

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)

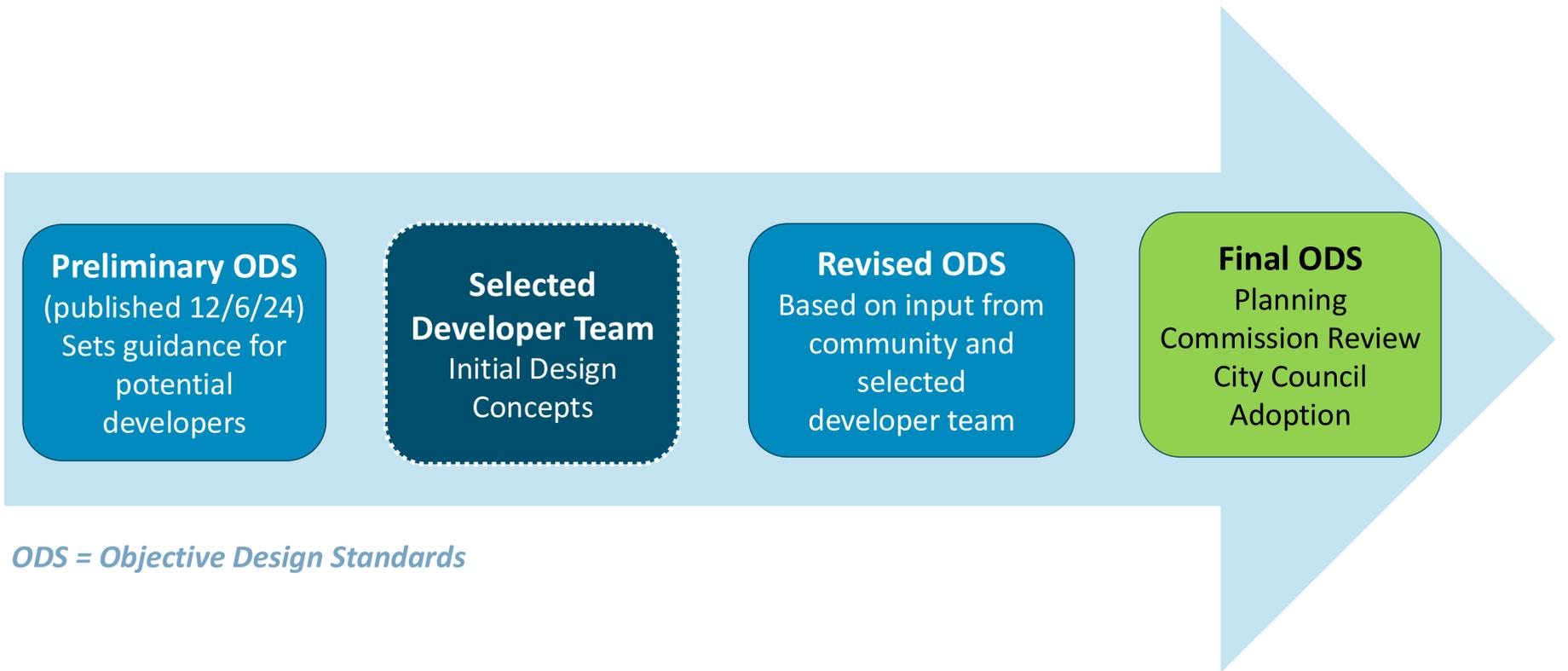
As a first step, the City has prepared **Preliminary Objective Design Standards for the West Lot**. The Preliminary ODS reflect consideration of the documents & projects listed below, as well as State law, site planning and financial feasibility studies, and the extensive community engagement undertaken 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

