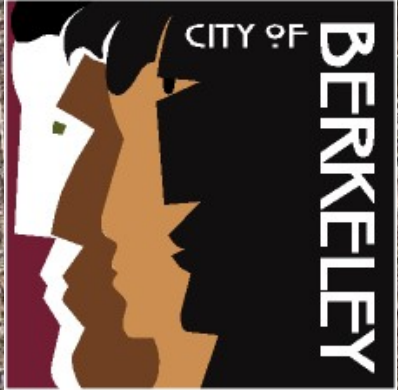




PLAN to PLACE
VAN METER WILLIAMS POLLACK LLP
AARON WELCH PLANNING
KITTELSON & ASSOCIATES
STREET LEVEL
rincon



CAG MEETING #7

Ashby + North Berkeley BART Zoning + Development Parameters
JUNE 21, 2021





1. WELCOME AND INTRODUCTIONS

- Meeting Notices
- Tonight's Agenda
- Meeting Logistics and Facilitation



Meeting Notices

- Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, this meeting will be conducted exclusively through teleconference and Zoom video conference. Please be advised that pursuant to the Executive Order and the Shelter-in-Place Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, there will not be a physical meeting location available.
- Please be mindful that this meeting will be recorded, and all other rules of procedure and decorum will apply for the City's BART Community Advisory Group meetings conducted by teleconference or videoconference.



Tonight's Agenda: CAG Meeting #7

6:00pm – 9:00pm

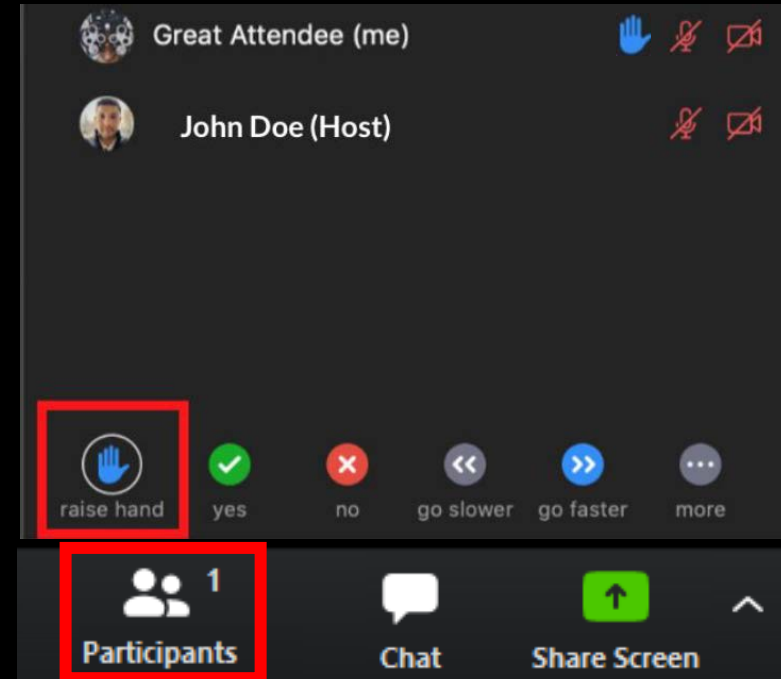
1. Welcome and Introductions
2. Planning Process Updates
3. Draft City / BART Joint Vision and Priorities
4. Draft Zoning
5. State Housing / Streamlining Laws Related to Development
6. Objective Design Standards
7. Next Steps and Public Comment

Meeting Logistics + Facilitation

Via Raise Hand feature (either on computer or by dialing *9 on your phone). The meeting facilitator (Dave) will recognize you and unmute your mic. *one minute per speaker*

Comments received via mail or email before the meeting and through July 5 will be part of the public record and included in the meeting summary.

Raise Hand Feature





2. PLANNING PROCESS UPDATES

- Goals of this Meeting
- Planning Process
- Berkeley-El Cerrito Corridor Access Plan (BECCAP)

Goals of this Meeting

- Discuss revisions to draft City – BART Joint Vision and Priorities and draft zoning based on comments received from prior meetings
- Other Laws and Documents Guiding Future Development
 - State housing / streamlining laws
 - Objective design standards
- Share information about next steps in the overall planning process

State Laws on Housing Production and Streamlining

AB 2923

- Creates minimum standards for transit-oriented zoning on BART sites, including height, density, floor-area ratio, and parking

AB 2923 and SB 35 “Ministerial Process”

- Requires cities to provide streamlined, non-discretionary approvals for housing development projects that include a required percentage of affordable housing units

