



Zoning Adjustments Board Staff Report

APP # ZP2025-0064

March 12, 2026

Variance for a Project at 600 Gilman Street



Quick Facts	Project Description:
<p>Applicants: Tim Southwick Jr. and Tim Southwick Sr. (owner)</p> <p>Project Address: 600 Gilman Street</p> <p>Site Size: 11,625</p> <p>GP Land Use: M, Manufacturing</p> <p>Zoning: M-RD, Manufacturing, Research and Development</p> <p>CEQA: Categorically Exempt pursuant to Section 15303 (“New Construction or Conversion of Small Structures”)</p> <p>Date Submitted: March 24, 2025</p> <p>Date Deemed Complete: August 7, 2025</p> <p>Project Planner: Vicky Schlepp</p>	<p>The applicant is seeking approval to establish a public drive-in vehicle wash, incidental food service with a service window, and allow a 30-foot wide driveway. The proposed project would establish three primary uses, a public drive-in vehicle wash, electric vehicle charging, continue vehicle rentals, and allow incidental food service with a service window. The applicant is seeking a Variance to deviate from the allowed uses in the M-RD Zoning District, as drive-in vehicle wash is not permitted.</p>
	<p style="text-align: center;">Zoning Permits Requested:</p> <p>A Variance Public Hearing is required for the following permits:</p> <ol style="list-style-type: none"> Variance, pursuant to Berkeley Municipal Code (BMC) 23.406.050 “Variations”, to deviate from land use regulations; to establish a use not permitted in the M-RD Zoning District, drive-in vehicle wash.* Administrative Use Permit (AUP), pursuant to BMC 23.206.020(A) “Allowed Land Uses”, to establish an incidental food service establishment with a service window, Under 5,000 sq. ft. in the M-RD Zoning District*; AUP, pursuant to BMC 23.322.080(L) “Driveway Width” to create a driveway over 20-feet in width abutting a street; Zoning Certificate (ZC), electric vehicle charging¹; ZC, Continue existing non-conforming use; car rental. <p>*Denotes required findings.</p>
	<p style="text-align: center;">Staff Recommendation:</p>

Staff recommends that ZAB determine the project is exempt from CEQA pursuant to Section 15303 of the CEQA Guidelines (“New Construction or Conversion of Small Structures”) and **Deny** ZP2025-0064 for a public drive-in vehicle wash pursuant to Sections 23.406.050(C) **Variances Not Allowed** and 23.406.050(F) “**Findings for Approval**” and subject to the attached **Findings for Denial** and **Approve** ZP2025-0064 for incidental food service and a driveway width over 20-feet in width pursuant to Section 23.406.040(E) “**Findings for Approval**” and subject to the attached Findings of Approval.

VICINITY MAP

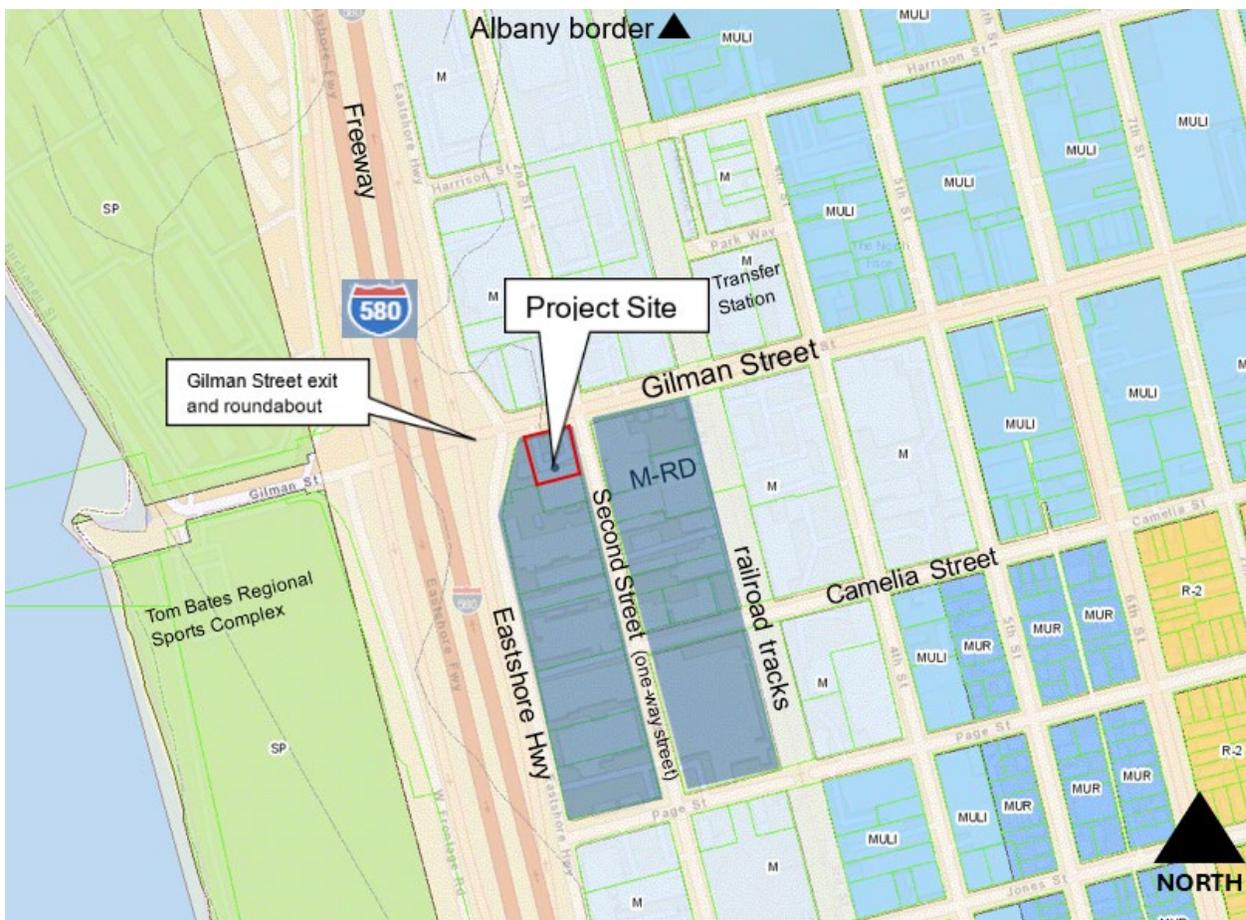
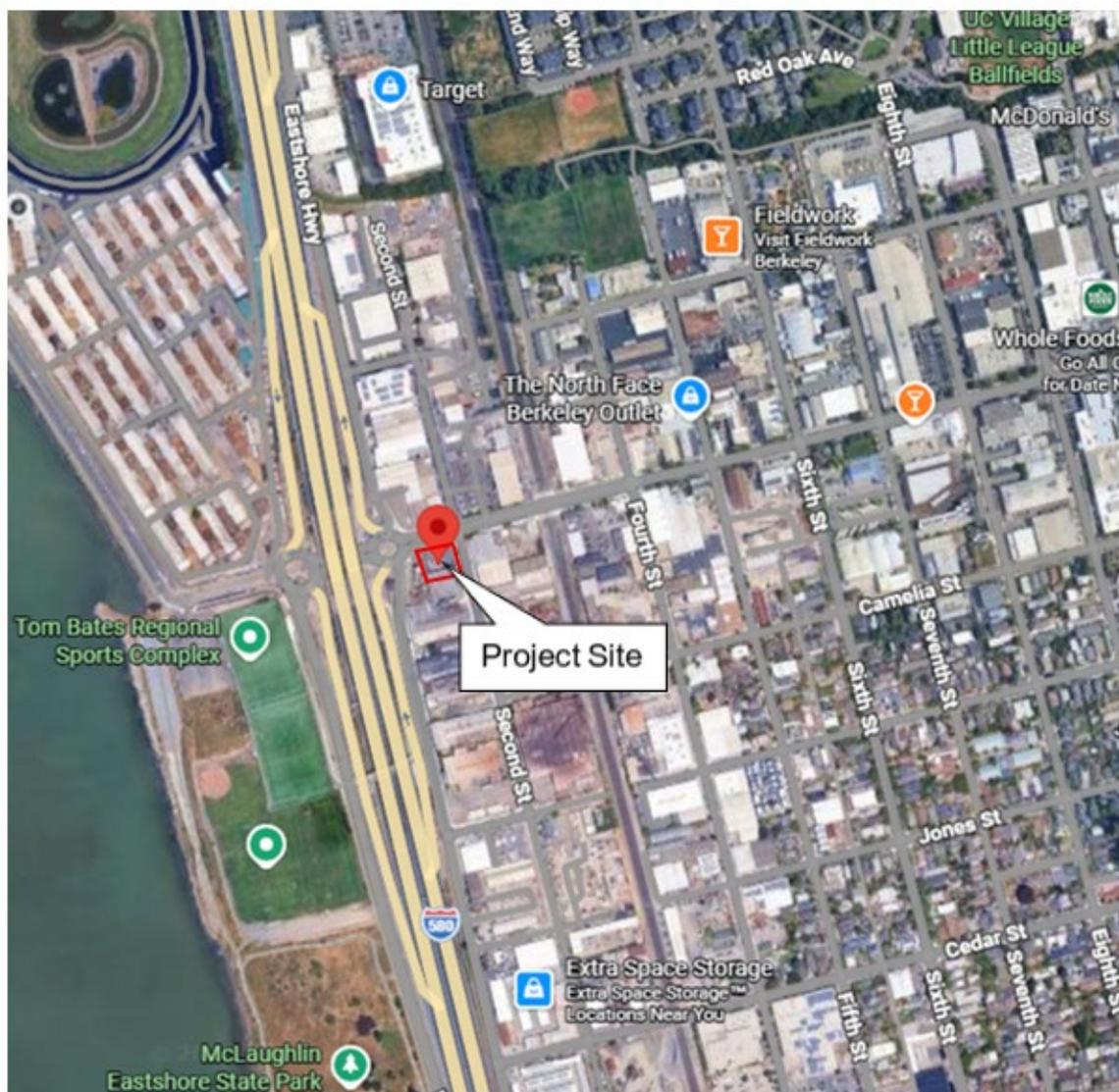


Figure 1: Vicinity and Zoning Districts Map

Comparison of Adjacent Properties			
Vicinity	General Plan Land Use	Zoning	Current Use
Subject Site	M: Manufacturing	M-RD: Manufacturing, Research and Development	Car rental with ancillary car wash

North	M: Manufacturing	M: Manufacturing	Warehouse – Industrial use
Northeast	M: Manufacturing	M: Manufacturing	Berkeley Transfer Station
South	M: Manufacturing	M: Manufacturing	Vacant warehouses – Pacific Steel site
East	M: Manufacturing	M-RD: Manufacturing, Research and Development	Vacant warehouses – Pacific Steel site
West	M: Manufacturing	M-RD and Freeway	Utilities on ground, freeway exit and roundabout

AERIAL



STREET ELEVATION: Looking West



STREET ELEVATION: Looking East



BUILDING ELEVATION



BACKGROUND

Subject Site

The subject site is a corner lot located on the south side of Gilman Street. The site has one existing 1,000 square foot building, a car wash structure, a canopy, 8-foot tall perimeter fencing, and surface parking. The site occupies the majority of the Gilman Street frontage at the northern end of the block. The block is bound by Second Street to the west and Eastshore Highway to the east. Directly parallel to Eastshore Highway is the pedestrian bridge ramp and freeway offramp, which is adjacent to the Eastshore Freeway (I-80, I-580). The immediate area along Gilman Street recently underwent a major redesign to improve circulation, including the new I-80/Gilman interchange roundabouts. On-street parking was removed along the front of the property on Gilman Street and a bike path was installed. The driveways along Gilman Street were removed and access onto the property was moved around the corner to Second Street, which is now a one-way street.

Site History

Date	Permit #	Description
August 8, 1956	#80336	Service station established.
May 17, 1979	UP #8703	Convert the former Union 76 service station into a Budget Rent-a-Car facility in the Manufacturing District.
January 12, 1987	AUP #A1191	To open and operate a car rental service dba Budget Rent-A-Car (due to over one year lapse since cessation of the rent-a-car use, new UP required).
July 28, 1989	AUP #A1191-Modification	Convert 1,000 square foot service station structure into an office and customer service area.
June 22, 1989	DR#236	Design Review façade renovation
October 20, 1992	ZP #A3002	Install a car wash pad with a drain connecting to the sewer.
November 11, 2005	DR#05-30000089	Design Review for new signage for Budget Rent-A-Car
February 6, 2025: Issued	B2024-01122	Install new 2000 amp 480-volt MSB, install new 400 kVA transformer, install new 1000-amp panel, and install (2) car chargers.
January 16, 2025: Finaled	B2024-00405	Replace existing car wash canopy, restriping of parking spaces, new ADA parking space and path of travel, bike rack, new fence and gate. New sidewalk along Gilman by Caltrans.
March 24, 2024	ZP2025-0064	Variance application submitted. "Renovation improvements to the existing office and utility room building of a car rental / car wash facility. Installation of Electric Car Charging stations, re-striping of parking spaces and travel lanes, Installation of replacement car wash equipment. Installation of new security fencing and gates."
April 15, 2025	Rezoned to MRD	Adopted by City Council.

The table above shows the Zoning history of the site. The site was established as a service station and later approved for vehicle rental. The area south of Gilman was M, Manufacturing zone and recently rezoned to M-RD, Manufacturing, Research and Development. The M-RD zone supports a mix of industrial and heavy

commercial uses. It allows research and development, office, and laboratory uses where the previous M zone did not. Vehicle rental, vehicle wash and drive-in uses are not allowed in this new zone, nor was it allowed under the previous Manufacturing (M) zoning designation.

A building permit (B2024-00405) was issued which approved a steel frame car wash structure, new perimeter fencing, the take-out window was installed, and building improvements made. The Zoning Information read, "Proposed use is a continuation of existing use and is consistent with West Berkeley Area goals. Vehicular driveway access into site off Gilman will be removed as part of the Cal Trans improvements to the Gilman Interchange project with Hwy 580." The project is to continue existing use with a new operator, Joe's Car Rental (a Toyota of Berkeley Enterprise).

