



D E S I G N
R E V I E W
C O M M I T T E E
S T A F F R E P O R T

For Advisory Comments
FEBRUARY 17, 2022

2213 Fourth Street PREVIEW

Design Review #DRCP2021-0005 to demolish three existing non-residential buildings and one existing duplex and construct a new 124,667 square-foot, five-story parking garage containing 415 off-street automobile parking spaces and one loading space to serve uses in the vicinity of the project site.

I. Introduction

This project is located on the east side of Fourth Street and the west side of Fifth Street mid-block between Allston and Bancroft Ways. The proposed site would merge lots in the MU-LI district on Fourth Street, and lots in the MU-R district on Fifth Street, into a single parcel for the construction of a five-story parking structure.

The demolition of the three existing non-residential buildings on the East Block (2216 Fifth and 2221 Fourth, and 2213 Fourth) were referred to the Landmarks Preservation Commission (LPC) on July 1, 2021. The LPC took no action to initiate a Landmark or Structure of Merit designation on any of the structures. On October 7, 2021, the LPC heard a request to grant designation status to the existing duplex at 2212 Fifth Street. The LPC voted No (2-5-0-1) to designate the property, and on November 4, 2021, the LPC took final action to deny the application.

The project is scheduled for a future ZAB hearing pending the conclusion of any Use Permit and CEQA review. The project is before the Design Review Committee this month as a Preview.

II. Background

The project proposes the construction of a five-story parking structure fronting both Fourth and Fifth Streets, with an average height of 35 feet on the Fifth Street frontage and 45 feet on the Fourth Street frontage; an elevator and trellis would project 14 feet, 3 inches above the roof level on the Fifth Street frontage. The

garage would total approximately 124,667 gross square feet.¹ The parking structure would contain 415 parking spaces and one loading bay to serve surrounding uses. The building would be set back approximately 1 foot, 6 inches from the northern and southern edges of the Project site and built to the lot line along the eastern and western edges. The project includes:

- A Photovoltaic (PV) solar array on a canopy above the structure.
- 3,550 square-foot landscaped parklet on the north portion of the site for stormwater treatment and secure outdoor area for adjacent uses.
- Vehicular access would be provided through aisles on both Fourth and Fifth Streets.
- 8 new trees would be located in the landscaped parklet, and 3 new street trees on Fourth Street.

III. Project Setting

A. Neighborhood/Area Description:

The 3.02-acre project site is located in West Berkeley directly east of the City of Berkeley Aquatic Park across the Union Pacific Railroad (UPRR) tracks. Specifically, the site is bisected by Fourth Street and generally bordered by Allston Way to the north, Fifth Street to the east, Bancroft Way to the south, and the UPRR corridor to the west. The Project site is located south of the Fourth Street commercial and is surrounded by various industrial and commercial uses. Building heights in West Berkeley consist of one- and two-story residential uses, generally east of Fifth Street, and up to six-story mixed-use residential buildings adjacent to the University Avenue overpass.

B. Site Conditions:

The overall project site comprises seven parcels and nine existing buildings across two contiguous blocks, referred to as the “East Block” and the “West Block”. The project proposed in this application is located in the “East Block”, which consists of three parcels containing four existing vacant one-to two-story buildings totaling 10,763 square feet with addresses at 2212 Fifth Street (residential duplex), 2216 Fifth Street and 2221 Fourth Street (light manufacturing, building contractor) and 2213 Fourth (storage shed), as well as a surface parking lot containing 38 spaces.

¹ Per BMC Section 23.502 (Glossary), covered or uncovered areas used for off-street parking spaces or loading spaces and driveways, ramps between floors or a multi-level parking garage and maneuvering isles relating thereto are excluded from the calculation of gross floor area.

Figure 1: Vicinity Map



Table 1: Land Use Information

Location		Existing Use	Zoning District	General Plan Designation
Subject Property		Manufacturing, office (vacant), duplex (vacant)	MU-LI and MU-R	M - Manufacturing and MU – Mixed-Use Residential
Surrounding Properties	North	Various commercial uses		
	South	Light manufacturing		
	East	Commercial uses and parking lot	MU-R	MU
	West	Light manufacturing and warehouse-based non-store retail (vacant)	MU-LI	M

Table 2: Development Standards

			Existing	Proposed Total	Permitted/ Required
Phase II (East Block): 2213 Fourth Street					
BMC Sections 23E.80.070-080 and 23E.84.070-080					
Number of Parcels			3	1	N/A
Lot Area (sq. ft.)			35,196	No Change	N/A
Gross Floor Area (sq. ft.) ²			10,763	124,667	N/A
Floor Area Ratio (FAR)			0.25	3.54 ¹	2.0 (MU-LI) 1.0 (MU-R)
Dwelling Units			2	0	N/A
Building Height	Average	MU-LI	Varies – 12' - 36'	45'	45' max
		MU-R		35'	35' max
	Maximum	MU-LI	Varies – 12' - 36'	45'	N/A
		MU-R		35'	
	Stories	MU-LI	1	4	N/A
		MU-R	2	3	3 max
Building Setbacks	Front (Fourth)		18'	0'	N/A
	Front (Fifth)		Varies, 15'-18'	0'	5 min
	Left Side (North)		3'	1'-6"	N/A
	Right Side (South)		0'	1'-6"	N/A
Parking	Automobile		38	415	N/A ¹
	Bicycle		0	0	N/A
	Loading		0	4	N/A

² Per BMC Section 23F.04, Covered or uncovered areas used for off-street parking or loading spaces, driveway ramps between floors and aisles of a multi-level parking garage are excluded from the calculation of gross floor area.

IV. Project Description

A. Requested Use Permits

- Use Permit pursuant to BMC Section 23C.08.050.A to demolish main buildings used for non-residential purposes.
- Use Permit pursuant to BMC Section 23C.08.020, to demolish a duplex.
- Use Permit pursuant to BMC Section 23E.80.045.B, to remove protected floor area used for manufacturing, wholesale trade, warehousing or Material Recovery Enterprise.
- Administrative Use Permit pursuant to BMC Sections 23E.80.030.B and 23E.84.030.B to construct a parking structure on a split-zoned parcel in the MU-LI and MU-R districts.
- Administrative Use Permit pursuant to BMC Section 23E.04.020.C to allow architectural elements to exceed the height limit in a mixed-use district.

B. CEQA Determination

An Initial Study (IS) is being prepared to evaluate any environmental impacts of the proposed project, pursuant to CEQA.

V. 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:** The street façade of commercial streets should be respected, in order to create or maintain the sense of urban space.
- **Parking and Driveways:** Conflict with pedestrian circulation should be prevented by the proper location and design of auto entrances; whenever possible, parking should be behind buildings, underground, or in a central court.
- **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 facades in general and the ground floor level in particular should include elements of pedestrian scale and three-dimensional interest.
- **Lighting:** Lighting for circulation, security, building/sign identification should be non-obtrusive, except for lighting fixtures which are themselves decorative additions to the streetscape.
- **Walls and Fences:** Large, unarticulated expanses of any particular wall material that deaden the pedestrian environment should be avoided. The use of clear windows for ground floor retail projects is encouraged. Walls designed to allow sitting areas for pedestrian or space for landscaping and artwork are encouraged, especially in areas of heavy pedestrian use. Landscaping and/or art work should be maximized if large expanses of wall must be left devoid of openings.

- **Landscape and Open Space:** Sidewalk areas should include landscaping that is coordinated with the neighborhood design.
- **Public Open Space Areas:** the inclusion of public open spaces is encouraged as a means of providing places for people to come together for community interaction and enlivening the pedestrian environment.
- **Pedestrian Paths:** Pedestrian paths and arcades interior to the block which joins different parts of buildings as well as different streets are 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 the entry point.

The West Berkeley Plan is also applicable to this project. Below are several relevant goals from that plan:

- Physical Form Goal 5: Development on major sites of 1 acre or more should be both internally cohesive and sensitively designed on the site's publicly used edges.
- Open Space Goal 9: Provide an accessible, aesthetically-pleasing network of green spaces and corridors - that is functional for varied types of users--to visually and physically link parks, creeks, and shoreline to residential and commercial, and light industrial areas.

The West Berkeley Plan can be found on the City's website at the link below:

[https://www.cityofberkeley.info/Planning_and_Development/Redevelopment_Agency/West_Berkeley_Plan_\(The\).aspx](https://www.cityofberkeley.info/Planning_and_Development/Redevelopment_Agency/West_Berkeley_Plan_(The).aspx)

VI. Issues and Analysis

A. Design Review Issues:

Neighborhood Context This 5-story structure is located mid-block between Allston and Bancroft, south of the Fourth Street shopping area and is surrounded by various industrial and commercial uses. There is a surface parking lot to the North and a two-story structure directly to the South.

Massing/ Building Design The building's main frontage is on Fourth Street with its secondary frontage on Fifth Street. Vertical stair towers are located on both frontages and a single passenger elevator also located on Fourth. The orientation of the parking structure allows for adequate areas of the garage walls to be open with architectural facade elements provided as art form on the West and East facing facades. Solar PV panels are located above the roof level and appear to extend near all exterior parapet edges.

Staff would like the Committee to discuss any recommendations for reducing the apparent height of the proposed structure.

Setbacks The project is set back 1'2" from the West property line at Fourth Street and 1'10" from the East property line at Fifth Street. There is a 2' setback from the South property line and a 1'3" setback from the North property line. The Northeast corner pulls back to allow for motorcycle parking.

Vehicular Access The project allows for vehicular access with new curb cuts on both Fourth and Fifth Streets. Positioning of vehicular access at the north end of the structure on Fourth Street allows for landscaped buffers and an uninterrupted pedestrian access to the office and lab buildings for which the garage serves. In addition to passenger vehicles, the project provides a single bay loading facility which will be accessed off of Fourth Street.

Open Space/Landscape Open space is proposed along the North end of the project with three benches, bike parking, a decomposed granite path, new trees, stormwater treatment plantings and a raised stormwater treatment planter. Raised concrete planters are proposed along the East façade. Three new street trees are proposed at the West side of the project. The design also features building mounted concrete planters along the West façade at Fourth Street.

Colors and Materials The project proposes a perforated metal panel system and fiber cement panels, CMU wall system, a metal trellis at the Fourth street entry and at the roof. The project includes PV panels at the roof, and since located near all exterior parapet edges, are visible from most views.

B. Issues for Discussion:

- Neighborhood Context
- Building Design
- Landscape/ Open space
- Colors and Materials

VII. Recommendation

Staff recommends that the Committee discuss the issues outlined above and provide advisory comments regarding the proposed building design, its relationship with its neighborhood, and any other design-related issues for the next review.

Attachments:

1. Project Plans, received December 22, 2021

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

THE LAB PARKING STRUCTURE

USE PERMIT - RESUBMITTAL

DECEMBER 22, 2021

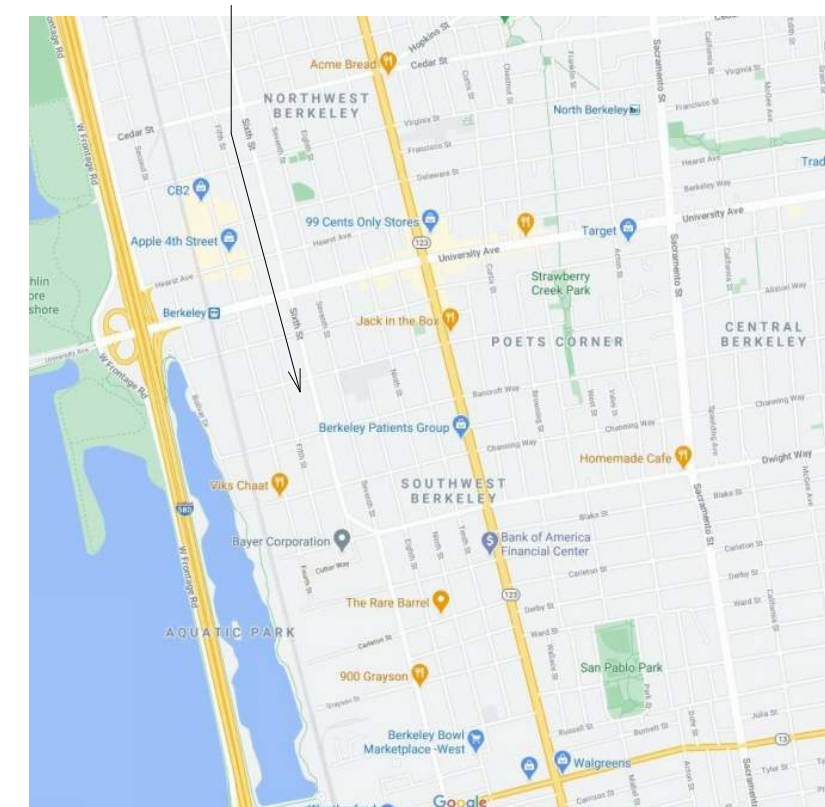


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PROJECT SITE



LOCATION MAP SCALE: N.T.S

PROJECT SITE



SITE CONTEXT SCALE: N.T.S

Project Description

The purpose of the following report is to identify and develop a 415 space parking structure in Southwest Berkeley, California. The site is located east of Fourth Street and west of Fifth Street between Allston Way and Bancroft Way. The proposed Parking Structure will be primarily used for employee parking for the adjacent office and lab uses. The structure will span the entire width of the existing block between Fourth and Fifth Street and occurs roughly midblock between Allston and Bancroft Ways. Vehicular ingress and egress aisles are anticipated to be positioned at the east and west ends of the structure with curb cuts on Fourth and Fifth Street. Positioning of vehicular access at the north end of the structure on Fourth Street allows for landscaped buffers and an uninterrupted pedestrian access to the office and lab buildings for which the garage serves. In addition to passenger vehicles, the project provides a single bay loading facility which will be accessed off of Fourth Street. A private use landscaped parklet will also be provided north of the proposed parking structure which will be used for storm water treatment as well as be a secured outdoor area for the adjacent office and lab uses.

With a projected capacity of 415 vehicular spaces, the garage will likely be 4-levels above grade on Fourth Street, approximately 45-feet in height and 3 levels above grade on Fifth Street, approximately 35-feet in height. Vertical circulation cores will be located on both frontages of the building. With the western core on Fourth Street providing a single passenger elevator. The orientation of the parking structure will allow for adequate areas of the garage walls to be open, thus negating the need for mechanical ventilation as per the California Building Code exception for Open Parking Structures – a greener, more economical solution. Lighting of the structure will follow current California standards; which include the use of LED fixtures and occupancy sensors, reducing maintenance outlays and energy costs. The roof level could be made available to photovoltaic arrays, off-setting the structure's energy demands and approaching or attaining a Net-Zero Energy Project. Current code requirements mandate that only the infrastructure and service sizing for 6% electric vehicle charging stations be provided. Provisions include electrical service capacity for the future stations, and are included in the design. The Owner may elect to add the charging stations now, though it is not essential for code compliance. Landscaped stormwater filtration basins will be provided to filter rainwater on-site and alleviate run-off from inundating the municipal storm system. The parking levels and circulation cores will be differentiated and signed for simple way-finding for both drivers and pedestrians. The architectural treatment of the prominent façade elevations will be compatible with existing and proposed future developments adjacent to the site and be a welcome addition to what is becoming a center for lab, research and development and commercial office uses within the City of Berkeley. Architecture facade elements in the garage is provided as art form on elevation facing 4th & 5th street in an effort to meet the art allocation. See the Public Art Declaration

PROJECT DATA | **A101**

DRAWING INDEX

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A116	PHOTO SIMULATIONS - AERIAL VIEW	■
A117	PHOTO SIMULATIONS - STREET VIEW	■
A118	PHOTO SIMULATIONS - STREET VIEW	■

PROJECT DATA

PROJECT ADDRESS:	2212/2216 5TH ST & 2213/2221 4TH ST
ACCESSOR PARCEL NUMBER:	56-1958-6-4 / 56-1958-14-1 / 56-1958-4
TYPE OF CONSTRUCTION:	TYPE 2A ALLOWABLE AREA/FLOOR PER TABLE 406.5.4 50,000 S.F./10 TIERS ACTUAL AREA/LEVEL = 124,667 S.F./5 TIERS < 50,000 S.F./10 TIERS = O.K
ZONNING:	MUR/MULI
OCCUPANCY: (CBC 311.3)	S-2 OPEN PARKING GARAGE)CC 406.4 & 406.6 S-1 GENERAL STORAGE
NO. OF STORIES:	5 TIERS
FIRE PROTECTION:	DRY STANDPIPES IN S-1 & S-2 OCCUPANCY
VENTILATION:	NATURALLY VENTILATED GROUND LEVEL TO THE ROOF
REQUIRED EXITS:	TWO (2) CBC SECTION 1019.11 TWO (2) PROVIDED = OK

PARKING SPACE & AREA SUMMARY

AREA	ON-GRADE SLAB (S.F.)	ELEVATED SLAB (S.F.)	M	B	DESIGNATED PARKING								TOTAL	S.F./STALL	
					CAV	EV-AMB	EV-VAN	EV-A	EVCS	AS	VS	CS			FS
NON-PARKING AREA:															
SERVICE AREA**	2,386	64													
CIRCULATION AREA***	331	450													
SUB TOTAL:	2,717	514													
TOTAL:	3,231														
PARKING AREA:															
GROUND LEVEL	27,009			3	1	1	1	9	6	2		23	36	82	329.38
SECOND LEVEL	570	28,156		2				10				48	40	100	287.26
THIRD LEVEL		29,965		2				10				55	40	107	280.05
FOURTH LEVEL		29,965		2				10				55	40	107	280.05
FIFTH (ROOF) LEVEL		5,771										9	10	19	303.74
SUB TOTAL:	27,579	93,857	0	0	9	1	1	39	6	2	0	190	166	415	292.62
TOTAL:	121,436														
TOTAL PARKING AND NON-PARKING AREA:	30,296	94,371													
GROSS BLDG. AREA (S.F.):	124,667 S.F.														
DESIGN EFFICIENCY	292.62 SF/STALL														
PERCENT OF COMPACTS TO TOTAL:	40%		(50% OF TOTAL PARKING ALLOWED)												
EVCS	10%		(6% OF TOTAL PARKING REQUIRED)												
PERCENT OF DESIGNATED PARKING TO TOTAL:	12%		(8% OF TOTAL PARKING REQUIRED)												
LEGEND:	PER BMC 5.106.5.3.3, 166 PARKING SPACES (40% OF TOTAL PARKING NUMBER) SHALL SUPPORT FUTURE EVSE.														
M - MOTORCYCLE															
B - BIKES															
CS - CAR SHARE															
CAV - COMBINATION OF LOW-EMITTING, FUEL EFFICIENT AND CARPOOL/VAN POOL VEHICLES															
EV-AMB - AMBULATORY ELECTRIC VEHICLE CHARGING STATION															
EV-VAN - VAN ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION															
EV-A - REGULAR ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION															
EVCS - ELECTRIC VEHICLE CHARGING STATION															
AS - REGULAR ACCESSIBLE STALL															
VS - VAN ACCESSIBLE STALL															
FS - FULL SIZE STALL															
C - COMPACT STALL															
* DOES NOT INCLUDE MOTORCYCLE AND BIKE SPACES															
** INCLUDES ELECT., MECH., SWEEPER, TRASH AND STORAGE AREAS															

