



Planning and Development Department
Land Use Planning Division

TO: Members of the Planning Commission

FROM: Alisa Shen, Principal Planner

SUBJECT: Ashby BART West Lot Objective Preliminary Design Standards (ODS)

RECOMMENDATION

Staff recommend that the Planning Commission receive an informational presentation about the Ashby BART West Lot Preliminary Objective Design Standards (**Attachment 1**).

BACKGROUND

Spurred by the passage of Assembly Bill 2923, the City and BART have been collaborating to facilitate transit-oriented development (TOD) at the North Berkeley and Ashby BART station areas. The City Council and the BART Board of Directors have since approved several agreements, and completed many milestones identified in these agreements that have allowed advancement to developer team solicitation for both sites. This includes a Memorandum of Understanding (MOU) in January 2020, a Memorandum of Agreement (MOA) in June 2022, and an Exchange Agreement for the Ashby BART TOD in December 2024.¹

The Exchange Agreement included a provision under which the City will relinquish its air rights over the western parking lot (West Lot) in return for fee simple ownership of the eastern parking lot (East Lot) and specified community benefits. It also outlines how the City and BART will collaborate on developer solicitations; establishes conditions related to the City's affordable housing requirements and public infrastructure responsibilities; and sets minimum standards and process requirements for developing City Objective Design Standards (ODS), project entitlements, and other key milestones. The Exchange Agreement expanded on the requirements for the Ashby West Lot ODS (Exchange Agreement, Article 9 and Schedule 9.2.1) and outlined a process to develop and adopt City ODS similar to what was conducted for the North Berkeley BART site (as outlined in the City and BART 2022 MOA).²

¹ City and BART Exchange Agreement for Ashby BART Transit Oriented Development, Ordinance No. 7,939-N.S., December 3, 2024.

² North Berkeley BART Station Area Objective Design Standards, Adopted December 12, 2023, Resolution No. 71,130-N.S.

Pursuant to the Exchange Agreement, the City is required to adopt ODS for the West Lot “no later than 9 months after execution of the Exclusive Negotiating Agreement” (ENA) between the BART and the selected developer team. The City published Preliminary ODS for the Ashby West Lot in December 2024, concurrent with BART’s issuance of a developer solicitation, to provide additional guidance to potential developers. The BART Board selected the Adeline Alliance Partners (AAP) in July 2025 and entered into an ENA with AAP on February 27, 2026. The City shall consider the input of the public, BART and AAP in the preparation of Final ODS that will be considered by the City of Berkeley’s Planning Commission and City Council in September and November, respectively.

ROLE OF OBJECTIVE DESIGN STANDARDS (ODS)

Because the City and BART have agreed to a minimum of 35 percent affordable housing, future development at the Ashby BART West Lot will likely qualify for ministerial approval under applicable State laws (e.g. AB 2923, SB 35, AB 2011), meaning staff will review the project for conformance with objective standards without discretionary review by City boards or commissions. For example, the North Berkeley BART TOD project application was submitted and approved under AB 2011. Projects may also use the State Density Bonus Law to obtain concessions or waivers of local development standards when needed for feasibility and/or potentially other State laws, such as SB 79 to modify development standards.

As stipulated in the Exchange Agreement, once adopted by the City Council, the Final ODS will be binding on the developer, and BART will require compliance through its real estate agreements. Developers may still request State Density Bonus waivers, but only for zoning standards not set by the ODS, ODS requirements pertaining to minimum square footage of active or non-residential ground-floor uses, or ODS requirements that do not pertain to height limits, setbacks/step-backs, open space, or massing breaks. Development capacity requirements in the Exchange Agreement are outlined below. The City of Berkeley will review all entitlement applications for development at the Ashby BART West Lot for compliance with the ODS, in accordance with State law.

PLANNING PROCESS

Following publication of the Ashby BART West Lot Preliminary ODS in December 2024, the City hosted a Community Open House on February 10, 2025, to introduce the standards and solicit feedback. Community input from the Open House and an online survey online survey (open through February 28, 2025) primarily focused on topics related to building design, accessibility, and affordable housing.³ The West Lot developer team, Adeline Alliance Partners (AAP), is leading a parallel community engagement process to help shape its proposed design concept for the site. AAP is planning to hold a community open house to solicit feedback about their proposed project design on July 16

³ Meeting materials and a summary of community feedback from the February 10, 2025 Open House and the online survey is available at the City’s Ashby and North Berkeley BART Station Area planning webpage at: www.berkeleyca.gov/bartplanning under the “Past Meetings” section.

from 5pm – 8pm at the Judge Henry Ramsey Jr. South Berkeley Senior Center in addition to hosting other smaller community meetings. Reviewing the ODS alongside an actual design concept will make it easier to understand and evaluate how the standards apply.

The Berkeley community, BART and AAP will be given the opportunity to provide input into the ODS to ensure that the resulting document is consistent with what can feasibly be developed and aligned with the intent of the JVP. The City shall consider the input of the public, BART and AAP in the preparation of Final ODS that staff will bring back to the Planning Commission and City Council in September and November, respectively.

PRELIMINARY OBJECTIVE DESIGN STANDARDS (ODS) OVERVIEW

The Preliminary Objective Design Standards (“ODS”) for the Ashby BART West Lot establish detailed design standards for future transit-oriented development (TOD). The Preliminary ODS reflect consideration of City and BART adopted policies and regulations, detailed analysis of site constraints and financial feasibility, State law, and the extensive community engagement undertaken to-date. The ODS document is organized in two parts: Part I provides the site context and policy framework for ODS for the Ashby BART station site; Part II provides standards for Land Use, Public Realm and Building Design.

A. Site Context

The Ashby BART West Lot is a triangular site that provides the primary access to the Ashby BART station for BART riders, including those driving and parking, getting dropped off, walking/rolling, and bicycling (*ODS, Figure 1*). It is bound by Ashby Street to the north, Adeline Street to the east, and Martin Luther King (MLK) Jr. Way to the west. An existing Traction Power Substation (TPSS), as well as the footprint of a future TPSS replacement and its required maintenance and staging area, are located adjacent to Adeline, north of the station entrance area. There is a significant change in elevation across the site from Adeline Street to MLK Jr. Way.

