

Memorandum

To: Loyal Nawfal, Associate Planner; City of Berkeley
From: Rhoades Planning Group
Date: February 21, 2018
Re: 3000 Shattuck Summary of Project Changes

Dear Ms. Nawfal,

Below is a summary of the changes made to the 3000 Shattuck project, as reflected in the attached plan set.

Building Massing Changes:

- The south-east building height along Shattuck Ave was reduced from 4 levels to 3 levels. Consequently, the roof deck was moved from the fifth to the fourth floor.
- The south-west building wing was increased at the fourth and fifth levels by about 17'.
- The south end of the building is all 3-stories now.
- Stair tower position was moved approximately to the middle of the east elevation.
- The building was stepped back along the west elevation to provide unit entries to the new units there, and provide more of a setback for the adjacent neighbor.
- Parking spaces directly facing the south neighbor were removed, and all parking is now enclosed.
- No exterior changes to the Ashby elevation.
- Total unit count was decreased from 44 to 23.

Ground Floor:

- Parking lot was reduced from 17 to 6 parking stalls, one of which is accessible.
- Parking is reserved for the commercial use only, not for residential.
- The garage gate width was reduced from 19' to 10' in width.
- Three ground floor units were added at west and south sides of the building. They are accessible from Ashby Avenue, through a pedestrian gate. They also have access to the garage, trash and bike room through the door at the south part of the building.
- The stair tower and main residential entrance were moved to the north. The lobby gives access to the hallway to the residential trash room and the bike storage. The niche at the stair tower was filled with interior space that hosts the cargo bike parking, accessible from the main entrance.
- Elevator was moved to south.
- Mechanical room was moved next to trash room, accessible from the garage.
- Retail area was reduced, trash room and restrooms relocated.
- The landscaped area was reduced to planting strips on the fence side at south and west property lines. Large trees and planting area stands in front of the unit 105, at south side setback.

Second Floor:

- Unit count was decreased from 12 to 5.
- At the west side, the setback from property line was increased 2', to provide more distance from the adjacent building.
- The door at west side of courtyard was removed.
- Units 210 and 211 were removed and replaced with a shared amenity space/common room, which has access to the courtyard.

Third Floor:

- Unit count was decreased from 12 to 5.
- At west side, the setback from property line was increased 2', to provide more distance from the neighbor building.
- Unit 310 has a bigger deck, which is partially screened by a wall, in order to not change the original façade rhythm.

Fourth Floor:

- Unit count was decreased from 11 to 5.
- Roof deck was moved from fifth to fourth floor.
- Floor area at this level was increased at west and decreased at east.

Fifth floor:

- Unit count was decreased from 9 to 5.
- Floor area was increased at west, like at level 4.

Revised Traffic Impact Analysis:

- Steve Abrams of Abrams & Associates worked with Peter Chun of the City of Berkeley Transportation Division to revise the project's Traffic Impact Analysis. The revised TIA is attached. A summary of the revisions are as follows:

The report was updated to reflect the new project description using the trip generation methodology recently used for "The Standard" student housing project, which also had larger units with up to six bedrooms. The trip generation and parking generation tables and also the report graphics were updated to reflect the traffic from the revised project. We also revised the TIA as per Peter Chun's comments on the parking memo from Rhoades Planning Group and the language in the conclusions section about parking was also revised.