2029-2035 BLAKE STREET

PRELIMINARY DESIGN REVIEW

Design Review DRCP2014-0022 to demolish two existing non-residential buildings and construct a new mixed-use development containing 72 apartments, 2200 square feet of retail/café area, and three live/work units.

I. Introduction
This project is located on the north side of Blake Street between Milvia Street and Shattuck Avenue. This parcel is located in the C-SA, South Area Commercial zoning district.

It is before the Design Review Committee (DRC) for Preliminary Design Review.

The Use Permit application includes a request to demolish the existing buildings on the parcel. This was referred to the Landmarks Preservation Commission (LPC) on March 5, 2015 where the LPC took no action.

II. Background
Currently, 2029 and 2035 Blake Street has single-story, commercial structures of composite construction: masonry, masonry tile and stucco exterior walls, with a concrete and steel structural frame under a low-sloped roof. Both structures are approximately 130 feet deep and fill the lot front-to-back and side-to-side.

This proposal is for a new mixed-use project that includes ground floor commercial space as well as three ground floor live-work units. The upper floors will provide residential units with common and individual residential amenities.

III. Project Setting
A. Neighborhood/Area Description:
The project site is surrounded by high density residential to the north and west, and commercial buildings to the south, further west on the same block, and to the east along Shattuck Avenue. This site is adjacent to the northern end of the Adeline Corridor Plan Area and that effort is now in process. More detailed information on that process is available on the City’s website.
Figure 1: Vicinity Map

Note: Double-hatched shading indicates landmarks.

Table 1: Land Use Information

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Use</th>
<th>Zoning District</th>
<th>General Plan Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject Property</td>
<td>Auto Repair</td>
<td>C-SA, South Area Commercial</td>
<td>AC, Avenue Commercial</td>
</tr>
<tr>
<td>Surrounding</td>
<td>North</td>
<td>Multiple Unit Residential</td>
<td>HDR, High Density Residential</td>
</tr>
<tr>
<td>Properties</td>
<td>South</td>
<td>Commercial</td>
<td>AC, Avenue Commercial</td>
</tr>
<tr>
<td></td>
<td>East</td>
<td>Mixed Use Residential</td>
<td>AC, Avenue Commercial</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>Multiple Unit Residential</td>
<td>HDR, High Density Residential</td>
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</tbody>
</table>

Table 2: Development Standards

<table>
<thead>
<tr>
<th>Standard</th>
<th>Existing</th>
<th>Addition/Reduction</th>
<th>Proposed Total</th>
<th>Permitted/Required</th>
</tr>
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<tbody>
<tr>
<td>Lot Area (sq. ft.)</td>
<td>22,688</td>
<td>0</td>
<td>22,688</td>
<td>no Min</td>
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<tr>
<td>Gross Floor Area (sq. ft.)</td>
<td>14,910</td>
<td>47,850</td>
<td>63,012</td>
<td>no Max</td>
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<tr>
<td>Floor Area Ratio</td>
<td>0.7</td>
<td>--</td>
<td>2.8</td>
<td>4.0 Max</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>72</td>
<td>72</td>
<td>--</td>
</tr>
<tr>
<td>Affordable</td>
<td>0</td>
<td>6</td>
<td>6''</td>
<td>6.6</td>
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<tr>
<td>Building Height (ft)</td>
<td>&lt;18</td>
<td>42</td>
<td>60</td>
<td>36 Max</td>
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<tr>
<td>Stories</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>3 Max</td>
</tr>
<tr>
<td>Building Setbacks (ft.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (Blake St.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1&lt;sup&gt;st&lt;/sup&gt; Story</td>
<td>0</td>
<td>0 to 4</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>2&lt;sup&gt;nd&lt;/sup&gt; Story</td>
<td>--</td>
<td>0 to 4''</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>3&lt;sup&gt;rd&lt;/sup&gt; Story</td>
<td>--</td>
<td>0 to 4''</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>4&lt;sup&gt;th&lt;/sup&gt; Story</td>
<td>--</td>
<td>0 to 4''</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>5&lt;sup&gt;th&lt;/sup&gt; Story</td>
<td>--</td>
<td>4''</td>
<td>15</td>
<td></td>
</tr>
</tbody>
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File: "G:\LANDUSE\Blake\2029\DRCP2014-0022 \2015-05-21_STAFF REPORT_2029 Blake.docx"
## Rear (north)

<table>
<thead>
<tr>
<th></th>
<th>1st Story</th>
<th>2nd Story</th>
<th>3rd Story</th>
<th>4th Story</th>
<th>5th Story</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>0</td>
<td>8</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>--</td>
<td>14'11&quot;</td>
<td>15</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>3rd</td>
<td>--</td>
<td>20'1&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
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<td>4th</td>
<td>--</td>
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</tr>
<tr>
<td>5th</td>
<td></td>
<td></td>
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</table>

## Left Side (west)

<table>
<thead>
<tr>
<th></th>
<th>1st Story</th>
<th>2nd Story</th>
<th>3rd Story</th>
<th>4th Story</th>
<th>5th Story</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>--</td>
<td>0 to 18'9&quot;</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>--</td>
<td>0 to 18'9&quot;</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>--</td>
<td>18'9&quot;</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5th</td>
<td>--</td>
<td>18'9&quot;</td>
<td>10</td>
<td></td>
<td></td>
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</table>

## Right Side (east)

<table>
<thead>
<tr>
<th></th>
<th>1st Story</th>
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<th>3rd Story</th>
<th>4th Story</th>
<th>5th Story</th>
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<tbody>
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<td>0</td>
<td>4</td>
<td></td>
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<tr>
<td>2nd</td>
<td>--</td>
<td>0 to 14</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>--</td>
<td>0 to 14</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th</td>
<td>--</td>
<td>8 to 14</td>
<td>8</td>
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<tr>
<td>5th</td>
<td>--</td>
<td>8 to 14</td>
<td>10</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Lot Coverage (%)

|       | 66 | 26 | 94 | 35 Max |

### Usable Open Space (sq. ft.)

|       | 5,484 | 5,484 | 3,000 Min |

### Parking

<table>
<thead>
<tr>
<th></th>
<th>Residential Use</th>
<th>Live/Work</th>
<th>Commercial</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Automobile</td>
<td>Bicycle</td>
<td></td>
</tr>
<tr>
<td></td>
<td>--</td>
<td>55</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>54</td>
<td>55</td>
<td>(18)</td>
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<tr>
<td></td>
<td>54 Min</td>
<td>no Min</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>54 Min</td>
<td></td>
<td>5 Min</td>
</tr>
<tr>
<td></td>
<td>5 Min</td>
<td></td>
<td>3 Min</td>
</tr>
<tr>
<td></td>
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<tr>
<td></td>
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<td>6 Min</td>
</tr>
<tr>
<td></td>
<td>5 Min</td>
<td></td>
<td>1 Min</td>
</tr>
</tbody>
</table>

### Notes:

a. The applicant is proposing 6 below market rate units (affordable to Very Low-Income Households) and an in-lieu fee for 0.6 unit.

b. Some areas include a 4 foot projection.

c. For non-residential uses, the first 1,000 sq. ft. of use is subtracted prior to calculating the required parking. The 1,000 sq. ft. is pro-rated for the two non-residential uses as follows:
   - 3,118 sq. ft. of live/work space proposed, it is 59% of the total 5,338 sq. ft non-residential use, 59% of the 1,000 sq. ft. reduction is 590 sq. ft., 3,110 minus 590 equals 2,528 sq. ft.; two spaces are required per 1,000 sq. ft. of use so 5 spaces are required.
   - 2,200 sq. ft. of commercial space proposed, it is 41% of the total 5,338 sq. ft non-residential use, 41% of the 1,000 sq. ft. reduction is 410 sq. ft., 2,200 minus 410 equals 1,970 sq. ft. and two spaces are required per 1,000 sq. ft. of restaurant use so 6 spaces are required.

d. Commercial uses include retail and restaurant uses. The numbers above reflect a restaurant use. If retail use is pursued, 4 automobile and 1 bicycle parking spaces would be required. Please note that their application includes an AUP for a restaurant and an AUP for alcohol beverage service incidental to food service.

e. The applicant shows 10 additional spaces, 6 on the sidewalk and 4 on the parklet; however, only spaces on private property are counted.

f. Per 23E.52.070.D.7, the Board may grant a Use Permit to modify height, setbacks and lot coverage.

g. Per 23E.52.080.E, the Board may grant a Use Permit to modify the automobile parking requirement.

### IV. Zoning Permits Required:

- Use Permit for demolition of existing commercial structures, under BMC Section 23C.08.050.A;
- Administrative Use Permit for rooftop equipment and architectural elements that would exceed the District’s high limit, under 23E.04.020.C;
- Use Permit to reduce the setbacks adjacent to the abutting Residential District to the north and west, under BMC Section 23E.04.050.E;
- Use Permit for a mixed-use development of more than 5,000 square feet, under BMC Section 23E.52.030.A;
- Use Permit for live/work units, under BMC Section 23E.52.030.A;
- Administrative Use Permit to allow a quick or a full service restaurant with more than 1,000 square feet, under BMC Section 23E.52.030.A;
- Administrative Use Permit for alcoholic beverage service of beer and wine incidental to food service at a quick or a full service restaurant, under BMC Section 23E.52.030.A;
- Use Permit for construction of more than 3,000 square feet of gross floor area, under BMC Section 23E.52.050;
- Use Permit to increase the maximum height of the building from 36 feet to 60 feet and the maximum number of stories from 3 to 5, under BMC 23E.52.070.D.7;
- Use Permit to reduce the front yard setback from 15 feet to 0-4 feet, reduce the rear yard setback from 15-17 feet to 8-15 feet and reduce each side yard setback from 4-6 feet to 0 feet, (see Table 4 for greater detail), under BMC 23E.52.070.D.7;
- Use Permit to increase the maximum lot coverage to 94%, when the maximum is 35%, under BMC 23E.52.070.D.7; and
- Use Permit to provide less parking than required for the commercial portion of a Mixed Use project, under BMC 23E.52.080.E.

V. CEQA Determination: Project may be categorically exempt pursuant to Section 15332 of the CEQA Guidelines (“In-fill Development Projects”). Use Permit planner is still reviewing this and Staff will report more information at the meeting.

VI. Density Bonus
This project is not proposing a Density Bonus.

VII. Design Review Guidelines
The City’s Design Guidelines are applicable for this project. Excerpts from the City-wide Design Review Guidelines are included below for your reference:

Setbacks
- **Street façade:** the street façade of commercial streets should be respected, in order to create or maintain the sense of urban space.

Parking and Driveways
- **Garage entrance:** Conflict with pedestrian circulation should be prevented by the proper location and design of auto entrances.
Facades
- **Harmony with Surroundings:** The proposed design should be in harmony with its surroundings through the coordination of such design elements as cornice lines, eaves, and setbacks with those of existing neighborhood buildings.
- **Articulation:** Street faces in general and the ground floor level in particular should include elements of pedestrian scale and three-dimensional interest.
- **Heights:** In general, the height of adjacent buildings especially historic structures should be respected in the design of new buildings. Abrupt changes in height may be appropriate, even desirable in certain situations.
- **Walls and Fences:** Large, unarticulated expanses of any particular wall material that deaden the pedestrian environment should be avoided.