ANALYSIS

Project Scope

The applicant is proposing three primary vehicle uses on the site: "wash, fast charge and rent", along with incidental food service. The site would have one tenant and there would be one attendant on site. The drive-in vehicle wash** would be a brushless car wash that is open to the public, it will be self-serve and operated by a cashless pay station. The electric car charging would be two fast charge EV chargers, using 4-stalls. The vehicle rental would be two fully electric and fully charged vehicles on display for rent on any given day. Should the volume require more cars for rent, additional cars will be stored at 2070 Second Street and 1035 Eastshore Highway located one exit away. A 30-foot wide driveway would accommodate entering and exiting vehicles at one access point. There will be an incidental food service with a service window; the attendant on site would prepare drinks and serve them through the window. There is no indoor seating area.

**BMC 23.502.020(V)(8). Vehicle Wash. An establishment where the Washing, waxing, or cleaning of automobiles or similar light vehicles are the primary use. Includes self-serve washing facilities.

BMC 23.502.020(D)(9) Drive-in Uses. A use where a customer is permitted or encouraged, either by the design of physical facilities or by the service and/or packaging procedures offered, to be served while remaining seated within an automobile. This use includes drive-through food service establishments, financial services (banks), and automatic carwashes.

Findings

Full draft findings can be found in Attachment 2 of the staff report.

The project proposes to establish a public drive-in vehicle wash. Vehicle washes and drive-in uses are not permitted in the M-RD Zoning District. While the project is allowed to continue the existing non-conforming use on the site, it cannot establish a new use which is prohibited. There are no exceptional circumstances specific to the subject property that are generally not applicable to other properties in the district, therefore staff was unable to make variance findings for approval for the proposed use.

Environmental Review

Categorical Exemption

The project is categorically exempt from the requirements of CEQA pursuant to Section 15303 of the CEQA Guidelines ("New Construction or Conversion of Small Structures") because the project involves the conversion of a small structure from one use to another where only minor modifications are made to the exterior of the structure.

ADVISORY BODY REVIEW

Landmarks Preservation Commission Review:

The project is not subject to Landmarks Preservation Commission review because the project would not involve a demolition or alterations to a historically significant structure, BMC 3.24.010.

Design Review Committee Review

The project is not subject to Design Review Committee review because the improvements to the site already went through building permit review, under B2024-00405.

POLICY CONSISTENCY

General Plan Consistency

The 2002 General Plan contains several policies applicable to the project, including the following:

1. Policy LU-4 Discretionary Review: Preserve and enhance the aesthetic, environmental, economic, and social character of Berkeley through careful land use and design review decisions.
Action: When evaluating development proposals or changes to zoning consider General Plan and Area Plan policies, Zoning and Subdivision Ordinance standards, existing land uses, environmental impacts, safety and seismic concerns, social and economic consequences, and resident, merchant, and property owner concerns.
2. Policy LU-33–West Berkeley Plan: Implement the West Berkeley Plan and take actions that will achieve the three purposes of the Plan:
 1. Maintain the full range of land uses and economic activities including residences, manufacturing, services, retailing, and other activities in West Berkeley.
 2. Maintain the ethnic and economic diversity of West Berkeley’s resident population.
 3. Maintain and improve the quality of urban life, environmental quality, public and private service availability, transit and transportation, and aesthetic and physical qualities for West Berkeley residents and workers.
3. Policy T-20: Neighborhood Protection and Traffic Calming: Take actions to prevent traffic and parking generated by residential, commercial, industrial or institutional activities from being detrimental to residential areas.

Staff Analysis: The addition of a food service use to the existing vehicle rental site would support the ongoing business operation while contributing positively to the Eastshore Highway Manufacturing District. By encouraging pedestrian activity and regular occupancy, the proposed food service would enhance the economic vitality of the site. In contrast, the proposed drive-in vehicle wash use is inconsistent with the Zoning Ordinance Allowed Uses for the district. The vehicle wash would introduce an auto-oriented activity with operational requirements including frequent vehicle circulation, and

potential spillover into the public right-of-way. This use would intensify vehicle activity on the site beyond the existing non-conforming use and could generate traffic impacts detrimental to surrounding areas. Such impacts would conflict with General Plan Policy T-20, which prioritizes the prevention of traffic and parking effects that negatively affect adjacent neighborhoods, and would undermine the West Berkeley Plan's goals of improving environmental quality, transportation conditions, and overall quality of urban life. The transportation division has reviewed the project and has concerns that queue spill back will negatively impact the road network (see attachment 4) which is in conflict with Policy T-20 as well.

Accordingly, while the proposed food service use supports General Plan and West Berkeley Plan objectives, the vehicle wash component does not conform to the Zoning Ordinance and is inconsistent with applicable land use and transportation policies.

West Berkeley Plan Consistency

The West Berkeley Area Plan, adopted in 1993, also contains several policies applicable to the project, including the following:

1. Land Use Goal 4: Assure that new development in any sector is of a scale and design that is appropriate to its surroundings, while respecting the genuine economic and physical needs of the development.
2. Physical Form Goal 3: Visually improve the University Ave. gateway and the other entry corridors into West Berkeley, so as to provide a positive image as one enters Berkeley. In addition to the University Ave. gateway, the entry corridors into West Berkeley are Ashby Ave. and Gilman St., and the northern and southern ends of San Pablo Ave.
 - 3.2. Encourage new construction and renovation of existing buildings (those that contribute significantly to the streetscape) and restoration of historic structures to address in a positive manner their location along an entry corridor. New buildings should generally be placed along the front property line to strengthen the urban character of streets and maintain or strengthen the "streetwall" of buildings along these corridors, while parking should be placed at the side or rear of the lot. Signage and facade design (of features such as doors and windows) should be urban instead of suburban in character, providing visual interest while remaining appropriate to the use(s) of the building.
 - 3.3. Encourage landscaping and screening of existing parking along these entry corridors, adjacent to the streets (in the right of way) and on private property.
 - 3.5 Encourage high-quality, urban style, cohesive signage along these streets. Monument signs with appropriate bases are encouraged, instead of pole signs. Remove both ground level and building-mounted billboards whenever possible.

Staff Analysis:

The food service would be compatible with existing uses in the vicinity of the site. The use would ensure that the character and purpose of the West Berkeley Manufacturing District is preserved and reinforced. The use would be incidental to the primary use.

The project will be consistent with the West Berkeley Plan because the project will renovate an existing building and maintain the existing scale and design, making it compatible with the mix of light industrial and commercial uses in the area. The project will develop and improve an inactive site, thereby contributing to the economic vitality of manufacturers in West Berkeley.

The proposed change of use is inconsistent with the West Berkeley Plan because it would result in greater impacts to the project site and the public right-of-way than appropriate for its surroundings. The project includes three primary uses that are vehicle-oriented and would generate an increased amount of automobile traffic. A fundamental operational requirement of the project is regular vehicular access to the site, including vehicle arrival, on-site circulation, parking, and departure. These vehicle-related activities would increase traffic volumes, thereby exceeding the intensity of impacts envisioned for this location under the West Berkeley Plan Gilman Street entry corridor.

In conclusion, based on the analysis above staff is recommending partial denial of ZP2025-0064 based on the findings attached. Staff recommends denial of the variance to allow a use not permitted in the M-RD Zoning District; and approval of the AUPs for Incidental food service and driveway width, and approval of the Zoning Certificates for electric vehicle charging and continuation of an existing non-conforming use.

Attachments

1. Table 1-3: Project Chronology, Special Characteristics, Development Standards
2. Draft Findings
3. Draft Conditions of Approval – to be attached only if ZP2025-0064 is approved by ZAB
4. Project Plans, June 25, 2025
5. Comments from Transportation Department
6. Applicant’s Proposed Uses
7. Notice of Public Hearing
8. Correspondence Received

¹ Legal alert from the California Department of Justice, Office of the Attorney General; streamlining applies to all station types, including primary use. (page 5)
<https://oag.ca.gov/system/files/media/legal-alert-oag-2025-01.pdf>

Attachment 1

Table 1-3: Project Chronology, Special Characteristics, Development Standards

Table 1: Project Chronology

Date	Action
March 24, 2025	Application Submitted
June 25, 2025	Application Submitted
July 16, 2025	Application Incomplete
August 6, 2025	Resubmittal
August 12, 2025	Application deemed complete
September 5, 2025	Application processing ^a
September 29, 2025	Resubmittal
October 29, 2025	Application processing ^a
November 14, 2025	Resubmittal
December 9, 2025	CEQA Recommendation/Determination by Staff
December 11, 2025	Transportation Division memo
February 26, 2026	Public hearing notices mailed/posted
March 12, 2026	ZAB hearing
Notes: a. Application processing reflects the project compliance review after the application is deemed complete. Submittals are reviewed within 30 days of receipt, pursuant to the Permit Streamlining Act.	

Table 2: Special Characteristics

Characteristic	Applicability	Explanation
Affordable Child Care Fee for qualifying non-residential projects (Per Resolution 66,618-N.S.)	No	These fees apply to net newly constructed nonresidential gross floor area over 7,500 square feet. The project is not proposing new commercial space. Therefore, the project is not subject to this fee.
Affordable Housing Fee for qualifying non-residential projects (Per Resolution 66,617-N.S.)		
Affordable / Inclusionary Housing Requirements (BMC Chapter 23.328)	No	The project is not a housing development project, as defined in BMC 23.328.020 ^a , therefore these provisions do not apply.
Alcohol Sales/Service	No	The project is not proposing any alcohol sales or service with this permit.
Bird Safe Buildings (BMC Section 23.304.150)	No	The project does not involve exterior changes.

Characteristic	Applicability	Explanation
Coast Live Oak Trees (BMC Chapter 6.52)	No	There are no Coast Live Oak (<i>Quercus agrifolia</i>) trees on the project site.
Creeks	No	No creek or culvert, as defined by BMC Chapter 17.08, exists on or within 30 feet of the project site.
Hard Hats (BMC Chapter 13.107)	No	The project is under 50,000 square feet and does not meet the definition of a “Covered Project” under the Hard Hats Ordinance, therefore these provisions do not apply.
Historic Resources	No	The project does not propose a demolition or substantial change to a building over 40 years old.
Housing Accountability Act (HAA) (Gov’t Code Section 65589.5(j))	No	The project does not meet the definition of a “Housing Development Project” per Government Code Section 65589.5(h)(2) ^b .
Housing Crisis Act of 2019 (SB 330)	No	The project does not meet the definition of a “Housing Development Project” per Government Code Section 65589.5(h)(2) ^b .
Rent Controlled Units	No	There are no rent-controlled units on site.
Residential Preferred Parking (RPP)	No	The site is not located in an RPP zone.
Seismic Hazards (SHMA)	No	The project site is located within an area susceptible to liquefaction as shown on the State Seismic Hazard Zones map . ^c No new development of excavating is proposed.
Soil/Groundwater Contamination	No	The site is on a Cortese List ^d and located in the City’s Environmental Management Area. The project under review is for a change of land use only. No new development of excavating is proposed. (The site was a gas station and had underground storage tanks. The case was completed and closed in 1993. The storage tanks were removed in February 10, 2014)
Transit	Yes	The project site is served by one AC Transit bus line (line 12) that operates within ¼ mile of the site. San Pablo Avenue is .57 miles away and has multiple bus lines. Gilman Street is also a bike way.
<p>Notes:</p> <p>a. BMC 23.328.020(E) defines a "Housing Development Project" for purposes of inclusionary housing requirements as “a development project, including a Mixed-Use Residential project involving the new construction of at least one Residential Unit. Projects with one or more buildings or projects including multiple contiguous parcels under common ownership or control shall be considered as a sole Housing Development Project and not as individual projects.</p> <p>b. Government Code Section 65589.5(h)(2) “Housing development project” means a use consisting of any of the following: (A) residential units only, (B) mixed-use developments consisting of residential and nonresidential uses in which at least two-thirds of the square footage is designated for residential use, and (C) transitional or supportive housing. Government Code Section 65905.5(b)(3)(C) “Housing development project” includes a proposal to construct a single dwelling unit. This subparagraph shall not affect the interpretation of the scope of paragraph (2) of subdivision (h) of Section 65589.5.</p> <p>c. California Department of Conservation. DOC Maps: Geologic Hazards. Available: https://maps.conservation.ca.gov/geologic Hazards/</p> <p>d. Cortese List is an annually updated list of hazardous materials sites compiled pursuant Government Code Section 65962.5.</p>		

**Table 3: M-RD Zoning District Development Standards BMC Sections 23.206.100 and 23.322
 Parking and Loading**

Standard		Existing	Proposed Total	Permitted/ Required
Lot Area (sq. ft.)		11,625	No change	No minimum
Gross Floor Area (sq. ft.)		995	No change	23,250 max
Floor Area Ratio		.08	No change	2.0 max
Commercial Floor Area		995	No change	n/a
Building Height (ft. - in.)	Maximum	15'-3" (car wash structure)	No change	55
Building Setbacks (ft. - in.)	Front (east) (Second Street)	47'-2"	No change	No minimum
	Interior Side (south)	3' (car wash structure)	No change	No minimum
	Street Side (north) (Gilman Street)	55'-3"	No change	No minimum
	Rear (west)	36'	No change	No minimum
Usable Open Space (sq. ft.)		0	No change	20 square feet minimum per 1,000 square feet of gross floor area
Automobile Parking		Approx. 18	8	None required
Bicycle Parking	Commercial (995 sq. ft.)	0	2	1 per 2,000 sq. ft.



