

Ashby BART West Lot Objective Design Standards



Planning Commission
September 16, 2026



Tonight's Presentation

- Background
- Revised ODS
- Next Steps



Background

Preliminary -> Revised -> Final ODS

Preliminary ODS

Sets guidance for potential developers

Dec. 2024 – Feb. 2025

- Preliminary ODS (Dec. 2024)
- Feb. 2025: Community Open House on Preliminary ODS

Revised ODS

Based on input from community, BART and selected developer team input

May - August 2026

- Community engagement, Planning Commission review and required coordination with BART and selected Developer team

Final ODS

Planning Commission Recommendation & City Council Adoption

Sep. - Nov. 2026

- Planning Commission recommendation and City Council consideration for adoption – 11/17/26

Developer Team Project Design

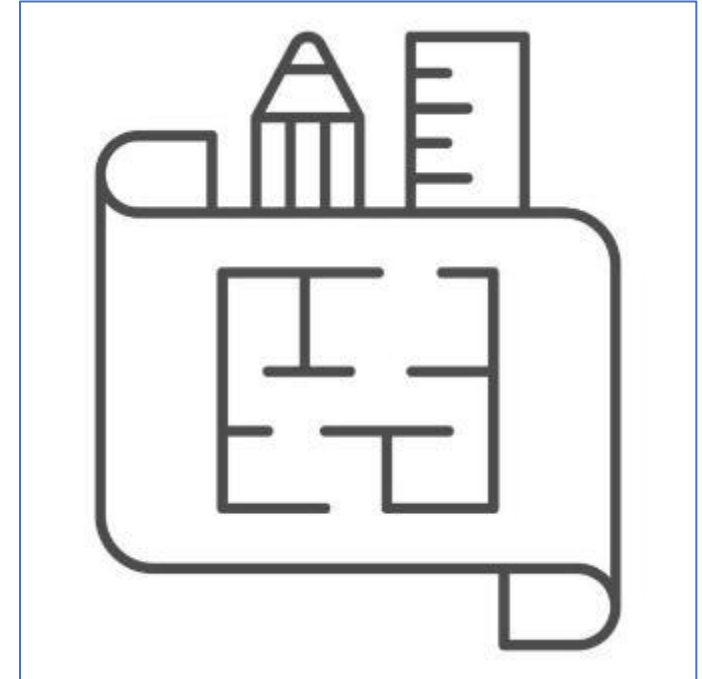
Developer Team:

Application(s) for City Approval, Project Financing and Construction

2027 and beyond...

Revised ODS: Community, Developer Team and BART Input

- Required by the City and BART Exchange Agreement
- Developer input tests ODS through more detailed project design
- Identifies issues not evident in earlier technical analysis
- Requests weighed with Commission, and City priorities



ODS Policy Framework Constraints

- Joint Vision and Priorities
- Exchange Agreement
- Site-specific Standards, not a prescribed project design



