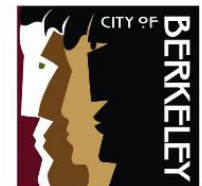


Ashby BART West Lot Preliminary Objective Design Standards



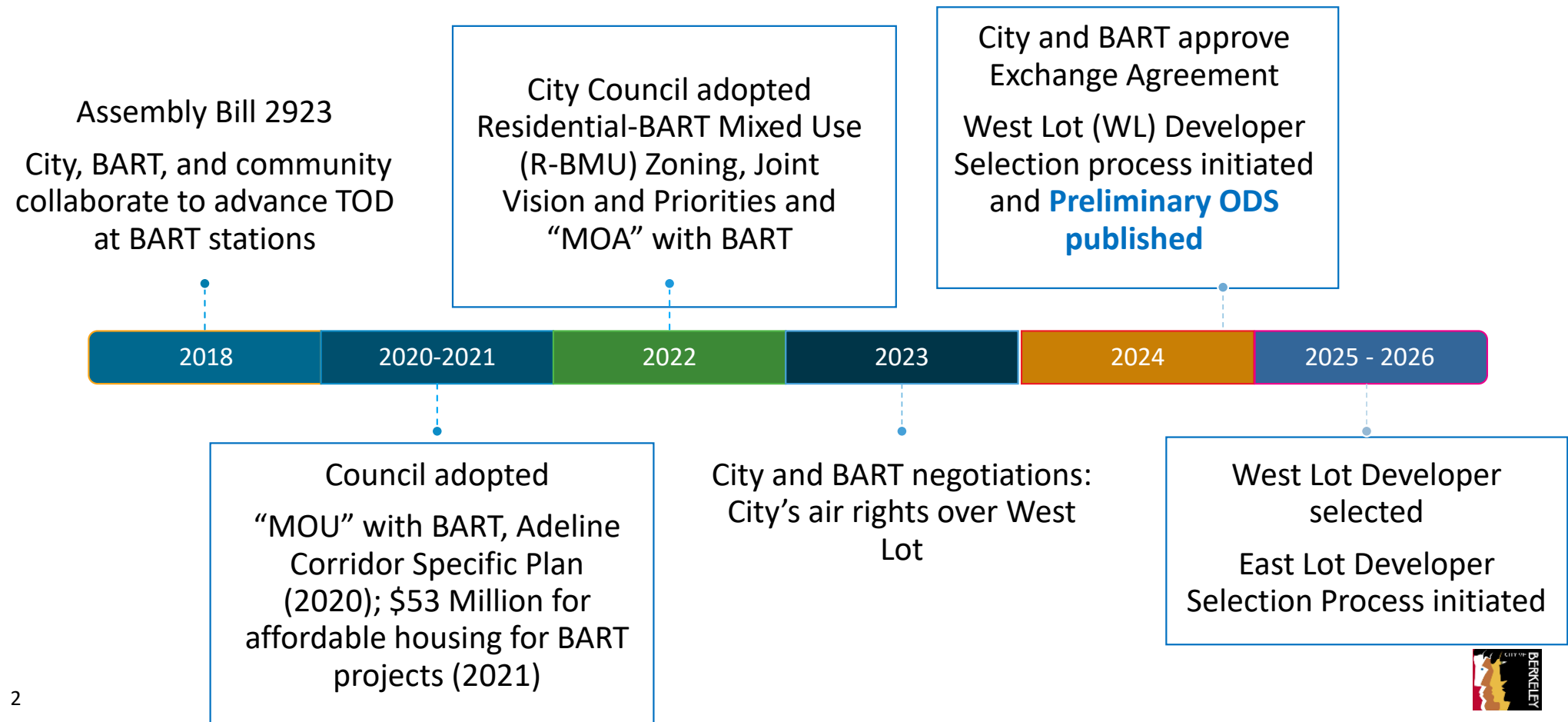
Planning Commission
July 1, 2026



Ashby BART



Planning for Ashby and Adeline Corridor



What are the Preliminary ODS based on?

- City and BART Policies and Agreements
- Technical Constraints



Policy Framework

- City-BART Joint Vision and Priorities
- R-BART Mixed Use Zoning
- Adeline Street Redesign and New Plaza
- City-BART Exchange Agreement

City-BART Joint Vision and Priorities: Ashby BART (2022)



- Maximize housing
- Reinforce South Berkeley's cultural identity
- Redesign Adeline Street
- New location for Flea Market
- New public spaces
- Improved Access for all to and through Station Area

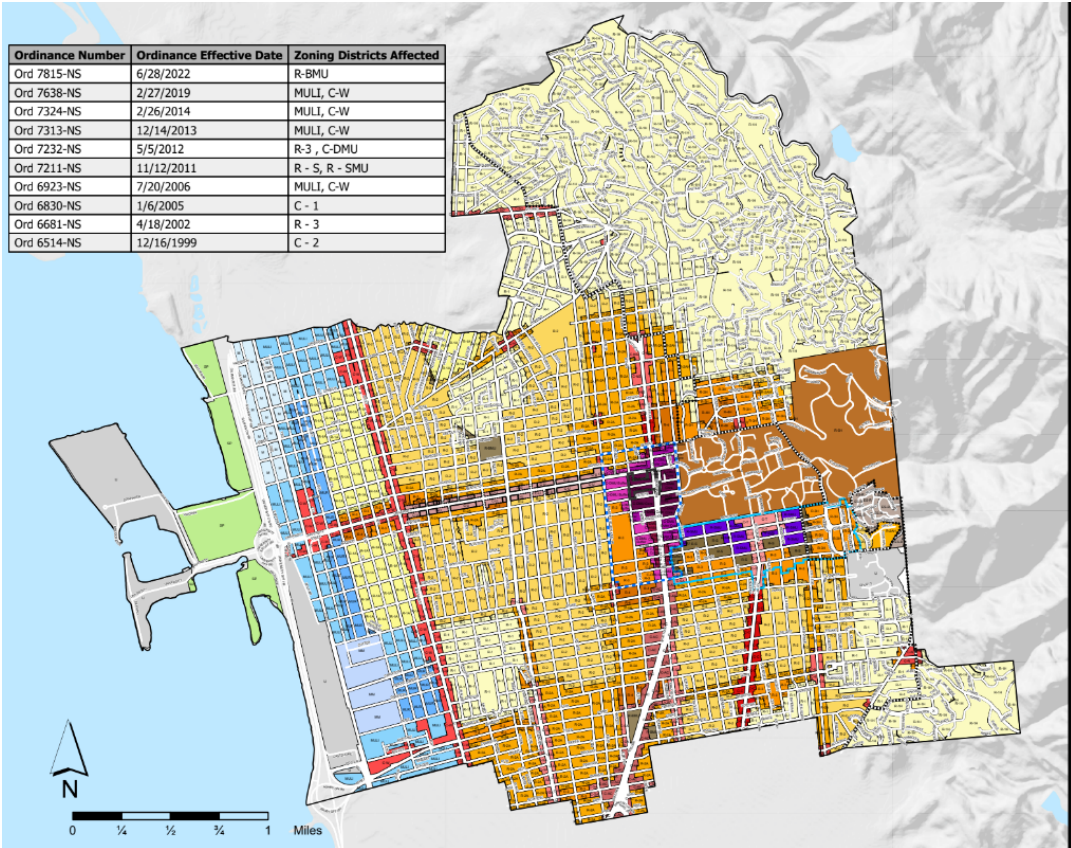
City-BART Joint Vision and Priorities: Ashby BART (2022)

Design Standards-Related Guidance

- Maximize building frontages on Adeline Street and Ashby Avenue
- Create context-sensitive design and focus massing and height toward Adeline Street and Ashby Station
- Provide regular breaks in building forms
- Universal design
- Architectural variety
- Expanded greenery, accessible design, and strong pedestrian orientation



Zoning: R-BART Mixed Use (2022)



Official Zoning Map

of the
City of Berkeley, California

Updated by the Berkeley City Council on
June 28, 2022 - Ordinance No. 7,815-N.S.

