

Ashby BART West Lot Preliminary Objective Design Standards



Community Open House
February 10, 2025
South Berkeley Senior Center



Agenda

- Welcome
- Presentation
- Open House



All open house materials including the display boards, presentation (and presentation recording) will be available after the meeting at: www.berkeleyca.gov/bartplanning

Ashby BART



How did we get here?

Sep 2018

- Assembly Bill 2923 approved by State Legislature

Mar 2020

- City and BART Memorandum of Understanding (MOU) for N. Berkeley and Ashby BART TOD

Apr 2021

- Council reserved **\$53M in City Affordable Housing** \$ for both stations

Jun 2022

- Memorandum of Agreement (MOA), **R-BMU Zoning** and **Joint Vision and Priorities** for both stations

Nov 2022

- Council approval of preferred option for **redesign of Adeline Street** at Ashby BART

Dec 2024

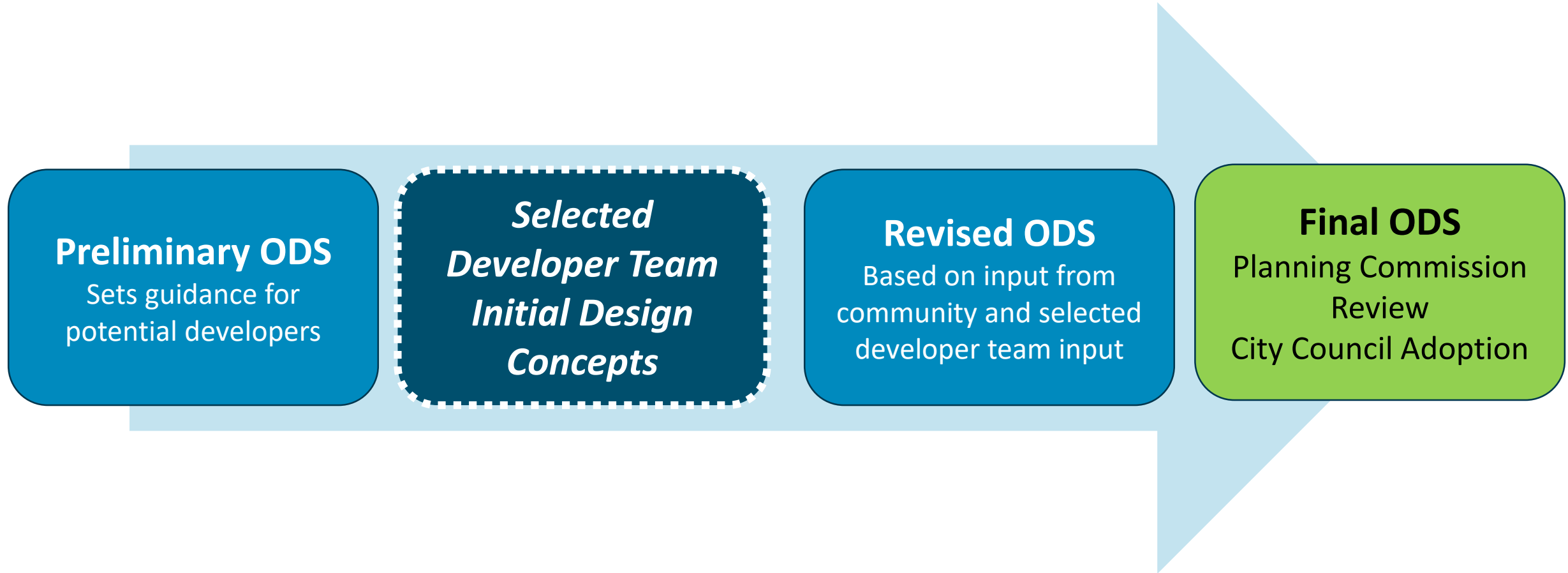
- City and BART approval of an **Exchange Agreement** about the City's air rights over the Ashby BART West Lot, community benefits and other project requirements
- BART's **Request for Proposals (RFP)** and the City's Notice of Funding Availability (NOFA) for Ashby BART West Lot
- **Ashby West Lot Preliminary ODS** published

Exchange Agreement: Key Elements

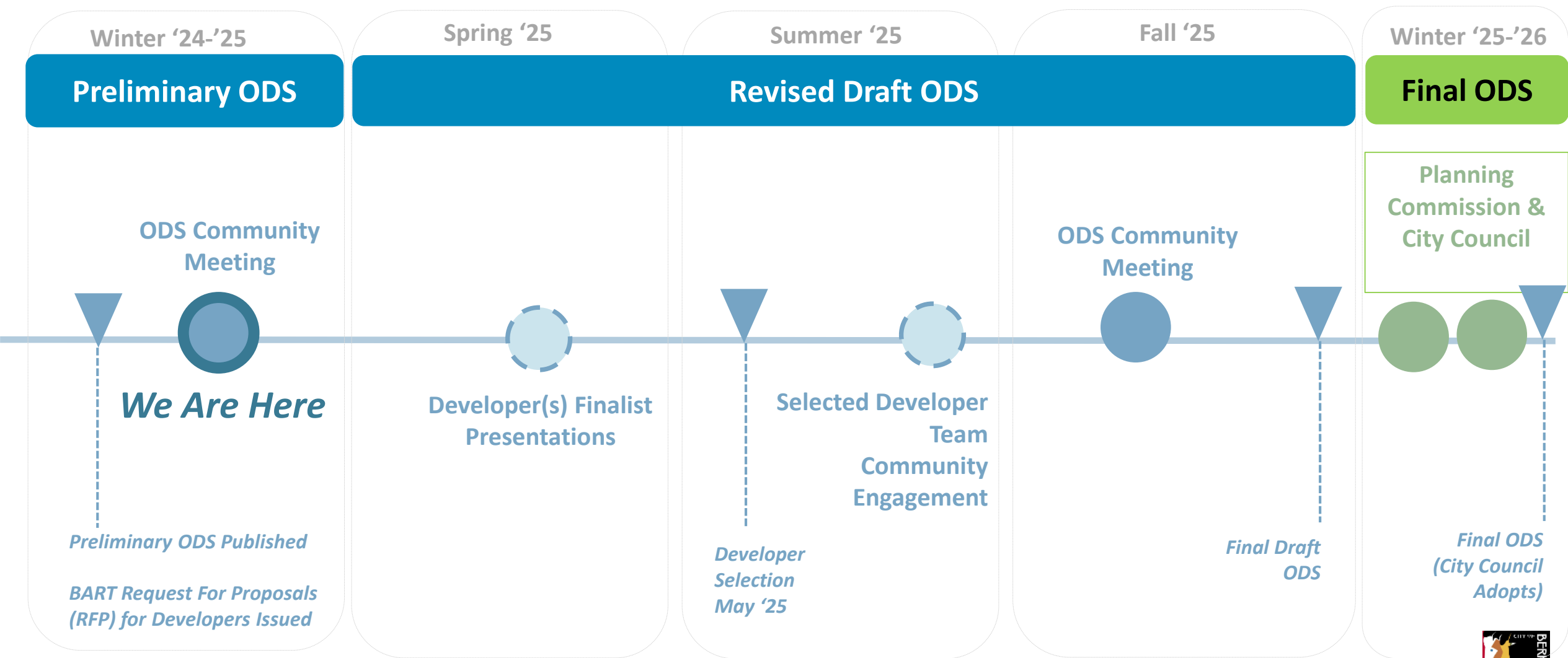
- Real Estate Transaction Structure ("Land-for-Air-Rights" Swap)
- Affordable Housing and City Affordable Housing Funding
- Berkeley Flea Market and New Plaza
- Community Benefits Fund for South Berkeley
- Connections to Adeline Street
- Traction Power Substation (TPSS)
- Public Infrastructure
- Developer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