There are many site constraints related to fire and life safety, public access to the station, BART maintenance, TPSS, and other factors that limit the location of development. These constraints are described in detail in the *Ashby BART West Lot Circulation Framework* and summarized in the “Site Strategy Diagram/Map (Figure 4).⁴ This diagram, which generally illustrates locations and types of land uses is carried forward in Figure 4 (Active Ground Floor Requirements) of the Preliminary ODS. The Preliminary ODS complement the Circulation Framework in focusing on standards for the design of the future buildings and their relationship to the public realm.

B. Policy Framework

The City’s and BART’s adopted agreements, policies, and regulations form the

⁴ The Ashby West Lot Circulation Framework was published on December 3, 2024 and provided to prospective developer teams as Attachment 3 to [BART’s Request for Proposals and the City’s Notice of Availability of Funding for the Ashby BART West Lot TOD](#).

framework for the Objective Design Standards (ODS) for the Ashby BART West Lot. Some of the key documents are highlighted below.

- **City and BART Joint Vision and Priorities for Transit-Oriented Development at the Ashby and North Berkeley BART Station (“JVP”).** In June 2022, the City and BART adopted the Joint Vision and Priorities for Transit-Oriented Development for Ashby and North Berkeley Stations (JVP). The JVP expresses the City and BART’s shared, high-level expectations for future development. The JVP provides guidance on the following topics: Affordable Housing, Public and Civic Space, Land Use, Building Form, and Station Access and Parking. The JVP includes aspirational statements as well as minimum requirements.
- **City of Berkeley Zoning.** In June 2022, the City Council adopted a new zoning district for the North Berkeley and Ashby BART station areas – BMC Section 23.202.150 Residential – BART Mixed Use Zoning District (R-BMU) – and related amendments to the Berkeley Municipal Code.⁵ The zoning includes development standards, open space requirements, parking requirements (for the mixed-use development), and permitted uses, as well as some limited requirements related to shaping the volume and massing of future development. Greater detail related to building form was not included because it would be addressed during the subsequent process to prepare ODS for each station area.
- **City and BART Ashby BART Station Transit-Oriented Development Exchange Agreement.** On December 3, 2024, the City Council authorized the City Manager to execute an Exchange Agreement (Agreement) with BART to effectuate TOD at Ashby BART. The Exchange Agreement sets forth minimum requirements for the future development project and the development capacity that the ODS will need to accommodate, as well as the process by which the ODS will be developed, approved and enforced. Pursuant to Article 9 and Schedule 9.2.1 of the Exchange Agreement, the ODS must allow at least 600,000 gross residential square footage within buildings no taller than 85 feet, and also (alternatively) shall allow for at least 750,000 gross residential square footage within buildings that may be taller than 85 feet but within the maximum height allowed by the ODS.
- **Adeline Street Transportation Improvements Project (City of Berkeley).** In November 2022, the City Council approved a conceptual redesign of Adeline Street between Ashby and Martin Luther King Jr. Way that modified the roadway design concept approved in the Adeline Corridor Specific Plan (2020).⁶ The design is being advanced as part of a larger City-led project for Adeline Street from Ashby Avenue to the Berkeley-Oakland border. For the section of Adeline Street between Ashby Avenue and Martin Luther King Jr. Way, two of the existing four traffic lanes adjacent to the West Lot will be repurposed to create a new public pedestrian plaza (Adeline Main Plaza). The Adeline Main Plaza is intended to provide a permanent home for the Berkeley Flea Market (which currently uses the Ashby BART parking

⁵ <https://berkeley.municipal.codes/BMC/23.202.150>.

⁶ Adeline at Ashby BART Conceptual Design, Resolution No. 70,622-N.S., November 29, 2022.

lot on weekends) as well as open space and space for community events like Juneteenth and other programming.

C. Summary of Preliminary ODS

The Preliminary ODS complement the detailed design guidance in the Ashby BART West Lot Circulation Framework (described above), including standards for land use, the public realm, and building design. References to Development Areas A, B, and C correspond to Figure 4 of the Preliminary ODS. These standards are summarized below.

1. Land Use

- Active Ground Floor Frontages (ODS, Section 1.1). The ODS specify where active ground-floor commercial uses must be provided that are designed with a minimum depth of 30 feet (ODS, Figure 4). Required locations include:
 - Corners of Ashby Avenue/Adeline Street and Ashby Avenue and Martin Luther King Jr. Way that have a minimum floor area of 1,500 square feet and are designed as “restaurant ready”.
 - Along at least 40 percent of the frontage along the “Adeline Main Plaza” between the BART Traction Power Sub Station (TPSS) Access and Staging Area and the Station Entrance Plaza if the future building has an at-grade connection in “Development Area B”.
 - Along at least 40 percent of the frontage along the “Adeline Main Plaza” between the Station Entrance Plaza and the south BART exhaust vent in “Development Area C”.

Residential ground floor uses are permitted where Active Commercial Uses are not required. These standards modify the amount of Commercial Uses required in the R-BMU zoning to reflect the development capacity requirements from the City and BART Exchange Agreement and that potential future development on the West Lot may be eligible to utilize provisions of the State Density Bonus.

- Building Height (ODS, Section 1.2). The ODS sets maximum building height with the goal of locating the tallest buildings along Adeline Street, stepping down to Martin Luther King Jr. Way, and limiting height along Ashby Avenue to reduce shadow impacts on the neighborhood to the north (ODS, Figure 5). Specifically, the ODS require that:
 - Buildings fronting MLK Jr. Way north of the Station Entrance Plaza shall not exceed 85 feet in height, as measured from average sidewalk grade, for the first 60 feet of building depth along MLK Jr. Way.
 - Buildings fronting MLK Jr. Way south of the Station Area shall not exceed 85 feet in height, as measured from average sidewalk grade, for the first 60 feet of building depth as measured perpendicular to Adeline Street and then parallel to Adeline Street until it meets MLK Jr. Way.
 - Buildings located in area A shall not exceed 120 feet in height.
 - Buildings located in area B shall not exceed 200 feet in height.
 - Buildings located in area C shall not exceed 160 feet in height.

Although the R-BMU zoning standards set maximum building height at 80 feet and 7 stories (Table 23.202-21, BMC Section 23.202.150), the ODS reflect the development capacity requirements from the City and BART Exchange Agreement and that potential future development on the West Lot may be eligible to utilize provisions of the State Density Bonus.