ZONING DISTRICTS

R-1	Single Family Residential
R-1A	Limited Two-family Residential
R-2	Restricted Two-family Residential
R-2A	Restricted Multiple-family Residential
R-3	Multiple-family Residential
R-4	Multi-family Residential
R-5	High Density Residential
ES-1	Environmental Safety-Residential
R-S	Residential High Density Subarea
R-SMU	Residential Mixed Use Subarea
R-BMU	Residential BART Mixed Use
C-DMU	C-DMU Core
C-DMU	C-DMU Outer Core
C-DMU	C-DMU Corridor
C-DMU	C-DMU Buffer
C-C	Commercial Corridor
C-E	Elmwood Commercial
C-N	Neighborhood Commercial
C-NS	North Shattuck Commercial
C-SA	South Area Commercial
C-AC	Adeline Corridor Commercial
C-SO	Solano Avenue Commercial
C-T	Telegraph Avenue Commercial
C-W	West Berkeley Commercial
M	Manufacturing
MM	Mixed Manufacturing
MULI	Mixed Use-Light Industrial
MUR	Mixed Use-Residential
SP	Specific Plan
U	Unclassified

OTHER MAP SYMBOLS

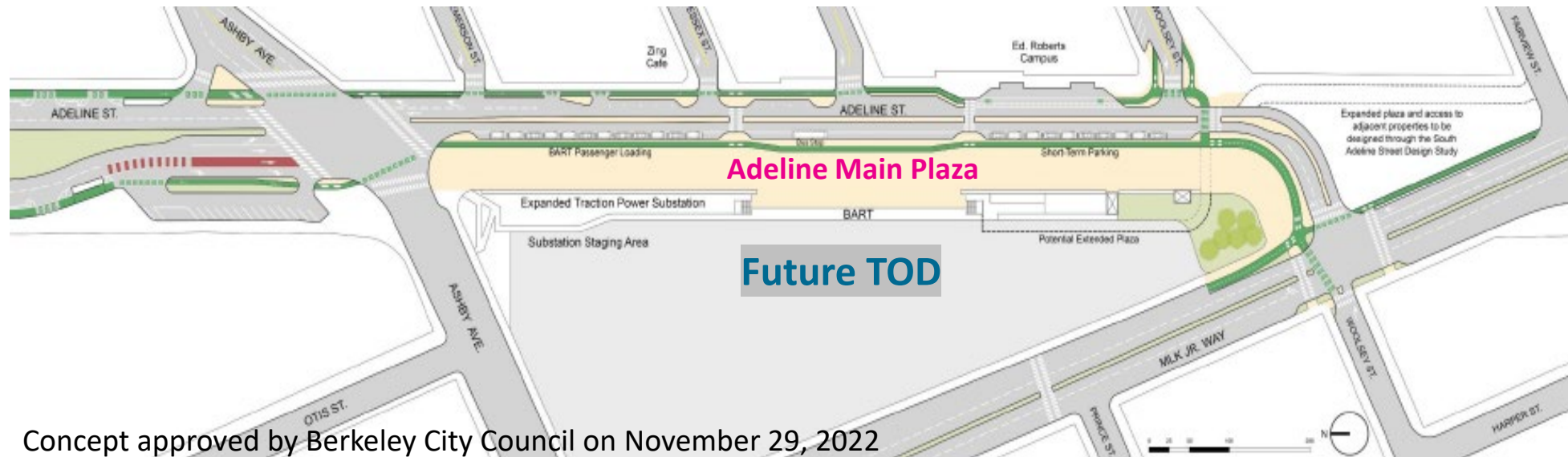
---	Hillside Overlay Boundary
---	Arts District Overlay
---	Southside Plan
---	Downtown Area Plan
---	University Ave Strategic Plan
---	Avenue Mixed Use
---	UASP Node



Adeline Street Redesign & New Plaza Project

City-led Project

- Road Diet: 4 lanes to 2 lanes
- Creates space for new public plaza for Berkeley Flea Market and other uses
- Part of a larger project to redesign Adeline Street (Ashby to Berkeley-Oakland Border)



Concept approved by Berkeley City Council on November 29, 2022

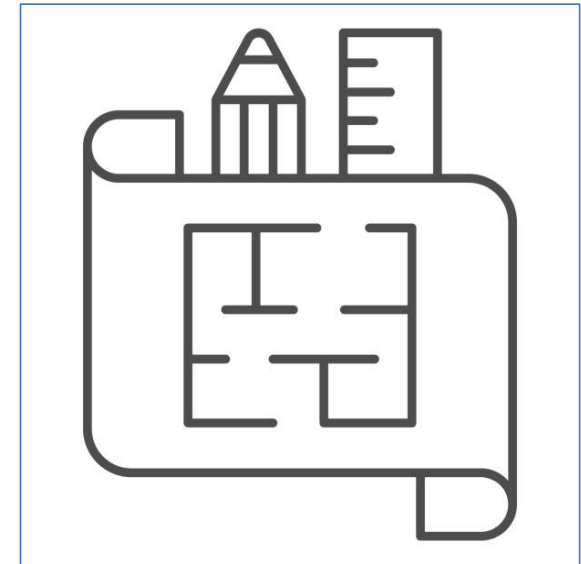
City-BART Exchange Agreement (2024)

- Real Estate Transaction Structure ("Land-for-Air-Rights" Swap)
- Affordable Housing and City Affordable Housing Funding
- Berkeley Flea Market and New Plaza
- Community Benefits Fund for South Berkeley
- Connections to Adeline Street
- Traction Power Substation (TPSS)
- Public Infrastructure
- Developer Solicitations
- **Objective Design Standards**



City-BART Exchange Agreement (2024): ODS

- Approval Process and Timeline
- Minimum Development Capacity
- Enforcement



(Exchange Agreement, Article 9 and Schedule 9.2.1)