Landscape
- Sidewalk Areas should include landscaping that is coordinated with the neighborhood design. The consistent use of one species of tree along a street or block is encouraged.

Building Entrances
- Entrance points should be clearly defined and easily identifiable by pedestrians by appropriate locations and by elements such as awnings, signage, artwork, or changes in paving material to define entry point.

Bicycle Parking
- New developments should provide usable bicycle racks that are visible from a public way and that do not impede pedestrian or auto circulation.

VIII. Issues and Analysis
A. Design Review Issues
- **Setbacks:** A substantial amount of the ground floor street elevation has been setback 4’ to allow for more generous live/work and main residential entry spaces. While upper floors are stepped back, no setbacks are proposed on the ground floor on the east and west sides of the site, consistent with the existing commercial structures on the site. An 8’ setback is proposed on the ground floor on the rear property line and will be planted for a grade level biofiltration zone.
- **Shadow Studies** have been included in this submittal for your reference. Plan view studies at various seasons are in the drawing set. A shadow study impact analysis is included as a separate attachment. This study illustrates the proposed project and adjacent structures, and includes new and existing windows.
- **Building Massing:** A solid podium base is proposed for the base of the building and is setback along the rear property line and at a substantial portion of the street façade. Upper stories pull back from the east, west and rear property lines as well as in the center creating a common open space opportunity. The upper story massing is stepped down to three stories on the southwest corner of the site where new units would be closest to the adjacent residential neighborhood.
• **Bay Encroachments:** Two angled bays are proposed on the street elevation and start on the wall surface recessed from the property line so that only a portion of the bays encroach over the public right-of-way. These bays begin at the second floor and extend to the fourth floor, allowing for the top of the bay to be a patio area for the adjacent units on the fifth floor. These bays will require an Encroachment Permit from Public Works.

• **Relationship to Surroundings / Neighborhood Pattern:** The project proposes ground floor uses and residential units above which will activate this portion of the block and relate this site to the nearby active Shattuck commercial corridor. The step down in massing along the western edge of the site is a transition to the adjacent residential neighborhood.

• **Articulation:** The podium wall is visible from Dwight Way across an open parking lot. There are also existing buildings that are close to the podium wall, especially on the west property line. Although we note that the existing commercial structure is currently on the property line, Staff asks that the Committee discuss the best design options to soften the impact of the podium wall for both nearby and farther vantage points.

• **Building Entrances:** Main residential lobby entry is located in the center of the street façade directly below the break in massing above at the top of the building. This entrance, as well as the commercial, live/work, and garage entrances are recessed back 4’ from the street property line.

• **Façade Design:** A variety of material and plane changes are proposed to articulate the building massing and help this project fit into both the nearby commercial and residential neighborhoods. Staff would like the Committee to discuss the east and west facades and give direction as to whether these facades could be more delineated into the three part design marked with the wall color variations.

• **Parking and Driveways:** Parking area is accessed from the southwest side of the site on Blake. The driveway area is shared with bicycle access to the bike parking and bike maintenance areas. Trash is also located in the parking area in the northwest corner.

• **Public Open Spaces:** A parklet on Blake is being proposed in conjunction with ground floor commercial space. New street trees and planters directly in front of the building are also being proposed.

• **Residential Open Space:** Common space is proposed in the center of the site on the second floor podium level, and on the fourth floor in the center of the southern edge of the building overlooking Blake Street. A roof top deck is proposed on the west end of the building. Private decks and patios are proposed on all sides of the project. Landscape plans have been included in this submittal.

**B. Issues for Discussion**

- Site Plan
- Building Massing
- Façade Design / Articulation
- Main Entrances
- Garage Entry
- Landscape Concepts
Recommendation

Staff recommends that the Committee discuss the issues above and give the applicant feedback on how this project can best fit into its neighborhood context.

Attachments:
1. Project Plans, received January 20, 2015
2. Shadow Study Impacts, received February 26, 2015
3. Applicant's Statement, received November, 2015

Staff Planner: Anne Burns, aburns@ci.berkeley.ca.us, (510) 981-7410
### Building Area Summary:

<table>
<thead>
<tr>
<th>Floor</th>
<th>Total Floor Area (includes parking &amp; aux spaces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GROUND FLOOR</td>
<td>20,789 SF</td>
</tr>
<tr>
<td>2ND FLOOR</td>
<td>14,988 SF</td>
</tr>
<tr>
<td>3RD FLOOR</td>
<td>14,988 SF</td>
</tr>
<tr>
<td>4TH FLOOR</td>
<td>13,354 SF</td>
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<tr>
<td>5TH FLOOR</td>
<td>12,538 SF</td>
</tr>
<tr>
<td>TOTAL</td>
<td>76,059 SF</td>
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### Gross Floor Area Per Zoning:

- **GSF, Residential**: 54,499 SF
- **GSF, Non-Residential**: 8,513 SF
- **GSF, Total**: 63,012 SF
  - **Live/Work**: 3,118 SF
  - **Commercial**: 2,220 SF

### Parking:

- **Cars Req’d Provided**
  - Residential 1/1000 GFA: 54 / 54
  - Food Service 1/300 GFA*: 4 / 4
  - Live/Work 1/1000 GFA: 3 / 3
- **Bikes Req’d Provided**
  - Commercial 1/2000 GFA: 1 (indoor), 1 (sidewalk), 4 (parklet)
  - Residential: 0

*1st 1000sf exempt per BMC

### Project Description

This project proposes demolition of 2 existing single-story warehouses and a surface parking lot, and construction of a new 5-story mixed use building with ground floor retail & live/work, ground level car and bike parking and 72 apartments above. Shared and private open space is provided at the podium level, fourth floor patios, and private balconies.

### Zoning Information:

- **Address**: 2029-2033-2035 Blake Street, Berkeley, CA 94704
- **Use Description**: Mixed Use (Commercial/Residential)
- **General Plan**: AC (Avenue Commercial)
- **Zoning District**: C-SA; South Area Commercial District
- **Flood Zone**: No
- **Fire Zone**: 1
- **Env. Mgmt Area**: Yes
- **Landmarks Structure of Merit**: No
- **Lot Area (combined)**: 22687.5 sf

### Site

**Site**

**Building Occupancy**

- Ground Floor: A-2/M/S-2
- Above: R-2

**Proposed Construction Type**

- Type IA Podium w/ Va Above

**Project Data**

**Scale**: NTS

**The Roost @ Blake**

**DRC - Prelim.**

**DEVI DUTTA ARCHITECTURE**

**01.13.15**
SHADOW STUDY - SUMMER SOLSTICE

1. SOLAR STUDY - JUN 21 - 7:45AM PROPOSED
1" = 100'-0"

2. SOLAR STUDY - JUN 21 - 12 NOON PROPOSED
1" = 100'-0"

3. SOLAR STUDY - JUN 21 - 6:35PM PROPOSED
1" = 100'-0"

ALL BUILDINGS BEING SHADOWED ARE DEPICTED IN DIAGRAMS

NEW SHADOW @ RESIDENTIAL BLDG.

LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.

DARKER TONE GRAY INDICATES SHADOWS FROM EXISTING BLDG.
SHADOW STUDY - WINTER SOLSTICE

ALL BUILDINGS BEING SHADOWED ARE DEPICTED IN DIAGRAMS

- NEW SHADOW @ RESIDENTIAL BLDG.
- LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.
- DARKER TONE GRAY INDICATES SHADOWS FROM EXISTING BLDG.

1. SOLAR STUDY - DEC 21 - 9:22AM EXISTING
   1" = 100'-0"

2. SOLAR STUDY - DEC 21 - 12 NOON EXISTING
   1" = 100'-0"

3. SOLAR STUDY - DEC 21 - 2:55 PROPOSED
   1" = 100'-0"
SHADOW STUDY - JAN 13 2015

ALL BUILDINGS BEING SHADOWED ARE DEPICTED IN DIAGRAMS
NEW SHADOW @ RESIDENTIAL BLDG.
LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.
DARKER TONE GRAY INDICATES SHADOWS FROM EXISTING BLDG.

A (PHOTOS TAKEN ON SHADOW STUDY DAYS)

B

1. SOLAR STUDY - JAN 13 - 9-26AM PROPOSED
   1" = 100'-0"

2. SOLAR STUDY - JAN 13 - 12 NOON PROPOSED
   1" = 100'-0"

3. SOLAR STUDY - JAN 13 - 3-11 PROPOSED
   1" = 100'-0"
**Bldg/Lot Compliance**

- Setbacks:
  - 5ft - Front
  - 5ft - Sides
  - 15ft - Rear
  - 15ft min. front setback (Greater provided)
  - 40% Lot Coverage
  - FAR: 4

**SHADOW STUDY - SUMMER SOLSTICE - COMPLIANT BUILDING W/ SA ZONE**

1. **SOLAR STUDY - JUN 21 - 7-45AM PROPOSED COMPLIANT**
   - 1" = 100'-0"
   - The Roost @ Blake

2. **SOLAR STUDY - JUN 21 - 12 NOON PROPOSED - COMPLIANT**
   - 1" = 100'-0"

3. **SOLAR STUDY - JUN 21 - 6-35PM PROPOSED COMPLIANT**
   - 1" = 100'-0"

---

**Legend**

- Lighter tone gray indicates shadows from proposed bldg.
- Darker tone gray indicates shadows from existing bldg.
**Assumed Res.**

**Living space**

Bldg/Lot Compliance

Setbacks:
- 5ft - Front
- 5ft - Sides
- 15ft - Rear
- 15ft min. front setback
  (Greater provided)
- 40% Lot Coverage
- FAR: 4

SHADOW STUDY - WINTER SOLSTICE - COMPLIANT BUILDING W/SA ZONE

**3 - SOLAR STUDY - DEC 21 - 2-55PM PROPOSED COMPLIANT**

1" = 100'-0"

LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.

DARKER TONE GREY INDICATES SHADOWS FROM EXISTING BLDG.

**2 - SOLAR STUDY - DEC 21 - 12 NOON PROPOSED COMPLIANT**

1" = 100'-0"

**1 - SOLAR STUDY - DEC 21 - 9-22AM PROPOSED COMPLIANT**

1" = 100'-0"

The Roost @ Blake

DRC - prelim.

DEVI DUTTA ARCHITECTURE

1.13.15
SHADOW STUDY - JAN 13 COMPLIANT BUILDING W/C-SA ZONE

BldgLot Compliance
Setbacks:
5ft - Front
5ft - Sides
15ft - Rear
15ft min. front setback (Greater provided)
40% Lot Coverage
FAR: 4

LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.
DARKER TONE GREY INDICATES SHADOWS FROM EXISTING BLDG.

