Office of the City Manager

SUPPLEMENTAL AGENDA MATERIAL for Supplemental Packet 1

Meeting Date: **November 17, 2026**

Item Number: **27**

Item Description: **Ashby BART West Lot Transit Oriented Development Objective Design Standards**

Submitted by: **Jordan Klein, Director, Planning and Development Department**

This supplemental communication provides staff's assessment of additional Objective Design Standards (ODS) recommendations forwarded by the Planning Commission to the City Council on October 7, 2026, subsequent to the Commission's September 16, 2026 recommendation that the Council approve the Revised ODS.[1] Staff recommend that the City Council adopt the proposed amended ODS included in Supplemental Attachment 1, Exhibit A. Supplemental Attachment 2 identifies changes to the Revised ODS recommended for adoption by the Planning Commission on September 16, 2026 in strikeout/underline text.

The October 7 recommendations address five discrete areas of the Revised ODS:

- Street Trees and Planting Area/Amenity Zone (Section 2.1.2);
- Station Entrance Plaza Design (Section 2.2);
- Internal Access Drives and Emergency Vehicle Access Design (Section 2.3);
- Traction Power Substation (TPSS) Access and Staging Area Design (Section 2.4); and
- Design Elements (Section 3.3).

Staff reviewed the supplemental recommendations in consultation with the City Attorney's Office and relevant City departments for objectivity and consistency with the

[1] The Planning Commission's subcommittee's recommendations were included as Attachment 2 to the original staff report for the November 17, 2026 Council meeting for this item.

City–BART Exchange Agreement. Staff incorporated many of the recommendations into the proposed amended ODS, with modifications as needed to establish measurable requirements and clarify their application.

Staff subsequently circulated the draft amendments to BART and the West Lot developer, Adeline Alliance Partners (AAP), for review, consistent with the consultation requirements of the City–BART Exchange Agreement. Staff evaluated the comments received and made additional revisions and clarifications, as appropriate, as well as final comprehensive review of the ODS, in preparing the proposed amended ODS for Council consideration.

A. Summary of Proposed Amendments to the Revised ODS

The proposed amendments reflect staff's evaluation of the Planning Commission's October 7 supplemental recommendations, and incorporate strengthened standards for trees and public spaces, and clarify internal access and circulation requirements. Staff have also reviewed subsequent comments from BART and the AAP team, and have incorporated minor modifications to simplify internal access drive requirements, provide flexibility to accommodate existing trees and site design constraints, and remove provisions that are no longer applicable. The main amendments are summarized below.

1. Tree Planting, Canopy Coverage and Establishment

The proposed amendments strengthen tree planting requirements throughout the West Lot and along Ashby Avenue and Martin Luther King Jr. Way to provide adequate tree size and canopy coverage and support successful tree establishment and long-term health.

- Added standards across Sections 2.1.2, 2.2, 2.3, and 2.4 addressing tree species selection, size at installation and maturity, canopy coverage, irrigation, and establishment maintenance.
- Clarified planting requirements where existing street trees are retained, allowing spacing of up to 45 feet between retained trees without requiring additional infill trees (Section 2.1.2).

2. Public Space and Amenities

The proposed amendments enhance the pedestrian-oriented character of public spaces while accommodating necessary emergency vehicle, maintenance, and service access.

- Added requirements for public amenities, including seating and a drinking fountain, within the Station Entrance Plaza (Section 2.2).
- Clarified that the access drive through Development Area B is limited to emergency vehicle, building maintenance, and service access, and prohibits private vehicle access (Section 2.3).
- Added a requirement that the EVA/access drives through Development Area B and in the Station Entrance Plaza must be curbless, allowing the spaces to function as pedestrian-oriented space (Section 2.3).

- Clarified the circumstances under which alternative amenities, including planting, seating, and public art, may be provided where insufficient space is available to accommodate trees on both sides of internal access drives (Section 2.3).

3. Flexibility to Accommodate Site and Building Design Constraints

The proposed amendments clarify the access drive standard through Development Area B, provide additional flexibility to accommodate site constraints and building maintenance and service needs while maintaining the intended urban design objective and pedestrian-oriented character of the development.

- Clarified ground floor design requirements for Development Area C, replacing the 40% frontage metric for required Active or Publicly-Accessible Non Residential Uses to a minimum 65-foot frontage requirement for the entire frontage of Development Area C instead of between the Station Entrance Plaza and the existing south BART exhaust vent (Section 1.1.1.4b), and clarifying the minimum absolute depth of such spaces as 25 feet (Section 1.1.1.5a).
- Clarified that building maintenance and service access are permitted on internal access drives otherwise limited to pedestrian and emergency vehicle access (Section 2.3.1).
- Replaced the previous minimum average building-to-building width of 48 feet and absolute minimum width of 40 feet with a single minimum width of 45 feet (Section 2.3).
- Reduced the minimum required facade change for distinct corner-building forms from 8 feet to 5 feet, while maintaining the requirement for architectural differentiation at prominent street corners (Section 3.1.2).

4. Technical Corrections

- Deleted provisions addressing building frontages adjacent to a bikeway or multi-use pathway that no longer apply following modifications to the street and sidewalk design along Martin Luther King Jr. Way (Section 2.1.3) and removed an access-drive diagram and associated references that no longer reflect the revised dimensional requirements (Section 2.3).

B. Summary of Recommendations Not Incorporated

Staff do not recommend incorporating certain supplemental recommendations forwarded by the Planning Commission on October 7. These recommendations are not reflected in the proposed amended ODS, and the rationale for their exclusion is discussed below.

1. Station Entrance Plaza Design (Section 2.2)

Staff incorporated the Commission's supplemental recommendations for Section 2.2, with the exception of the requirement for a children's play area. While staff recognize the community's interest in providing a children's play area, the Station Entrance Plaza must accommodate multiple uses, including emergency vehicle access and pedestrian and bicycle circulation. Staff recommend that opportunities to incorporate a children's

play area be explored by AAP during project design and continued community engagement, rather than established as a mandatory requirement in the ODS.

2. TPSS Access and Staging Area Design (Section 2.4)
The Commission's supplemental recommendations for Section 2.4 included four components. Staff incorporated the recommendation regarding tree coverage in the required buffer area between the future transit-oriented development (TOD) and the TPSS into the proposed amended ODS.

Staff do not recommend incorporating the remaining three recommendations, which address public access to the TPSS staging area when not in use by BART, paving and landscaping, lighting and visibility, and pedestrian access and connections. The TPSS staging area must accommodate BART's specific operational, maintenance, and emergency access requirements. Without confirmation that the proposed improvements are compatible with these requirements, staff do not recommend establishing objective design standards for this area. Instead, staff recommend that BART and AAP work collaboratively to identify opportunities for public access and incorporate feasible associated improvements into the West Lot project design, with continued community engagement led by AAP.

3. Design Elements (Section 3.3)
The Commission's recommendation regarding acoustic considerations for buildings adjoining public gathering areas does not establish measurable acoustic-performance criteria, and further technical analysis would be needed to define an appropriate standard. Staff therefore do not recommend incorporating the recommendation into the ODS. Instead, staff strongly encourage BART and AAP to proactively address anticipated live music and public gatherings in the design of buildings adjoining the Station Entrance Plaza and Adeline Street Main Plaza, and to work collaboratively with the community to identify appropriate design measures to mitigate potential noise impacts.

Supplemental Attachments:
1: Resolution
- Exhibit A: Ashby BART West Lot Objective Design Standards

2: Changes from the Revised ODS recommended for adoption by the Planning Commission on September 16, 2026 (shown in strikethrough/underline text).

SUPPLEMENTAL ATTACHMENT 1

RESOLUTION NO. ##,###-N.S.