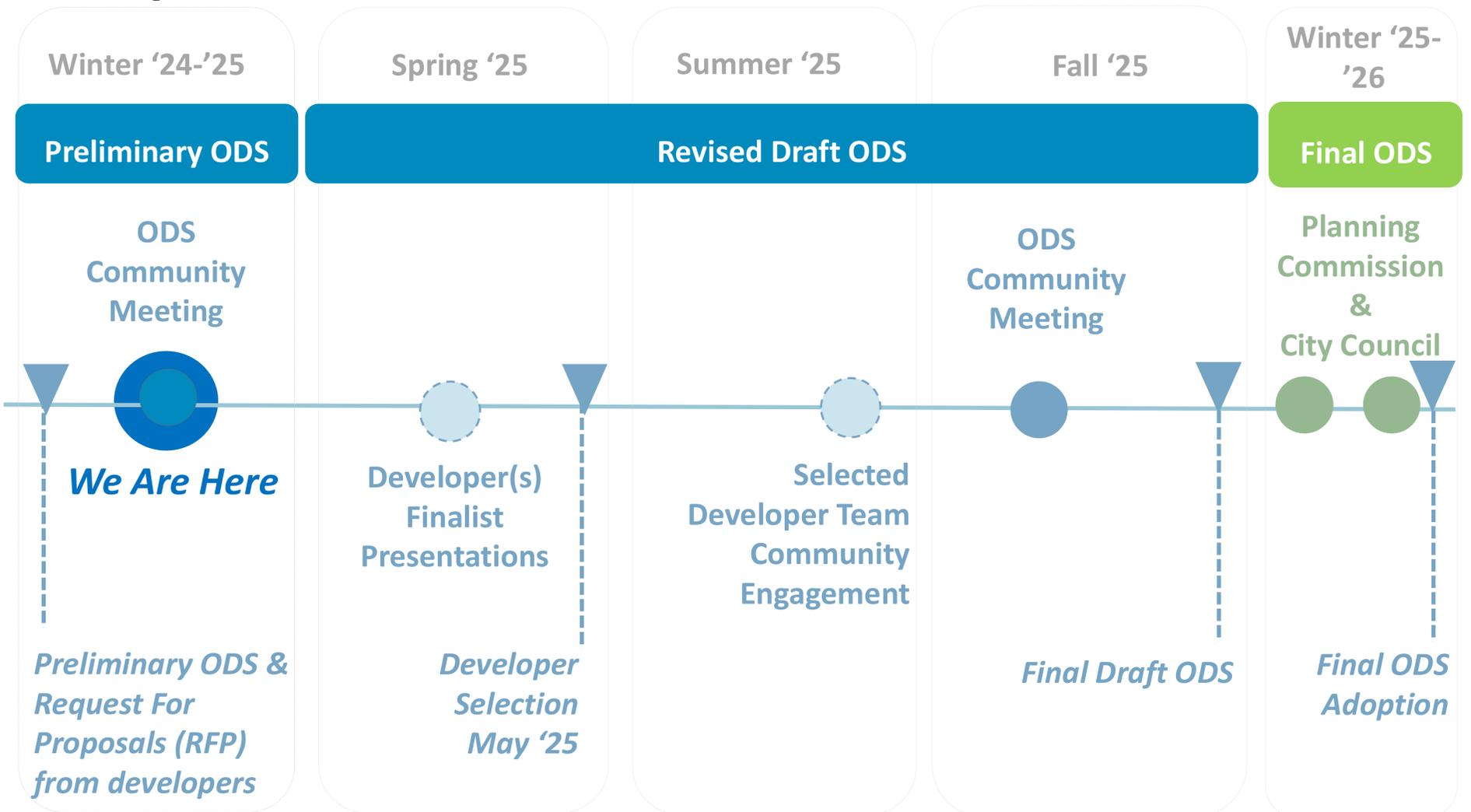
Note: The Ashby BART West Lot Preliminary ODS and other documents are available at project website or scan QR code:
www.berkeleyca.gov/bartplanning



Preliminary ODS to Final ODS



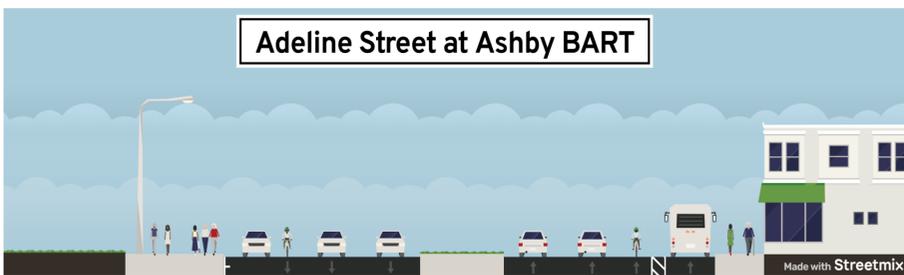
Ashby West Lot ODS Timeline



NOTE: All dates subject to change

As part of a larger City-led project (*the Adeline Street Transportation Improvements 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 new public plaza can serve as community open space, a location for the Berkeley Flea Market, and community events like Juneteenth.