12/22/2021

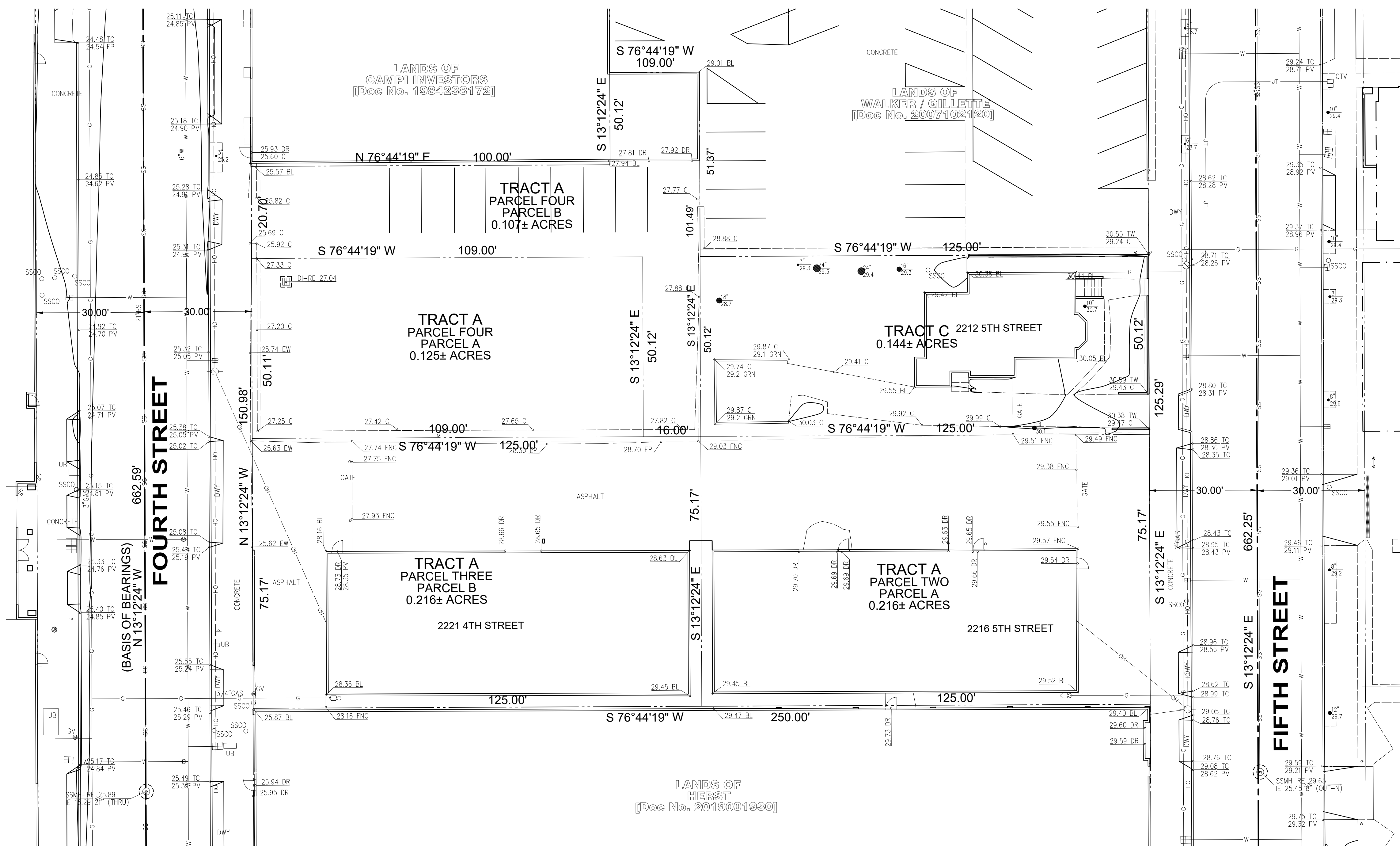
TheLAB Parking Structure

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BERKELEY, CA 94510



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TOPOGRAPHIC SURVEY C-1



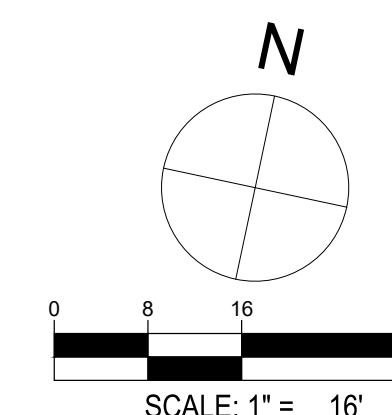
NOTES

- All distances shown hereon are in U.S. Survey feet and decimals thereof.
- This survey was prepared from information furnished in a Preliminary Title Report, prepared by First American Title Insurance Company dated September 23, 2019, Order No. NCS-984188-SC. No liability is assumed for matters of record not stated in said Preliminary Title Report that may affect the boundary lines, exceptions, or easements affecting the property.
- The types, locations, sizes and/or depths of existing underground utilities as shown on this topographic survey were obtained from sources of varying reliability. The contractor is cautioned that only actual excavation will reveal the types, extent, sizes, locations and depths of such underground utilities. (A reasonable effort has been made to locate and delineate all unknown underground utilities.) However, the surveyor can assume no responsibility for the completeness or accuracy of its delineation of such underground utilities which may be encountered, but which are not shown on these drawings.
- A.P.N.: 056-1958-014-01 and 056-1958-006-04
- Basis of Bearings:
 City of Berkeley Benchmark "B0462":
 Found City monument located at the intersection of Alston Way and 4th Street.
 Elevation: 24.43 feet (Vertcon) (Datum) NAVD 1988
 Subtract 5.85 feet to match City of Berkeley Datum
 Elevation: 18.58 feet (City of Berkeley Datum)
- Flood Zone Note:
 The subject property is shown on the Federal Emergency Management Agency Flood Insurance Rate Map, Community Panel Number 060004 0056 H, dated December 21, 2018, as being located in Flood Zone "X".
 Areas of determined to be outside the 0.2% annual chance flood.
 Information was obtained from the FEMA website (www.fema.gov) on April 27, 2020.

LEGEND

PROPERTY LINE	BACK FLOW PREVENTER
ADJACENT PROPERTY LINE	UTILITY BOX (SIZE VARIES)
CENTERLINE	MONITORING WELL
MONUMENT LINE	SIGN
BUILDING LINE W/ DOOR	TREE W/ SIZE AND ELEVATION
BUILDING OVERHANG	SPOT ELEVATION
FOUND MONUMENT AS NOTED	CONTOUR
BOLLARD LIGHT	INDEX CONTOUR
LIGHT	CURB
STREET LIGHT	CURB & GUTTER
TRANSFORMER	CONCRETE
FIRE HYDRANT	FENCE
STORM DRAIN MANHOLE	RETAINING WALL
SANITARY SEWER MANHOLE	EDGE OF PAVEMENT
CLEAN OUT	SANITARY SEWER
GAS METER	STORM DRAIN
UTILITY POLE W/ GUY WIRE	WATER
VALVE	GAS
CATCH BASIN / DROP INLET	UNDERGROUND ELECTRIC
WATER METER	OVERHEAD
FIRE DEPARTMENT CONNECTION	JOINT TRENCH

1 TOPOGRAPHIC SURVEY
 SCALE: 1/16" = 1'-0"



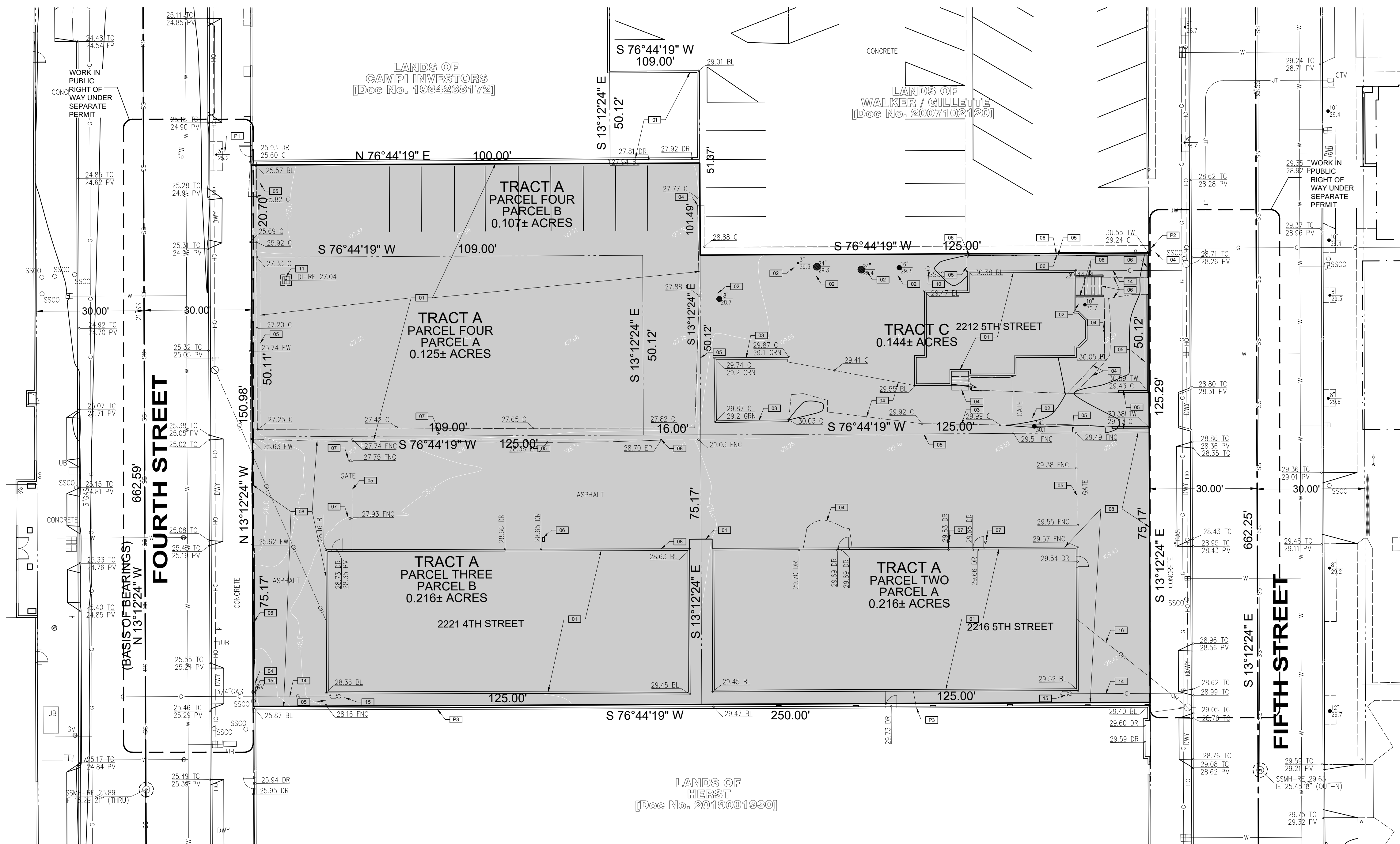
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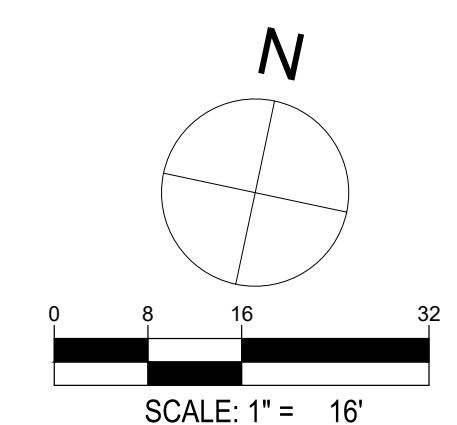
DEMOLITION PLAN C-2



- NOTES**
- P1 PROTECT TREE
 - P2 PROTECT BOLLARD
 - P3 PROTECT BUILDING
 - P4 PROTECT OVERHEAD ELECTRIC
 - P5 PROTECT UTILITY POLE
 - 01 DEMOLISH BUILDING
 - 02 REMOVE TREE
 - 03 DEMOLISH CURB & GUTTER
 - 04 DEMOLISH CONCRETE / SIDEWALK
 - 05 DEMOLISH FENCE
 - 06 DEMOLISH WALL
 - 07 DEMOLISH BOLLARD
 - 08 DEMOLISH ASPHALT
 - 09 DEMOLISH UTILITY POLE
 - 10 DEMOLISH SANITARY CLEANOUT
 - 11 DEMOLISH STORM INLET
 - 12 DEMOLISH WATER METER / STRUCTURE
 - 13 DEMOLISH WATER LINE
 - 14 CAP NATURAL GAS LINE AT PROP LINE
 - 15 GAS METER
 - 16 OVERHEAD ELECTRIC LINE

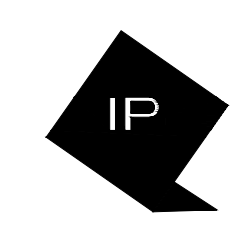
- LEGEND**
- | | |
|--|----------------------------|
| PROPERTY LINE | BACK FLOW PREVENTER |
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| BUILDING LINE W/ DOOR | TREE W/ SIZE AND ELEVATION |
| BUILDING OVERHANG | SPOT ELEVATION |
| FOUND MONUMENT AS NOTED | CONTOUR |
| BOLLARD LIGHT | INDEX CONTOUR |
| LIGHT | CURB |
| STREET LIGHT | CURB & GUTTER |
| TRANSFORMER | CONCRETE |
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| VALVE | GAS |
| CATCH BASIN / DROP INLET | UNDERGROUND ELECTRIC |
| WATER METER | OVERHEAD |
| FIRE DEPARTMENT CONNECTION | JOINT TRENCH |
| LIMITS OF DEMOLITION, SEE KEYNOTES FOR DETAILS | |

2 DEMOLITION PLAN
 SCALE: 1/16" = 1'-0"



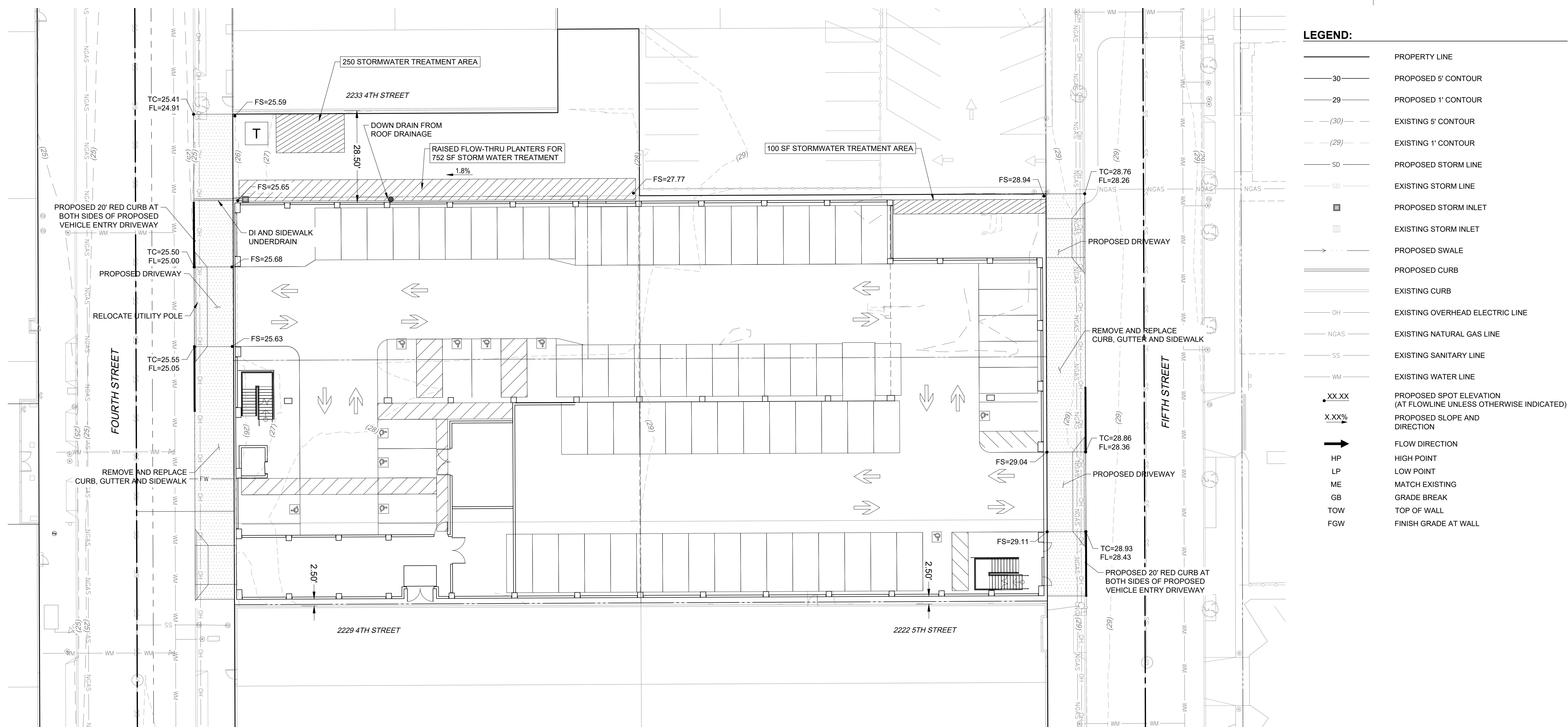
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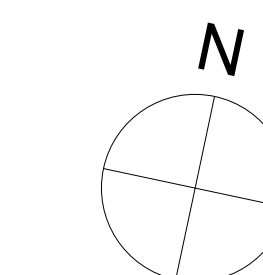
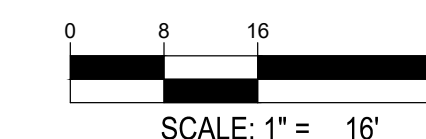