2. Public Realm

- Streetscape Design (ODS, Section 2.1). The ODS establish requirements for sidewalk improvements including dimensional standards, street trees and landscaping, and setback and frontage treatments such as:
 - Street trees every 25 feet (with exceptions for utilities or the BART tunnel)
 - Minimum planter dimensions and soil type and volume standards
 - Adjusted setbacks and frontage treatments where buildings front cycle tracks or residential areas.
- Station Entrance Plaza Design (ODS, Section 2.2). The Circulation Framework identifies the functional requirements of the Station Entrance Plaza including a bicycle and pedestrian ramp that will line the Development Area C frontage of the Station Entrance Plaza. The ODS sets requirements for buildings facing the Station Entrance Plaza including:
 - Requiring active ground floor uses, such as residential units, residential amenity spaces, and community spaces for “Development Area B”.
 - Where blank walls, maintenance and utility areas are located, a minimum 2-foot wide planter/landscaping as a buffer is required. However, if bicycle facilities, such as bicycle parking, are located within the buffer area, it may be paved rather than landscaped.
 - Prohibiting door swings on building frontages from encroaching into identified paths of travel.
 - Limiting blank walls greater than 6 feet in height to a maximum of 30 feet in length unless they incorporate public art.
- Internal Access Drives and Emergency Vehicle Access (EVA) Design (ODS, Section 2.3). The Circulation Framework identifies the functional and dimensional requirements for access drives to the Traction Power Substation (TPSS) staging area and an EVA connection from the TPSS access drive to the Station Entrance Plaza. The access drive will also be used for private vehicle access to parking structures located within the TOD buildings. The ODS add design guidance for these circulation and emergency access requirements. Requirements include:
 - Access drive minimum 60-ft building-to-building width (ODS, Figure 10).
 - City of Berkeley Fire Department-approved EVA widths.
 - Trees located on either side of the access drives to make them look and feel like a pedestrian pathway.
 - Required setbacks, entries, and landscaping for residential units fronting access drives.
- BART Traction Power Sub Station (TPSS) Access and Staging Area Design (ODS, Section 2.4). The Circulation Framework provides detailed design guidance for

TPSS staging area and access to the TPSS and BART station facilities. The ODS address the buildings fronting these areas and areas outside of required staging and access areas. Requirements include:

- Landscaped planting areas, including trees, between the TPSS areas and the buildings.
- Restrictions on blank walls and requirements for public art.

3. **Building Design**

- **Building Massing (ODS, Section 3.1)**. The ODS set maximum building length and minimum dimensions for major breaks. Requirements include:
 - Maximum frontage lengths (e.g., 240 feet along Ashby Avenue and 160 feet for all other frontages unless massing breaks meeting minimum size requirements is provided (See ODS, *Figure 11*).
 - Distinct corner building forms required at Ashby Avenue and Martin Luther King Jr. Way and Ashby Avenue and Adeline Street that are a minimum of 25 feet in length along each building facade and include one or more of the following design features: a change in roof form or a change of building height greater than 8 feet from other portions of the building.
- **Facade Design (ODS, Section 3.2)**. For facade planes fronting a public street or publicly accessible space exceeding 80 feet in length, the ODS provides two compliance options (See ODS, *Figure 12*):
 - Vertical Facade Articulation, which requires recesses or projections at required intervals; or
 - Ornamental Facades, which requires a distinct building base, middle and top for at least 5 percent of the facade area and includes further definition of these requirements.
- **Design Elements (ODS, Section 3.3)**. The Preliminary ODS define standards for selected architectural elements such as windows, materials and the location of utilities.

NEXT STEPS

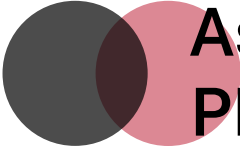
The City will consider the input of the public, BART and AAP in the preparation of Final ODS that will be considered by the City of Berkeley's Planning Commission and City Council in September and November, respectively.

STAFF CONTACT

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ATTACHMENTS

1. Ashby BART West Lot Transit Oriented Development Preliminary Objective Design Standards (December 2024).



Ashby BART West Lot TOD PRELIMINARY Objective Design Standards (ODS)

Contents

Part I: Introduction and Policy Framework	2
Introduction	2
Site Context	2
Policy Framework	4
Part II: Objective Design Standards	7
1 Land Use	7
1.1 Active Ground Floor Frontages	7
1.2 Building Height	9
2 Public Realm	10
2.1 Streetscape Design	10
2.2 Station Entrance Plaza Design	12
2.3 Internal Access Drives and Emergency Vehicle Access (EVA) Design	13
2.4 TPSS Access and Staging Area Design	14
3 Building Design	15
3.1 Building Massing	15
3.2 Facade Design.....	15
3.3 Design Elements	18

Part I: Introduction and Policy Framework

Introduction

The Objective Design Standards (ODS) for the Ashby BART West Lot establish detailed design standards for future transit-oriented development (TOD). Part 1 of this document provides the site context and policy framework for ODS for the Ashby BART station site, followed by “Preliminary ODS” for the West Lot of the Ashby BART station (Figure 1). The City shall consider the input of the public, BART and the West Lot Developer (following developer selection) in the preparation of Final ODS that will be considered by the City of Berkeley’s Planning Commission and City Council. ODS for the East Lot will be addressed separately at a later date.

Figure 1. Ashby BART Site Context



Site Context

The Ashby BART station site consists of two areas, the East Lot and the West Lot.

The East Lot currently serves as parking for BART riders and sits behind the Ed Roberts Campus, a prior phase of TOD consisting of an 80,000 square foot universally-designed campus offering disability-related programs and services. In addition to the Ed Roberts Campus to the west, the East Lot is bounded by Tremont Street on the east, Woolsey Street on the south, and private properties to the north.

The West Lot is a triangular site that provides the primary access to the Ashby BART station for BART riders, including those driving and parking, getting dropped off, walking/rolling, and bicycling. It is bounded by Ashby Street to the north, Adeline Street to the east, and Martin Luther King (MLK) Jr. Way to the west. An existing Traction Power Substation (TPSS), as well as the footprint of a future TPSS

Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
 PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

replacement and its required maintenance and staging area, are located adjacent to Adeline, north of the station entrance area. There is a significant change in elevation across the site with the corner of Ashby and Adeline at 124 feet, the corner of MLK Jr. Way and Adeline at 115 feet, and the corner of Ashby and MLK Jr. Way at 114 feet. The main station entrance faces the surface parking lot, and the entrance is located at 105 feet, approximately 15 feet below Adeline Street and 10 feet below MLK Jr. Way.