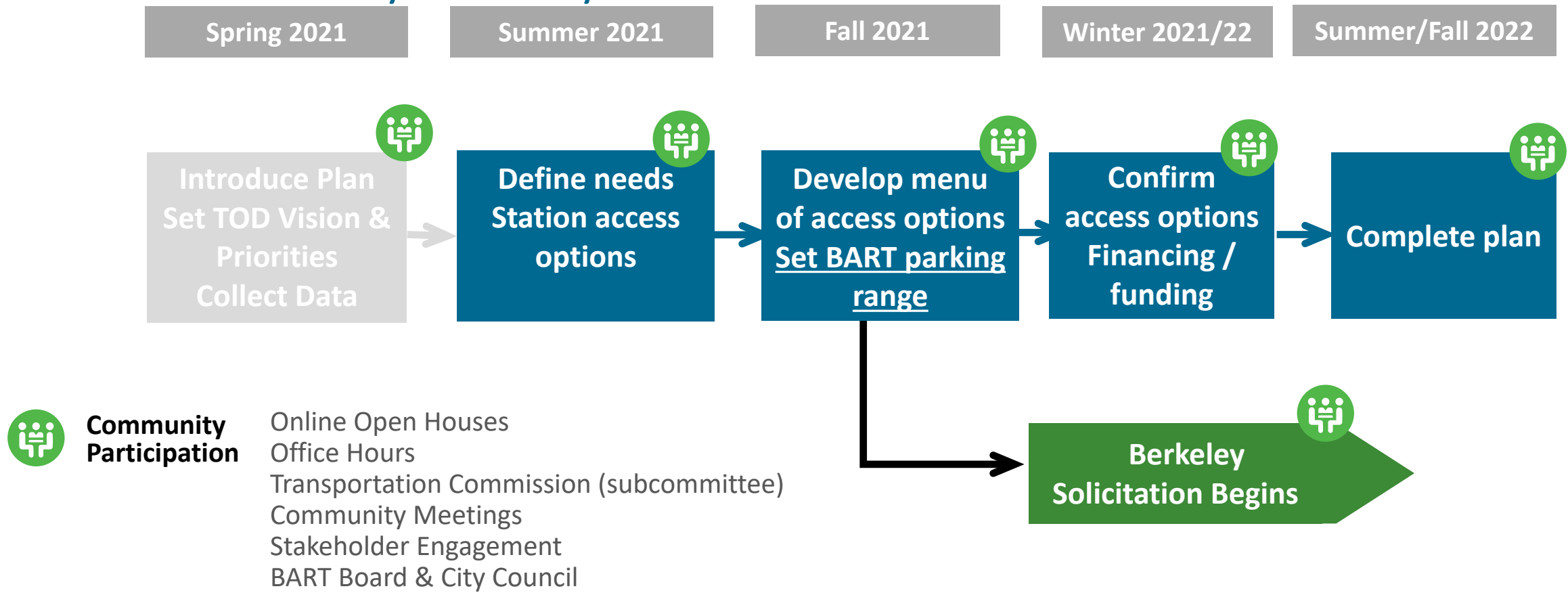
State Density Bonus Law

- Entitles developers to a “density bonus,” of 20-50% above maximum zoning, based on provision of affordable housing

Upcoming Meetings

Meeting	Date	Topic
<ul style="list-style-type: none">• CAG #7• Community Workshop #3	Monday, June 21 Saturday, June 26	<ul style="list-style-type: none">• Draft Zoning and General Plan• Draft City / BART Joint Vision and Priorities
<ul style="list-style-type: none">• Planning Commission	Fall (Dates TBD)	<ul style="list-style-type: none">• Draft Zoning and General Plan• Draft EIR (on new zoning and General Plan)• Draft City / BART Joint Vision and Priorities
<ul style="list-style-type: none">• CAG #8	Monday, Sept. 27 (6:00pm - 9:00pm)	<ul style="list-style-type: none">• Developer selection (RFQs) and approval process• More on Objective Design Standards
<ul style="list-style-type: none">• City Council• BART Board	Winter '21-'22 (Dates TBD)	<ul style="list-style-type: none">• Draft Zoning, General Plan, and Final EIR• Draft City / BART Joint Vision and Priorities• Revised Memorandum of Understanding

Berkeley-El Cerrito Corridor Access Plan: Where are we going and how can you stay involved?



*Illustrative Timeline – Subject to Change



Station Access: How you can stay involved?

Upcoming events

- Online Open House + Office Hours (end of June through mid-August)
- Transportation Commission Subcommittee (July 21: 6-8 PM)
- Small Community/Stakeholder meetings (Ongoing)

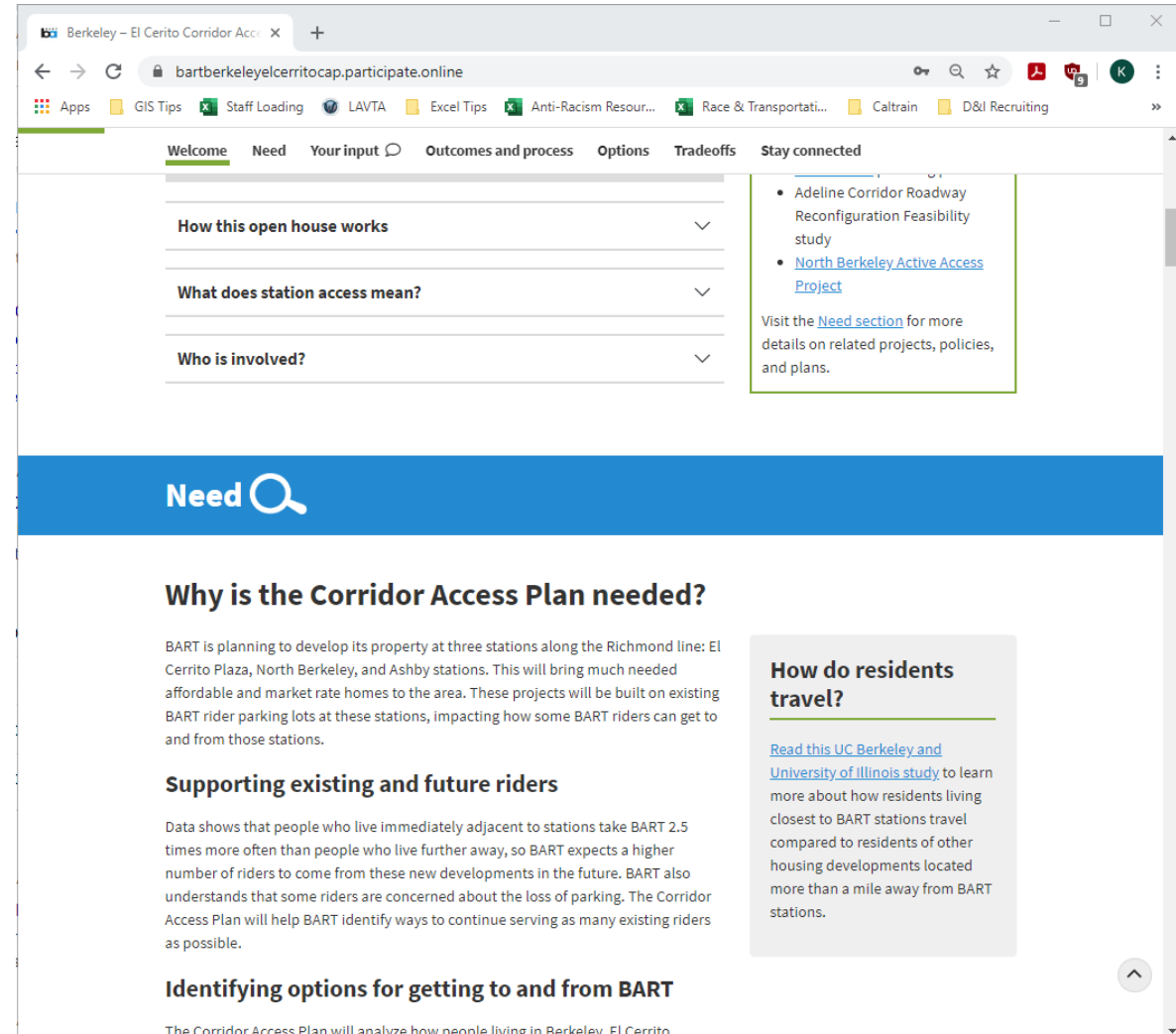
More Information about Station Access Planning