Zoning Adjustments Board Findings

APP # ZP2025-0064

March 12, 2026

Variance for a Project at 600 Gilman Street

Project Facts	Project Description:
<p>Applicant: Tim Southwick Jr. and Tim Southwick Sr. (owner)</p> <p>Project Address: 600 Gilman Street</p> <p>Site Size: 11,625 square feet</p> <p>GP Land Use: M, Manufacturing</p> <p>Zoning: M-RD, Manufacturing, Research and Development</p> <p>CEQA: Categorically Exempt pursuant to Section 15303 (“New Construction or Conversion of Small Structures s”)</p> <p>Date Submitted: March 24, 2025</p> <p>Date Deemed Complete: August 7, 2025</p> <p>Project Planner: Vicky Schlepp</p>	<p>The applicant is seeking approval to establish a public drive-in vehicle wash, incidental food service with a service window, and allow a 30-foot wide driveway. The proposed project would establish three primary uses, a public drive-in vehicle wash, electric vehicle charging, continue vehicle rentals, and allow incidental food service with a service window. The applicant is seeking a Variance to deviate from the allowed uses in the M-RD Zoning District, as drive-in vehicle wash is not permitted.</p>
	<p style="text-align: center;">Permits Requested:</p> <p>A Variance Public Hearing is required for the following permits:</p> <ol style="list-style-type: none"> 1. Variance, pursuant to Berkeley Municipal Code (BMC) 23.406.050 “Variances”, to deviate from land use regulations; to establish a use not permitted in the M-RD Zoning District, drive-in vehicle wash.* 2. Administrative Use Permit (AUP), pursuant to BMC 23.206.020(A) “Allowed Land Uses”, to establish an incidental food service establishment with a service window, Under 5,000 sq. ft. in the M-RD Zoning District*; 3. AUP, pursuant to BMC 23.322.080(L) “Driveway Width” to create a driveway over 20-feet in width abutting a street; 4. Zoning Certificate (ZC), electric vehicle charging; 5. ZC, Continue existing non-conforming use; car rental. <p>*Denotes required findings.</p>
	<p style="text-align: center;">Staff Recommendation:</p> <p>Staff recommends that ZAB determine the project is exempt from CEQA pursuant to Section 15303 of the CEQA Guidelines (“New Construction or Conversion of Small Structures”) and Deny ZP2025-0064 for a public drive-in vehicle wash pursuant to Sections 23.406.050(C) Variances Not Allowed and 23.406.050(F) “Findings for Approval” and subject to the attached Findings for Denial and Approve ZP2025-0064 for incidental food service and a driveway width over 20-feet in width pursuant to Section 23.406.040(E) “Findings for Approval” and subject to the attached Findings of</p>

CEQA

Categorical Exemption

The project is categorically exempt from the requirements of CEQA pursuant to Section 15303 of the CEQA Guidelines (“New Construction or Conversion of Small Structures”) because the project involves the conversion of a small structure from one use to another where only minor modifications are made to the exterior of the structure.

FINDINGS FOR APPROVAL of Administrative Use Permits

As required by BMC Section 23.406.040 (E) (1-4) “Findings for Approval,” the following findings shall be made:

1. To approve a Use Permit, the ZAB shall find that the proposed project or use:

- (a) Will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or visiting in the area or neighborhood of the proposed use; and

Evidence: A food service window and the 30-foot wide driveway will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or visiting in the area or neighborhood of the proposed use because the food service is incidental to the primary use. The proposed food service is small in scale at approximately 100 square feet and would only serve drinks.

BMC 23.322.080(L):Driveway Width.

1. A driveway may not exceed 20 feet in width at any lot line abutting a street or one-half of the width of the street frontage of the lot, whichever is less.

2. In a Non-Residential district, the Zoning Officer may modify this requirement with an AUP.

The 30-foot wide driveway would serve as the sole point of vehicle entry and exit to the site along Second Street, where previously there were two driveways along Gilman Street. Second Street is also a one-way street; reducing the potential for conflicting vehicle movements, as vehicles can only travel south along the street.

- (b) Will not 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.

Evidence: The food service and driveway will not 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 because the food service will be within a portion of the existing building; no new floor area will be added. The proposed 30-foot-wide driveway, where a maximum of 20 feet is allowed, is located on Second

Street rather than on the primary arterial – Gilman Street. The increased width is necessary to safely accommodate both entering and exiting vehicles that would share an access point. In addition, Gilman Street has undergone circulation improvements to address high traffic volumes, and the proposed driveway configuration would not interfere with those improvements.

2. To approve the Use Permit, the ZAB must also make any other Use Permit findings specifically required by the Zoning Ordinance for the proposed project.

Code Sections

Manufacturing Districts

BMC 23.206.110: “Permit Findings” All Manufacturing Districts. To approve an AUP or a Use Permit in a Manufacturing District, the review authority must find that the project:

1. Is consistent with the purposes of the district;
2. Is compatible with the surrounding uses and buildings;
3. Complies with the adopted West Berkeley Plan; and
4. Meets any applicable performance standards for off-site impacts.

23.206.100(A). **“District Purpose”** The purpose of the Manufacturing, Research and Development (M-RD) district is to:

1. Support a mix of industrial and heavy commercial uses, such as light manufacturing and research and development, particularly those which can provide high quality employment at all educational levels and add significantly to the tax base;
2. Allow office and laboratory uses that support light industrial and research and development uses;
3. Provide flexibility to facilitate the development and reuse of large sites with an urban campus-like environment, demonstrating high-quality design and site planning that includes amenities for employees and customers; and
4. Support the development of industrial uses which satisfy performance standards that protect the environment.

M-RD District

23.206.110 **“Permit Findings”**. *M-RD District.* The project:

- (a) Is unlikely, under reasonably foreseeable circumstances, to either induce or contribute to a cumulative change of use in buildings away from industrial or heavy commercial uses; and
- (b) Is designed to be supportive of the character and purposes of the district. Such physical compatibility shall include materials used; facade treatments; landscaping; lighting; type, size and placement of awnings, windows, and signs; and all other externally visible aspects of the design of the building and site.

The subject property contains a legally established non-conforming vehicle rental with ancillary vehicle wash in the M-RD Zoning District which supports a mix of industrial and heavy commercial uses. The incidental food service and 30-foot wide driveway will not change the use of the site but rather support the existing use. The food service with takeout window will be small in scale and an amenity for customers which will enhance existing operations. The takeout window will not serve as a drive-through window. No new floor area will be added to the site because the food service will be within a small portion of the existing building. The primary use of the site is vehicle-oriented, therefore a widened driveway would accommodate the vehicular movements associated with the site, including shared entry and exit and improved on-site circulation.

Given the proposed incidental food service with takeout window and the widened driveway do not introduce a new primary use or drive-through activity, the proposed project is consistent with the Manufacturing Districts purposes and the M-RD permit findings.

Food Service Establishments

As required by BMC Section 23.302.070(E)(4): *MU-LI, MU-R, and M-RD District-Findings.*

- (a) To approve an AUP or Use Permit to establish or expand a food service establishment in the MU-LI, MU-R, or M-RD district, the review authority must find that the establishment of the use, given its size, location, physical appearance and other relevant characteristics, will not have a significant detrimental impact on the industrial character of the area.

The food service will not have a significant detrimental impact on the industrial character of the area because it is incidental to the primary use, it will be within the existing building and will be small in scale.

3. When taking action on a Use Permit, the ZAB shall consider in its findings:

- (a) The proposed land use; and

Evidence: The food service is incidental and will support the primary use.

- (b) The structure or addition that accommodates the use.

Evidence: The food service will be within the existing building. The driveway will accommodate a shared point of entry and exit for vehicles.

4. Required findings shall be made based on the circumstances existing at the time a decision is made on the application.

Evidence: The required findings are satisfied because the project has been determined to be fully compliant with all applicable regulations based on the project

plans submitted on June 25, 2025 and evaluated based on the existing conditions of the subject site and surrounding neighborhood at the time of decision.

FINDINGS FOR DENIAL OF A VARIANCE

A Variance is a discretionary approval that allows for deviations from development standards and land use regulations in the Zoning Ordinance. The City may grant a Variance only when the strict application of development standards creates a unique hardship due to unusual circumstances associated with the property. (BMC Section 23.406.050(A), Variances. “**Purpose**”)

1. BMC Section 23.406.050(F), “**Findings for Approval**”:

1. To approve a Variance, the ZAB shall make all of the following findings:
 - (a) There are exceptional circumstances applying to the property which do not apply generally in the same district.
 - (b) The Variance is necessary to preserve a substantial property right.
 - (c) The Variance will not adversely affect the health or safety of persons residing or working near the property.
 - (d) The Variance will not be materially detrimental to the public welfare or injurious to nearby property or improvements.
 - (e) The Variance will promote the municipal health, welfare, and safety and benefit the city as a whole.
 - (f) Any other Variance findings required by Zoning Ordinance can be made.
2. The ZAB shall deny a Variance if it determines that it is unable to make any of the required findings.

Evidence:

a) There are exceptional circumstances applying to the property which do not apply generally in the same district.

There are no exceptional circumstances that apply to the subject property that do not apply generally to other properties in the same zoning district. The property does not exhibit any unusual size, shape, topography, location, or other physical characteristics that would distinguish it from surrounding properties. The site can continue to be used as it exists today. There are no physical constraints inherent to the site that would render the site unusable. The proposed public drive-in vehicle wash includes both a vehicle wash use and a drive-in use, each of which is prohibited in the zoning district. The prohibition applies uniformly across the district and is not affected by any unique physical or operational characteristics of the site. As such, the required finding that “exceptional circumstances apply to the property which do not apply generally in the same district” cannot be made.

b) The Variance is necessary to preserve a substantial property right.

The applicant is seeking approval to introduce a public drive-in vehicle wash for the permanent steel structure and pay station already installed on the site, under building permit B2024-00405. The proposed use is prohibited in the zoning district. The scope of work for the site improvements were understood to be a continuation of existing use; which is a vehicle rental with ancillary vehicle wash. Denying the change of use after the improvements were made, does not deprive the applicant of a substantial property right, as the property remains capable of being used in accordance with the use permits granted and can continue to function as it exists today. Therefore, the required finding that “the variance is necessary to preserve a substantial property right” cannot be made.

c) The Variance will not adversely affect the health or safety of persons residing or working near the property.

The Variance will not adversely affect the health or safety of persons residing near the property because there are no residential units in the immediate area. There are live-work units one block over which is a non-conforming use in the M-RD because residential units are not allowed in all Manufacturing zones, except the MU-R (Mixed-Use Residential). The project will affect persons working near the property as well as vehicles entering Gilman Street because the project will have a greater traffic impact than the existing use. The proposed use is located within a corridor that has recently undergone significant multimodal and transportation improvements intended to enhance safety, circulation, and operational efficiency. Introducing a vehicle wash at this location raises concerns related to traffic conflicts, queuing, access, and overall site operations that could negatively affect the safety of nearby workers and roadway users. Given these considerations, the required finding that “the variance will not adversely affect the health or safety of persons residing or working near the property” cannot be made.

d) The Variance will not be materially detrimental to the public welfare or injurious to nearby property or improvements.

The vehicle wash (a legal non-conforming use) was added solely to serve the vehicle rental operation by washing rental vehicles and is dependent on and commonly associated with the primary use. It does not function as a separate business, is not open to the general public, and creates minimal impacts beyond those already associated with the vehicle rental use. The proposed project would open up the vehicle wash to the public and become a primary use. As defined in BMC Section 23.502.020(U):

Use, Primary. The main purpose for which a site is developed and occupied, including the activities that are conducted on the site a majority of the hours during which activities occur.

Use, Ancillary. A use that is both dependent on and commonly associated with the principal permitted use of a lot and/or building and that does not result in different or greater impacts than the principal use.

Use, Accessory. A use that is of the same nature as or complementary to the principal use of a lot or a building located on the same lot, and that is not independent of the principal use.

The automated vehicle wash also falls under definition of “*Drive-in Use, per BMC 23.502.020(D), Drive-in Uses. A use where a customer is permitted or encouraged, either by the design of physical facilities or by the service and/or packaging procedures offered, to be served while remaining seated within an automobile. This use includes drive-through food service establishments, financial services (banks), and automatic carwashes.*” Drive-in uses are not allowed in all Manufacturing Districts, including M-RD.

Approval of the variance could conflict with regional transportation investments and the intended character of the zoning district. These factors indicate that the proposed use has the potential to negatively affect public infrastructure and traffic operations. Therefore, the required finding that “the variance will not be materially detrimental to the public welfare or injurious to nearby property or improvements” cannot be made.

e) The Variance will promote the municipal health, welfare, and safety and benefit the city as a whole.

The applicant has indicated that a brushless vehicle wash is desired because the other one in Berkeley closed due to a new residential development (2176 Kittredge Street). The applicant is also a long-time business owner of vehicle related businesses in West Berkeley. He purchased the site to improve the area currently surrounded by vacant buildings which attract trash and crime. Staff agrees the area is currently characterized by abandoned properties, accumulated trash, and ongoing issues related to crime and blight, which negatively impact the area. Activation of the site would immediately introduce regular activity, increased visibility, and improved site maintenance, which could help deter undesirable activity and improve overall conditions in the area. However, the broader planning effort for the area includes a recent rezoning intended to support the development of future research and development campuses. The introduction of a vehicle wash at this location would be inconsistent with that long-term vision for the area. While these potential benefits are acknowledged, a public vehicle wash as a primary use on the site conflicts with the Zoning Code and recent improvements in the area as discussed above. Accordingly, the required finding that “the variance will promote the municipal health, welfare, and safety and benefit the City as a whole” cannot be made.

f) Any other Variance findings required by Zoning Ordinance can be made.

Given the proposed project is vehicle-oriented, the Public Works Transportation Division is required to review the project for conformance to the City of Berkeley’s Traffic Engineering requirements. See attachment 4 for conformance comments.

BMC 23.322.080(A): “Traffic Engineering Requirements”

1. All off-street parking spaces, access driveways, circulation patterns, and ingress and egress connections to the public right-of-way must conform to the City of Berkeley’s Traffic Engineering requirements.
 2. The Traffic Engineer shall determine whether the size, arrangement, and design of off-street parking spaces, access driveways, circulation patterns, and ingress and egress connections to the public right-of-way are adequate to create usable, functional, accessible, and safe parking areas, and are adequately integrated with Berkeley’s overall street pattern and traffic flows.
-



Site Address: 600 Gilman Street
Application Number: ZP2025-0064

Project Description: The applicant is seeking approval to establish a public drive-in vehicle wash, incidental food service with a service window, and allow a 30-foot wide driveway. The proposed project would establish three primary uses, a public drive-in vehicle wash, electric vehicle charging, continue vehicle rentals, and allow incidental food service with a service window. The applicant is seeking a Variance to deviate from the allowed uses in the M-RD Zoning District, as drive-in vehicle wash is not permitted.

