

Project Background

The City and BART have been closely collaborating over the past several years to advance inclusive and vibrant transit-oriented development (TOD) at the Ashby BART station. Most recently, the City and BART signed an Exchange Agreement to serve as a roadmap for future development (December 21, 2024).

The Exchange Agreement addresses property ownership, community benefits, and roles and responsibilities for future development for the City, BART, and future developer(s). The Agreement also defines minimum standards and process requirements to develop City Objective Design Standards (ODS) for the West Lot including:

- West Lot Development Program – Minimum Requirements
- Process to Develop and Approve ODS
- ODS Development Capacity and Enforcement



Policy Framework for Objective Design Standards (ODS)

As a first step, the City has prepared **Preliminary Objective Design Standards for the West Lot**. The Preliminary ODS reflect consideration of the documents & projects listed below, 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 TOD at the Ashby and North Berkeley BART.

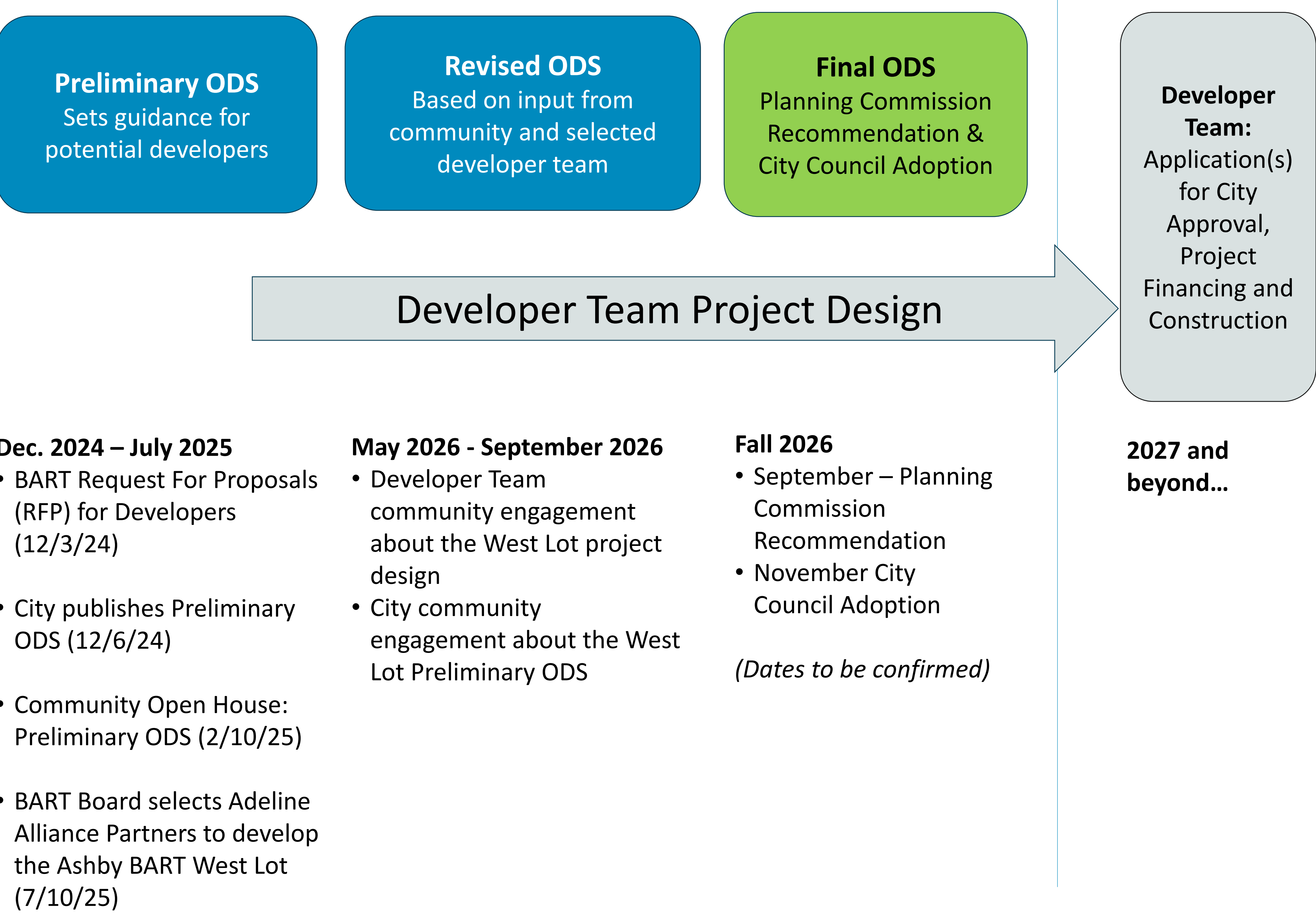
- City and BART Exchange Agreement for Ashby BART TOD
- City of Berkeley Zoning
- City and BART Joint Vision and Priorities for TOD at Ashby BART and North Berkeley BART Stations (JVP)
- City of Berkeley Adeline Street Improvements Project
- Ashby BART West Lot TOD Circulation Framework
- Adeline Corridor Specific Plan