ODS Technical Constraints

Circulation Framework



BART Station Primary Entrance



BART Station Emergency Egress



Point of Safety and Safe Dispersal Area

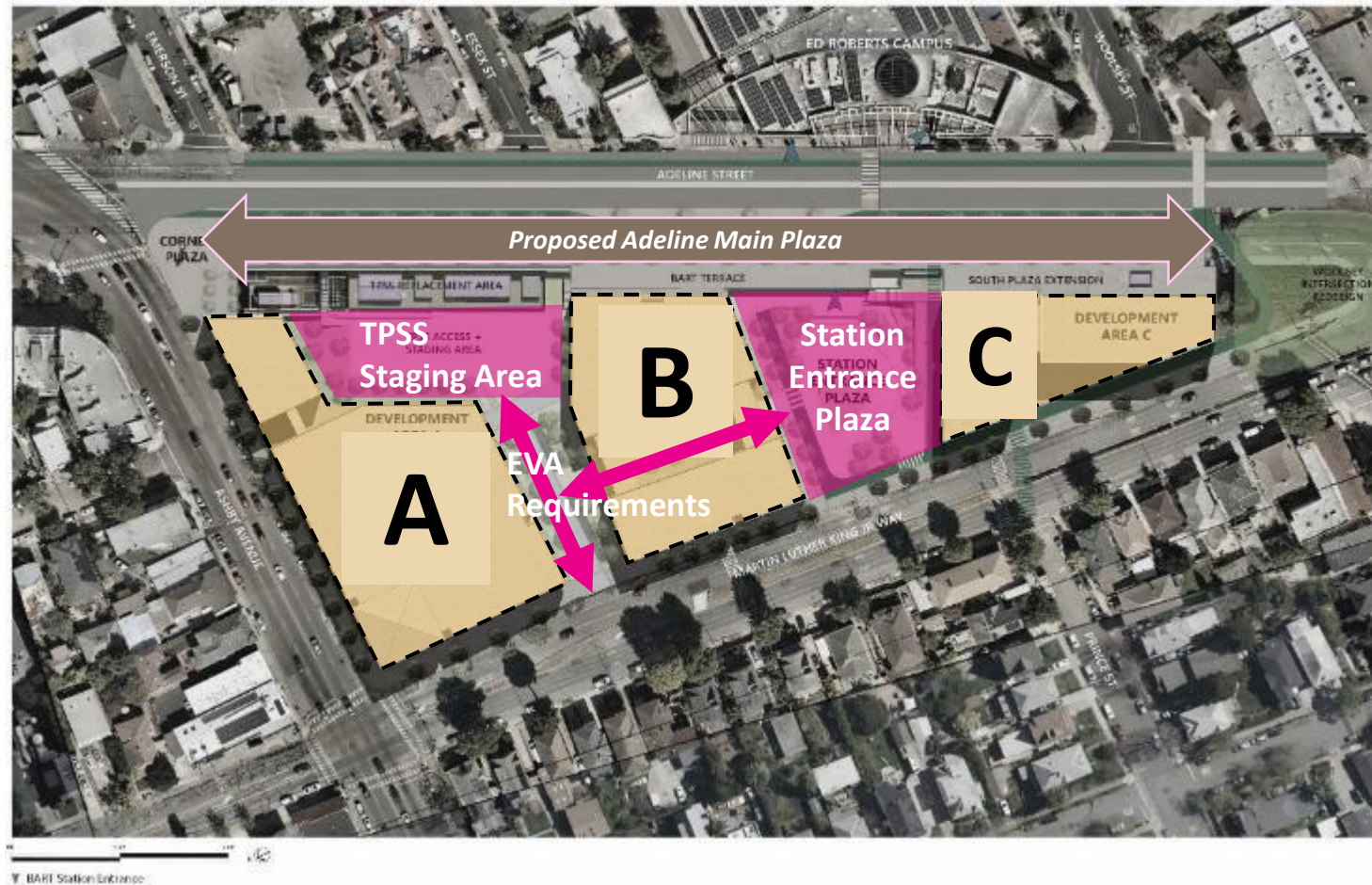


Emergency Vehicle Access (EVA)

- BART Maintenance Access
- Emergency Responder Access and Egress
- Traction Power Substation (TPSS) Replacement + BART Infrastructure
- Station Access
- Circulation
- Site Topography

ODS Technical Constraints: How they shape the site

Developable Areas and Public Realm



DEVELOPMENT
AREA

PUBLIC
REALM

Note: This diagram is illustrative only.
It shows one possible layout of buildings and required areas for station access, operations, and emergency response routes.

What We Heard

- Ground floor uses and spaces
- Public realm and circulation
- Public Open Space
- Building Design, Massing and Height
- Planning Process and Timing
- Affordable Housing and Housing-Related Programs

What We Heard

Ground floor uses and spaces

- Prioritize active uses at key, visible locations
- More flexibility for community-serving uses along Adeline
- Viable, flexible spaces for local businesses and community uses



Jessica Yadegaran/SFGATE

What We Heard

Public realm and circulation

- Safe, accessible pedestrian and bicycle connections that minimize conflicts
- Clear station access and wayfinding
- Pedestrian-oriented internal access while meeting emergency-access needs



What We Heard

Public Open Space

- More green and family-oriented public spaces
- Larger, more contiguous landscaped open space
- Gardens, play areas, public art and other community amenities