DRAFT STANDARD CONDITIONS OF APPROVAL APPLICABILITY

Development projects approved through the City of Berkeley are subject to Standard Conditions of Approval (Standard COAs). The City of Berkeley has established Standard COAs that identify requirements for the construction and operation of the approved project. This includes general administrative conditions, permitting requirements, project construction and the regulation of on-going, on-site uses. Compliance requirements with the Berkeley Municipal Code, building permit review and issuance process, construction, final inspection requirements, certificate of occupancy, and on-going operations of the approved use are included in this document.

The Standard COAs may vary based on site size, location, environmental settings, topography, historic alteration or approved uses. Variations in the application of the Standard COAs may occur based on the project scope and site-specific characteristics including but not limited to parcel size, location, topography, and use.

Conditions which have specified thresholds due to size, uses, and other characteristics are identified.

Part I. Administrative Conditions

- A. General Project Conditions
- B. On-Going Operational Conditions

Part II. Prior to Issuance of Demolition Permit

Part III. During Demolition/Construction



DRAFT CONDITIONS OF APPROVAL

Site Address: 600 Gilman Street
Application Number: ZP2025-0064

I. Administrative Conditions		<u>Regulation Source</u>	<u>Timing/ Implementation</u>	<u>Enforcement/Monitoring</u>
A. General Project Conditions				
1.	Project Approval. This Project approval is for 600 Gilman Street, as substantially shown and described on the Project plans dated June 25, 2025, except as required to be modified by Conditions of Approval herein and plans as presented to the Zoning Adjustments Board on March 12, 2026. For any Condition herein that requires preparation of a Final Plan where the project applicant has submitted a conceptual plan, the Project applicant shall submit final plan(s) in substantial conformance with the conceptual plan and incorporate any required modifications.	City of Berkeley	On-Going	Land Use Planning
2.	Approval Limited to Proposed Project and Replacement of Existing Uses. This Use Permit authorizes only the Proposed Project described in the application. This project approval does not authorize other uses, structures or activities not included in the Project Description. When the City approves a new use that replaces an existing use, any prior approval of the existing use becomes null and void when permits for the new use are exercised (e.g., building permit or business license issued). To reestablish the previously existing use, an applicant must obtain all permits required by the Zoning Ordinance for the use. (BMC Sections 23.404.060.B.1 and 2)	City of Berkeley BMC Sections 23.404.060	On-Going	Land Use Planning
3.	Compliance Required. All land uses and structures in the City of Berkeley must comply with the Zoning Ordinance and all applicable City ordinances and regulations.	City of Berkeley BMC Section 23.102.050(B)	On-Going	Land Use Planning
4.	Other Regulations. Compliance with the Zoning Ordinance does not relieve an applicant from requirements to comply with other federal, state, and City regulations that also apply to the property.	City of Berkeley BMC Section 23.102.050 (E)		
5.	Conformance with Approved Plans. All work performed under an approved Use Permit shall follow the approved plans as presented to ZAB on March 12, 2026 and any Conditions of Approval.	City of Berkeley BMC Section 23.404.060 (B)(4)	On-Going	Land Use Planning



DRAFT CONDITIONS OF APPROVAL

Site Address: 600 Gilman Street
Application Number: ZP2025-0064

I. Administrative Conditions A. General Project Conditions		<u>Regulation Source</u>	<u>Timing/ Implementation</u>	<u>Enforcement/Monitoring</u>
6.	<p>Permit Modifications. No change in the use or structure for which this Permit is issued is permitted unless the Permit is modified by the Zoning Adjustments Board. The Zoning Officer may approve changes to plans approved by the Board which reduce the size of the Project, consistent with the Board’s policy adopted on May 24, 1978.</p>	City of Berkeley BMC Section 23.404.070	On-Going	Land Use Planning
7.	<p>Permit Revocation. The City may revoke or modify a discretionary permit for completed projects due to:</p> <ul style="list-style-type: none"> 1) Violations of permit requirements; 2) Changes to the approved project; and/or 3) Vacancy for one year or more. <p>No lawful residential use can lapse, regardless of the length of time of the vacancy. Proceedings to revoke or modify a permit may be initiated by the Zoning Officer, Zoning Adjustments Board, or City Council referral.</p>	City of Berkeley BMC Section 23.404.080	On-Going	Land Use Planning
8.	<p>Permit Remains Effective for Vacant Property. Once a permit for a use is exercised and the use is established, the permit authorizing the use remains effective even if the property becomes vacant. The same use as allowed by the original permit may be re-established without obtaining a new permit, except as set forth in Standard COA #5 above.</p>	City of Berkeley BMC Section 23.404.060	On-Going	Land Use Planning



DRAFT CONDITIONS OF APPROVAL

Site Address: 600 Gilman Street
Application Number: ZP2025-0064

I. Administrative Conditions A. General Project Conditions		<u>Regulation Source</u>	<u>Timing/ Implementation</u>	<u>Enforcement/Monitoring</u>
9.	<p>Exercise and Expiration of Permits A permit authorizing a land use is exercised when both a valid City business license is issued (if required) and the land use is established on the property.</p> <p>A. A permit authorizing a land use is exercised when both a valid City business license is issued (if required) and the land use is established on the property.</p> <p>B. A permit authorizing construction is exercised when both a valid City building permit (if required) is issued and construction has lawfully begun.</p> <p>C. The Zoning Officer may declare a permit lapsed if it is not exercised within one year of its issuance, except if the applicant has applied for a building permit or has made a substantial good faith effort to obtain a building permit and begin construction. The Zoning Officer may declare a permit lapsed only after 14 days written notice to the applicant. A determination that a permit has lapsed may be appealed to the Zoning Adjustments Board in accordance with Chapter 23.410 (Appeals and Certification).</p> <p>D. A permit declared lapsed shall be void and of no further force and effect. To establish the use or structure authorized by the lapsed permit, an applicant must apply for and receive City approval of a new permit.</p>	<p>City of Berkeley BMC Section 23.404.060 (C)</p>	On-Going	Land Use Planning



DRAFT CONDITIONS OF APPROVAL

Site Address: 600 Gilman Street
Application Number: ZP2025-0064

I. Administrative Conditions A. General Project Conditions		<u>Regulation Source</u>	<u>Timing/ Implementation</u>	<u>Enforcement/Monitoring</u>
10.	<p>Hold Harmless. The permittee agrees as a Condition of Approval of this application to indemnify, protect, defend with counsel selected by the City, and hold harmless, the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents, from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorney’s fees and disbursements (collectively, “Claims”) arising out of or in any way relating to the approval of this application, any actions taken by the City related to this entitlement, or any environmental review conducted under the California Environmental Quality Act, Public Resources Code Section 210000 et seq., for this entitlement and related actions. The indemnification shall include any Claims that may be asserted by any person or entity, including the permittee, arising out of or in connection with the approval of this application, whether or not there is concurrent, passive or active negligence on the part of the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents. The permittee’s duty to defend the City shall not apply in those instances when the permittee has asserted the Claims, although the permittee shall still have a duty to indemnify, protect and hold harmless the City.</p>	City of Berkeley	On-Going	Land Use Planning
11.	<p>Compliance with Conditions of Approval and Environmental Mitigations. The Building Permit application is subject to verification of compliance of these Conditions of Approval and any applicable Mitigation Measures. The applicant shall be responsible for demonstrating compliance with all Conditions of Approval per the timeline set forth by this Permit.</p>	City of Berkeley	On-Going	Land Use Planning



DRAFT CONDITIONS OF APPROVAL

Property Address: 600 Gilman Street
Application Number: ZP2025-0064

I. Administrative Conditions		Regulation Source	Timing/Implementation	Enforcement/Monitoring
B. On-Going Operational Conditions				
1.	Exterior Lighting. All exterior lighting shall be energy efficient where feasible; and shielded and directed downward and away from property lines to prevent excessive glare beyond the subject property.	City of Berkeley	On-Going	Land Use Planning
II. Prior to Issuance of Demolition Permit		Regulation Source	Timing/Implementation	Enforcement/Monitoring
1.	Conditions of Approval Included in Building Permit Plan Submittal A. Use Permit. The Conditions of Approval for this Permit shall be printed on the <i>second</i> sheet of each plan set submitted for a building permit pursuant to this Permit, under the title ‘Use Permit Conditions.’ <i>Additional sheets may also be used if the second sheet is not of sufficient size to list all of the conditions. The sheet(s) containing the conditions shall be of the same size as those sheets containing the construction drawings; (8-1/2” by 11” sheets are not acceptable)</i>	City of Berkeley	Prior to Demolition Permit Issuance	Building & Safety/Land Use Planning
2.	Project Liaison. The applicant shall include in all building permit plans and post onsite the name, e-mail address, and telephone number of an individual empowered to manage construction-related complaints generated from the Project. The individual’s name, telephone number, and responsibility for the Project shall be posted at the project site for the duration of the Project in a location easily visible to the public. The individual shall record all complaints received and actions taken in response, and submit written reports of such complaints and actions to the project planner on a weekly basis. Please designate the name of this individual below: <input type="checkbox"/> Project Liaison _____ <div style="display: flex; justify-content: space-between; width: 100%;"> Name Phone # </div>	City of Berkeley	Prior to Demolition Permit Issuance	Building & Safety/Land Use Planning



DRAFT CONDITIONS OF APPROVAL

Property Address: 600 Gilman Street
Application Number: ZP2025-0064

III. During Demolition/Construction		<u>Regulation Source</u>	<u>Timing/ Implementation</u>	<u>Enforcement/Monitoring</u>
A. Building & Safety				
1	Construction Hours. Construction activity shall be limited to between the hours of 7:00 AM and 6:00 PM on Monday through Friday, and between 9:00 AM and 4:00 PM on Saturday. No construction-related activity shall occur on Sunday or any Federal holiday.	City of Berkeley BMC 13.40.070 (B) (7)	During Demolition/Construction	Building & Safety
2.	Construction Hours Exceptions. Prior to initiating any activity that might require a longer period, the applicant shall notify the Zoning Officer in writing and request an exception for a specific period of time. If an exception is approved, then the applicant shall notify businesses and residents within 500 feet of the Project site describing the expanded construction hours two weeks prior to the expanded schedule start. The Project shall only be allowed 15 extended working days.	City of Berkeley	During Demolition/Construction	Environmental Health & Land Use Planning
4.	Construction / No Parking Permits. If “Construction/No Parking Permits” are required, the applicant shall contact the Permit Service Center for details on obtaining Construction/No Parking Permits (and associated signs and accompanying dashboard permits). The Zoning Officer and/or Traffic Engineer may limit off-site parking of construction-related vehicles if necessary to protect the health or safety of the surrounding neighborhood.	City of Berkeley	During Demolition/Construction	Building & Safety



ARCHITECTURE
PLANNING
INTERIORS

BantaDESIGN

(a division of BETA ASSOCS., INC.)
6050 Hollis St.
Emeryville, California 94608

Tel. (415) 298-9461
pbanta@bantadesign.com

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Project:
**Toyota of Berkeley's
RENT / WASH / CHARGE**
600 Gilman St.
Berkeley, CA 94710

REVISIONS: ISSUES:

No.	Description	Date



Sheet Title:
/Existing SITE PLAN

Scale: AS NOTED

Project No.: **2236**

Drawn by:

Checked by:
Date: **04/25/24**

Sheet No.

GO.03

REVISIONS

NO	DESCRIPTION	DATE
1	Plancheck Comment Responses	4/25/24
2	Plancheck Comment Responses	5/23/24
3	CarWash Equip. Permit Submittal	9/26/24
4	CarWash Equip. Permit Submittal	01/15/25
5	Elec. / Equip. Permit Submittal	01/22/25
6	Revisions to Parking Layout	03/24/25



