- *Decarbonize:* Eliminate on-site fossil fuels and maximize the benefit of solar PV & storage.
- *Do more with less:* Choose to use simple, efficient materials, systems, and construction methods.
- *Connect to nature:* Leverage the power of site planning and open space design to enhance belonging and wellbeing, and to repair ecosystems.

PUBLIC AMENITIES

This reinforced portion of the Ohlone Greenway, framed by residential uses, offers a true neighborhood place. Anchoring amenities include a new neighboring-serving child-care that will streamline the commute for working caretakers, as well as a café at the casual carpool site and a spot for a bike valet/repair station. This envisioned bicycle resource can offer increased security and convenience for BART riders, as well as support a workforce initiative providing opportunity for residents in Berkeley Food & Housing programs. The greenway draws people into outdoor zones that can be shaped to offer a range of experiences. Flexible ground-floor programming in the buildings preserves opportunity for small spaces that could be populated by local vendors or community groups, or claimed for residential amenity uses, avoiding empty storefronts.

ECONOMIC FLUCTUATIONS

This plan is designed for phasing flexibility. Owned by four developers, the six standalone buildings are independent in terms of financing, infrastructure, and operation, and can be built incrementally. Parking is shared, reducing construction cost. This design strikes a balance between height and density and realistic feasibility, anticipating fluctuations in the market. DBA's extensive affordable housing design experience proves that good design does not need to be expensive. With 40 years of building housing throughout economic ups and downs, DBA has a strong track record of getting projects built. Rhoades Planning Group has completed the SB35 documentation for the Hope Center in Berkeley with BRIDGE and BFHP, as well as documentation for RCD's Maudelle Shirek Project. Over the last four years RPG has completed or has in process more than 20 SB35 projects, totalling more than 3,000 affordable apartment units with six different non-profit housing providers. DBA has designed many projects under SB 35 and can further streamline the application and design process.



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The Heart—responsive/inclusive/easy

New homes enliven the open space and provide stewardship for a rich new landscape. Convenient child-care drop-off and other community uses upgrade the everyday experience for commuters and neighbors. (View looking from entry on Virginia)



Gentle Density—contextual/respectful/refined

Sensitively stitched into the residential fabric, the community's edges are softened with low-scale townhomes, welcoming stoops, and lush wild plantings. (View looking south down Acton)

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E. Program Matrix

To provide flexibility, the proposed development concept can vary in density. Our team developed three density alternatives—low, moderate, and high—which increase the number of building levels and extend the BFH and EBALDC buildings into the Zone of Influence to gain units.

The “moderate” scheme was used as the basis for our proposed program (shown below), site plan, and other visuals. A summary is also provided for the low and high density alternates on the following page.

PROPOSED PROGRAM (MODERATE DENSITY)								
PHASE	PHASE 1	PHASE 1A	PHASE 1	PHASE 1	PHASE 1	PHASE 2		
	AVALONBAY 1*	AVALONBAY 2	BRIDGE 1	EBALDC	BFH	BRIDGE 2	TOTAL	%
# Stories	7	6	8	6	6	8		
Total Bedrooms	421	149	212	112	73	221	1,188	
<i>Market Rate Bedrooms</i>	421	149					570	48%
<i>Affordable Bedrooms</i>			212	112	73	221	618	52%
Total Units	279	105	121	64	73	126	768	
Market Rate Units	279	105					384	50%
Affordable Units			121	64	73	126	384	50%
<i>Extremely Low Income (30% AMI)**</i>			24 (20%)	16 (25%)	72 (99%)	29 (23%)	141	37%
<i>Very Low Income (31-50% AMI)</i>			35 (30%)	47 (73%)	0 (0%)	95 (75%)	177	46%
<i>Low Income (60% AMI)</i>			60 (50%)	0 (0%)	0 (0%)	0 (0%)	60	16%
<i>Manager units</i>			2 (2%)	1 (2%)	1 (1%)	2 (2%)	6	2%
Res. Service/Common - GSF	12,000sf	8,600sf	4,100sf	3,450sf	5,900sf	4,440sf	38,490sf	
Flex Retail/Cafe - GSF				590sf	990sf		1,580sf	
Childcare - GSF						2,675sf	2,675sf	
Parking Spaces		438	0	0	0	0	438	
<i>Resident Spaces***</i>		318 (.83 Ratio)	0 / 0.0 Ratio	0 / 0.0 Ratio	0 / 0.0 Ratio	0 / 0.0 Ratio	318	
<i>BART Spaces</i>		120					120	

*includes 16 townhome units along Acton St.