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CONCEPTUAL GRADING PLAN C-3



3 CONCEPTUAL GRADING PLAN
SCALE: 1/16" = 1'-0"



01/07/21

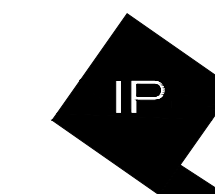
TheLAB Parking Structure

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2213/2221 4TH ST.
BERKELEY, CA 94510

WARE MALCOMB

CIVIL ENGINEERING & SURVEYING

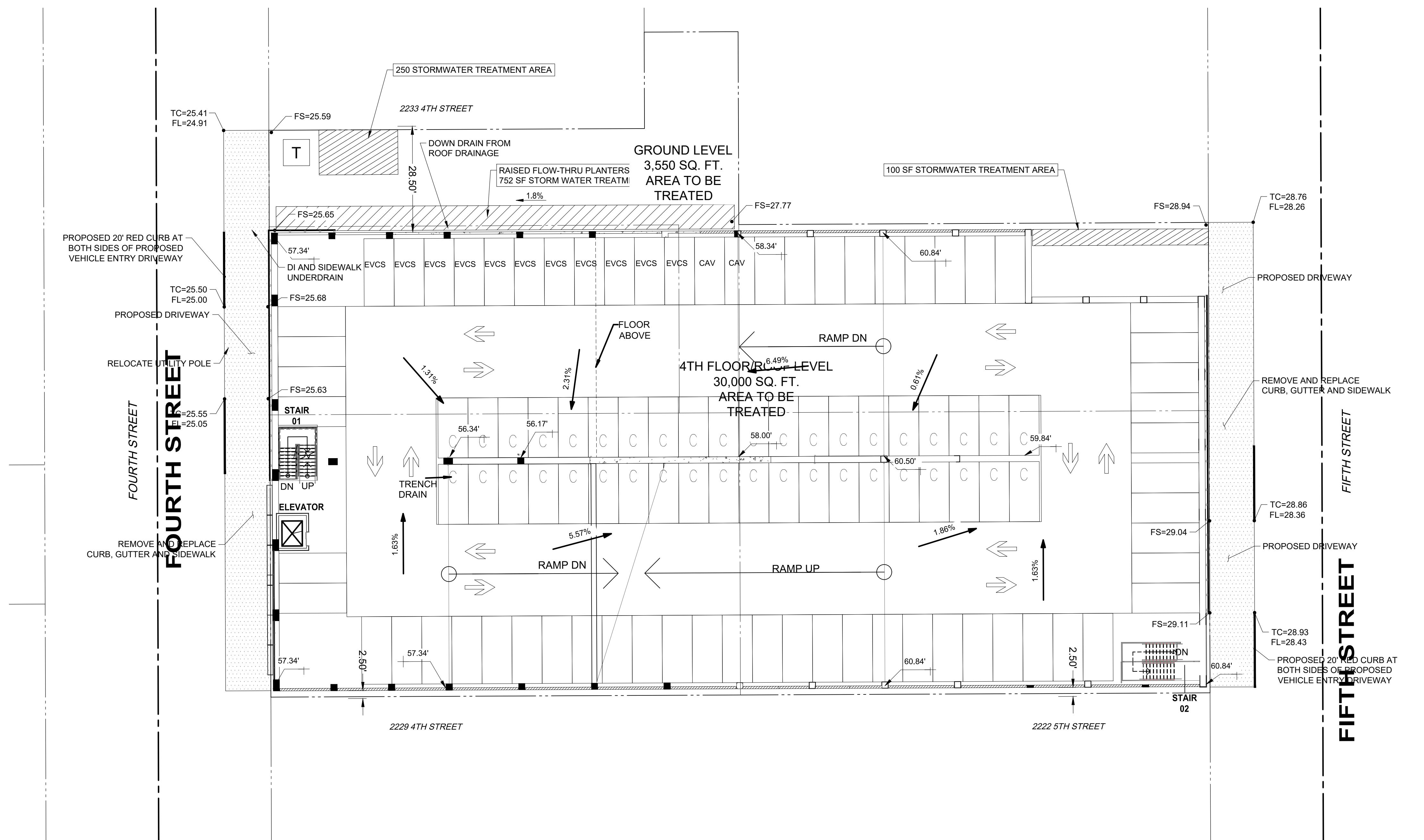
4683 chabot dr suite 300 pleasanton, ca 94588
p 925.244.9620 waremalcomb.com



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560 14TH STREET,
SUITE 300
OAKLAND CA 94612
T. 510.473.0300

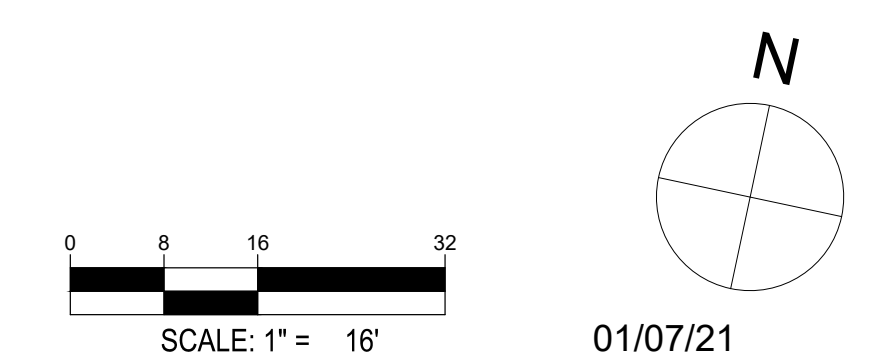
CONCEPTUAL STORM WATER MANAGEMENT PLAN | C-4



LEGEND:

	PROPERTY LINE
	PROPOSED 5' CONTOUR
	PROPOSED 1' CONTOUR
	EXISTING 5' CONTOUR
	EXISTING 1' CONTOUR
	PROPOSED STORM LINE
	EXISTING STORM LINE
	PROPOSED STORM INLET
	EXISTING STORM INLET
	PROPOSED SWALE
	PROPOSED CURB
	EXISTING CURB
	EXISTING OVERHEAD ELECTRIC LINE
	EXISTING NATURAL GAS LINE
	EXISTING SANITARY LINE
	EXISTING WATER LINE
	PROPOSED SPOT ELEVATION (AT FLOWLINE UNLESS OTHERWISE INDICATED)
	PROPOSED SLOPE AND DIRECTION
	FLOW DIRECTION
	HIGH POINT
	LOW POINT
	MATCH EXISTING
	GRADE BREAK
	TOP OF WALL
	FINISH GRADE AT WALL

4 CONCEPTUAL STORM WATER MANAGEMENT PLAN
SCALE: 1/16" = 1'-0"



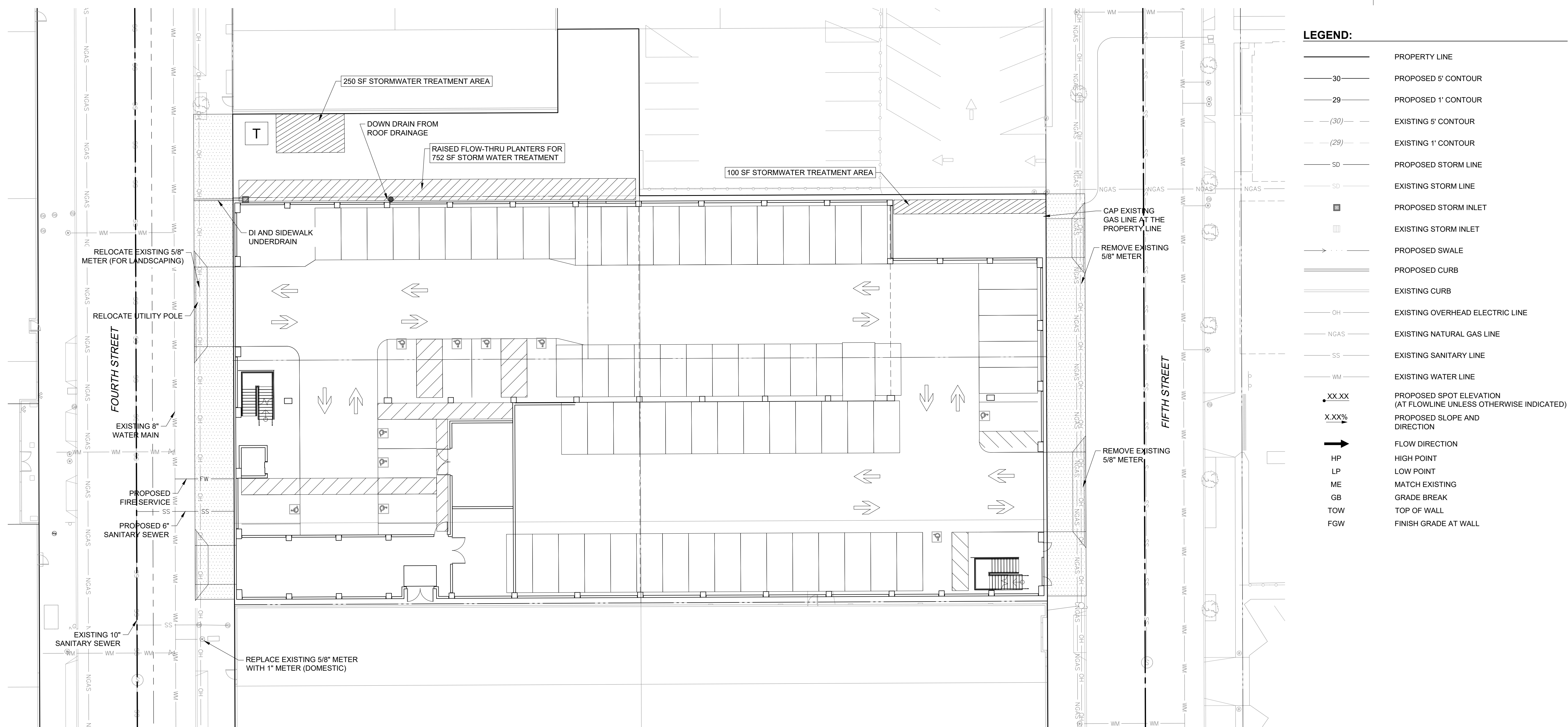
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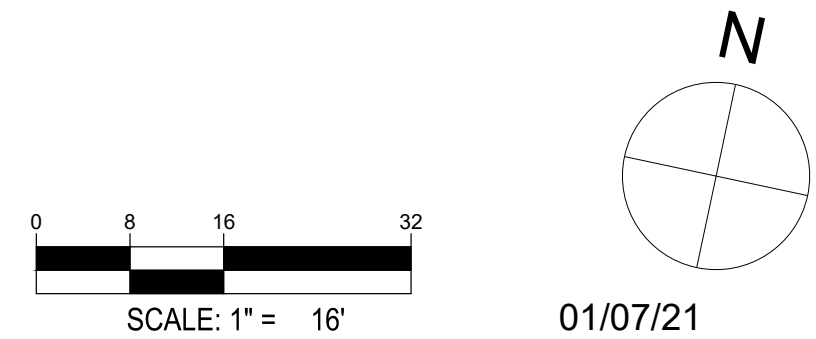
CONCEPTUAL UTILITY PLAN C-5



LEGEND:

	PROPERTY LINE
	PROPOSED 5' CONTOUR
	PROPOSED 1' CONTOUR
	EXISTING 5' CONTOUR
	EXISTING 1' CONTOUR
	PROPOSED STORM LINE
	EXISTING STORM LINE
	PROPOSED STORM INLET
	EXISTING STORM INLET
	PROPOSED SWALE
	PROPOSED CURB
	EXISTING CURB
	EXISTING OVERHEAD ELECTRIC LINE
	EXISTING NATURAL GAS LINE
	EXISTING SANITARY LINE
	EXISTING WATER LINE
	PROPOSED SPOT ELEVATION (AT FLOWLINE UNLESS OTHERWISE INDICATED)
	PROPOSED SLOPE AND DIRECTION
	FLOW DIRECTION
	HIGH POINT
	LOW POINT
	MATCH EXISTING
	GRADE BREAK
	TOP OF WALL
	FINISH GRADE AT WALL

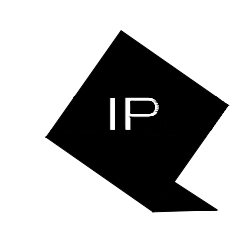
5 CONCEPTUAL UTILITY PLAN
 SCALE: 1/16" = 1'-0"



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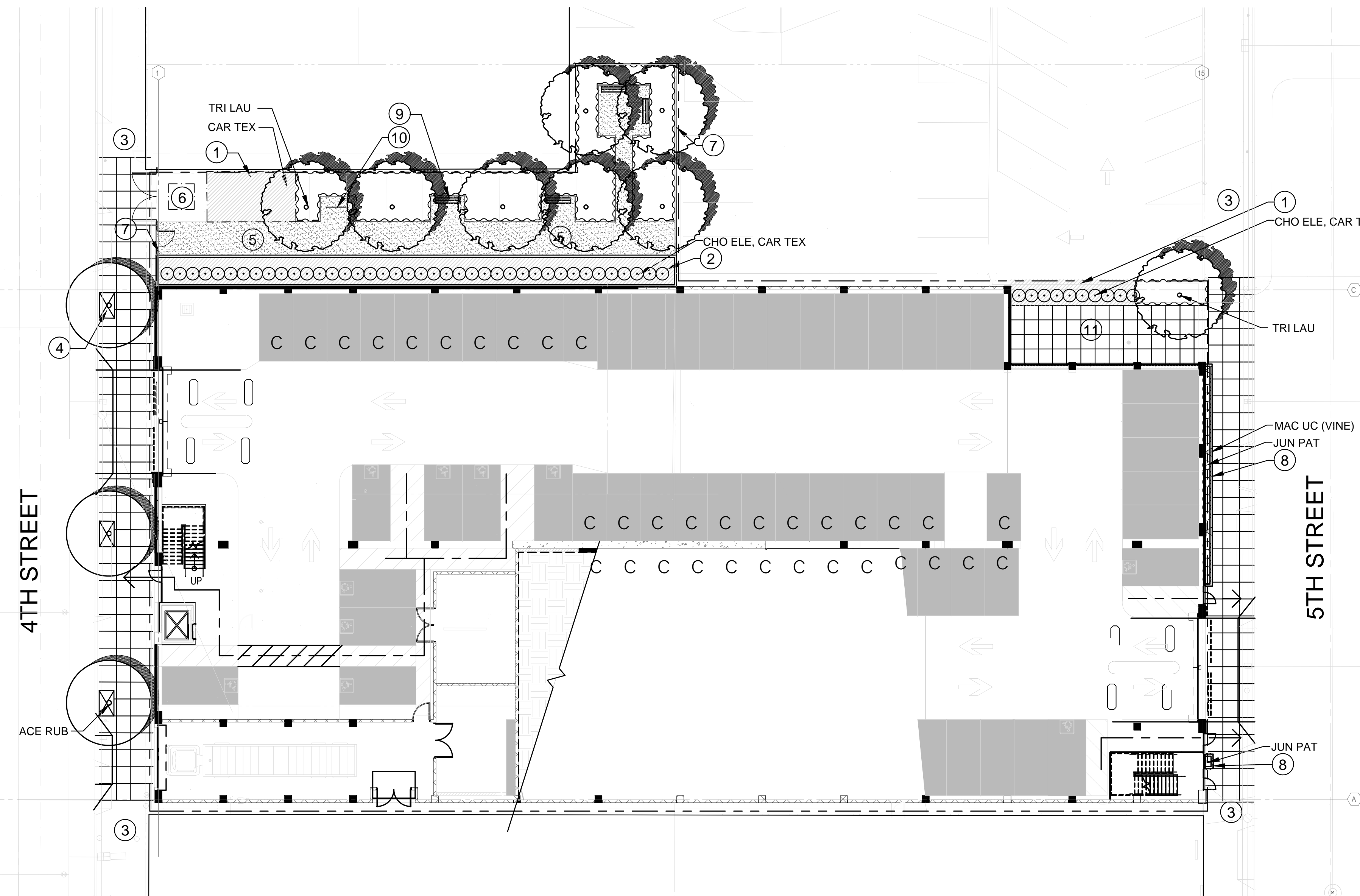
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LANDSCAPE PLAN L1

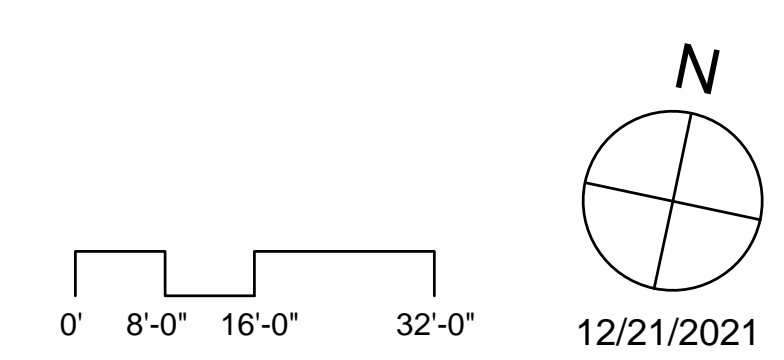
KEY NOTES

- ① STORMWATER TREATMENT AREA
- ② STORMWATER TREATMENT AREA--FLOW-THROUGH PLANTER
- ③ CITY SIDEWALK
- ④ TREE WELL: 3.5 FT X 6 FT
- ⑤ DG PAVING
- ⑥ TRANSFORMER PAD
- ⑦ FENCE/GATE
- ⑧ RAISED CONCRETE PLANTER AT FACE OF BUILDING
- ⑨ BENCH
- ⑩ BIKE RACK
- ⑪ MOTORCYCLE PARKING

ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE	MISC. NOTES & REQUIREMENTS
TREES				
ACE RUB	<i>Acer rubrum 'October Glory'</i>	Red Maple	24" box	S. L./No. Whorf. Br./N. Dp. Br./Match
TRI LAU	<i>Tristania laurina 'Elegant'</i>	Tristania	24" box	S. L./No. Whorf. Br./N. Dp. Br./Match
SHRUB/PERENNIALS				
CAR TEX	<i>Carex texensis</i>	Callin Sedge	1 G.C.	Plant at 15' o.c.
CHO ELE	<i>Chorizanthe elephantinum</i>	Large Cape Rush	1 G.C.	
JUN PAT	<i>Juncus patens</i>	California Gray Rush	1 G.C.	
NAN GS	<i>Nandina domestica 'Gulf Stream'</i>	Dwarf Heavenly Bamboo	5 G.C.	F & B
VINES				
MAC UC	<i>Macfadyena unguis-cati</i>	Cat's Claw Creeper	5 G.C.	
PLANT LIST ABBREVIATIONS:				
Note: This list together with the plant list prepared by Taniguchi Landscape Architecture must accompany the contractor's nursery order(s).				
SL	Single main, straight, dominant, leader			
HL Br.	High branched--lowest limbs held above rootball 5' min. for 15 gallon can 6' min. for 24" box trees			
F & B	Full dense, bushy, vigorous plants, with young growth closely spaced on branches, no did/woody plants.			
No. Whorf. Br.	No closely spaced whorled branches. Select even symmetrical branch distribution			
Match	Matched size, form, caliper, branching and cultivar. Select from one lot, one grower, for guaranteed consistency through life of plants.			
o.c.	On center			
N. Dp. Br.	No long heavy drooping branches			