Technical Constraints

Drivers of Design: Technical Requirements

Circulation Framework

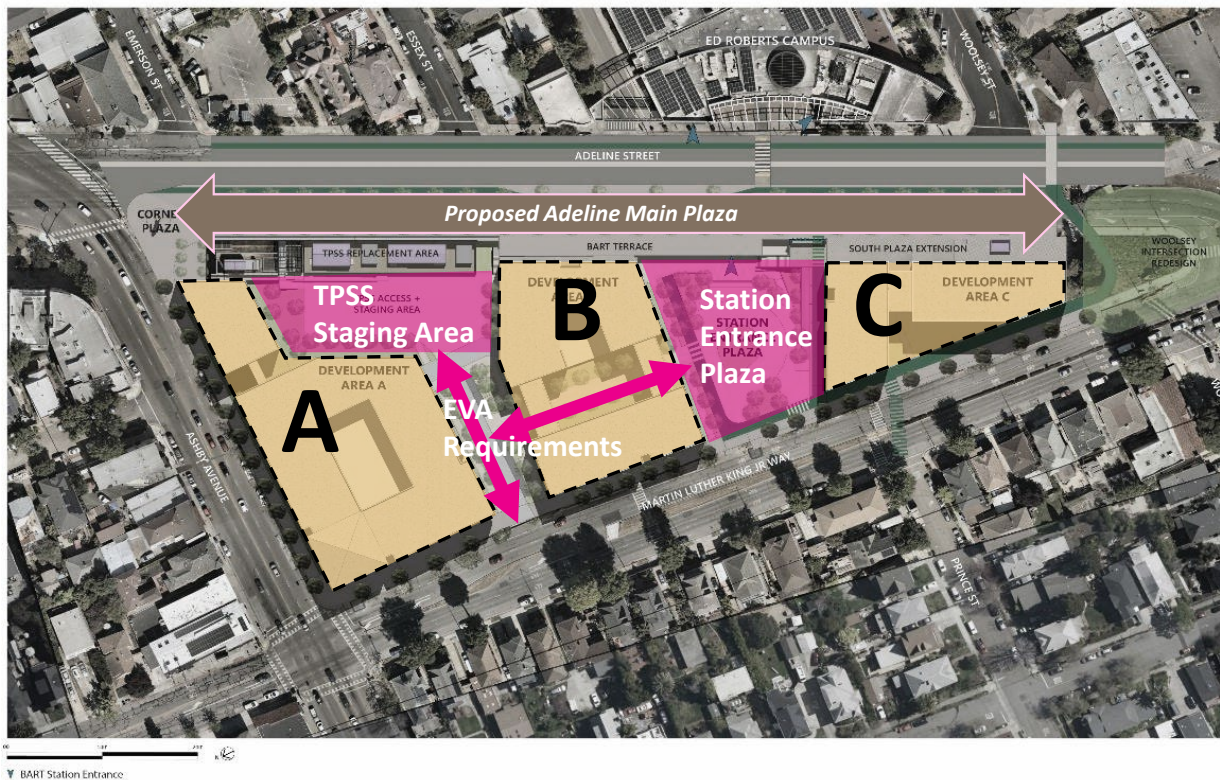


-  BART Station Primary Entrance
-  BART Station Emergency Egress
-  Point of Safety and Safe Dispersal Area
-  Emergency Vehicle Access (EVA)

- BART Maintenance Access
- Emergency Responder Access and Emergency Egress
- Traction Power Substation (TPSS) Replacement + BART Engineering Infrastructure
- BART Rider Experience
- Site Topography

Public Realm Spaces

Key Plan



13

Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

1. Station Entrance Plaza

2. TPSS Staging Area

- TPSS Construction/Maintenance
- Temporary TPSS
- Emergency Egress and EVA access
- Generally open

3. Internal Connections

- EVA Access
- Parking Access
- Service Access
- Pedestrian Access



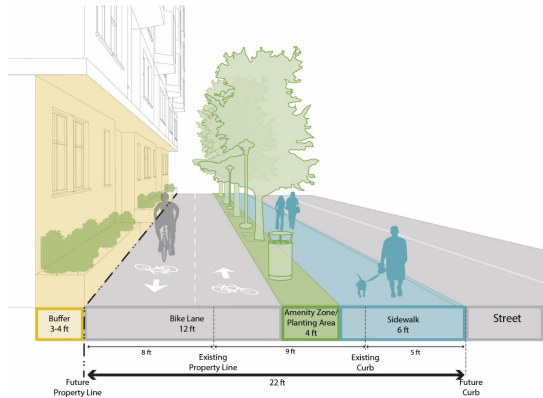
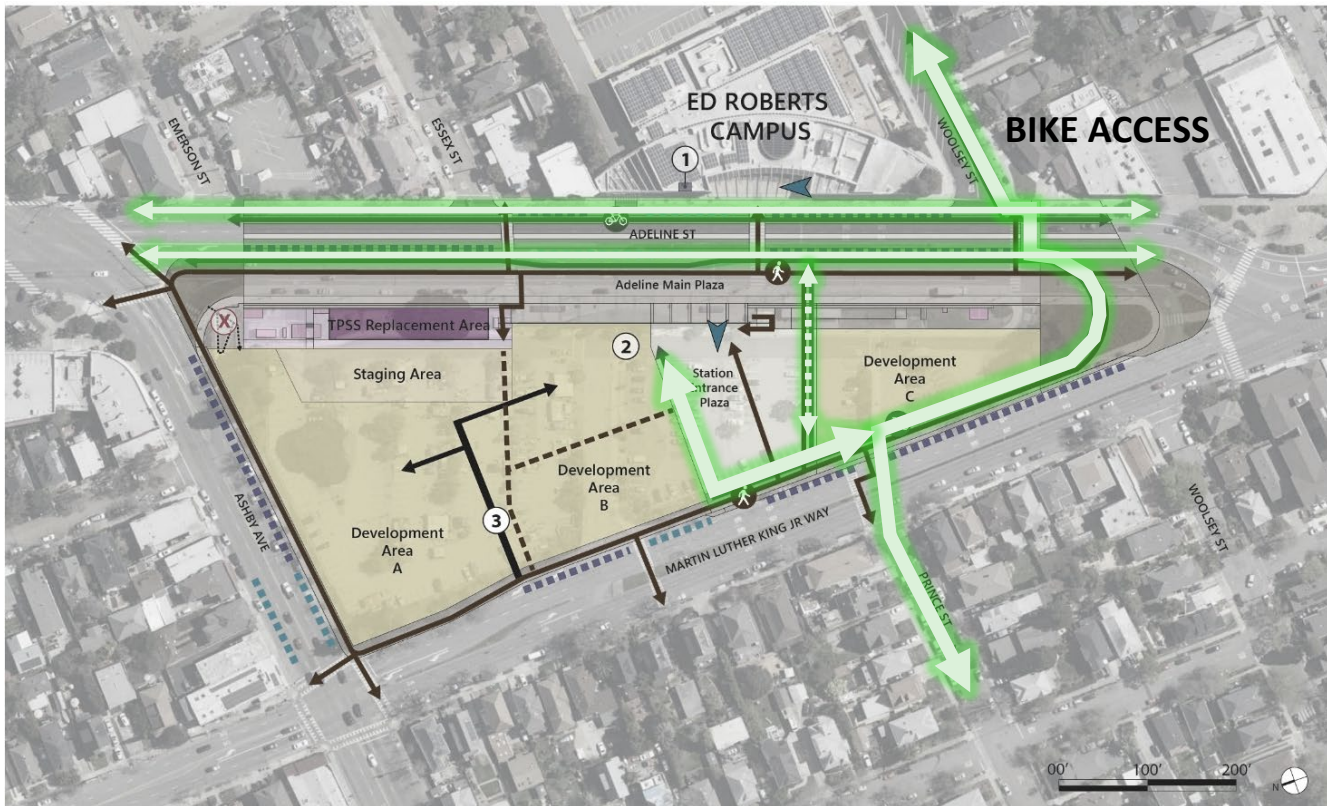
Getting to and from the Station: West Lot Changes

