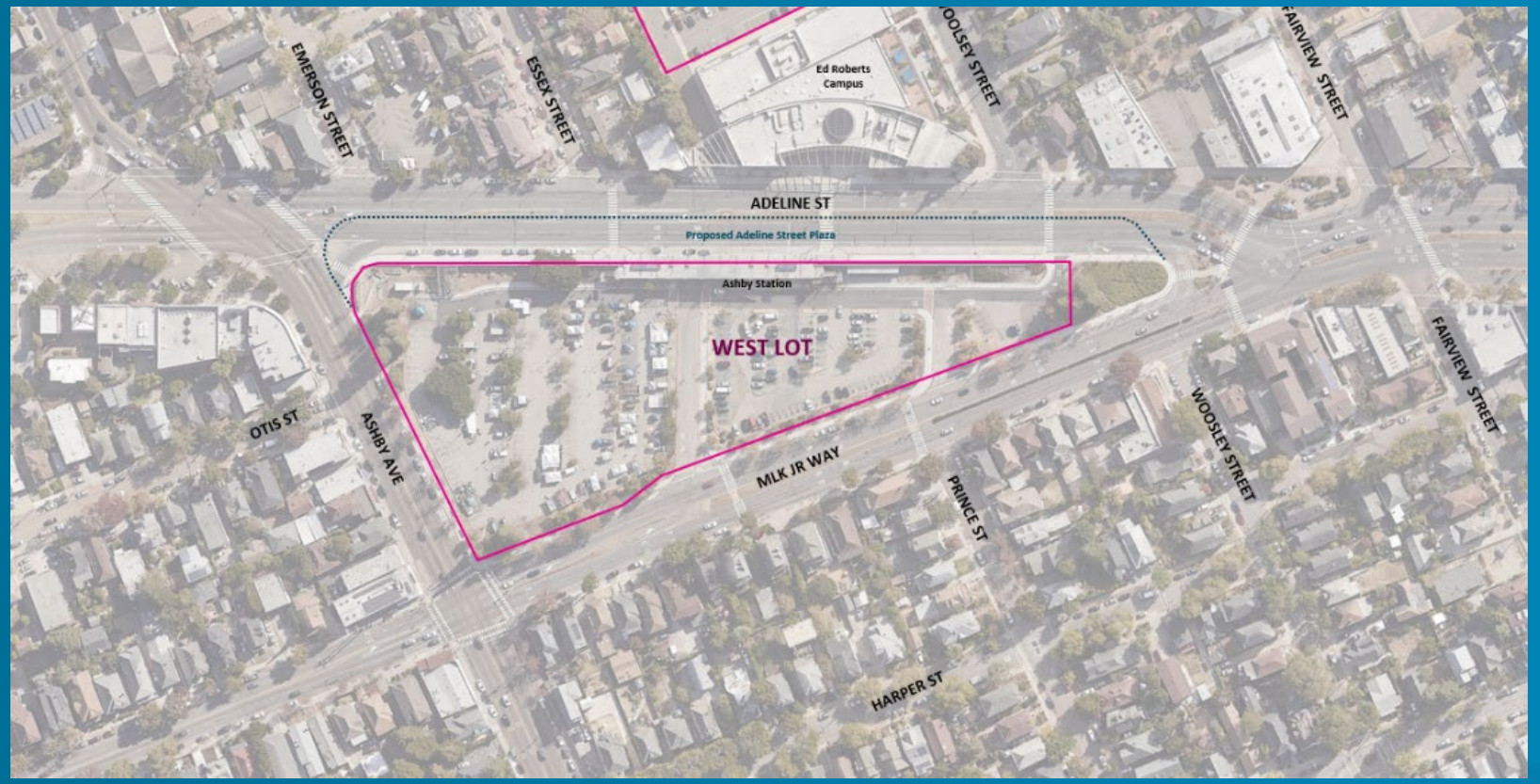
Ashby BART West Lot
Objective Design Standards