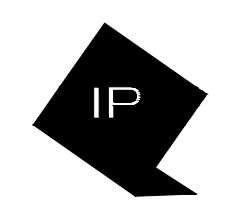
① LANDSCAPE PLAN
 SCALE: 1/16" = 1'-0"



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Taniguchi Landscape Architecture
 1013 South Claymont St., Ste 1
 San Mateo, CA 94402
 P 650.638.9985 | F 650.638.9986
 CLA 45842

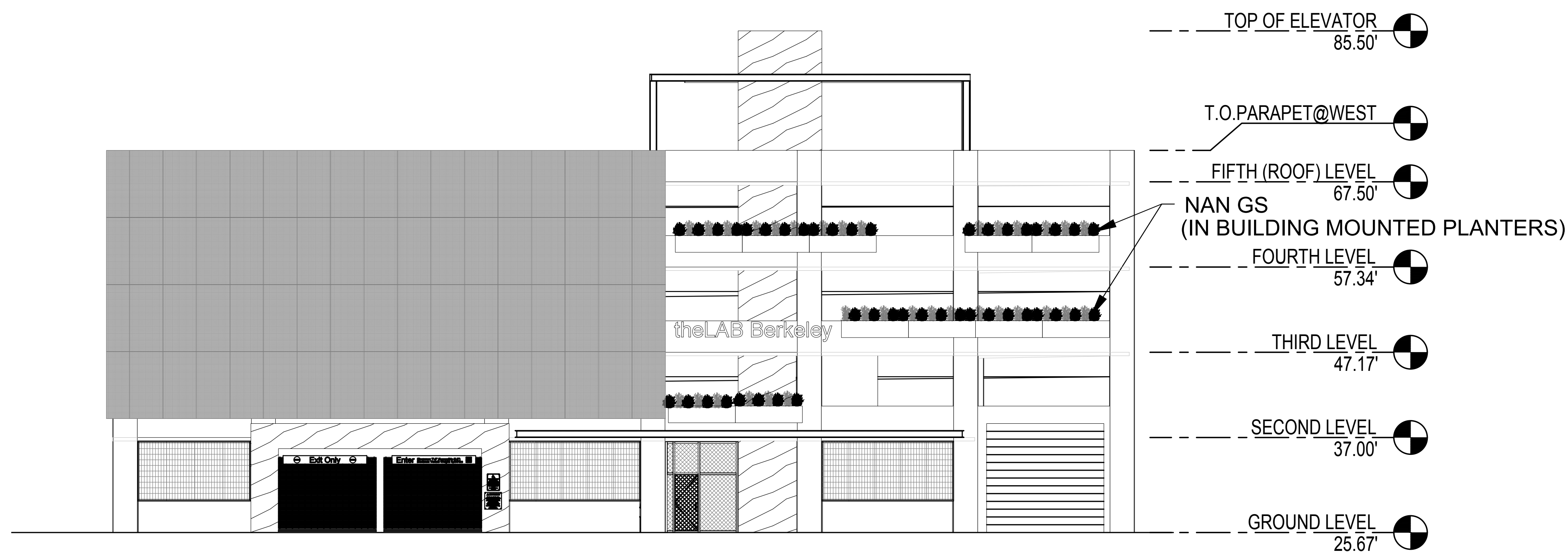


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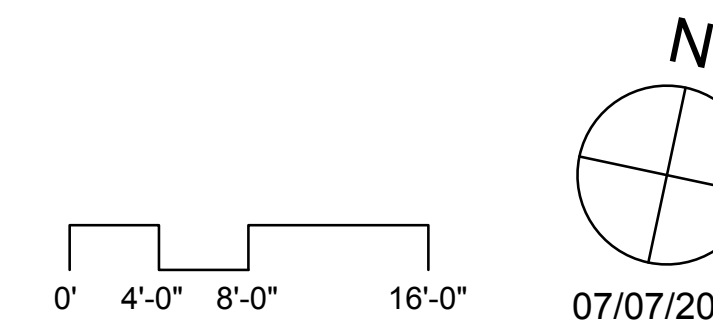
LANDSCAPE ELEVATION L3

NOTES

1. SEE PLANT LIST ON SHEET L1

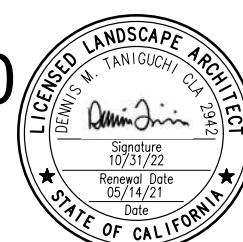


① LANDSCAPE ELEVATION: WEST ELEVATION (4TH STREET)
 SCALE: 1/8" = 1'-0"

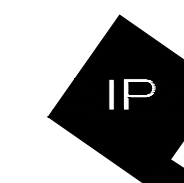


TheLAB Parking Structure

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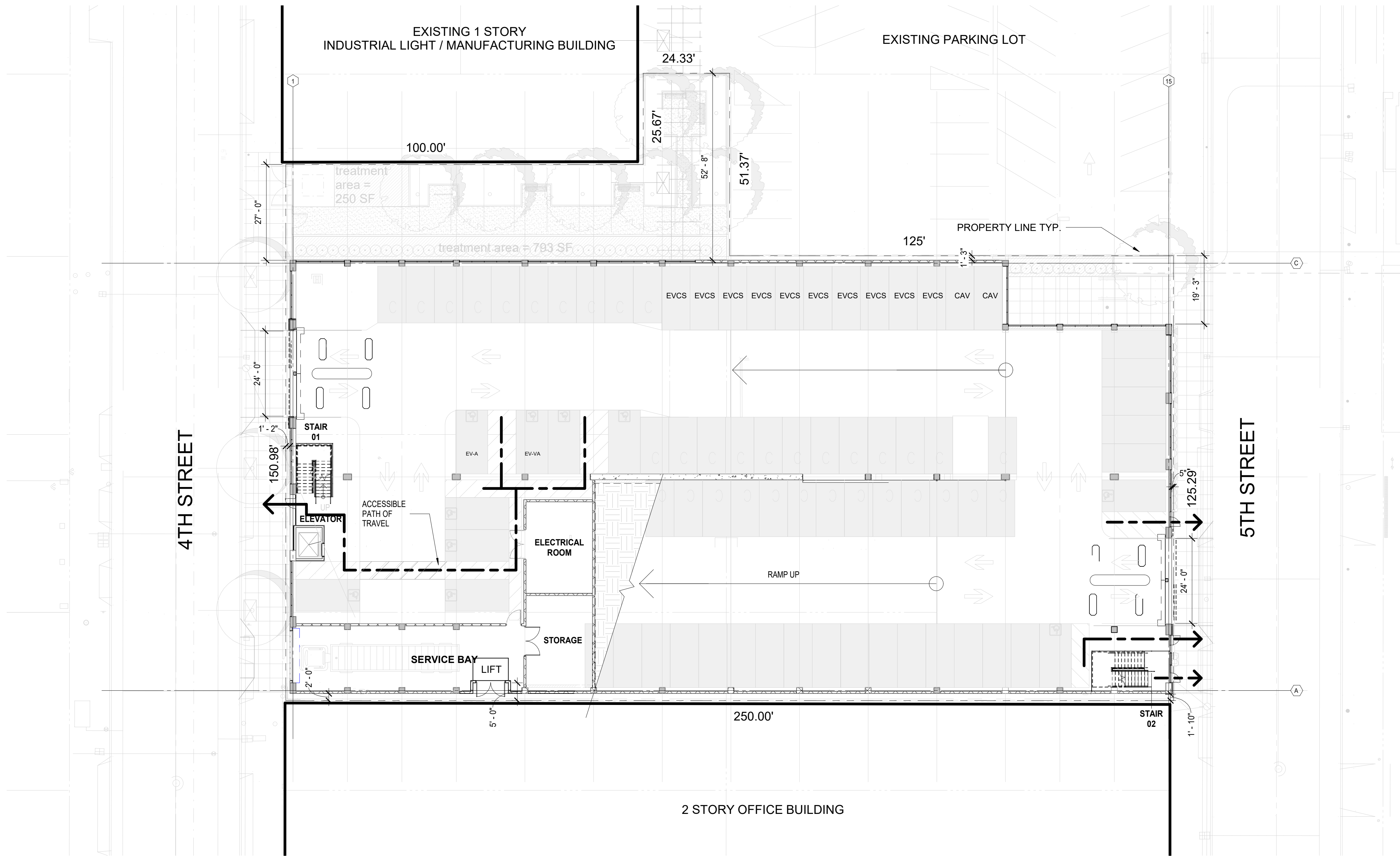


Taniguchi Landscape Architecture
 1013 South Cleveland St., Ste 1
 San Mateo, CA 94402
 P 650.638.9985 | F 650.638.9986
 CLA#4284

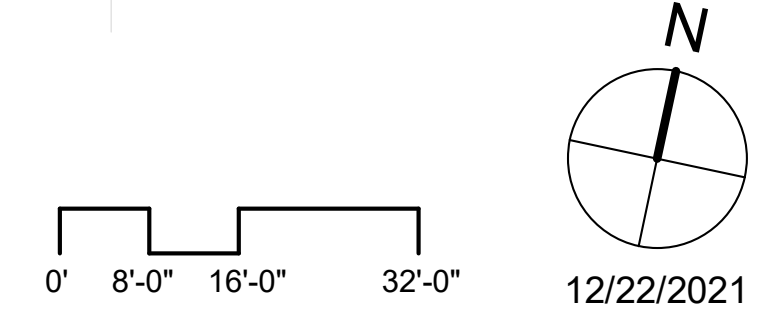


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SITE PLAN | A102



1 ARCHITECTURAL SITE PLAN
SCALE: 1/16" = 1'-0"

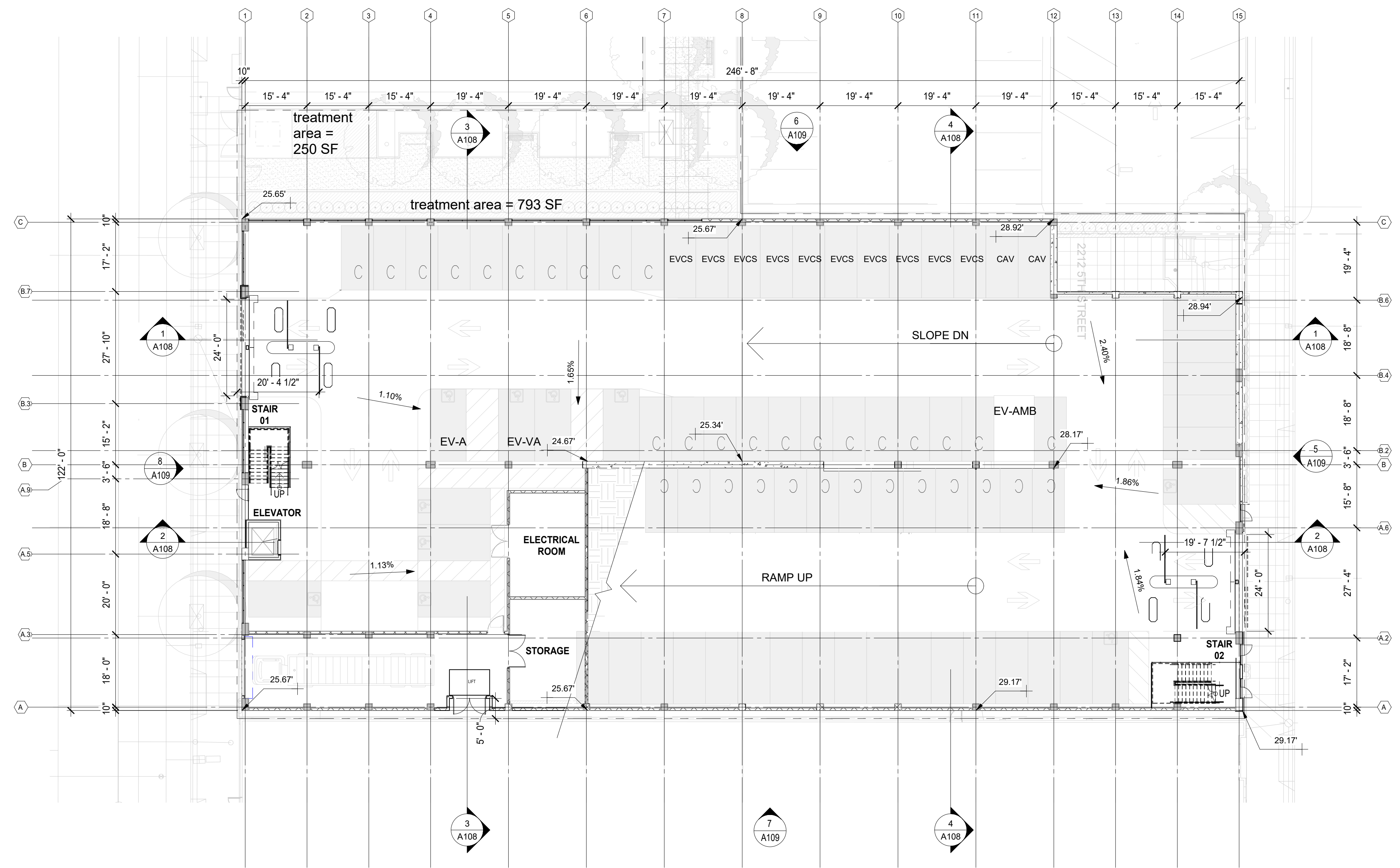


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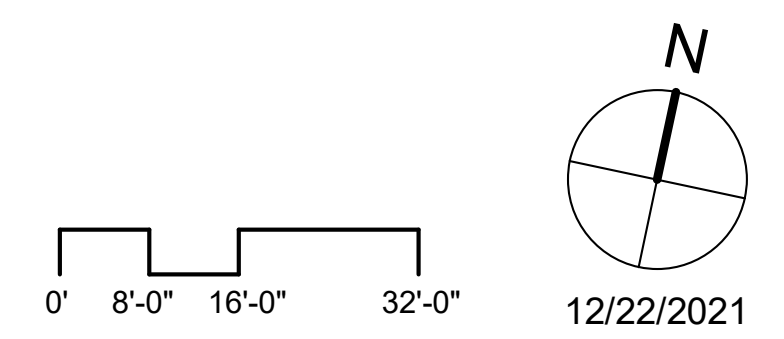


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GROUND LEVEL FLOOR PLAN | A103



1 GROUND LEVEL FLOOR PLAN
 SCALE: 1/16" = 1'-0"

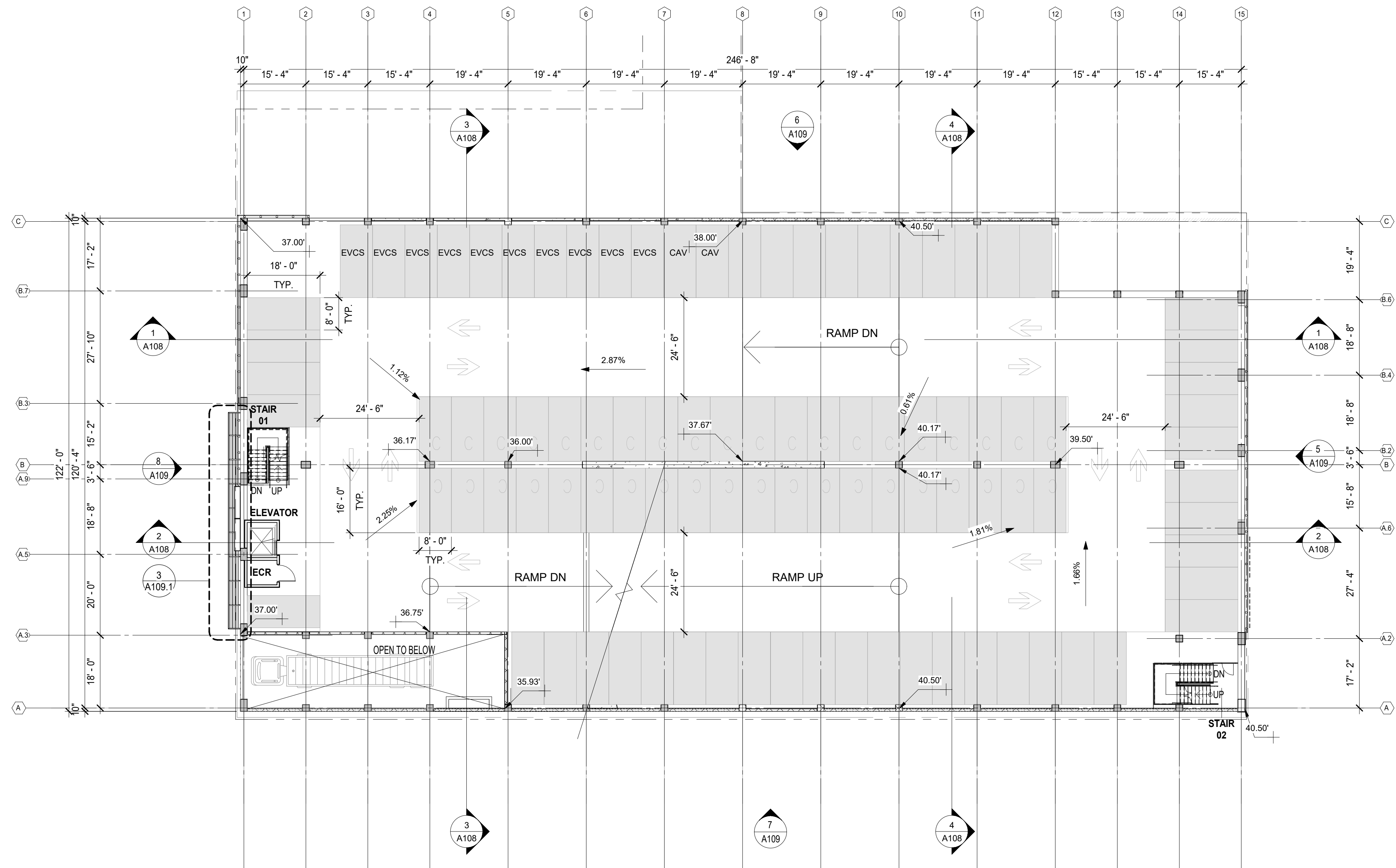


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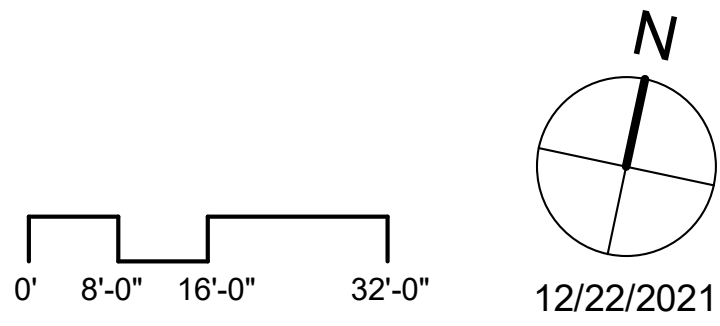