- More information about Station Access Planning: www.bart.gov/beccap
- Station Access Comments/Questions and Sign-Up for emails: www.bart.gov/beccap/comment

Online Open House #1: (end of June through mid-August)


The purpose of the first online open house is to:

- Inform the public about the project, existing conditions, and decision tradeoffs
- Gather input on existing access barriers through a survey and interactive map





3. DRAFT CITY / BART JOINT VISION AND PRIORITIES

- 
- Joint Vision and Priorities Summary
 - Revisions to the Joint Vision and Priorities from Feedback
 - Discussion

Joint Vision and Priorities Summary

AFFORDABLE HOUSING



PUBLIC + CIVIC SPACE



STATION ACCESS + PARKING



LAND USE



BUILDING FORM



Purpose

- The City and BART's shared, high-level expectations for future development of both the Ashby and North Berkeley BART properties.
- To help guide the process for the development of both Ashby and North Berkeley stations from developer selection through project construction.

Links to Draft JVP Statements:
<https://www.cityofberkeley.info/bartplanning/> (under "Newly Added" section near the top of the webpage)

Revisions to JVP: Affordable Housing



Photo: Caelie Frampton

WHAT WE HEARD:

- Desire for higher target for affordable housing at North Berkeley
- Better define income targets for affordable units
- Strengthen inclusive housing goals

We also heard from some a desire for equal affordability at both stations and 100% affordable housing

HERE'S WHAT CHANGED:

- Added range from 550 - 1,200 units at each station
- Clarified affordable housing targets
 - 35% minimum - both sites
 - 50% - both sites if new funding sources become available
 - Any additional funding prioritized for Ashby
- Clarified income targets
 - At least 35% below 60% AMI (with 20% below 30% AMI)
 - Remaining units prioritized for less than 50% AMI and less than 30% AMI, but may include some units restricted up to 120% AMI
- Added statement prioritizing supportive housing

Revisions to JVP: Public and Civic Space



WHAT WE HEARD:

Consistent Vision - to provide important public spaces with improved access and safety while maximizing affordable housing remained consistent.

- Ashby focused on creating a cultural hub for the community, preserving the Flea Market and potential Adeline Street redesign
- North Berkeley focused on the pedestrian and bike connections to the Ohlone Greenway and other open space use at the BART ROW
- Emphasis on pedestrian and bicycle safety and a public realm designed to welcome pedestrians and cyclists of all ages

HERE'S WHAT CHANGED:

- Added language for pedestrian and bicycle connections
- Added statement that public realm design should support access priorities

Revisions to JVP: Land Use



WHAT WE HEARD:

- Desire for encouraging supportive, more community-oriented retail services at both BART stations
- Less emphasis on non-residential uses at North Berkeley

HERE'S WHAT CHANGED:

- Adjusted language for North Berkeley: “Non-residential uses that do occur should be oriented with active frontages towards the station entry and/or Sacramento Street.”

Revisions to JVP: Building Form



WHAT WE HEARD:

- Desire for clarity on terms like: massing, articulation, FAR, architectural variety, and other technical terms to help illustrate development concepts
- Desire for enforceable standards regarding building height variation and building form
- Lack of consensus on building height limits and what sensitivity towards neighborhood context means

HERE'S WHAT CHANGED:

- Simplified language overall
- Added FAR definition
- Stated that height variation is a priority at both stations

Objective Design Standards will be created to provide enforceable standards addressing building height variation and building form in more detail.

Revisions to JVP: Station Access and Parking



WHAT WE HEARD:

- Include vision on how these projects can contribute to a better more holistic transportation system
- Consider market rate pricing for parking
- Prioritize curb space to serve people transferring to BART
- Need to address improved wayfinding and signage
- Consider more equitable access needs
- Differing views on levels of BART rider replacement parking

HERE'S WHAT CHANGED:

- Added full vision statement language with BART and City aspirations to build a more equitable, sustainable, active, and healthy transportation system
- Added section on market rate pricing for parking
- Added section on prioritizing curb space
- Added section on wayfinding and signage
- Added specificity on equitable access
- Clarified parking and traffic impact statement

Discussion



4. DRAFT ZONING

- Revisions to Draft Zoning Based on Feedback Received
- Master Development Plan Process
- Discussion

Revisions to Zoning: CAG General Comments

WHAT WE HEARD:

- Clarify the language, requirements, and use of the document
- Clarify how the zoning provisions would differ from Objective Design Standards
- Ensure that the language provides flexibility

HERE'S WHAT CHANGED:

- Further clarified that zoning sets building envelope, open space, and parking
- Simplified requirements for building design with greater detail to be addressed in the Objective Design Standards
- Added new allowed uses to the allowed land use table

Revisions to Zoning: Ground Floor Uses

WHAT WE HEARD:

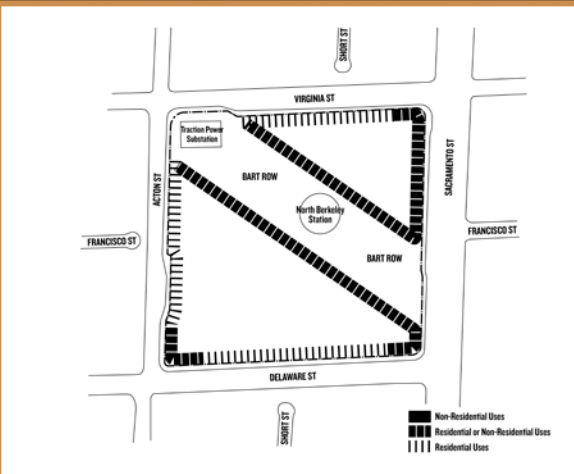
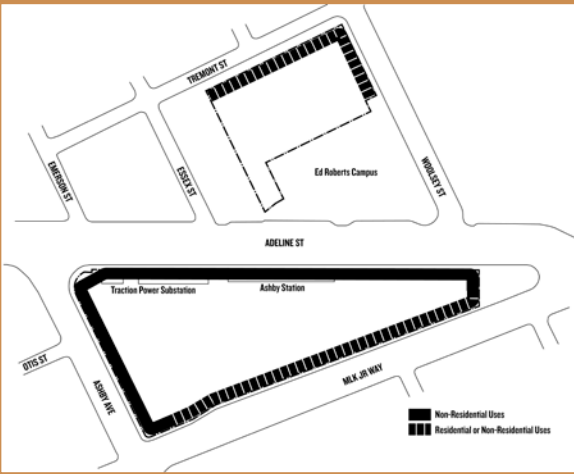
- Better define how zoning can regulate ground floor uses