Site Access Plan



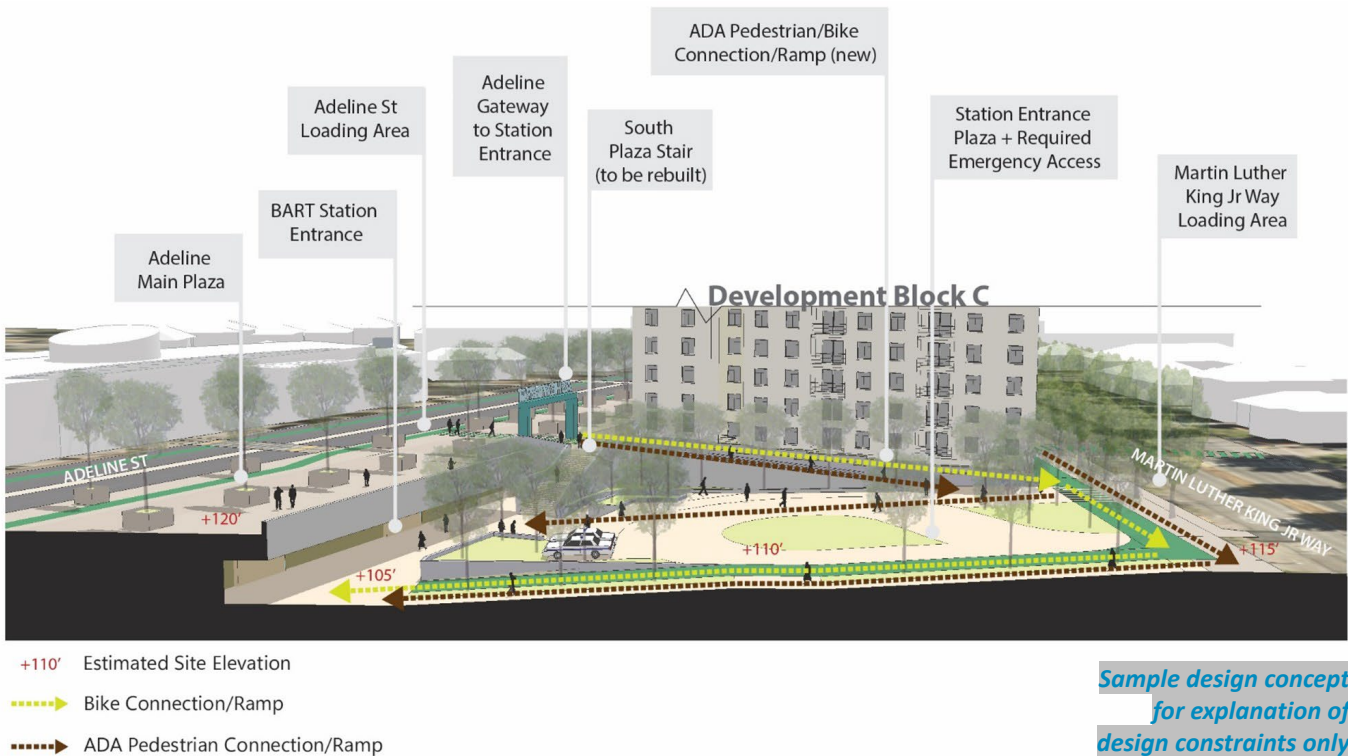
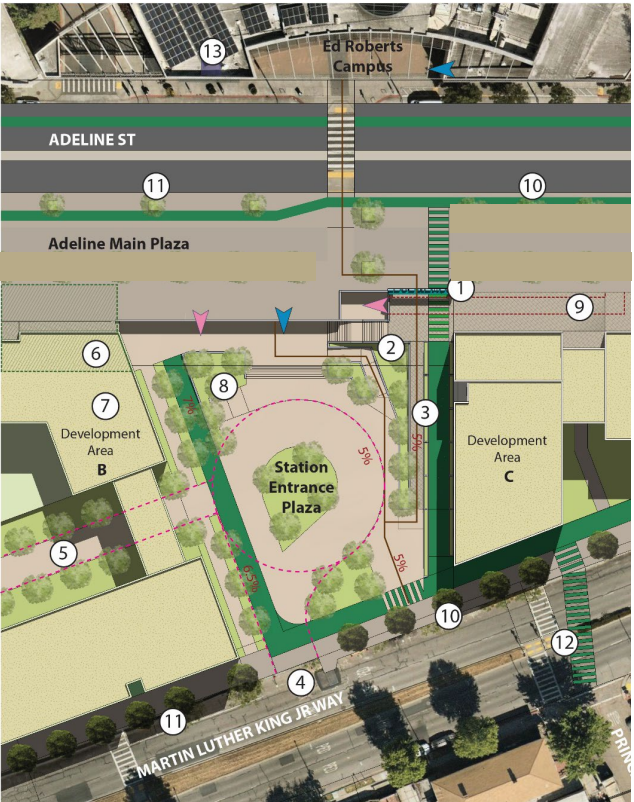
Getting to and from the Station: West Lot Changes

Site Access Plan



MLK Jr Way (South)
Improved Sidewalk with Cycle Track

Getting to and from the Station: Station Entrance Plaza



Note: No design for this project exists at this time. This graphic shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.



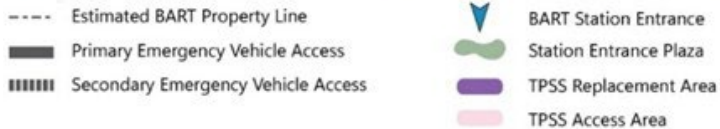
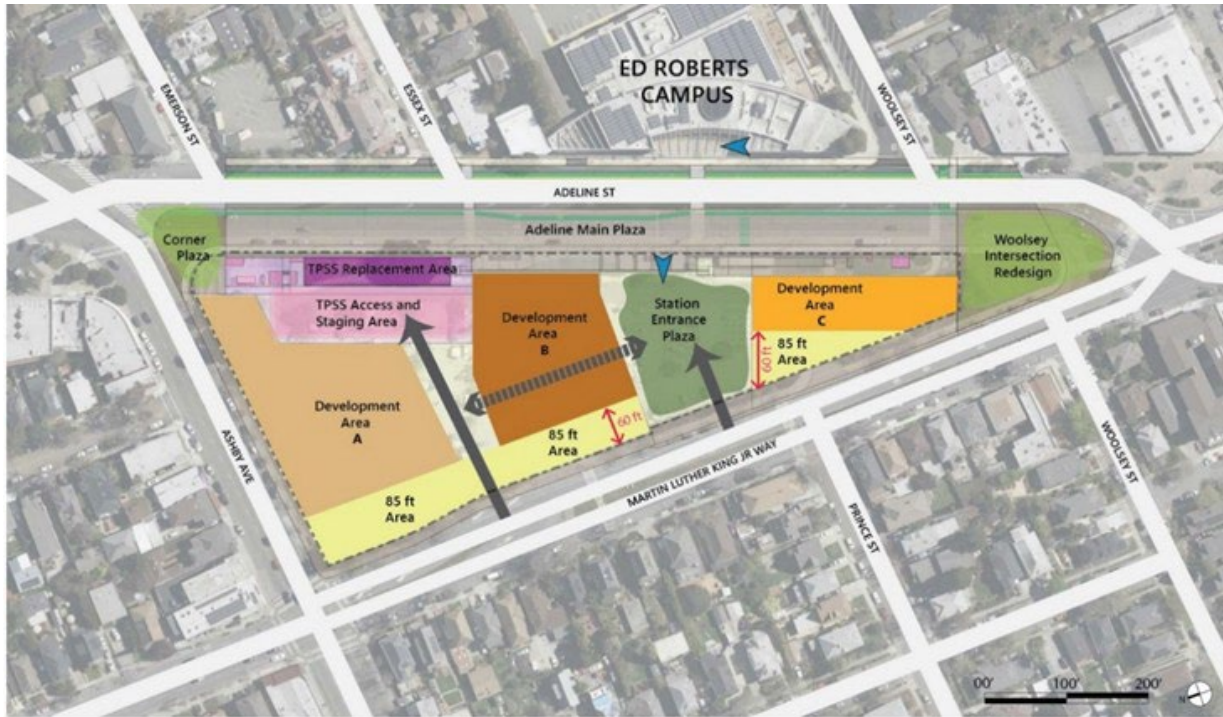
Preliminary ODS