Future development on the West Lot and changes to Adeline Street will dramatically transform the way BART riders and community members navigate the area by limiting car access and creating walking and biking paths throughout the site. These changes, including areas for new plazas, potential development areas and circulation needs are illustrated in the diagram below (Figure 2) and described in greater detail in the *Ashby Station West Lot TOD Circulation Framework*. Note that Figure 2 and similar diagrams in this document are illustrative only, and dimensions are flexible as long as all performance metrics are met.

Figure 2. Ashby West Lot - Future Plazas and Potential Development Areas



Policy Framework

The City and BART have been closely collaborating over the past several years to advance TOD at the Ashby BART station. The City's and BART's adopted agreements, policies, and regulations form the framework for the Objective Design Standards (ODS) for the Ashby BART West Lot. In addition to the adopted agreements, policies and regulations highlighted below, development on the West Lot will also be guided by the *Ashby Station West Lot TOD Circulation Framework (Circulation Framework)*. The *Circulation Framework* outlines requirements for fire and life safety, public access to the station, BART maintenance, TPSS, and other constraints that limit the location of development. The Preliminary ODS reflect consideration of these documents, as well as State law, site planning and financial feasibility studies, and the extensive community engagement undertaken as part of the planning process to build transit-oriented development at the Ashby and North Berkeley BART sites.

Key guidance is provided by:

City and BART Ashby BART Station Transit-Oriented Development Exchange Agreement

On December 3, 2024, the City Council authorized the City Manager to execute an Exchange Agreement (Agreement) with BART to effectuate TOD at Ashby BART. Pursuant to the Agreement, the City will relinquish its air rights over the West Lot and any public rights in an adjacent area, in return for fee simple ownership of the East Lot and specified community benefits. The Agreement also defines the manner in which the City and BART will work together on developer solicitations, conditions for the City's affordable housing funding, requirements and responsibilities for public infrastructure, minimum standards and process requirements to develop City Objective Design Standards, and schedule milestones.

Regarding the West Lot, the Agreement sets forth minimum requirements for the future development project and the development capacity that the ODS will need to accommodate, as well as the process by which the ODS will be developed, approved and enforced (summarized below).

- a. West Lot Development Program – Minimum Requirements. The Agreement requires that the program of the actual development must include:
 - o Affordable housing meeting specified requirements,
 - o A commercial component that includes a minimum of 5,000 net rentable square feet, based on BOMA ANSI¹ 2017 standards, of ground floor interior space for community-based organizations, non-profits, and/or small and minority-owned businesses, including the Berkeley Flea Market.
- b. West Lot ODS – Process to Develop and Approve. The Agreement sets forth a process to develop ODS for the West Lot in phases:
 - o The City has developed a set of Preliminary ODS (Part II of this document) based on the R-BMU zoning, the [Joint Vision and Priorities for Transit-Oriented Development for Ashby and North Berkeley BART Stations](#), the Circulation Framework and other analyses of site constraints (described further below).
 - o Following developer selection, the Preliminary ODS will be refined based on input from the community, the selected developer(s), BART and the City.
 - o City staff will bring the revised ODS to the City Planning Commission for review and recommendation to the City Council, and the Council will consider the ODS for adoption no later than 9 months from execution of the Exclusive Negotiating Agreement between BART and the selected Developer.

¹ BOMA ANSI: Building Owners and Managers Association American National Standards Institute.

Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

- c. **West Lot ODS – Development Capacity and Enforcement.**
- o The City’s Final ODS (approved by City Council) will be binding on the selected developer(s) provided that the ODS meet the requirements outlined within Schedule 9.2.1 of the Exchange Agreement, in which case BART will require the selected developer(s) to comply with the Final ODS for the West Lot through its real estate agreements.
 - o The West Lot developer(s) may invoke waivers, incentives or other exceptions, to the extent permitted by the state density bonus law (Government Code section 65915 *et seq.*) or other law, but only with respect to (i) zoning requirements other than those set forth in, or modified by, the ODS, (ii) ODS requirements pertaining to minimum square footage of active or non-residential ground floor uses, but only to the extent such requirements exceed 15,000 square feet, inclusive of the 5,000 sf minimum of ground-floor commercial space noted above, and (iii) other ODS requirements that do not pertain to height limits, setbacks/step-backs, open space or massing breaks.

City of Berkeley Zoning

In June 2022, the City Council adopted a new zoning district for the North Berkeley and Ashby BART station areas – BMC Section 23.202.150 Residential – BART Mixed Use Zoning District (R-BMU) – and related amendments to the Berkeley Municipal Code.² The zoning includes development standards, open space requirements, parking requirements (for the mixed-use development), and permitted uses, as well as some limited requirements relating to shaping the volume and massing of future development. Greater detail related to building form was not included because it would be addressed during the subsequent process to prepare ODS for each station area. The R-BMU zoning district includes development standards that address the following:

- o Street-Facing Ground Floor Frontages
- o Open Space
- o Setbacks and Step-Backs
- o Frontage Improvements
- o Ground Floor Residential and Non-Residential Frontage
- o On-Site Pedestrian Access
- o Transparency
- o Building Entrances
- o Parking Design and Access

As noted above, to satisfy requirements set forth in the City and BART-approved Exchange Agreement, the Preliminary ODS standards account for the possibility of waivers and incentives under the state density bonus law, which a developer may use to avoid some zoning standards in the R-BMU zoning.

City and BART Joint Vision and Priorities for Transit-Oriented Development for the Ashby and North Berkeley BART Stations³

In June 2022, the City and BART adopted the Joint Vision and Priorities for Transit-Oriented Development for Ashby and North Berkeley Stations (JVP). The JVP expresses the City and BART’s shared, high-level expectations for future development. The JVP provides important guidance on the following topics: Affordable Housing, Public and Civic Space, Land Use, Building Form, and Station Access and Parking. The JVP includes aspirational statements as well as minimum requirements. Each topic includes an overall vision statement, followed by shared priorities for both station areas and additional priorities specific to each station, where applicable.

² <https://berkeley.municipal.codes/BMC/23.202.150>.

³ <https://berkeleyca.gov/sites/default/files/documents/JVP%20-%20final%20adopted.pdf>.