HERE'S WHAT CHANGED:

- Added diagrams showing permitted street-facing ground floor uses

New Diagrams

TABLE 23.202.150-1: PERMITTED STREET-FACING GROUND FLOOR USES	
Frontage Locations	Permitted Street-Facing Ground Floor Uses
Along Adeline, along Ashby, and along MLK within 50 feet of Ashby	Non-Residential Uses or non-residential accessory spaces to residential buildings, such as community rooms
Along MLK, Woolsey, Tremont, or fronting interior public spaces	Residential or Non-Residential Uses
Along Sacramento, along the Ohlone Greenway, or within 50 feet of any street corner	Residential or Non-Residential Uses
Along Delaware, Acton, or Virginia	Residential Uses



Revisions to Zoning: Building Height

WHAT WE HEARD:

- Allow the zoning to maximize housing and align with Type III construction height limits
- Align zoning with AB 2923’s minimum allowable height limit
- Set zoning maximum heights lower than 7 stories

HERE’S WHERE WE LANDED:

- Height remains aligned with AB 2923

TABLE 23.202.150-2: R-BMU DEVELOPMENT STANDARDS

Lot Area, Minimum	No minimum
New Lots	10,000 sf
Floor Area Ratio (FAR), Maximum	4.2
Main Building Height, Maximum	80 feet and 7 stories
Residential Density, Minimum	75 dwelling units per acre
Residential Parking	None required, Maximum of 0.5 space per dwelling unit
Non-Residential Parking	No minimum, 1.5 spaces per 1,000 sf maximum

Revisions to Zoning: Bike Parking + Open Space

WHAT WE HEARD:

- Include more requirements for covered, secure bike parking (both private and commercial)
- Reduce commercial parking requirement
- Reduce private usable open space for Group Living to better align with Dwelling unit requirement

TABLE 23.202.150-2: R-BMU DEVELOPMENT STANDARDS (continued)

Bicycle Parking	Minimum of 1 space per unit, 50% of which shall be covered and secure and 1 space per 1,000 sf of commercial use
Private Usable Open Space, Minimum ^{1 2}	
Per Dwelling Unit	40 sf per dwelling unit
Per Group Living Accommodation Resident	20 sf per resident 15 sf per resident
Public Space, Minimum	
Per Dwelling Unit	35 sf per dwelling unit
Per Group Living Accommodation Resident	18 sf per resident

¹ Private usable open space may be provided as any combination of personal and common private space.

² Additional public space may substitute for up to 50% of required private usable open space.

Revisions to Zoning: Open Space

Photo: Trachtenberg Architects

WHAT WE HEARD:

- Define additional open space spatial requirements
- Provide strong design standards for publicly accessible open space
- Concern that too much publicly accessible open space could be allocated to rooftops

HERE'S WHAT CHANGED:

- Added minimum dimensions for public and private open spaces
- Public Space Design: additional requirements for publicly accessible open space flagged for future Objective Design Standards
- Rooftop Open Space: Set maximum of 25% for Public Open Space to be met with Rooftop Open Space



Revisions to Zoning: Front Setbacks

WHAT WE HEARD:

- Create more nuanced setback requirements

HERE'S WHAT CHANGED:

- Added locations where setbacks are not required
- Clarified setback locations
- Reduced percentage of frontage required to meet setback from 80% to 50%
- Additional detail on setbacks flagged for future Objective Design Standards



Revisions to Zoning: Mass Reduction

Photo: Torti Gallas + Partners

WHAT WE HEARD:

- Simplify language
- Major massing breaks seem excessive and might compromise building layouts
- Defer minor building modulation to Objective Design Standards

HERE'S WHAT CHANGED:

- Changed from “massing and articulation” to “mass reduction”
- Reduced major massing break size requirement from 20 feet x 20 feet down to 12 feet x 10 feet
- Moved “vertical articulation”, “architectural detail”, and “material and color palettes” to future Objective Design Standards



Revisions to Zoning: Residential Entries + Garages

WHAT WE HEARD:

- Every ground floor residential unit should have an entry to the street
- Garages should be wrapped by other uses

HERE'S WHAT CHANGED:

- Added requirement for ground floor residential entries: "All ground floor residential units shall provide entries to the street in the form of stoops or other exterior entries at an average of 35 feet from center of door ..."
- Required off-street parking to be lined with non-parking uses at all street and open space frontages



Revisions to the Zoning: Master Development Plan (MDP) Process

- Preliminary Development Plan (PDP)
- Final Development Plan (FDP)
- Modifications
- Revocation

MDP Process: Preliminary Development Plan

- Location, size and uses of buildings (# units and non-residential area)
- Streets, sidewalks, off-street parking and loading areas;
- Reservations for public uses, including schools, parks, playgrounds, and other open spaces;
- Major landscaping features;
- Drawings and elevations clearly establishing the scale, character, and relationship of buildings, streets, and open spaces
- Timing and phasing of stages of development

MDP Process: Final Development Plan

- Conforms with PDP
- Adds detailed design information, about what will actually be built, including but not limited to:
 - Detailed building and landscaping plans and elevations;
 - Location of water, sewerage, and drainage facilities;
 - Character and location of signs;
 - Plans for street improvements; and
 - Grading or earth-moving plans

MDP Process: Modifications, Revocation

Modification from any numerical or non-numerical standard in MDP:

- Variations $\leq 10\%$:authorized by the Zoning Officer through an Administrative Use Permit.
- Variations $\geq 10\%$: authorized by a MDP modification by the Zoning Adjustments Board

Revocation:

- If no Final Development Plan for portion of the site within 10 years of the PDP approval, the City Council may revoke the approval of the remainder of the PDP
- Final Development Plans for the entirety of the site must be submitted within 20 years after approval of the PDP, or the City Council may revoke the remainder of the PDP

Discussion



5. STATE HOUSING / STREAMLINING LAWS RELATED TO DEVELOPMENT

- Assembly Bill 2923
- AB 2923 and Senate Bill 35 “Ministerial Process”
- State Density Bonus
- Clarifying Questions

Assembly Bill 2923

- Creates minimum standards for transit-oriented zoning on BART sites, including height, density, floor-area ratio, and parking
- Specifies that a TOD project at a BART station is eligible for a streamlined approval process as long as:
 - It meets required development standards based on existing zoning within ½-mile of BART station (as of July 1, 2018 – Pub. Util. Code, Sec. 29010.7(a)(1))
 - Meets criteria for an “eligible TOD project”, which includes at least 20 percent affordable housing for very-low and low income households