City Council
November 17, 2026

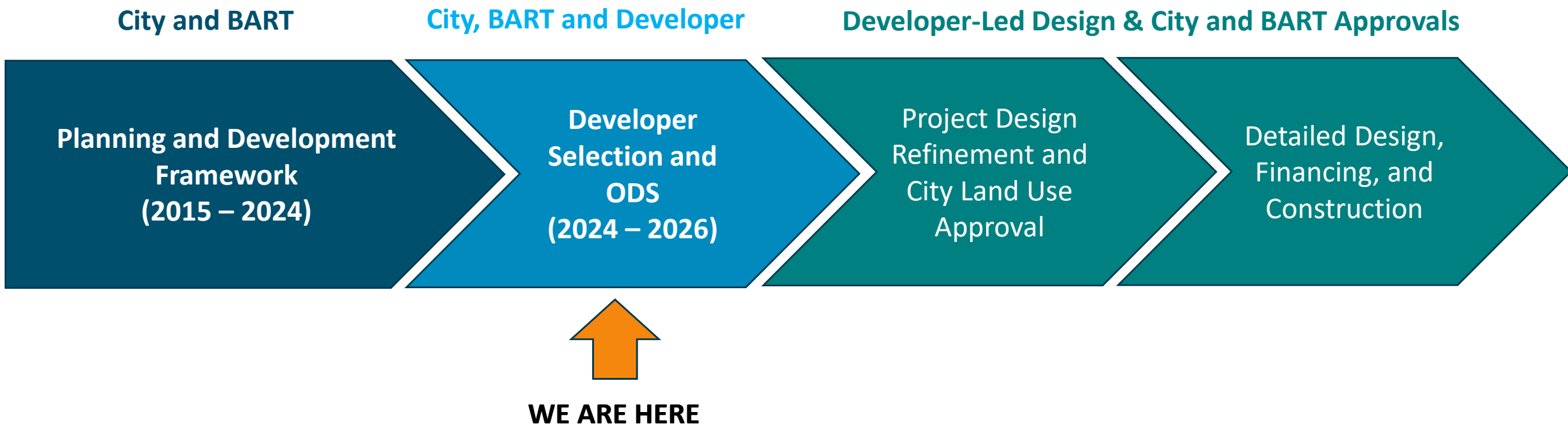
Tonight's Presentation

- Background
- Proposed Objective Design Standards for the Ashby BART West Lot
- Staff Recommendation



Background

Planning Process for Ashby BART West Lot



Planning and Development Framework (2015 – 2024)

KEY POLICIES, AGREEMENTS AND STUDIES

- Adeline Corridor Specific Plan (2015 – 2020)
- City and BART Joint Vision and Priorities for Ashby and N. Berkeley BART and City R-BART Mixed Use Zoning (2022)
- City Adeline at Ashby BART Roadway Redesign (2022)
- City and BART Exchange Agreement for Ashby BART TOD (2024)
- Ashby BART West Lot Technical Studies (2024)

City and BART Joint Vision and Priorities (JVP) and New Zoning (2022)

ASHBY AND NORTH BERKELEY TOD

- Joint Vision and Priorities: The City and BART's shared, high-level expectations for future development of both the Ashby and North Berkeley BART properties with a goal of 500 – 1200 homes at each station area by 2031

- Residential – BART Mixed Use Zoning District (Berkeley Municipal Code Section 23.202.15)

Affordable Housing



Public + Civic Space



Land Use



Building Form



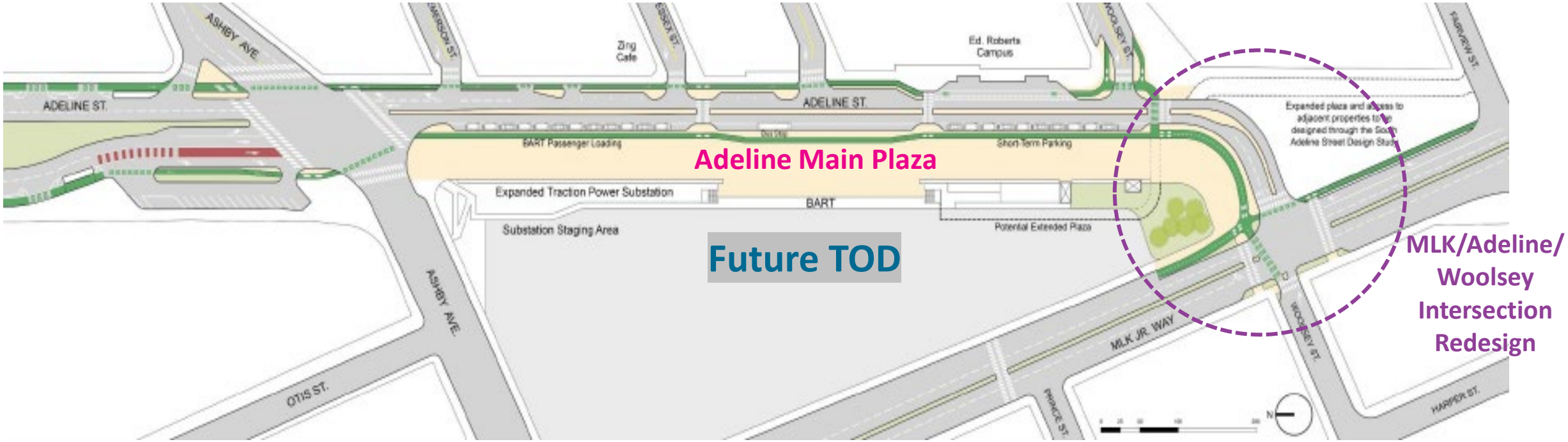
Station Access



Adeline Street Redesign & New Plaza Conceptual Design (2022)

City Right-Of-Way (City Project)