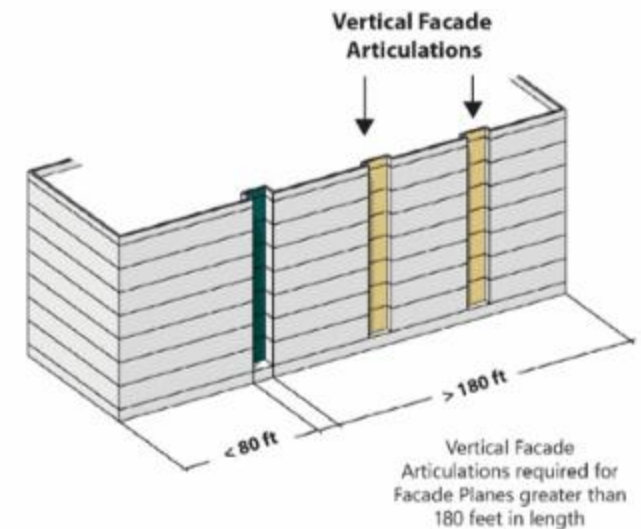
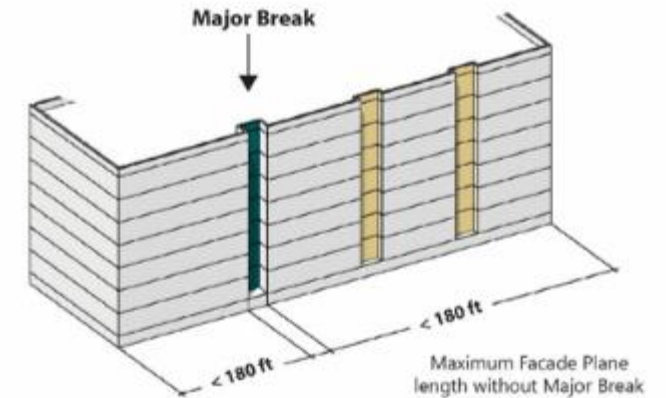
Adeline Corridor Specific Plan (2020): Long-term Right-Of-Way Conceptual Design (Ashby and South Adeline portions)



What We Heard

Building Design, Massing and Height

- Break up large building masses and long facades
- Mixed views on height and building configuration
- Support for architectural variety balanced with impacts to building floor area



What We Heard

Planning Process and Timing

- Requests for more time, meetings and transparency
- Interest in continued community engagement
- Some comments also urged timely advancement of the project

Affordable Housing

- Strong support for additional affordable housing
- Interest in right-to-return / anti-displacement approaches
- Interest in additional funding and housing programs



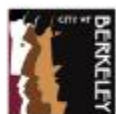
Revised ODS: Balancing Multiple Objectives

- Public input and Commission direction
- Adopted policies and Exchange Agreement requirements
- Emergency access, BART operations, and multimodal circulation
- Developer design and feasibility considerations



Revised ODS

Staff Report



Planning and Development Department
Land Use Planning Division

TO: Members of the Planning Commission

FROM: Alisa Shen, Principal Planner

SUBJECT: Public Hearing: Ashby BART West Lot Transit-Oriented Development Objective Design Standards

RECOMMENDATION

Discuss the proposed Ashby BART West Lot Transit-Oriented Development Objective Design Standards (Attachment 1, Exhibit A), receive public comment, and adopt a resolution making a recommendation to City Council to adopt the ODS.

BACKGROUND

Pursuant to the City and BART Ashby BART Transit-Oriented Development Exchange Agreement (Article 9 and Schedule 9.2.1) for the process to develop and adopt ODS for the West Lot, staff has considered input from the public, the Commission, BART and the selected developer team, the Adeline Alliance Partners (AAP).¹ The Exchange Agreement establishes a timeline for adoption of the ODS, requiring the City to adopt Final ODS for the West Lot "no later than 9 months after execution of the Exclusive Negotiating Agreement" (ENA) between BART and the selected developer team. BART selected Adeline Alliance Partners (AAP) and Resources for Community Development ("AAP team") following a competitive Request for Proposals (RFP) and to an ENA with the AAP team on February 27, 2026. Consistent with this timeline, the Revised ODS are being presented to the Planning Commission in September, with City Council consideration of the Final ODS anticipated in November.

The City released Preliminary ODS in December 2024 concurrently with BART's² As described in Part I: Policy Framework of the ODS, the Preliminary ODS were informed by City and BART adopted policies and agreements, and detailed technical analysis, such as the City and BART Joint Vision and Priorities for Transit Oriented Development at the Ashby and North Berkeley BART Station Areas (2022), the City and BART Ashby BART Station Transit-Oriented Development Exchange Agreement (2024) and the Ashby BART

¹ City and BART Transit-Oriented Development Exchange Agreement, Approved December 2024.

² Ashby BART West Lot Transit-Oriented Development Preliminary Objective Design Standards (December 2024).