Preliminary ODS to Final ODS



Ashby West Lot ODS Timeline



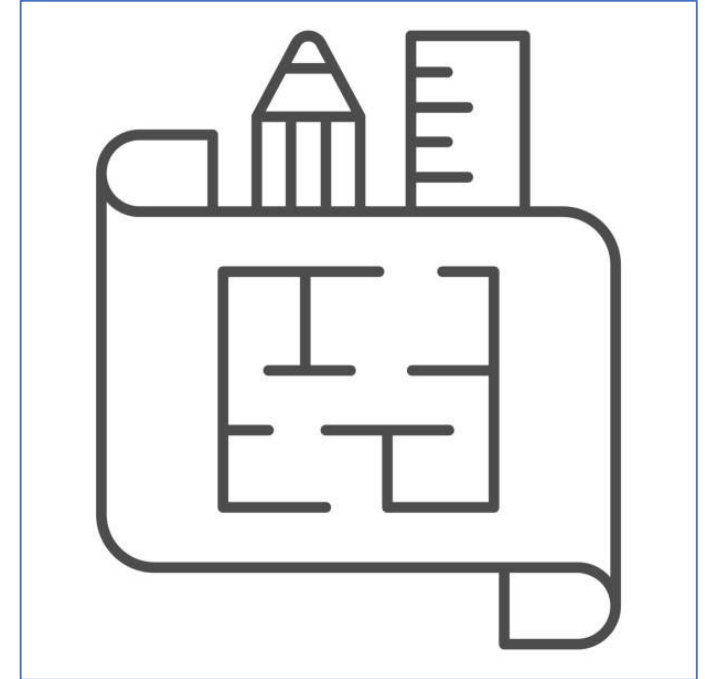
NOTE: All dates subject to change



Role of the Final ODS

- Final ODS adopted by the City Council related to height limits, setbacks/step-backs, open space or massing breaks will be the ***controlling standards***. BART will require the developer(s) to comply through its real estate agreements
- Except for the topics specified above, the West Lot Developer may use the State Density Bonus to modify other ODS or zoning requirements.

(Exchange Agreement, Article 9 and Schedule 9.2.1)



Policy Framework

Ashby Station Joint Vision and Priorities

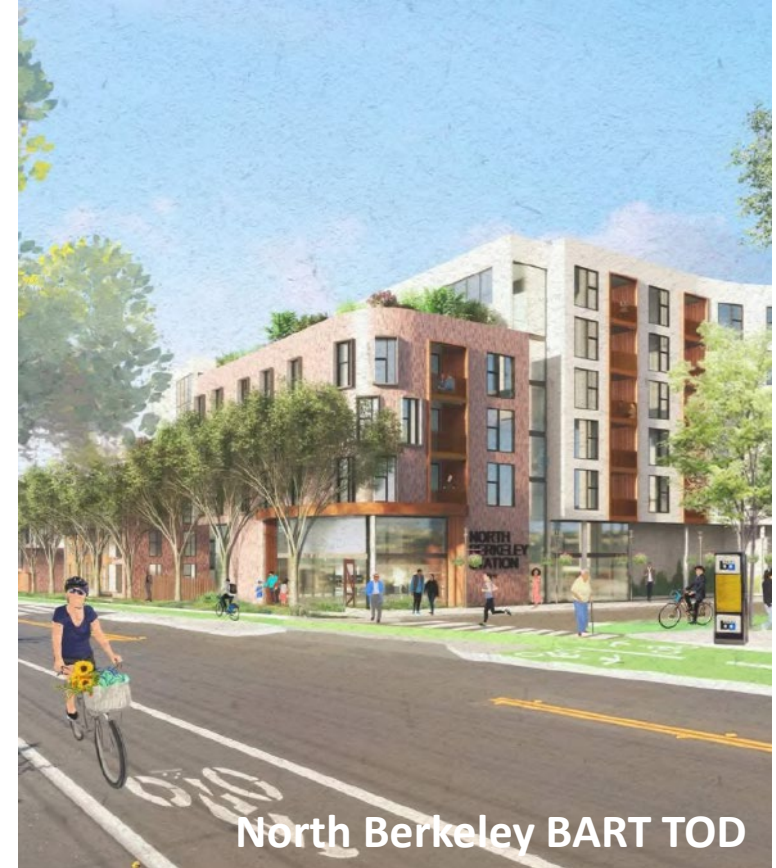


- Maximize Housing
- Reconfigure Adeline Street
- Find New Location for Flea Market
- New Green Spaces
- Maximize Building Frontage on Adeline
- Improve BART Rider Experience
- Improved Access for Residents with Disabilities
- Improve Pedestrian and Bike Access to and through Station Area

Ashby Station Joint Vision and Priorities

Design Standards Related Guidance

- Connect new buildings to Adeline Street and Ashby Avenue.
- Consider the scale and character of the surrounding built environment.
- Prioritize site designs with smaller blocks and building footprints instead of larger blocks.
- Provide regular breaks in building forms.



Ashby Station Joint Vision and Priorities

Design Standards Related Guidance

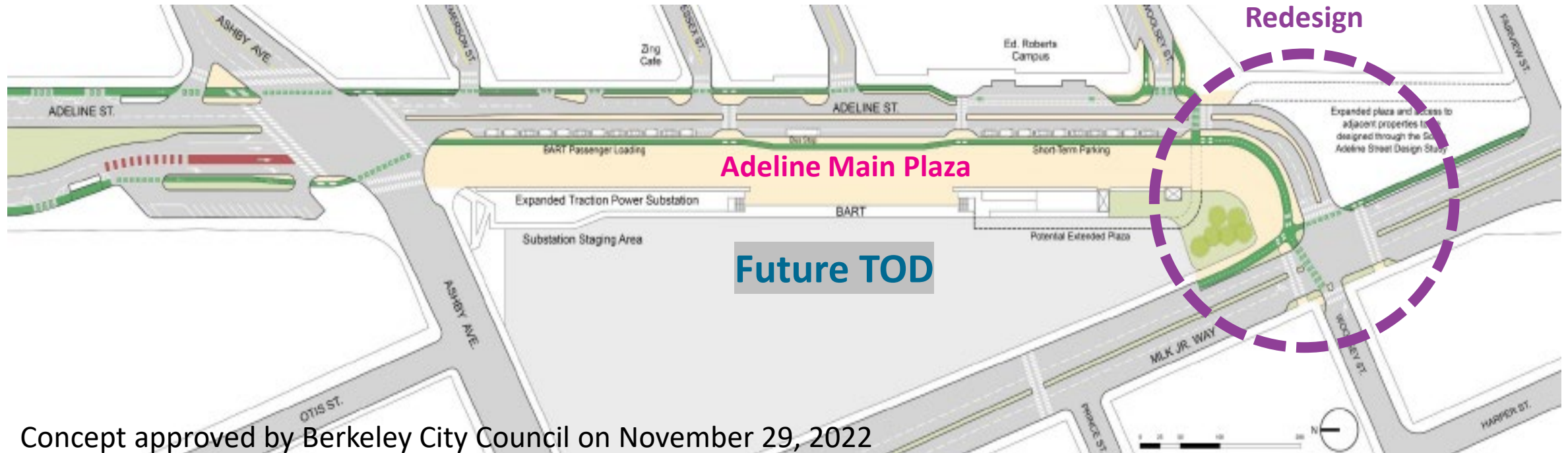


- Focus larger building forms and height towards Adeline Street and Ashby Avenue
- Encourage outward-facing entrances.
- Provide architectural variety and visual interest with variation in height, scale, massing, rooflines, materials, and architectural elements.