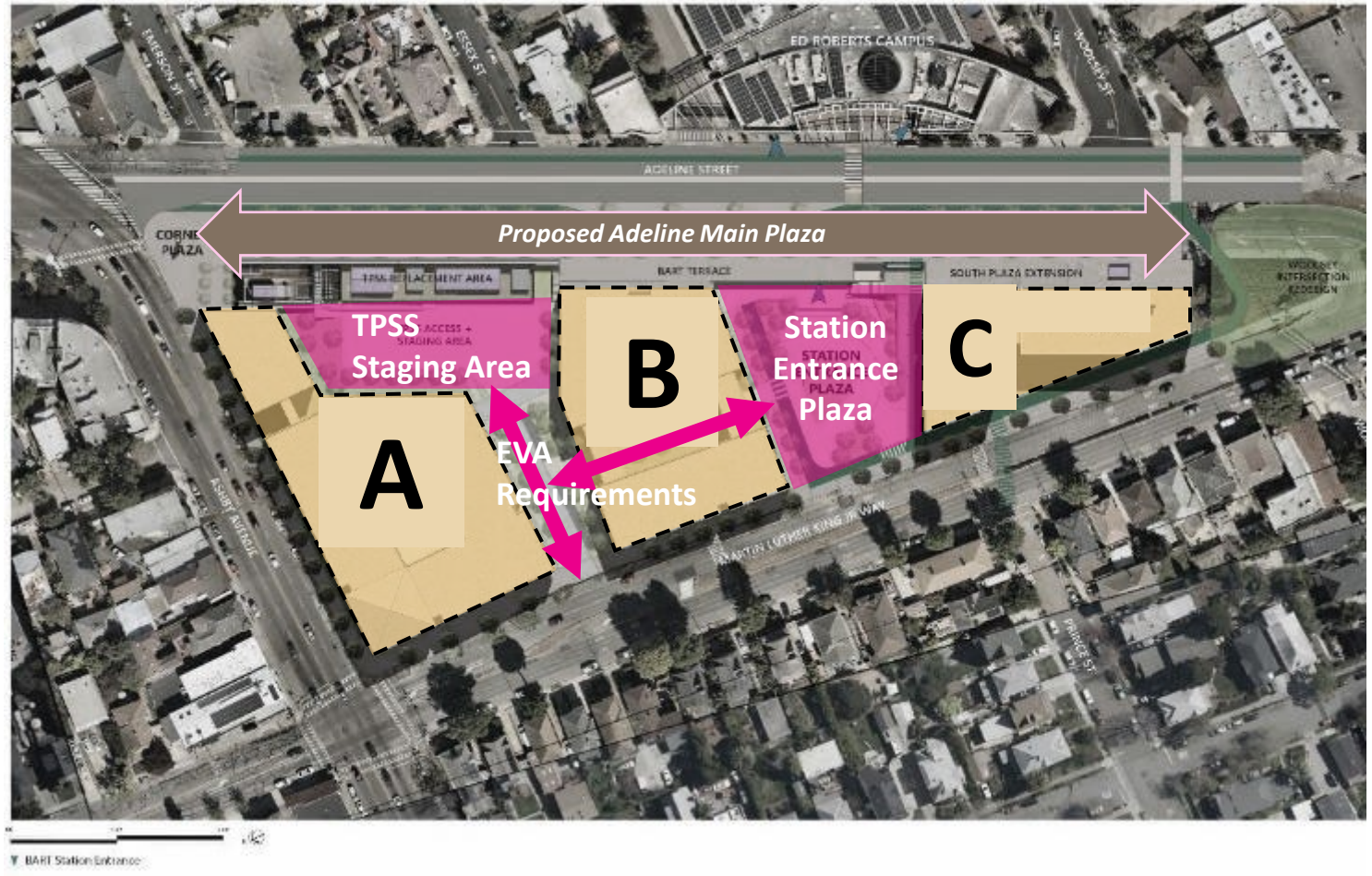
- Reduction from 4 lanes to 2 lanes will allow for space for a new Adeline Main Plaza
- Future home for the Berkeley Flea Market



Concept approved by Berkeley City Council on November 29, 2022

Technical Analysis/Site Constraints: How they shape the site

Circulation Framework and Adeline Connections Memo



- Emergency vehicle access (EVA)
- BART Station operations and maintenance
- BART's Traction Power Substation (TPSS)
- Site circulation and access
- Site elevation

Note: This diagram is illustrative only.
It generally shows where buildings can be built and required areas for station access, operations, and emergency response routes.

City-BART Exchange Agreement (2024)

- **Property exchange:** City relinquished its West Lot air-rights option in exchange for BART transferring ownership of the East Lot to the City
- **Community benefits:** Higher amounts of affordable housing, below-market-rate ground-floor space for community-serving uses, and other commitments
- **Objective Design Standards:** Specific requirements for Ashby West Lot ODS *(Article 9, Schedules 9.2.1 and 9.2.2)*