A RESOLUTION OF THE CITY COUNCIL TO ADOPT THE ASHBY BART WEST LOT TRANSIT ORIENTED DEVELOPMENT OBJECTIVE DESIGN STANDARDS

WHEREAS, the City of Berkeley and the San Francisco Bay Area Rapid Transit District (BART) have been collaborating since the 2018 passage of Assembly Bill 2923 to effectuate transit-oriented development at the North Berkeley BART and Ashby BART station areas; and

WHEREAS, in 2020, the Parties entered into a memorandum of understanding ("MOU") to identify their shared vision and priorities for transit-oriented development at the North Berkeley and Ashby BART Stations, to provide clarity on the process and timelines for pursuing development, and to begin to identify the roles and responsibilities of the City and BART in that process. Among other things, the MOU called on the City to establish a Community Advisory Group, reserve funding to support affordable housing development at the sites, and adopt zoning for the sites consistent with Assembly Bill 2923 (California Public Utilities Code sections 29010.1 et seq.) ("AB 2923"); and

WHEREAS, on April 27, 2021, the Berkeley City Council unanimously adopted Resolution 69,833-N.S. which, in part, provisionally reserved $53 million of City-controlled funds as the subsidy needed to achieve at least 35% affordable housing at each of the Ashby and North Berkeley BART sites, and allowed for a portion of the funding to be allocated to predevelopment uses; and

WHEREAS, on June 2, 2022, the Berkeley City Council approved the Joint Vision & Priorities ("JVP") in Resolution 70,402-N.S., and on June 9, 2022, the BART Board approved the JVP. The JVP expresses the City and BART's shared, high-level expectations for future development of both the Ashby and North Berkeley BART stations. The JVP was incorporated into BART's Request for Qualifications ("RFQ") for development of the North Berkeley BART Station site and the Request for Proposals ("RFP") for development of the Ashby BART West Lot; and

WHEREAS, on June 28, 2022, the Berkeley City Council adopted Chapter 23.202.150 in its Zoning Ordinance, as part of the City of Berkeley Municipal Code, adding a "Residential - BART Mixed Use (R-BMU)" zoning district, as well as additional conforming amendments to the General Plan and other sections of the Municipal Code in order to ensure that the provisions are comprehensively and consistently incorporated into its Zoning Ordinance, to govern development at the North Berkeley and Ashby BART Stations consistent with AB 2923; and

WHEREAS, on June 30, 2022, the City and BART entered into a Memorandum of Agreement ("MOA") amending and expanding upon the MOU; and

WHEREAS, on November 29, 2022, the Berkeley City Council adopted Resolution No. 70,622-N.S. approving a conceptual design for a street reconfiguration and new plaza along Adeline Street between Ashby Avenue and Martin Luther King, Jr., Way, in order to increase safety for pedestrians and bicyclists and to enhance access to the Ashby BART Station; and

WHEREAS, on December 3, 2024, the City of Berkeley Council adopted Ordinance No. 7,939-N.S. approving the Ashby BART Station Transit-Oriented Development Exchange Agreement ("Exchange Agreement"), which provided for the relinquishment of the City's option to purchase air rights over the West Lot in exchange for the City's fee simple ownership of the East Lot, and established certain minimum community benefits and project requirements for development of the West Lot and East Lot; and

WHEREAS, the City and BART subsequently executed the Exchange Agreement, effective on December 20, 2024; and

WHEREAS, Article 9 and Schedules 5.2 and 9.2.1 of the Exchange Agreement established the process, timeline, and parameters for the City's adoption of Objective Design Standards for the Ashby BART West Lot, bounded by Adeline Street, Ashby Avenue, and Martin Luther King Jr. Way, and identified as Assessor Parcel Number 053-1597-039-04, including a requirement in Schedule 5.2 that the City adopt the Final ODS within nine months after BART enters into an Exclusive Negotiating Agreement with a developer for the West Lot; and

WHEREAS, the City released Preliminary Objective Design Standards on December 6, 2024, concurrent with BART's RFP process for the Ashby BART West Lot; and

WHEREAS, following release of the Preliminary ODS, the City received and considered input from community members, the Planning Commission, BART, the selected developer team, City departments, and other stakeholders through community-wide meetings held on February 10, 2025 and July 16, 2026, smaller meetings hosted by community organizations, written comments, Planning Commission meetings held on July 1, September 16 and October 7, 2026, and ongoing coordination with BART and the selected developer team; and

WHEREAS, the ODS are based on analysis of the applicable policy framework and site-specific technical constraints at the Ashby BART West Lot, including emergency responder access, station access, and BART infrastructure requirements, as further described in the Ashby BART West Lot Circulation Framework and Connections Memo included as an attachment to BART's Ashby BART West Lot RFP; and

WHEREAS, the proposed ODS are consistent with the process, timeline, parameters, and requirements for the Final ODS established by Article 9, Schedule 5.2 and Schedule 9.2.1 of the Exchange Agreement; and

WHEREAS, the ODS were developed within the framework of the R-BMU zoning (BMC Section 23.202.150), the City and BART Exchange Agreement, and applicable State law; and

WHEREAS, the ODS reflect the City and BART Joint Vision and Priorities for the North Berkeley and Ashby BART station areas, site-specific technical constraints and project requirements, and input from the community, Planning Commission, City, BART, and the selected developer team; and

WHEREAS, notice of the Planning Commission's September 16, 2026 public hearing on the Ashby BART West Lot Objective Design Standards was published in the Berkeley Voice and posted in three public places on September 4, 2026, pursuant to California Government Code Section 65090; and

WHEREAS, on September 16, 2026, the Planning Commission held a duly noticed public hearing and took public testimony on the Ashby BART West Lot Objective Design Standards ~~and considered all public comments received, the City staff presentation, the staff report, and other pertinent documents~~; and

WHEREAS, on September 16, 2026, the Planning Commission recommended that the City Council adopt the Revised Ashby BART West Lot Objective Design Standards as presented by staff and established a subcommittee to develop potential supplemental recommendations; and

WHEREAS, on October 7, 2026, the Planning Commission voted to forward the subcommittee letter to the City Council as recommendations of the full Commission and requested that staff, in consultation with the City Attorney's Office and relevant City departments, review the recommendations and make any necessary revisions to ensure they qualify as objective design standards, are written in objective terms, and are consistent with the City–BART Exchange Agreement; and

WHEREAS, staff incorporated selected recommendations from the October 7, 2026 Planning Commission meeting, with modifications, into the Ashby BART West Lot Objective Design Standards that are included as Exhibit A; and

WHEREAS, all documents constituting the record of this proceeding are and shall be retained by the City of Berkeley Planning and Development Department, Land Use Planning Division, at 1947 Center Street, Berkeley, California; and

WHEREAS, the proposed objective design standards were evaluated in (1) the Ashby and North Berkeley BART Stations Transit-Oriented Development (TOD) Zoning Project Environmental Impact Report (SCH #: 2020110320) which was certified by the City Council on June 2, 2022; and (2) the "Ashby BART TOD Contractual Agreement" Addendum, which amended that Report and the Adeline Corridor Specific Plan

Environmental Impact Report (SCH # 2018072009) and which was approved by the City Council on December 3, 2024, such that no further environmental review is required.

WHEREAS, on November 17, 2026, the City Council held a duly noticed public hearing and took public testimony on the Ashby BART West Lot Objective Design Standards.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Council adopts the Ashby BART West Lot Objective Design Standards attached hereto as Exhibit A.

Exhibit
A: Ashby BART West Lot Objective Design Standards

Supplemental Attachment 1, Exhibit A
November 10, 2026

Ashby BART West Lot TOD Objective Design Standards (ODS)

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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 I of this document provides the site context and applicable policy framework for ODS for the Ashby BART station site, followed by Part II: the Objective Design Standards for the West Lot (Figure 1). The Revised ODS reflect the policy framework, site constraints and input from the public, BART and the selected West Lot Developer, and will be considered by the City of Berkeley Planning Commission and City Council. Design standards 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

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 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:
   - Affordable housing meeting specified requirements,
   - A commercial component that includes a minimum of 5,000 net rentable square feet, based on BOMA ANSI[1] 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:
   - 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).
   - Following developer selection, the Preliminary ODS will be refined based on input from the community, the selected developer(s), BART and the City.
   - 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.

c. West Lot ODS – Development Capacity and Enforcement.
   - 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.
   - 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:

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

To satisfy requirements set forth in the City and BART-approved Exchange Agreement, the ODS 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 Stations[3]

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 Ground Floor Frontages

Commercial Location Requirements

The R-BMU zoning sets requirements for permitted street-facing ground floor uses in BMC 23.202.150(F)(2),Table 23.203-20. The ODS modifies the R-BMU requirements as outlined in sections 1.1.1 and 1.1.2 below.