1. SOLAR STUDY - JAN 13 - 9:26AM PROPOSED COMPLIANT
1" = 100'-0"

2. SOLAR STUDY - JAN 13 - 12 NOON PROPOSED COMPLIANT
1" = 100'-0"

3. SOLAR STUDY - JAN 13 - 3-11 PROPOSED COMPLIANT
1" = 100'-0"
1.13.15

The Roost @ Blake

DEVI DUTTA ARCHITECTURE

Existing Blake St. Street strip, North

Existing Blake St., South

Proposed Street Strip

ALLOWABLE DEVELOPMENT HEIGHT

ALLOWABLE DEVELOPMENT HEIGHT

STEPDOWN MASSING & NECTOR OF BLDG

STEPDOWN MASSING FOR SHARED OPEN SPACES

ADDITIONAL STREET PARKING & NEW NEIGHBORHOOD PARKLET

GROUND FLOOR STEPPED BACK INTO GENEROUS LIVING W & COMMERCIAL ENTRY

SETBACK FROM RESIDENTIAL NEIGHBORS AT DWIGHT STREET & ADJACENT COMMERCIAL RESIDENTIAL

MODULATE SITE LAYOUT NEIGHBORHOOD SCALE
WOOD FRAMED WALL WITH PLYWOOD SHEATHING

SEALANT & BACKER ROD

DUAL Pane ALUMINUM WINDOW

SEALANT & BACKER ROD

STEP DOWN FRAMING AT WINDOWS

PAINTED WOOD SILL AT INTERIOR

Typical Window @ panels

3" = 1'-0"
## the ROOST open space summary

<table>
<thead>
<tr>
<th>UNIT SUMMARY</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GROUND FLOOR</strong></td>
<td></td>
</tr>
<tr>
<td>UNIT TYPE</td>
<td>UNIT SF</td>
</tr>
<tr>
<td>LIVE/WORK</td>
<td>808</td>
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<td>UNIT TYPE</td>
<td>UNIT SF</td>
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<tr>
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<tr>
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### 4TH FLOOR

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### REQUIRED OPEN SPACE

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<th>72 UNITS</th>
<th>60 SF EACH</th>
<th>4032 SF TOTAL</th>
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<td>LIVE/WORK</td>
<td>72 SF EACH</td>
<td>126 SF TOTAL</td>
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### PROVIDED PRIVATE OPEN SPACE

- 20 UNITS (400 SF EACH)

### PROVIDED OPEN SPACE

- 4 SHARED OPEN SPACES (4 SHARED OPEN SPACES)

- TOTAL 4884 SF
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<thead>
<tr>
<th>QUANTITY</th>
<th>SYMBOL</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
<th>WATER REQ.</th>
<th>REFERENCE</th>
<th>ADJACENT TO OBSTRUCTION</th>
<th>PROJECT SPACING</th>
<th>MIN-MAX SPREAD</th>
<th>REFERENCE</th>
<th>INVASIVE</th>
<th>NATIVE</th>
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<tbody>
<tr>
<td>2</td>
<td>ACE FIR</td>
<td>Acer japonica 'Fireglow'</td>
<td>Fireglow Japanese Maple</td>
<td>15 gallon can</td>
<td>Medium</td>
<td>WUCOLS</td>
<td>No</td>
<td>Not Applicable</td>
<td>10'-15' H and W</td>
<td>Pacific Coast Maples</td>
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<tr>
<td>12</td>
<td>CER OCC</td>
<td>Ceris occidentalis</td>
<td>Western Redbud</td>
<td>15 gallon can</td>
<td>Very Low</td>
<td>WUCOLS</td>
<td>Some, See Plan.</td>
<td>12' Minimum</td>
<td>10'-18' H and W</td>
<td>Sunset WGB</td>
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<td>16</td>
<td>GAR ELL</td>
<td>Garrya elliptica</td>
<td>Coast Silktassel</td>
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<td>WUCOLS</td>
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<td>12' Minimum</td>
<td>10'-20' H and W</td>
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<tr>
<td>7</td>
<td>OLE WIL</td>
<td>Olea europea 'Wilsonii'</td>
<td>Fruitless Olive</td>
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<td>Very Low</td>
<td>WUCOLS</td>
<td>No</td>
<td>Not Applicable</td>
<td>18'-25' H x 10'-20' W</td>
<td>Sunset WGB</td>
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<tr>
<td>4</td>
<td>PYR ARI</td>
<td>Pyrus 'Aristocrat'</td>
<td>Aristocrat Pear</td>
<td>24&quot; box</td>
<td>Medium</td>
<td>WUCOLS</td>
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<td>35'-40' H x 20' W</td>
<td>Sunset WGB</td>
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<td>No</td>
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<tr>
<td>6</td>
<td>AEO ZWA</td>
<td>Aeonium arboreum 'zwartkop'</td>
<td>Canary Island Rose</td>
<td>1 gallon can</td>
<td>Low</td>
<td>WUCOLS</td>
<td>No</td>
<td>Not Applicable</td>
<td>2.5' H and W</td>
<td>Sunset WGB</td>
<td>No</td>
<td>No</td>
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<tr>
<td>8</td>
<td>ASP SPR</td>
<td>Asperago densifolius 'Springleaf'</td>
<td>Springleaf Asparagus</td>
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<td>Low</td>
<td>WUCOLS</td>
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<td>1' H x 1.5' W</td>
<td>Sunset WGB</td>
<td>No</td>
<td>No</td>
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<td>364</td>
<td>CAR TUM</td>
<td>Carx flexuosa</td>
<td>Berkeley Sedge</td>
<td>1 gallon can</td>
<td>Low</td>
<td>WUCOLS</td>
<td>No</td>
<td>2'</td>
<td>1.5'-2' H x 2' W</td>
<td>San Marcos Grass</td>
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<td>22</td>
<td>HES PAR</td>
<td>Hesperaloe parvifolia</td>
<td>Red Yucca</td>
<td>1 gallon can</td>
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<td>WUCOLS</td>
<td>No</td>
<td>4' Minimum</td>
<td>3'-4' H and W</td>
<td>Sunset WGB</td>
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<td>86</td>
<td>LOM BRE</td>
<td>Lomandra longifolia 'Lorelei'</td>
<td>Spring Headed Mat Rush</td>
<td>1 gallon can</td>
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<td>WUCOLS</td>
<td>No</td>
<td>2'</td>
<td>2'-3' H x 3'-4' W</td>
<td>San Marcos Grass</td>
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<td>15</td>
<td>STI TEN</td>
<td>Stipa tenuissima</td>
<td>Mexican Feather Grass</td>
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<td>WUCOLS</td>
<td>No</td>
<td>2'</td>
<td>2'-3' H x 3'-4' W</td>
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<td>YUC ALI</td>
<td>Yucca aloifolia 'Purpurea'</td>
<td>Spanish Bayonet</td>
<td>5 gallon can</td>
<td>Very Low</td>
<td>WUCOLS</td>
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<td>10'-15' H x 5' W</td>
<td>Sunset WGB</td>
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**Bay Friendly Landscape Plant Legend**

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<tr>
<th>QUANTITY</th>
<th>SYMBOL</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
<th>WATER REQ.</th>
<th>REFERENCE</th>
<th>ADJACENT TO OBSTRUCTION</th>
<th>PROJECT SPACING</th>
<th>MIN-MAX SPREAD</th>
<th>REFERENCE</th>
<th>INVASIVE</th>
<th>NATIVE</th>
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<tbody>
<tr>
<td>8</td>
<td>CAL MAC</td>
<td>Calystegia macrostegia</td>
<td>Morning Glory</td>
<td>1 gallon can</td>
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<td>Plant on Support</td>
<td>4' Minimum</td>
<td>3'-27' Hand W</td>
<td>Las Palmas Nursery</td>
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**Ground Covers**

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<th>REFERENCE</th>
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<th>MIN-MAX SPREAD</th>
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<th>NATIVE</th>
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<tbody>
<tr>
<td>121</td>
<td>ERW WAY</td>
<td>Eriogonum glaucum x Wayne Roderick</td>
<td>Wayne Roderick Daisy</td>
<td>1 gallon can</td>
<td>Medium</td>
<td>WUCOLS</td>
<td>No</td>
<td>2'</td>
<td>1'-2' H x 1'-2' W</td>
<td>Las Palmas Nursery</td>
<td>No</td>
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<tr>
<td>68</td>
<td>SED SPA</td>
<td>Secum spathulifolium</td>
<td>Cape Blanco Sedge</td>
<td>4&quot; pot</td>
<td>Low</td>
<td>WUCOLS</td>
<td>No</td>
<td>1.5' Minimum</td>
<td>2'-4' H x 2' W</td>
<td>Monrovia Nursery</td>
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**Total Plants**

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**Bay Friendly Rating Manual**

1. A plant that is adapted to summer dry climates must be identified by a third party reference. Below is a list of sources that qualify with the following classifications:
   - EBMUD - Plants and Landscapes for Summer-Dry Climates of the San Francisco Bay Region by EBMUD -- "infinite" or "occasional" or "no summer water," plants that are "occasional to moderate" water may qualify if they are in the appropriate climate and exposure.
   - CNP - California Native Plants for the Garden by Bonnlein, Foss & O'Brien -- "occasional" or "infrequent" or "drought tolerant"
   - SUNSET - Sunset Western Garden Book -- "little" or "no water"
   - WUCOLS - Water Use Classification of Landscape Species -- "Low" or "Very Low" water.
   - PERRY - Landscape Plants for California Gardens by Bob Perry -- "L IG 1", "L IG 2", or "M/L IG 2"

2. For the column marked "Invasive," use Cal-IPC Don't Plant a Pest List for the San Francisco Bay Area.

Note: For more information see the Bay Friendly Rating Manual.
1. Pyrus 'Aristocrat' (Aristocrat Pear) - Street Tree on Blake Street
2. Arctostaphylos 'Louis Edmunds' (Manzanita)
3. Cercis occidentalis (Western Redbud)
4. Rhamnus californica 'Eve Case' (Coffeeberry)
5. Ribes sanguineum (Winter Flowering Current)
6. Calycanthus occidentalis (Spice Bush)
7. Erigeron karvinskianus (Reabane)
8. Erigoneum grande rubescens (Red Buckwheat)
9. Galvezia speciosa 'Bocarosa' (Island Snapdragon)
<table>
<thead>
<tr>
<th>19</th>
<th>Sedum spathulifolium (Cape Blanco Stonecrop)</th>
<th>20</th>
<th>Sedum spathulifolium (Cape Blanco Stonecrop)</th>
<th>21</th>
<th>Sedum spathulifolium (Cape Blanco Stonecrop)</th>
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<td>27</td>
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**PLANT PALETH IMAGES**