Exchange Agreement: available at www.berkeleyca.gov/bartplanning

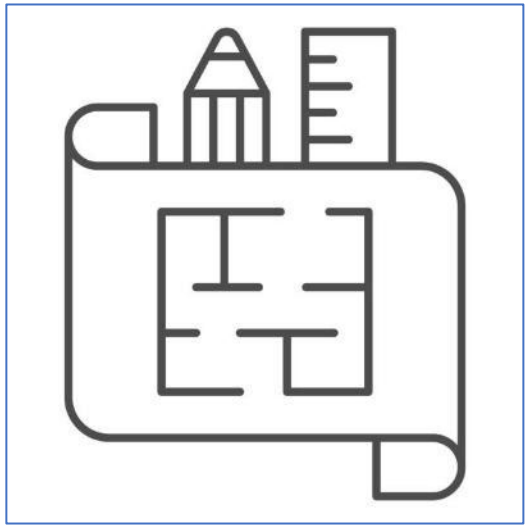
Exchange Agreement requirements for ODS

1. **Schedule**: Adopt ODS within nine months of the developer's Exclusive Negotiating Agreement with BART (or by November 27, 2026)

2. **Process**: Consider input from the public, BART and the developer

3. **Capacity**: Accommodate the Agreement's *minimum residential development capacity*

4. **Enforcement**: BART requires compliance with select ODS through its real estate agreements, subject to Agreement conditions listed above



Exchange Agreement, Article 9, Schedule 9.2.1 and 9.2.2

Exchange Agreement – Capacity Study

Schedule 9.2.2

Figure 1. Net Developable Area



Final ODS must allow a minimum amount of housing

- At least 600,000 gross residential sf in buildings ≤ 8 stories within ODS Density Bonus Standards *(approximately 600 homes)*
- At least 750,000 gross residential sf in buildings > 85 ft tall and within ODS Density Bonus Standards *(approximately 750 homes)*

Developer Selection and ODS (2024 – 2026)

PRELIMINARY ODS

City released Preliminary ODS (Dec. 2024)

- July 2025: BART selected Developer for the West Lot
- July 1, 2026: Planning Commission Discussion of Preliminary ODS
- 2025–2026: Open houses, online feedback, office hours and community-hosted meetings with City participation

REVISED ODS

- September 16, 2026: Planning Commission recommended Revised ODS for adoption to City Council
- October 7, 2026: Commission forwarded supplemental recommendations

FINAL ODS

November 17, 2026: City Council consideration of ODS for adoption





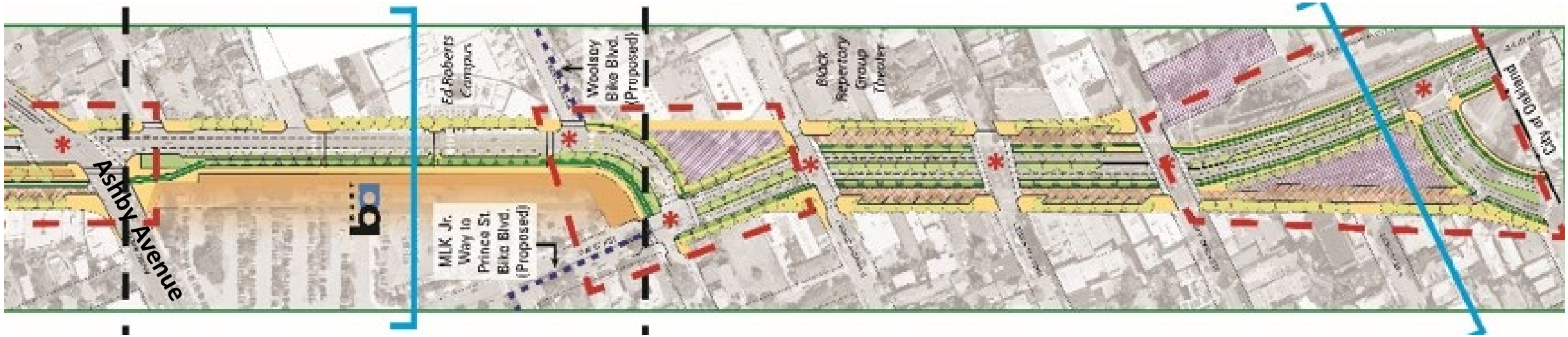


What We Heard: Key Themes

- Ground floor activation
- Public realm and circulation
- Public open space
- Building design, massing and height
- Process and timeline
- Affordable housing and housing-related programs

Adeline Open Space and Transportation Improvements Project

- Implements Adeline Corridor Specific Plan and Ashby BART/Adeline Main Plaza Redesign Concept open space and transportation safety improvements
- Measure U and $850,000 in federal funding
- Parks, Recreation and Waterfront and Public Works Departments will initiate citywide community engagement in early 2027



Adeline Corridor Specific Plan (2020): Long-term Right-Of-Way Conceptual Design (Ashby and South Adeline portions)

Proposed Ashby West Lot ODS

Ashby BART West Lot TOD Objective Design Standards (ODS)