Note: The Ashby BART West Lot Preliminary ODS and other documents are available at project website or scan QR code:
www.berkeleyca.gov/bartplanning



Ashby West Lot Objective Design Standards (ODS) Process

Preliminary ODS to Final ODS



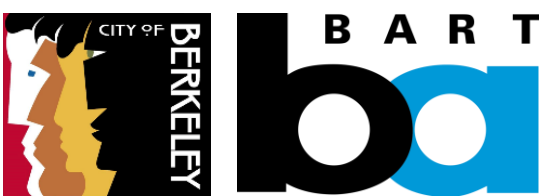
To receive emails about upcoming public meetings related to Ashby BART, you can subscribe to the email distribution list at www.berkeleyca.gov/bartplanning

The screenshot shows the City of Berkeley website with the following content:

- Header:** CITY OF BERKELEY, Housing Authority, Public Library, Rent Board, School District.
- Navigation:** City Services, Community & Recreation, Safety & Health, Construction & Development, Doing Business, Your Government.
- Breadcrumbs:** Home > Construction & Development > Land Use & Development > General Plan and Area Plans > Ashby and North Berkeley BART Station Planning.
- Main Title:** Ashby and North Berkeley BART Station Planning.
- Text:** Share your vision for the future of housing, open space, and community amenities at the Ashby and North Berkeley BART stations.
- Call to Action:** SUBSCRIBE TO OUR MAILING LIST (highlighted with a yellow arrow).
- Section: ASHBY EAST LOT REQUEST FOR PROPOSALS**
 - The City of Berkeley is seeking proposals from qualified development teams to partner with the City on transit-oriented housing at the Ashby BART Station East Lot. The selected team will work with the City and community to establish a feasible mixed-use, mixed-income development program for the approximately 1.9-acre site.
 - VIEW RFP AND RELATED DOCUMENTS
- General Plan and Area Plans:**
 - Ashby and North Berkeley BART Station Planning
 - Middle Housing Zoning Changes
 - Prepared, Safe, and Healthy Berkeley for All
 - Corridors Zoning Update
 - San Pablo Avenue Specific Plan
 - Housing Element Update
- News:**
 - New zoning changes allow faster, cheaper process to build homes
 - May 1 virtual meeting to help shape three corridors
 - Apply by March 26 for seismic retrofit grants

ASHBY BART TOD

West Lot Preliminary ODS – Full document available at www.berkeleyca.gov/bartplanning