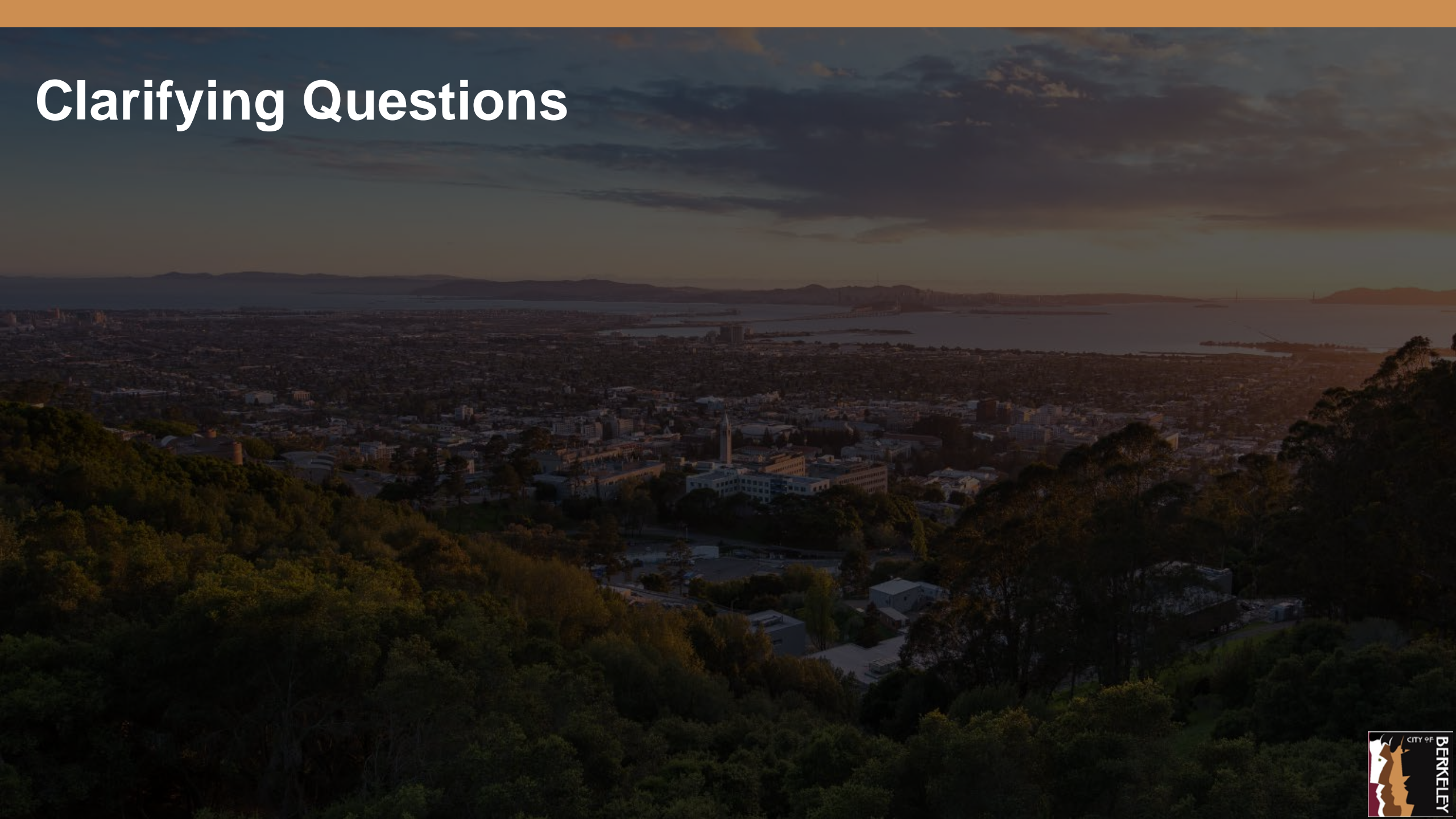
AB 2923 and Senate Bill 35 “Ministerial Process”

- Generally intended to provide streamlined, non-discretionary approvals for housing development projects that include a certain amounts of affordable housing
 - AB2923 allows “eligible TOD projects” with at least 20 percent affordable units for very-low and low-income households (50% - 80% Area Median Income) to follow SB 35 streamlined approval process
- Compliant projects must be approved “ministerially” by City staff and are not subject to a conditional use permit or the discretion of an elected or appointed body.
- In considering a project, applicable local design standards apply insofar as those standards do not prohibit the minimum height, minimum density, minimum floor area ratio, and maximum parking allowances required by the TOD zoning standards

State Density Bonus

- Entitles developers to a “density bonus” corresponding to specified percentages of affordable units in their projects
- Bonus ranges from 20-50% over and above zoning maximum
- Bonus can take the form of height increases as well as other provisions that allow developers get more units in their projects.

Clarifying Questions





6. OBJECTIVE DESIGN STANDARDS

What are Objective Standards?

State law defines objective standards as those that *“involve no personal or subjective judgement by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and public official prior to submittal.”*

Why are we creating Objective Design Standards for the station sites?

Many design standards are “subjective” and require personal interpretation of their meaning and application. This interpretation, in turn, can lead to a lengthy project review and approval process. Having objective standards can simplify the review process, provide clarity and assurance for project expectations, and save time.

Objective Design Standards

- Station Functionality:
What are must-haves for BART for any development team?
- Public Realm:
What are the design requirements for streets along the perimeter of the sites?
- Building Form / Massing:
What refinements from the zoning elements will be required to ensure context-sensitive design and that the whole site isn't built to the maximum height?
- Facade Design:
What building elements will be required to ensure human-scaled architecture and active ground floor frontages that contribute to neighborhood character?
- Open Space and Landscape:
How can open space be designed to activate common open spaces and provide comfortable private open spaces?

- Circulation framework
- BART facility requirements
- Sphere of influence setbacks
- Preliminary upgrade needs
- Replacement parking

Reference: San Jose Citywide Design Standards and Guidelines

- S1. In areas with grid street patterns, align new block patterns and internal circulation such as driveway aisles, alleys, private streets, and posesos on medium and large sites with the existing surrounding street grid (see Fig. 2.2).
- S2. Site grading outside the building footprint for new developments on hillside sites must not vary more than three feet from the existing grade.
- S3. Site grading for new developments on hillside sites must be limited to 10 feet from the existing grade within the building footprint.