Part I: Introduction and Policy Framework

Introduction

Site Context

Policy Framework

Part II: Objective Design Standards

1 Land Use

1.1 Ground Floor Frontages

1.2 Building Height

2 Public Realm

2.1 Streetscape Design

2.2 Station Entrance Plaza Design

2.3 Internal Access Drives and Emergency Vehicle Access

2.4 TPSS Access and Staging Area Design

3 Building Design

3.1 Building Massing

3.2 Facade Design

3.3 Design Elements

Land Use / Ground Floor Activation

Focus Active Uses at 3 Key Locations

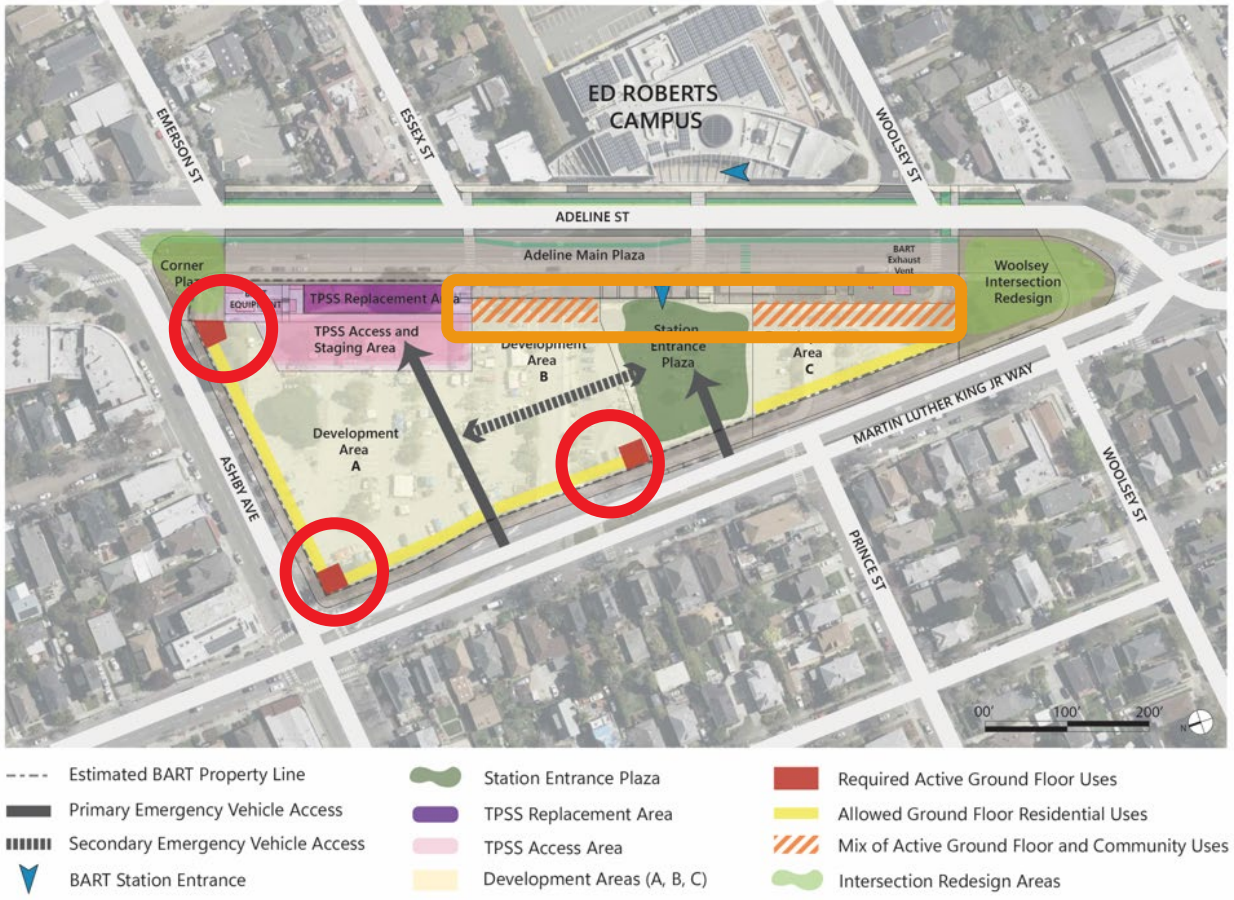
- Corner of Ashby/Adeline (if building is located to corner)
- Corner of MLK Jr/Ashby
- Corner of MLK Jr/Station Entrance Plaza
- Restaurant-Ready Design

15,000 sf Active Uses or Publicly Accessible Non Residential Uses – Location Flexible