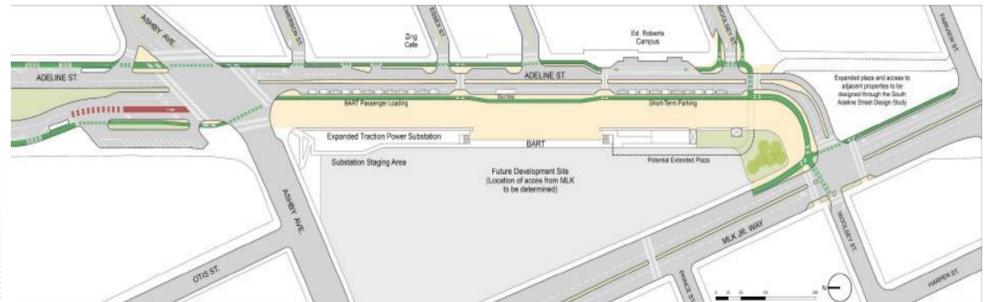
Existing



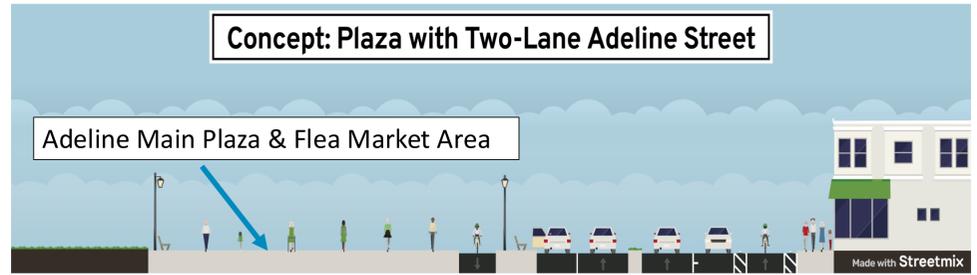
Key Points:

- Two vehicle lanes in each direction
- Bus stops along Adeline (Line F)
- Bike lane on both sides of Adeline, but southbound cyclists must share lane with cars at MLK Jr. Way
- Berkeley Flea Market uses BART Parking Lot

Proposed



Concept approved by Berkeley City Council on November 29, 2022



Key Points:

- New public plaza for Berkeley Flea Market and events
- One traffic lane in each direction
- Improved bus stops
- Passenger pick up and drop off for Ashby BART Station
- Curbside loading zones for Flea Market merchants
- Physically Separated/Protected bicycle lanes
- Better pedestrian visibility and shorter crossing distances
- Upgraded traffic signals
- Upgraded lighting

Final design will be determined through public engagement, traffic and transit operations analysis, and review of design criteria.

Plaza Case Study: Downtown Berkeley BART Station

BART and the City of Berkeley worked together to design and deliver the Downtown Berkeley BART Station, which opened to the public in October 2018. The space serves as an access point to the BART station, outdoor seating, features public art, and events. The plaza is maintained and programmed by the Downtown Berkeley Association under contract with the City.