Adeline Street Transportation Improvements Project (City of Berkeley)

As part of a larger City-led project, two of the existing four traffic lanes of Adeline Street adjacent to the West Lot will be repurposed to create a new public pedestrian plaza (Adeline Main Plaza). The Adeline Main Plaza is intended to provide a permanent home for the Berkeley Flea Market (which currently uses the Ashby BART parking lot on weekends) as well as open space and space for community events like Juneteenth and other programming. The project scope of work also includes redesigning the intersections of Adeline/Ashby, Adeline/Woolsey and Adeline/MLK Jr. Way adjacent to Ashby BART. The scope of the full project will include protected bikeways, upgraded traffic signal infrastructure, enhanced public transit operations, and intersection realignment to create new opportunities for public space on Adeline Street from Ashby Ave to the Berkeley/Oakland border at Adeline St./Stanford Ave./62nd St./MLK Jr. Way intersection. The goals of the project are to improve safety and access for all modes of transportation and all ages and abilities, while also meeting the needs of public transit and emergency vehicles. In addition to the public plaza at the Ashby BART Station, the Adeline Street/MLK Jr. Way and Adeline Street/Stanford Avenue/MLK Jr. Way intersections have been identified through the Adeline Corridor Specific Plan as opportunities for future public space or development.

2020 Pedestrian Plan, 2017 Berkeley Bicycle Plan

The City's 2020 Pedestrian Plan and 2017 Bicycle Plan set policy for streetscape design and character including preferred sidewalk widths.^{4, 5}

⁴ <https://berkeleyca.gov/your-government/our-work/adopted-plans/pedestrian-plan-2020>.

⁵ <https://berkeleyca.gov/your-government/our-work/adopted-plans/berkeley-bicycle-plan>.

Part II: Objective Design Standards

1 Land Use

1.1 Active Ground Floor Frontages

Commercial Location Requirements

The R-BMU zoning sets requirements for permitted street-facing ground floor uses in Table 23.303-20, (shown below for reference only). The ODS modifies the R-BMU requirements as outlined in sections 1.1.1 and 1.1.2 below.

ODS Sections 1.1.1 and 1.1.2 below assume that a developer will obtain a waiver under the state density bonus law of R-BMU zoning standards in Table 23.202-20 for minimum active ground floor commercial frontages by reducing the required amount of ground-floor commercial uses.

Figure 3. R-BMU Table 23.202-20 (for reference only)

FRONTAGE LOCATIONS	PERMITTED STREET-FACING GROUND FLOOR USES
Along Ashby and MLK	Non-Residential Uses or non-residential accessory spaces to residential buildings, such as community rooms. At least 50% of the combined frontage of MLK and Ashby must include active ground -floor uses. [1] Active uses at corner locations are encouraged.
Along Adeline	Non-Residential Uses or non-residential accessory spaces to residential buildings, such as community rooms.
Along Woolsey, Tremont [2], or fronting interior public spaces	Residential or Non-Residential Uses
Along Sacramento, along the Ohlone Greenway, or within 50 feet of any street corner	Residential or Non-Residential Uses
Along Delaware, Acton, or Virginia	Residential Uses

[1] Active uses are commercial uses in the following use categories: Retail; Personal and Household Services; Food and Alcohol Service, and Entertainment.

[2] Public entrances for non-residential uses fronting Tremont Street must be located on Woolsey Street.

1.1.1 Active Ground Floor Commercial Uses

1. Active ground-floor uses are permitted along all building frontages.
2. Active ground-floor uses (as defined in BMC Section 23.202.150(F)(2) Table 23.202-20, Note 1) shall be provided in the following locations (See Figure 4 below).
 - a. The corner of Ashby Avenue and MLK Jr. Way.

Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
 PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

- b. The corner of Ashby Avenue and Adeline Street, fronting the Ashby/Adeline Corner Plaza. If a building does not have an at-grade connection to the Ashby/Adeline Corner Plaza area, active ground-floor uses are not required in this location.
 - c. Fronting the Adeline Main Plaza, a minimum of 40% of the building frontage between the TPSS Access and Staging Area and Station Entrance Plaza. If a building does not have an at-grade connection to the Adeline Main Plaza level, active ground-floor uses are not required in this location.
 - d. Fronting the Adeline Main Plaza, a minimum of 40% of the building frontage between the Station Entrance Plaza and the south BART exhaust vent.
3. Active ground-floor uses shall have a minimum depth of 30 feet.
 4. Active ground-floor uses on the Ashby corners shall each have a minimum floor area of 1,500 sf.
 5. All active ground-floor spaces at the Ashby corners and fronting the Adeline Main Plaza shall be designed as “restaurant ready” spaces with installed equipment or space designed to retrofit tenant space to restaurant use standards with required enhancements for HVAC and plumbing.

1.1.2 Ground Floor Residential Uses

1. Residential uses are permitted along Ashby Avenue and MLK Jr Way where active uses are not required on the ground floor in the above standards.

Figure 4. Active Ground-Floor Use Requirements



Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
 PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

1.2 Building Height

The R-BMU development standards provide for a maximum building height of 80 feet and 7 stories. See BMC Section 23.202.150 (Table 23.202-21). However, future development on the West Lot may be eligible to utilize provisions of the State Density Bonus law for increases in density and/or a certain number of concessions and/or waivers of development standards (such as height) which would otherwise physically preclude the construction of the development. In the event that a building or buildings taller than 80 feet and 7 stories (pursuant to BMC Section 23.202.150(F)(1)) are permitted by State Density Bonus law, the standards described below shall apply.

The goal of the height distribution is to locate the tallest buildings along Adeline Street, step down to MLK Jr. Way, and to limit height along Ashby Avenue to reduce shadow impacts on the neighborhood to the north. See Figure 5. (Note: maximum heights will be refined through the community and developer design process and adoption of the final ODS)

1. Buildings fronting MLK Jr. Way north of the Station Entrance Plaza shall not exceed 85 feet in height, as measured from average sidewalk grade, for the first 60 feet of building depth along MLK Jr. Way.
2. Buildings fronting MLK Jr. Way south of the Station Area shall not exceed 85 feet in height, as measured from average sidewalk grade, for the first 60 feet of building depth as measured perpendicular to Adeline Street and then parallel to Adeline Street until it meets MLK Jr. Way.
3. Buildings located in area A shall not exceed 120 feet in height.
4. Buildings located in area B shall not exceed 200 feet in height.
5. Buildings located in area C shall not exceed 160 feet in height.

Figure 5. Maximum Height (State Density Bonus Eligible Project)



Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

2 Public Realm

2.1 Streetscape Design

2.1.1 Sidewalk Design

Sidewalk sections along Ashby Avenue and MLK Jr. Way shall be reconstructed to the dimensional standards below.