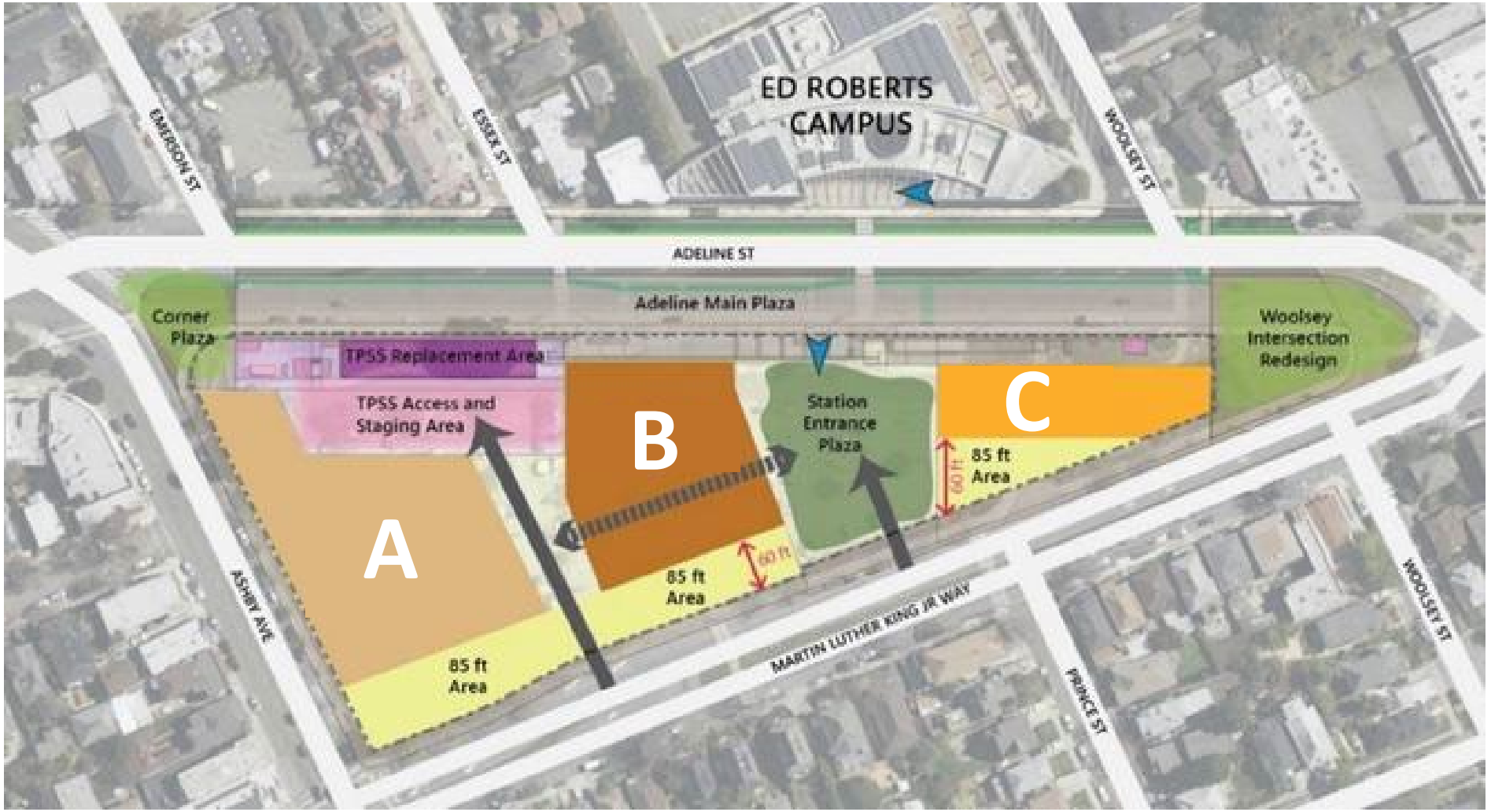
- Able to be Subdivided down to 15-20 feet width
- Warm Shell/White Box Ready
- Minimum Depth: 30 feet (Flexible for Area C)

Publicly Accessible Non Residential Uses:

- Group Instruction, Health and Fitness Center, Child Care Center, Community Care Facility, Community Center, Library



Building Height



Allows for increased heights:

- 85 feet limit on MLK Jr Way*
- Taller buildings along Adeline Main Plaza and Ashby Ave:
- Area A: 120 feet
- Area B: 200 feet
- Area C: 160 feet

**Pursuant to SB 79: May be modified to a 95-foot height limit for projects that meet eligibility requirements*

Building Height

AAP Preliminary Design shared at 11/5 Community Meeting



Looking East

Draft concepts for discussion only. Not reviewed or approved by BART or City of Berkeley.