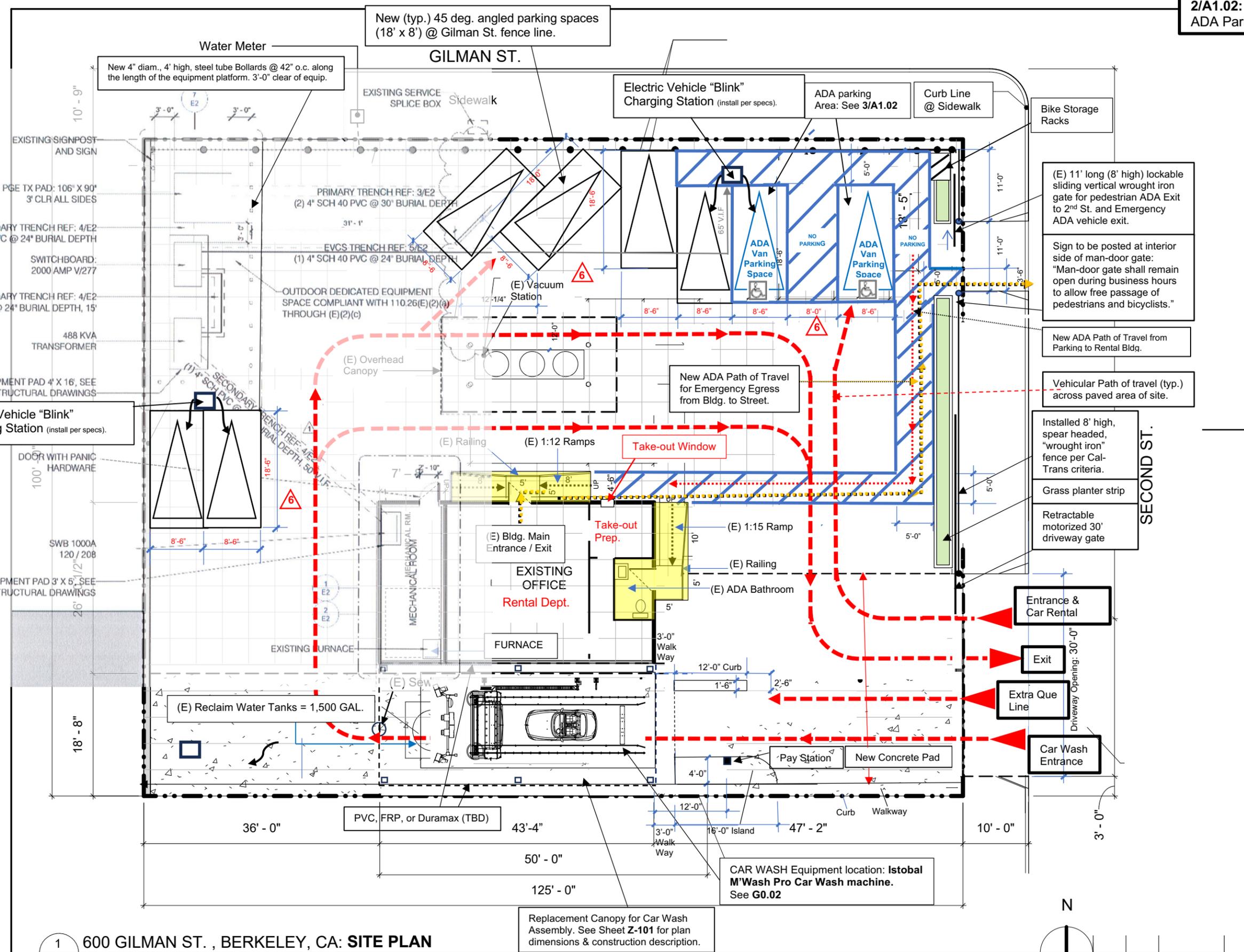
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SITE PLAN

Scale: AS NOTED
Project Number: 2236

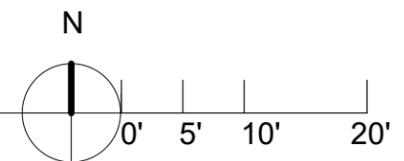
Drawn by:
Checked by:

Date: **03/24/25**

Sheet No:
A1.01



1 600 GILMAN ST., BERKELEY, CA: **SITE PLAN**
A1.01 BantaDESIGN





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BantaDESIGN

(a division of BETA ASSOCS., INC.)
6050 Hollis St.

Emeryville, California 94608

Tel. (415) 298-9461

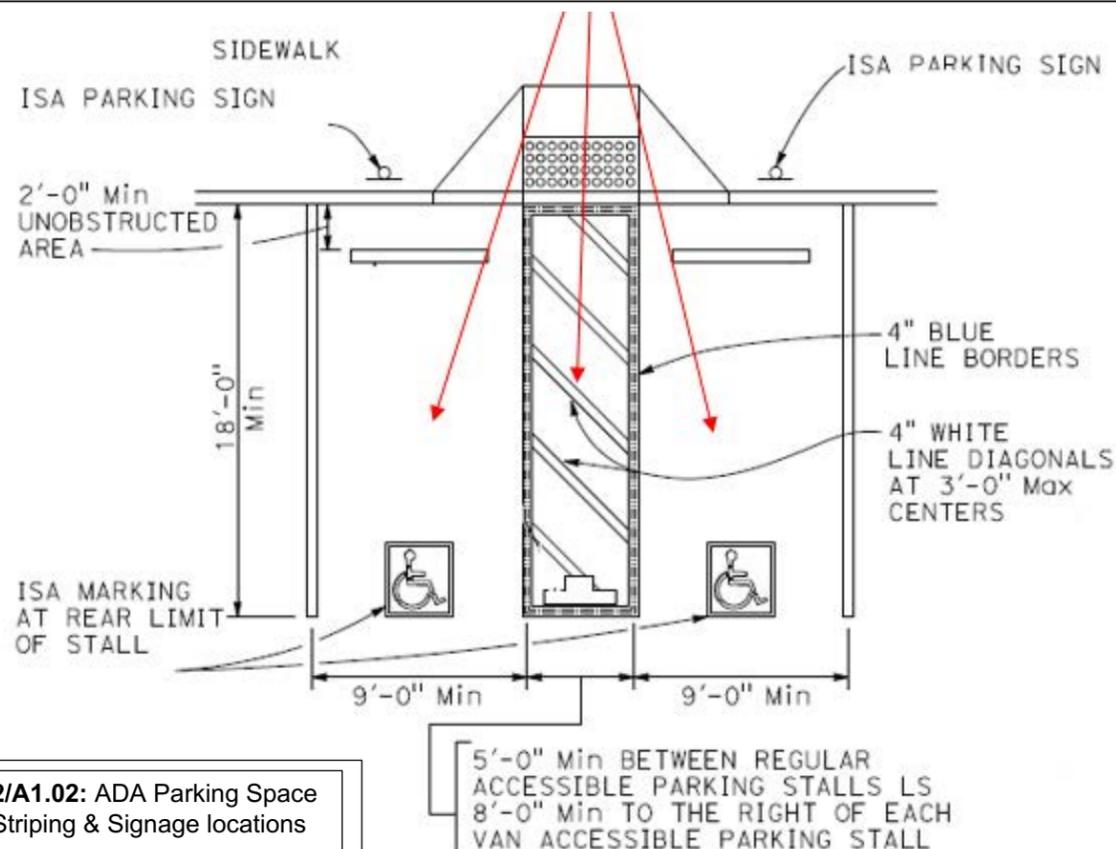
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Project:
Toyota of Berkeley's
CAR-RENT /-WASH /-CHARGE FACILITY

Zoning Project Application

600 Gilman St.
Berkeley, CA 94710



2/A1.02: ADA Parking Space Striping & Signage locations

Off-street parking signs shall include sign R100B (CA) posted at a conspicuous place at each entrance to the parking facility or immediately adjacent to and visible from each accessible stall. The sign shall include the address where the towed vehicle may be reclaimed and the telephone number of the local traffic law enforcement agency. [Inspection Report - Verify] {DIB 82-06 4.3.17 and Standard Plan A90A}



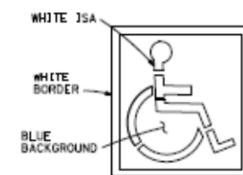
SIGN R100B (CA)

Off-street parking signs shall include sign R99C (CA) or R99 (CA) with Plaque R99B (CA) at each accessible stall. For van-accessible spaces, sign R7-8b shall be added. Regardless of sign configuration, the lowest sign edge at each stall shall provide a minimum of 84 inches clearance from the highest surrounding surface. [Inspection Report - Verify] {DIB 82-06 4.3.17 and Standard Plan A90A}



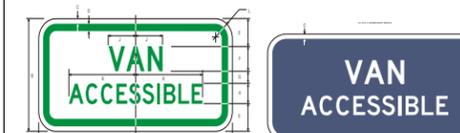
SIGN R99C (CA) SIGN R99 (CA) PLAQUE R99B (CA)

PERMANENT PEDESTRIAN FACILITIES ADA COMPLIANCE HANDBOOK



ISA MARKING See Standard Plan A24C
DETAIL A

For off-street accessible parking stalls, include the International Symbol of Accessibility (ISA) marking (see Standard Plans A90A and A24C) with white border, blue background and white ISA. Place in each accessible parking stall at the rear limit and centered in the width of the stall. [Inspection Report - Verify] {DIB 82-06 4.3.17 and Standard Plan A90A}



R7B VAN ACCESSIBLE											R7B VAN ACCESSIBLE										
A	B	C	D	E	F	G	H	J	K	L	A	B	C	D	E	F	G	H	J	K	L
12	0	375	438	1.5	1.5 D	5	1 D	1.671	3.859	1.5	18	0	375	438	2.25	2 D	1	1.5 D	2.463	5.784	1.5

PARKING APPLICATION COLORS: LEGEND — GREEN (RETROREFLECTIVE) OR BLACK BACKGROUND — WHITE (RETROREFLECTIVE)

DIRECTIONAL APPLICATION COLORS: LEGEND — WHITE (RETROREFLECTIVE) BACKGROUND — BLUE (RETROREFLECTIVE)

2/A1.02: Signage for Van Accessible ADA Parking Space

Sheet Title:
DATA SHEET

Scale: AS NOTED

Project No.: **2236**

Drawn by: A

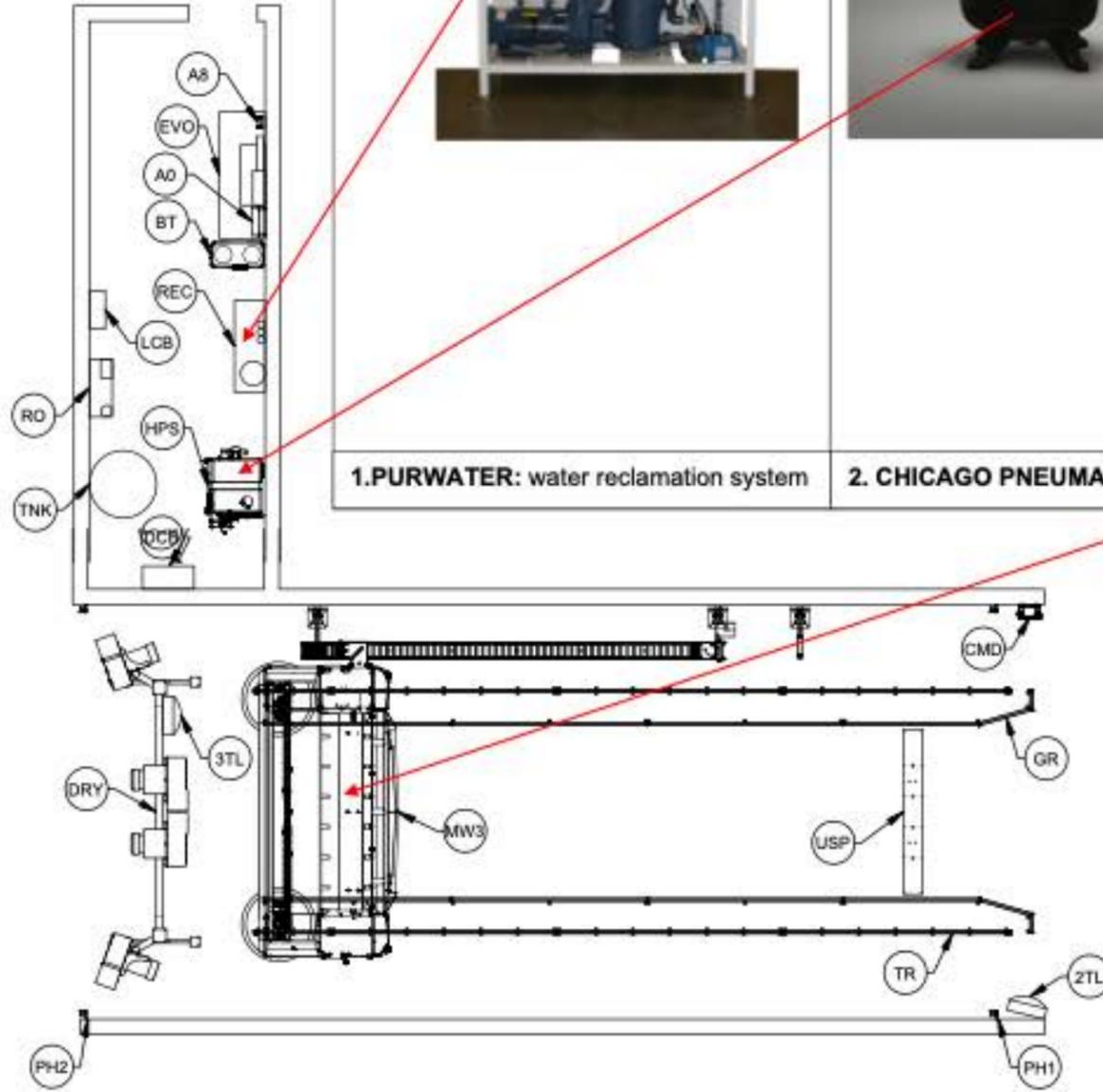
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Date: **06/09/25**

Sheet No.

C0.01

Symbol	Equipment	QTY.
2TL	2 Position Traffic Light	1
3TL	3 Position Traffic Light	1
AO	AO Low Voltage Junction Box	1
AH	AH High Voltage Junction Box	1
CMO	Command Post	1
BT	Blue 50 Gallon Tank	1
DCB	Dryer Control Box	1
DCT	Dryer Countdown Timer	1
DRY	Off-Board Dryer Arch	1
EVO	Evolution Chemical Delivery System	1
GR	Standard Guide Rails	1
MW3	3 Brush Machine Gantry	1
HPS	High Pressure Pump Stand	1
LCB	Light Control Box	1
PAY	Pay Portal	1
PH1	Underspray Photo Eyes	2
PH2	Dryer Shut-Off Photo Eyes	2
REC	Reclaim System	1
RO	RO Spot Free System	1
TNK	300 Gallon Storage Tank	1
TR	Travel Rail	1
USP	Underspray Spray	1



1. PURWATER: water reclamation system

2. CHICAGO PNEUMATIC: RCP series

3. ISTABOL M'WASH PRO 3 brush car wash module.



4. PORTAL PAY STATION.

5. PLAN: CAR WASH ASSEMBLY & MECHANICAL ROOM. See following ISTOBALSHEETS 1 thru 8

ARCHITECTURE
PLANNING
INTERIORS

BantaDESIGN

(a division of BETA ASSOCS., INC.)
6050 Hollis St.
Emeryville, California 94608

Tel. (415) 298-9461
pbanta@bantadesign.com

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Project:

Toyota of Berkeley's
Car-Rental/Wash/-Charging Facility

Zoning Project Application

600 Gilman St.
Berkeley, CA 94710

REVISIONS: △ ISSUES: ○

No.	Description	Date

Sheet Title:
EQUIPMENT

Scale: AS NOTED

Project No.: **2236**

Drawn by: A

Checked by: PB

Date: **6/09/25**

Sheet No.