**L3.3**
1. EXISTING

2. EXISTING

3. EXISTING

PROPOSED

NEW SHADOW AT LIVING & BEDROOM SPACES

JUNE 21 - 7:45 AM

PROPOSED

NEW SHADOW AT ASSUMED LIVING SPACE

DECEMBER 21 - 2:55 PM

PROPOSED

NEW SHADOW AT LIVING & BEDROOM SPACE

DECEMBER 21 - 2:55 PM

SHADOW STUDY IMPACTS

The Roost @ Blake

DRC - prelim, REV 2

DEVI DUTTA ARCHITECTURE

2.26.15
4. EXISTING

5. EXISTING

6. EXISTING

DECEMBER 21 - NOON

DECEMBER 21 - NOON

DECEMBER 21 - 9:22 AM

NEW SHADOW AT LIVING SPACES

NEW SHADOW AT ASSUMED LIVING SPACE

NEW SHADOW AT ASSUMED BEDROOMS
SHADOW STUDY IMPACTS

7. EXISTING

8. EXISTING

9. EXISTING

DECEMBER 21 - 9:22 AM

NEW SHADOW AT LIVING SPACES

NEW SHADOW AT LIVING SPACES

NEW SHADOW AT LIVING SPACES

JANUARY 13 - 3:11 PM

DECISIONS

A. ATTACHMENT 27

The Roost @ Blake

The Roost @ Blake

DRC - prelim, REV 2

DEV DUTTA ARCHITECTURE

2.26.15
10. EXISTING

PROPOSED

JANUARY 13 - 3:11 PM

NEW SHADOW AT LIVING SPACES

11. EXISTING

PROPOSED

JANUARY 13 - NOON

NEW SHADOW AT ASSUMED LIVING SPACE

12. EXISTING

PROPOSED

JANUARY 13 - NOON

NEW SHADOW AT LIVING SPACES
13. EXISTING

NEW SHADOW AT ASSUMED BEDROOMS

JANUARY 13 - 9:26 AM

14. EXISTING

NEW SHADOW AT ASSUMED LIVING SPACE

JANUARY 13 - 9:26 AM

15. EXISTING

NEW SHADOW AT LIVING SPACES

JANUARY 13 - 9:26 AM
Overview and Project Introduction

Rhoades Planning Group is pleased to present this proposal for The Roost @ Blake, a new mixed use infill development project located at 2029-2035 Blake Street. The project will build on the character of the neighborhood, which includes mixed-use developments and commercial spaces on Shattuck Avenue and side streets, as well as a residential neighborhood to the west. The project will include ground floor commercial space, as well as three ground-floor live-work units. The upper floors will provide high-quality residential apartment units with numerous community amenities.

The project site is designated as Avenue Commercial in the City’s General Plan, and fulfills the goals of the Avenue Commercial designation, which is characterized by pedestrian-oriented commercial development and multi-family residential structures. Goals within areas designated as Avenue Commercial include supporting a vibrant pedestrian-oriented area that serves residents and provides necessary goods and services. The site is zoned South Area Commercial (C-SA), and furthers the goals of the South Berkeley Area Plan including enhancement of economic development and encouragement of mixed use developments, which are more appropriate in scale and character to South Berkeley than large single use projects, and which welcome additional residents to contribute to the local commercial market (see South Berkeley Area Plan, pages 40-42).

Additionally, the project site is ½ mile (a 10 minute walk) from the Downtown Berkeley BART station, and is adjacent to a number of AC Transit bus lines, as well as City of Berkeley bicycle routes. Therefore, the project contributes to Berkeley’s Climate Action Plan goals of providing housing in locations close to goods and services, and oriented to use of public- and active-transportation, serving to reduce the City’s overall per capita carbon footprint.
Project Description

The proposed development project is a five-story mixed-use building that includes ground floor commercial retail or quick- or full-service restaurant space, intended to serve surrounding neighbors which include both residential, office, and commercial uses. The ground floor also includes three live/work spaces, which will help to activate the street and continue to encourage the diversity of uses that already exist in the neighborhood, while creating opportunities for entrepreneurism and a zero-commute lifestyle for those who are able to live, work, and fulfill basic personal and business needs in Downtown Berkeley and the South Shattuck area. The total floor area of the proposed project per Zoning Ordinance definition is 68,350 square feet.

Ground level car and bicycle parking will be provided in a garage at the rear of the lot. The project includes 72 studio, one- and two-bedroom apartments on the levels above. Shared and private open space is provided in a podium level courtyard, and on private balconies and roof decks.

The building will provide a number of amenities for residents, including significant bicycle parking, a bicycle fix-it station, and a large shared courtyard that will include a resident outdoor kitchen and dining areas, fireplace, fountain, and a dog run. A common roof deck at the fourth floor will also be available to residents.

A total of six below market rate units are required for the project consistent with the City of Berkeley Inclusionary Housing requirement (10% of market rate units @ 60% AMI), as well as an in-lieu fee for .6 of one unit.

The project provides 61 at-grade parking spaces for residents of the project, live/work tenants, and commercial employees/patrons using parking lifts. Parking will be accessed via a driveway from Blake Street at the west side of the site, and will use lifts for a total of 54 residential parking spaces, meeting the requirement of the C-SA zoning district. Residential parking spaces will be unbundled from the
apartments, meaning that residents may choose whether or not to rent a parking space. The project will also provide three parking spaces for live/work units, and five parking spaces for the commercial use, meeting all parking standards.

Additionally, the project will include 52 secure bicycle parking spaces and a bicycle fix-it station in a secured area accessible from the garage and the residential lobby. The garage driveway will be painted with bicycle sharrows striping and include exterior signage welcoming bicyclists into the garage space, in order to make bicycle transportation increasingly comfortable and attractive for residents. Further, each residential unit will be provided with two free AC Transit passes, and all parking will be unbundled from the residential units.

The project will also add three on-street parking spaces due to the removal of two existing curb cuts. The project will also use two on-street parking spaces to create a small public parklet for use by patrons of the new commercial space and live/work spaces, as well as patrons and office workers from neighboring buildings.

The project will use green building features including solar residential hot water, solar PV ready, and flow-through planters or a bio filtration area.

The project will include demolition of two existing structures currently used for commercial warehousing and storage. A total of 375 cubic yards of earth will be removed from the site to excavate for new foundations. No basement is included as part of the project.

Use Permits Requested

1. 22.12.060(UPPH) – Demolition Permit for Existing Commercial Structures.
2. 23E.52.030.A (UPPH) – Mixed Use Developments (Residential/Commercial) 5,000 sq. ft. or more
3. 23E.52.050 (UP) – Construction of gross floor area more than 3,000 sq. ft.
5. 23E.04.050 (UPPH) – Modify Yard Requirements Adjacent to a Residential Zone
6. 23E.52.030.A (AUP) – Quick/Full Service Restaurant under 5,000 sq. ft.
7. 23E.52.030.A (AUP) – Alcoholic Beverage Service of beer and wine incidental to food service
8. 23E.52.030.A (UPPH) – Live/Work Units
9. 23E.04.020 (AUP) – Rooftop Equipment

CEQA Determination

This project is expected to be exempt from CEQA pursuant to Section 15183.3: Streamlining for Infill Projects. This project meets the eligibility requirements for Infill Streamlining as follows:

- The project site is located in an urban area on a site that has previously been developed;
- The project site is located within ½ mile of a major transit corridor and satisfies the performance standards of Appendix M of the CEQA Guidelines – The project site is located within ½ mile of 5 AC Transit bus stops, including the AC Transit 18 bus line, which runs every 15 minutes during commute hours and brings passengers quickly to the Downtown Berkeley BART station. Additionally, the project is within ½ mile of the AC Transit 800 bus line, which is an all-night
transbay bus line. The project is also ½ mile from the Downtown Berkeley BART station, or an approximately 10 minute walk.

- The Project is consistent with the general use designation, density, building intensity, streetscape and applicable policies specified for the project area in the City’s Zoning Ordinance, specifically with the C-SA zoning district, and South Berkeley Area Plan and South Shattuck Strategic Plan.

- A traffic and parking study prepared for the site by Abrams Associates, included as part of this application package, shows no significant transportation or parking impacts.

- A Phase I environmental analysis prepared by International Geologic LLC, and included as part of this application package, does not indicate the need for a Phase II report, nor for any measures beyond the City of Berkeley’s generally applicable site standards.

- A Historic Resource Evaluation prepared by Preservation Architecture, and attached as part of this application package, evaluates the existing buildings against the criteria employed to determine eligibility for listing on the California Register of Historical Resources and as City of Berkeley Landmarks and Structures of Merit. The report indicates that the existing buildings are not eligible for designation on the basis of any cultural value, and are not architectural examples worth preserving as part of the neighborhood.

- The shadow studies conducted for the project show that the proposed structure will create some increased morning shading for apartment buildings to the north and west of the project site, but not to a significant degree.

- The proposed building is solar ready.

### Zoning and Architectural/Building Amenity Program

The project is a five-story mixed-use building containing commercial and live/work space, residential apartment units and open-space for residents, and vehicle and bicycle parking.

The project’s ground floor includes one commercial space 2,220 square feet in size. This space is intended as a small neighborhood-serving café, based largely on interest expressed by business owners and office tenants of the building across Blake Street from the project site.

<table>
<thead>
<tr>
<th>Standard (BMC Section 23E.52)</th>
<th>Existing</th>
<th>Proposed Total</th>
<th>Permitted/Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Area (sq. ft.) – Total</td>
<td>22,688</td>
<td>22,688</td>
<td>NA</td>
</tr>
<tr>
<td>Commercial Floor Area (sq. ft.)</td>
<td>15,162</td>
<td>2,200</td>
<td>NA</td>
</tr>
<tr>
<td>Residential Floor Area</td>
<td>0</td>
<td>54,499</td>
<td>NA</td>
</tr>
<tr>
<td>Live/Work Floor Area</td>
<td>0</td>
<td>3,118</td>
<td>NA</td>
</tr>
<tr>
<td>Gross Floor Area (sq. ft.) – Total</td>
<td>15,162</td>
<td>68,350</td>
<td>NA</td>
</tr>
<tr>
<td>Floor Area Ratio</td>
<td>0.66</td>
<td>3.3</td>
<td>4 Max</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Affordable</td>
<td>0</td>
<td>6.6</td>
<td>6 Min</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>72</td>
<td>NA</td>
</tr>
</tbody>
</table>
A large residential lobby is accessible from the sidewalk just west of the commercial space. The lobby provides access to the elevator and stairs, and will feature a large skylight to bring natural light to the lobby from the courtyard above. Residents will be able to walk through this lobby to access the garage, common laundry facilities, large bicycle parking room with space for 52 bicycles, as well as a bike fix-it station that allows residents to perform bike maintenance conveniently in the building.

Adjacent to the residential lobby are three individual live/work spaces ranging in size from 885 square feet to 1,318 square feet. Each live/work space will include a mezzanine, allowing tenants to maintain separation between living space and professional studio or office space.

Vehicle parking will be in a garage at grade level, at the rear portion of the lot behind the street-facing commercial, live/work, and lobby spaces. This garage will be accessible via a driveway from Blake Street at the western side of the site. Parking will use stacking lifts to provide a total of 64 parking spaces, meeting the Zoning Ordinance requirements for residential and live/work parking and slightly exceeding the requirement for commercial parking, as shown in the table below. The calculation for commercial parking assumes the commercial space will be a food-service use, and therefore assumes the most conservative parking requirement.
Additionally, the project will add three on-street parking spaces due to the removal of two existing curb cuts. The project will also propose the use of two on-street parking spaces to create a small public parklet for use by patrons of the new commercial space and live/work spaces, as well as patrons and office workers from neighboring buildings. This results in one net new on street parking space.

The second through fifth levels of the project will support a total of 72 residential apartment units, including studio, one- and two-bedroom units. The unit mix is reflected in the adjacent table.

