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

Contents

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 1 of this document provides the site context and policy framework for ODS for the Ashby BART station site, followed by "Preliminary ODS" for the West Lot of the Ashby BART station (Figure 1). The City shall consider the input of the public, BART and the West Lot Developer (following developer selection) in the preparation of Final ODS that will be considered by the City of Berkeley's Planning Commission and City Council. ODS 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 Preliminary 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

As noted above, to satisfy requirements set forth in the City and BART-approved Exchange Agreement, the Preliminary ODS standards 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 Active Ground Floor Frontages

Commercial Location Requirements

The R-BMU zoning sets requirements for permitted street-facing ground floor uses in Table 23.303-20, (shown below for reference only). The ODS modifies the R-BMU requirements as outlined in sections 1.1.1 and 1.1.2 below.

ODS Sections 1.1.1 and 1.1.2 below assume that a developer will obtain a waiver under the state density bonus law of R-BMU zoning standards in Table 23.202-20 for minimum active ground floor commercial frontages by reducing the required amount of ground-floor commercial uses.

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.

1.1.1 Active Ground Floor Commercial Uses

1. Active ground-floor uses are permitted along all building frontages.
2. Active ground-floor uses (as defined in BMC Section 23.202.150(F)(2) Table 23.202-20, Note 1) shall be provided in the following locations (See Figure 4 below).
    a. The corner of Ashby Avenue and MLK Jr. Way.

b. The corner of Ashby Avenue and Adeline Street, fronting the Ashby/Adeline Corner Plaza. If a building does not have an at-grade connection to the Ashby/Adeline Corner Plaza area, active ground-floor uses are not required in this location.
c. Fronting the Adeline Main Plaza, a minimum of 40% of the building frontage between the TPSS Access and Staging Area and Station Entrance Plaza. If a building does not have an at-grade connection to the Adeline Main Plaza level, active ground-floor uses are not required in this location.
d. Fronting the Adeline Main Plaza, a minimum of 40% of the building frontage between the Station Entrance Plaza and the south BART exhaust vent.

3. Active ground-floor uses shall have a minimum depth of 30 feet.
4. Active ground-floor uses on the Ashby corners shall each have a minimum floor area of 1,500 sf.
5. All active ground-floor spaces at the Ashby corners and fronting the Adeline Main Plaza shall be designed as "restaurant ready" spaces with installed equipment or space designed to retrofit tenant space to restaurant use standards with required enhancements for HVAC and plumbing.

1.1.2 Ground Floor Residential Uses

1. Residential uses are permitted along Ashby Avenue and MLK Jr Way where active uses are not required on the ground floor in the above standards.

Figure 4. Active Ground-Floor Use Requirements

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. See Figure 5. *(Note: maximum heights will be refined through the community and developer design process and adoption of the final ODS)*

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 5. Maximum Height (State Density Bonus Eligible Project)