Public Realm: Public Streets

ODS

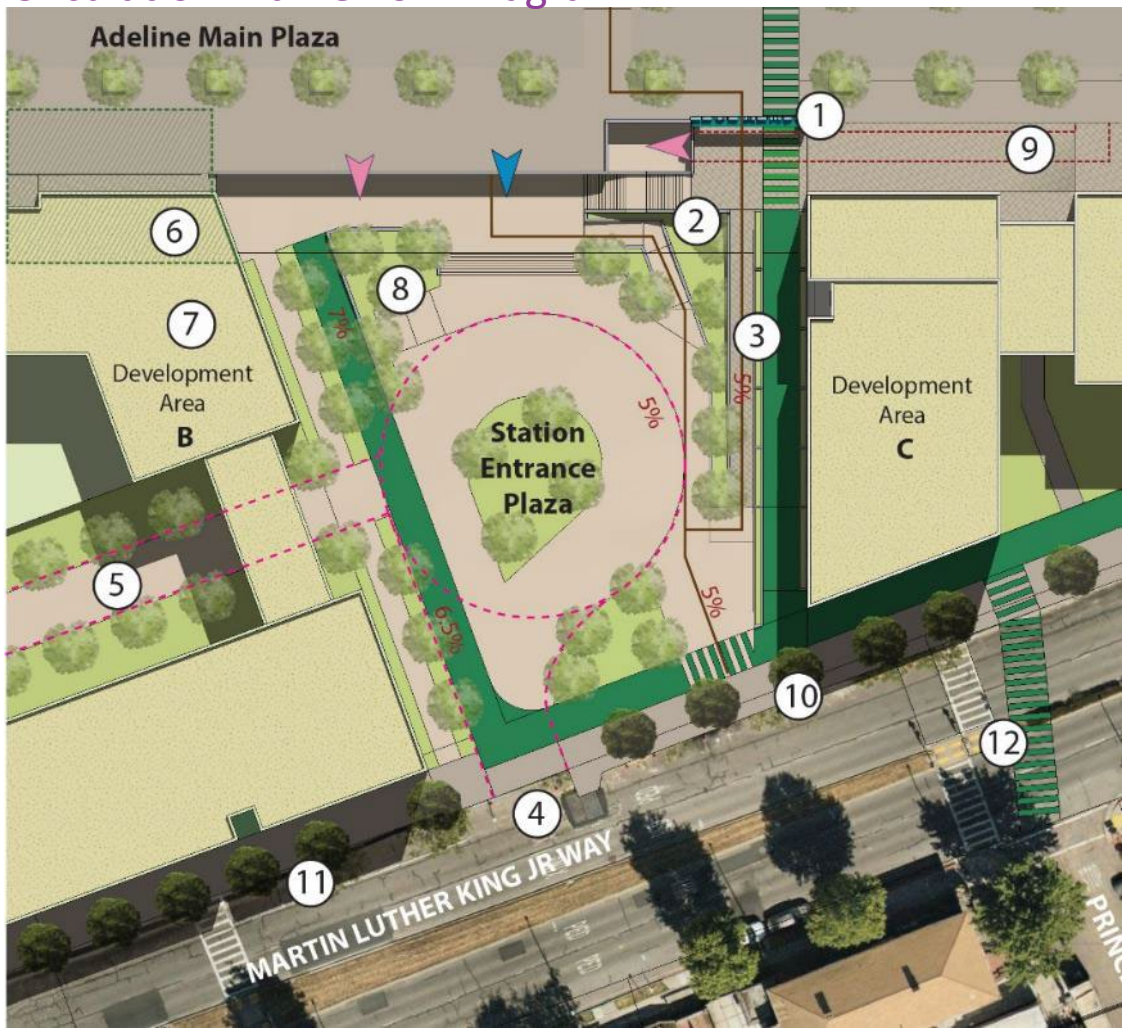
- Wider sidewalks
- Building Setback
- Requires Street Trees
- Planter Locations
- Subsurface Design Elements to Ensure Tree Health
- Require trees to be from approved list and have a minimum install and mature growth size
- Require irrigation and establish maintenance



Ashby Ave

Public Realm: Station Entrance Plaza

Circulation Framework Diagram



Circulation Framework

- Emergency Vehicle Access
- Ped/Bike Access from Adeline to Station Entrance
- No Private Vehicles or Drop-off Areas in the Plaza

ODS

- Frontage Character
- Retail Location on Plaza
- Minimum Tree Canopy
- Public Seating