Item 10A- Ashby BART West Lot ODS
Staff Report
Planning Commission
September 10, 2025

Table 1. Summary of Key Changes from the Preliminary ODS to the Revised ODS (Part II)

Topic	Preliminary ODS	Revised ODS	Rationale for Revision
1. Land Use			
Overall Ground-Floor Use Framework	The 15,000-square-foot minimum for "active or non-residential ground floor uses" required by the City/BART Ashby TOD Exchange Agreement was described in Part I: Policy Framework	Clarified: Reiterates the Exchange Agreement requirement for the West Lot project to provide a minimum of 15,000 square feet of active or non-residential ground-floor uses, inclusive of 5,000 square feet of community/civic commercial space.	Provides additional context and clarity regarding the minimum floor-area requirement that applies to the project, and the relationship between the ODS, R-BMU requirements, and the Exchange Agreement.
		Revised: Establishes two categories of ground floor-activating uses: Active Uses and a broader category of Other Publicly Accessible Non-Residential Uses.	Provides greater flexibility for community-serving uses while maintaining ground-floor activation.
Active Ground Floor Uses – Locations	Required R-BMU-defined "active commercial uses" at the Ashby/Martin Luther King Jr. Way ("MLK") and Ashby/Adeline corners with a minimum floor area of 1,500-square feet, as well as along at least 40% of specified frontages along the Adeline Main Plaza where buildings provide at-grade connections. Required spaces to be designed as restaurant-ready.	Revised: Focuses required Active Uses in spaces that must be designed as restaurant-ready at three locations: Ashby/MLK, Ashby/Adeline (where applicable), and MLK/Station Entrance Plaza.	Focuses active commercial requirements at key corner locations while providing greater flexibility along Adeline Street.
		Reduces the minimum Ashby corner spaces from 1,500 to 1,200 square feet and establishes a minimum of 2,400 square feet at the MLK/Station Entrance Plaza corner.	
		Revised: Along the Adeline Street frontage (where applicable), Allows either Active Uses or Other Publicly Accessible Non-Residential Uses along the Adeline frontage, with minimum frontage requirements of 60% in Development Area B and 40% in Development Area C.	Broadens the range of community-serving and publicly accessible uses that may satisfy the frontage requirement along Adeline Street, providing greater flexibility while maintaining a substantial level of ground-floor activation.
Ground Floor Space Design for Non-Residential Uses	Required active commercial uses to have a minimum 30-foot depth and specified corner spaces to be "restaurant ready."	Refined: For Active Uses and Other Publicly Accessible Non-Residential Uses, retains the 30-foot minimum depth standard and adds standards addressing minimum widths for subdivided spaces, warm-shell conditions, and storefront transparency.	Supports high-quality, viable commercial and community-gathering spaces.



Land Use / Ground Floor Activation

Focus Active Uses at 3 Key Locations

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

Adeline Street Frontage

- Reviewed suggestion to limit residential uses to 20-25%
- Maintained 60% and 40% requirement after review of building design and site constraints

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

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



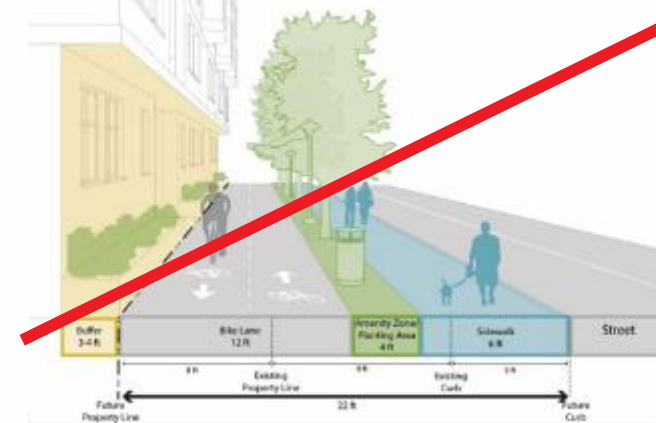
Publicly Accessible Non Residential Uses: Group Instruction, Health and Fitness Center, Child Care Center, Community Care Facility, Community Center, Library

Public Realm: MLK Jr Way Bike Facilities

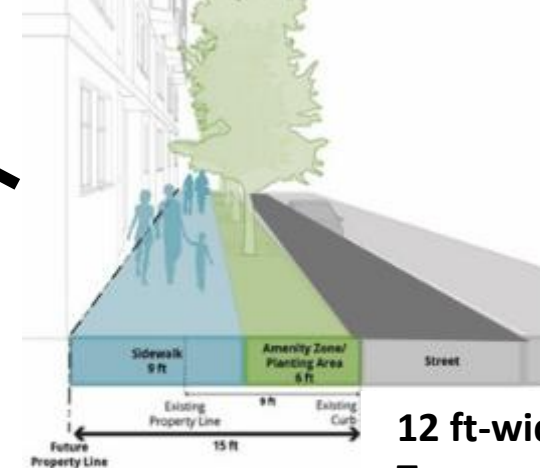
Site Access Plan



Preliminary ODS (and Circulation Framework) MLK – South of Station Entrance Plaza