Adeline Street Redesign & New Plaza Project

City-led Project

- Road Diet: 4 lanes to 2 lanes
- Flea Market Relocation to Adeline Main Plaza
- MLK/Adeline/Woolsey Intersection Redesign



Concept approved by Berkeley City Council on November 29, 2022

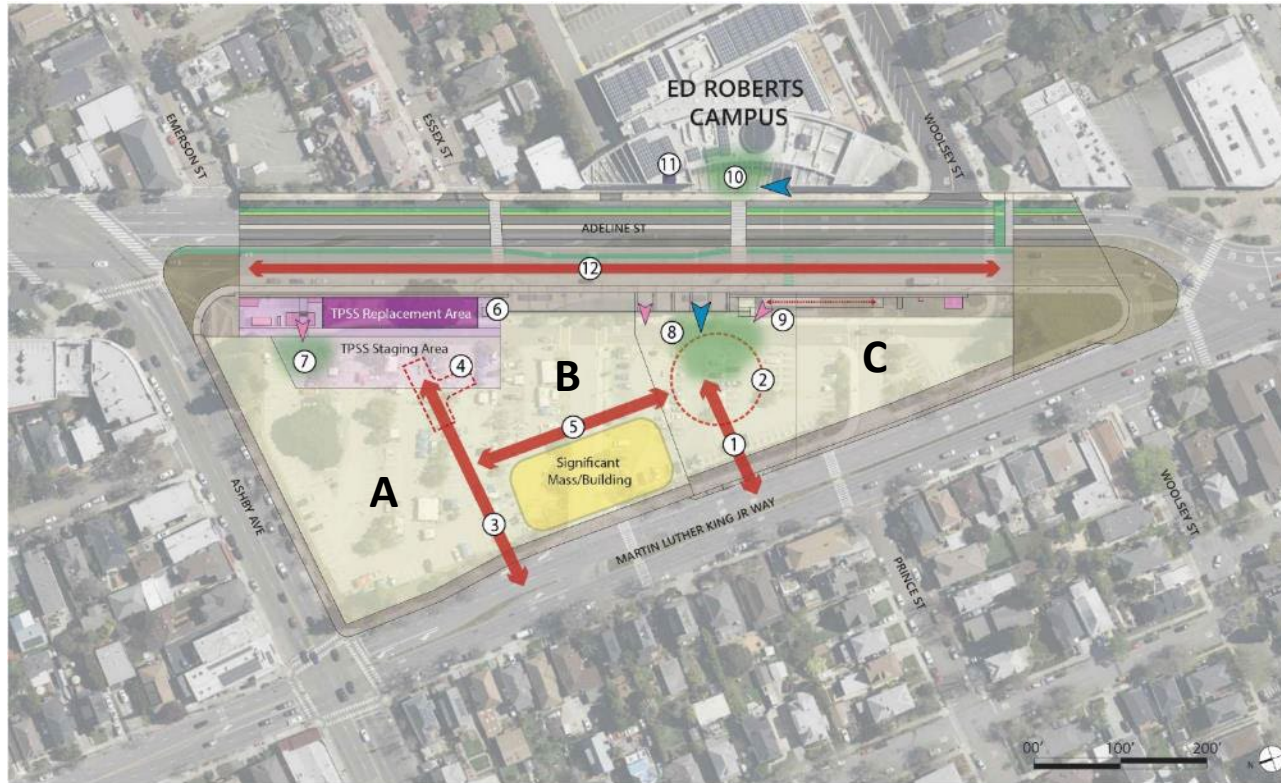
Drivers of Design: Technical Requirements





Circulation Framework



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

Drivers of Design: Emergency Responder Access

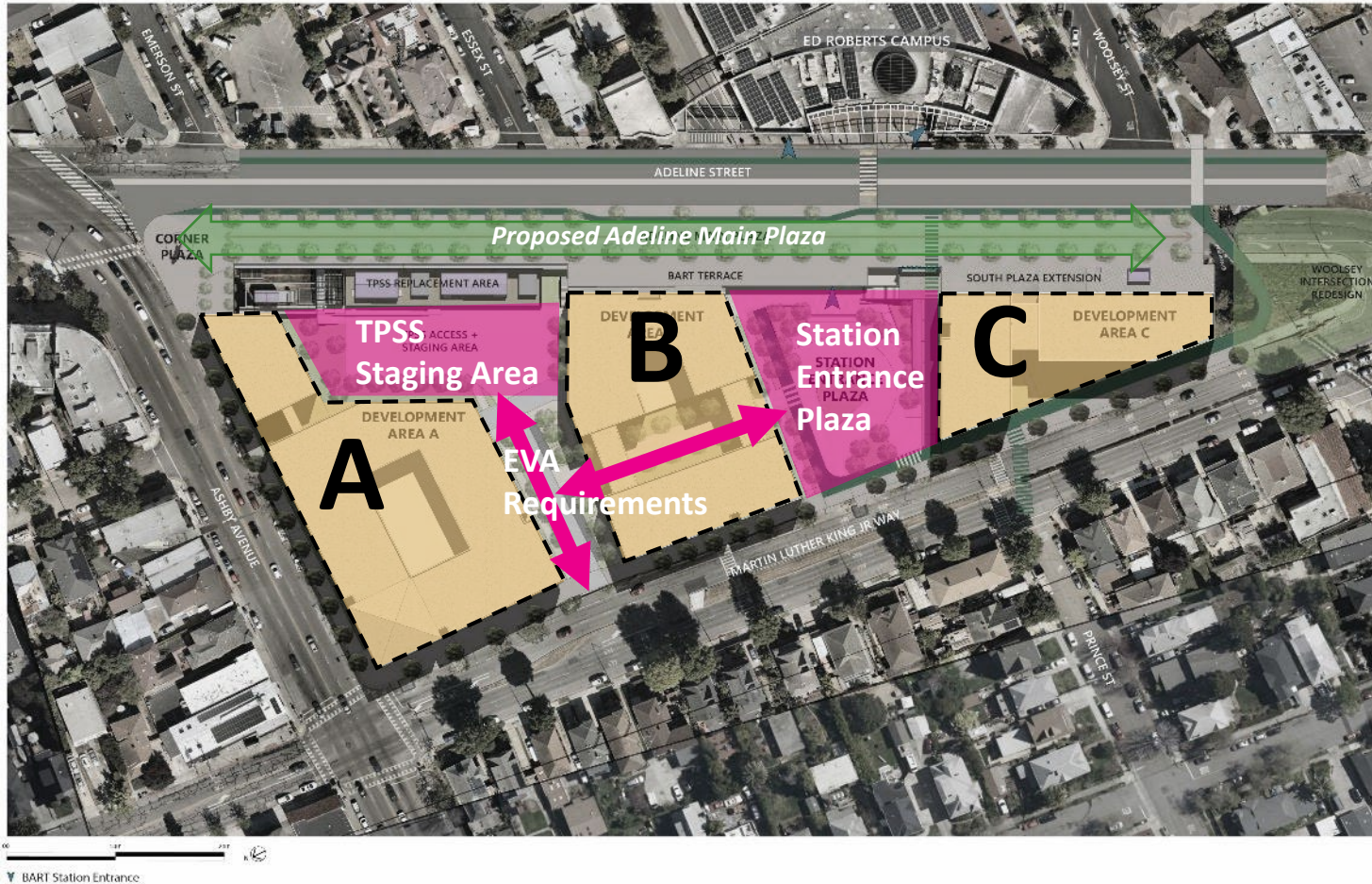


-  BART Station Primary Entrance
-  BART Station Emergency Egress
-  Point of Safety and Safe Dispersal Area
-  Emergency Vehicle Access (EVA)

- Safe dispersal areas for each point of egress
- Maximum 6-minute evacuation time from station
- Two points of emergency vehicle access (EVA) from MLK Jr Way
- EVA connection between the two points of access
- Stair connections from Adeline Street