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SECOND LEVEL FLOOR PLAN | A104



1 SECOND LEVEL FLOOR PLAN
 SCALE: 1/16" = 1'-0"

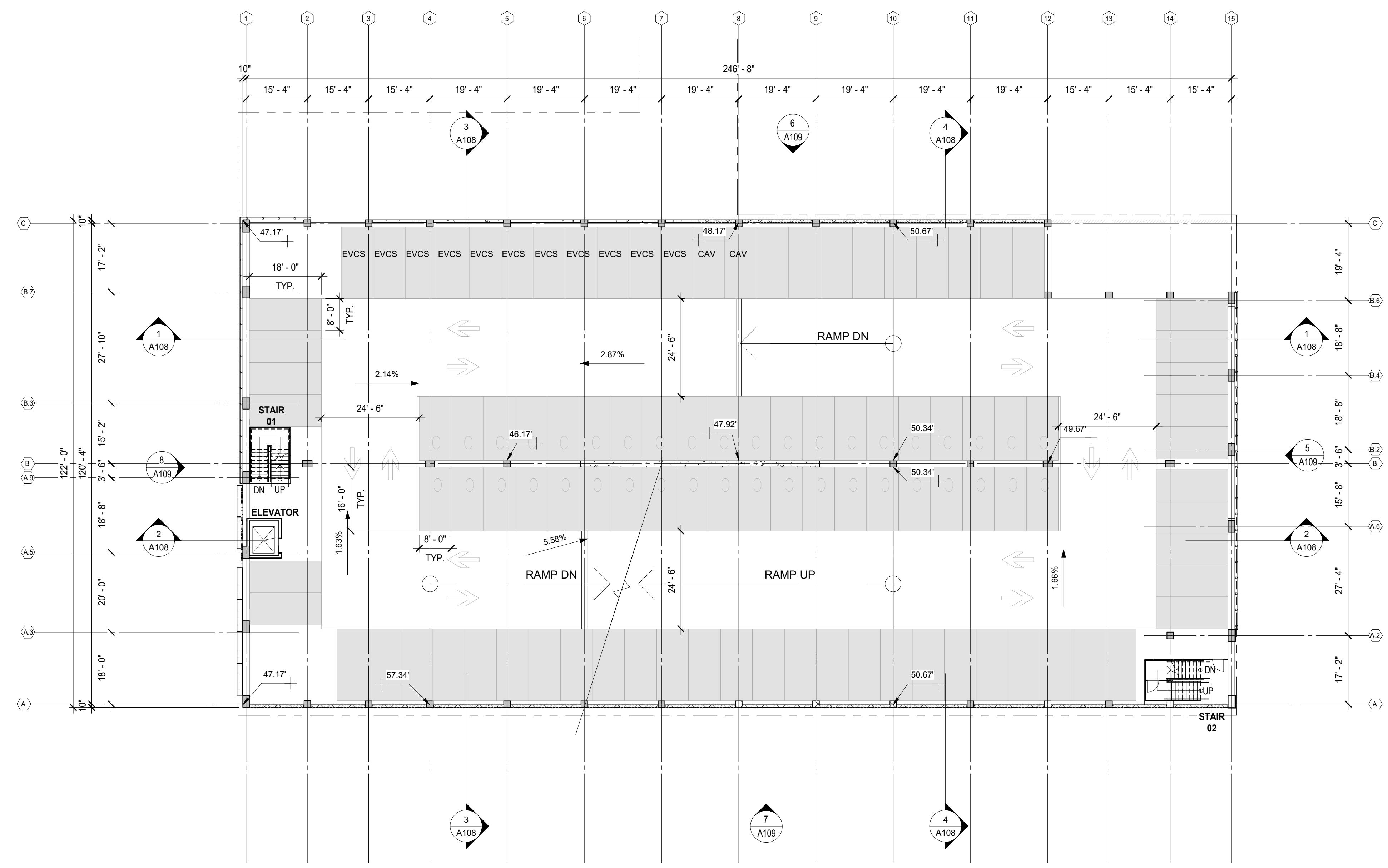


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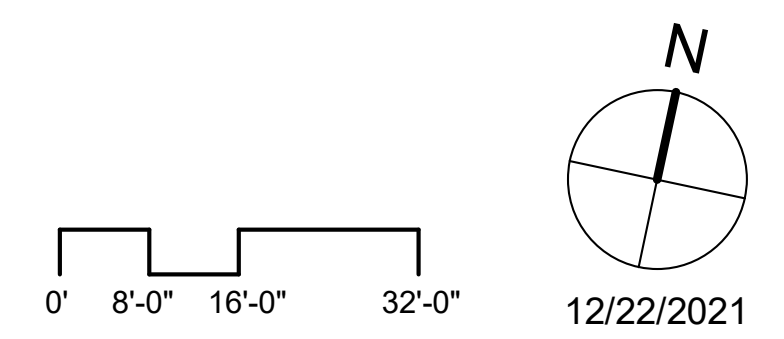


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THIRD LEVEL FLOOR PLAN | A105



1 THIRD LEVEL FLOOR PLAN
 SCALE: 1/16" = 1'-0"

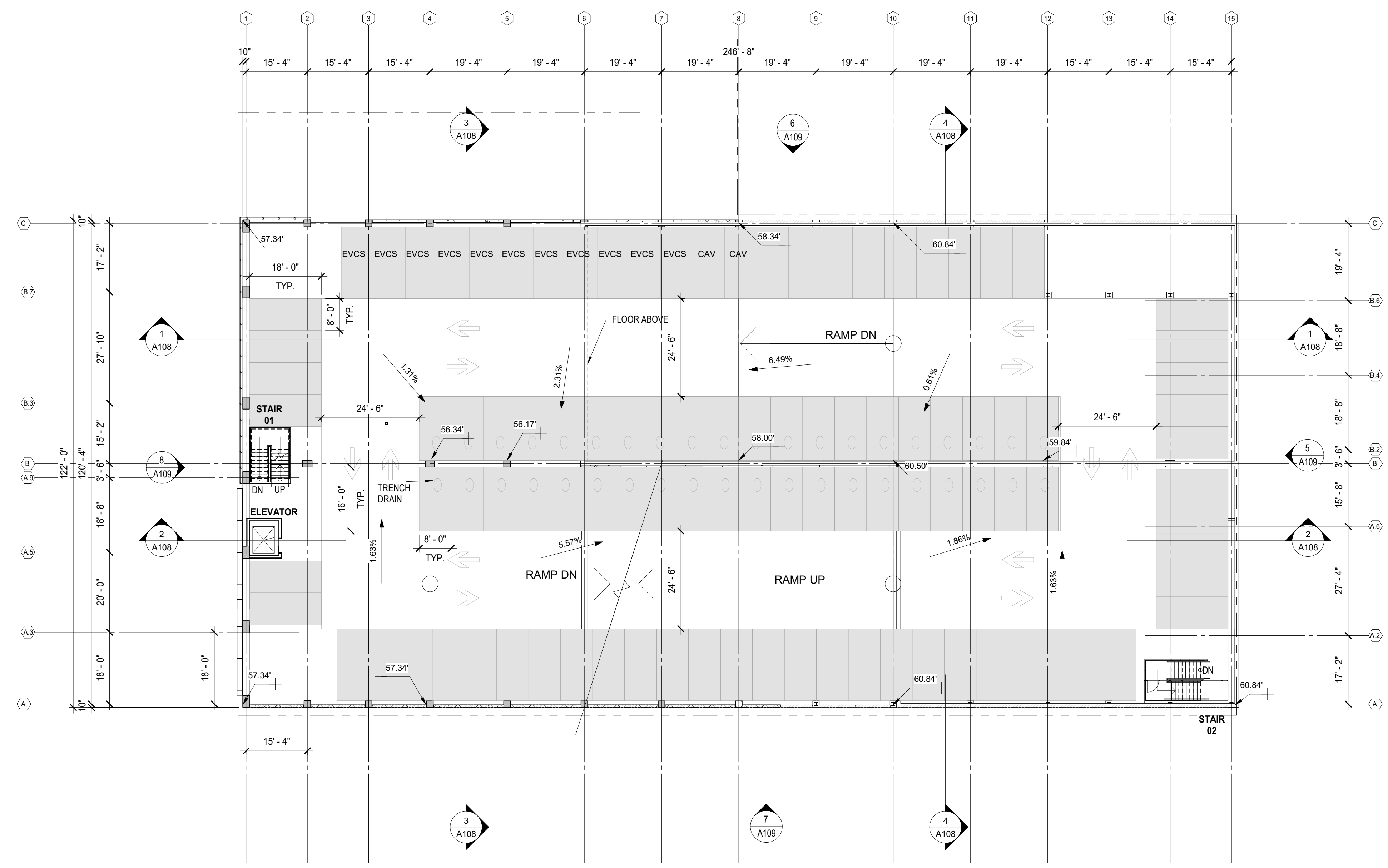


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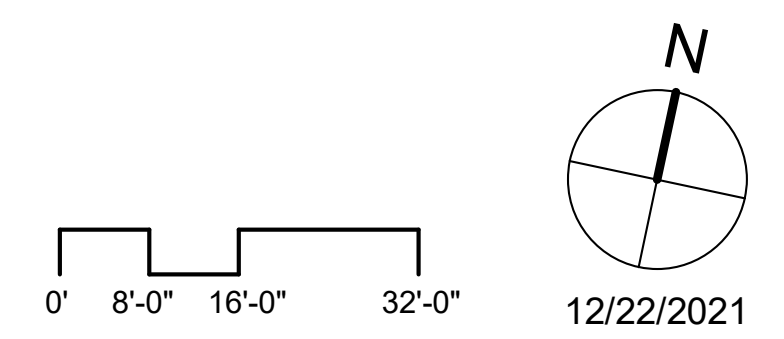


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FOURTH LEVEL FLOOR PLAN | A106



1 FOURTH LEVEL FLOOR PLAN
 SCALE: 1/16" = 1'-0"

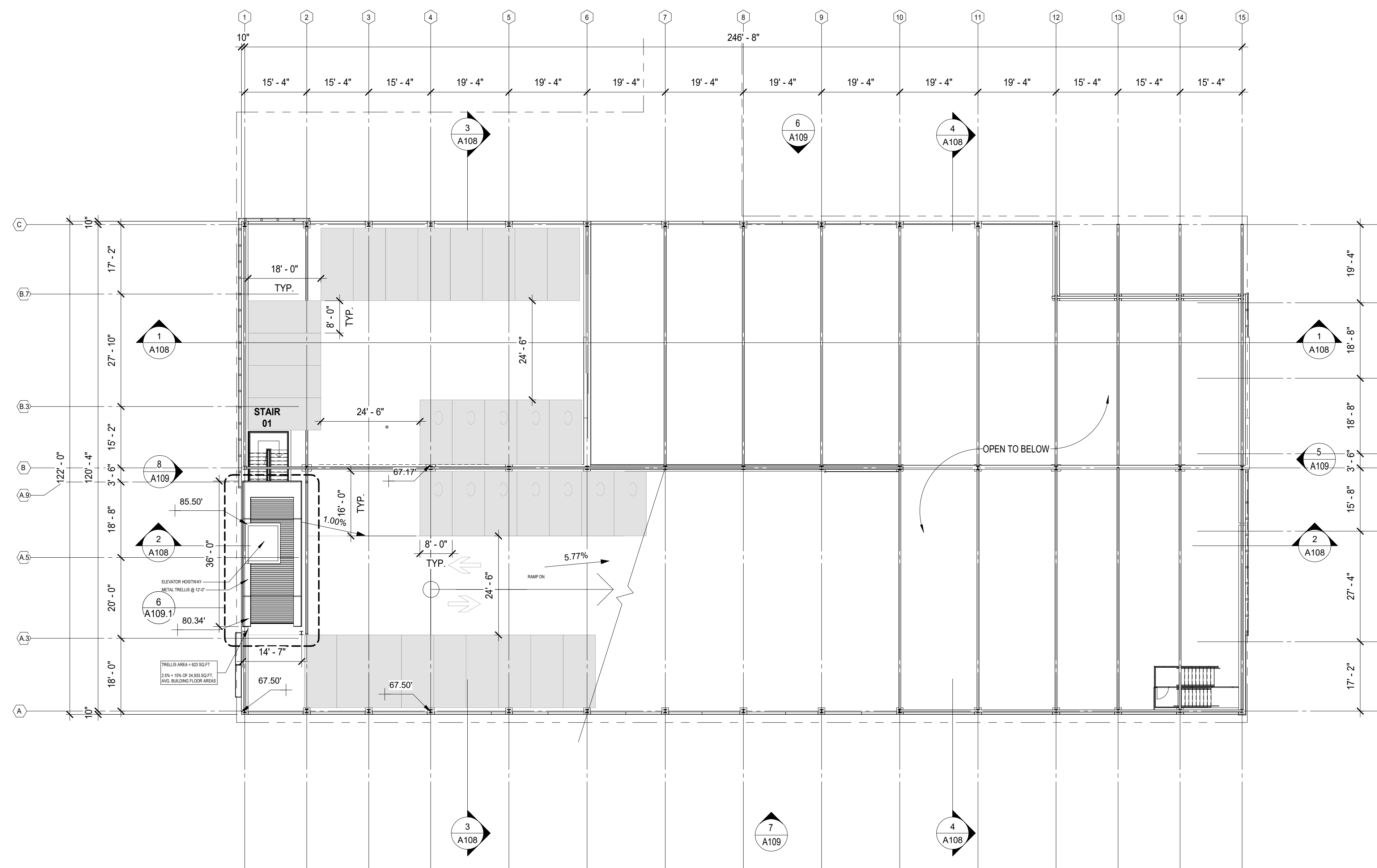


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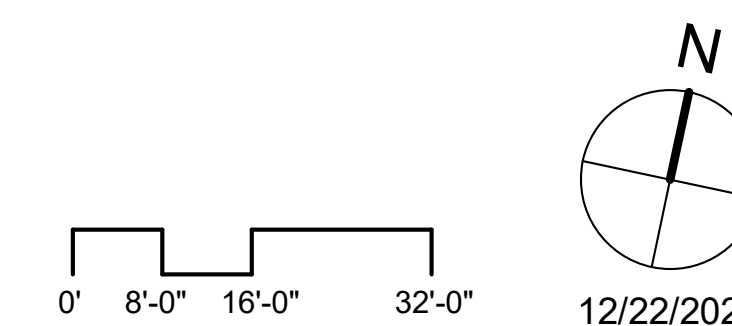


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FIFTH (ROOF) LEVEL FLOOR PLAN | A107