- G1.** Locate residential, commercial, and industrial activities near similar existing, planned, and allowed uses to reinforce surrounding activities, uses, and patterns of streets and block sizes (see Fig. 2.2).
- G2.** Create *accessible pedestrian connections* between new construction, transit stops, and community facilities such as parks, trails, community centers, religious buildings, and schools (see Fig. 2.2).
- G3.** Preserve on-site natural amenities such as *mature* trees, creeks, and riparian corridors and integrate them into the site planning and organization as design features or organizing elements. For example, locate a courtyard or an outdoor recreational space around an existing *mature* tree.

- G4. Plan developments on hillside sites to follow the existing topography, maintain significant site views, and not obscure the silhouette of prominent ridgelines.
- G5. Where cut-and-fill slopes are unavoidable on hillside sites, sculpt them to blend with the adjacent terrain.
- G6. Minimize grading within 10 feet of property line such that the height of retaining walls above grade is four feet or less.

- 2.1.2 Relationship to Transit
- 2.1.3 Block Size
- 2.3.2 Active Frontages

CD-3, CD-4, ER-6, LU-13

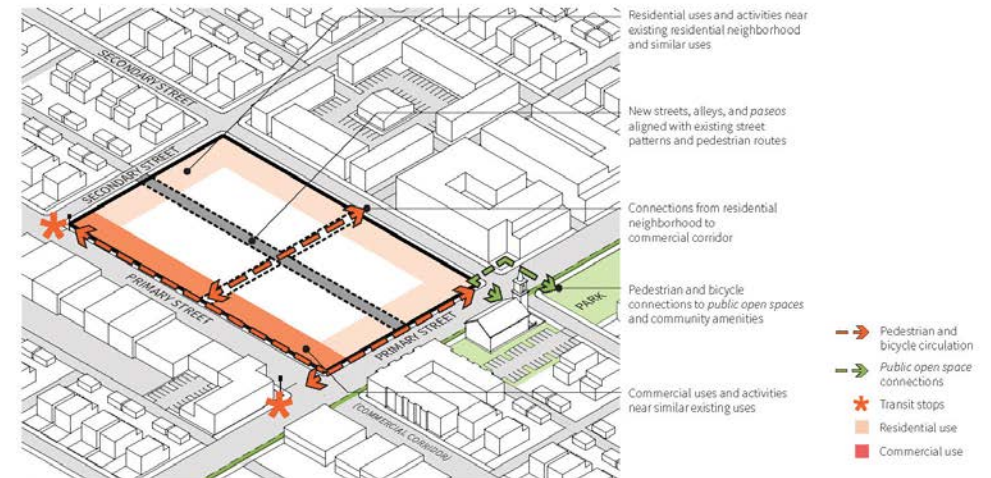


Fig. 2.2 Consider the location of uses and connections to the surrounding area before designing a new development

Objective Standards: Public Realm

What are the design requirements for streets along the perimeter of the sites?

- Public streetscape character
- Public open space and POPOS
- Internal streets and pathway connections

Reference: San Jose Citywide Design Standards and Guidelines

2.3 SITE ORGANIZATION, PLANNING, AND DESIGN

2.3.2 Active Frontages

IMPLEMENT ACTIVE DESIGN AND STRENGTHEN COMMUNITY CHARACTER

Enhance the character of streets and public open spaces by placing active frontages near and around public rights-of-way and with clear visibility of streets, sidewalks, and public open spaces.

Rationale

Active frontages along streets and public open spaces enhance the visual interest and safety of streets and neighborhoods and help to create a sense of place.

Standards

- S1. For buildings with multiple frontages, when active frontages are provided, orient them based on the following priority:
- Primary streets
 - Public transit
 - Secondary streets
 - Publicly-accessible open spaces
 - Alleys or internal site circulation

Guidelines

- G1. Where appropriate, use doors, windows, and seating to extend activities into the public realm and to connect building frontages with streetscapes (see Fig. 2.17 and 2.18).

Additional Guidelines for General Plan Commercial and Industrial Land Use Designations

- G2. Balance the desire for well-lit workspaces and keeping new products and ideas secure by locating active frontages and less-sensitive facilities such as cafeteria, fitness, and lobbies along the primary street façade.

Related Subsections

- 2.1.1 Site, Surrounding Context, and Internal Site Circulation
- 2.2.2 Driveways and Vehicle Drop-offs
- 2.2.3 Services and Utilities Access and Location
- 2.3.1 Building Placement
- 4.1.3 Mitigating Blank Walls

General Plan Reference

CD-1, LU-2, VN-1



Fig. 2.17 Locate active frontages (when provided) such as retail stores and office spaces along public rights-of-way.

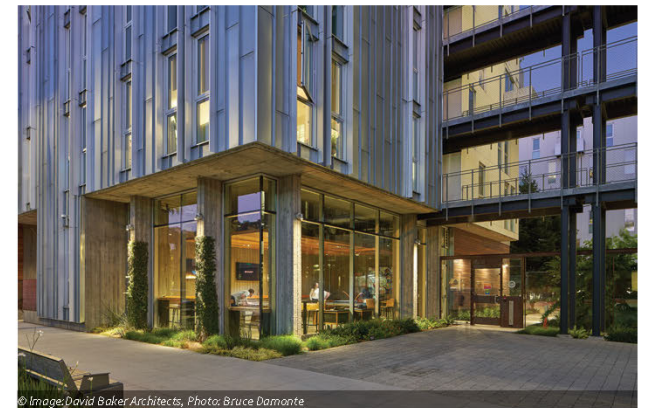


Fig. 2.18 Locate active frontages (when provided) such as fitness and common amenities along public rights-of-way.

Objective Standards: Building Form / Massing

What refinements from the zoning elements will be required to ensure context-sensitive design and that the whole site isn't built to the maximum height?

- Building setbacks
- Upper floor stepbacks
- Upper floor mass reduction
- Maximum facade length
- Massing breaks
- View corridors

3.1 MASSING

3.1.2 Form, Proportion, and Scale

ANALYZE CONTEXT AND PROVIDE QUALITY DESIGN

Buildings with design, form, and massing similar to surrounding buildings support a cohesive urban fabric.

Rationale

Building design requires moderation in order to form a coherent *urban fabric*. A pattern of individual buildings creates a consistent backdrop that allows special or unique landmark buildings such as museums and large commercial developments to draw attention. The presence of too many individual, unique, and out-of-scale buildings creates an unattractive urban environment.