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

Part I: Introduction and Policy Framework	2
Introduction	2
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Building Height



Exchange Agreement

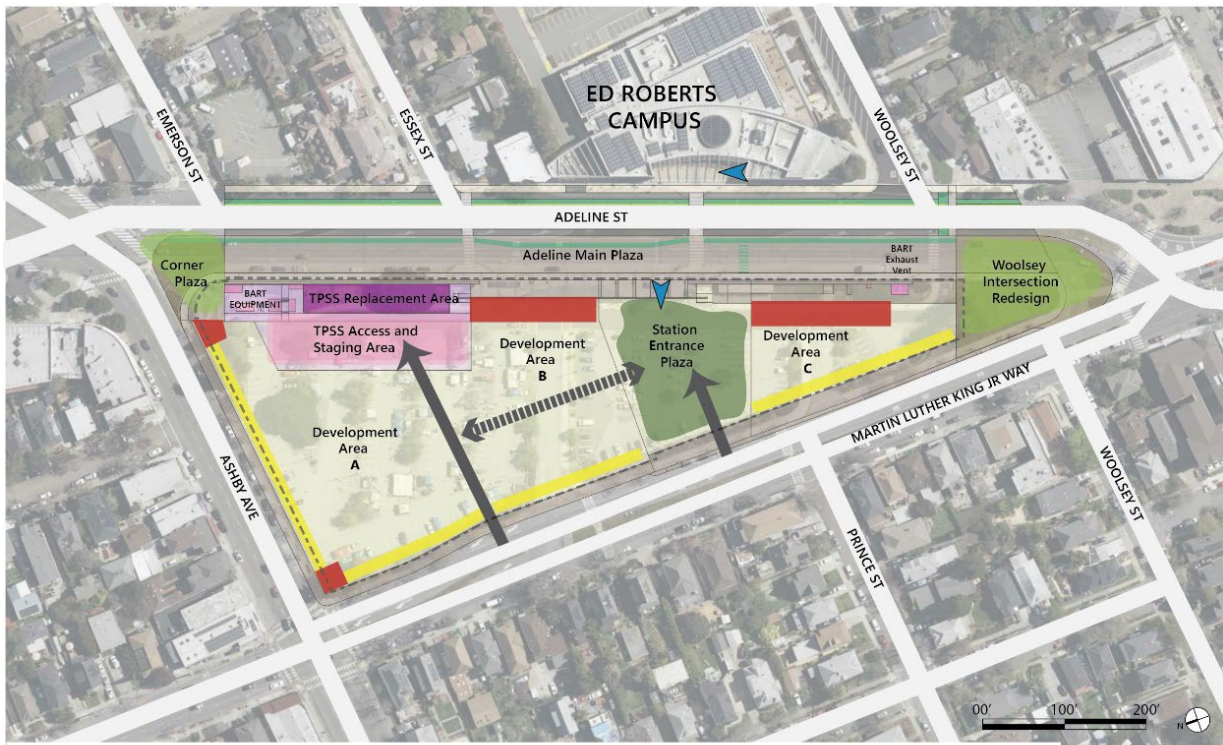
- All buildings: up to 85 feet in height
- ODS shall allow for buildings to go higher with State Density Bonus law

ODS

Allows for increased heights:

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

Land Use and Frontage Character



--- Estimated BART Property Line
 — Primary Emergency Vehicle Access
 ■■■ Secondary Emergency Vehicle Access

▼ BART Station Entrance
 Station Entrance Plaza
 TPSS Replacement Area
 TPSS Access Area

Development Areas (A, B, C)
 Required Active Ground Floor Uses
 Allowed Ground Floor Residential Uses
 Intersection Redesign Areas

Active Ground Floor Uses are required at
 Corners of Ashby Ave. & Adeline St. and
 Ashby Ave. & MLK Jr. Way

Along Adeline Main Plaza; 40% of the
 frontage required as Active Uses
*(Other 60% for community serving uses and
 residential lobbies)*

Residential Uses allowed along Ashby Ave.
 and MLK Jr. Way Frontages

R-BMU and ODS include frontage
 character standards

Active Uses: Retail; Personal and
 Household Services; Food and Alcohol
 Service; and Entertainment



Residential Building Frontages

R-BMU

- All ground floor residential units shall provide entries to the street in the form of stoops or other exterior entries, or balcony or patio without entrance to the street, with a minimum area of 20 square feet.

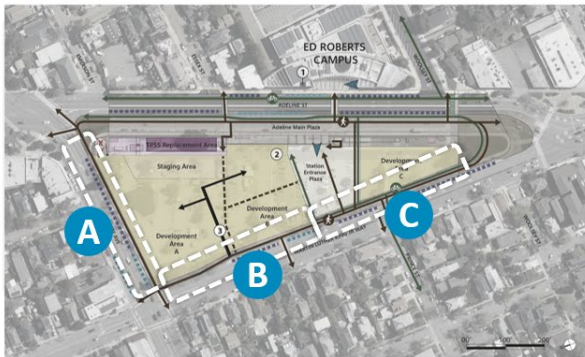
ODS

- Minimum 5 ft setback to provide space for stoops, landscaping, and improved privacy. (first two floors or first floor with minimum 15 ft height)
- Ground floor residential raised a minimum 2 feet above sidewalk level
- Where building is fronting bikeway/multi-use path, a minimum 3 feet setback from bikeway to provide a buffer



Public Realm: Public Streets

Key Map: Locations of street section diagrams



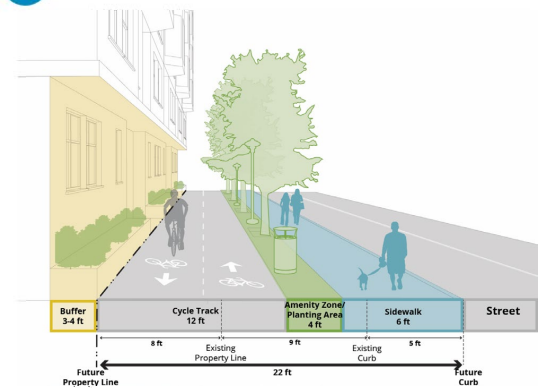
A Ashby Avenue Street Section Diagram



B MLK Jr Way Street Section Diagram (North)



C MLK Jr Way Street Section Diagram (South)



ODS:

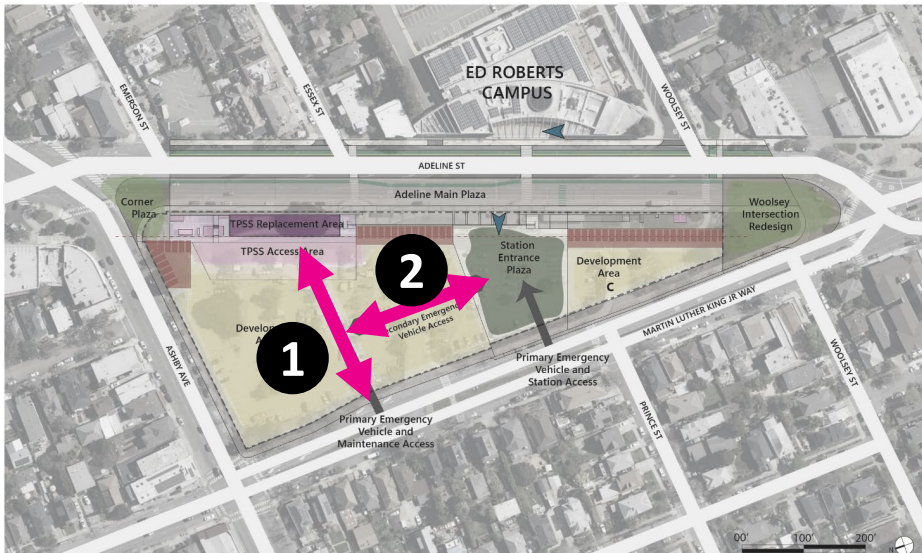
- Wider sidewalks
 - Sets Standards for Street Design in the Circulation Framework
 - Requires Street Trees
 - Planter Locations
 - Subsurface Design Elements to Ensure Tree Health
-
- Sets Building Setback Requirements for Ground Floor Residential on MLK Jr Way