1 FIFTH (ROOF) LEVEL PLAN
 SCALE: 1/16" = 1'-0"

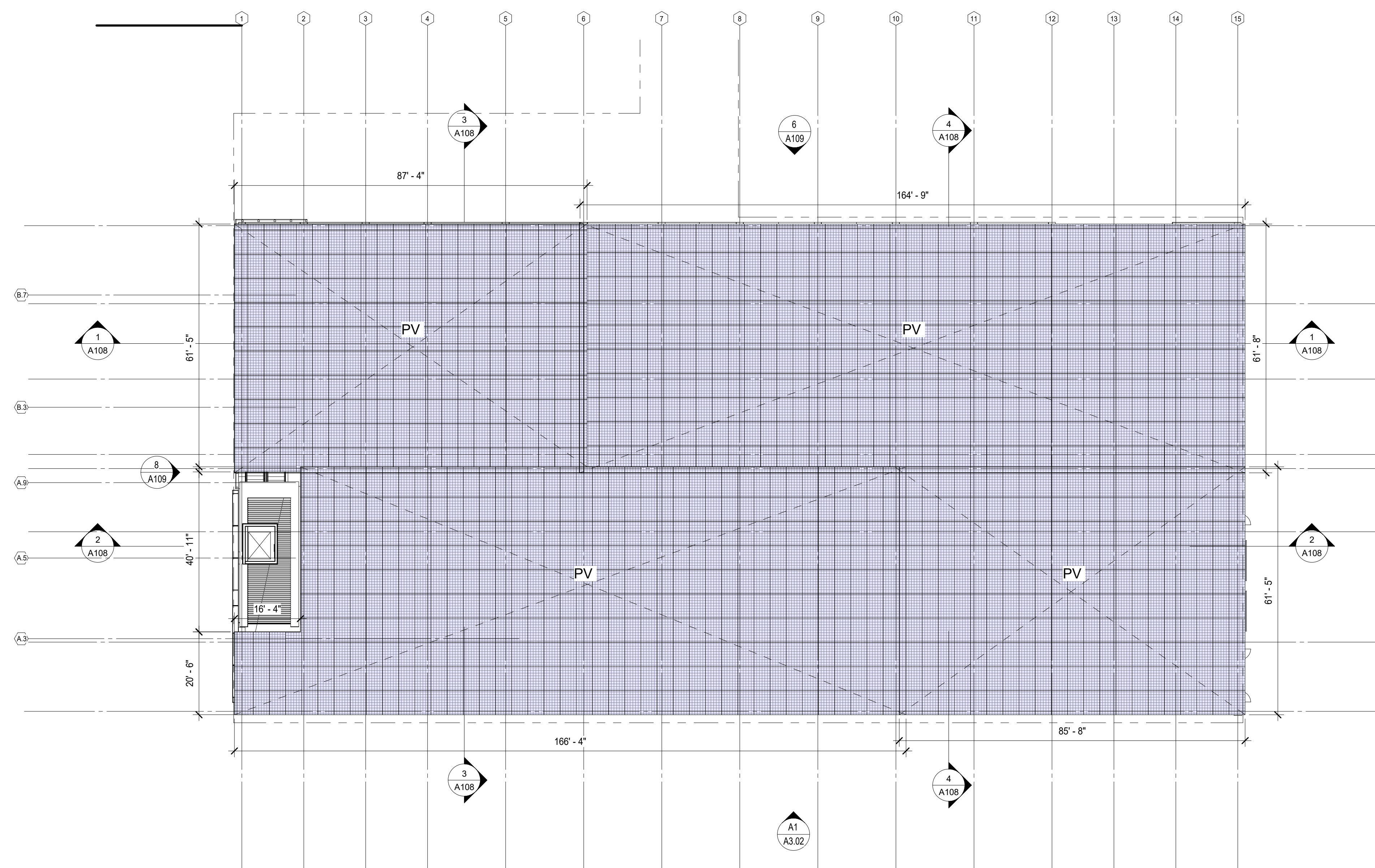


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PV PLAN | A107.1



1 PV PLAN
SCALE: 1/16" = 1'-0"

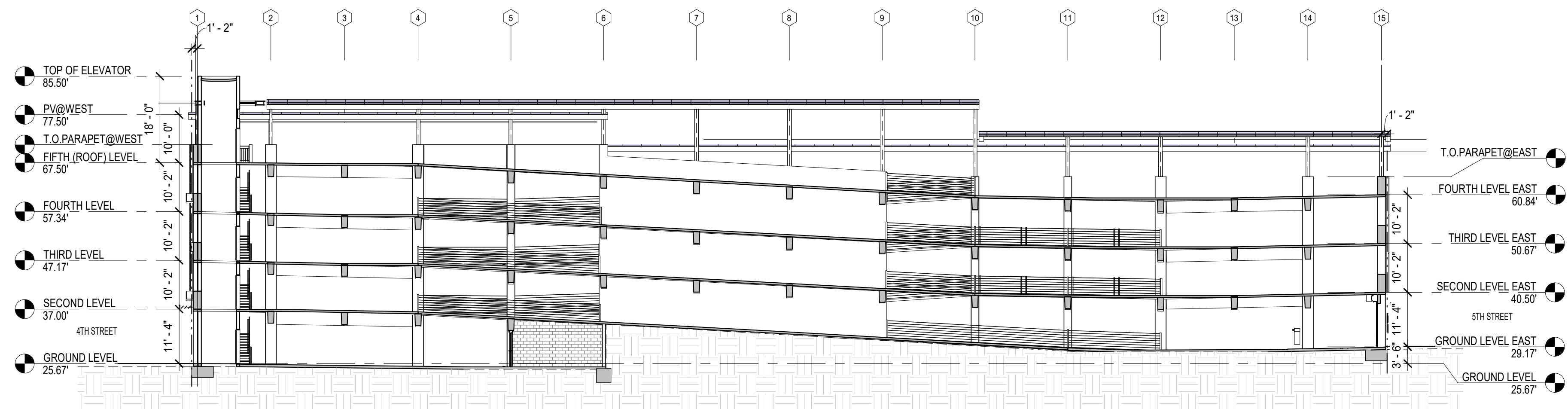
12/22/2021

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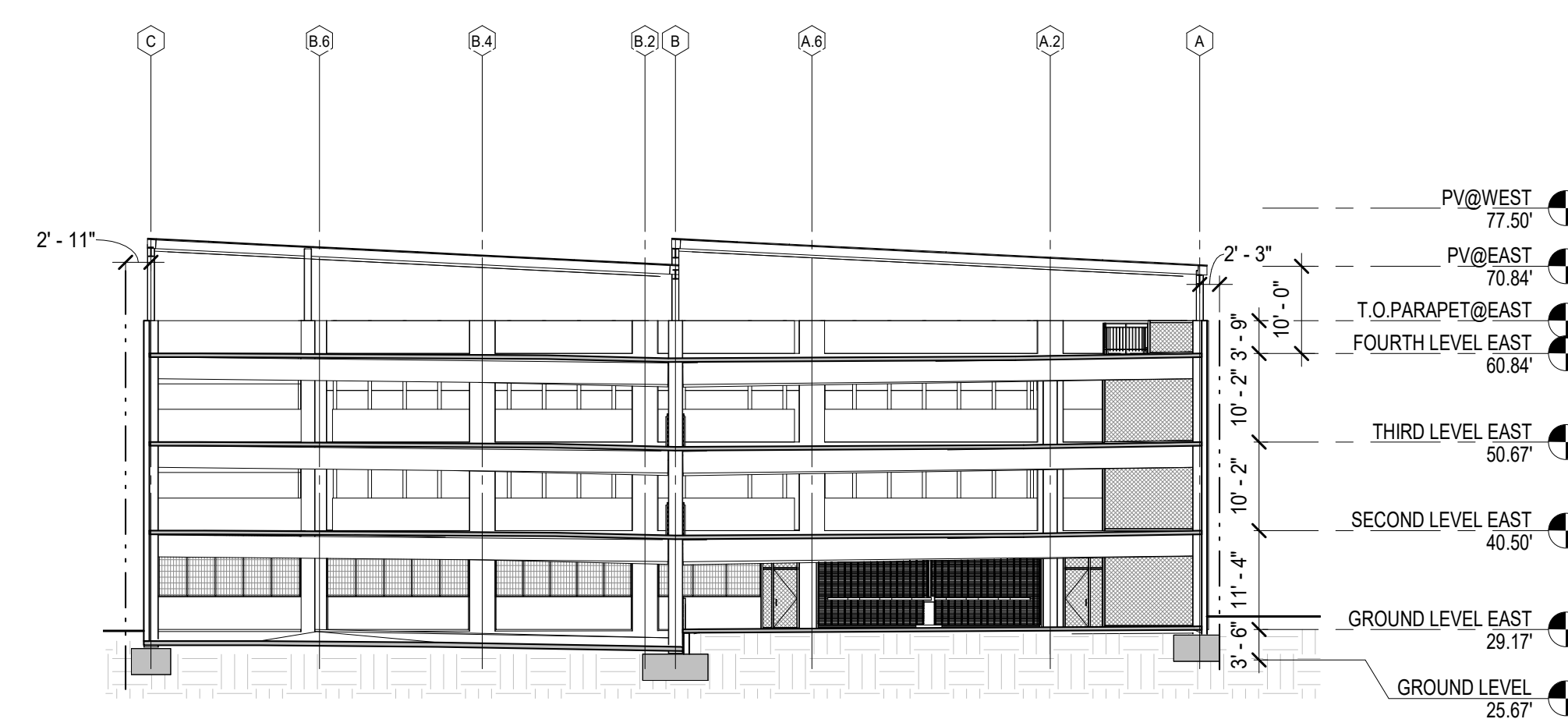


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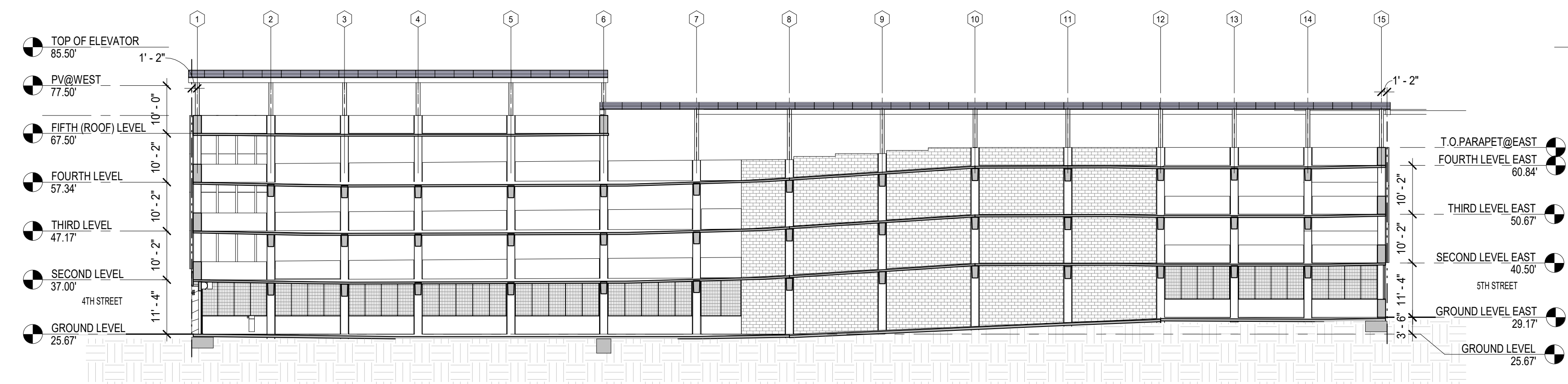
BUILDING SECTIONS | A108



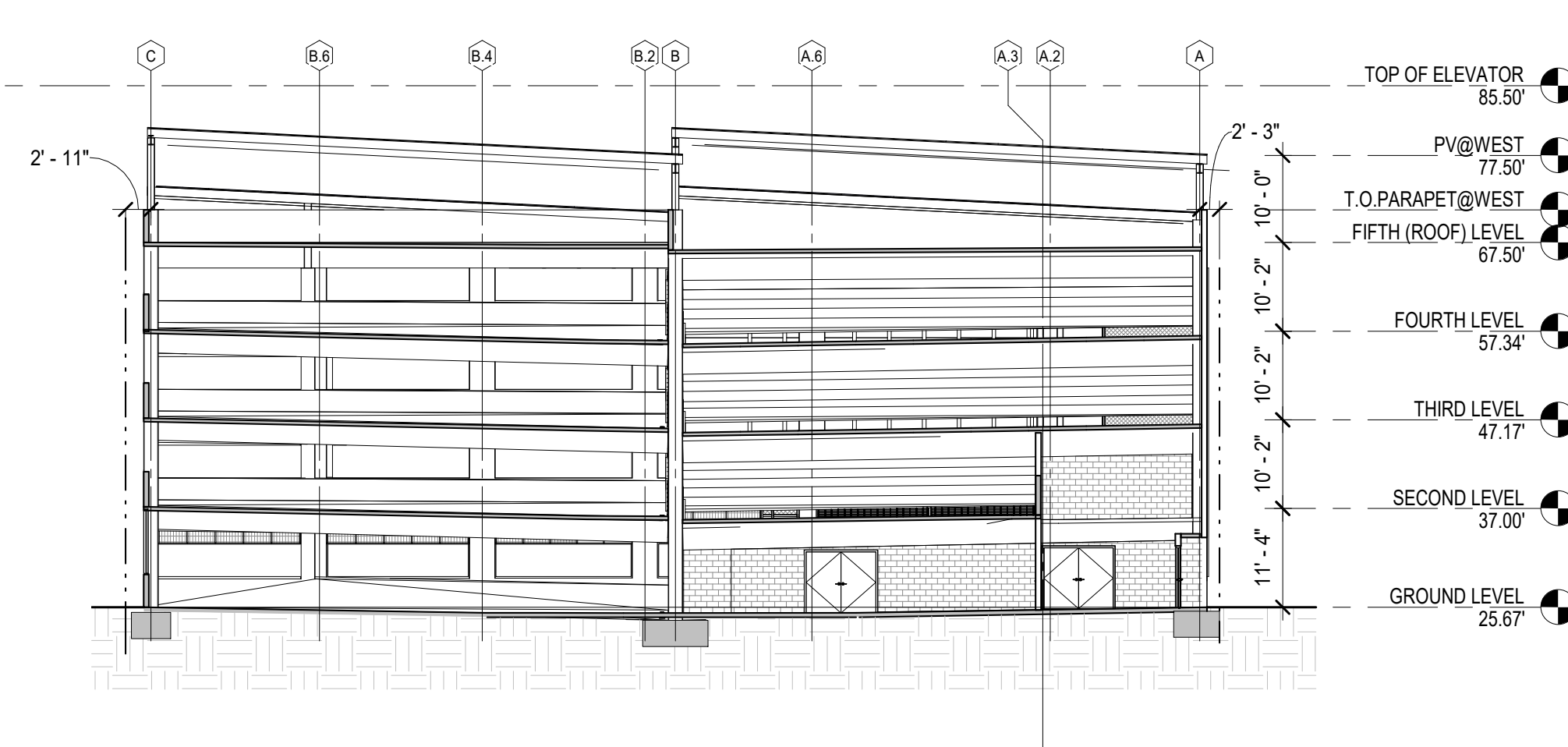
2 BUILDING SECTION 1
 SCALE: 1/16" = 1'-0"



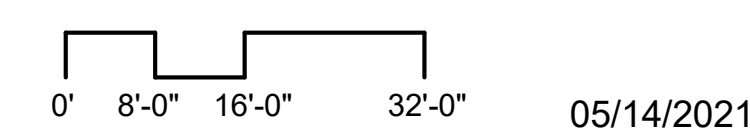
4 BUILDING SECTION 3
 SCALE: 1/16" = 1'-0"



1 BUILDING SECTION 2
 SCALE: 1/16" = 1'-0"



3 BUILDING SECTION 4
 SCALE: 1/16" = 1'-0"

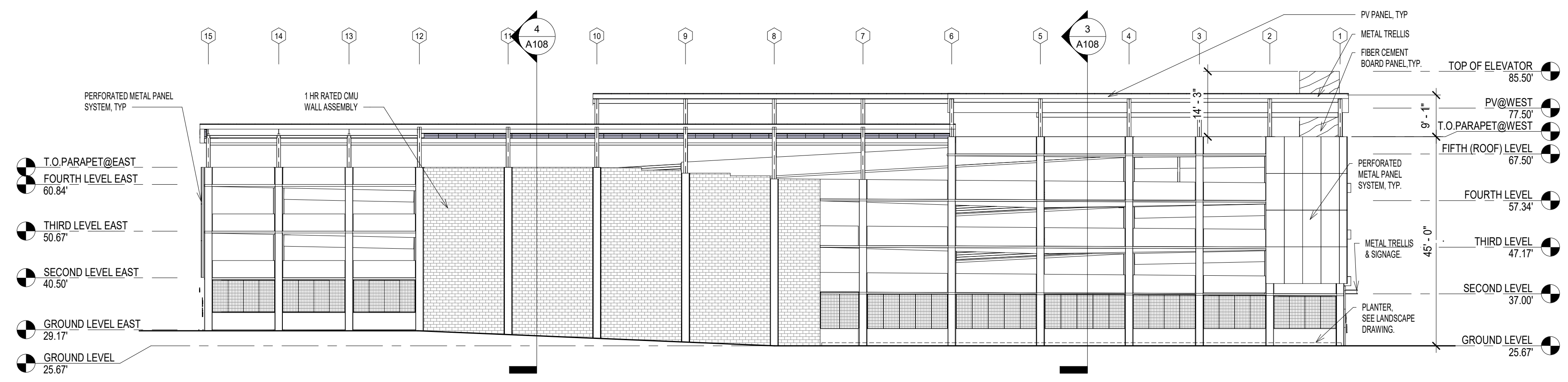


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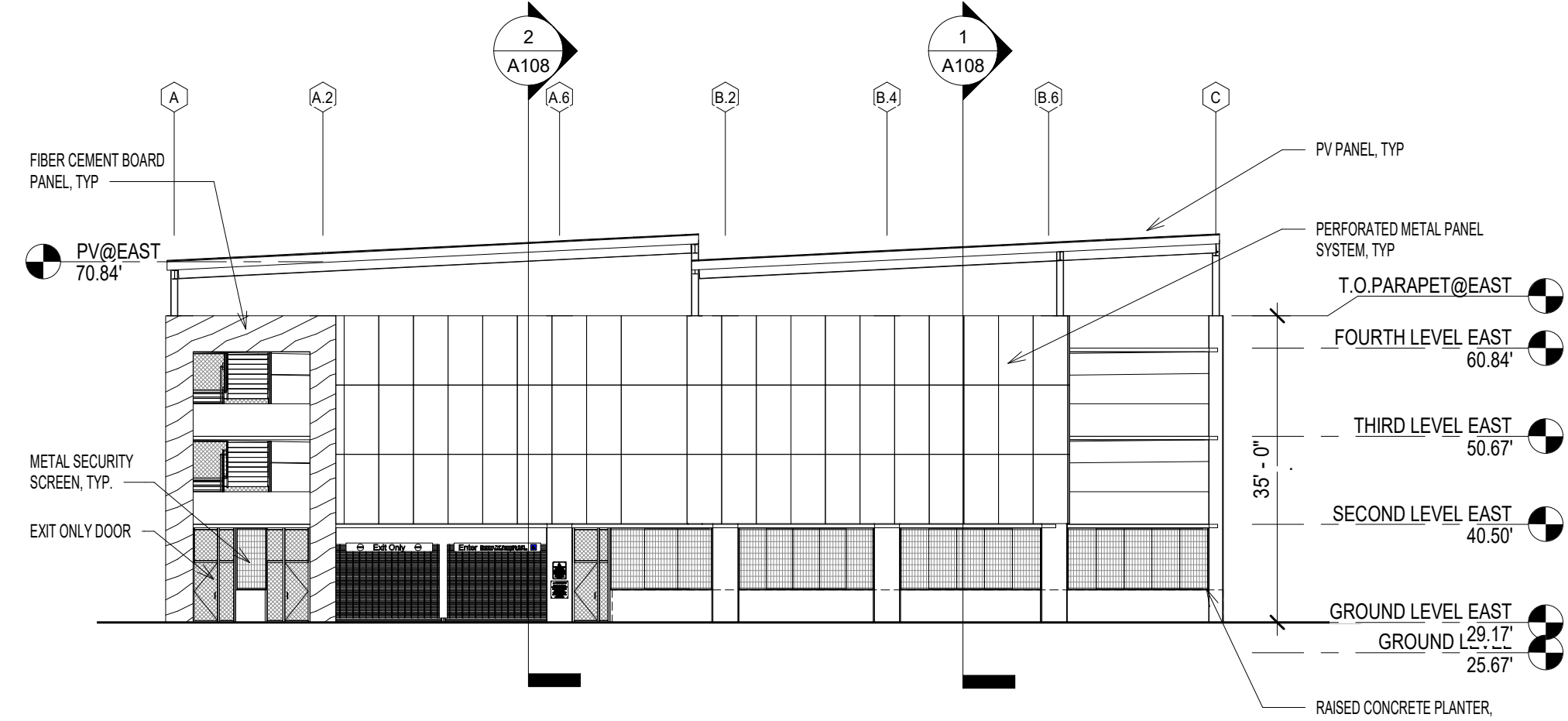