Residential units at the second floor will pull back considerably from the rear and side property lines, paying special attention to areas where existing adjacent residential structures are closest to the project site. These second floor setbacks create large private patios on the east and west edges of the podium and ground levels. The project will pull back extensively above the podium from the rear property line at the middle of the project site to create a large shared courtyard for residents. Landscaping and programming for this shared open space will include a resident cooking and dining area, fountain, and dog run, creating spaces that are available for active use by residents while protecting privacy and quietude for adjacent residents and apartment units facing into the courtyard.

At the fourth floor, the building will pull away from neighbors at the southwest and southeast corners, creating large private decks for residents. The fourth floor will also include a shared roof deck for residents near the middle of the building facing onto Blake Street. This shared space will allow all residents to enjoy views and sunlight, and will also create a notch in the total building massing to bring sunlight in to the shared courtyard.

Units on the fifth floor are set back from the fourth floor to create private decks for residents and concentrate the building’s height towards the middle of the site, away from adjacent buildings. Most fifth floor units will include small staircases to mezzanine areas that allow access to private roof decks.

With the abundance of private patios and roof deck areas, the project well exceeds open space requirements of the Zoning Ordinance, as reflected in the table above.

The Roost @ Blake is a new mixed-use building in a mixed-use neighborhood. It creates a much-needed transition from the robust activity at Shattuck Avenue to the residential and commercial neighborhood beyond. Generous setbacks at residential floors to neighbors at the side and back provide a spatial buffer, while varying building heights provide articulation at the facades and concentrate massing away from neighbors. Commercial space at the ground floor sits adjacent to a new public parklet, and live/work spaces open to the street. The street-facing edge of the building is modulated by bays and recesses, which anchors the building in the existing streetscape. New street trees and sidewalk planting further enhance the pedestrian experience.
Residential units are oriented to take advantage of both bay and hill views, and many units have private patios and balconies. A range of shared open spaces, both expansive and intimate, create a sense of community in this new residential development.

**Policy Analysis**

The site is designated by the City of Berkeley’s General Plan as ... The proposed project fulfills the following policies of the General Plan:

- **Policy LU-3 Infill Development:** Encourage infill development that is architecturally and environmentally sensitive, embodies principles of sustainable planning and construction, and is compatible with neighboring land uses and architectural design and scale. (Also see Urban Design and Preservation Policies UD-16 through UD-24.)

This is a true infill development project, which will redevelop two underutilized commercial buildings and a parking lot to create a vibrant residential address with an attractive pedestrian atmosphere supported by neighborhood commercial space, live-work space, and a public parklet. The project’s architecture uses changes in material and scale to break up the building’s massing and to concentrate height away from adjacent neighbors and to maintain sensitivity with the diversity of surrounding uses and building forms. The project is environmentally sensitive in its provision of housing opportunities in proximity to services and public transportation, in its provision of two free transit passes to every unit as well as abundant bicycle parking and bicycle-friendly amenities, and in its building materials and systems, which include solar residential hot water, solar PV ready, flow-through planters or a biofiltration area, and solar shading at the south and west sides.

- **Policy LU-27 Avenue Commercial Areas:** Maintain and improve Avenue Commercial areas, such as University, San Pablo, Telegraph, and South Shattuck, as pedestrian-friendly, visually attractive areas of pedestrian scale and ensure that Avenue areas fully serve neighborhood needs as well as a broader spectrum of needs.

The project will improve the South Shattuck Avenue Commercial area by creating a visually attractive mixed-use building that supports increased housing opportunities, neighborhood-serving commercial space, and live/work spaces that provides unique space and allows people to both live and work on South Shattuck, helping to secure it as a mixed-use neighborhood. A small public parklet and architectural design, including bays and vertical elements to break up the experience of the building from the sidewalk, will support an attractive pedestrian scale.

Additionally, the project meets a number of goals of the South Berkeley Area Plan and South Shattuck Strategic Plan.

**South Berkeley Area Plan**

The project is in the northeastern corner of the area covered by the 1990 South Berkeley Area Plan. This plan indicates that desirable businesses for South Berkeley include eating places, bakeries, coffee shops, and a variety of retail uses such as book stores, stationary stores, home furnishings, and others (p. 28). Due to the size of the project’s commercial space, it will be most suitable for a tenant similar to those described in the Plan, such as a small coffee shop or bakery.
The Plan also discusses the importance of strengthening the commercial sector without displacing existing businesses (p. 40). The project site is currently being used as storage for two existing commercial uses (Hustead’s Collision Center and Airport Appliance). These two businesses already have their main locations somewhere else so will only need to find new storage spaces somewhere else.

Goal 3 of the Plan, to maintain and expand South Berkeley’s housing stock, includes implementation policies such as Policy 3.6, encouraging mixed use development along major commercial corridors (p. 55). The proposed project implements this policy, helping to expand housing opportunities on the South Shattuck commercial corridor. Additionally, as a strategy for constructing new housing units, mixed use development is identified as both common and desirable, and indicates that the zoning in this area is aimed at encouraging locally serving mixed use development, as such development consolidates and maximizes use of limited space, and provides residential units in close proximity to shopping. Therefore, the proposed project implements this strategy for improving housing opportunities.

**South Shattuck Strategic Plan**

The project site is included within the 1998 South Shattuck Strategic Plan as part of Target Area 1, which includes commercial properties along Shattuck from Dwight Way to Ward Street (p. 7). Strategy Two of this Plan encourages the reuse of vacant and underdeveloped sites in Target Area 1 as mixed-use buildings with retail below and residential above. The Plan encourages this type of development in order to add residents to the corridor who would patronize businesses in the area, and to attract residents with potentially low auto usage because of access to transit and services, as well as improve public safety by providing ‘eyes on the street’ (p. 23).

The first urban design strategy for Target Area 1 cited in the Plan is to enhance pedestrian orientation through upgraded and expanded streetscape improvements (p. 25). The project at 2035 Blake Street will improve the pedestrian experience significantly. First, the project replaces two boxy storage warehouses and a surface parking lot with a building with architectural character and quality materials, with active street-fronting uses, including commercial space closer to Shattuck Avenue and live/work space further down Blake Street. Additionally, new landscaping, street trees, and a public parklet will create an attractive place for customers, residents, and neighbors to stroll and sit on Blake Street.

### Project Setting

The project site is located on the north side of Blake Street, just off of Shattuck Avenue, between Shattuck Avenue and Milvia Street. The site is comprised of three lots that together have an area of 22,688 square feet. The site currently contains two commercial buildings: 2035 Blake supports 6,832 square feet of commercial space, currently used by Airport Appliance for product storage, and the 8,330-square
foot building at 2029 Blake Street, as well as the parking lot in between the two existing buildings, are currently used by Hustead’s Collision Center, Inc.

The site is zoned C-SA, South Area Commercial District. The site is located ½ mile from the Downtown Berkeley BART station (an 11 minute walk), and 0.8 miles from the Ashby BART station, and is proximate to numerous frequently-running bus lines.

Blake Street is a wide street which, on this block just off of Shattuck Avenue, supports a diversity of uses and building intensities. Across Blake Street, south of the project site is a two-story commercial building with an exercise facility and medical supply store, with office space above, adjacent to a multi-family apartment building. Directly east of the site are the rear walls of the one- and two-story commercial buildings facing Shattuck Avenue, including the commercial building at the corner of Shattuck and Blake, Airport Home Appliance, and a nail salon located in the J&L Laundry building. North of the site are the rear walls of two three to four-story multi-family apartment buildings, as well as one rear unit built proximate to the project’s rear property line. East of the project site is a two-story small multi-family residential building.

The proposed project will create a condition for these northern and eastern residential neighbors that is similar to the existing condition, and in some ways an improvement, as the podium level will be set back eight feet further from the rear than the existing warehouse buildings, and beginning at the second level the building massing will pull back significantly from these neighboring residential buildings. Adjacent parcels are zoned either R-4 in the Multi-Family Residential district for relatively high density residential use, or C-SA in the South Area Commercial District, as shown in the table above.

Structure History

There are two existing structures on the site. A Historic Resource Evaluation prepared by Preservation Architecture, attached as part of this application package, evaluates the existing buildings against the criteria employed to determine eligibility for listing on the California Register of Historical Resources and as City of Berkeley Landmarks and Structures of Merit. The report indicates that the existing buildings are not eligible for designation on the basis of any cultural value, and are not architectural examples worth preserving as part of the neighborhood.

Green building requirements (III.A – Zoning Project Submittal Requirements)

The proposed project is designed to be environmentally sustainable and will be GreenPoint Rated or equivalent. Many components of the project will contribute to its environmental sustainability, including the density and transit orientation, mixed-use character, interior and exterior finishes and materials, solar residential hot water, flow-through planters or a biofiltration area, solar shading at the south and
west sides, and amenities such as bicycle parking. As a smart-growth infill development, the project significantly reduces environmental impacts by attracting residents to a neighborhood rich in walkable amenities, services, and public transit options, which minimizes their need to travel by automobile.

Required Use Permit Findings

Findings to Authorize Approval of Use Permits – Section 23B.32.040. This section authorizes the approval of Use Permits upon finding that the establishment, maintenance or operation of the use, or construction of a building, will not be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in the area or neighborhood or be detrimental or injurious to property and improvements of the adjacent properties, the surrounding area or neighborhood or to the general welfare of the City. Approval of a Use Permit also requires making the findings of the District.

Response: The construction, establishment, maintenance, and operation of the proposed project will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of the neighborhood or the City as a whole. The proposed project replaces an auto-oriented use and inactive street front in a commercial district with a mixed-use project that adds vitality, housing opportunities, economic development, and pedestrian-oriented commercial space to the neighborhood, and encourages the continued diversity of uses that currently exists in the neighborhood with the provision of live/work space. As such, the project fulfills goals of the South Berkeley Area Plan and the City’s General Plan to encourage mixed-use development and revitalization on sites such as this. The proposed project adds much needed housing in close proximity to goods and services in Downtown Berkeley and the South Shattuck area, and in a location rich in opportunities for public and active transportation. As such, the project aligns with the City’s Climate Action Plan and the goals expressed in SB 375, the State of California law that aims to reduce greenhouse gas emissions by promoting transit-oriented housing and commercial developments. New residents from the project will shop and use services in the South Shattuck neighborhood, supporting the economic vitality of existing local businesses. The small commercial space will attract some new customers to this location on Blake Street just off of Shattuck Avenue, and will provide an attraction for current neighborhood residents and office employees, while enhancing the pedestrian character of the street. Additionally, the live-work spaces in the project provide a housing/office type that is lacking in Berkeley, and creates opportunities for entrepreneurism and a zero-commute lifestyle for those who are able to live, work, and fulfill basic personal and business needs in Downtown Berkeley and the South Shattuck area.

Additional required findings of the C-SA District are presented below.

Section 23E.52.090.A requires that the following findings are required prior to approval of a Use Permit:

- Compatibility Findings to Authorize Use Permits in the C-SA District – Section 23E.52.090.B. A proposed use or structure must:
  1. Be compatible with the purposes of the District;
  2. Be compatible in design and character with the District and the adjacent residential neighborhoods;
3. Not result in the domination of one type of commercial/retail use in any one area of the District.