Figure 6. Diagram of Ashby Avenue

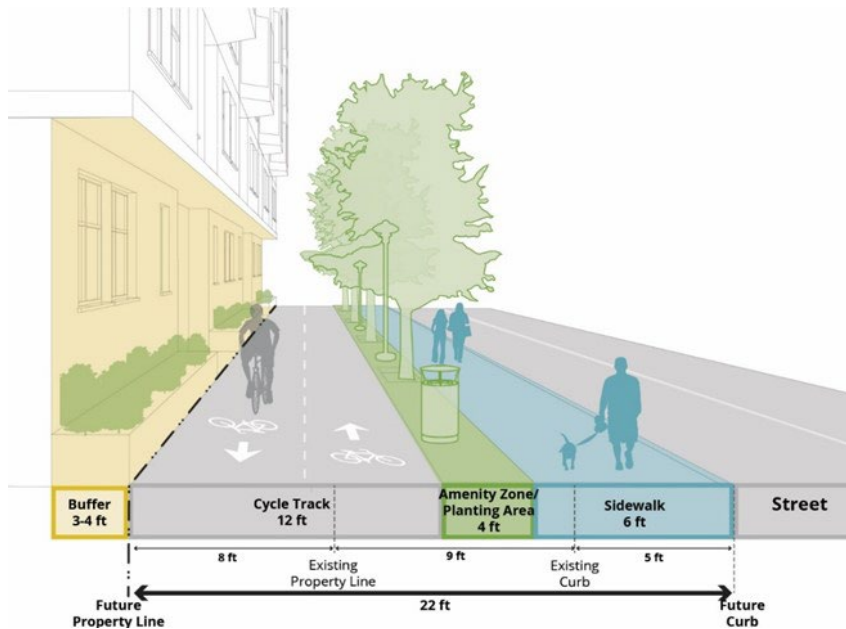


Figure 7. Diagram of MLK Jr Way - North of Station Entrance Plaza



Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

Figure 8. Diagram of MLK Jr. Way - South of Station Entrance Plaza



2.1.2 Street Trees + Planting Area/Amenity Zone

The following standards apply to Ashby Avenue and MLK Jr. Way.

1. Pattern. Trees shall be planted with a minimum of one tree per 25 linear feet of sidewalk length. Exceptions may be made in locations where existing infrastructure, utilities, or BART tunnel prohibit planting of trees. Existing trees should be maintained where possible.
2. Location. Trees shall be evenly spaced between the curb and sidewalk or evenly spaced within the width of a planting strip. Trees shall be planted so that at maturity the trunk is at least three feet from the face of curb where loading occurs.
3. Ground Plane. Trees shall be provided in planters a minimum of three feet wide and a minimum of six feet long located 18 inches from the face of curb. Exceptions may be made in locations where existing infrastructure, utilities, or BART tunnel prohibit planting of trees.
4. Subsurface Design.
 - a) A minimum of 120 cubic feet of well aerated soil per inch of trunk diameter at maturity shall be located within six feet of each tree.
 - b) Continuous structure soil with a minimum width of four feet shall connect all consecutive street trees.

2.1.3 Frontage Character and Building Setbacks

The R-BMU zoning regulates building setbacks, residential ground floor character, and location/frequency of building entrances. The following standards complement the zoning and provide additional detail and clarity. Please note: “*R-BMU F.11.b. Ground Floor Residential Entries. All ground floor residential units shall provide entries to the street in the form of stoops or other exterior entries, or balcony or patio without entrance to the street, with a minimum area of 20 square feet.*”

Martin Luther King Jr. Way

1. Where ground floor residential units front MLK Jr. Way, the first two floors or first floor with a minimum 15 feet clear height from sidewalk grade shall be set back a minimum of 5 feet to provide space for stoops, landscaping, and improve privacy for ground floor units.
2. To provide privacy to ground floor residential units, the finished floor of units facing MLK Jr. Way shall be raised a minimum 2 feet above sidewalk grade and windowsills shall be a minimum 3 feet above finish floor.
3. Where a building is directly fronting a bikeway or multi-use path, rather than a sidewalk, the ground floor shall be set back a minimum of 3 feet to create a buffer to the cycle track.
 - a. The buffer shall have a dimensional depth to include all door swings, utility areas, or other staging areas so that at no point shall the bikeways be impacted with building access.
 - b. Where building lobby entrances are located, doorways shall be set back a minimum of 8 feet and include a minimum 64 square foot area between the doorway and bikeway.
 - c. Planters located in the setback area shall not exceed 18 inches in height.

2.2 Station Entrance Plaza Design

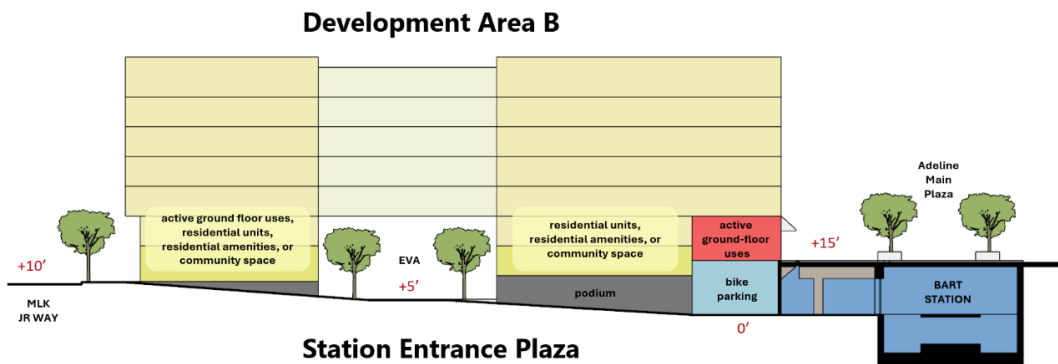
The *Circulation Framework* identifies the functional requirements of the Station Entrance Plaza including a bicycle and pedestrian ramp that will line the Development Area C frontage of the Station Entrance Plaza. The ODS sets requirements for buildings facing the Station Entrance Plaza.