These standards anticipate that the project will utilize a waiver under the state density bonus law of R-BMU zoning standards in Table 23.202-20 for minimum active ground floor commercial frontage requirements, consistent with the minimum ground-floor use requirements established by the City and BART Ashby BART TOD Exchange Agreement.

Pursuant to the Exchange Agreement: a minimum floor area of 15,000 square feet of active or non-residential ground-floor uses shall be provided on the site.[6] These uses are generally permitted anywhere on the site except as specified below.

1.1.1 Ground Floor Active and Other Publicly Accessible Non-Residential Uses

1. "Active Uses", as defined in BMC Section 23.202.150(F)(2) Table 23.202-20, Note 1) , consist of commercial uses in the following categories: Retail, Personal and Household Services, Food and Alcohol Service and Entertainment. Active Uses shall also include Bar/Cocktail Lounge/Tavern/Tap Room/Wine Tasting as defined in BMC Chapter 23.502.
2. Other Publicly Accessible Non-Residential Uses. For purposes of these standards, "Other Publicly-Accessible Non-Residential Uses" include the following uses as defined in BMC Chapter 23.502, Glossary:
    a. Group Instruction
    b. Health and Fitness Center
    c. Child Care Center
    d. Community Care Facility
    e. Community Center
    f. Library
3. Active Uses, as defined above and shown in **Figure 3**, are required at the following three locations:
    a. **Ashby Avenue and Adeline Street (Development Area A)** with a minimum floor area of 1,200 square feet. If the proposed project does not have an at-grade connection to the Ashby/Adeline Corner Plaza, this requirement does not apply.
    b. **Ashby Avenue and Martin Luther King Jr. Way (Development Area A)** with a minimum floor area of 1,200 square feet.
    c. **Martin Luther King Jr. Way and Station Entrance Plaza** (**Development Area B**) with a minimum of two spaces with at least 1,200 square feet of floor area each, or one space with a minimum floor area of 2,400 square feet.

[6] City and BART Ashby BART TOD Exchange Agreement (December 2024).

d. **Restaurant-Ready Design.** The Active Use spaces required at the three locations above shall be designed as "restaurant-ready" spaces, with installed equipment or space designed to allow tenant spaces to be retrofitted to restaurant-use standards, including required enhancements for HVAC exhaust shaft to the roof and stub-outs for plumbing and grease traps.

4. **Adeline Street Frontage.**
   a. In Development Area B, between the TPSS and Station Entrance Plaza, where a building provides an at-grade connection to the Adeline Main Plaza, a minimum of 60% of continuous ground-floor building frontage shall be occupied by Active Uses and/or Other Publicly-Accessible Non-Residential Uses, as defined above.
   b. In Development Area C, south of the Station Entrance Plaza, a minimum of 65 feet of the ground-floor building frontage shall be occupied by Active Uses and/or Other Publicly-Accessible Non-Residential Uses, as defined above.
5. **Design Standards for Active Uses and Other Publicly Accessible Non-Residential Uses.** All ground floor spaces occupied by an Active Use or Other Publicly-Accessible Non-Residential Use, wherever located on the site, shall comply with the following standards:
   a. **Minimum Depth.** Spaces shall have a minimum depth of 30 feet, except in Development Area C, where spaces shall have a minimum average depth of 30 feet and no space shall have a minimum depth less than 25 feet.
   b. **Flexible Subdivision.** Spaces shall be able to be subdivided into leasable commercial area widths between 15 and 20 feet and have potential for individual entries.
   c. **Warm Shell/White Box Ready.** Spaces shall be constructed to warm shell standards with necessary infrastructure to be leased. Cold shells are prohibited.
   d. **Storefront Transparency.** Spaces shall be 50% transparent between 3 feet and 7 feet from sidewalk grade.

1.1.2 Ground Floor Residential Uses

1. Ground floor Residential Uses are permitted where Active Uses or Other Publicly-Accessible Non-Residential Uses are required pursuant to Section 1.1.1.

Figure 3. Ground-Floor Requirements: Active Uses and Other Publicly Accessible Non-Residential Uses



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.[7] See Figure 4.

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 4. Maximum Height (State Density Bonus Eligible Project)



[7] The 85-foot height limit along portions of Martin Luther King Jr. Way may be modified to a 95-foot height limit for projects that meet eligibility requirements of SB 79.

2 Public Realm

2.1 Streetscape Design

2.1.1 Sidewalk Design

The *Circulation Framework for the Ashby BART West Lot TOD* established the City and BART's high-level requirements related to fire and life safety, station access, BART maintenance and operations, the Traction Power Substation, sidewalk design and pedestrian, bicycle, and vehicle circulation.

Figures 5 and 6 below establish the applicable sidewalk sections along Ashby Avenue and Martin Luther King Jr. Way. The sidewalk section shown for Martin Luther King Jr. Way north of the Station Entrance Plaza also applies south of the Station Entrance Plaza and supersedes the sidewalk-level cycle track configuration shown in the *Circulation Framework*. Exceptions may be made in locations where existing trees outside of the existing ROW are maintained.

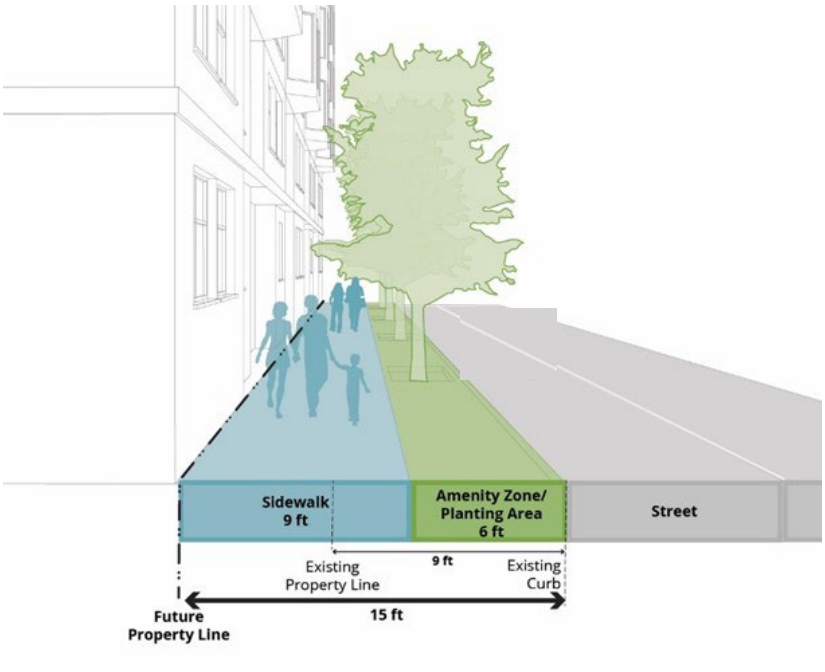
It is not anticipated that the existing curb line to median dimension will change along Martin Luther King Jr. Way (MLK Jr. Way). North of the Station Entrance Plaza, MLK Jr. Way will include a parking/loading lane and two travel lanes. South of the Station Entrance Plaza, MLK Jr. Way will include a two-way on-street protected cycle track and two lanes of traffic.

As the West Lot TOD project and Station Access Plan advance through more detailed design, modifications to the street and sidewalk dimensions shown below may be approved by the City, in coordination with BART where site circulation affects the public right-of-way, provided that the modified design continues to meet applicable requirements for pedestrian circulation and accessibility, bicycle connectivity, station access, emergency response, BART operations, and other City circulation functions.[8]

Figure 5. Diagram of Ashby Avenue



Figure 6. Diagram of MLK Jr. Way



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 to the minimum tree planting requirement are permitted in locations where existing infrastructure, utilities, or BART tunnel prohibit planting of trees. Existing trees should be maintained where possible. Where existing trees are retained, spacing of up to 45 feet between retained existing trees is permitted without requiring additional infill trees.

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 for new trees.

    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.

5. Tree Selection and Installation. Trees shall be selected from an approved City trees species list and shall have a mature crown diameter of at least 40 feet and shall be installed in a minimum 24-inch box size and provided with irrigation.