Revised ODS – Figure 6



**12 ft-wide Protected
Two-way Cycle-track
No Parking/Loading Lane**

Public Realm: Internal Access Drives

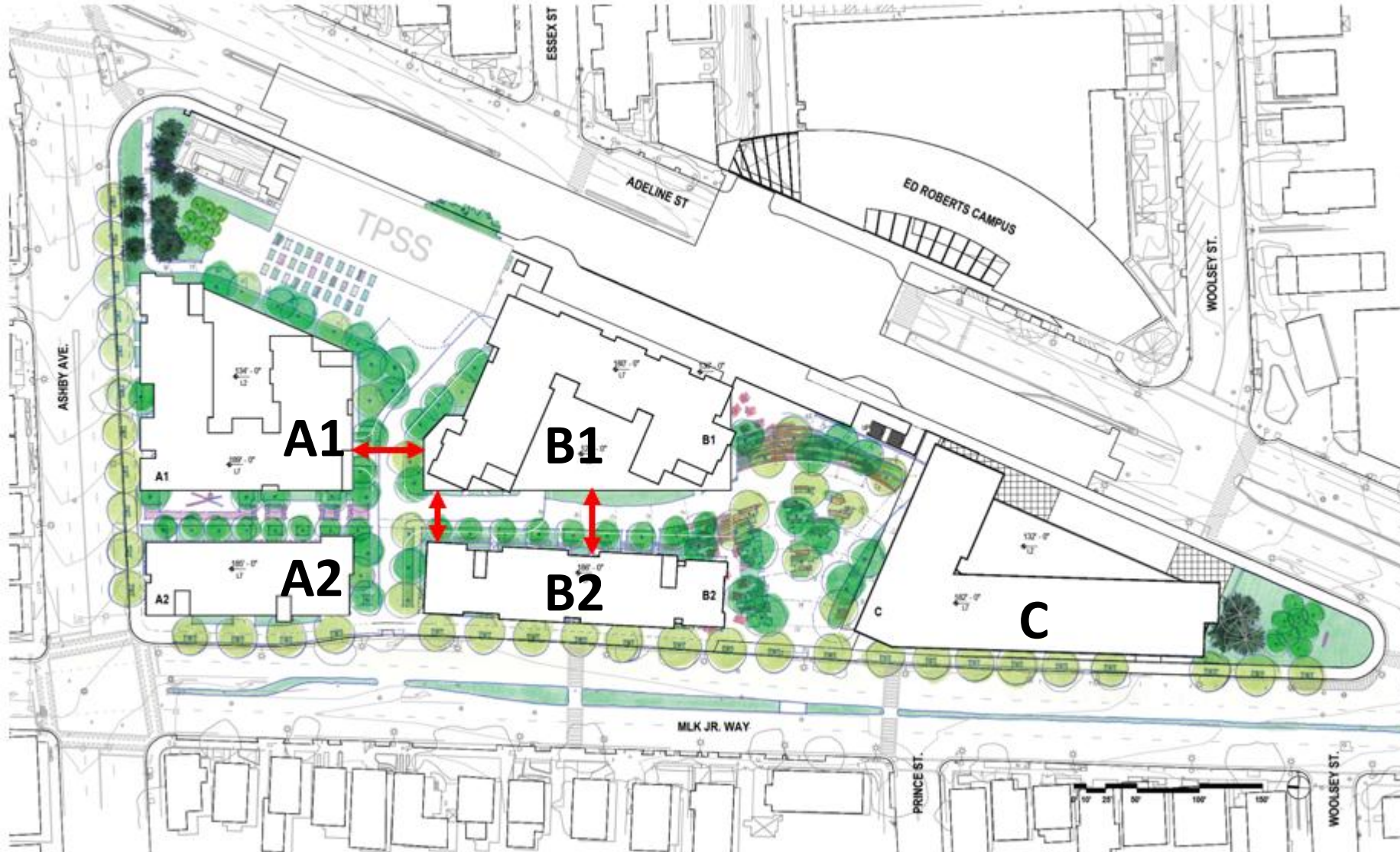
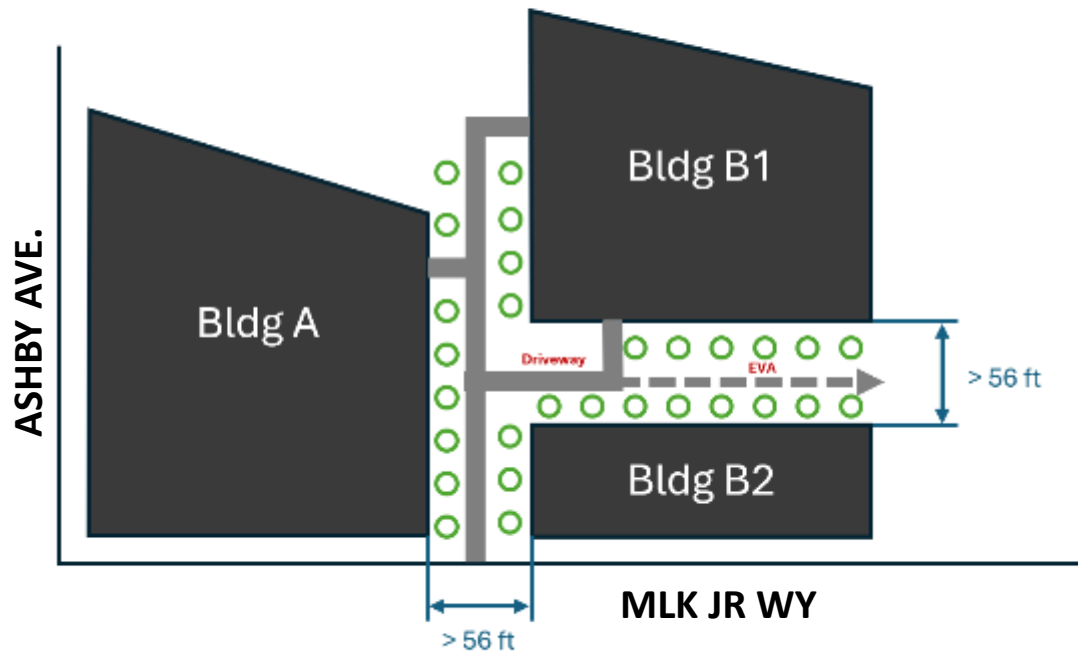