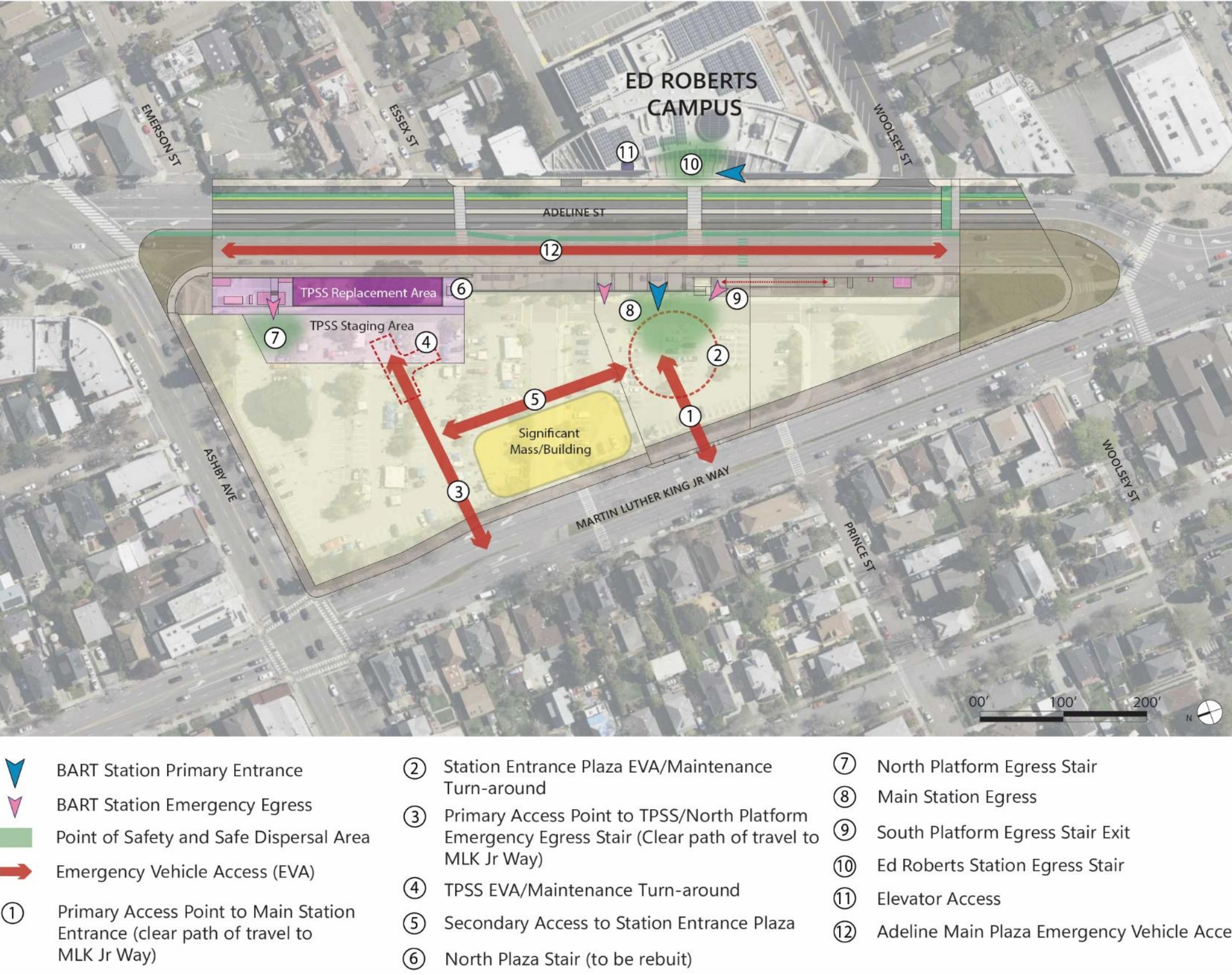


West Lot – Circulation Framework

Overview

- The *Ashby BART West Lot TOD Circulation Framework* establishes performance standards to ensure that future development meets requirements for emergency response, public access to the station, station and infrastructure maintenance and operations (such as BART's Traction Power Substation or TPSS).
- These constraints drive the design process, setting specific standards for the location of future development, site circulation, and connectivity of future buildings to Adeline Street.
- The Objective Design Standards (ODS) must be consistent with the Circulation Framework.

Emergency Responder Requirements



Traction Power Substation (TPSS) Requirements



Above and Below:
Sample design concepts only. No design for the future development of the Ashby BART project exists at this time.

Station Access Requirements



Station Entrance Plaza



Preliminary ODS: Land Use and Height

Active Ground-Floor Uses



City of Berkeley R-BMU Zoning:
"Active Uses" include: Retail, Personal and Household Services, Food and Alcohol Service, Entertainment

Objective Design Standards (ODS)

- Active Uses required at corners of Ashby Ave. & Adeline St. and Ashby & MLK Jr. Way
- Along Adeline Main Plaza, 40% of the frontage must be dedicated to Active Uses, while the remaining 60% can be used for community-serving spaces and residential lobbies
- Residential uses are permitted along Ashby and MLK Jr. Way frontages

Exchange Agreement:

- Requires a minimum of 5,000 SF for the Berkeley Flea Market and community-serving uses at 50% of market rent.
- Mandates that Development Area C connects to Adeline Street, while Areas A and B are encouraged but not required to connect.

Building Height



Joint Vision and Priorities (June 2022):
Includes priorities such as: focusing density, larger building forms and height towards Adeline Street and Ashby Avenue; maximizing the number of new homes, and especially permanently affordable, deed-restricted homes; encouraging height variation.

State Density Bonus

- Allows for waivers, incentives or other exceptions to City's zoning (Government Code section 65915 et seq.)

Exchange Agreement

- ODS must allow heights of at least 85 feet and a development capacity of at least 750,000 gross residential square feet (for projects that qualify for the State Density Bonus).