Standards

- S1. Buildings at street intersections with traffic signals, terminus points, and open spaces must include at least two of the following architectural features for a minimum of 20 percent of each building frontage along the street (see Fig. 3.7):
- Corner plaza.
 - Articulated corner with vertical or horizontal projections.
 - Taller massing or exaggerated roof elements.
 - Building entrances with a minimum recess of three feet.
 - Different facade treatments such as variations in materials and color.
- S2. When taller massing or exaggerated roof elements are provided, they can exceed the *maximum allowed building height* by up to 15 feet for a maximum of 10 percent of the roof area.
- S3. For streetwalls more than 200 feet in length, provide at least one recess or projection in the facade that is at least:
- 15 feet wide and 10 feet deep for residential, commercial, and mixed-use developments (see Fig. 3.8).
 - 10 feet wide and 5 feet deep for industrial developments.

Guidelines

- G1. Take cues for form, proportions, roof forms, and building elements from nearby buildings of similar size (see Fig. 3.8).



Fig. 3.7 Define corners using articulation, corner plaza, taller massing, or exaggerated roof elements and provide significant architectural breaks in the building mass to sculpt the buildings.

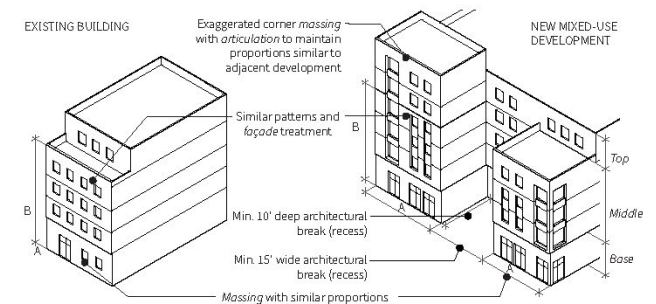


Fig. 3.8 Design the street facade to be proportional to the form and scale of surrounding developments.

Related Subsections

- 3.1.1 Massing Relationship to Context
- 3.1.3 Historic Adjacency
- 3.3.1 Façade Design and Articulation

General Plan Reference

CD-1, CD-4, CD-10, LU-9, LU-11, MS-1, MS-2

Objective Standards: Facade Design

What refinements from the zoning elements will be required to ensure context-sensitive design and that the whole site isn't built to the maximum height?

- Human-scaled architecture
- Building and unit entries
- Loading, mechanical, and utility screening

- G4.** Articulate building *façades* with material changes or art, such as murals, to create patterns of visual interest when a side of a building is built to property line and is visible from *public realm*.
- G5.** Avoid glass curtain walls for 100 percent of building *façades* by providing a balance of solid and glass vertical and horizontal planes in buildings.
- G6.** Integrate all horizontal venting with the building envelope such that it becomes a part of the architectural design (see Fig. 3.22).

Related Subsections

- 3.1.2 Form, Proportion, and Scale
3.3.4 Awnings, Sunshades, and Screens
3.3.7 Materials and Color

General Plan Reference

CD-1, CD-2, CD-4, CD-5



Fig. 3.27 A commercial building with an architectural break in the street-facing *façade*.



Fig. 3.26 *Façade* articulation for a commercial and industrial (research and development) facility.

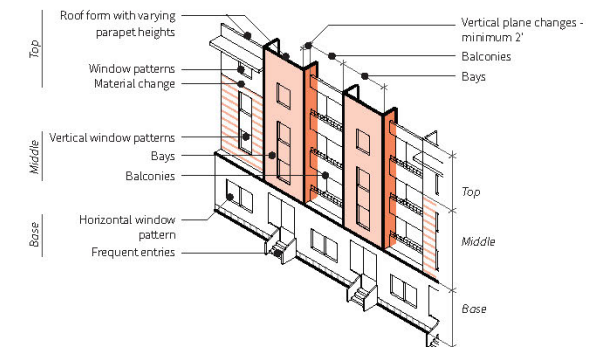


Fig. 3.28 Residential buildings - Design *façades* with *base*, *middle*, and *top*, and articulate them with bays, plane changes, decks, and balconies.

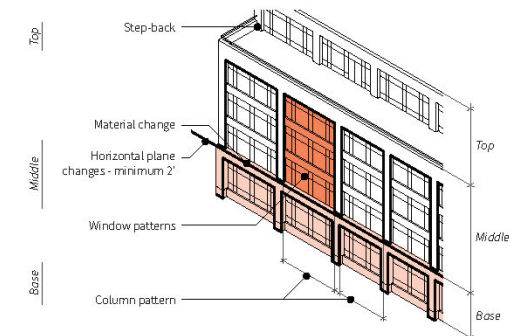


Fig. 3.29 Commercial and industrial buildings - Design *façades* with *base*, *middle*, and *top* and articulate them with bays, plane changes, window patterns, and material changes.

Objective Standards: Open Space and Landscape

How can open space be designed to activate common open spaces and provide comfortable private open spaces?

- Private open space
- Common open space
- Landscape design

4.2.2 Common and Private Open Space Design

IMPLEMENT ACTIVE DESIGN, DESIGN EQUITABLE PLACES, SUPPORT CONNECTIVITY, AND DESIGN FOR SUSTAINABILITY

Provide active and passive open spaces and common areas for building residents and other users.

Rationale

Common open spaces create opportunities for shared gatherings and recreational activities between building occupants. They provide access to the outdoors for all tenants and visitors, which is important in dense developments.

Private open spaces for individual tenants consist of decks, balconies, porches, and patios. They provide space for residents to enjoy the outdoors in solitude and may overlook the public realm.

Additional Requirements

Refer to Appendix A.2 for additional requirements for common and private open space design.

Standards

- S1.** When all the building walls facing a common open space are less than four stories tall, each common open space dimension must be at least 20 feet (see Fig. 4.17 and 4.18).
- S2.** When one or more building walls facing a common open space are four to eight stories tall, at least one of the common open space dimensions must be equal to or greater than the height of the tallest building wall facing the common open space. The other dimension must be 50 percent or more of the height of the tallest building wall facing the common open space (see Fig. 4.17 and 4.18).



Fig. 4.18 Design multi-use common open spaces to be used by building occupants.

- S3.** When one or more building walls facing a common open space are more than eight stories tall, at least one of the common open space dimensions must be 80 feet or more. The other dimension must be 50 percent or more of the height of the tallest building wall facing the common open space (see Fig. 4.18).

groups, such as seating areas, pet areas, and playgrounds (see Fig. 4.17).