**ELI units are expected to be special needs units for permanent supportive housing including set-asides for chronically homeless, veterans, and chronically disabled/mentally ill.

***includes 5-10 rideshare spaces available for BART riders and market-rate & affordable residents

****includes 120 BART and 5-10 rideshare spaces

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E. Program Matrix and Schedule

LOW TO HIGH CONCEPT ALTERNATES								
PHASE	PHASE 1	PHASE 1A	PHASE 1	PHASE 1	PHASE 1	PHASE 2	TOTAL	%
	AVALONBAY 1*	AVALONBAY 2	BRIDGE 1	EBALDC	BFH	BRIDGE 2		
# Stories	5-8	5-11	7-9	6-9	5-9	7-9		
Total Bedrooms	328-434	133-231	187-238	112-198	61-126	194-249	1,015-1,476	100%
Market Rate Bedrooms	328-434	133-231					461-665	45%
Affordable Bedrooms			187-238	112-198	61-126	194-249	554-811	55%
Total Units	213-288	94-163	107-136	64-113	61-126	111-142	650-968	100%
Market Rate Units	213-288	94-163					307-451	47%
Affordable Units			107-136	64-113	61-126	111-142	343-517	53%
% of Affordable Units At/ Below 60% AMI (includes ELI)			98-99%	98%	98%-99%	98%-99%	98%-99%	
Res. Service/Common - GSF	10,000- 11,200sf	5,100- 7,800sf	3,080- 5,090sf	3,450- 5,230sf	5,900- 6,180sf	4,020- 5,340sf	31,550- 40,840sf	
Flex Retail/Cafe - GSF				510-590sf	990sf		1,500- 1,580sf	
Childcare - GSF						2,675sf		
Parking Spaces****	313-438 (.6-.7 Ratio)		0 / 0.0 Ratio	0 / 0.0 Ratio	0 / 0.0 Ratio	0 / 0.0 Ratio	313-438	

SCHEDULE

The schedule includes our estimates of the time needed for developing objective design standards and negotiating leases and other agreements. We are analyzing various further entitlement and streamlining options to minimize the overall predevelopment period. Phase 1 timing is driven by the endeavor to

launch 3 affordable buildings – this schedule is tuned to the MHP/IIG SuperNOFA expected schedule; the AHSC schedule is unpredictable and differs every year. AvalonBay expects to build all market-rate housing as a single phase concurrent to phase 1.

	2023				2024				2025				2026				2027				2028
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1

PREDEVELOPMENT

ENA Negotiations	█																				
Due Diligence		█	█	█																	
Ground Lease Negotiations		█	█	█																	
Objective Design Standards		█	█	█	█																
Community Engagement		█	█	█	█	█															

PHASE 1 – Affordable / Market-Rate Buildings

Design			Master Plan	SD	DD	CD															
Financing				City	County/MHP	TCAC/CDLAC															
Permitting																					
Construction																					