F. 4. Front Setbacks.

- Setbacks are not required at Martin Luther King Jr. Way, Adeline Street, Sacramento Street.
- Setbacks along all other frontages along public rights-of-way and internal publicly accessible pathways shall range from 5 feet (minimum) to 15 feet (maximum) for at least 50 percent of any building's linear street frontage, including all frontages within 50 lineal feet of an intersecting corner.



Public Realm: Internal Circulation and Open Spaces



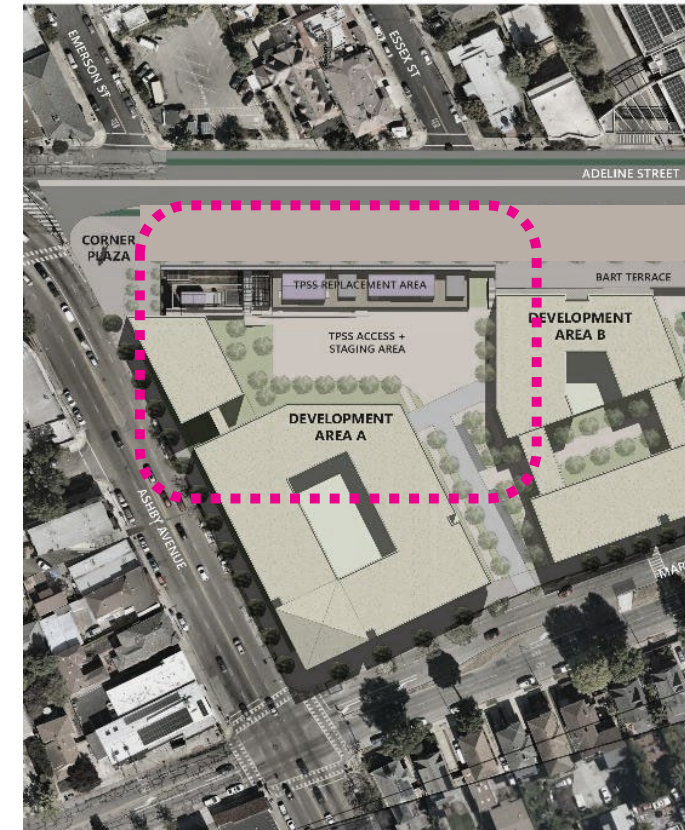
1. Pedestrian
Minimum 60 ft Section
(Pedestrians only)



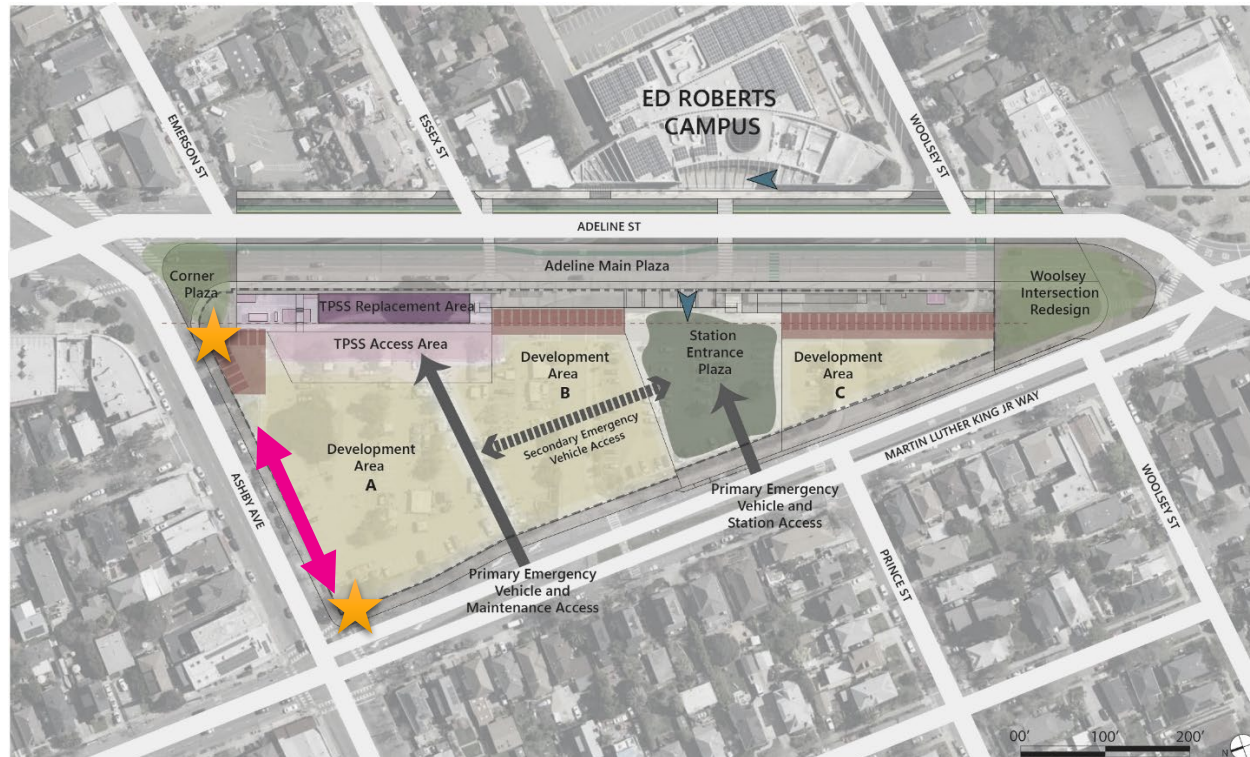
2. Ped/Vehicle
Minimum 60 ft Section
(with vehicle access)

TPSS Staging Area Frontage

- A planting area shall be located between the TPSS access and staging area and TOD buildings
- The planting area shall be designed to include trees.
- Landscaped buffer between pedestrian areas and the building facade.
- Blank walls greater than 6 feet in height shall not exceed 30 feet in length or shall include public art.