G3. Incorporate water-efficient landscaping, LID planters, and green stormwater infrastructure into common open spaces.

G4. Provide views to the outdoors from physical activity rooms.

Guidelines

- G1.** Cluster common spaces with interior amenities such as community rooms and fitness centers to create in-building destinations both for commercial and mixed-use buildings.
- G2.** Provide a variety of spaces and amenities for different activities and occupant

Related Subsections

2.3.4 Open Space Placement and Access
2.3.8 Landscaping and Stormwater Management

General Plan Reference

H-3, LU-9, MS-3, VN-5

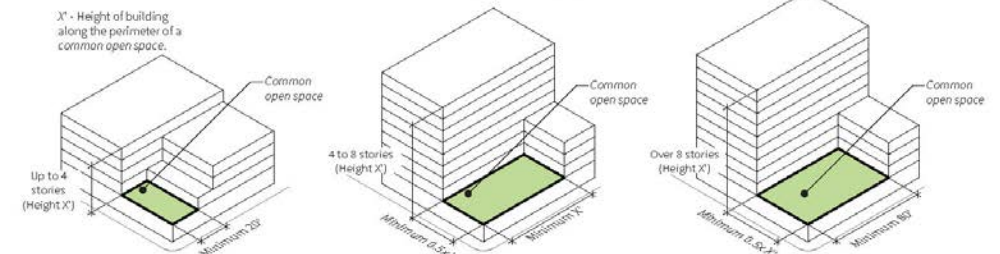
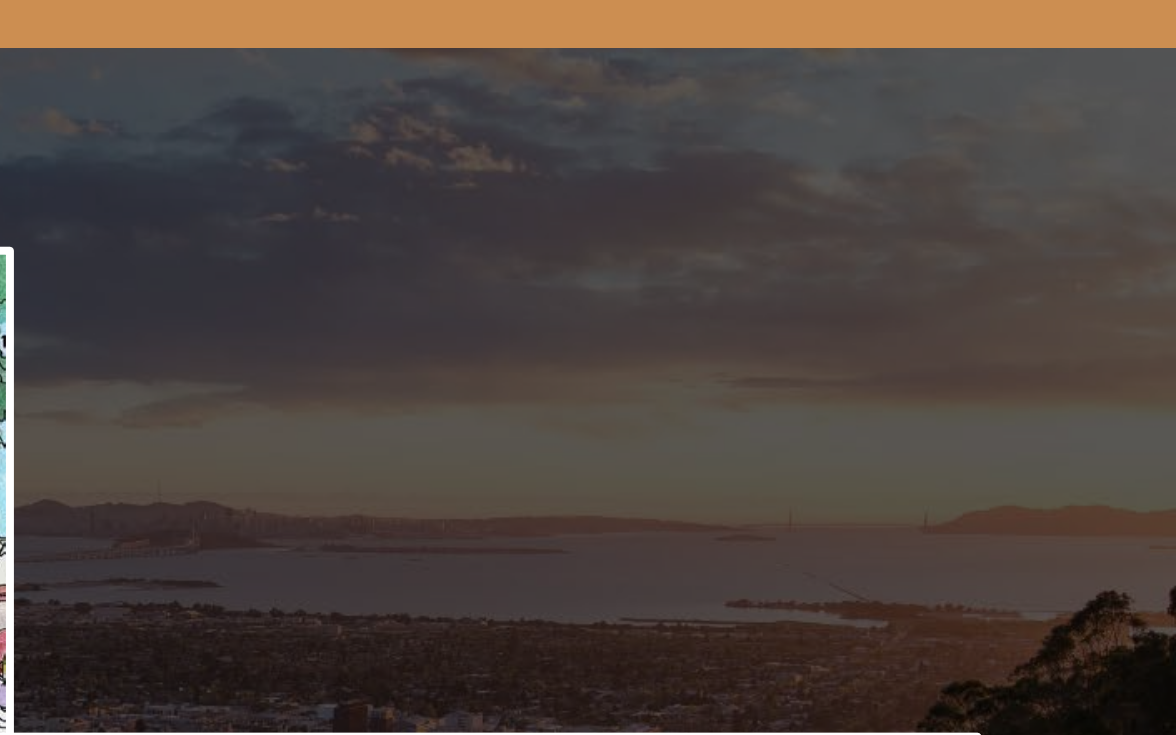


Fig. 4.17 The minimum dimension of common open spaces must be at least 20', with secondary dimensions relative to the height of the buildings fronting it.

Questions





7. NEXT STEPS AND PUBLIC COMMENT

- Community Workshop #3 Goals
- Office Hours and Written Comments
- Overall Process Moving Forward
- Clarifying Questions
- Public Comment

Planning Process: Next Steps

Fall 2021	Winter '21-'22	Winter '21-'22	Spring 2022	Summer 2022	Winter '22-'23	Spring 2023
Planning Commission Consideration of Zoning and JVP CAG #8 (final meeting)	Council Adoption of Zoning, JVP, and Updated MOU BART Board Action	BART Release of RFQ(s) Begin ODS Process w/community	RFQ responses due to BART Community "townhall" with prospective developers	BART selects developer Selected developer joins ongoing ODS process	City Council adopts ODS	Developer submits MDP/PDP to City

JVP – City and BART Joint Vision and Priorities

MOU – Memorandum of Understanding

RFQ – Request for Qualifications

ODS– Objective Design Standards

MDP – Master Development Permit

PDP – Preliminary Development Plan

Community Workshop #3 Goals

- Review revisions to JVP based on comments from prior meetings
- Station access and parking introduction and feedback from CAG #6
- Zoning introduction and feedback with breakout groups
- Saturday, June 26, 2021 from 2:00pm to 5:00pm

Office Hours and Written Comments

Office Hours #1:

Wednesday, June 30, 2021 5:30pm - 6:30pm

Office hours will be held via Zoom.

For more info, visit: www.cityofberkeley.info/bartplanning

Written Comments:

- Please send in your comments by Monday, July 5, 2021
- Meeting summary will be available by Monday, July 19, 2021

Thank You for Participating

Questions or comments about what you heard tonight?

Please send us your comments by Monday, July 5 to:

- Email: bartplanning@cityofberkeley.info
- Mail: City of Berkeley Planning and Building Department
1947 Center Street, 2nd Floor
Berkeley, CA 94704
Attn: Alisa Shen

For more information AND to sign up to receive emails about this planning process go to: www.cityofberkeley.info/bartplanning

Public Comment