ODS

Sets standards for projects that qualify for State Density Bonus that are consistent with the City and BART's Exchange Agreement:

- Maintains an 85-foot height limit along MLK Jr. Way.
- Area A: Up to 120 feet
- Area B: Up to 200 feet
- Area C: Up to 160 feet

Preliminary ODS: Public Realm

Public Space



- Station Entrance Plaza
- Traction Power Substation (TPSS) Staging Area
- Internal Streets/Emergency Vehicle Access (EVA)

Circulation Framework

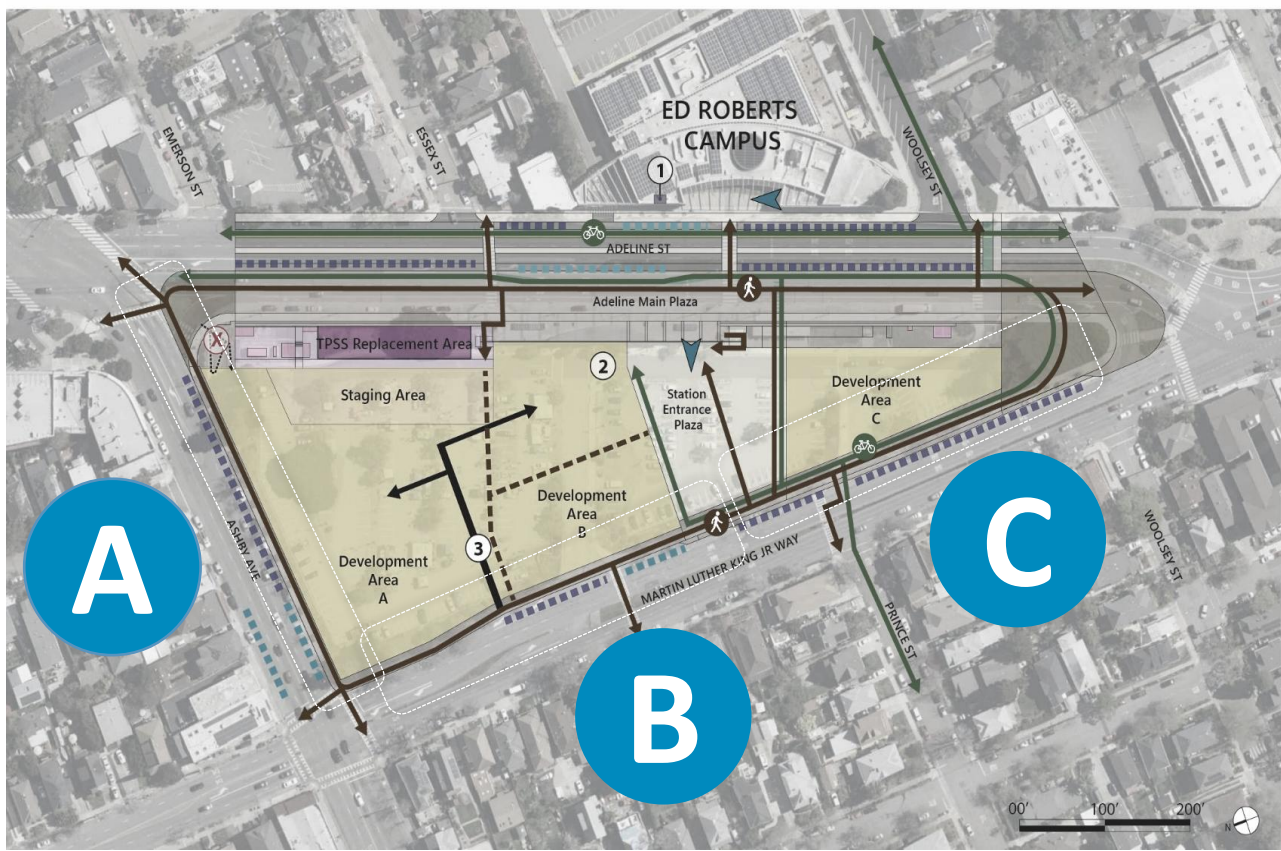
- Establishes locations and performance standards for maintenance and emergency access.
- Defines public access requirements.

Objective Design Standards (ODS)