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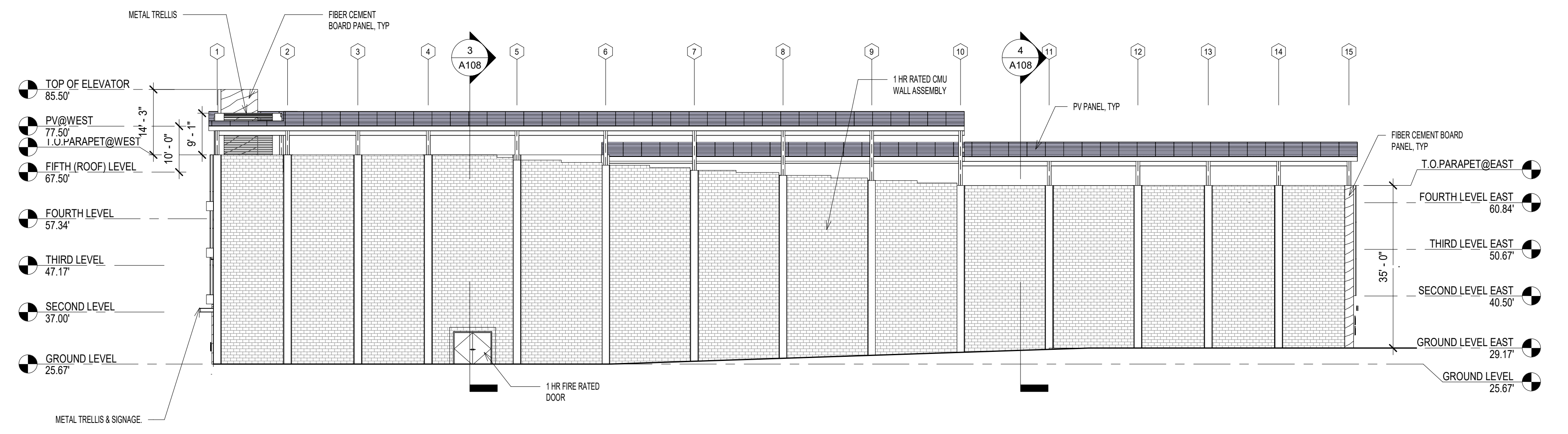
BUILDING ELEVATIONS | A109



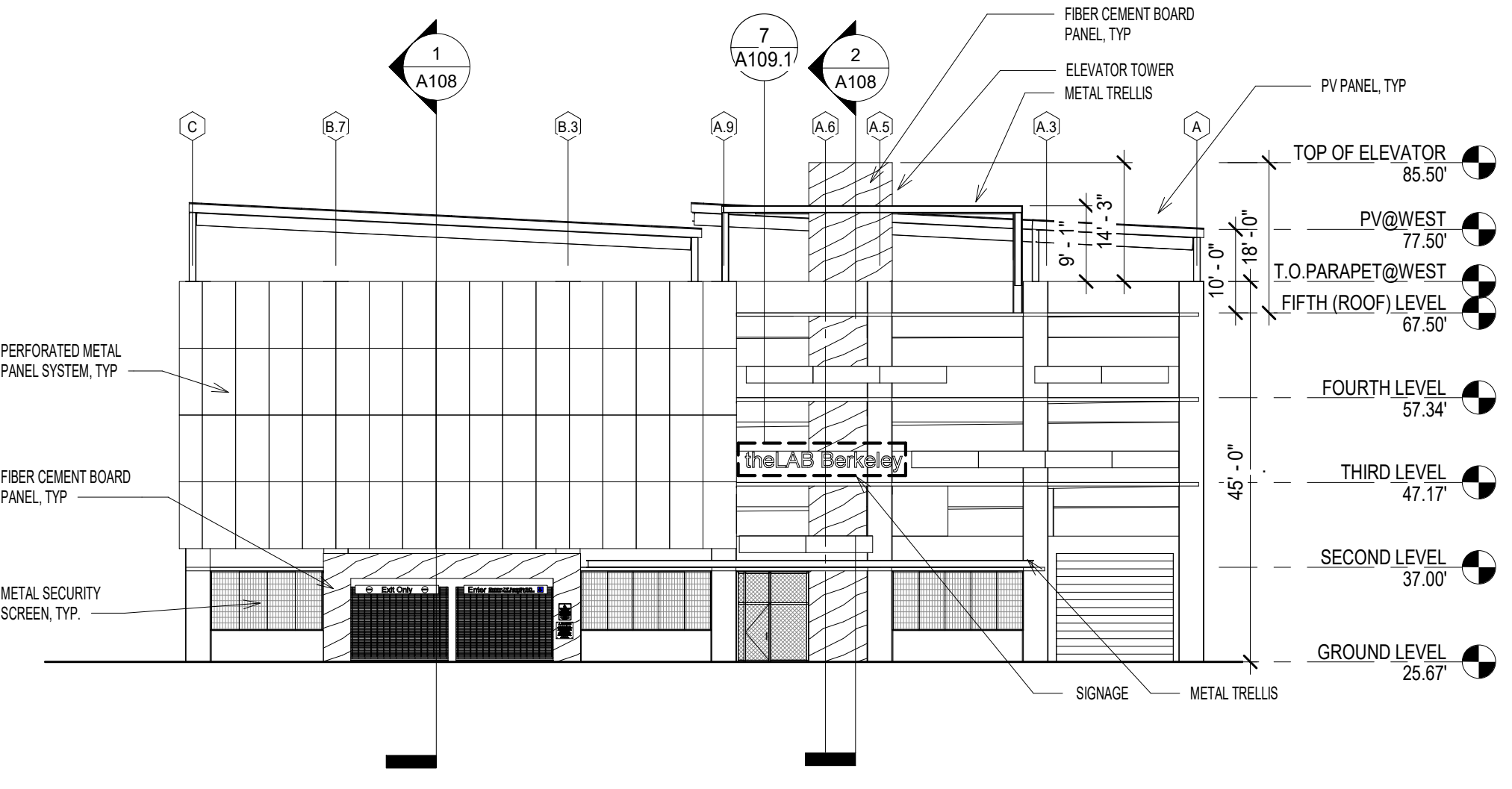
6 NORTH ELEVATION -
SCALE: 1/16" = 1'-0"



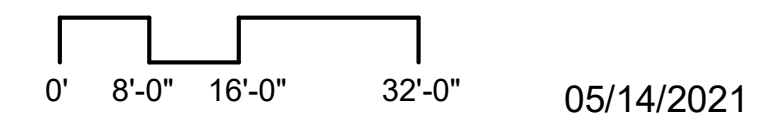
5 EAST ELEVATION -
SCALE: 1/16" = 1'-0"



7 SOUTH ELEVATION -
SCALE: 1/16" = 1'-0"



8 WEST ELEVATION -
SCALE: 1/16" = 1'-0"

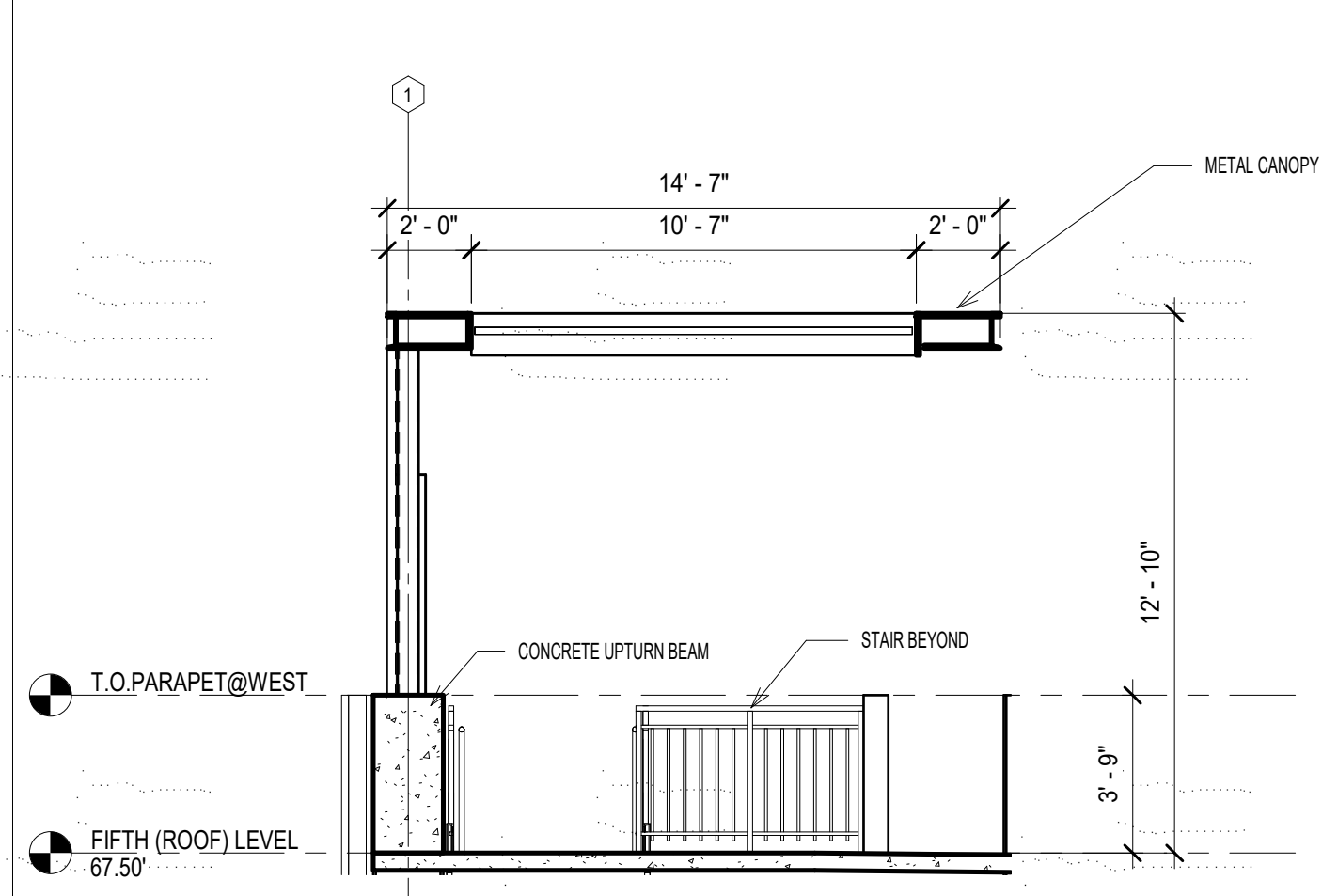


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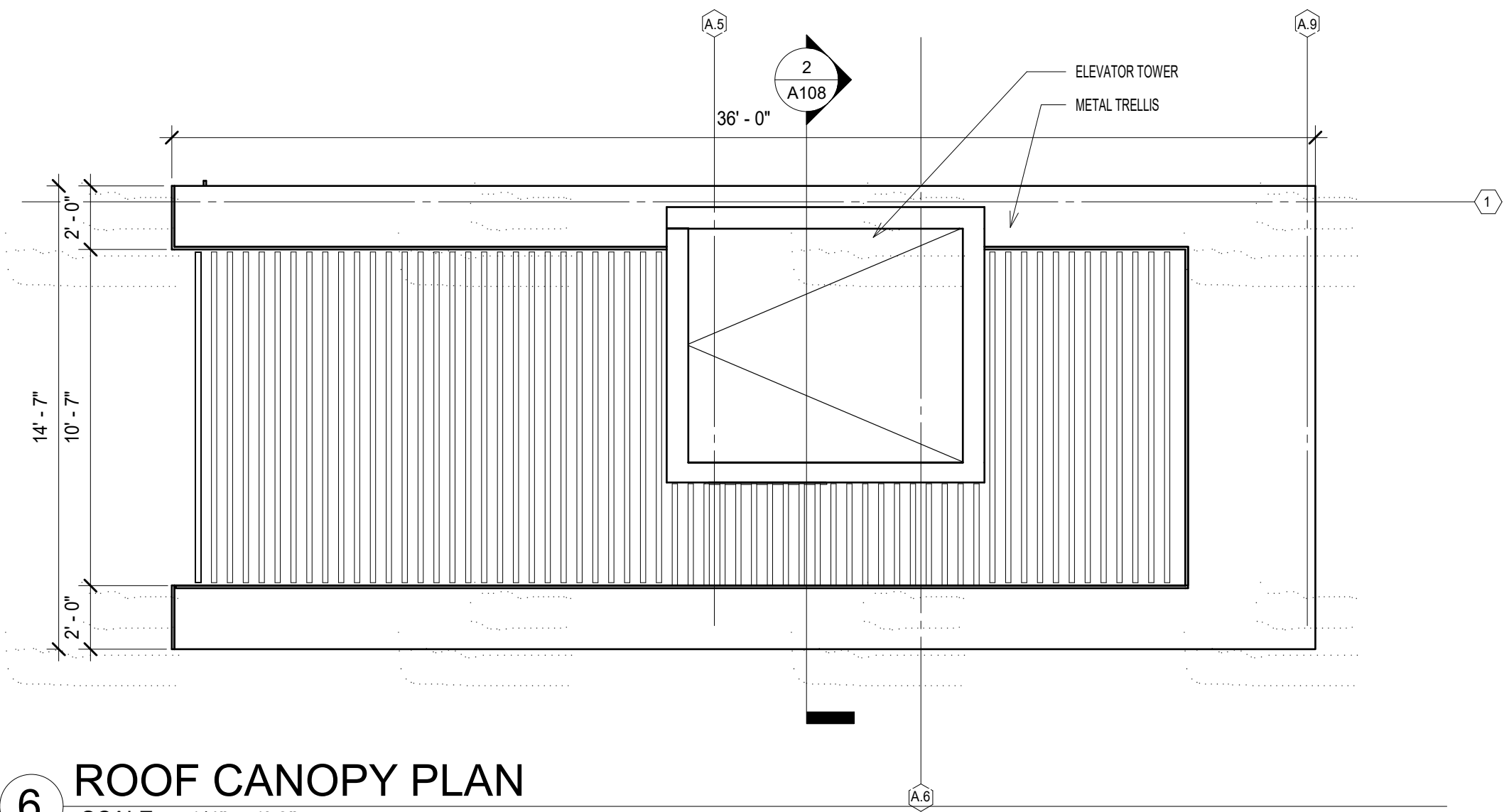


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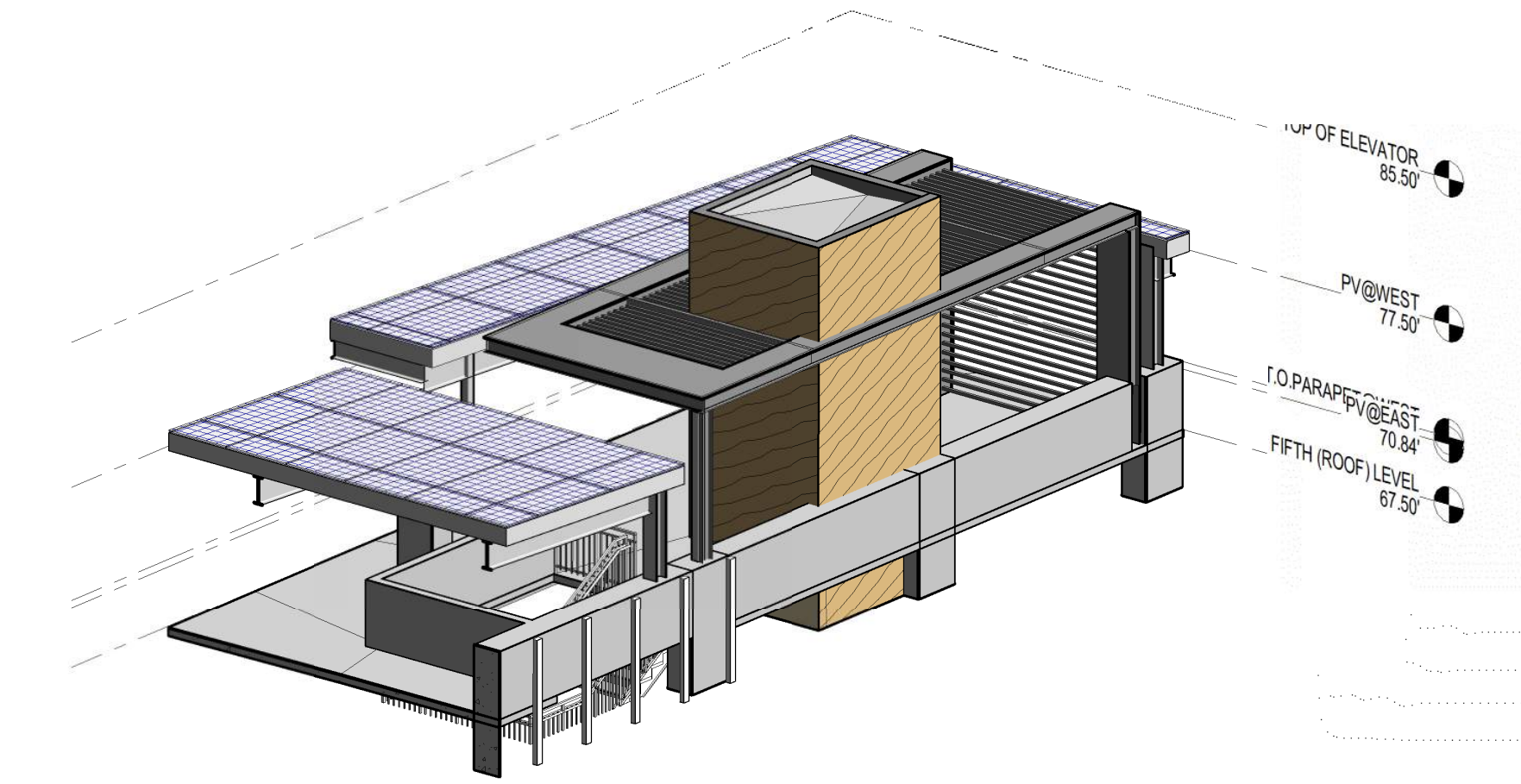
MISCELLANEOUS | A109.1



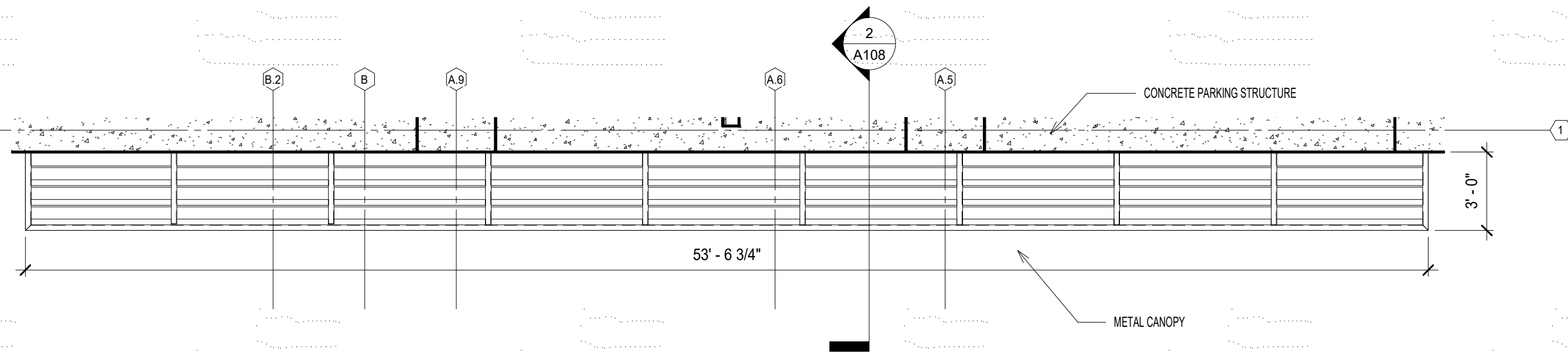
5 ROOF CANOPY SECTION
SCALE: 1/4" = 1'-0"