Response: The proposed project is compatible with the purposes of the District, which support mixed-use residential and lower intensity commercial uses, locations for other activities such as offices that are compatible with both retail and residential uses, pedestrian-oriented development, and opportunities for the establishment of businesses which are owned and operated by local residents. The project is compatible with these purposes of the district in that it provides conveniently located housing opportunities and low-intensity commercial space, as well as space for live/work activities that are compatible with commercial and residential uses and that encourage the establishment of businesses by local residents. The project is also compatible with the design and character of neighboring buildings, which include commercial uses and multi-family housing of varying scales, as well as larger-scale mixed-use buildings located in proximity to the site. The immediate area includes a wide variety of retail, personal services, and office use, and therefore the small commercial space intended to be a café will not result in the domination of one type of commercial use in the area, but instead will provide a desirable neighborhood amenity for neighbors and commercial/office employees nearby that is not currently available.

- **General Purposes Findings to Authorize Use Permits in the C-SA District – Section 23E.52.090.C.** For any Use Permit under Section 23E.52.070.D or E, the proposed use or structure must satisfy at least one of the following general purposes:

  1. To encourage utilization of public transit and existing off-street parking facilities in the area of the proposed building;
  2. To permit consistency with the building setbacks existing in the immediate area where a residential building setback would not serve a useful purpose;
  3. To facilitate the construction of affordable housing as defined by the U.S. Department of Housing and Urban Development (HUD) Guidelines;
  4. To provide consistency with the purposes of the District as listed in Section 23E.52.020.

Response: The proposed project requests Use Permits per Section 23E.52.070.D.7 to modify height and yard requirements. The proposed project satisfies purposes 1, 2, and 4, above, therefore meeting the required findings to achieve a Use Permit per Section 23E.52.070.D.

(1) The proposed project will encourage utilization by new residents of public transit in the area of the proposed building, including BART (approximately one-half mile from the site) and AC Transit (with five bus lines within ¼ mile, including a transbay line).

(2) The proposed setbacks are consistent with both commercial and residential setbacks in the surrounding area. The project’s Blake Street frontage sets back slightly from the sidewalk to create dynamic commercial and live/work entrances, which could not be achieved by the large setback otherwise required, which is more consistent with a smaller-scale residential neighborhood. This front setback is also consistent with the commercial/office building across
Blake Street from the project. The reduced side and rear yards are also consistent with both residential and commercial buildings in the immediate area. The rear yard will provide a significantly increased setback from the current condition, and provides a greater setback than one of the residential properties just to the north of the project site. The side yards will be similar to the current condition, and to the side setbacks of the adjacent buildings. Finally, the building sets back significantly at the second floor – 18’9” on the west side, 10’ on the east side, and 15’ at the rear. Therefore the impact of reduced setbacks to adjacent properties will be minimal, and all activity and building massing will be pulled from adjacent properties to protect light and privacy.

(3) The proposed project also meets the purposes of the C-SA district, including providing a location for a community-serving business, providing lower intensity commercial use, encouraging residential development for persons who desire convenience of location and more open space than is available in the Downtown, providing limited locations for live/work activities that are compatible with retail and residential uses, encouraging a development (and amenities such as the parklet) that support pedestrian-oriented uses, and encouraging appropriate mixed-use development. Use Permits to allow the proposed height and setbacks makes possible the level of housing opportunities, the small scale commercial opportunity, and the live/work opportunities provided by the proposed project.

- Findings to Authorize Reduced Off-Street Parking Requirements – 23E.52.090.D. Any reduction of the off-street parking requirements under Sections 23E.52.080.E or 23E.28.130, is subject to the findings in Section 23E.28.140.
  - **Section 23E.28.140.A.** In order to approve any Permit under this chapter, the Zoning Officer or Board must make the findings required by Section 23B.28.050 and/or 23B.32.040 as applicable, in addition to any findings required in this section to the extent applicable.
  - **Section 23E.28.140.B** – To approve any reduction of the off-street parking spaces under Section **23E.28.130**, or under other sections that refer to this section, the Zoning Officer or Zoning Adjustments Board must find that the reduction will not substantially reduce the availability of on-street parking in the vicinity of the use. The Zoning Officer or Board must also find that at least one of each of the two groups of conditions below apply:
    1. a. The use is located one-third of a mile or less from a Bay Area Rapid Transit (BART) station, intercity rail station or rapid bus transit stops; or  
       b. The use is located one-quarter of a mile or less from a publicly accessible parking facility, the use of which is not limited to a specific business or activity during the use’s peak parking demand; or  
       c. A parking survey conducted under procedures set forth by the Planning Department finds that within 500 feet or less of the use, on non-residential streets, at least two times the number of spaces requested for reduction are available through on-street parking spaces for at least two of the four hours of the use’s peak parking demand; or
d. The use includes one of the following neighborhood-serving uses: Retail Products Store(s), Food Service Establishments, and/or Personal/Household Service(s). These uses include, but are not limited to: Dry Cleaning and Laundry Agents, Drug Stores, Food Products Stores, Household Items Repair Shops, and/or Laundermats; and

2. a. The parking requirement modification will meet the purposes of the district related to improvement and support for alternative transportation, pedestrian improvements and activity, or similar policies; or

b. There are other factors, such as alternative transportation demand management strategies or policies in place, which will reduce the parking demand generated by the use.

o Section 23E.28.140.C – To approve any modification of the parking requirements, unrelated to the number of spaces, under Section 23E.28.130 or under other sections that refer to that section, the Zoning Officer or Zoning Adjustments Board must find that the parking requirement modification allows the continued use of an existing parking supply and that meeting the parking requirements is not financially feasible or practical. (Ord. 7167-NS § 2, 2011: Ord. 6856-NS § 7 (part), 2005)

Response: Not applicable. The proposed project does not request any reduction of off-street parking requirements.

Findings to Authorize Reduced Setbacks Adjacent to a Residential Zone - 23E.04.050 (UPPH) – The proposed project provides greater setback and distance from the existing adjacent residential structures than exists today. The project design incorporates additional upper story setbacks and devices that prevent residents from peering over the edge of the structure from open space areas and down into adjacent yards.

Finding to Allow Rooftop Equipment - 23E.04.020 (AUP) – Rooftop equipment will meet the requirements of Section 23E.04.020.C.

Neighborhood Meeting & Community Outreach

The project team held an open house-style neighborhood meeting on September 22, 2014, from 6:00-7:00 pm. Prior to the meeting, notices were sent to all owners and occupants within 300 feet of the site based on a list of addresses provided by the City of Berkeley. Additionally, the project team walked the neighborhood three days before the meeting to hand out fliers to residents and commercial/office tenants. At that time, many individuals expressed that they had indeed already seen the notice that arrived in the mail.

The meeting was held at the project site, on the large sidewalk in front of the site’s center parcel. During the meeting, large boards featuring draft floor plans, elevations, and renderings were posted for attendees to look at, and the project team answered questions and discussed the proposal with attendees.
Eight members of the public attended and signed in at the open house, and a few others stopped by or spoke with the project team briefly without signing in. Feedback about the project was generally positive. Some concern was expressed about potential construction noise by an office tenant across Blake Street. The project team discussed the construction process with the concerned individual, whose concern was significantly reduced by the fact that construction will not include pile driving. Additionally, the project team suggested working with this individual proactively to keep her apprised of the construction schedule so that she would be prepared for any particularly loud days, and she could act as the point of contact between the project team and other office tenants in her building.

Additionally, one member of the public was concerned about parking, however after hearing that a parking reduction was not being requested, and that more on-street parking would be created due to the removal of two curb-cuts, this concern seemed significantly reduced.

When asked whether people generally appreciated the idea of a parklet, or if they would rather have the additional on-street parking, the general sentiment was that, assuming the commercial space is indeed occupied by a café use, the parklet would be a welcome neighborhood amenity. If not, they would tend to prefer the additional parking.

### Project Team

| **Owner** | 2035 Blake Street, LLC  
Xin Jin, Managing Member |
|-----------|--------------------------|
| **Applicant/Contact** | RhoadesPlanningGroup  
Mark Rhoades  
1611 Telegraph Avenue, Suite 200  
Oakland, CA 94612 |
| **Architect** | Devi Dutta Architecture  
Devi Dut-Choudhury, AIA |
10 Carex turricula (Berkeley Sedge)
11 Hesperaloe parvifolia (Red Yucca)
12 Lomandra longifolia ‘Breeze’ (Spiny Headed Mat Rush)
13 Stpa tenuissima (Mexican Feather Grass)
14 Yucca aloifolia Purpurea (Spanish Bayonet)
15 Calystegia macrostegia (Morning Glory)
16 Erigeron glaucus x Wayne Roderick (Wayne Roderick Daisy)
17 Sedum oreganum (Oregon Stonecrop)
18 Sedum spathulifolium (Cape Blanco Stonecrop)
CITY OF BERKELEY
REQUEST TO ADDRESS DESIGN REVIEW COMMITTEE

NAME Mark Rhodes, Devi Dutta, Chris Ford
(Please Print)

AGENDA ITEM 2029 Blake
(Project Address)

ORGANIZATION REPRESENTED (IF ANY) Project Team

SUPPORT _____ OPPOSITION _____ COMMENTS ONLY _____

SIGNATURE

ADDRESS

PHONE ______________________ DATE 5/21/2015

CITY OF BERKELEY
REQUEST TO ADDRESS DESIGN REVIEW COMMITTEE

NAME Kelly Hemmingsen
(Please Print)

AGENDA ITEM 2029 Blake St.
(Project Address)

ORGANIZATION REPRESENTED (IF ANY)

SUPPORT _____ OPPOSITION _____ COMMENTS ONLY _____

SIGNATURE

ADDRESS 409 Berkeley Way

PHONE 510-325-1218 DATE 5/21/2015
I. Introduction
This project is located on the north side of Blake Street between Milvia Street and Shattuck Avenue. This parcel is located in the C-SA, South Area Commercial zoning district.

This project was before the Design Review Committee (DRC) for Preliminary Design Review last month. A summary from that meeting is included further on in this report. It is before the DRC for Continued Preliminary Design Review.

The Use Permit application includes a request to demolish the existing buildings on the parcel. This was referred to the Landmarks Preservation Commission (LPC) on March 5, 2015 where the LPC took no action.

II. Background
Currently, 2029 and 2035 Blake Street has single-story, commercial structures of composite construction: masonry, masonry tile and stucco exterior walls, with a concrete and steel structural frame under a low-sloped roof. Both structures are approximately 130 feet deep and fill the lot front-to-back and side-to-side.

This proposal is for a new mixed-use project that includes ground floor commercial space as well as two ground floor live-work units. The upper floors will provide residential units with common and individual residential amenities.
Corridor Plan Area and that effort is now in process. More detailed information on that process is available on the City’s website.

Figure 1: Vicinity Map

Note: Double-hatched shading indicates landmarked properties.