6. Irrigation and Establishment Maintenance. Irrigation and establishment maintenance shall be provided for at least three years after installation. Trees that die during this period shall be replaced with the same species or an updated species based on cause of failure of the original tree. Each replacement tree shall receive irrigation and establishment maintenance for three years following installation. After the three-year "establishment period" for each tree, irrigation to that tree shall be turned off by a mechanical shut-off valve.

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.

Martin Luther King Jr. Way

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.

2.2 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. See also Section 1.1.1(3)(c) for ground-floor requirements.

2. 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.

3. Door swings on building frontages shall not encroach on identified paths of travel.

4. Blank walls greater than 6 feet in height shall not exceed 30 feet in length or shall include public art.

2.2.2 Station Entrance Plaza Trees and Other Public Amenities

1. Tree canopy coverage. Trees shall provide projected mature canopy coverage of over at least 25 percent of the Station Entrance Plaza and at least 50 percent of its required seating spaces. Only canopy within the plaza boundary shall count, with overlapping areas counted once.

2. Tree establishment. Trees shall be installed in a minimum 24-inch box size and provided with irrigation. Irrigation and establishment maintenance shall be provided for at least three years after installation. Trees that die during this period shall be replaced with trees meeting the same species and minimum planting-size requirements. Each replacement tree shall receive irrigation and establishment maintenance for three years following installation. The three-year period shall restart for each replacement tree.

5. Subsurface design for new trees. 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.

3. Seating**.** Provide a minimum of 40 seating spaces. This provision may be satisfied with site furnishings or integral site elements such as seatwalls, provided the geometry is equivalent to a typical seat. Each individual seat counts as one space; benches and seatwalls count as one space per 24 inches of continuous, unobstructed seating length, rounded down.

4. Drinking fountain. Provide at least one drinking fountain.

All amenities shall comply with applicable California Building Code and federal accessibility requirements. Where a dimension specified in this section conflicts with an applicable accessibility requirement, the accessibility requirement shall govern.

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 may 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 and EVA Design

1. Access drives

    a) Access drives with public vehicle access shall have a minimum building-to-building width of 56 feet.

    b) Access drives used solely for emergency vehicle access and building maintenance and service access shall have a minimum building-to-building width of 45 feet.

    c) The access drive through Development Area B shall only be used for emergency vehicle access and building maintenance and service access. The required EVA width shall be designed primarily for pedestrian use as pedestrian pathways. Private vehicle access shall not be allowed on the access drive through Development Area B.

    d) Access drives through Development Area B and the Station Entrance Plaza shall be curbless, with no raised curbs separating the drive surface from adjoining pedestrian areas.

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 through Development Area B may include building bridges over the access drive.

b) Emergency Vehicle Access through the Station Entrance Plaza shall be designed in accordance to Berkeley Fire Department and *Circulation Framework* standards. Modifications may be acceptable upon review and approval by the Berkeley Fire Department.

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. Trees + Planting/Amenity Zone.

   a) Trees shall be located on either side of the access drive and shall provide projected mature canopy coverage of over at least 25 percent of the access drive area to make the access drive look and feel like a street or pedestrian pathway.

   b) Where trees are not provided on both sides of the access drive, an amenity zone with a minimum depth of 5 feet, measured perpendicular to the building facade, shall be provided between the building facade and the access drive. The amenity zone shall include planting, seating, public art, or other elements shall be provided to enhance the pedestrian experience and buffer parking , blank walls, maintenance, and utility areas.

   c) Trees shall be installed in a minimum 24-inch box size and provided with irrigation.
   d) Irrigation and establishment maintenance shall be provided for at least three years after installation. Trees that die during this period shall be replaced with the same species or an updated species based on cause of failure from original tree. The three-year period shall restart for each replacement tree.

   e) Trees planted shall have minimum of 120 cubic feet of well aerated soil per inch of trunk diameter at maturity.

   f) Planting in above grade courtyards and parking podiums shall have a minimum soil depth of 12 inches for ground cover, 20 inches for shrubs, and 36 inches for trees.

2.3.2 Frontage Character fronting Internal Access Drives

1. **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.

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.
3. Trees planted shall have minimum of 120 cubic feet of well aerated soil per inch of trunk diameter at maturity.
4. Trees shall provide projected mature canopy coverage over at least 50 percent of the required planting area.
5. Trees shall be installed in a minimum 24-inch box size and provided with irrigation.
6. Irrigation and establishment maintenance shall be provided for at least three years after installation. Trees that die during this period shall be replaced with trees meeting the same species and minimum planting-size requirements. Each replacement tree shall receive irrigation and establishment maintenance for three years following installation.

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. 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 and Facade Lengths

Ashby Avenue Frontages

1. Buildings fronting Ashby Avenue shall not exceed 275 feet in length unless there a Building Break meeting the requirements below is provided.
2. A Building Break is a substantial break in the overall building massing that extends from the ground through the roof plane of the building. Building Breaks shall have a minimum width and depth of 25 feet and shall extend to a circulation or common space with visual access through to the other side of the building. Glazing used to provide visual access shall meet bird safe design requirements. (Note: *Existing continuous block from Martin Luther King Jr. Way to Adeline Street is approximately 370 feet in length).*

All Frontages

3. A Facade Plane is the portion of a building facade located between building corners, Building Break or Major Break. Facade Planes shall not exceed 180 feet in length.
4. A Major Break shall have a minimum width of 5 feet, minimum depth of 3 feet and a minimum horizontal area of 36 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:

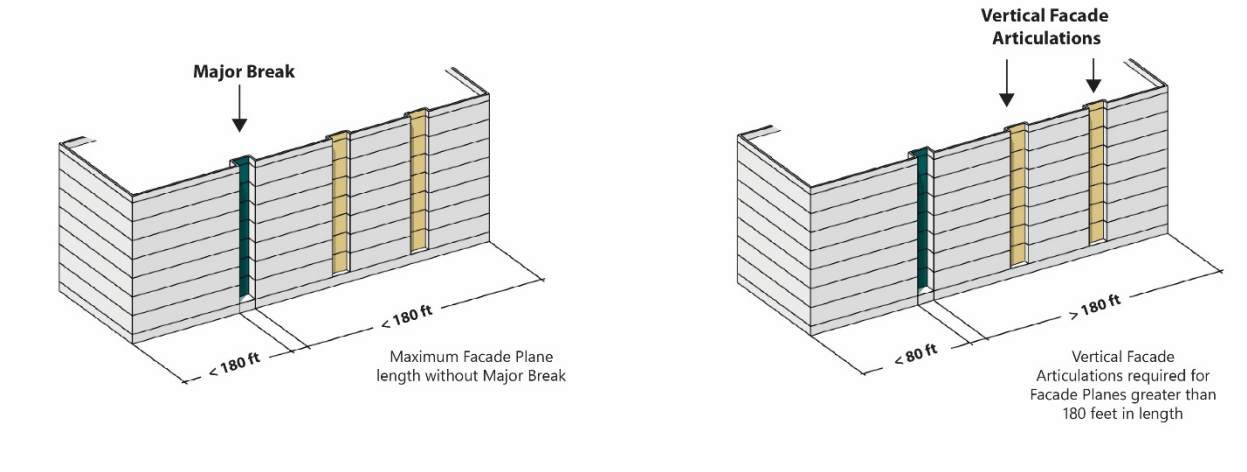
1. A change in roof form from the other portions of the building.
2. A change of building facade height greater than 5 feet from other portions of the building. Change in height can be higher or lower than the adjacent other portion of the building.

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 7). Facade planes are measured from corner of building to corner of building or Major Break as defined in 3.1.1.