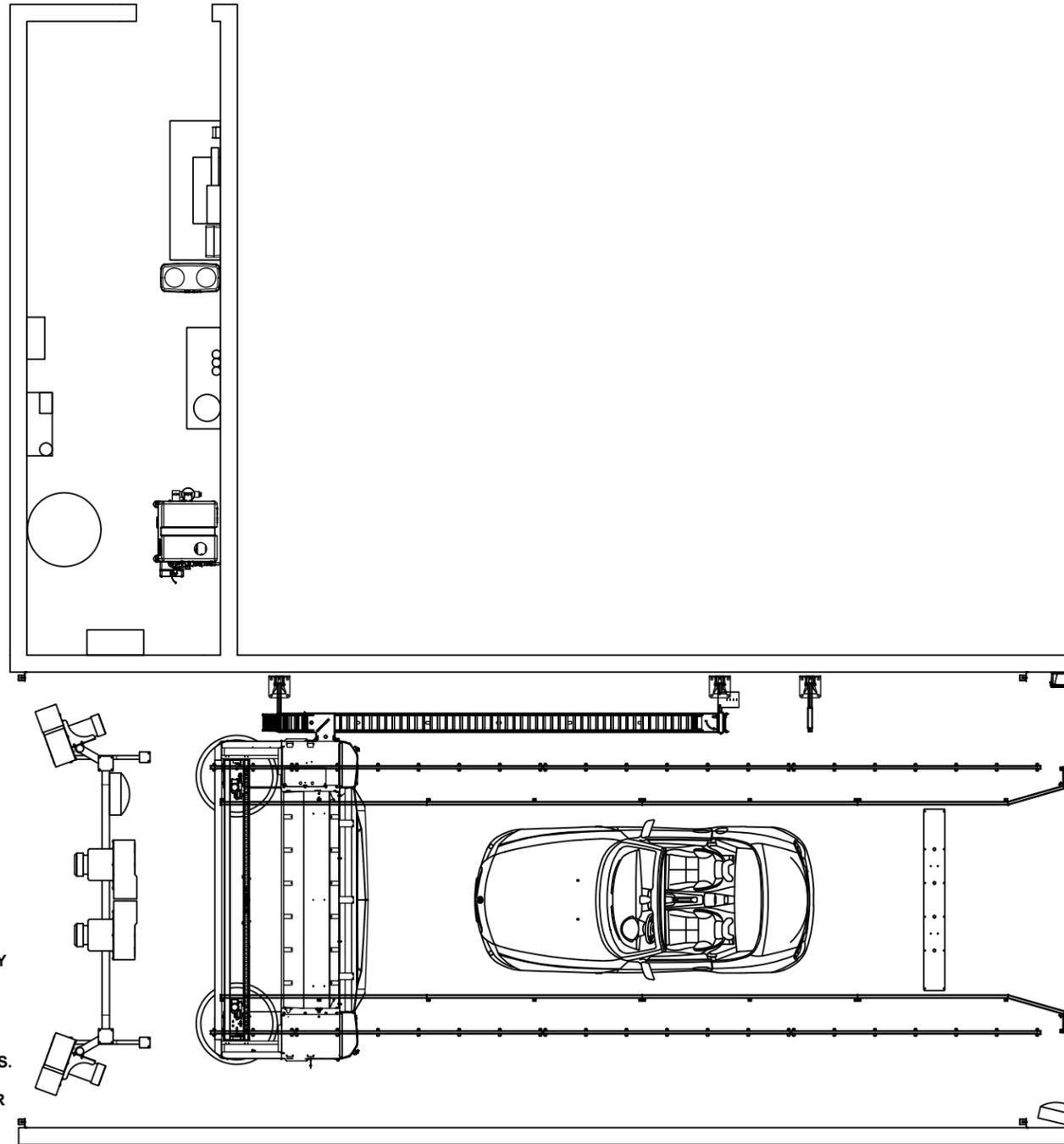
GO.02

Prepared for:

TOYOTA OF BERKELEY'S - BERKELEY, CA

GENERAL NOTES

1. THESE DRAWINGS ARE FOR *REFERENCE*, AND NOT TO BE USED FOR CONSTRUCTION. CONSULT WITH PROPERLY CERTIFIED ENGINEER, CONTRACTOR, OR ARCHITECT WITH RESPECT TO COMPLIANCE WITH LOCAL SAFETY AND BUILDING CODES, FOR NECESSARY PERMITS OR LICENSES, AND FOR APPROPRIATE CONNECTION OF ALL UTILITIES.
2. ALL ELECTRICAL, PLUMBING & COMPRESSED AIR LINES AND CONNECTIONS ARE THE *RESPONSIBILITY OF THE OWNER/GENERAL CONTRACTOR* MADE BY QUALIFIED LICENSED PERSONNEL TO MEET STATE AND LOCAL CODES. NEITHER ISTOBAL OR THEIR REPRESENTATIVES SUPPLY OR INSTALL THESE ITEMS.
3. THE CAR WASH EQUIPMENT SUPPLIED BY ISTOBAL OR THEIR DEALER/DISTRIBUTOR WILL BE SET UP BY THE CAR WASH INSTALLER WHEN ALL SUPPORTING UTILITIES ARE COMPLETE OR AS REQUIRED DURING THE BUILDING CONSTRUCTION PROCESS.
4. ALL MOUNTING HEIGHT DIMENSIONS STATED ON DRAWINGS ARE TO THE BOTTOM OF ITEM. (A.F.F.) = ABOVE FINISHED FLOOR.
5. ALL UNDERGROUND PIPING USED ON RECLAIM SYSTEM TO BE PVC (SCH. 80).
6. ALL COMPRESSED AIR PIPING TO BE "L" COPPER OR "BLACK" IRON (SCH. 40.)
7. DOOR HEIGHT OPENING MUST BE 10'-0" MINIMUM.
8. MINIMUM INSIDE HEIGHT CLEARANCE FOR CAR WASH EQUIPMENT MUST BE 10'-6" MINIMUM.
9. IF *TECHNICAL EQUIPMENT IS REQUIRED IN CAR WASH BAY, SPECIAL COVERS ARE REQUIRED FOR SOME OF THIS EQUIPMENT*. PLEASE CONTACT ISTOBAL FOR FURTHER DETAILS.
10. ALL CAR WASH EQUIPMENT IS SHOWN IN AN APPROXIMATE LOCATION DEPENDANT ON YOUR SITE LAYOUT. CONTACT MANUFACTURER FOR SPECIFIC INFORMATION.



ISTOBAL 1045 PAGE ST. BRISTOL, VA 24201 PHONE: (276) 466-3921 FAX: (276) 466-4256	DWG TITLE: COVER PAGE	
	CLIENT: ISTOBAL USA TOYOTA OF BERKELEY'S - BERKELEY, CA	
	DRWN BY: ROAN A.	DATE: 3/14/2024
	SCALE: NTS	REV: 1.1
		DWG NO: - SHEET: 1/8

4

3

2

1

H

G

F

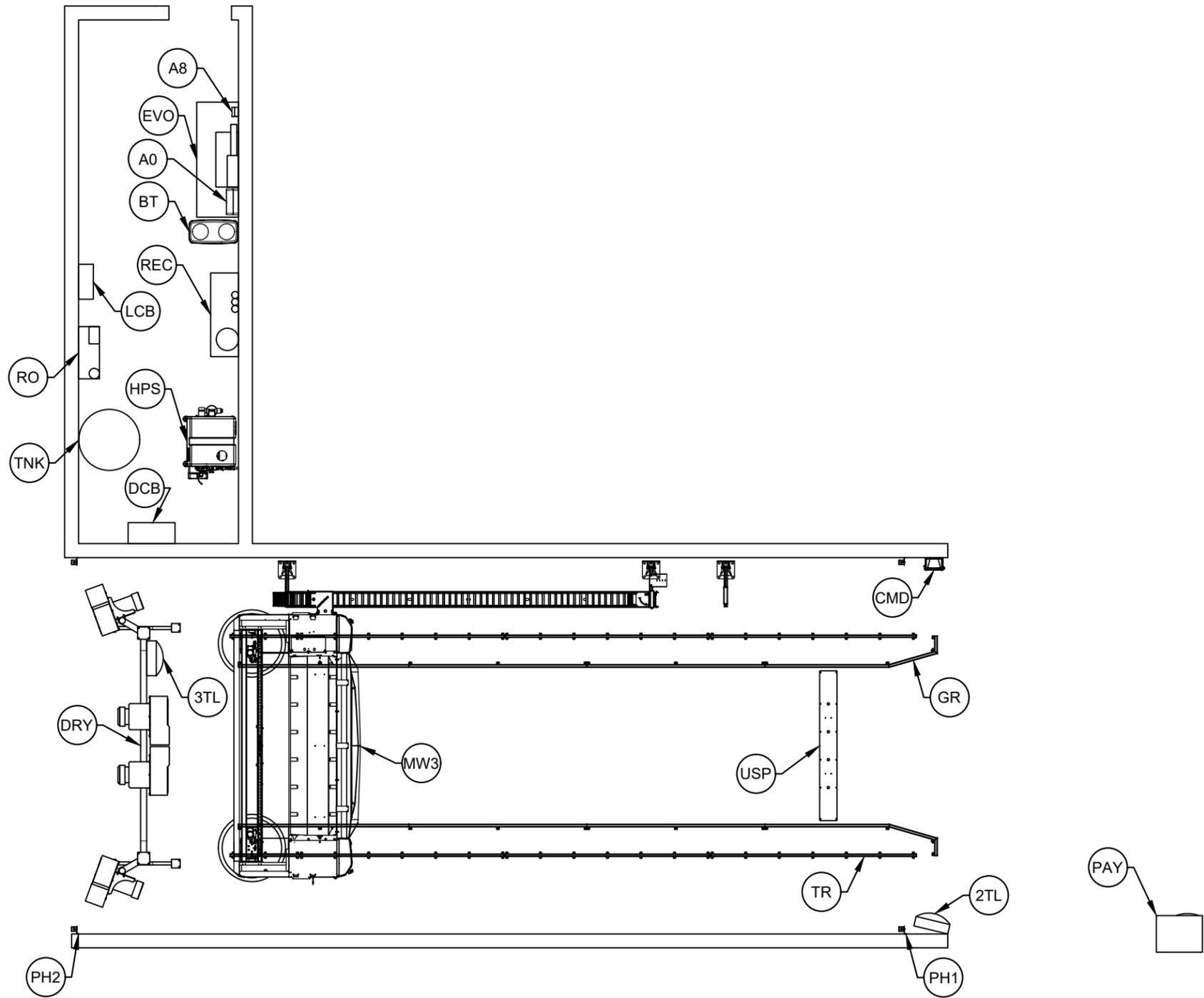
E

D

C

B

A



Symbol	Equipment	QTY.
2TL	2 Position Traffic Light	1
3TL	3 Position Traffic Light	1
A0	A0 Low Voltage Junction Box	1
A8	A8 High Voltage Junction Box	1
CMD	Command Post	1
BT	Blue 50 Gallon Tank	1
DCB	Dryer Control Box	1
DCT	Dryer Countdown Timer	1
DRY	Off-Board Dryer Arch	1
EVO	Evo Chemical Delivery System	1
GR	Standard Guide Rails	1
MW3	3 Brush Machine Gantry	1
HPS	High Pressure Pump Stand	1
LCB	Light Control Box	1
PAY	Pay Portal	1
PH1	Underspray Photo Eyes	2
PH2	Dryer Shut-Off Photo Eyes	2
REC	Reclaim System	1
RO	RO Spot Free System	1
TNK	300 Gallon Storage Tank	1
TR	Travel Rails	1
USP	Undercarriage Spray	1

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	CLIENT: ISTOBAL USA TOYOTA OF BERKELEY'S - BERKELEY, CA		
	DRWN BY: ROAN A.	DATE: 3/14/2024	DWG NO: -
	SCALE: NTS	REV.: 1.1	SHEET: 2/8