Image represents initial developer concept for illustrative purposes only, design subject to change (Presented at July 16, 2026 Community Meeting)

Public Realm: Internal Access Drives

(Revised ODS, Figure 7)

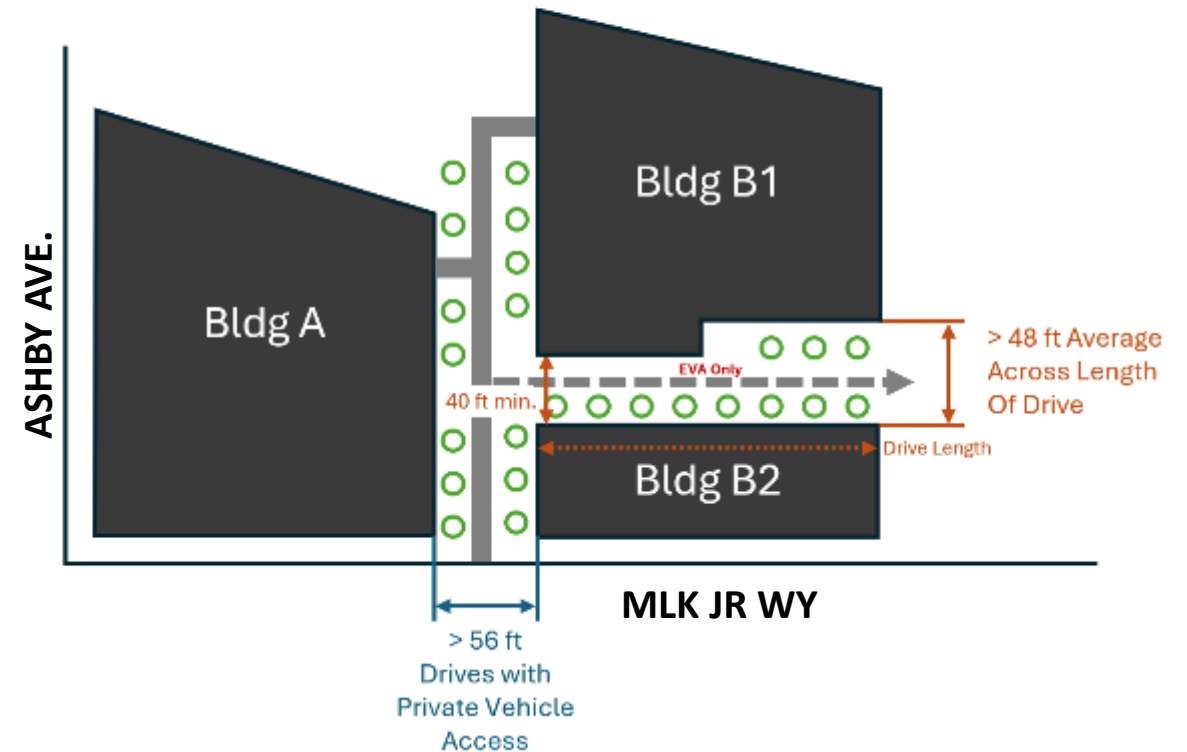
Drives with Private Vehicle Access



Access drives for cars:

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

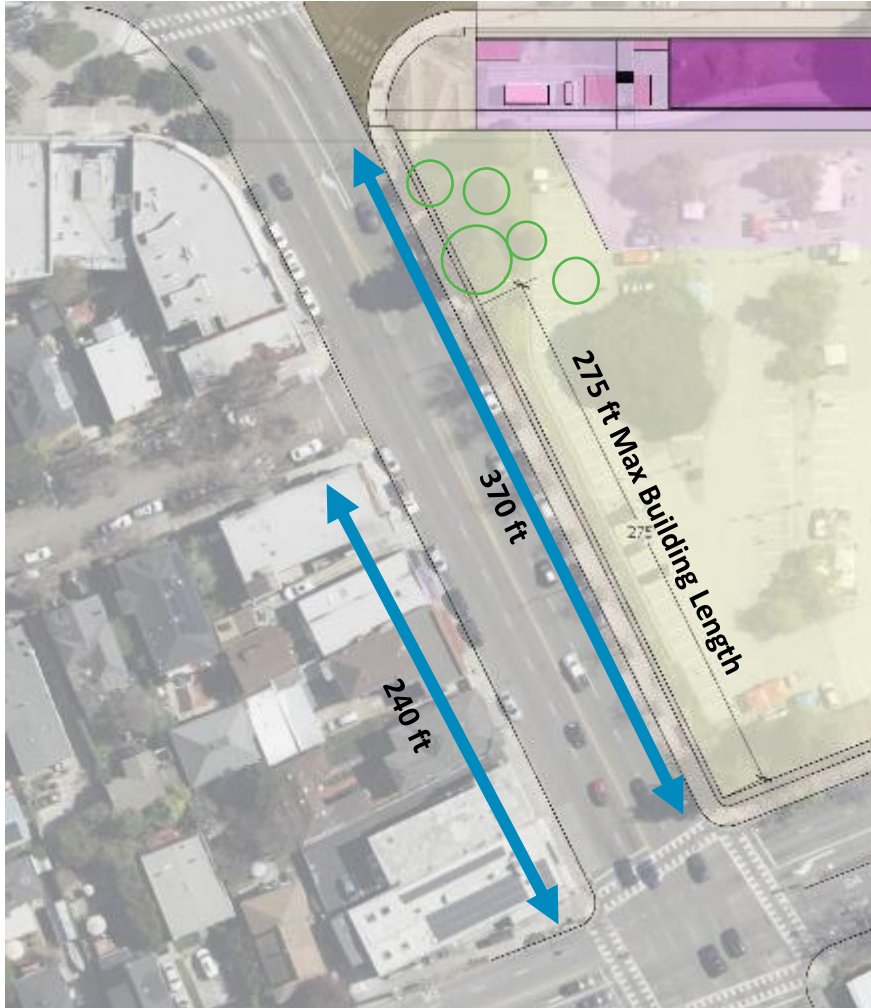
Drives with EVA Only (Pedestrian Open Spaces)



Emergency access drives for pedestrians:

Access drives used **solely for emergency vehicle access** shall have a minimum average building-to-building width of 48 feet and an absolute minimum building-to-building width of 40 feet.

Building Design: Ashby Maximum Building Length



Preliminary ODS:

Maximum Building Length: 240 feet or up to 370 feet with a "Building Break" of 25 feet by 25 feet.