Figure 7. Diagram of Major Breaks and Vertical Facade Articulations

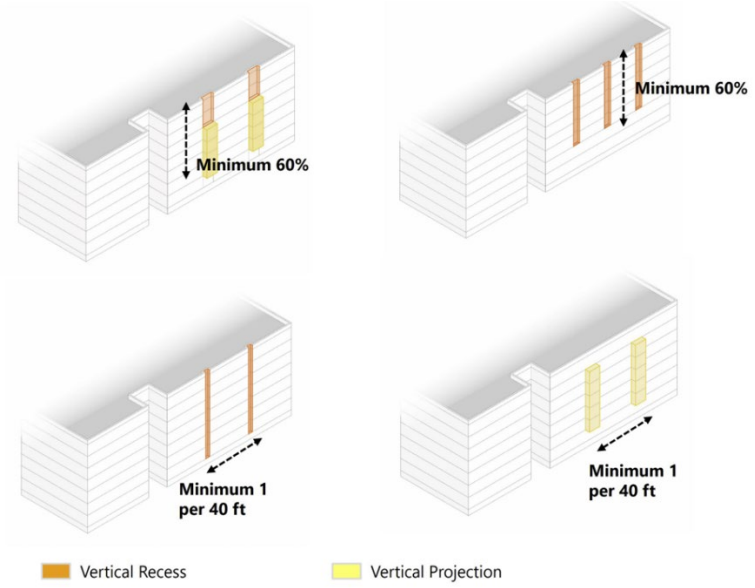


3.2.1.1 Vertical Facade Articulations:

1. A vertical recess, projection, or change in the facade plane of the building massing shall meet the following spacing requirements:
    a. For buildings less than or equal to 85 feet in height: A vertical recess, projection, or change in the facade plane of the building massing occur at an average minimum of one per 40 feet of linear facade length with no facade length greater than 50 feet in width without a vertical recess, projection, or change in the facade plane that meets the standards below.
    b. For buildings greater than 85 feet in height: A vertical recess, projection, or change in the facade plane of the building massing shall occur at an average minimum of one per 80 feet of linear facade length, with no facade length greater than 110 feet in width without a vertical recess, projection, or change in the facade plane that meets the standards below.

2. The vertical recess, projection, or change in the facade plane of the building massing shall have a minimum depth of 2 feet.
3. The vertical recess, projection, or change in the facade plane shall occur for a minimum 60% of the facade height measured from the average ground plan e to the top of structure for the specific facade plane of the minor break/modulation.
4. The minimum width of a recess or change in the facade plane shall be 2 feet and maximum width shall not exceed 40 feet. Recesses and changes in the facade 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 8. Diagram of Vertical Facade Articulation Types



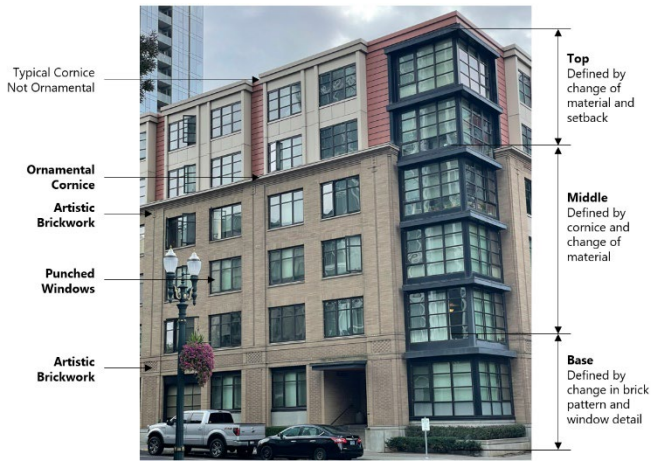
3.2.1.2 Ornamental Facade.

1. Ornamental facades 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 facades 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 9. 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 facades shall occur within the interior parcel lines.

3.2.3 Additional Facade Standards

1. **Ground Floor Residential Entries** All ground floor residential units fronting a public street, an interior 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 pathway or sidewalk, with a minimum area of 20 square feet. Senior units or other deed-restricted units for special needs populations are exempt.

2. **Required Openings**. Ground-level exterior walls facing and within 20 feet of a front lot line or publicly accessible pathway or Public Open Space shall run in a continuous plane for no more than 30 feet without a window, door, or other similar building opening.

3. **Light Screening.** Parking garages shall be designed such that interior lighting is fully shielded, and automobile headlamps are not visible from adjacent buildings, parcels, streets, public parks, publicly accessible outdoor space or designated open space area.

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 10. 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 sitewide.

SUPPLEMENTAL ATTACHMENT 2
Changes from the Revised ODS recommended for adoption by the Planning Commission on September 16, 2026 (shown in strikethrough/underline text) – November 10, 2026

Ashby BART West Lot TOD Objective Design Standards (ODS)

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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 I of this document provides the site context and applicable policy framework for ODS for the Ashby BART station site, followed by Part II: the Objective Design Standards for the West Lot (Figure 1). The Revised ODS reflect the policy framework, site constraints and input from the public, BART and the selected West Lot Developer, and will be considered by the City of Berkeley Planning Commission and City Council. Design standards 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 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



SUPPLEMENTAL ATTACHMENT 2
Changes from the Revised ODS recommended for adoption by the Planning Commission on September 16, 2026 (shown in strikethrough/underline text) – November 10, 2026

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 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:
   - Affordable housing meeting specified requirements,
   - A commercial component that includes a minimum of 5,000 net rentable square feet, based on BOMA ANSI[1] 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:
   - 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).
   - Following developer selection, the Preliminary ODS will be refined based on input from the community, the selected developer(s), BART and the City.
   - 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

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

later than 9 months from execution of the Exclusive Negotiating Agreement between BART and the selected Developer.

c. West Lot ODS – Development Capacity and Enforcement.
   - 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.
   - 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:

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

To satisfy requirements set forth in the City and BART-approved Exchange Agreement, the ODS 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 Stations[3]

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.

[2] https://berkeley.municipal.codes/BMC/23.202.150.

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

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.

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 Ground Floor Frontages

Commercial Location Requirements

The R-BMU zoning sets requirements for permitted street-facing ground floor uses in BMC 23.202.150(F)(2),Table 23.203-20. The ODS modifies the R-BMU requirements as outlined in sections 1.1.1 and 1.1.2 below.

These standards anticipate that the project will utilize a waiver under the state density bonus law of R-BMU zoning standards in Table 23.202-20 for minimum active ground floor commercial frontage requirements, consistent with the minimum ground-floor use requirements established by the City and BART Ashby BART TOD Exchange Agreement.

Pursuant to the Exchange Agreement: a minimum floor area of 15,000 square feet of active or non-residential ground-floor uses shall be provided on the site.[6] These uses are generally permitted anywhere on the site except as specified below.

1.1.1 Ground Floor Active and Other Publicly Accessible Non-Residential Uses

1. "Active Uses", as defined in BMC Section 23.202.150(F)(2) Table 23.202-20, Note 1) , consist of commercial uses in the following categories: Retail, Personal and Household Services, Food and Alcohol Service and Entertainment. Active Uses shall also include Bar/Cocktail Lounge/Tavern/Tap Room/Wine Tasting as defined in BMC Chapter 23.502.
2. Other Publicly Accessible Non-Residential Uses. For purposes of these standards, "Other Publicly-Accessible Non-Residential Uses" include the following uses as defined in BMC Chapter 23.502, Glossary:
    a. Group Instruction
    b. Health and Fitness Center
    c. Child Care Center
    d. Community Care Facility
    e. Community Center
    f. Library
3. Active Uses, as defined above and shown in **Figure 3**, are required at the following three locations:
    a. **Ashby Avenue and Adeline Street (Development Area A)** with a minimum floor area of 1,200 square feet. If the proposed project does not have an at-grade connection to the Ashby/Adeline Corner Plaza, this requirement does not apply.
    b. **Ashby Avenue and Martin Luther King Jr. Way (Development Area A)** with a minimum floor area of 1,200 square feet.

[6] City and BART Ashby BART TOD Exchange Agreement (December 2024).