H

G

F

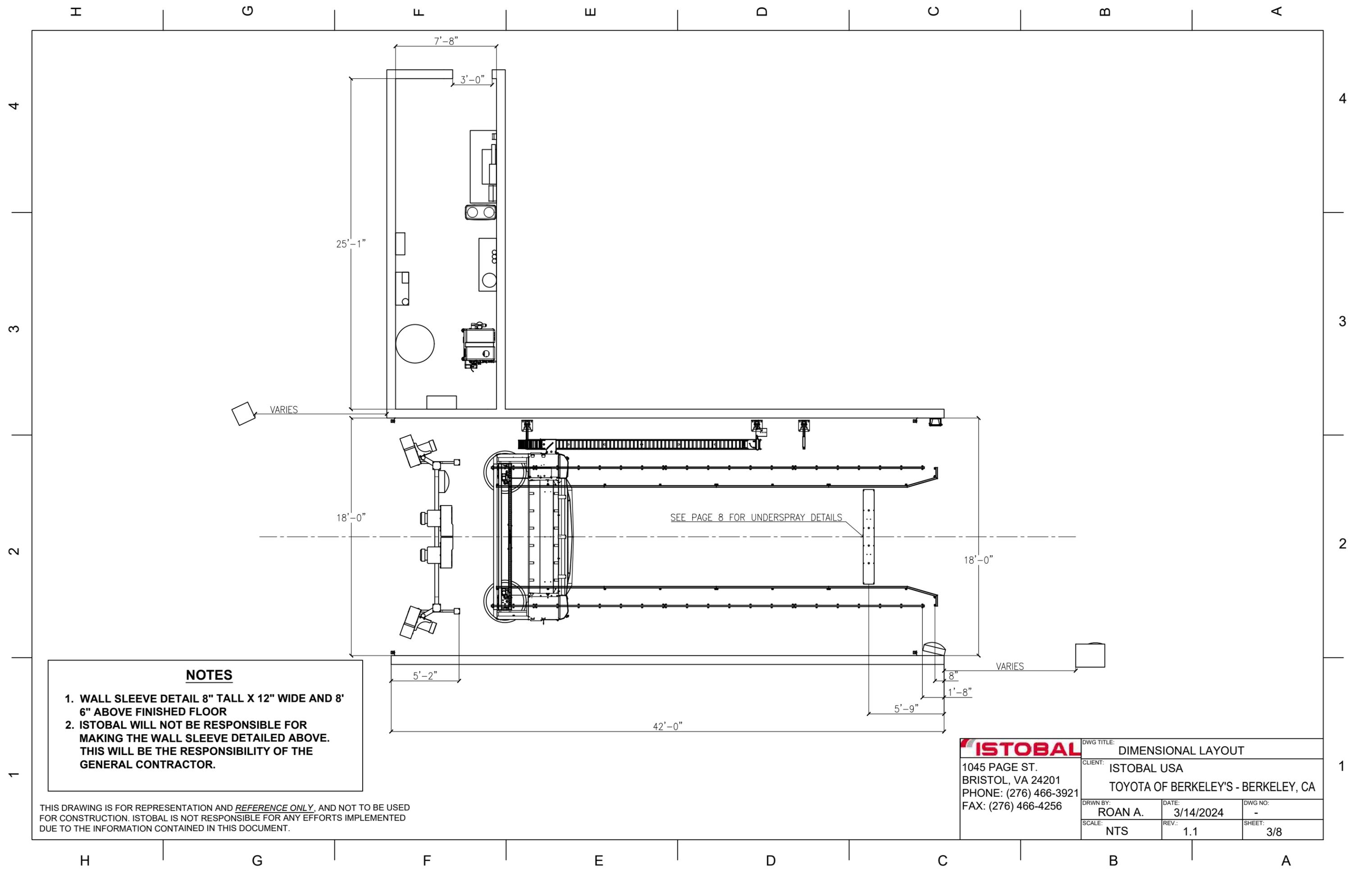
E

D

C

B

A



NOTES

1. WALL SLEEVE DETAIL 8" TALL X 12" WIDE AND 8' 6" ABOVE FINISHED FLOOR
2. ISTOBAL WILL NOT BE RESPONSIBLE FOR MAKING THE WALL SLEEVE DETAILED ABOVE. THIS WILL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.

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	CLIENT: ISTOBAL USA TOYOTA OF BERKELEY'S - BERKELEY, CA	
DRWN BY: ROAN A.	DATE: 3/14/2024	DWG NO.: -
SCALE: NTS	REV.: 1.1	SHEET: 3/8

I G L W D O B A

4

4

Motor Name	# of Motors	Horse Power	Kilo Watts	Volts	Phase	Amp	Total Amp	Notes
Brush Lifting Motor	1	1.5	1.1	208	3	5.1	5.1	
Gantry Drive Wheels	2	0.5	0.4	208	3	1.8	3.6	
Rotation Motors	3	0.9	0.7	208	3	3.0	9.0	
Vertical Brush Drive	2	0.2	0.2	208	3	0.8	1.6	
H Beam Nozzle Movement	1	0.3	0.2	208	3	1.0	1.0	
H Beam Lifting Motor	1	1.8	1.3	208	3	6.1	6.1	
Wheel Blasters	2	0.3	0.2	208	3	1.0	2.0	

Total Amps(FLA): 28.4 1 Circuit needed for entire gantry

Equipment Room

Motor Name	# of Motors	Horse Power	Kilo Watts	Volts	Phase	Amp	Total Amp	Notes
HP Pump Stand	2	7.4	5.5	208	3	22.1	44.2	1 Circuit per motor
EVO Booster Pump	1	3.0	2.2	208	3	8.4	8.4	Shares circuit w/Simultaneous Water Pump
Simultaneous Water Pump	1	2.0	1.5	208	3	7.4	7.4	Shares circuit w/EVO Booster Pump
4 x 15hp Producers	4	15.0	11.2	208	3	36.2	144.8	1 Circuit to dryer box and 1 line per dryer to
Dryer Control Box	N/A	N/A	N/A	120	1	3.4	3.4	
Dryer Countdown Timer	N/A	N/A	N/A	120	1	1.2	1.2	From dryer box to countdown timer
G&G Bay Lighting	N/A	N/A	N/A	120	1	4.0	4.0	Estimated, contact manufacturer
Portal TI Main Unit	N/A	N/A	N/A	120	1	8.0	8.0	Estimated, contact manufacturer
RO System 2000 GPD	1	1.0	0.7	208	1	9.0	9.0	Estimated, contact manufacturer
Reclaim 30gpm	1	3.0	2.2	208	3	7.6	7.6	Estimated, contact manufacturer
2 Motor Vac System	4	N/A	N/A	120	1	N/A	N/A	X1 20 AMP SERVICE REQUIRED PER VAC

3

3

2

2

1

1

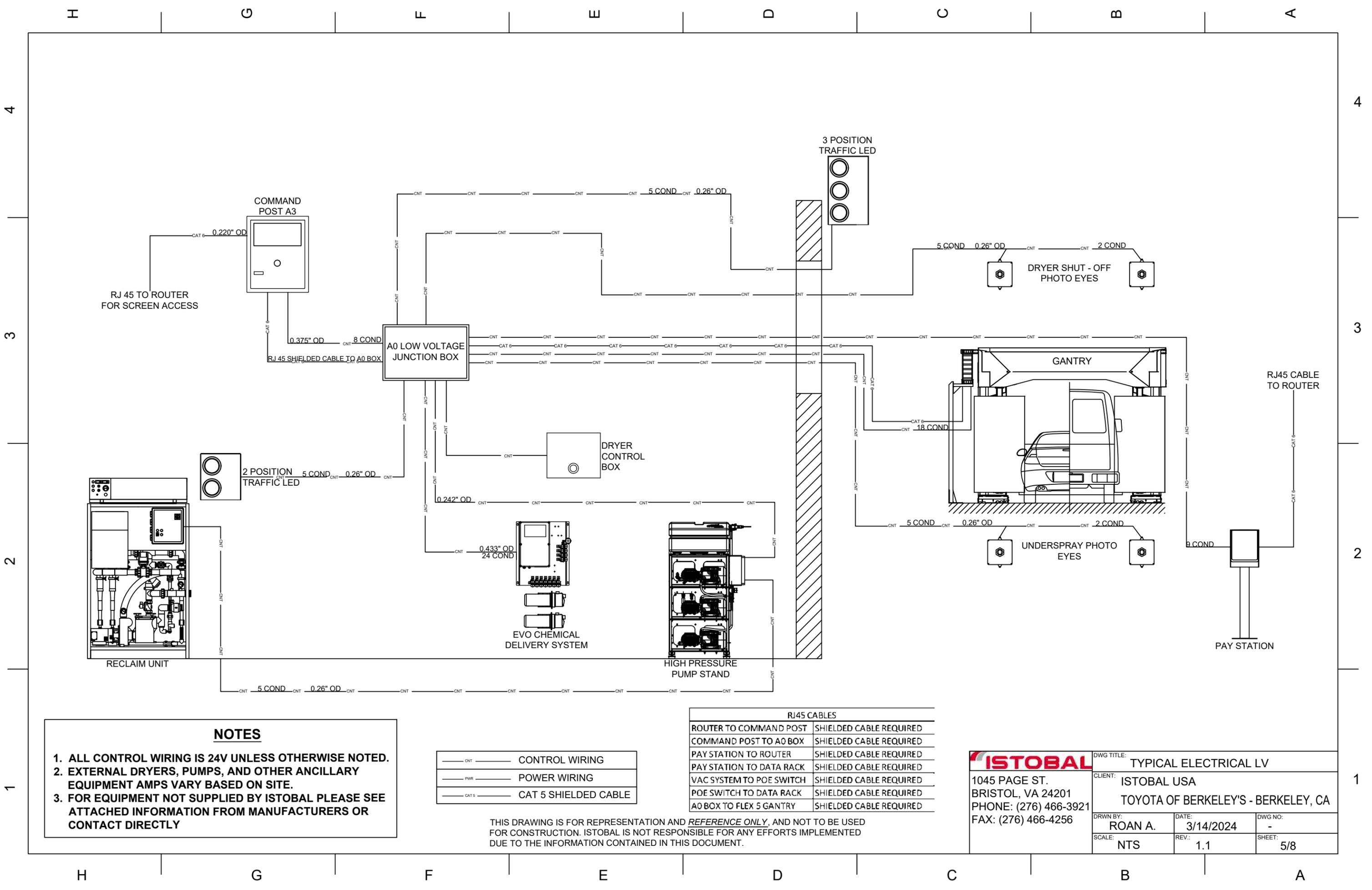
NOTES

1. ALL CONTROL WIRING IS 24V UNLESS OTHERWISE NOTED.
2. EXTERNAL DRYERS, PUMPS, AND OTHER ANCILLARY EQUIPMENT AMPS VARY BASED ON SITE.
3. FOR EQUIPMENT NOT SUPPLIED BY ISTOBAL PLEASE SEE ATTACHED INFORMATION FROM MANUFACTURERS OR CONTACT DIRECTLY

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	CLIENT: ISTOBAL USA TOYOTA OF BERKELEY'S - BERKELEY, CA	
DRWN BY: ROAN A.	DATE: 3/14/2024	DWG NO: -
SCALE: NTS	REV.: 1.1	SHEET: 4/8

H G F E D C B A



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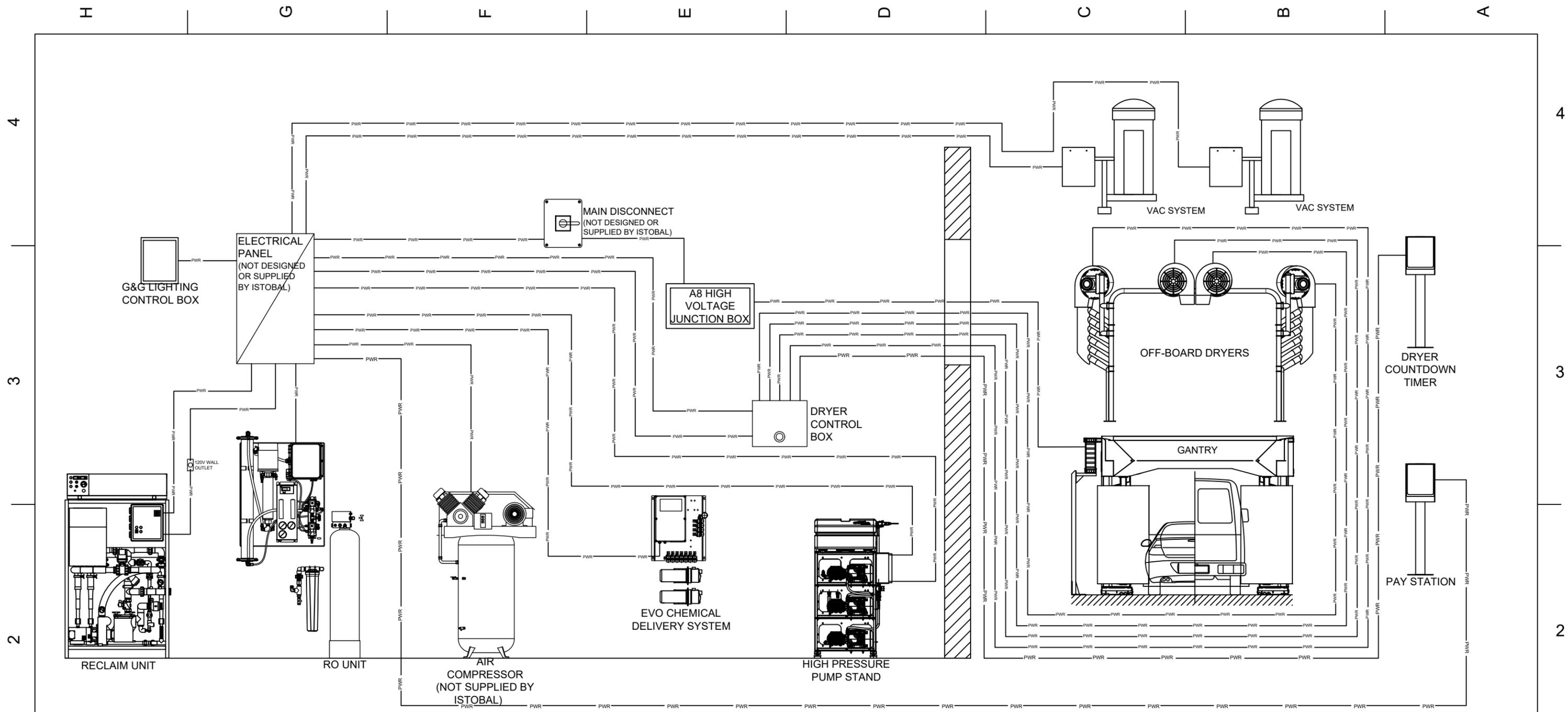
1. ALL CONTROL WIRING IS 24V UNLESS OTHERWISE NOTED.
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3. FOR EQUIPMENT NOT SUPPLIED BY ISTOBAL PLEASE SEE ATTACHED INFORMATION FROM MANUFACTURERS OR CONTACT DIRECTLY

— CNT —	CONTROL WIRING
— PWR —	POWER WIRING
— CAT 5 —	CAT 5 SHIELDED CABLE

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RJ45 CABLES	
ROUTER TO COMMAND POST	SHIELDED CABLE REQUIRED
COMMAND POST TO A0 BOX	SHIELDED CABLE REQUIRED
PAY STATION TO ROUTER	SHIELDED CABLE REQUIRED
PAY STATION TO DATA RACK	SHIELDED CABLE REQUIRED
VAC SYSTEM TO POE SWITCH	SHIELDED CABLE REQUIRED
POE SWITCH TO DATA RACK	SHIELDED CABLE REQUIRED
A0 BOX TO FLEX 5 GANTRY	SHIELDED CABLE REQUIRED

<p>1045 PAGE ST. BRISTOL, VA 24201 PHONE: (276) 466-3921 FAX: (276) 466-4256</p>	DWG TITLE: TYPICAL ELECTRICAL LV	
	CLIENT: ISTOBAL USA TOYOTA OF BERKELEY'S - BERKELEY, CA	
DRWN BY: ROAN A. SCALE: NTS	DATE: 3/14/2024 REV.: 1.1	DWG NO: - SHEET: 5/8



NOTES

1. ALL CONTROL WIRING IS 24V UNLESS OTHERWISE NOTED.
2. EXTERNAL DRYERS, PUMPS, AND OTHER ANCILLARY EQUIPMENT AMPS VARY BASED ON SITE.
3. FOR EQUIPMENT NOT SUPPLIED BY ISTOBAL PLEASE SEE ATTACHED INFORMATION FROM MANUFACTURERS OR CONTACT DIRECTLY.
4. CONTRACTOR IS RESPONSIBLE FOR MAIN DISCONNECT, MAIN ELECTRICAL PANEL, AND ALL HIGH VOLTAGE LINES SHOWN ON THIS PAGE EXCEPT FROM THE A8 JUNCTION BOX TO THE GANTRY.
5. FOR THE ELECTRICAL LOADS OF EACH LINE PLEASE SEE THE SITE ELECTRICAL REQUIREMENTS ON PAGE 4 OF THIS DOCUMENT.