Public Realm: Station Entrance Plaza

Circulation Framework Diagram



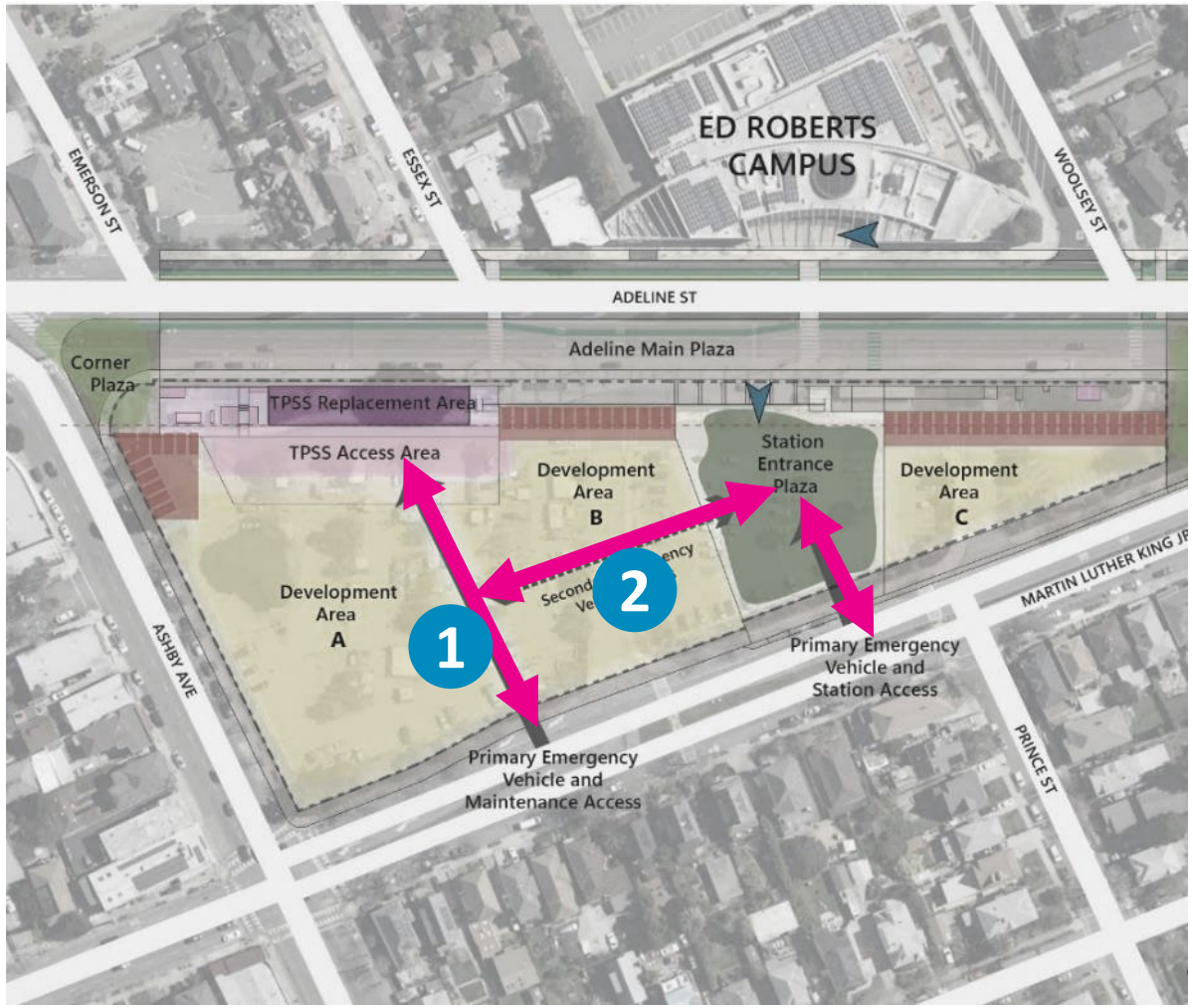
AAP Preliminary Design shared at 11/5 Community Meeting



Station Entrance Plaza at MLK

Draft concepts for discussion only. Not reviewed or approved by BART or City of Berkeley.

Public Realm: Internal Access Drives (EVA)



Circulation Framework:
Sets requirements for EVA and Maintenance Access

ODS:

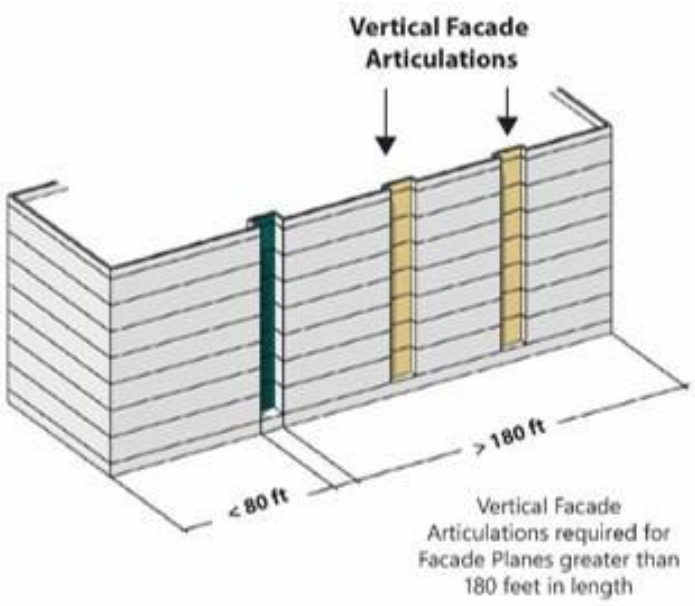
1. TPSS Access Drive
- Allows Public Vehicles
- Minimum 56 Feet Wide

2. Access Drive Through Development Area B
- Emergency and Maintenance Vehicles Only
- Pedestrian Orientation
- Minimum 45 Feet Wide

Other Standards
- Minimum Tree Canopy
- Tree Health/Maintenance Standards

Building Design: Massing and Facade Elements

Facade Rhythm and Pattern (vertical articulation)



Ornamentation Alternative



Window Standards



Staff Recommendation

Revised ODS--> Amended ODS

Supplemental Packet #1 – Attachment 1

- Tree Planting, Canopy Coverage and Establishment
- Public Space and Amenities
- Flexibility to Accommodate Site and Building Design Constraints
- Technical Corrections

Staff Recommendation

Supplemental Packet #1 – Attachment 1

Conduct a public hearing and upon conclusion adopt a Resolution approving the Ashby BART West Lot ODS