2 Public Realm

2.1 Streetscape Design

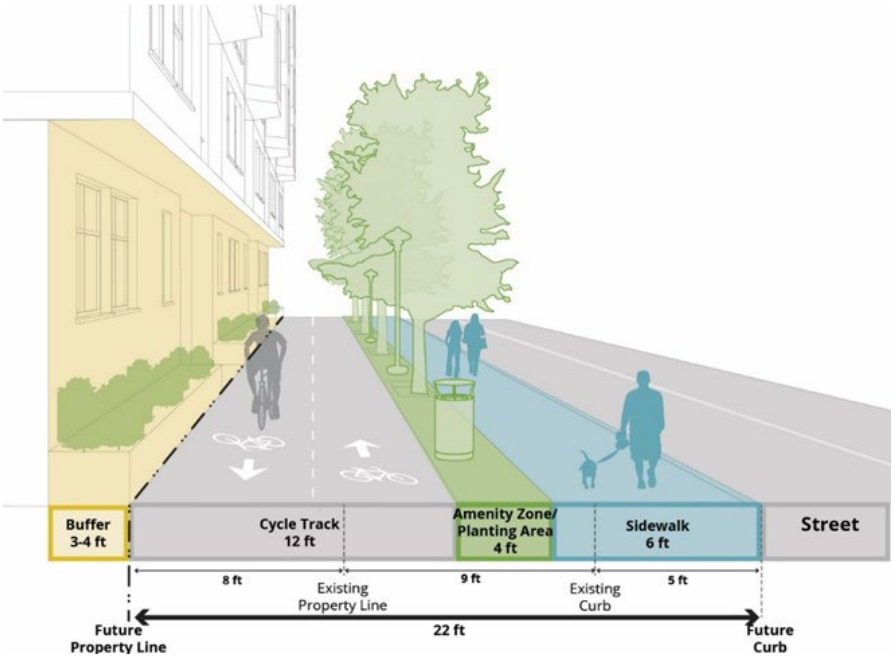
2.1.1 Sidewalk Design

Sidewalk sections along Ashby Avenue and MLK Jr. Way shall be reconstructed to the dimensional standards below.

Figure 6. Diagram of Ashby Avenue

Figure 7. Diagram of MLK Jr Way - North of Station Entrance Plaza

Figure 8. Diagram of MLK Jr. Way - South of Station Entrance Plaza



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 made in locations where existing infrastructure, utilities, or BART tunnel prohibit planting of trees. Existing trees should be maintained where possible.
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.
    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.

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. The following standards complement the zoning and provide additional detail and clarity. Please note: "*R-BMU F.11.b. Ground Floor Residential Entries. 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.*"

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. To provide privacy to ground floor residential units, the finished floor of units facing MLK Jr. Way shall be raised a minimum 2 feet above sidewalk grade and windowsills shall be a minimum 3 feet above finish floor.
3. 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.

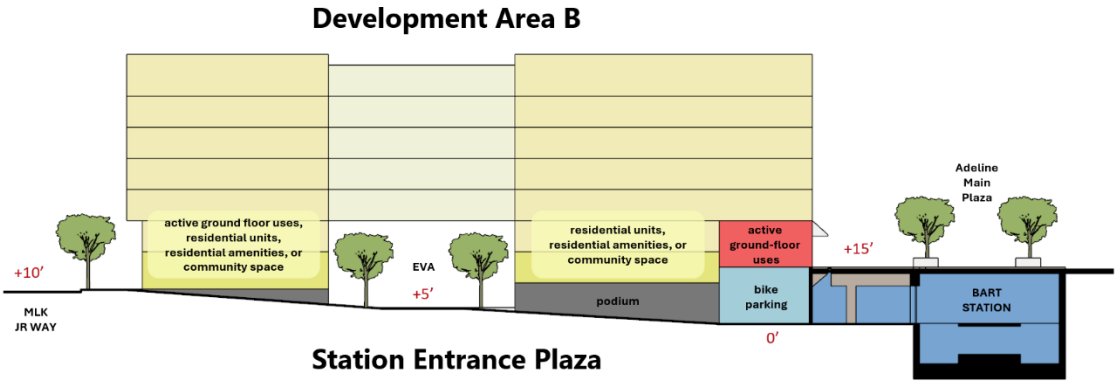
2.2 Station Entrance Plaza Design

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. Active ground-floor uses may, but are not required to, face the Station Entrance Plaza.
2. Development Area B. Habitable spaces such as active ground-floor uses, residential units, residential amenity spaces, and community spaces shall front the Station Entrance Plaza to create an activated building frontage (see Figure 9)
3. 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.
4. Door swings on building frontages shall not encroach on identified paths of travel.
5. 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



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 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 Design

1. Access drives shall have a minimum building-to-building width of 60 feet (see Figure 10)
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 may include building bridges over the access drive.
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 10. Dimensions for EVA may vary and are subject to Berkeley Fire Department Review.

5. Trees shall be located on either side of the access drive to make the access drive look and feel like a street or pedestrian pathway.

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.

Figure 10. Diagram of Access Drive through Development Area 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.