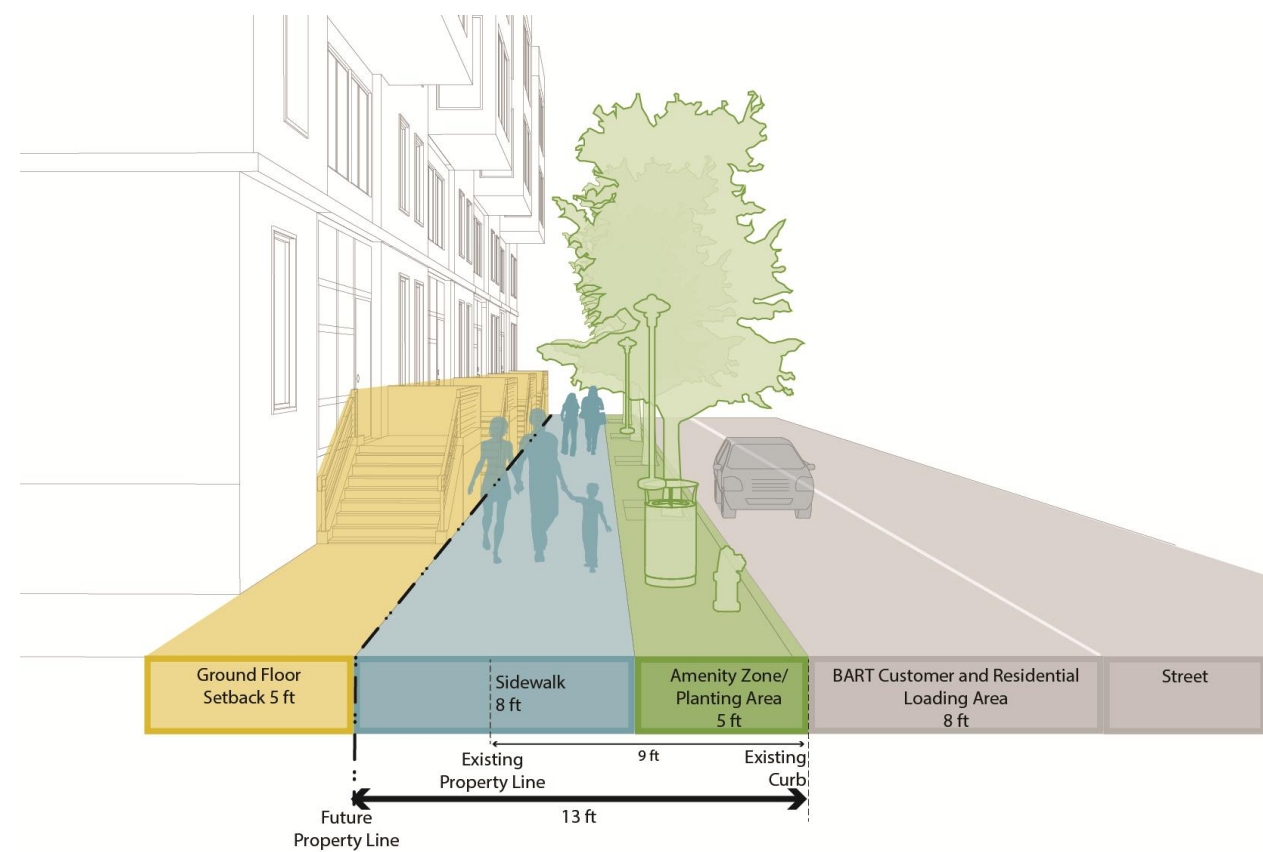
- Requires designated planting areas
- Limits the use of blank walls

Sidewalk Improvements

Key Map: Locations of street section diagrams



A Ashby Avenue Street Section Diagram



Circulation Framework:

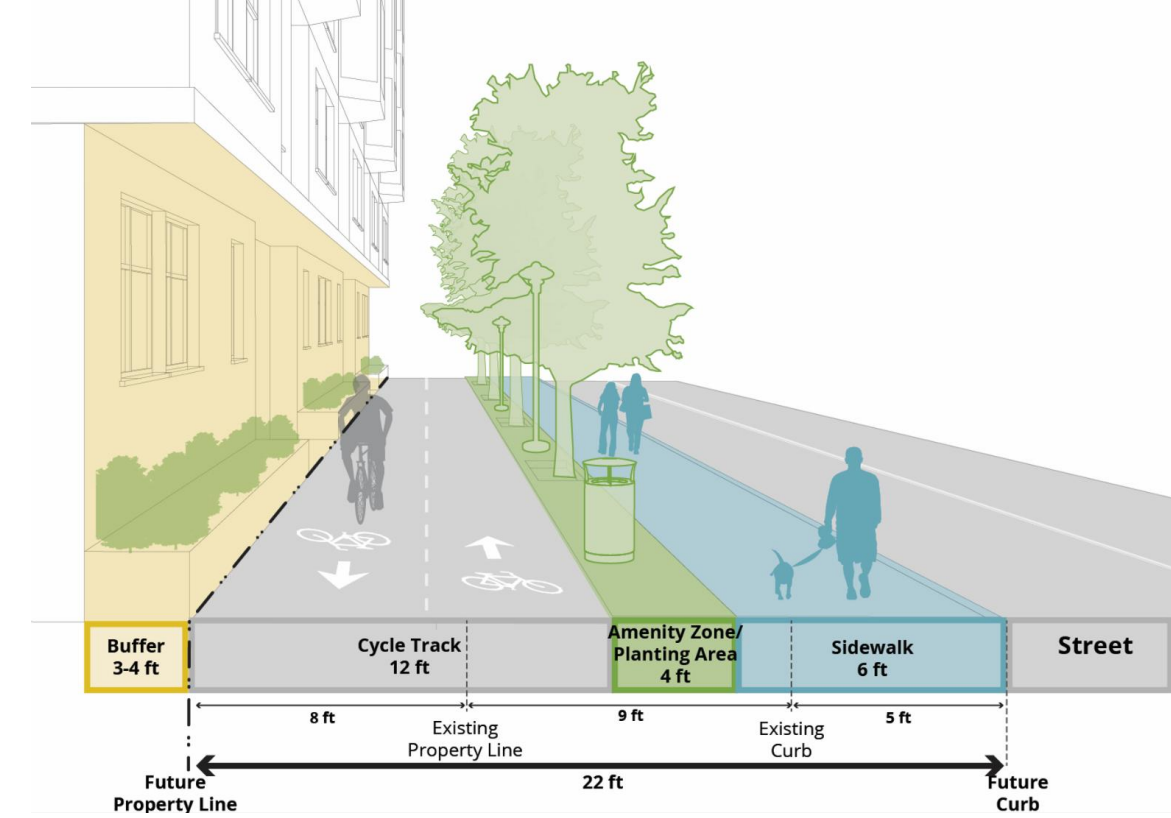
- Establishes standards for sidewalk design.