Table 1: Land Use Information

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Use</th>
<th>Zoning District</th>
<th>General Plan Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject Property</td>
<td>Auto Repair</td>
<td>C-SA, South Area Commercial</td>
<td>AC, Avenue Commercial</td>
</tr>
<tr>
<td>Surrounding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Properties</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North</td>
<td>Multiple Unit</td>
<td>R-4, Multi-family Residential</td>
<td>HDR, High Density Residential</td>
</tr>
<tr>
<td>South</td>
<td>Commercial</td>
<td>C-SA, South Area Commercial</td>
<td>AC, Avenue Commercial</td>
</tr>
<tr>
<td>East</td>
<td>Mixed-Use</td>
<td>C-SA, South Area Commercial</td>
<td>AC, Avenue Commercial</td>
</tr>
<tr>
<td>West</td>
<td>Multiple Unit</td>
<td>R-4, Multi-family Residential</td>
<td>HDR, High Density Residential</td>
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</table>

Table 2: Development Standards

<table>
<thead>
<tr>
<th>Standard</th>
<th>Existing</th>
<th>Addition/ (Reduction)</th>
<th>Proposed Total</th>
<th>Permitted/ Required</th>
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<tr>
<td>Lot Area (sq. ft.)</td>
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<td>22,688</td>
<td>no Min</td>
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<tr>
<td>Gross Floor Area (sq. ft.)</td>
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<td>47,850</td>
<td>70,450</td>
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<tr>
<td>Floor Area Ratio</td>
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<td>3.6</td>
<td>4.0 Max</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>Total</td>
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<td>82</td>
<td>--</td>
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<tr>
<td></td>
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<td>0</td>
<td>8.2</td>
<td>8.2 a</td>
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<tr>
<td>Building Height'</td>
<td>Average (ft.)</td>
<td>&lt;18</td>
<td>42</td>
<td>29'4” Average 60' max</td>
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<tr>
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<td>Stories</td>
<td>1</td>
<td>4</td>
<td>5 Max</td>
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<tr>
<td>Building Front (Blake St.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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Setbacks (ft.)

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<thead>
<tr>
<th>Story</th>
<th>0</th>
<th>0 to 4</th>
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<tr>
<td>1st Story</td>
<td>0</td>
<td>0 to 4</td>
<td>15</td>
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<tr>
<td>2nd Story</td>
<td>--</td>
<td>0 to 4</td>
<td>15</td>
</tr>
<tr>
<td>3rd Story</td>
<td>--</td>
<td>0 to 4</td>
<td>15</td>
</tr>
<tr>
<td>4th Story</td>
<td>--</td>
<td>0 to 4</td>
<td>15</td>
</tr>
<tr>
<td>5th Story</td>
<td>--</td>
<td>4</td>
<td>15</td>
</tr>
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</table>

Rear (north)

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<thead>
<tr>
<th>Story</th>
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<tr>
<td>1st Story</td>
<td>0</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>2nd Story</td>
<td>--</td>
<td>15' to 20'1&quot;</td>
<td>15</td>
</tr>
<tr>
<td>3rd Story</td>
<td>--</td>
<td>15 to 20'1&quot;</td>
<td>15</td>
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<td>4th Story</td>
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<td>5th Story</td>
<td>--</td>
<td>20'1&quot;</td>
<td>19</td>
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</table>

Left Side (west)

<table>
<thead>
<tr>
<th>Story</th>
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<th>5</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Story</td>
<td>0</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>2nd Story</td>
<td>--</td>
<td>5 to 24'6&quot;</td>
<td>4</td>
</tr>
<tr>
<td>3rd Story</td>
<td>--</td>
<td>5 to 24'6&quot;</td>
<td>6</td>
</tr>
<tr>
<td>4th Story</td>
<td>--</td>
<td>24'6&quot;</td>
<td>8</td>
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<tr>
<td>5th Story</td>
<td>--</td>
<td>24'6&quot;</td>
<td>10</td>
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</table>

Right Side (east)

<table>
<thead>
<tr>
<th>Story</th>
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<th>4</th>
</tr>
</thead>
<tbody>
<tr>
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<td>0</td>
<td>0 to 10'</td>
<td>4</td>
</tr>
<tr>
<td>2nd Story</td>
<td>--</td>
<td>0 to 10'</td>
<td>4</td>
</tr>
<tr>
<td>3rd Story</td>
<td>--</td>
<td>0 to 10'</td>
<td>6</td>
</tr>
<tr>
<td>4th Story</td>
<td>--</td>
<td>8 to 10</td>
<td>8</td>
</tr>
<tr>
<td>5th Story</td>
<td>--</td>
<td>8 to 10</td>
<td>10</td>
</tr>
</tbody>
</table>

Lot Coverage (%) 66 (1) 65 35 Max

Usable Open Space (sq. ft.) -- 5,955 5,955 3,360 Min

Parking

<table>
<thead>
<tr>
<th>Use</th>
<th>Automobile</th>
<th>Bicycle</th>
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<tbody>
<tr>
<td>Residential Use</td>
<td>63</td>
<td>60</td>
</tr>
<tr>
<td>Live/Work</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Commercial</td>
<td>22</td>
<td>7</td>
</tr>
</tbody>
</table>

Notes:

a. The applicant is proposing either to pay the in-lieu fee or to provide 8 below market rate units (affordable to Very Low-Income Households) and an in-lieu fee for 0.2 unit.

b. Some areas include a 2 foot projection.

c. For non-residential uses, the first 1,000 sq. ft. of use is subtracted prior to calculating the required parking. The 1,000 sq. ft. is pro-rated for the two non-residential uses as follows:

- 2,156 sq. ft. of live/work space proposed, it is 53% of the total 4,052 sq. ft non-residential use, 53% of the 1,000 sq. ft. reduction is 530 sq. ft, 2,156 minus 530 equals 1,626 sq. ft.; one space is required per 1,000 sq. ft. of use so 2 spaces are required.
- 1,896 sq. ft. of commercial space proposed, it is 47% of the total 4,052 sq. ft non-residential use, 47% of the 1,000 sq. ft. reduction is 470 sq. ft., 1,896 minus 470 equals 1,426 sq. ft. and one space is required per 300 sq. ft. of restaurant use so 4 spaces are required.

d. Commercial uses include retail and restaurant uses. The numbers above reflect a restaurant use. If retail use is pursued, 4 automobile and 1 bicycle parking spaces would be required. Please note that their application includes an AUP for a restaurant and an AUP for alcohol beverage service incidental to food service.

e. The applicant shows 10 additional spaces, 6 on the sidewalk and 4 on the parklet; however, only spaces on private property are counted.

f. Per 23E.52.070.D.7, the Board may grant a Use Permit to modify height, setbacks and lot coverage.

g. Per 23E.52.080.E, the Board may grant a Use Permit to modify the automobile parking requirement.
IV. Zoning Permits Required:
- Use Permit for demolition of existing commercial structures, under BMC Section 23C.08.050.A;
- Administrative Use Permit for rooftop equipment and architectural elements that would exceed the District’s high limit, under 23E.04.020.C;
- Use Permit to reduce the setbacks adjacent to the abutting Residential District to the north and west, under BMC Section 23E.04.050.E;
- Use Permit for a mixed-use development of more than 5,000 square feet, under BMC Section 23E.52.030.A;
- Use Permit for live/work units, under BMC Section 23E.52.030.A;
- Administrative Use Permit to allow a quick or a full service restaurant with more than 1,000 square feet, under BMC Section 23E.52.030.A;
- Administrative Use Permit for alcoholic beverage service of beer and wine incidental to food service at a quick or a full service restaurant, under BMC Section 23E.52.030.A;
- Use Permit for construction of more than 3,000 square feet of gross floor area, under BMC Section 23E.52.050;
- Use Permit to reduce the front yard setback from 15 feet to 0-4 feet, reduce the rear yard setback from 17 feet on the 4th floor to 15 feet and reduce each side yard setback from 4-6 feet to 0 feet, (see Table 4 for greater detail), under BMC 23E.52.070.D.7;
- Use Permit to increase the maximum lot coverage to 65%, when the maximum is 35%, under BMC 23E.52.070.D.7; and

V. CEQA Determination: Project may be categorically exempt pursuant to Section 15332 of the CEQA Guidelines (“In-fill Development Projects”). Use Permit planner is still reviewing this and Staff will report more information at the meeting.

VI. Density Bonus
This project is not proposing a Density Bonus.

VII. Previous DRC Summary – May 21, 2015

Preliminary Design Review was continued with the following recommendations: MOTION (Williams, Edwards) VOTE (7-0-0-0.)

Recommendations:
Neighborhood Context
- Look at ways to soften the podium’s impact on the adjacent parcels.
- There is concern with the podium windows near the rear property line since the parking lifts are noisy.
- Look carefully at the bay design and its impact on the public right-of-way.
- Look at ways to soften the west elevation further. Studio units on that west side may be reconfigured.
• Garage entrance on the east side of the parcel would have less impact on the adjacent residential structure.

**Building Design**
• Show the shade treatment proposed for large windows.
• Garage door design should be refined.
• Look more closely at security for bike parking.
• Recommend reusing the brick from the existing buildings if possible.
• Railing design appears heavy; look at alternating some slats.
• Look more carefully at the railing details to resolve any safety issues.
• Organize all rooftop projections, including equipment.
• Designate locations for art opportunities.
• Committee was mixed on the colors; further refine proposed palette.

**Open Space / Landscape Plan**
• If the courtyard were on the ground floor, it could have more visibility from the sidewalk and adjacent parcels.
• Open space on podium cannot enjoy the landscape in the rear biofiltration area as designed.
• Private decks on roof appear to be a lot of visual impact for the amount of amenity gained.
• Taller, more open trees are recommended in the biofiltration area.
• Roof deck looks appropriate as a secondary common open space, since too windy for the main one.

**Interior Layout / ZAB issues**
• Refine the unit layouts for increased livability. Some bedrooms look too small.

**VIII. Design Review Guidelines**
The City’s Design Guidelines are applicable for this project. Excerpts from the City-wide Design Review Guidelines are included below for your reference:

**Setbacks**
• **Street façade:** the street façade of commercial streets should be respected, in order to create or maintain the sense of urban space.

**Parking and Driveways**
• **Garage entrance:** Conflict with pedestrian circulation should be prevented by the proper location and design of auto entrances.
Facades

- **Harmony with Surroundings:** The proposed design should be in harmony with its surroundings through the coordination of such design elements as cornice lines, eaves, and setbacks with those of existing neighborhood buildings.
- **Articulation:** Street faces in general and the ground floor level in particular should include elements of pedestrian scale and three-dimensional interest.
- **Heights:** In general, the height of adjacent buildings especially historic structures should be respected in the design of new buildings. Abrupt changes in height may be appropriate, even desirable in certain situations.
- **Walls and Fences:** Large, unarticulated expanses of any particular wall material that deaden the pedestrian environment should be avoided.

Landscape

- Sidewalk Areas should include landscaping that is coordinated with the neighborhood design. The consistent use of one species of tree along a street or block is encouraged.

Building Entrances

- Entrance points should be clearly defined and easily identifiable by pedestrians by appropriate locations and by elements such as awnings, signage, artwork, or changes in paving material to define entry point.