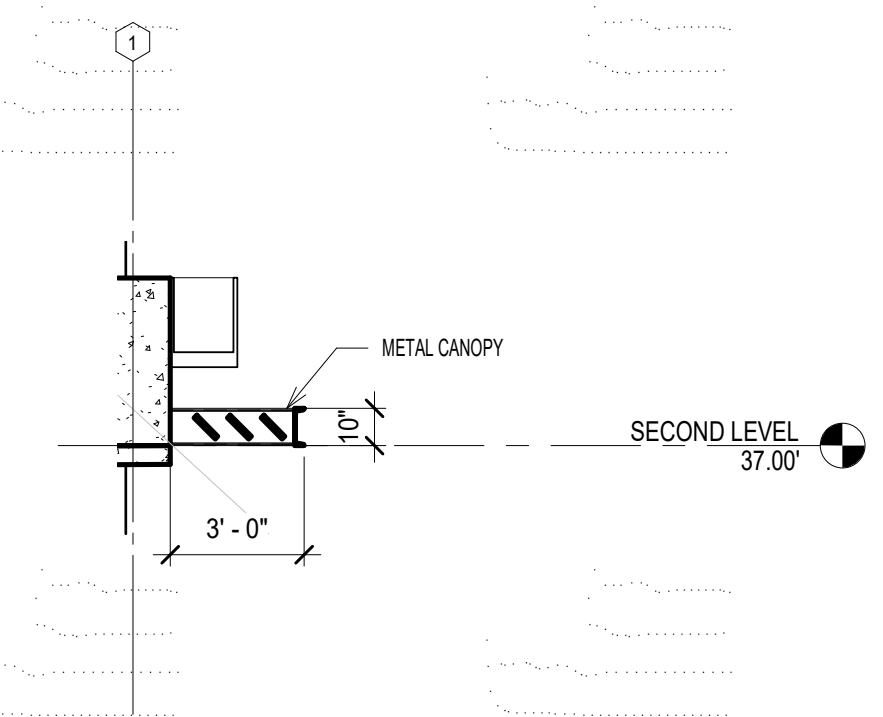
6 ROOF CANOPY PLAN
SCALE: 1/4" = 1'-0"



1 3D VIEW (ROOF TRELLIS)
SCALE:



3 CANOPY PLAN
SCALE: 1/4" = 1'-0"



4 CANOPY SECTION
SCALE: 1/4" = 1'-0"



7 ENLARGED SIGNAGE
SCALE: 1/2" = 1'-0"

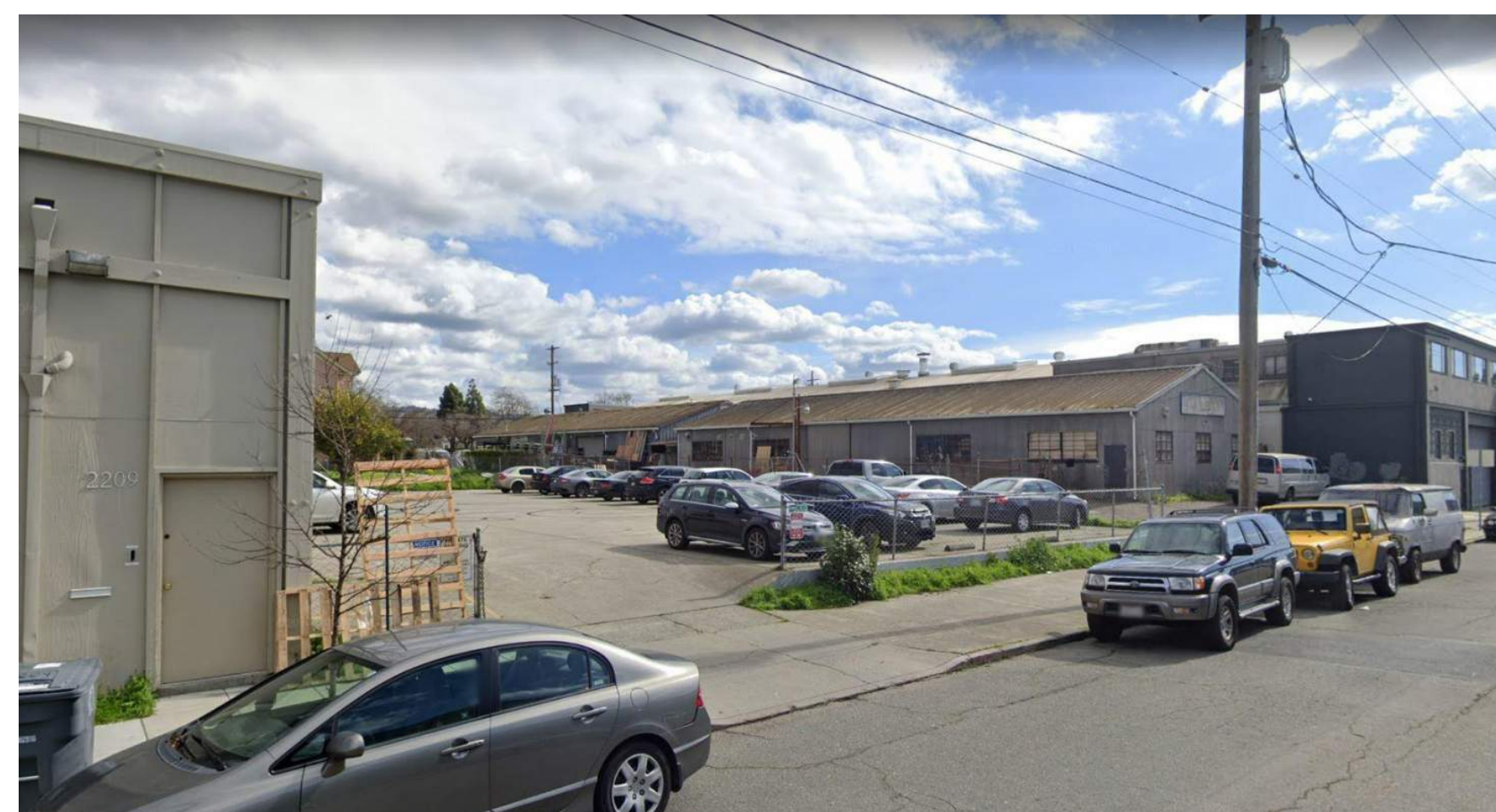
12/22/2021

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SITE PHOTOS | A110



1



2



3




4



5



KEY PLAN

SCALE: N.T.S. 

03/26/2021

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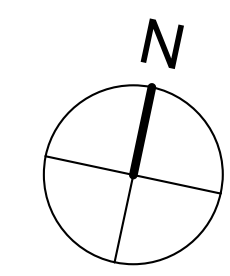


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SHADOW ANALYSIS @ VERNAL EQUINOX | A111

	EXISTING	PROPOSED	DIFFERENCE (Existing & Proposed)	
March, 2 hours after sunrise				March 21, 2 hours after sunrise
March 21, Noon				March 21, Noon
March 21, 2 hours before sunset				March 21, 2 hours before sunset

Note:
 *Shadow study has been accurately completed by computer-generating shadow analysis based on UTC (GMT) -8 h.
 *All buildings being shadowed are shown on the diagram.
 *Incremental shadow due to the proposed project is highlighted in color of
 *Existing building is highlighted in



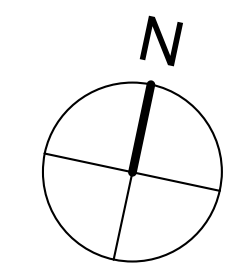
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SHADOW ANALYSIS @ SUMMER SOLSTICE | A112



Note:
 *Shadow study has been accurately completed by computer-generating shadow analysis based on UTC (GMT) -8 h.
 *All buildings being shadowed are shown on the diagram.
 *Incremental shadow due to the proposed project is highlighted in color of
 *Existing building is highlighted in



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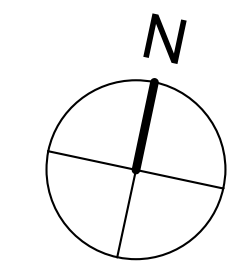


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SHADOW ANALYSIS @ WINTER SOLSTICE | A113



Note:
 *Shadow study has been accurately completed by computer-generating shadow analysis based on UTC (GMT) -8 h.
 *All buildings being shadowed are shown on the diagram.
 *Incremental shadow due to the proposed project is highlighted in color of
 *Existing building is highlighted in



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STREET STRIP ELEVATIONS | A114



VIEW ALONG THE FOURTH STREET



VIEW ALONG THE FIFTH STREET

12/22/2021

TheLAB Parking Structure 2212/2216 5TH ST &
2213/2221 4TH ST.
BERKELEY, CA 94510



INTERNATIONAL PARKING DESIGN, INC.
560 14TH STREET,
SUITE 300
OAKLAND CA 94612
T. 510.473.0300

PHOTO SIMULATIONS - AERIAL VIEW | A115



EXISTING AERIAL VIEW FROM NORTHWEST



EXISTING AERIAL VIEW FROM NORTHEAST



PROPOSED AERIAL VIEW FROM NORTHWEST



PROPOSED AERIAL VIEW FROM NORTHEAST

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PHOTO SIMULATIONS - AERIAL VIEW | A116



EXISTING AERIAL VIEW FROM SOUTHWEST



EXISTING AERIAL VIEW FROM SOUTHEAST



PROPOSED AERIAL VIEW FROM SOUTHWEST



PROPOSED AERIAL VIEW FROM SOUTHEAST

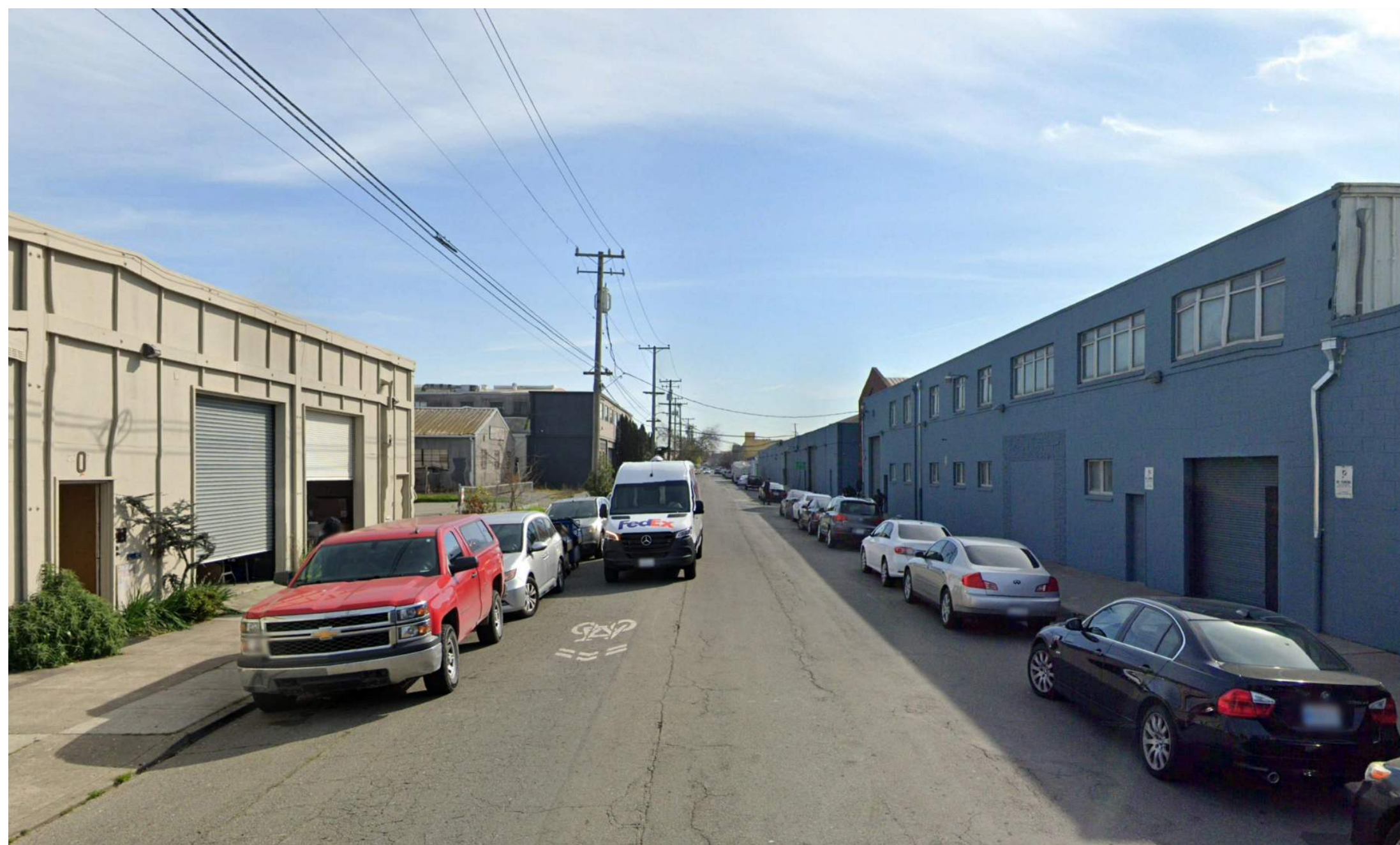
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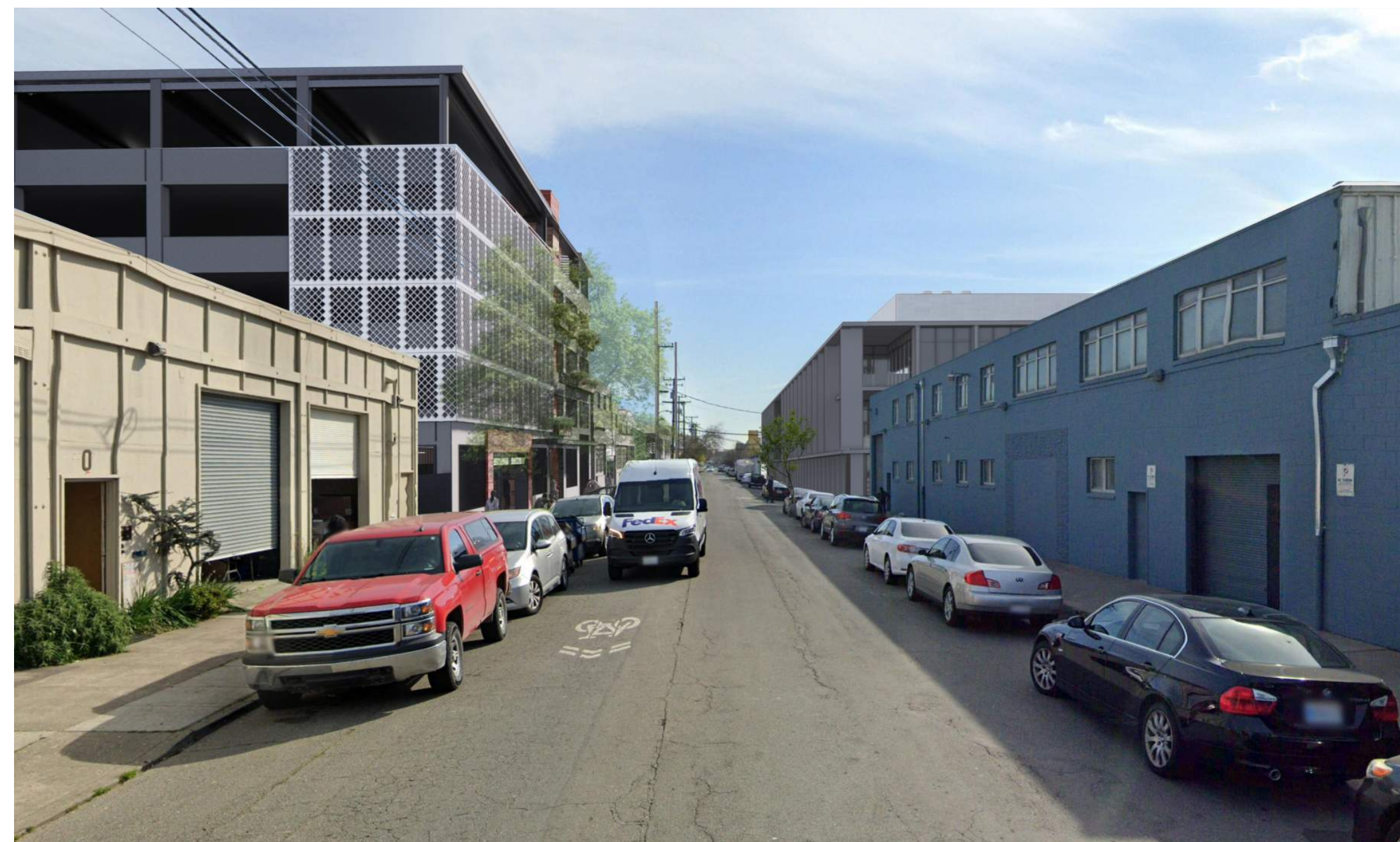
PHOTO SIMULATIONS - STREET VIEW | A117



EXISTING VIEW ALONG THE FOURTH STREET - FROM NORTH



EXISTING VIEW ALONG THE FOURTH STREET - FROM SOUTH



PROPOSED VIEW ALONG THE FOURTH STREET - FROM NORTH



PROPOSED VIEW ALONG THE FOURTH STREET - FROM SOUTH

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PHOTO SIMULATIONS - STREET VIEW | A118



EXISTING VIEW ALONG THE FIFTH STREET - FROM NORTH



EXISTING VIEW ALONG THE FIFTH STREET - FROM SOUTH



PROPOSED VIEW ALONG THE FIFTH STREET - FROM NORTH



PROPOSED VIEW ALONG THE FIFTH STREET - FROM SOUTH

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