2.2.1 Frontage Character

1. Active ground-floor uses may, but are not required to, face the Station Entrance Plaza.
2. Development Area B. Habitable spaces such as active ground-floor uses, residential units, residential amenity spaces, and community spaces shall front the Station Entrance Plaza to create an activated building frontage (see Figure 9)
3. Where blank walls, maintenance, and utility areas are located, a minimum 2 feet wide planter shall be provided to create a landscaped buffer between pedestrian areas and the building facade. Bicycle facilities, such as bicycle parking, may be located within the buffer area and may be paved rather than landscaped.
4. Door swings on building frontages shall not encroach on identified paths of travel.
5. Blank walls greater than 6 feet in height shall not exceed 30 feet in length or shall include public art.

Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
 PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

Figure 9. Conceptual Elevation of Development Area B facing the Station Entrance Plaza



2.3 Internal Access Drives and Emergency Vehicle Access (EVA) Design

The *Circulation Framework* identifies the functional requirements for access drives to the Traction Power Substation (TPSS) staging area and an EVA connection from the TPSS access drive to the Station Entrance Plaza. The access drive will also be used for private vehicle access to parking structures located within the TOD buildings. The following standards add design guidance for these circulation and emergency access requirements. Please refer to the *Circulation Framework* for dimensional requirements.

2.3.1 Access Drive Design

1. Access drives shall have a minimum building-to-building width of 60 feet (see Figure 10)
2. Emergency Vehicle Access shall be designed to the minimum width allowed by Berkeley Fire Department to reduce hardscape and increase tree canopy coverage.
 - a) The access drive shall have a minimum 26-foot width where fire units may need to lay fire water supply hose or set up an aerial fire apparatus. If there are areas where this does not apply, then a 20-foot width may be acceptable upon review and approval by the Berkeley Fire Department. The secondary EVA may include building bridges over the access drive.
3. If a building bridge is located over the EVA, the overhead bridges shall have a minimum 20 feet clear height from grade to create inviting space and gateway. In addition, the following fire department requirements shall be met:
 - a) Where the EVA passes under any overhead bridges, other than a momentary overhead obstruction, an Alternative Materials and Methods Request (AMMR) will be required by the Fire Department. Building bridges shall have a minimum 13.5-foot height clearance and shall not be deeper than 30 feet.
 - b) The access drive shall have a minimum 26-foot width where fire units may need to lay fire water supply hose or set up an aerial fire apparatus. If there are areas where this does not apply, then a 20-foot width may be acceptable upon review and approval by the Berkeley Fire Department.
4. Where private vehicle access is not required, the required EVA width shall be designed primarily for pedestrian use as pedestrian pathways. See Figure 10. Dimensions for EVA may vary and are subject to Berkeley Fire Department Review.

Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

5. Trees shall be located on either side of the access drive to make the access drive look and feel like a street or pedestrian pathway.

2.3.2 Frontage Character fronting Internal Access Drives

1. **Ground Floor Residential.** All ground floor residential units fronting an access drive or EVA shall provide entries to a publicly access pathway in the form of stoops or other exterior entries, or balcony or patio without entrance to the street, with a minimum area of 20 square feet. Senior units or other deed-restricted units for special needs populations are exempt.
2. **Building Setbacks.** Ground floor residential units shall be set back a minimum of 5 feet from a publicly accessible sidewalk or pedestrian pathway. Building setbacks shall have a minimum 60% landscaped area.

Figure 10. Diagram of Access Drive through Development Area B (Illustrative Concept)



2.4 TPSS Access and Staging Area Design

The *Circulation Framework* provides design guidance for TPSS staging area and access to the TPSS and BART station facilities. The following standards address the buildings fronting these areas and areas outside of required staging and access areas.

2.4.1 TPSS Access and Staging Area

1. A planting area shall be located between the TPSS access and staging area and TOD buildings.
2. The planting area shall be designed to include trees. The planting area may be adjacent to the building facade or offset to provide pedestrian pathways.

2.4.2 Frontage Character

1. Where blank walls, maintenance, and utility areas are located, a minimum 2 feet wide planter shall be provided to create a landscaped buffer between pedestrian areas and the building facade.

Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

Bicycle facilities, such as bicycle parking, may be located within the buffer area and may be paved rather than landscaped.

2. Door swings on building frontages shall not encroach on identified paths of travel.
3. Blank walls greater than 6 feet in height shall not exceed 30 feet in length or shall include public art.

3 Building Design

3.1 Building Massing

3.1.1 Maximum Building Length/Major Breaks

Ashby Avenue Frontages

1. The maximum building length fronting Ashby Avenue generally shall not exceed 240 feet. However, buildings may exceed 240 feet in length if there is a building break with a minimum width and depth of 25 feet extending to a circulation or common space with visual access through to the other side of the building. Glazing for the visual access shall meet bird safe design measures.
(Note: Existing continuous block from MLK Jr. Way to Otis Street is approximately 240 feet in length)

All Other Frontages

2. Facade Planes shall not exceed 160 feet measured from a building corner or major building break, see Figure 11.
3. Major breaks shall be a minimum of 6 feet wide and 6 feet in depth with a minimum horizontal area of 50 square feet.

3.1.2 Corner Buildings and Vertical Height

Buildings located on Ashby Avenue at the corner of MLK Jr. Way and Adeline Street shall have a distinct corner building form. The distinct corner form shall be a minimum 25 feet in length along each facade and include one or more of the following:

1. A change in roof form from the other portions of the building.
2. A change of building height greater than 8 feet from other portions of the building.

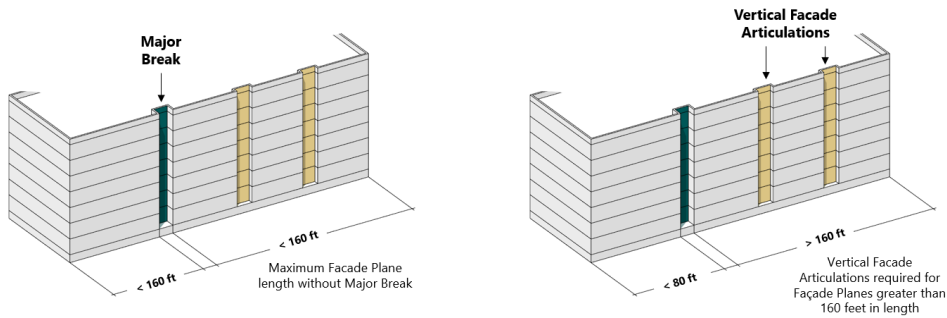
3.2 Facade Design

3.2.1 Vertical Rhythm and Pattern

Building facades facing publicly accessible places shall express a vertical rhythm and pattern that reflects the size and scale of a residential unit and/or individual rooms or shall be designed with custom details to create an ornamental facade. Facade planes fronting a public street or publicly accessible space exceeding 80 feet in length shall meet the following standards for either Vertical Facade Articulations or Ornamental Facades (see Figure 12). Facade planes are measured from corner of building to corner of building or Major Break as defined in 3.1.1.

Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
 PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

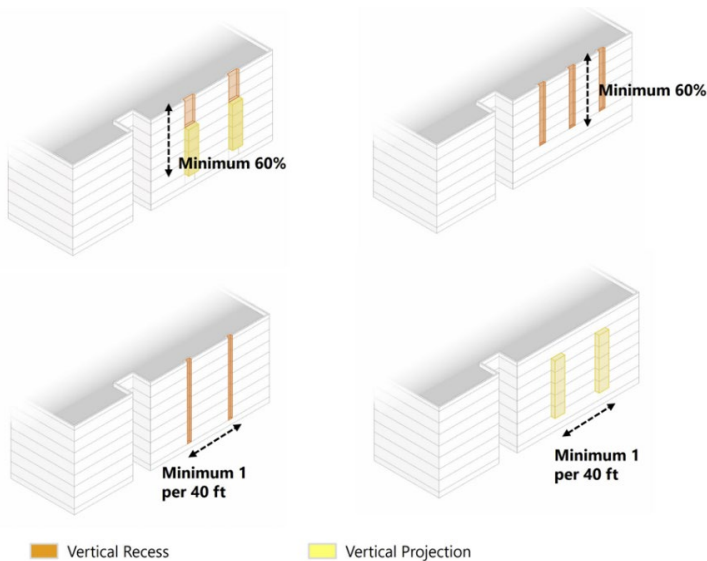
Figure 11. Diagram of Major Breaks and Vertical Façade Articulations



3.2.1.1 Vertical Façade Articulations:

1. A vertical recess, projection, or change in the façade plane of the building massing shall occur at an average minimum of one per 40 feet of linear façade length with no façade length greater than 50 feet in width without a vertical recess, projection, or change in the façade plane that meets the standards below.
2. The vertical recess, projection, or change in the façade plane of the building massing shall have a minimum depth of 2 feet.
3. The vertical recess, projection, or change in the façade plane shall occur for a minimum 60% of the façade height measured from the average ground plane to the top of structure for the specific façade plane of the minor break/modulation.
4. The minimum width of a recess or change in the façade plane shall be 2 feet and maximum width shall not exceed 40 feet. Recesses and changes in the façade plane shall extend through the roof plane.
5. The minimum width of a projection shall be 4 feet, and maximum width shall not exceed 15 feet.

Figure 12. Diagram of Vertical Façade Articulation Types



Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

3.2.1.2 Ornamental Façade.

1. Ornamental façades shall include a distinct building base, middle, and top defined by a cornice with a minimum height of 8 inches and minimum projection depth of 6 inches. Cornices defining a building top shall have a minimum of two depth levels.
2. Ornamental façades shall exceed 5% of the facade area. Ornament shall include features such as cornices, sculptures, artistic inlays or reliefs, decorative tile, decorative molding around windows, or other artistic add-ons to the facade. Ornamentation must deviate in color or material from the wall material behind it or be of high- quality material such as brick, stone, ceramics, metal, wood, tile, or fiber-cement board. Ornament shall not include built-up stucco trim or molding (also known as “plant-ons”).
3. Windows shall be punched with a minimum recess of 4 inches from the facade.

Figure 13. Example of Ornamental Façade



3.2.2 Building Projections

1. Stoops, porches, decks, landings, and stairs less than 6 feet in height may project into required setback areas (less than 8 feet in height along Ashby Ave).
2. Building features including eaves, cornices, canopies, awnings, and other weather protection features like sun-shades may project a maximum of 3 feet into required setback areas. Weather protection over stoops, porches, and building lobbies may project to the property line.
3. Building projections including balconies and bay windows features may project a maximum of 3 feet into required setback areas or public right-of-way. Projections over the right-of-way require a Minor Encroachment Permit from the Department of Public Works.
 - a. Building projections shall not exceed 25% of the facade length of the building wall to which it is attached.
 - b. Building projections shall have a minimum 12 feet clear height from sidewalk grade.
4. Building projections are not allowed over interior lot lines. Required vertical rhythm and pattern articulation for building façades shall occur within the interior parcel lines.

Item 10B: Ashby BART West Lot Preliminary ODS - Attachment 1
PRELIMINARY Ashby BART West Lot Objective Design Standards (ODS) – December 2024

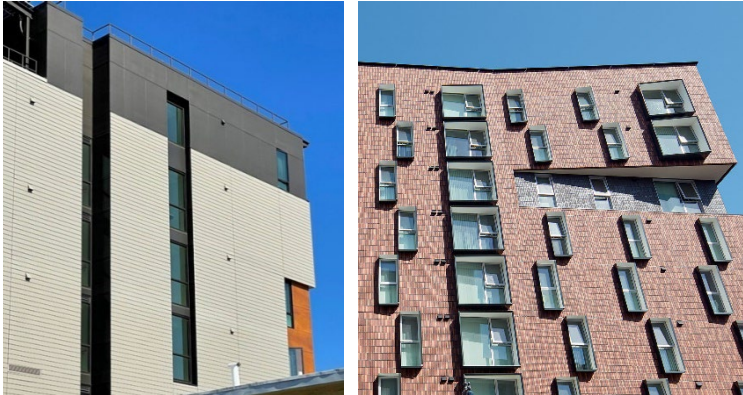
3.3 Design Elements

3.3.1 Fenestration

Windows shall meet one of the following requirements:

1. Windows shall be punched with a minimum recess of 2 inches from the facade or shall be framed with a minimum projection of 4 inches from the facade. Built-up stucco trim or molding (also known as “plant-ons”) are prohibited.
2. Windows that are flat or flush with the facade are prohibited unless applied to a recessed portion of the building facade with a minimum of four inches in depth. Vertical window edges shall be directly adjacent to recess.

Figure 14. Example of Windows Within a Recess and Framed Windows



3.3.2 Materials

No single material shall cover more than 80% of the cumulative facade area (excluding windows, doors, garage doors, and building trim) of a building except for high-quality materials such as brick, stone, ceramics, metals, fiber-cement panels, or other composite panel systems.

3.3.3 Public Art

Public art shall be distributed site-wide.