Images: Bartable, Downtown Berkeley Association

Overview

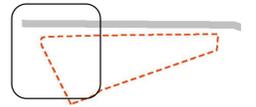
- The *Ashby BART West Lot TOD Circulation Framework* establishes performance standards to ensure that future development meets requirements for emergency response, public access to the station, station and infrastructure maintenance and operations (such as BART's Traction Power Substation or TPSS).
- 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



- ▼ BART Station Primary Entrance
- ▼ BART Station Emergency Egress
- Point of Safety and Safe Dispersal Area
- Emergency Vehicle Access (EVA)
- ① Primary Access Point to Main Station Entrance (clear path of travel to MLK Jr Way)
- ② Station Entrance Plaza EVA/Maintenance Turn-around
- ③ Primary Access Point to TPSS/North Platform Emergency Egress Stair (Clear path of travel to MLK Jr Way)
- ④ TPSS EVA/Maintenance Turn-around
- ⑤ Secondary Access to Station Entrance Plaza
- ⑥ North Plaza Stair (to be rebuilt)
- ⑦ North Platform Egress Stair
- ⑧ Main Station Egress
- ⑨ South Platform Egress Stair Exit
- ⑩ Ed Roberts Station Egress Stair
- ⑪ Elevator Access
- ⑫ Adeline Main Plaza Emergency Vehicle Access

Traction Power Substation (TPSS) Requirements



- Estimated BART Property Line
- ▼ BART Emergency Egress Stair + Access
- TPSS Maintenance Access
- TPSS Equipment Access
- ① TPSS Equipment + BART Vents
- ② Access Pathway
- ③ TPSS Staging Area
- ④ TPSS Crane Area
- ⑤ Temporary TPSS Area
- ⑥ Emergency Vehicle Access
- ⑦ Emergency Vehicle Access/Maintenance Turn-around
- ⑧ North Plaza Stair (to be rebuilt)

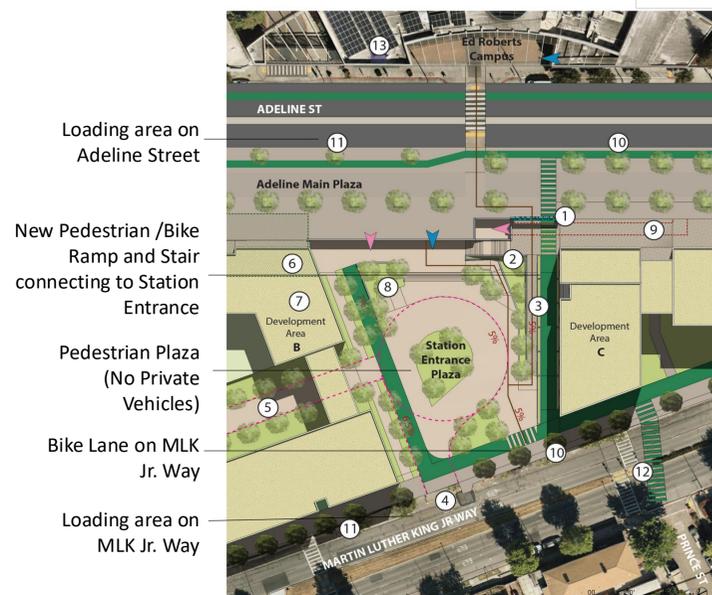
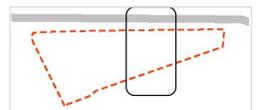
Above and Below: Sample design concepts only. No design for the future development of the Ashby BART project exists at this time.

Station Access Requirements



- ▼ BART Station Entrance
- ① Elevator Access
- ② Secure Bike Parking
- ③ Vehicle Parking Access
- Vehicle Access
- Pedestrian Access
- Pedestrian Access through TOD
- Plaza Stair
- North Stair and ADA Ramp (to be removed)
- Bicycle Path of Travel
- Shared Loading Zones
- Bus Loading Zone
- Development Area A, B, and C

Station Entrance Plaza



- ▼ BART Station Entrance
- ▼ BART Station Emergency Egress
- 5% Estimated Slope
- ADA and Pedestrian Access
- ① Station Gateway
- ② South Plaza Stair (to be rebuilt)
- ③ Pedestrian/Bike Access Routes (<5% grade)
- ④ Primary EVA/Maintenance Access
- ⑤ Secondary EVA Access
- ⑥ Secure Bike Parking
- ⑦ BART Rider and Staff Parking
- ⑧ Police Parking
- ⑨ Tunnel to South Platform Emergency Egress Stair
- ⑩ BART Rider and Residential Loading Areas
- ⑪ Bus Stop
- ⑫ Prince St Enhanced Ped/Bike Crossing
- ⑬ Elevator Access