ODS

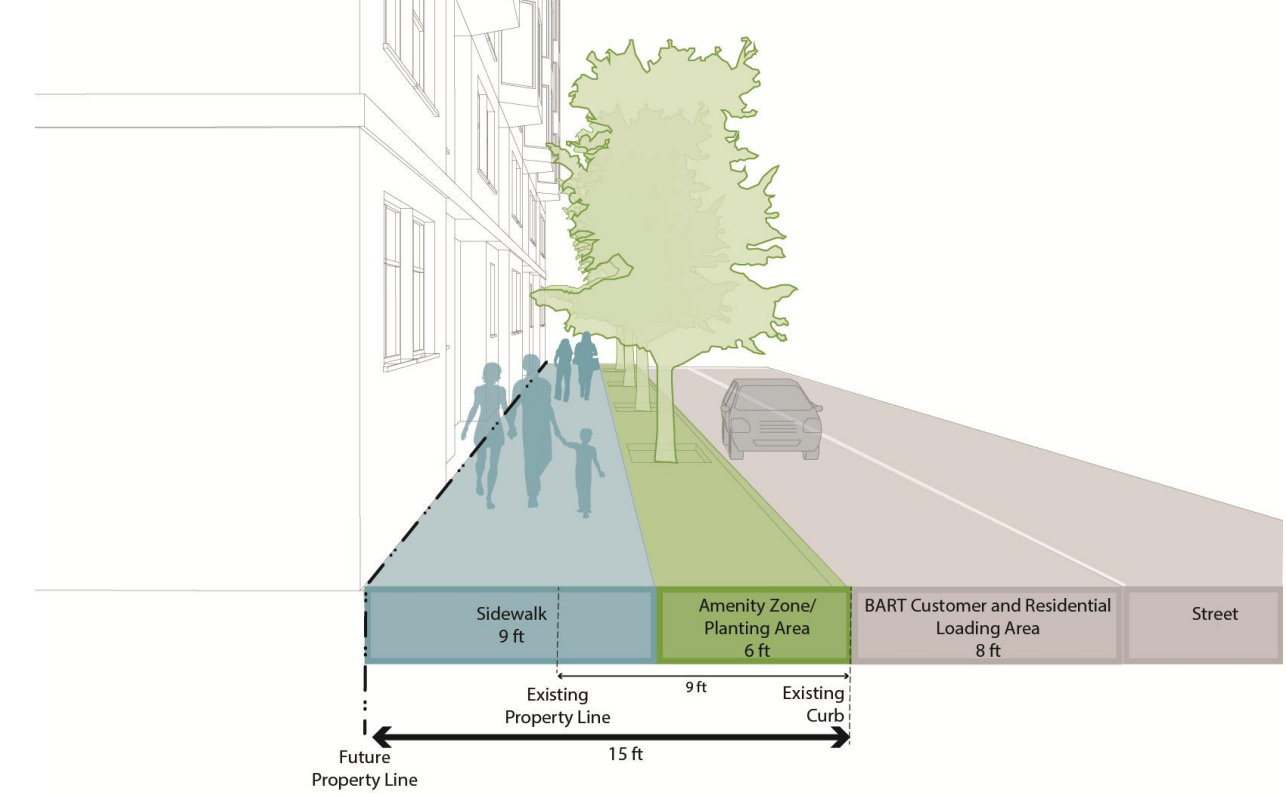
- Requires street trees
- Defines planter locations
- Defines soil and other requirements to support tree health
- Sets building setback requirements for ground-floor residential on MLK Jr. Way, including:

- a. A minimum 5-foot setback
- b. A buffer from the cycle track

C MLK Jr Way Street Section Diagram (South)