Bicycle Parking

- New developments should provide usable bicycle racks that are visible from a public way and that do not impede pedestrian or auto circulation.

IX. Issues and Analysis

- **Changes since Previous Submittal**

  **Neighborhood Context**

  - Garage podium has been lowered almost entirely below grade except for the northwest corner where it rises 3’ above grade for a limited distance. As a result, windows into the parking area have been eliminated in lieu of mechanical ventilation, resolving any noise impacts from the parking lifts.
  - Due to the grade differential on the site, the garage entrance was not able to be relocated to the eastern side of the site.
  - Bays have been pulled further back from the property line resulting in only a 2’ encroachment over the public right-of-way instead of 4’ as previously shown.
  - Design has been modified to create a 5’ step back along the west property line above the podium.

  **Building Design**

  - The design team is working on a shade treatment for the larger windows, as well as the garage door design, and they should be able to present more information at the meeting. Both are being considered for an art opportunity.
  - Since the parking level has been lowered, residents will enter the lobby with their bicycles and use the elevator to access the bicycle parking area.
  - Railings are now proposed with fritted glass panels to create a lighter look.
• Rooftop projections have been decreased by eliminating all but three private roof decks. The remaining three are located toward the interior of the site to lessen the visual impact of the stair towers.
• Color palette has been further refined and shows a light grey woodgrain composite material.

Open Space / Landscape Plan
• Podium courtyard is now on the ground floor and is directly connected to the lobby.
• Landscape biofiltration area is now more visually connected to the main courtyard.
• Coast Silktassel trees are proposed for the biofiltration area, with the Western Redbud proposed as an alternate.
• Both a solid 4’ high parapet wall and potted fruitless olive trees are proposed for wind protection of the common rooftop open space.

Interior Layout / ZAB Issues
• One of the interior courtyard walls has shifted two feet to improve the livability of those adjacent units. Additionally, two studio units on the fifth floor were converted to a two-bedroom apartment, also for improved livability.

• Issues for Discussion
  • Site Plan
  • Building Massing
  • Façade Design / Articulation
  • Main Entrances
  • Garage Entry
  • Landscape Concepts

Recommendation
Staff recommends that the Committee discuss the issues above and forward a favorable recommendation to ZAB with direction on final colors, as well as window shade and garage door design to be reviewed at Final Design Review.

Attachments:
1. Project Plans, received June 10, 2015
2. Applicant’s Response to DRC comments, received June 3, 2015

Staff Planner: Anne Burns, aburns@ci.berkeley.ca.us, (510) 981-7410
Preliminary Design Review
June 9, 2015
HEIGHT & STORIES:

<table>
<thead>
<tr>
<th>ALLOW'D</th>
<th>PROVIDED</th>
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</thead>
<tbody>
<tr>
<td>HEIGHT</td>
<td>60'</td>
</tr>
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<td>STORIES</td>
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</table>

*see 23E.52.070, Sec D.7

SETBACKS:

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<tbody>
<tr>
<td>FRONT</td>
<td>none to 4'</td>
<td></td>
</tr>
<tr>
<td>EAST</td>
<td>none to 13'-6&quot;</td>
<td></td>
</tr>
<tr>
<td>WEST</td>
<td>5'-0&quot; to 23'-0&quot;</td>
<td></td>
</tr>
<tr>
<td>REAR</td>
<td>15'-0&quot; to 15'-0&quot;</td>
<td></td>
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</table>

*see 23E.04.050 Special Yard Requirements for C-Lots Abutting Residential Zones

EXCAVATION:
Approx. 7910 cubic yards, for basement

FLOOR AREA RATIO

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<thead>
<tr>
<th>ALLOWED</th>
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UNIT MIX

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<td>1-BEDROOM</td>
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<tr>
<td>2-BEDROOM</td>
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<td>TOTAL</td>
<td>62</td>
<td>595 SF</td>
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LOT COVERAGE:

- 19836 SF AREA INCLUDING BASEMENT PODIUM @ LESS THAN 5' ABOVE FINISH GRADE /22688 LOT AREA = 87% COVERAGE
- 13896 SF BLDG AREA ABOVE PODIUM /22688 LOT AREA = 61% LOT COVERAGE

BUILDING AREA SUMMARY:

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<th></th>
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<th>GROUND FLOOR</th>
<th>2ND FLOOR</th>
<th>3RD FLOOR</th>
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<tr>
<td>SF</td>
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<td>13,822</td>
<td>14,269</td>
<td>12,456</td>
<td>11,620</td>
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GROSS FLOOR AREA

- GSF RESIDENTIAL: 62,776 SF
- GSF NON-RESIDENTIAL: 3,622 SF
- LIVE/WORK: 1,726 SF + 430 MEZZ.
- COMMERCIAL: 1,896 SF

PARKING:

<table>
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<tr>
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<th>PROVIDED</th>
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</thead>
<tbody>
<tr>
<td>Residential/1000 GFA</td>
<td>63</td>
<td>63</td>
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<tr>
<td>Food Service/1000 GFA</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Live/Work/1000 GFA</td>
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<td>2</td>
</tr>
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<td>TOTAL CAR PARKING</td>
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BIKES

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<tr>
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</tr>
<tr>
<td>TOTAL BIKE PARKING</td>
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<td>67</td>
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PROJECT DESCRIPTION

This project proposes demolition of 2 existing single-story warehouses and a surface parking lot, and construction of a new 5-story mixed use building with ground floor retail, live/work and patio apartments; basement level car and bike parking and apartments above. Shared and private open space is provided at a grade level podium, fourth floor patios, and private balconies.

ZONING INFORMATION:

- Address: 2029-2033-2035 Blake Street Berkeley, CA 94704
  - 055 182200900
  - 055 182200803
  - 055 182200802
- Use Description: Mixed Use
  - (Commercial/Residential)
- General Plan: AC (Avenue Commercial)
- Zoning District: C-SA
  - South Area Commercial District
- Flood Zone: No
- Fire Zone: 1
- Env. Mgmt Area: Yes
- Landmarks Structure of Merit: No (Landmarks
  - Commission took no action
- Lot Area (combined): 22687.5 sf

PROJECT DATA

- SCALE: NTS
- The Roost @ Blake
- DEVI DUTTA ARCHITECTURE
- 6.9.15

DRC - Preliminary
Assumed Res. Living space
LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.
DARKER TONE GRAY INDICATES SHADOWS FROM EXISTING BLDG.
NEW SHADOW @ RESIDENTIAL BLDG.
ALL BUILDINGS BEING SHADOWED ARE DEPICTED IN DIAGRAMS

1" = 100'-0" 1 SOLAR STUDY - JUN 21 - 7:45AM PROPOSED
1" = 100'-0" 2 SOLAR STUDY - JUN 21 - 12 NOON PROPOSED
1" = 100'-0" 3 SOLAR STUDY - JUN 21 - 6:35PM PROPOSED

ATTACHMENT 1 DRC 06-18-2015
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ATTACHMENT 5 - ADMIN RECORD
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SHADOW STUDY - WINTER SOLSTICE

1. SOLAR STUDY - DEC 21 - 9:22 AM EXISTING
   1" = 100'-0"

2. SOLAR STUDY - DEC 21 - 12 NOON EXISTING
   1" = 100'-0"

3. SOLAR STUDY - DEC 21 - 2-55 PROPOSED
   1" = 100'-0"

LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.
DARKER TONE GRAY INDICATES SHADOWS FROM EXISTING BLDG.

ALL BUILDINGS BEING SHADOWED ARE DEPICTED IN DIAGRAMS
NEW SHADOW @ RESIDENTIAL BLDG.
LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.
DARKER TONE GRAY INDICATES SHADOWS FROM EXISTING BLDG.

ALL BUILDINGS BEING SHADOWED ARE DEPICTED IN DIAGRAMS
- NEW SHADOW @ RESIDENTIAL BLDG.
- LIGHTER TONE GRAY INDICATES SHADOWS FROM PROPOSED BLDG.
- DARKER TONE GRAY INDICATES SHADOWS FROM EXISTING BLDG.

SHADOW STUDY - JAN 13 2015

1. SOLAR STUDY - JAN 13 - 9:26AM PROPOSED
   1" = 100'-0"

2. SOLAR STUDY - JAN 13 - 12 NOON PROPOSED
   1" = 100'-0"

3. SOLAR STUDY - JAN 13 - 3-11 PROPOSED
   1" = 100'-0"
Bldg/Lot Compliance
Setbacks:
9ft - Front
9ft - Sides
15ft - Rear
15ft min. front setback
(Greater provided)
40% Lot Coverage
FAR: 4

SHADOW STUDY - SUMMER SOLSTICE - COMPLIANT BUILDING W/CAZ

1. SOLAR STUDY - JUN 21 - 7:45AM PROPOSED COMPLIANT
1" = 100'-0"

2. SOLAR STUDY - JUN 21 - 12 NOON PROPOSED - COMPLIANT
1" = 100'-0"

3. SOLAR STUDY - JUN 21 - 6-35PM PROPOSED COMPLIANT
1" = 100'-0"

ATTACHMENT 1
DRC 06-18-2015
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Bldg/Lot Compliance
Setbacks:
5ft - Front
5ft - Sides
15ft - Rear
15ft min. front setback
(Greater provided)
40% Lot Coverage
FAR: 4

SHADOW STUDY - WINTER SOLSTICE - COMPLIANT BUILDING W/C-SA -ZONE

1. SOLAR STUDY - DEC 21 - 9:22AM PROPOSED COMPLIANT
1" = 100'-0"

2. SOLAR STUDY - DEC 21 - 12 NOON PROPOSED COMPLIANT
1" = 100'-0"

3. SOLAR STUDY - DEC 21 - 2:55PM PROPOSED COMPLIANT
1" = 100'-0"

LIGHTER TONE GRAY INDICATES
SHADOWS FROM PROPOSED BLDG.
DARKER TONE GREY INDICATES
SHADOWS FROM EXISTING BLDG.
Bldg/Lot Compliance
Setbacks:
5ft - Front
5ft - Sides
15ft - Rear
15ft min. front setback
(Greater provided)
40% Lot Coverage
FAR: 4

SHADOW STUDY - JAN 13 COMPLIANT BUILDING W/C-SA ZONE

The Roost @ Blake

DEVI DUTTA ARCHITECTURE

6.9.15
The Roost @ Blake

DEVI DUTTA ARCHITECTURE

6.9.15

STREET STRIP

Exisitng Blake St. Street strip, North

Existing Blake St., South

Subject property

Proposed Street Strip

ALLOWABLE DEVELOPMENT HEIGHT

STEPS DOWN MASSING @ WESTSIDE OF BLDG.

STEPS DOWN MASSING FOR SHARED OPEN SPACES

GND RFLR STEPPED ENTRY FOR GENEROUS LIVING & COMMERCIAL ENTRIES

ADDITIONAL STREET PARKING & NEIGHBORHOOD PARKLET

SETBACK FROM RESIDENTIAL NEIGHBORS AT DWIGHT STREET & ADJACENT MICRO RESIDENTIAL

MODULATE SITE LANDSCAPE & NEIGHBORHOOD SCALE