Three Public Realm Spaces

Key Plan



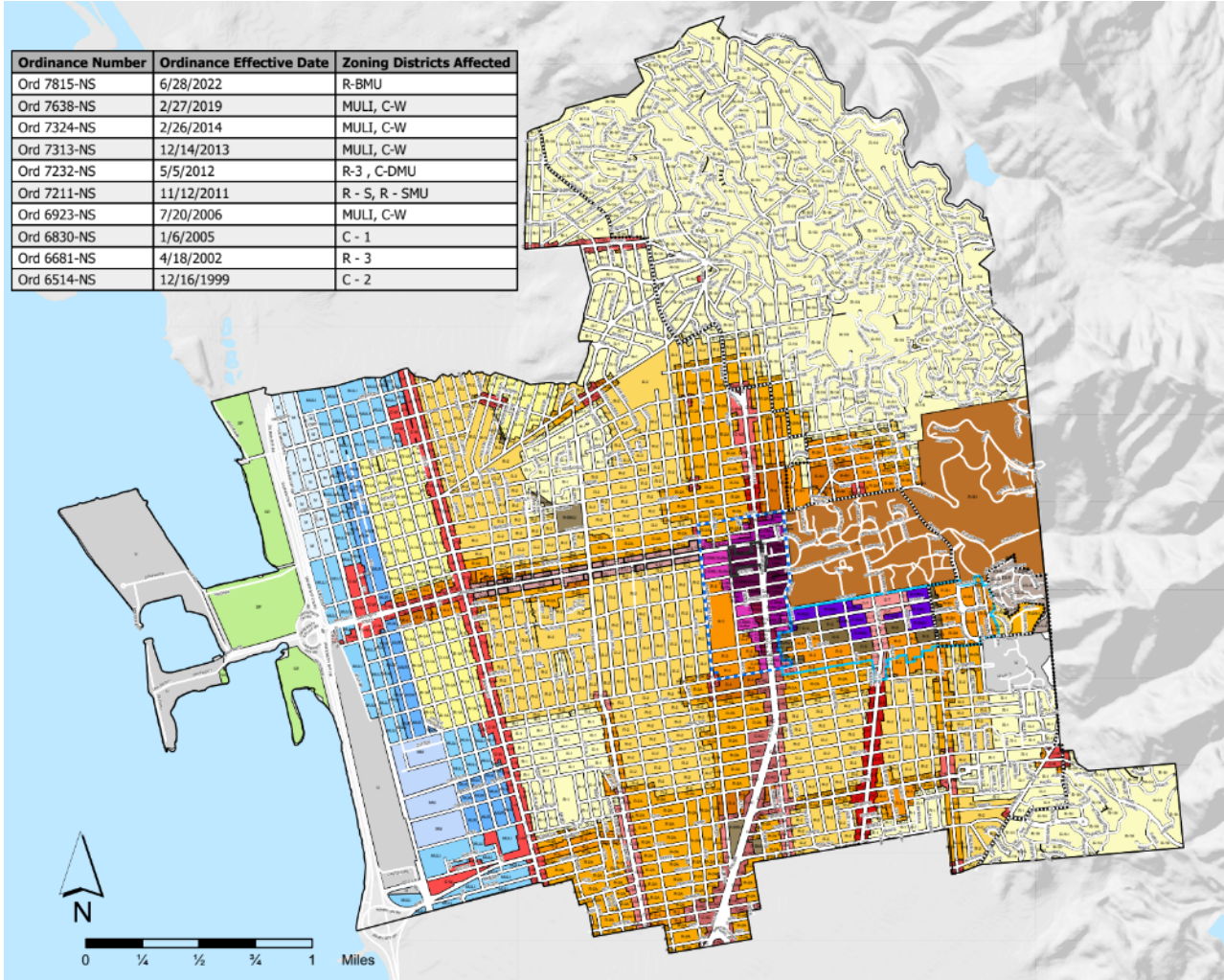
1. Station Entrance Plaza
2. TPSS Staging Area
3. Required Connections

Shape and Location may Change

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.

Zoning: R-BMU

Ordinance Number	Ordinance Effective Date	Zoning Districts Affected
Ord 7815-NS	6/28/2022	R-BMU
Ord 7638-NS	2/27/2019	MULI, C-W
Ord 7324-NS	2/26/2014	MULI, C-W
Ord 7313-NS	12/14/2013	MULI, C-W
Ord 7232-NS	5/5/2012	R-3, C-DMU
Ord 7211-NS	11/12/2011	R - S, R - SMU
Ord 6923-NS	7/20/2006	MULI, C-W
Ord 6830-NS	1/6/2005	C - 1
Ord 6681-NS	4/18/2002	R - 3
Ord 6514-NS	12/16/1999	C - 2



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-R	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

Adopted
June 2022

Preliminary ODS

Preliminary ODS – Ashby Station West Lot

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Land Use



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

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

Building Frontage

R-BMU

- All ground-floor residential units shall provide entries (minimum 20 sf)
- Principle building entrances shall face public street, publicly accessible pathway, or public open space.



Building Height



- Estimated BART Property Line
- Primary Emergency Vehicle Access
- ||||| Secondary Emergency Vehicle Access
- ▼ BART Station Entrance
- Station Entrance Plaza
- TPSS Replacement Area
- TPSS Access Area

Exchange Agreement

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

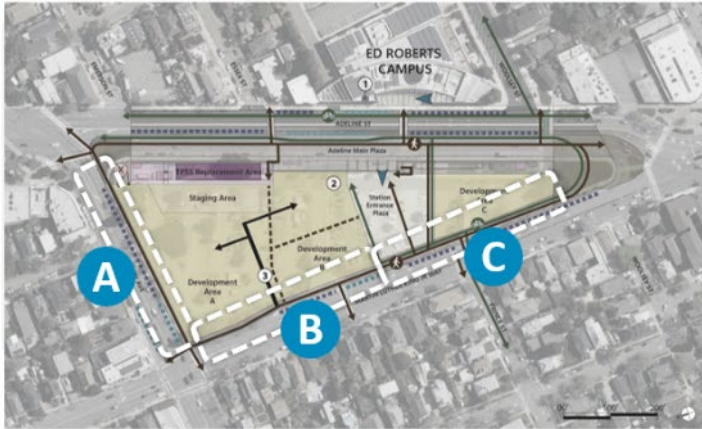
ODS

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

Public Realm: Public Streets

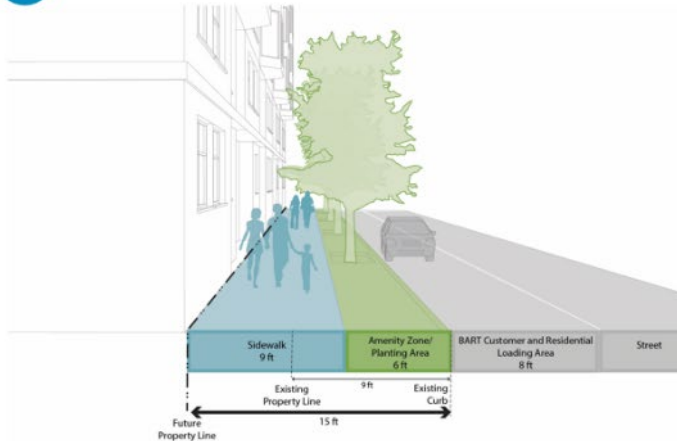
Key Map: Locations of street section diagrams



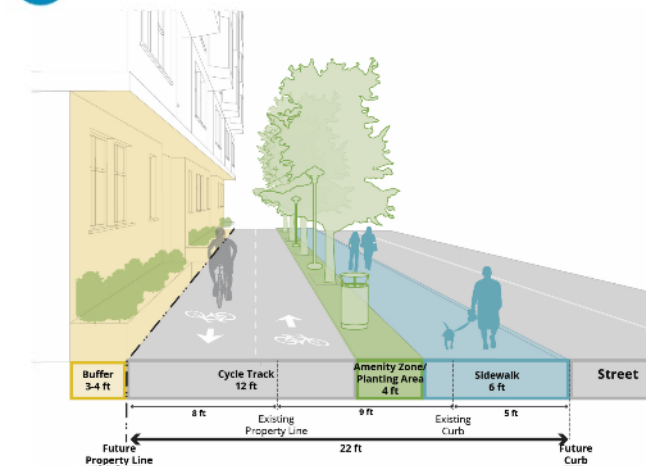
A Ashby Avenue Street Section Diagram



B MLK Jr Way Street Section Diagram (North)