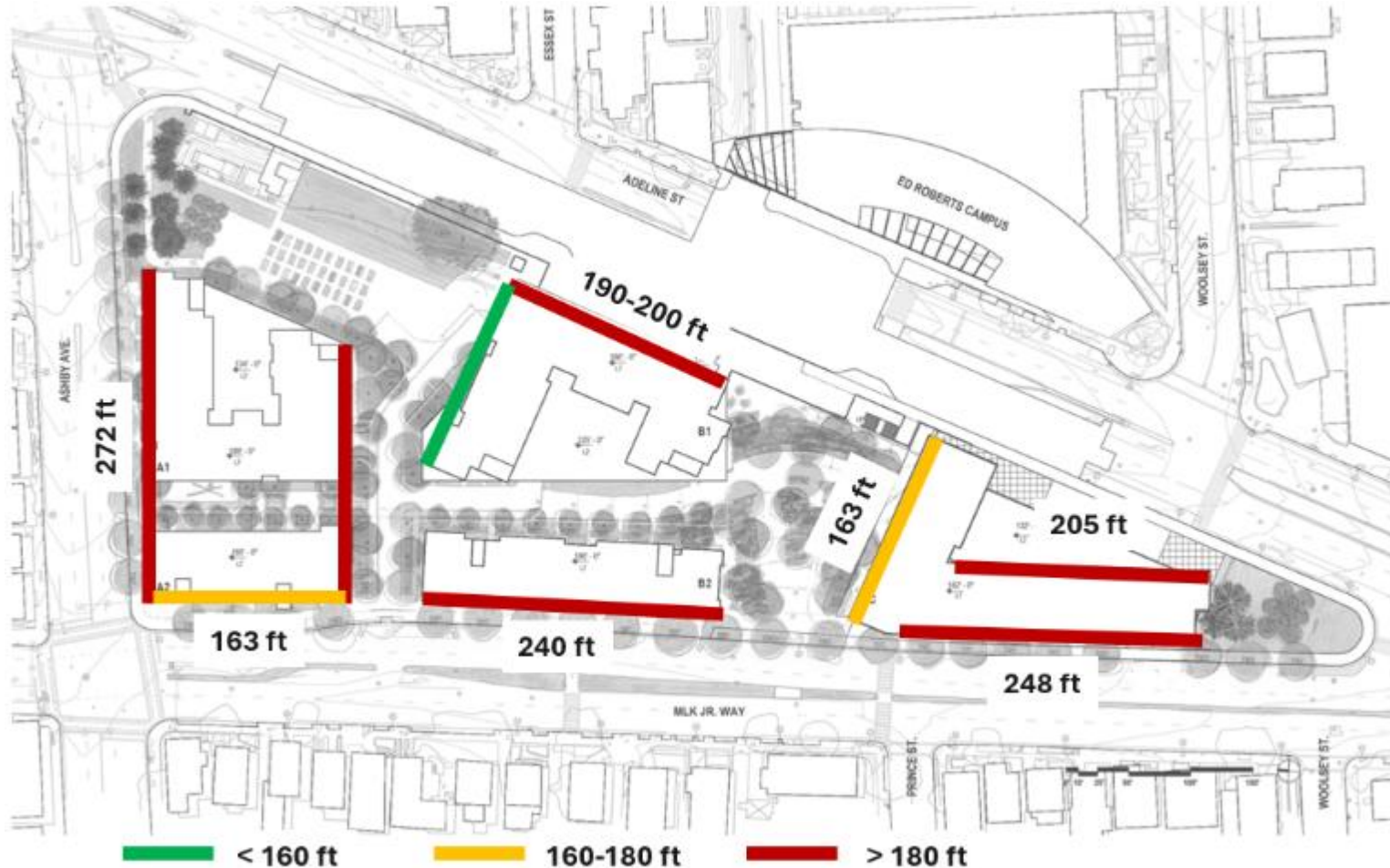
Revised:

Maximum Building Length: 275 feet or up to 370 feet with a "Building Break"

Rationale:

Proposed building is approximately 272 feet in length to maintain existing trees at corner of Ashby and Adeline, almost 100 feet less than previously conceived block long building.

Building Design: Maximum Facade Plane Length



BUILDING MASSING:

Preliminary ODS:

Maximum facade plane length: 160 feet
(From corner of building to Major Break)

Major Break: 6 ft x 6 ft, min. 50 sf

Revised:

Maximum facade plane length: 180 feet

Major Break: 5 ft wide x 3 ft deep, min 36 sf

FACADE DESIGN:

Greater flexibility in facade articulations for high-rise buildings while maintaining a proportional vertical rhythm and pattern

Image represents initial developer concept for illustrative purposes only,
design subject to change (Presented at July 16, 2026 Community Meeting)

What was not incorporated into the ODS

- Issues addressed through other processes
 - *e.g. Adeline Transportation Improvements Project, Adeline Main Plaza and Open Space Improvements*
- Requirements established through other agreements or Citywide policies
 - *e.g. Exchange Agreement, Citywide Affordable Housing Preference Policy*
- Additional prescriptive requirements not recommended

Staff Recommendation & Next Steps

Key Topics for Commission Discussion

- Ground floor activation: space and use requirements
- Internal access drives
- Building Massing and Facade Length

Staff Recommendation

- Discuss Ashby West Lot revised Objective Design Standards (ODS)
- Receive public comment
- Adopt a resolution to recommendation adoption of ODS to City Council



Comments & Discussion