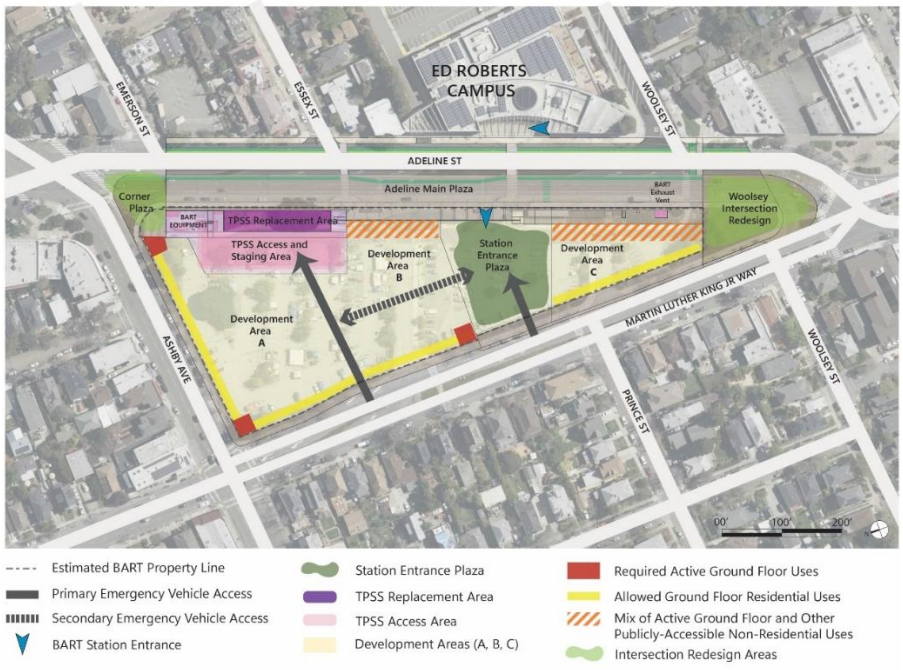
c. **Martin Luther King Jr. Way and Station Entrance Plaza** (**Development Area B**) with a minimum of two spaces with at least 1,200 square feet of floor area each, or one space with a minimum floor area of 2,400 square feet.
d. **Restaurant-Ready Design.** The Active Use spaces required at the three locations above shall be designed as "restaurant-ready" spaces, with installed equipment or space designed to allow tenant spaces to be retrofitted to restaurant-use standards, including required enhancements for HVAC exhaust shaft to the roof and stub-outs for plumbing and grease traps.

4. **Adeline Street Frontage.**
   a. In Development Area B, between the TPSS and Station Entrance Plaza, where a building provides an at-grade connection to the Adeline Main Plaza, a minimum of 60% of continuous ground-floor building frontage shall be occupied by Active Uses and/or Other Publicly-Accessible Non-Residential Uses, as defined above.
   b. In Development Area C, south of the Station Entrance Plaza, ~~between the Station Entrance Plaza and the south BART exhaust vent,~~ a minimum of ~~40 percent~~65 feet of the ground-floor building frontage shall be occupied by Active Uses and/or Other Publicly-Accessible Non-Residential Uses, as defined above.
5. **Design Standards for Active Uses and Other Publicly Accessible Non-Residential Uses.** All ground floor spaces occupied by an Active Use or Other Publicly-Accessible Non-Residential Use, wherever located on the site, shall comply with the following standards:
   a. **Minimum Depth.** Spaces shall have a minimum depth of 30 feet, except in Development Area C, where spaces shall have a minimum average depth of 30 feet and ~~total~~ no space shall have a minimum depth less than ~~of~~ 25 feet.
   b. **Flexible Subdivision.** Spaces shall be able to be subdivided into leasable commercial area widths between 15 and 20 feet and have potential for individual entries.
   c. **Warm Shell/White Box Ready.** Spaces shall be constructed to warm shell standards with necessary infrastructure to be leased. Cold shells are prohibited.
   d. **Storefront Transparency.** Spaces shall be 50% transparent between 3 feet and 7 feet from sidewalk grade.

1.1.2 Ground Floor Residential Uses

1. Ground floor Residential Uses are permitted where Active Uses or Other Publicly-Accessible Non-Residential Uses are required pursuant to Section 1.1.1.

Figure 3. Ground-Floor Requirements: Active Uses and Other Publicly Accessible Non-Residential Uses



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.[7] See Figure 4.

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.

[7] The 85-foot height limit along portions of Martin Luther King Jr. Way may be modified to a 95-foot height limit for projects that meet eligibility requirements of SB 79.

Figure 4. Maximum Height (State Density Bonus Eligible Project)



2 Public Realm

2.1 Streetscape Design

2.1.1 Sidewalk Design

The *Circulation Framework for the Ashby BART West Lot TOD* established the City and BART's high-level requirements related to fire and life safety, station access, BART maintenance and operations, the Traction Power Substation, sidewalk design and pedestrian, bicycle, and vehicle circulation.

Figures 5 and 6 below establish the applicable sidewalk sections along Ashby Avenue and Martin Luther King Jr. Way. The sidewalk section shown for Martin Luther King Jr. Way north of the Station Entrance Plaza also applies south of the Station Entrance Plaza and supersedes the sidewalk-level cycle track configuration shown in the *Circulation Framework*. Exceptions may be made in locations where existing trees outside of the existing ROW are maintained.

It is not anticipated that the existing curb line to median dimension will change along Martin Luther King Jr. Way (MLK Jr. Way). North of the Station Entrance Plaza, MLK Jr. Way will include a parking/loading lane and two travel lanes. South of the Station Entrance Plaza, MLK Jr. Way will include a two-way on-street protected cycle track and two lanes of traffic.

SUPPLEMENTAL ATTACHMENT 2

Changes from the Revised ODS recommended for adoption by the Planning Commission on September 16, 2026 (shown in strikethrough/underline text) – November 10, 2026

As the West Lot TOD project and Station Access Plan advance through more detailed design, modifications to the street and sidewalk dimensions shown below may be approved by the City, in coordination with BART where site circulation affects the public right-of-way, provided that the modified design continues to meet applicable requirements for pedestrian circulation and accessibility, bicycle connectivity, station access, emergency response, BART operations, and other City circulation functions.[8]

Figure 5. Diagram of Ashby Avenue

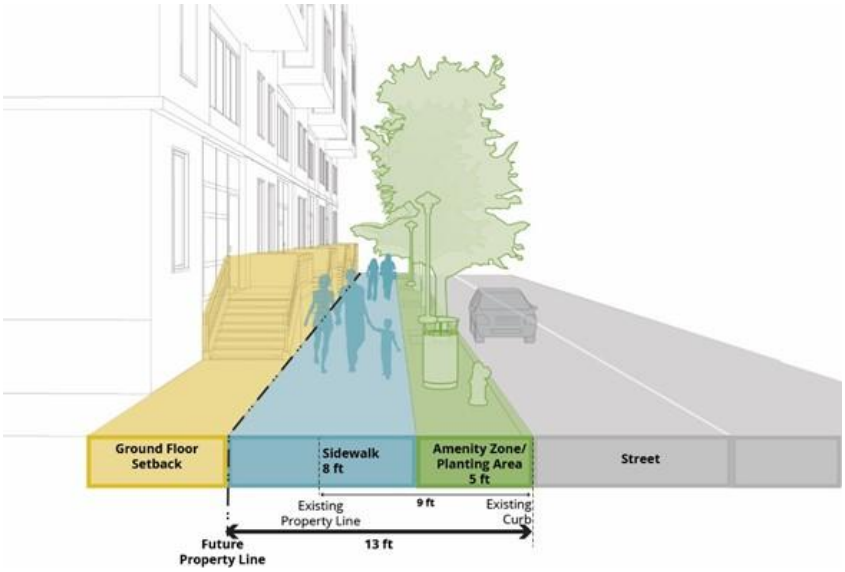
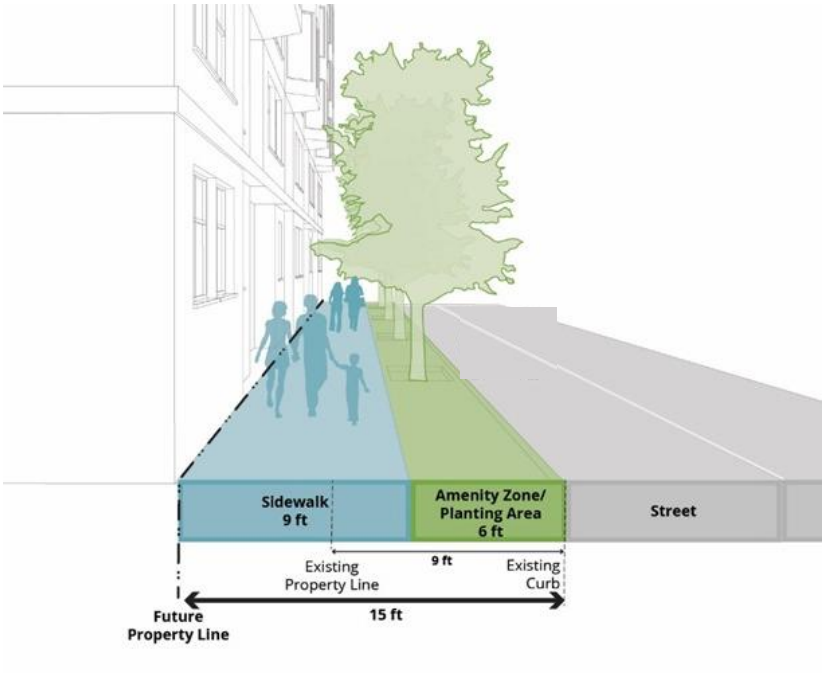