C MLK Jr Way Street Section Diagram (South)

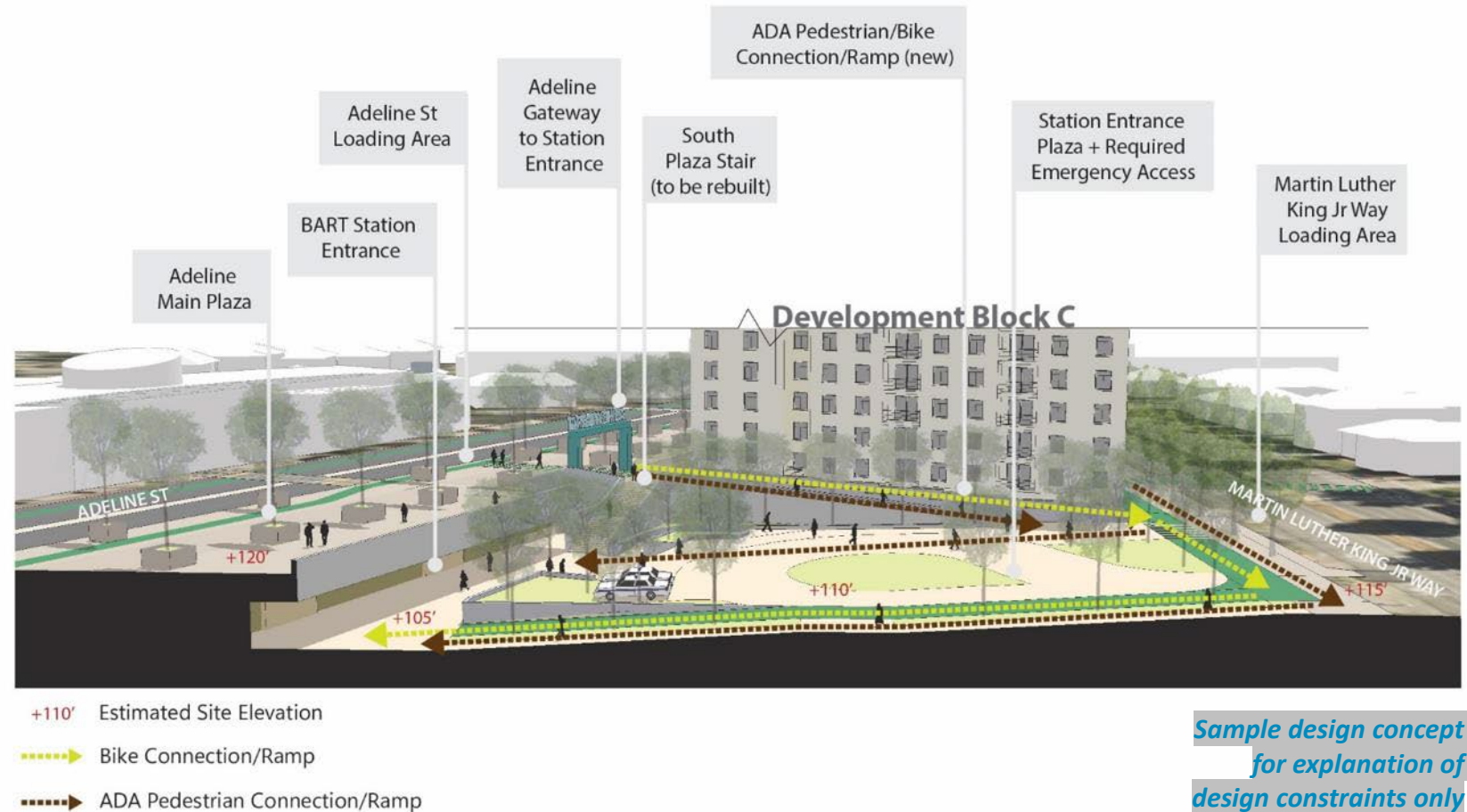
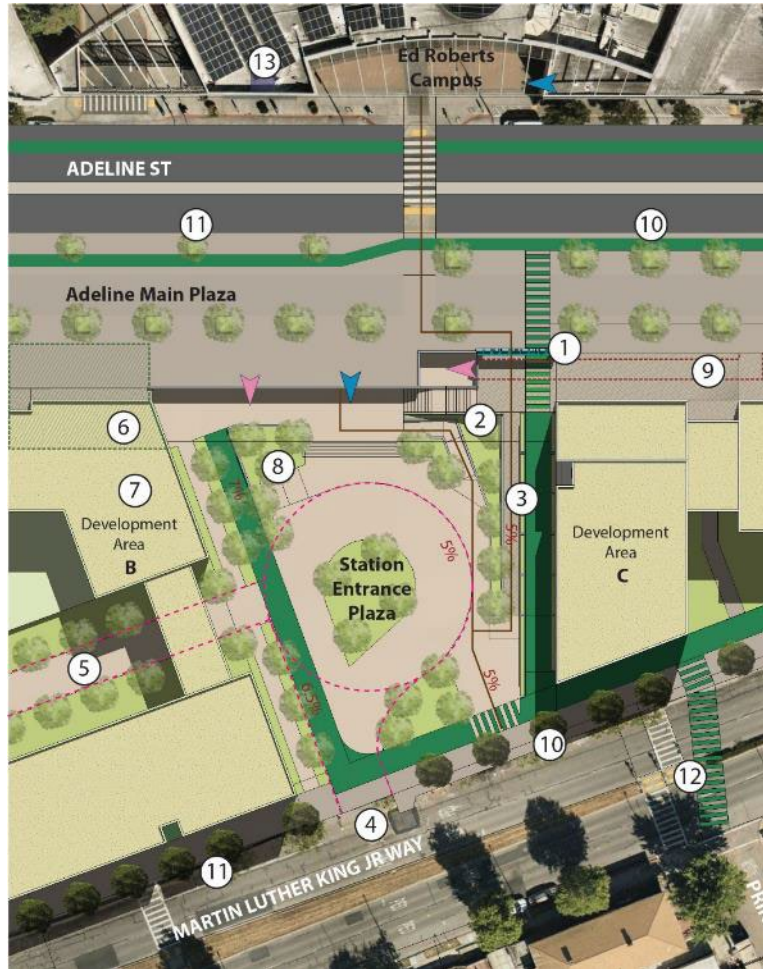


ODS:

- 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
-
- R-BMU
- 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

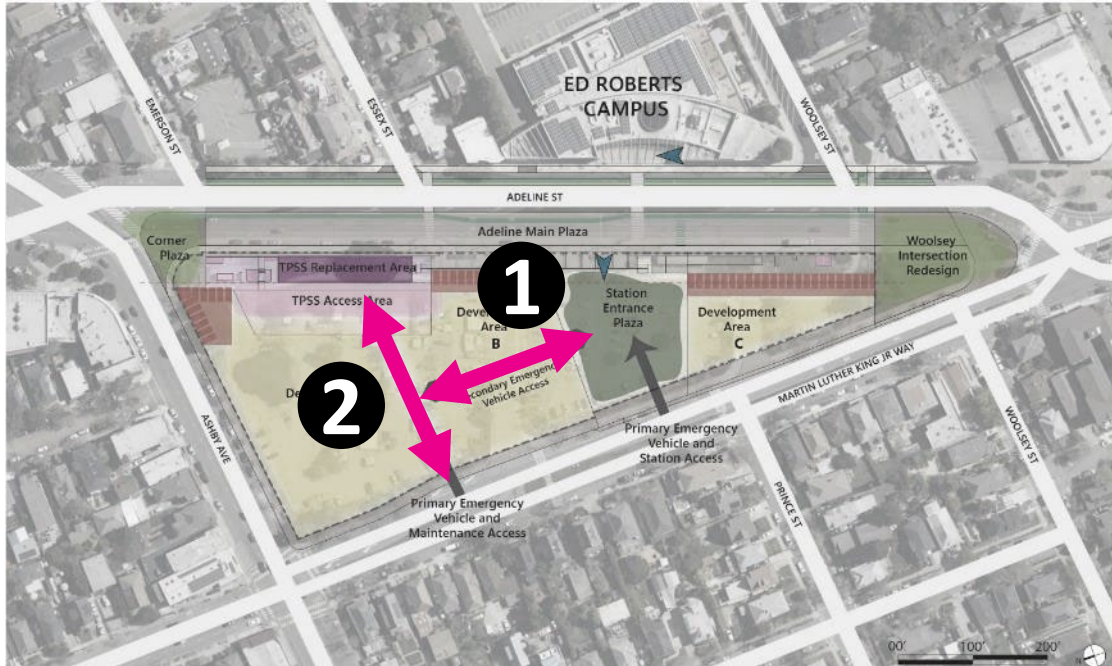
Circulation Framework



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Public Realm: Internal Circulation and Open Spaces