Public Space



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

Circulation Framework

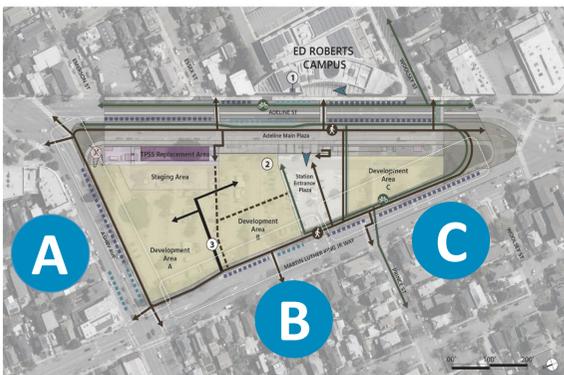
- Establishes locations and performance standards for maintenance and emergency access.
- Defines public access requirements.

Objective Design Standards (ODS)

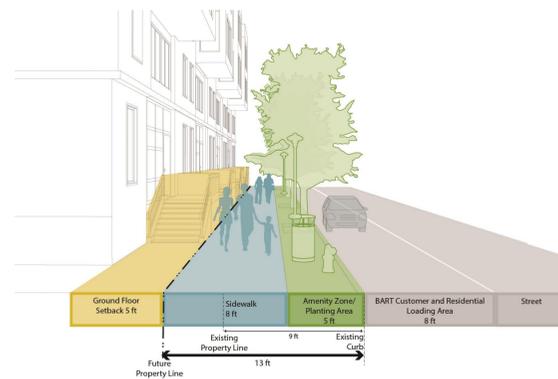
- Requires designated planting areas
- Limits the use of blank walls

Sidewalk Improvements

Key Map: Locations of street section diagrams



A Ashby Avenue Street Section Diagram



Circulation Framework:

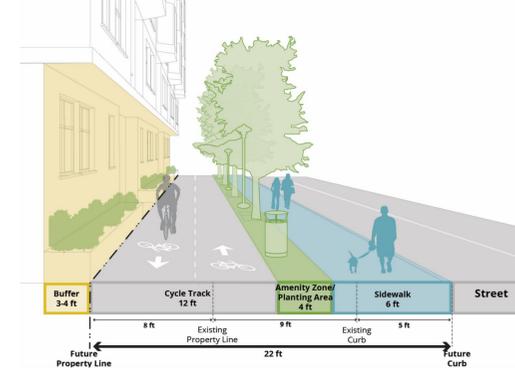
- Establishes standards for sidewalk design.

ODS

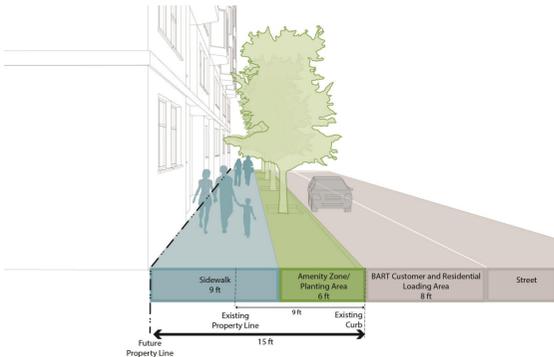
- Requires street trees
- Defines planter locations
- Defines soil and other requirements to support tree health
- Sets building setback requirements for ground-floor residential on MLK Jr. Way, including:

- A minimum 5-foot setback
- 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