Figure 6. Diagram of MLK Jr. Way



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~~to the minimum tree planting requirement are permitted ~~made~~ in locations where existing infrastructure, utilities, or BART tunnel prohibit planting of trees. Existing trees should be maintained where possible. Where existing trees are retained, spacing of up to 45 feet between retained existing trees is permitted without requiring additional infill trees.

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 for new trees.

    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.

5. Tree Selection and Installation. Trees shall be selected from an approved City trees species list and shall have a mature crown diameter of at least 40 feet and shall be installed in a minimum 24-inch box size and provided with irrigation.

6. Irrigation and Establishment Maintenance. Irrigation and establishment maintenance shall be provided for at least three years after installation. Trees that die during this period shall be replaced with the same species or an updated species based on cause of failure of the original tree. Each replacement tree shall receive irrigation and establishment maintenance for three years following installation. After the three-year "establishment period" for each tree, irrigation to that tree shall be turned off by a mechanical shut-off valve.

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.

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. 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. See also Section 1.1.1(3)(c) for ground-floor requirements.

2. 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.

3. Door swings on building frontages shall not encroach on identified paths of travel.

4. Blank walls greater than 6 feet in height shall not exceed 30 feet in length or shall include public art.

2.2.2 Station Entrance Plaza Trees and Other Public Amenities

1. Tree canopy coverage. Trees shall provide projected mature canopy coverage of over at least 25 percent of the Station Entrance Plaza and at least 50 percent of its required seating spaces. Only canopy within the plaza boundary shall count, with overlapping areas counted once.

2. Tree establishment. Trees shall be installed in a minimum 24-inch box size and provided with irrigation. Irrigation and establishment maintenance shall be provided for at least three years after installation. Trees that die during this period shall be replaced with trees meeting the same species and minimum planting-size requirements. Each replacement tree shall receive irrigation and establishment maintenance for three years following installation. The three-year period shall restart for each replacement tree.

5. Subsurface design for new trees. 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.

3. Seating. Provide a minimum of 40 seating spaces. This provision may be satisfied with site furnishings or integral site elements such as seatwalls, provided the geometry is equivalent to a typical seat. Each individual seat counts as one space; benches and seatwalls count as one space per 24 inches of continuous, unobstructed seating length, rounded down.

4. Drinking fountain. Provide at least one drinking fountain.

All amenities shall comply with applicable California Building Code and federal accessibility requirements. Where a dimension specified in this section conflicts with an applicable accessibility requirement, the accessibility requirement shall govern.

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~~ may 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 and EVA Design

1. Access drives ~~(see Figure 7)~~

   a) Access drives with public vehicle access shall have a minimum building-to-building width of 56 feet.

   b) Access drives used solely for emergency vehicle access and building maintenance and service access shall have a minimum ~~average building-to-building width of 48 feet and an absolute minimum~~ building-to-building width of ~~40~~ 45 feet.

c) The access drive through Development Area B shall only be used for emergency vehicle access and building maintenance and service access. The required EVA width shall be designed primarily for pedestrian use as pedestrian pathways. Private vehicle access shall not be allowed on the access drive through Development Area B.

~~b)~~a) Access drives through Development Area B and the Station Entrance Plaza shall be curbless, with no raised curbs separating the drive surface from adjoining pedestrian areas.

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 through Development Area B may include building bridges over the access drive.

   ~~a)~~b) Emergency Vehicle Access through the Station Entrance Plaza shall be designed in accordance to Berkeley Fire Department and *Circulation Framework* standards. Modifications may be acceptable upon review and approval by the Berkeley Fire Department.

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 7. Dimensions for EVA may vary and are subject to Berkeley Fire Department review and approval.~~

4. Trees + Planting/Amenity Zone.

   a) Trees shall be located on either side of the access drive and shall provide projected mature canopy coverage of over at least 25 percent of the access drive area to make the access drive look and feel like a street or pedestrian pathway.

   b) Where trees are not provided on both sides of the access drive, an amenity zone with a minimum depth of 5 feet, measured perpendicular to the building façade, shall be provided between the building facade and the access drive. The amenity zone shall include ~~additional~~ planting, seating, public art, or other elements shall be provided to enhance the pedestrian experience and buffer parking ~~and utility area frontages.~~, blank walls, maintenance, and utility areas.

c) Trees shall be installed in a minimum 24-inch box size and provided with irrigation.
d) Irrigation and establishment maintenance shall be provided for at least three years after installation. Trees that die during this period shall be replaced with the same species or an updated species based on cause of failure from original tree. The three-year period shall restart for each replacement tree.

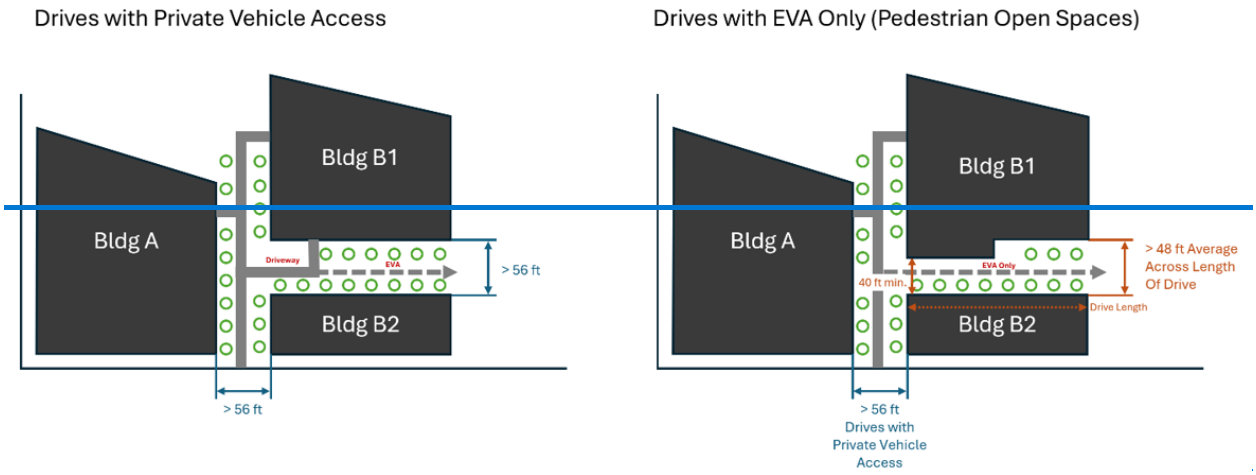
e) Trees planted shall have minimum of 120 cubic feet of well aerated soil per inch of trunk diameter at maturity.

~~5.~~f) Planting in above grade courtyards and parking podiums shall have a minimum soil depth of 12 inches for ground cover, 20 inches for shrubs, and 36 inches for trees.

2.3.2 Frontage Character fronting Internal Access Drives

1. **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 7. Diagram of Access Drive Required Dimensions through Development Areas A and 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.