Circulation Framework

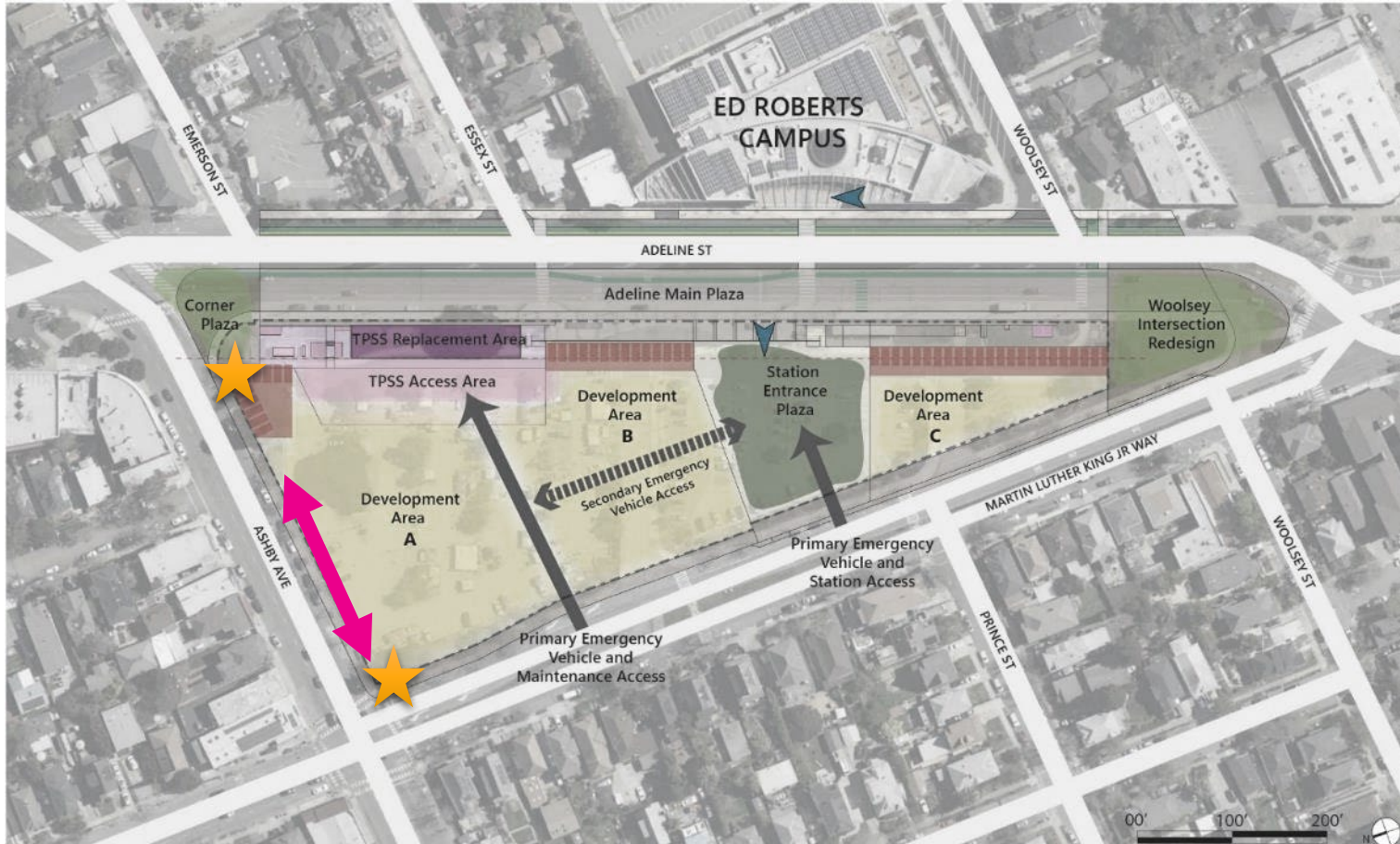


1. Pedestrian
Minimum Section
(Pedestrians only)



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

Building Design: Massing



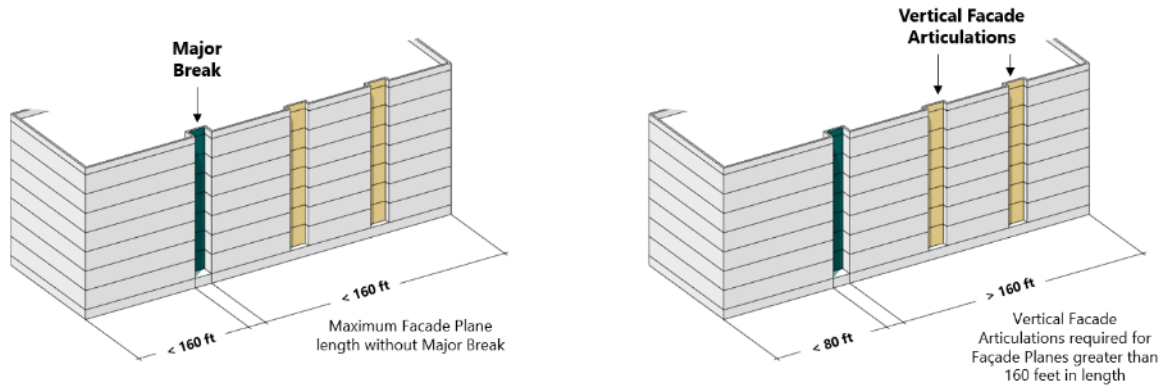
Maximum facade length:

- Ashby Avenue: 240 ft
(Match MLK Jr Way to Otis St Block Length)
- 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