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/Major Breaks

Ashby Avenue Frontages

1. The maximum building length fronting Ashby Avenue generally shall not exceed 240 feet. However, buildings may exceed 240 feet in length if there is a building break with a minimum width and depth of 25 feet extending to a circulation or common space with visual access through to the other side of the building. Glazing for the visual access shall meet bird safe design measures.
   (Note: *Existing continuous block from MLK Jr. Way to Otis Street is approximately 240 feet in length)*

All Other Frontages

2. Facade Planes shall not exceed 160 feet measured from a building corner or major building break, see Figure 11.
3. Major breaks shall be a minimum of 6 feet wide and 6 feet in depth with a minimum horizontal area of 50 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:

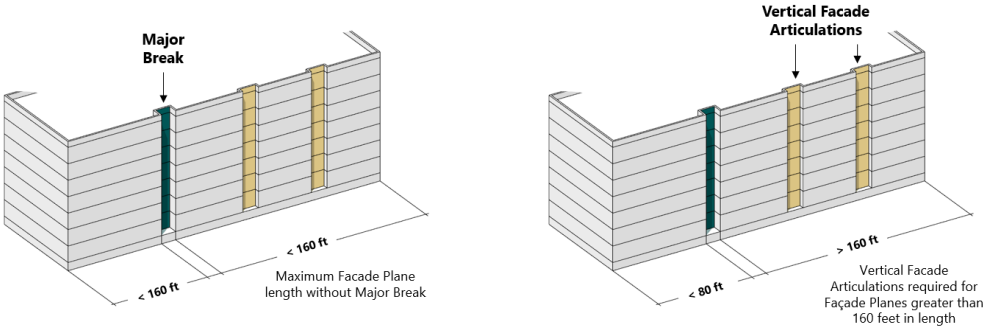
1. A change in roof form from the other portions of the building.
2. A change of building height greater than 8 feet from other portions of the building.

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

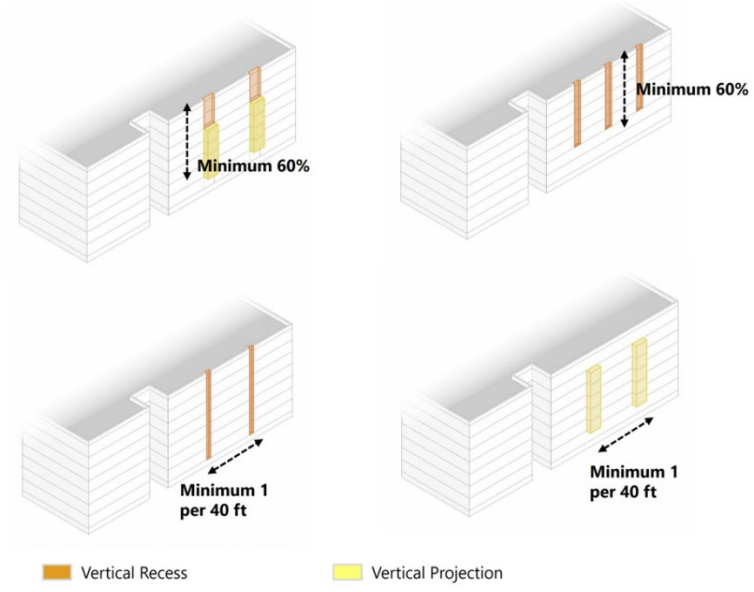
Figure 11. Diagram of Major Breaks and Vertical Façade Articulations



3.2.1.1 Vertical Facade Articulations:

1. A 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 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 plane 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 12. Diagram of Vertical Façade Articulation Types



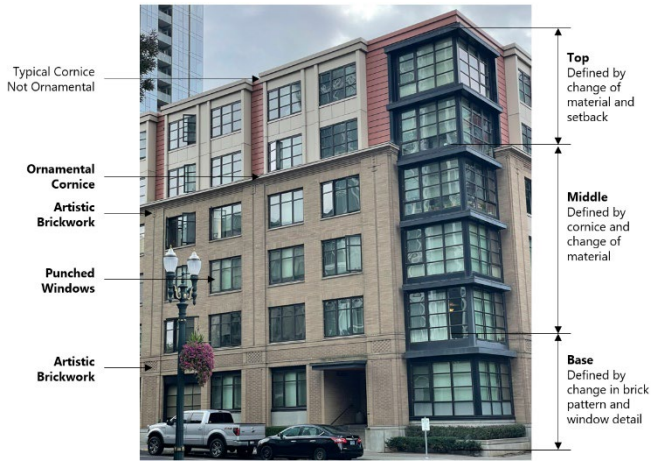
3.2.1.2 Ornamental Facade.

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 13. 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.

3.3 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 14. 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.