Building Design: Massing



Maximum facade length:

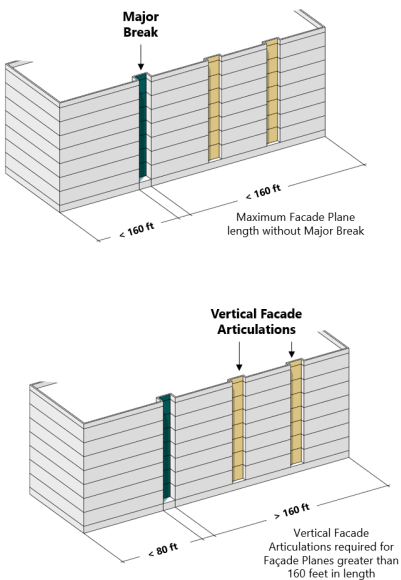
- Ashby Avenue: 240 ft
(Match MLK Jr Way to Otis St Block Length)
 - Can be longer but would require a "building break" with a minimum 25 ft wide and 25 ft deep break.
- Other frontages: 160 ft to a major break or building corner
- Major break: 6 ft x 6 ft, minimum 50 sf

Distinct corner building forms at Ashby corners

- Change in roof plane or
- Change in height > 8 ft

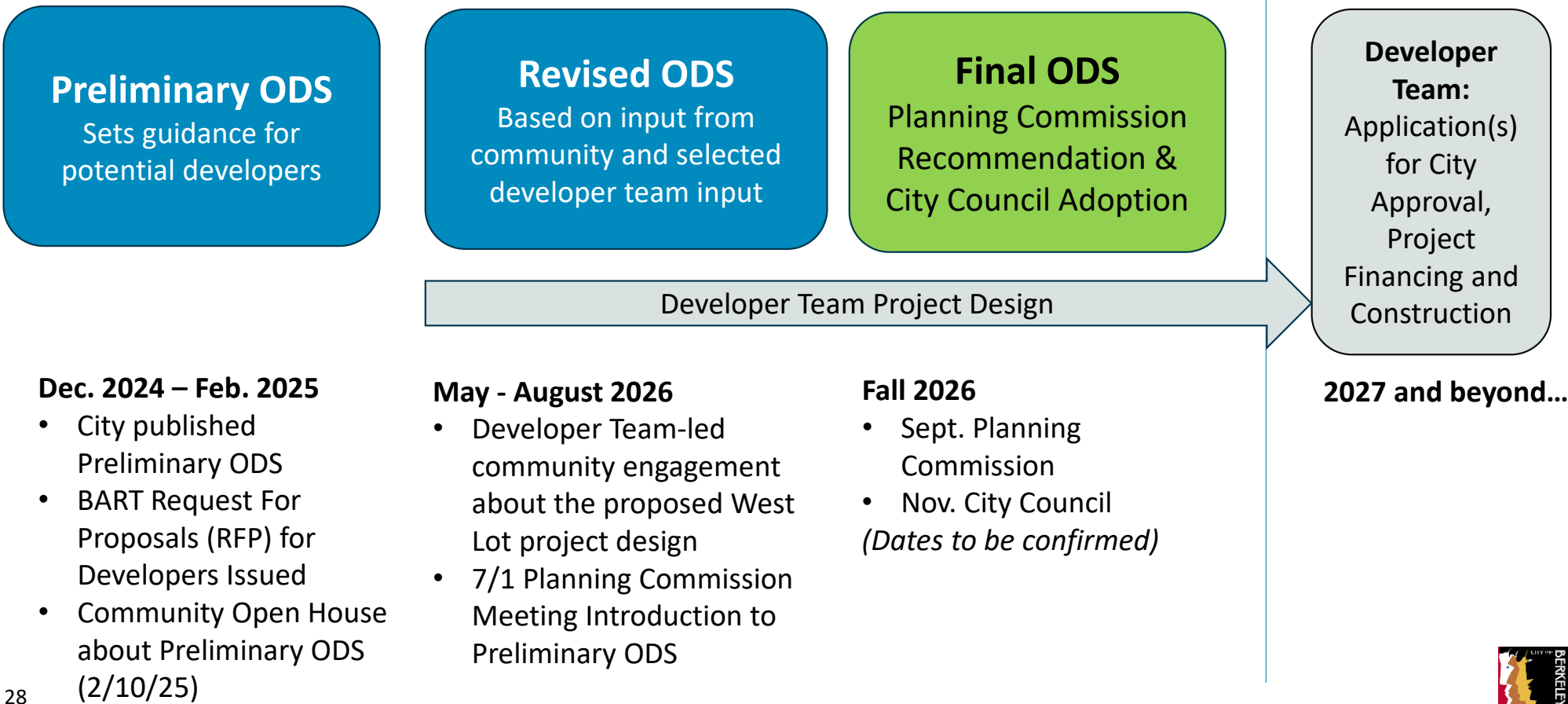
Building Facade and Design Elements

- Façade Rhythm and Pattern (vertical articulation)
- Ornamentation Alternative
- Fenestration/Windows



Next Steps

Preliminary to Final ODS

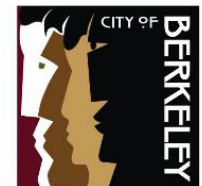


Discussion

Ashby BART West Lot Preliminary Objective Design Standards



May 12, 2026



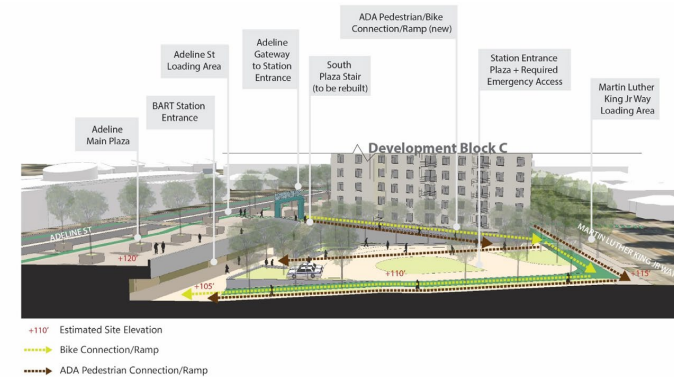
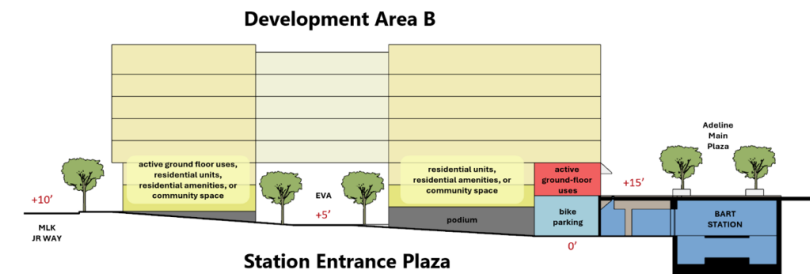
EXTRA SLIDES

Station Entrance Plaza Frontage

2.2.1 Frontage Character

- **Development Area B.** Active ground-floor uses, residential units, residential amenity spaces, and community spaces shall front the Station Entrance Plaza
- Landscaped buffer between pedestrian areas and the building facade.
- Door swings on building frontages shall not encroach on identified paths of travel.
- Blank walls greater than 6 feet in height shall not exceed 30 feet in length or shall include public art.