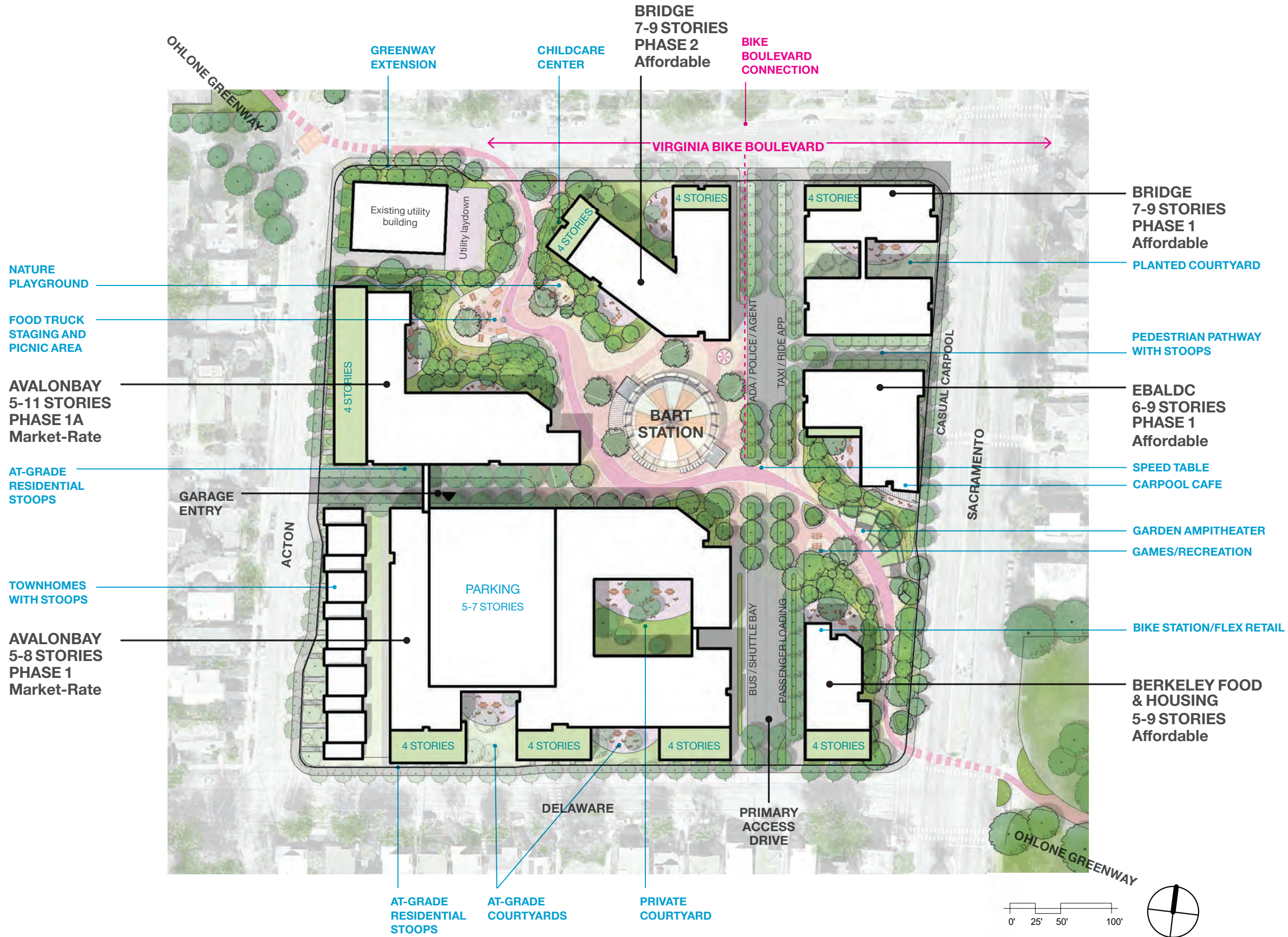
PHASE 2 – Affordable Family Building

Design						SD	DD	CD													
Financing						City	County/MHP	TCAC/CDLAC													
Permitting																					
Construction																					

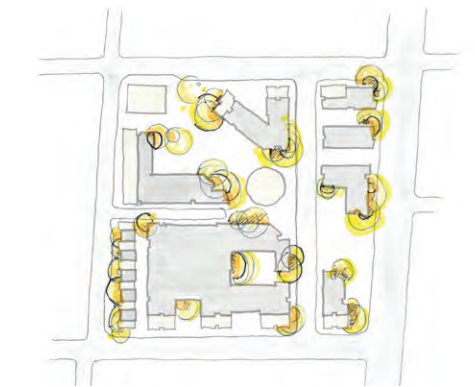
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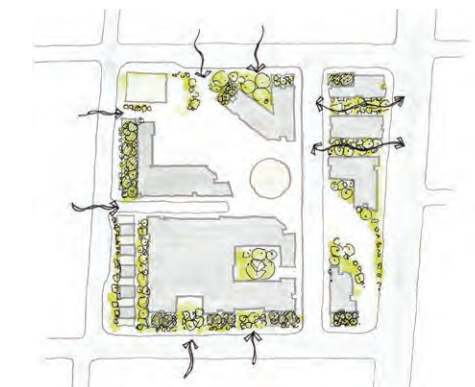
E. Preliminary Development Concept / Site Plans



Reweaving and rewilding the Ohlone Greenway



Dynamic ground-floor uses enrich the public realm



Inviting edges enhance the surrounding streetscape