B MLK Jr Way Street Section Diagram (North)



Internal Streets



Circulation Framework:

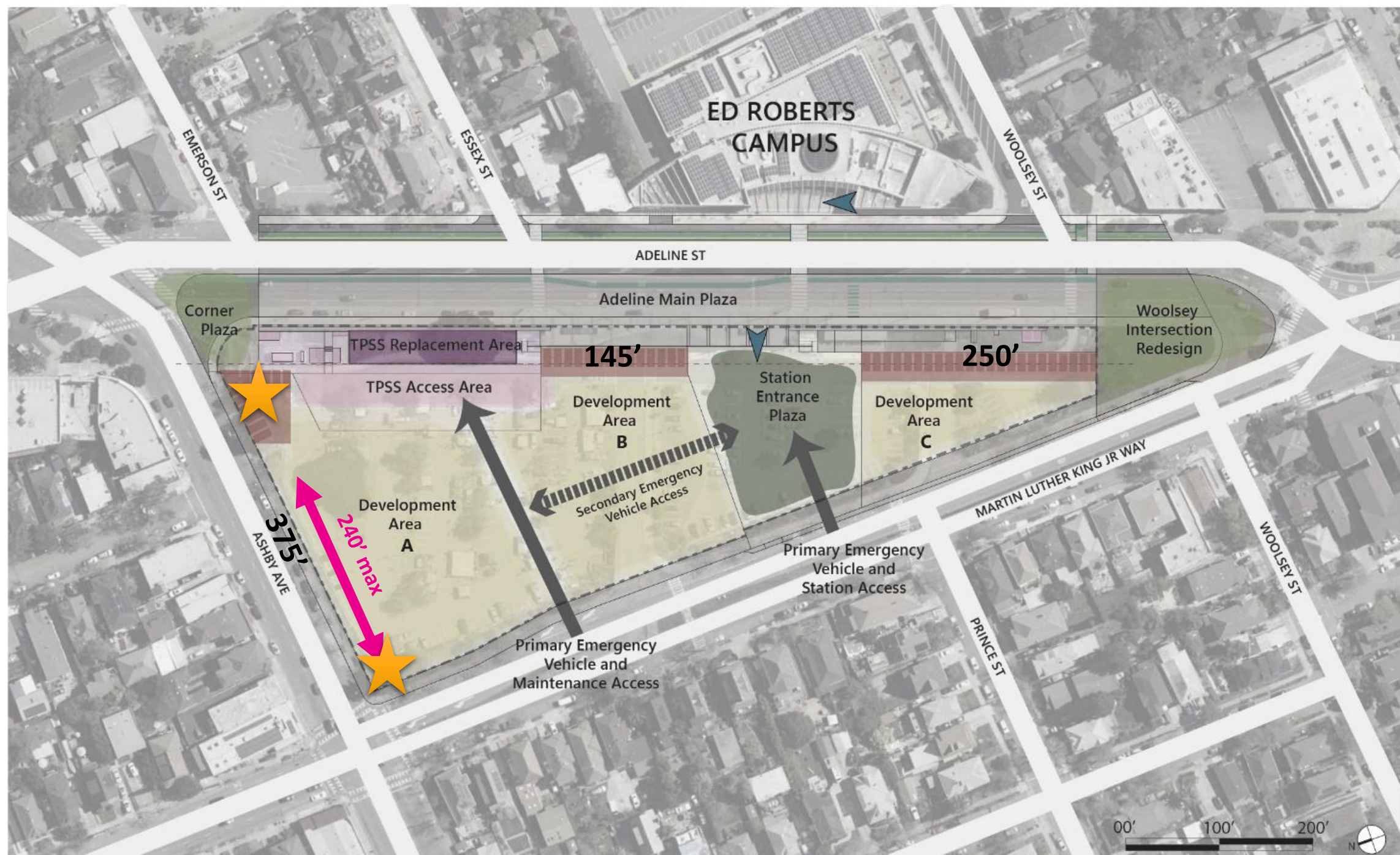
- Establishes minimum standards for Emergency Vehicle Access (EVA)

ODS

- Sets character for ground floor building frontage
- Sets the minimum 60 feet building-to-building width

Preliminary ODS: Building Design

Massing



Maximum Facade Length:

- Ashby Avenue: 240 feet (to match the MLK Jr. Way to Otis St block length)
- Other frontages: 160 feet, with a major break or building corner required

Major Break:

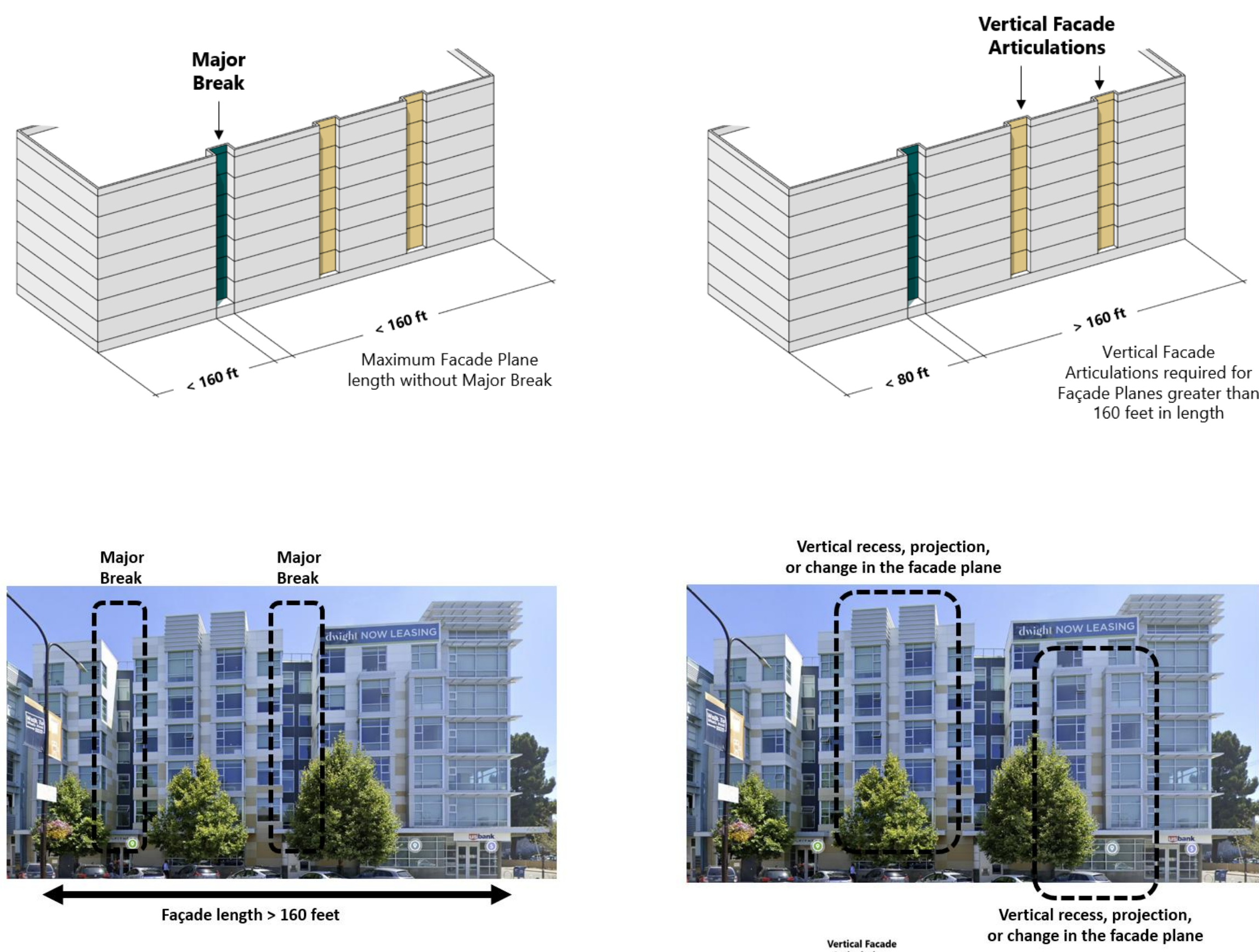
- A minimum of 6 feet by 6 feet, or 50 square feet horizontal area

Distinct Corner Building Forms at Ashby Corners:

- A change in roof plane, or
- A change in height greater than 8 feet

Facade Rhythm and Pattern

Facades longer than 80 feet must feature vertical facade articulations OR an ornamental facade design.



Vertical Facade Articulation Option

- Must include a vertical recess, projection, or change in the facade plane of the building massing
- These articulations must occur at least once every 40 feet of linear facade length, with no section of the facade greater than 50 feet in width without one of the below
- Minimum depth for recesses or projections is 2 feet
- Articulations must cover at least 60% of the facade height
- Recesses must have a width between 2 and 400 feet
- Projections must have a width between 4 and 15 feet

Ornamental Facade Design Option

- Must include a distinct building base, middle, and top, defined by a cornice
- Must cover more than 5% of the facade area.
- Ornamentation may include features such as cornices, sculptures, artistic inlays or reliefs, decorative tiles, molding around windows, or other artistic additions to the facade
- Windows must be punched with a minimum recess of 4 inches from the facade (compared to the non-ornamental requirement of a 2-inch recess)