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



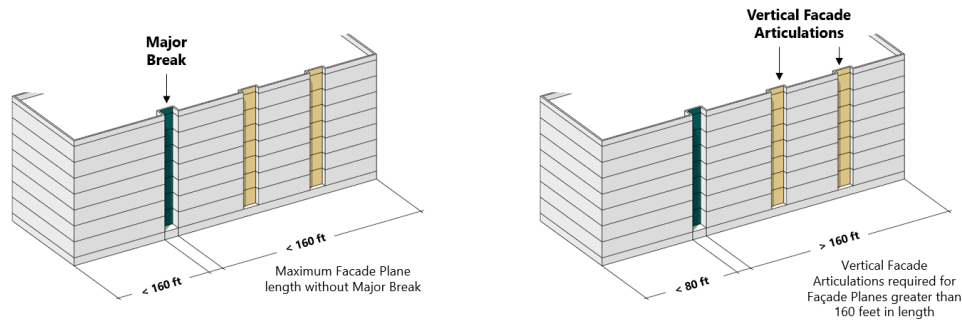
Internal Access Drives

2.3.2 Frontage Character fronting Internal Access Drives

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

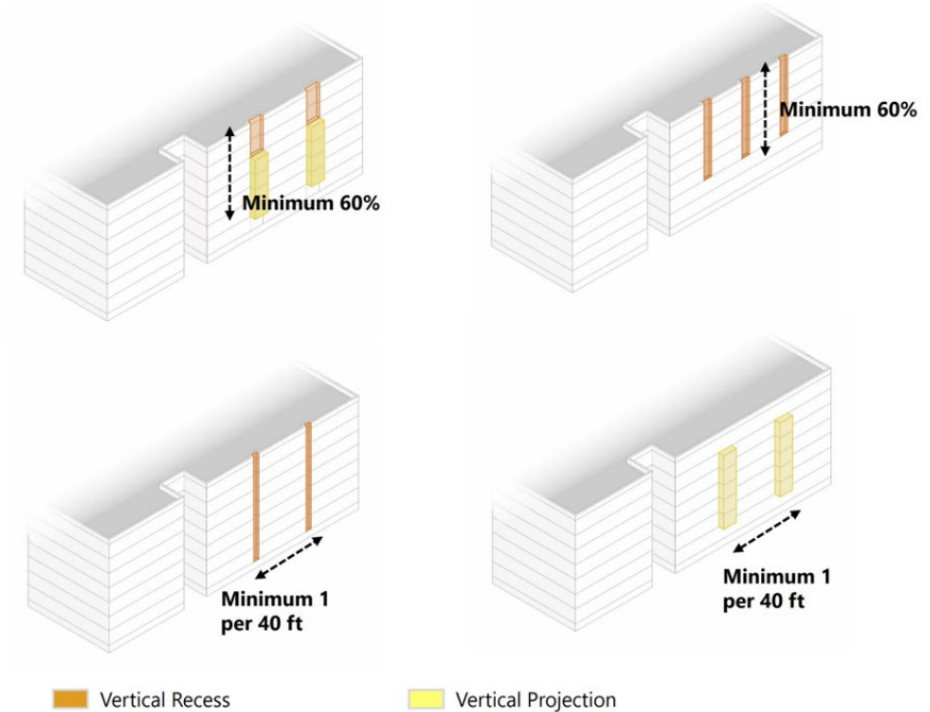


Building Design: Façade Rhythm and Pattern

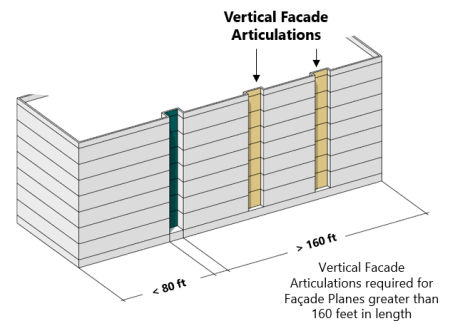
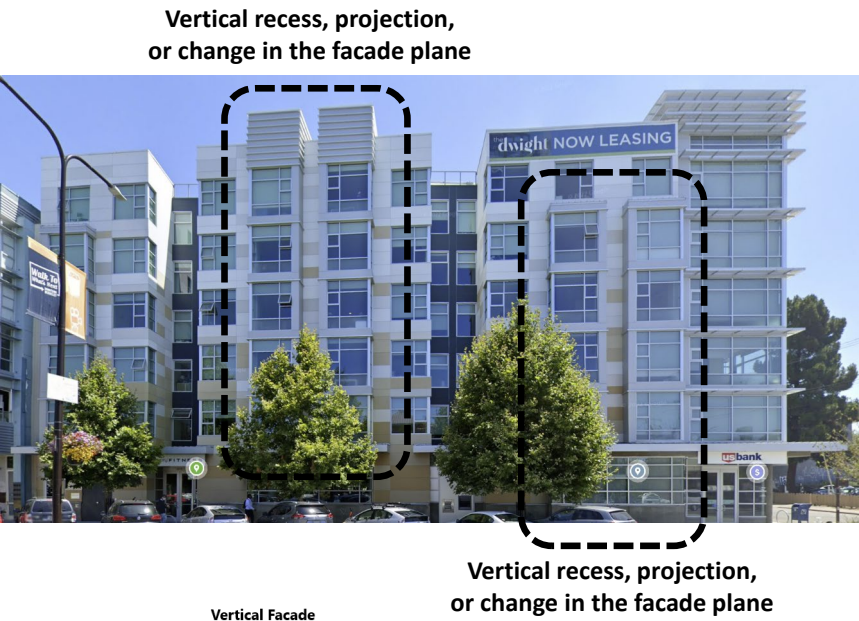
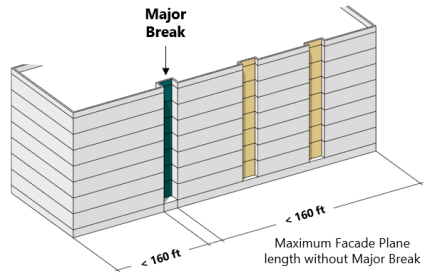
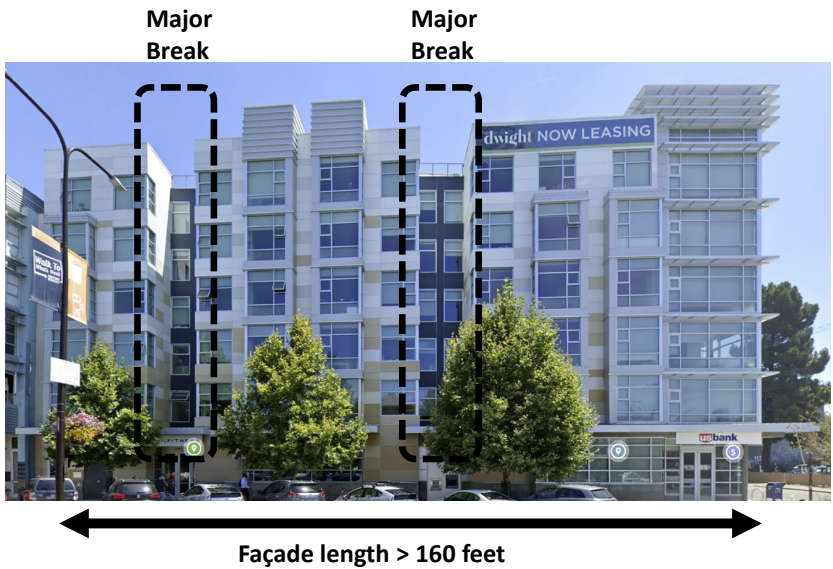


Facades greater than 80 feet in length:

- Vertical recess, projection, or change in the facade plane of the building massing shall 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



Building Design



Building Design: Ornamentation Alternative



1. Ornamental facades shall include a **distinct building base, middle, and top defined by a cornice**
2. **Ornamental facades shall exceed 5% of the facade area**
3. Windows shall be punched with a **minimum recess of 4 inches** from the facade. (non ornamental requirement is 2 inch recess)

Design Elements

Fenestration/Windows

- Windows shall be punched with a minimum recess of 2 inches from the facade
- Windows that are flat or flush with the facade are prohibited



Flush windows

Punched windows
2" inset from facade

Punched grouping of windows
3-4" inset from façade, nearly flush
within vertical grouping

Nearly flush windows
with sill, approx. 0.5-1" inset

Active Ground Floor Uses

Figure 4. Active Ground-Floor Use Requirements



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

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

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

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