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



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

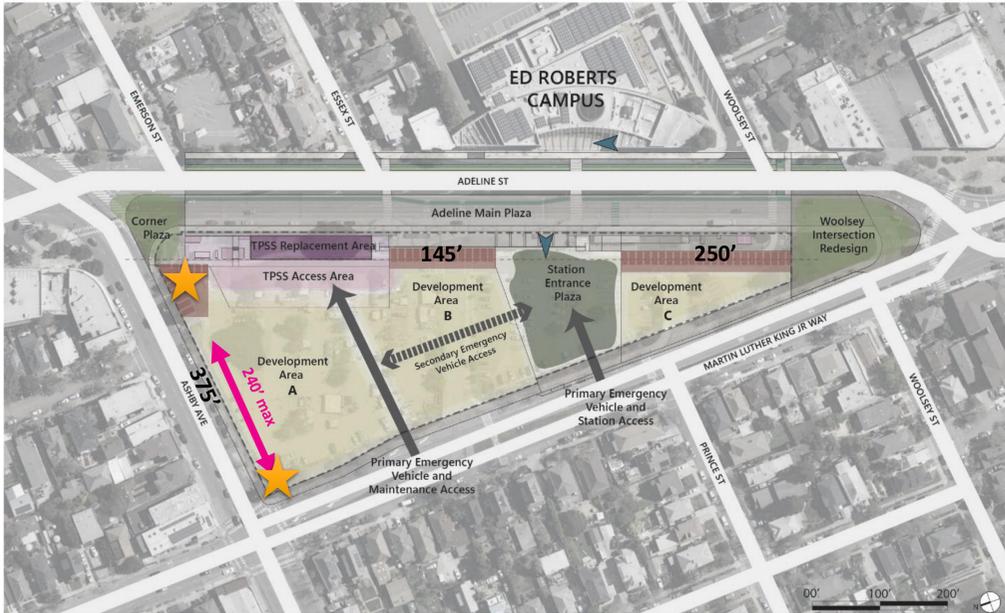
Sets standards for projects that qualify for State Density Bonus that are consistent with the City and BART's Exchange Agreement:

- 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

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.

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:

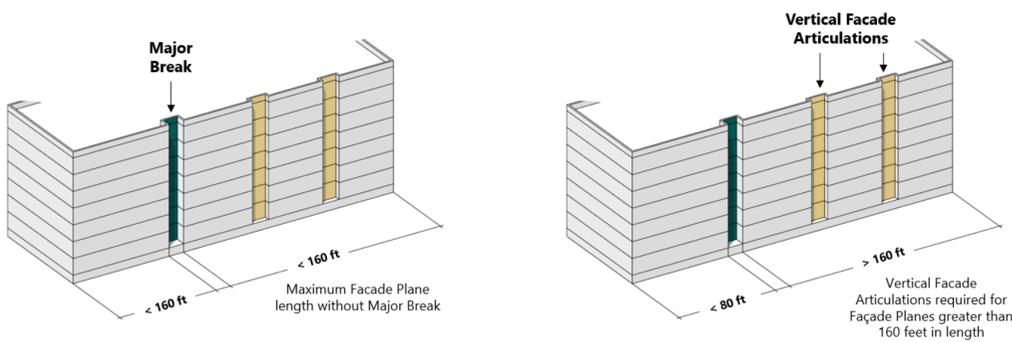
- A minimum of 6 feet by 6 feet, or 50 square feet horizontal area

Distinct Corner Building Forms at Ashby Corners:

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

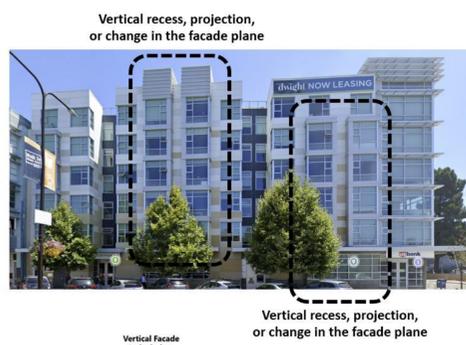
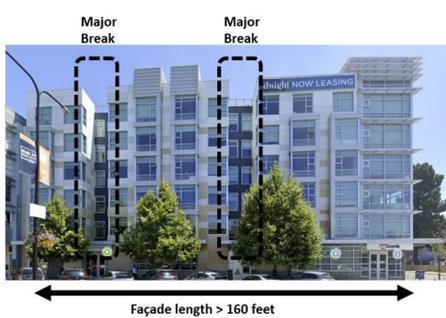
Facade Rhythm and Pattern

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 façade
- 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)