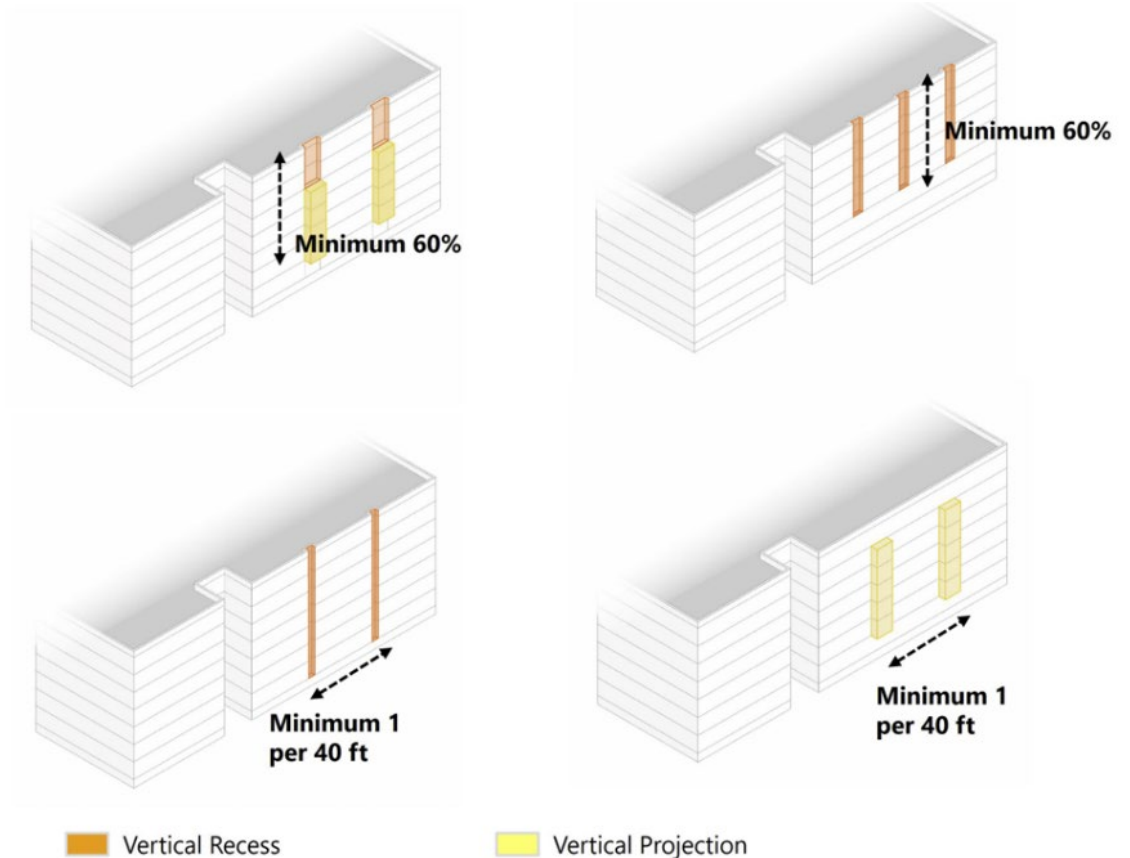
- Change in roof plane or
- Change in height > 8 ft

Building Design: Façade Rhythm and Pattern

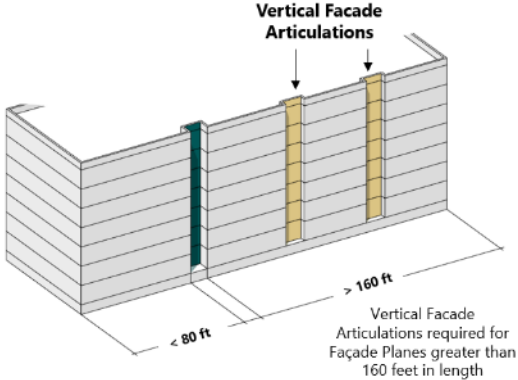
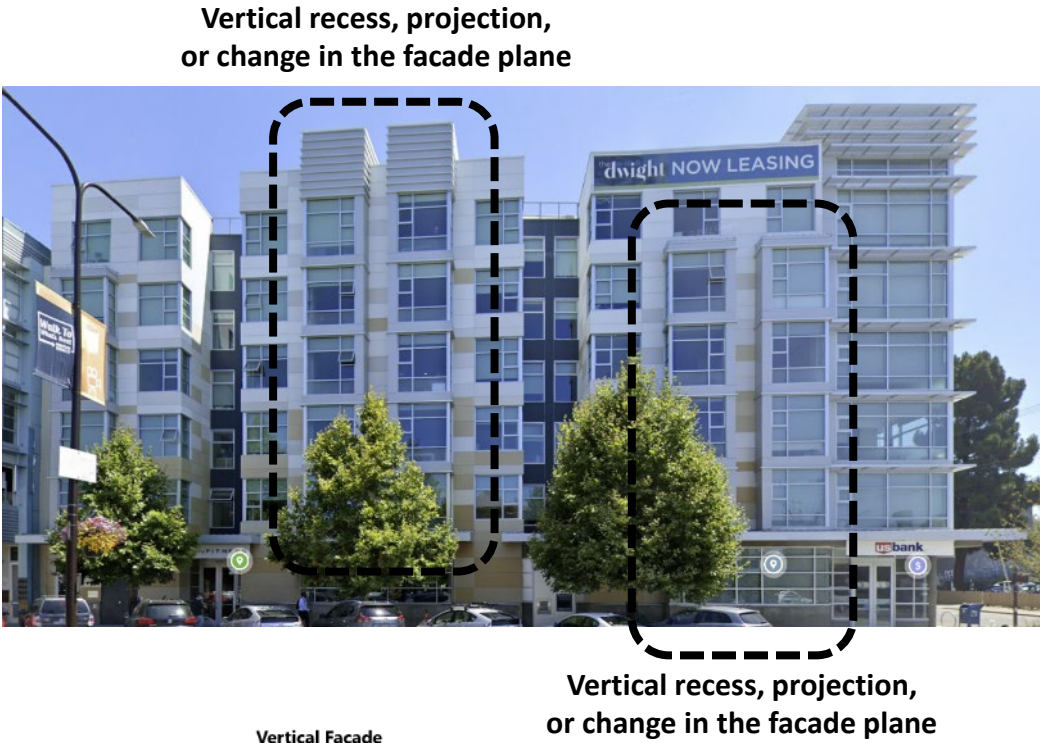
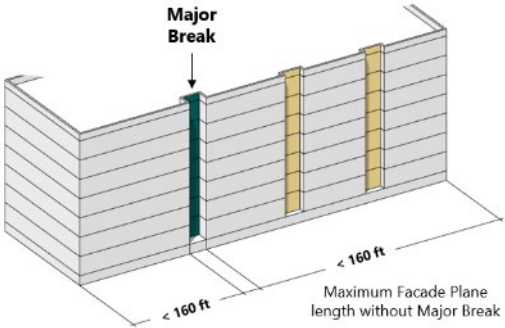
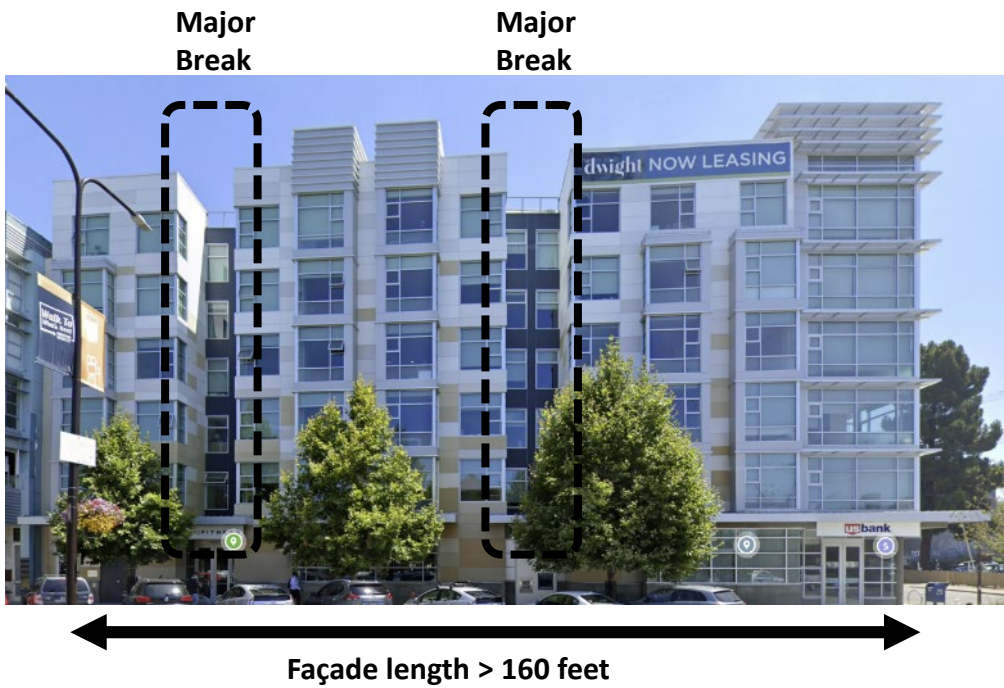


Facades greater than 80 feet in length:

- 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 facade, nearly flush
within vertical grouping

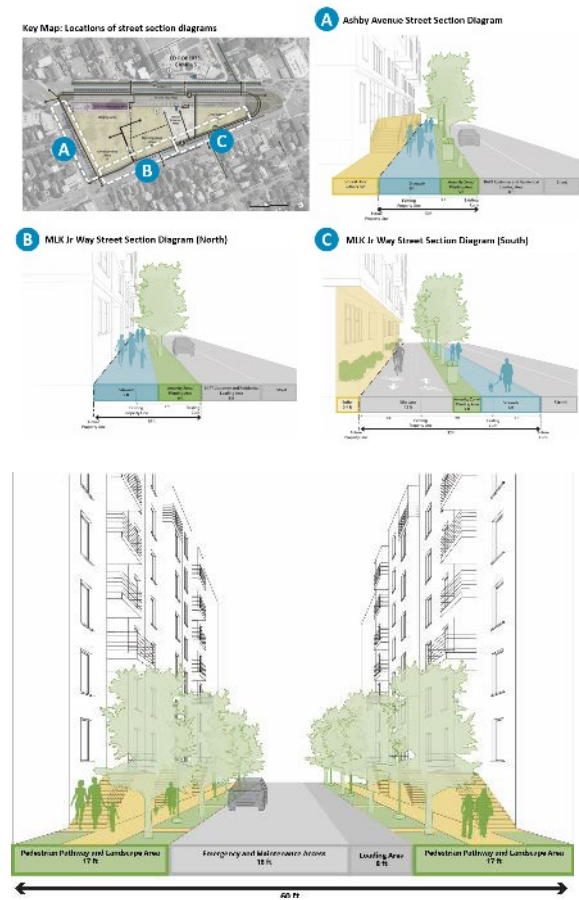
Nearly flush windows
with sill, approx. 0.5-1" inset

Preliminary ODS

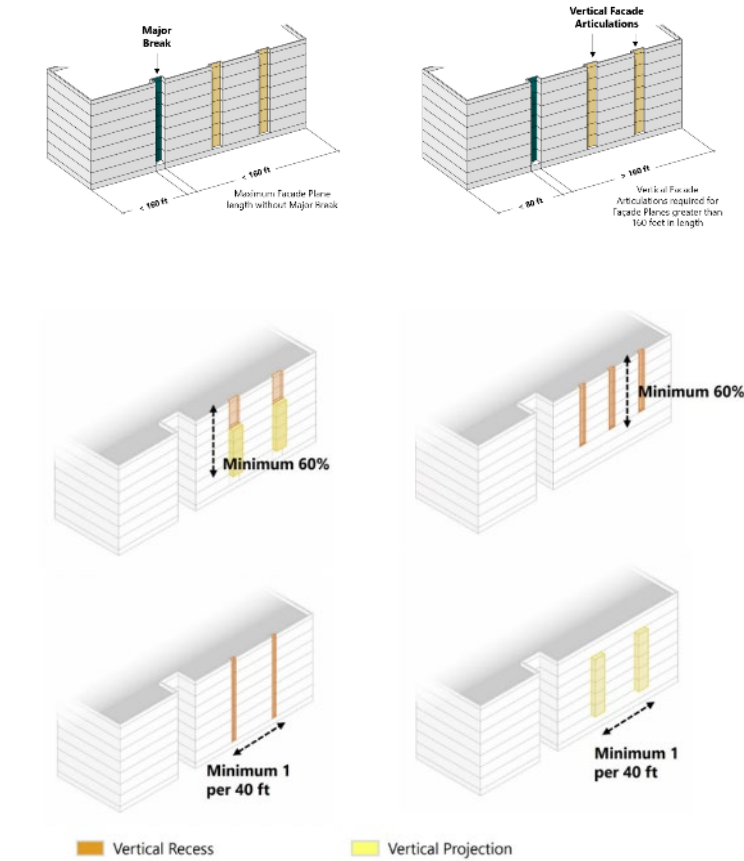
LAND USE



PUBLIC REALM

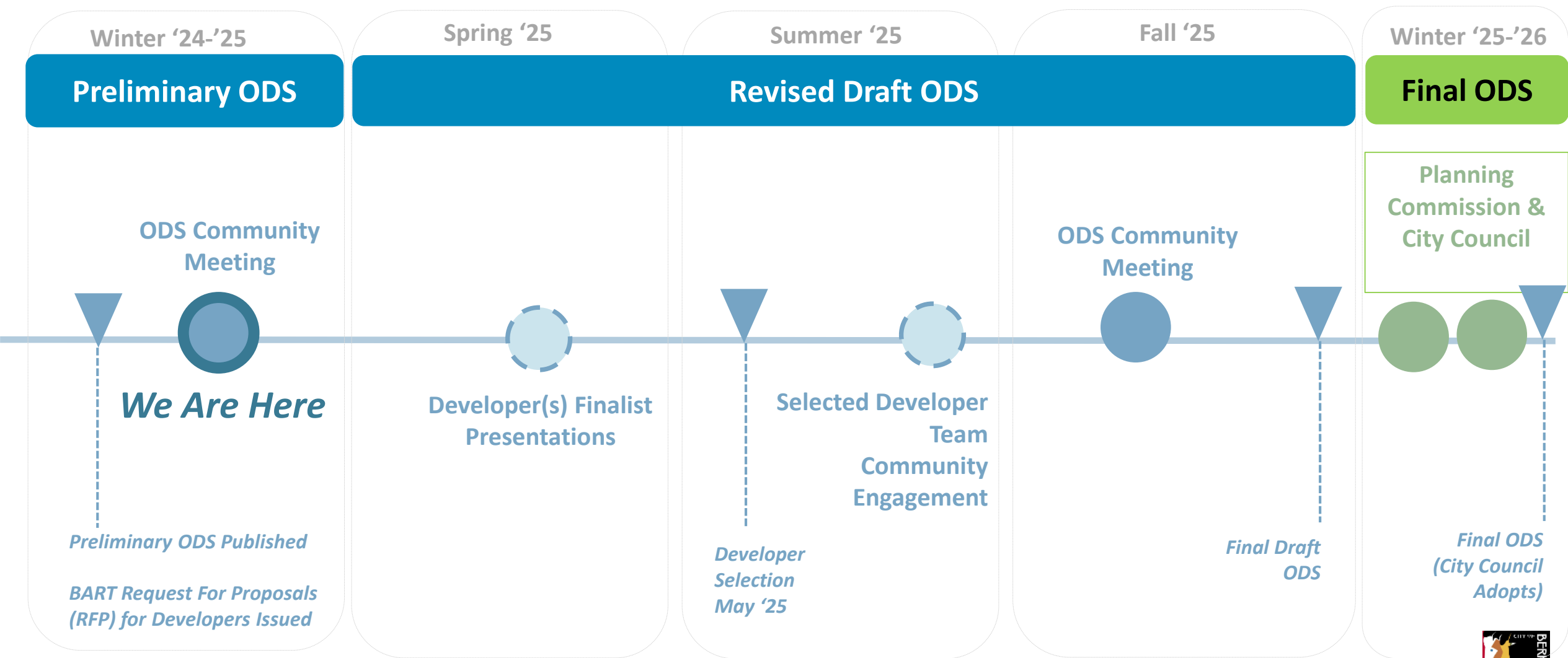


BUILDING DESIGN



Next Steps

Ashby West Lot ODS Timeline



NOTE: All dates subject to change



Open House Information Stations

1. Project Background
2. Ashby West Lot ODS & Developer Selection Timeline
3. Adeline Plaza at Ashby BART
4. West Lot Circulation Framework
5. Preliminary ODS: Public Realm
6. Preliminary ODS: Land Use & Height
7. Preliminary ODS: Building Design

WE WANT TO HEAR FROM YOU!

- *Questions?*
- *Comments on the Preliminary ODS?*
- *Are there things that are missing that you think should be included?*

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