3. Trees planted shall have minimum of 120 cubic feet of well aerated soil per inch of trunk diameter at maturity.

1. Trees shall provide projected mature canopy coverage over at least 50 percent of the required planting area.
2. Trees shall be installed in a minimum 24-inch box size and provided with irrigation.
3. Irrigation and establishment maintenance shall be provided for at least three years after installation. Trees that die during this period shall be replaced with trees meeting the same species and minimum planting-size requirements. Each replacement tree shall receive irrigation and establishment maintenance for three years following installation.

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. 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 and Facade Lengths

Ashby Avenue Frontages

1. Buildings fronting Ashby Avenue shall not exceed 275 feet in length unless there a Building Break meeting the requirements below is provided.
2. A Building Break is a substantial break in the overall building massing that extends from the ground through the roof plane of the building. Building Breaks shall have a minimum width and depth of 25 feet and shall extend to a circulation or common space with visual access through to the other side of the building. Glazing used to provide visual access shall meet bird safe design requirements. (Note: *Existing continuous block from Martin Luther King Jr. Way to Adeline Street is approximately 370 feet in length)*.

All Frontages

3. A Facade Plane is the portion of a building facade located between building corners, Building Break or Major Break. Facade Planes shall not exceed 180 feet in length.
4. A Major Break shall have a minimum width of 5 feet, minimum depth of 3 feet and a minimum horizontal area of 36 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:

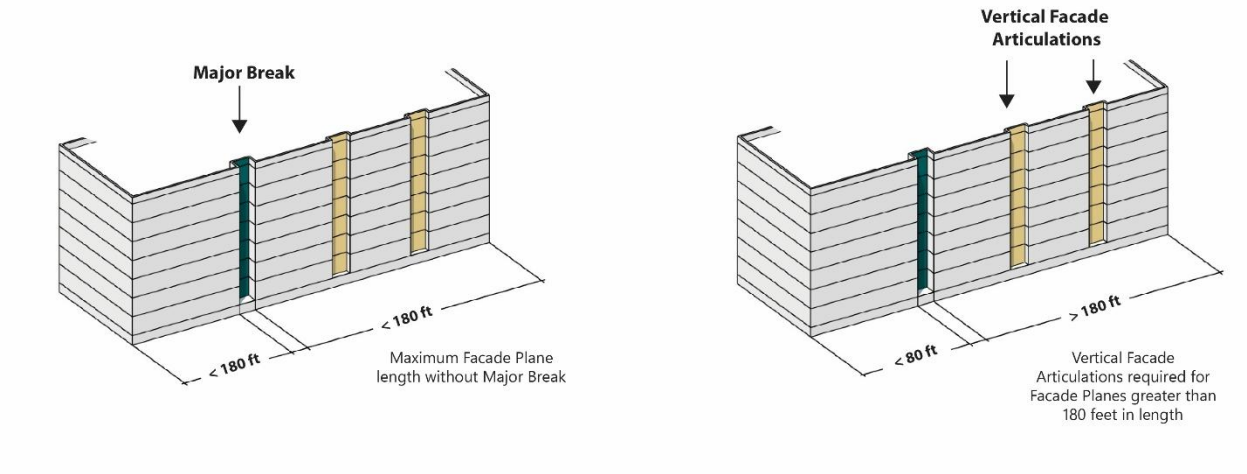
1. A change in roof form from the other portions of the building.
2. A change of building facade height greater than ~~8~~ 5 feet from other portions of the building. Change in height can be higher or lower than the adjacent other portion of the building.

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 7). Facade planes are measured from corner of building to corner of building or Major Break as defined in 3.1.1.

~~Figure 8.~~Figure 7. Diagram of Major Breaks and Vertical Facade Articulations

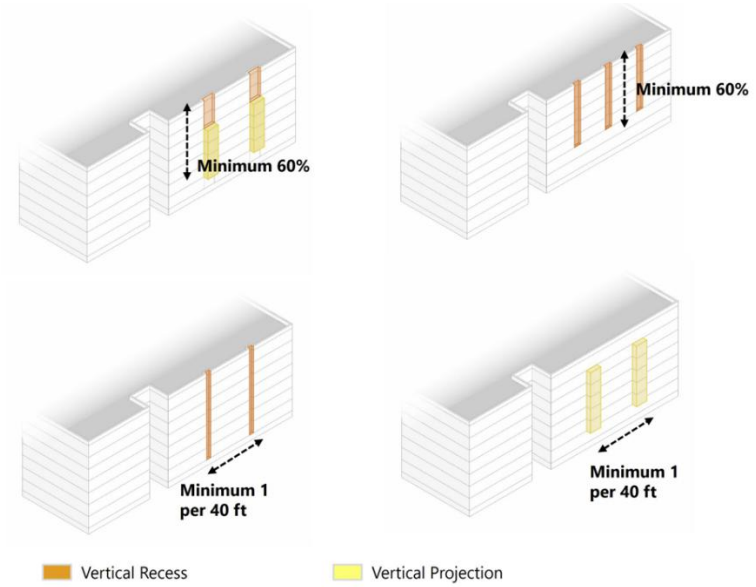


3.2.1.1 Vertical Facade Articulations:

1. A vertical recess, projection, or change in the facade plane of the building massing shall meet the following spacing requirements:
    a. For buildings less than or equal to 85 feet in height: A vertical recess, projection, or change in the facade plane of the building massing occur at an average minimum of one per 40 feet of linear facade length with no facade length greater than 50 feet in width without a vertical recess, projection, or change in the facade plane that meets the standards below.
    b. For buildings greater than 85 feet in height: A vertical recess, projection, or change in the facade plane of the building massing shall occur at an average minimum of one per 80 feet of linear facade length, with no facade length greater than 110 feet in width without a vertical recess, projection, or change in the facade plane that meets the standards below.
2. The vertical recess, projection, or change in the facade plane of the building massing shall have a minimum depth of 2 feet.

3. The vertical recess, projection, or change in the facade plane shall occur for a minimum 60% of the facade height measured from the average ground plan e to the top of structure for the specific facade plane of the minor break/modulation.
4. The minimum width of a recess or change in the facade plane shall be 2 feet and maximum width shall not exceed 40 feet. Recesses and changes in the facade 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 9.~~Figure 8. **Diagram of Vertical Facade Articulation Types**



3.2.1.2 Ornamental Facade.

1. Ornamental facades 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 facades 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 10.**~~**Figure 9. 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 facades shall occur within the interior parcel lines.

3.2.3 Additional Facade Standards

1. **Ground Floor Residential Entries** All ground floor residential units fronting a public street, an interior 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 pathway or sidewalk, with a minimum area of 20 square feet. Senior units or other deed-restricted units for special needs populations are exempt.

2. **Required Openings**. Ground-level exterior walls facing and within 20 feet of a front lot line or publicly accessible pathway or Public Open Space shall run in a continuous plane for no more than 30 feet without a window, door, or other similar building opening.

3. **Light Screening.** Parking garages shall be designed such that interior lighting is fully shielded, and automobile headlamps are not visible from adjacent buildings, parcels, streets, public parks, publicly accessible outdoor space or designated open space area.

3.3 Design Elements

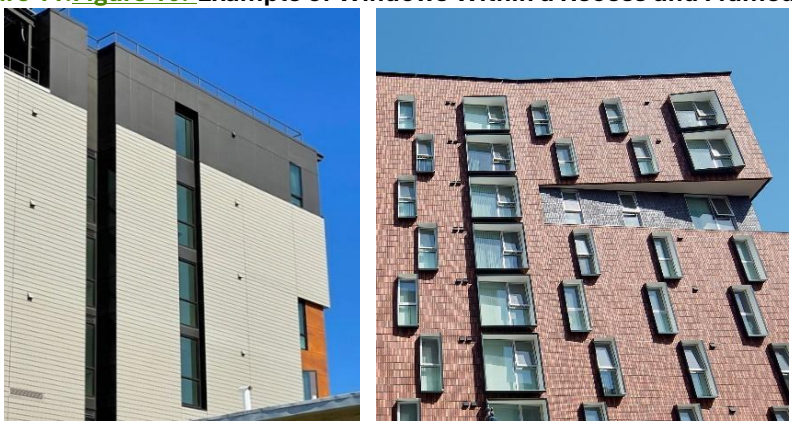
3.3.1 Fenestration

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 11.**~~**Figure 10. 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 sitewide.