— CNT —	CONTROL WIRING
— PWR —	POWER WIRING
— CAT 5 —	CAT 5 SHIELDED CABLE

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	DWG TITLE: TYPICAL ELECTRICAL HV	
	CLIENT: ISTOBAL USA TOYOTA OF BERKELEY'S - BERKELEY, CA	
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		DWG NO: - SHEET: 6/8

I G F E D C B A

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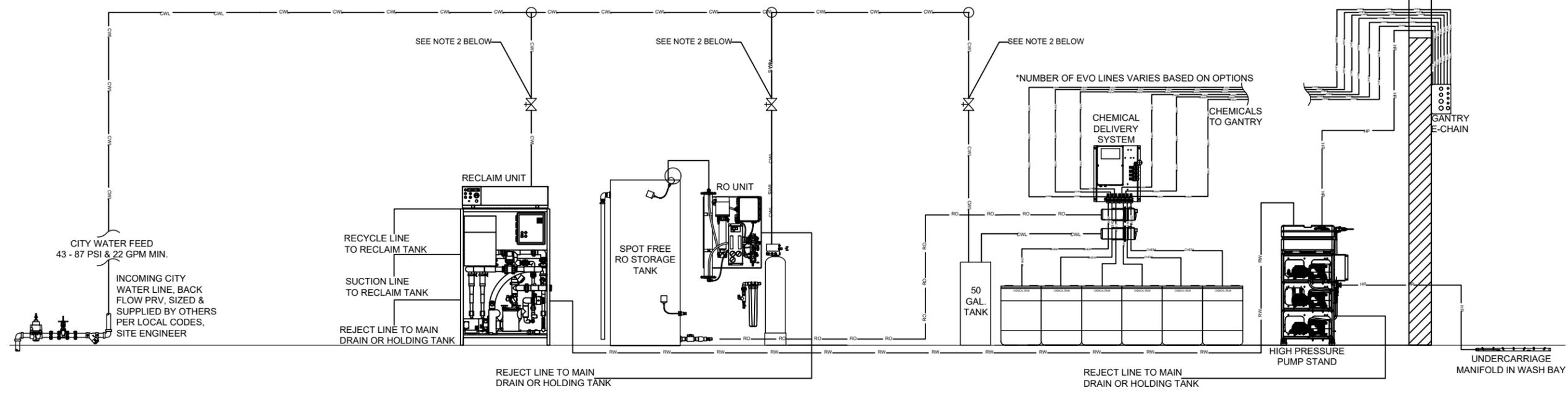
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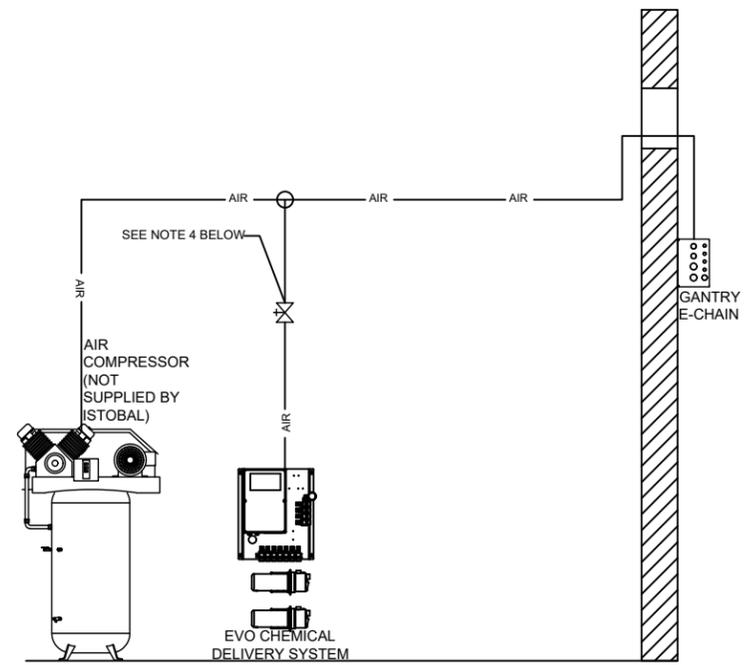
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1



NOTES

- 1. WATER SUPPLY:** REQUIRES A MINIMUM FLOW RATE OF 22 GPM AND 43 TO 87 PSI OF PRESSURE. ALL POLYETHYLENE PIPES MUST BE RATED TO AT LEAST 142 PSI.
- 2. EQUIPMENT DROPS:** 1" COLD WATER DROP WITH SHUT OFF VALVE MOUNTED 4' - 5' UP FROM FLOOR NEXT TO EQUIPMENT WITH FPT THREADS ON OUTLET SIDE
- 3. SUCTION PIPE:** THE LENGTH MUST NOT EXCEED 32' 10" AND THE SUCTION DEPTH MUST NOT EXCEED 9' 10".
- 4. AIR SUPPLY:** MINIMUM REQUIREMENTS SHOULD EQUAL 2HP COMPRESSOR/ 26 GAL CAPACITY/ 82 GPM/ 145PSI WITH SHUT-OFF VALVE MOUNTED 4'-5' UP FROM FLOOR NEXT TO EQUIPMENT WITH 1/2" FPT THREADS ON OUTLET SIDE.
- 5. EQUIPMENT INSTALLER RESPONSIBILITIES:** HIGH PRESSURE LINES, AIR LINES AFTER COMPRESSOR, CHEMICAL LINES, CONNECTIONS FROM BALL VALVES, AND INTER CONNECTIONS OF TANKS TO EQUIPMENT.
- 6. OWNER / CONTRACTOR:** ALL OTHER LINES



— CWL —	COLD WATER LINE
— AIR —	AIR LINE
— RO —	RO WATER LINE
— RW —	RECLAIM WATER LINES
— SWL —	SOFT WATER LINE
— CHEM —	CHEMICAL LINES

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	CLIENT: ISTOBAL USA TOYOTA OF BERKELEY'S - BERKELEY, CA	
DRWN BY: ROAN A.	DATE: 3/14/2024	DWG NO: -
SCALE: NTS	REV.: 1.1	SHEET: 7/8

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BantaDESIGN

(a division of BETA ASSOCS., INC.)
6050 Hollis St.

Emeryville, California 94608

Tel. (415) 298-9461

pbanta@bantadesign.com

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Project:
Toyota of Berkeley's
CAR-RENT /-WASH /-CHARGE FACILITY

Zoning Project Application

600 Gilman St.
Berkeley, CA 94710



Sheet Title:
DATA SHEET

Scale: AS NOTED

Project No.: **2236**

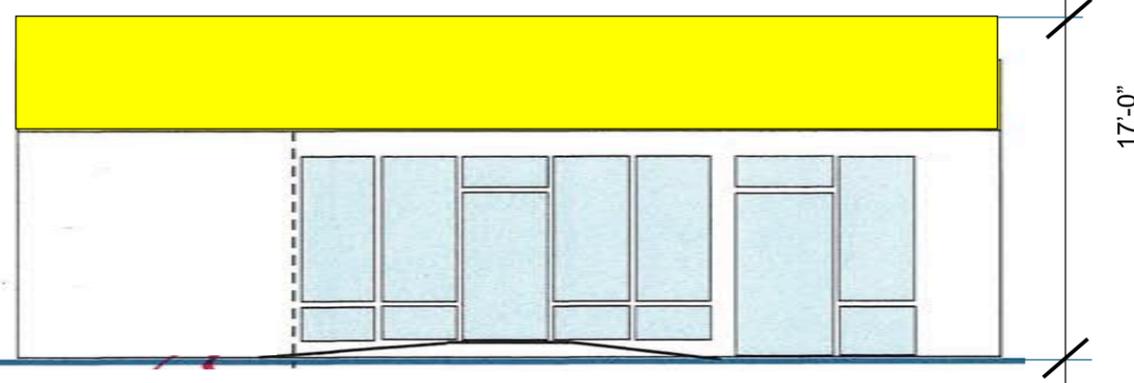
Drawn by: A

Checked by: PB

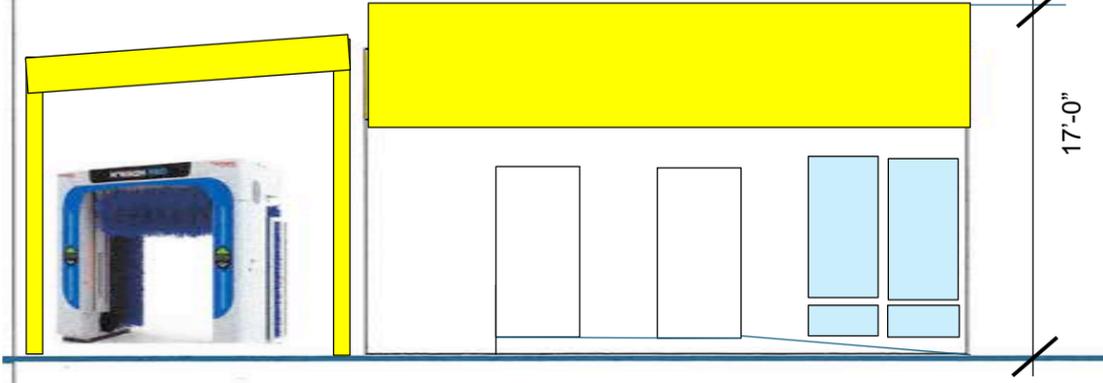
Date: **06/09/25**

Sheet No.

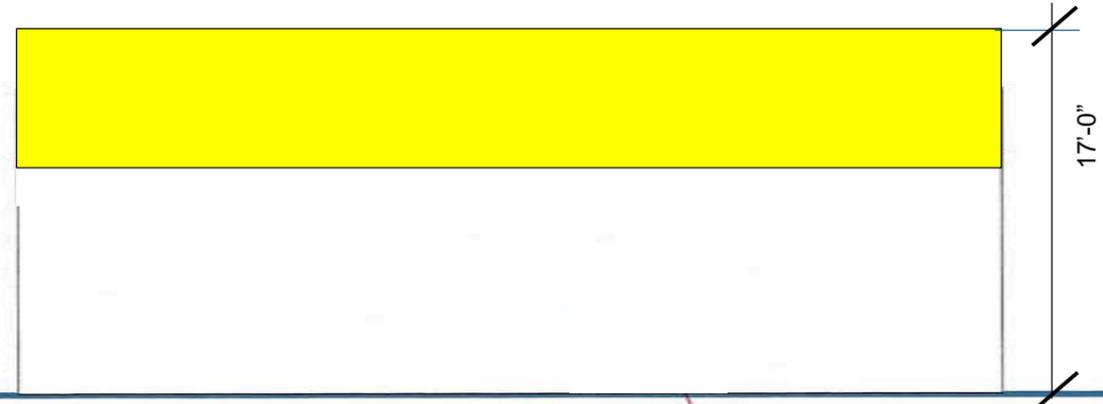
A1.02



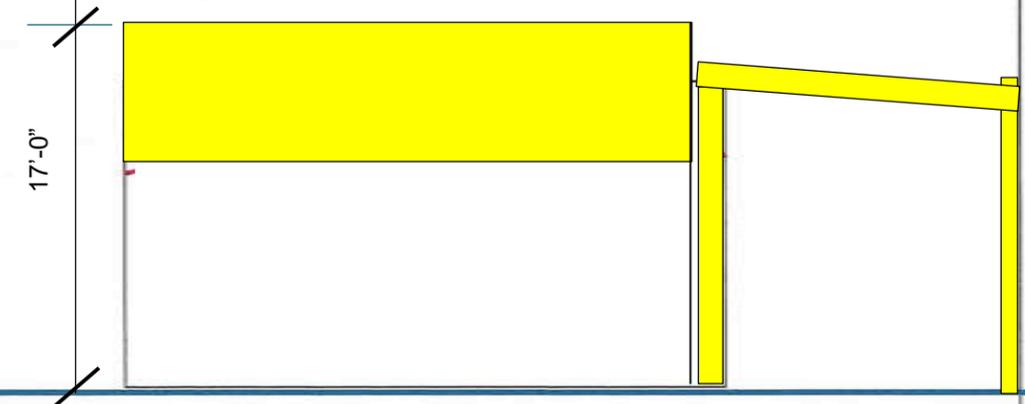
1 / A1.02. North Elevation Existing Bldg.



1 / A1.02. East Elevation Existing Bldg.



3 / A1.02. South Elevation Existing Bldg.



4 / A1.02. Elevation Existing Bldg.



1/A1.03: East Elevation Previous Fence: (from Second St. looking West) showing previously existing 6' high metal cyclone fence at property lines covered with graffiti.



2/A1.03: East Elevation: New Fence (from Second St. looking West) showing 8' high anti-graffiti, high-security, steel picket fence at property line recently installed per CalTrans



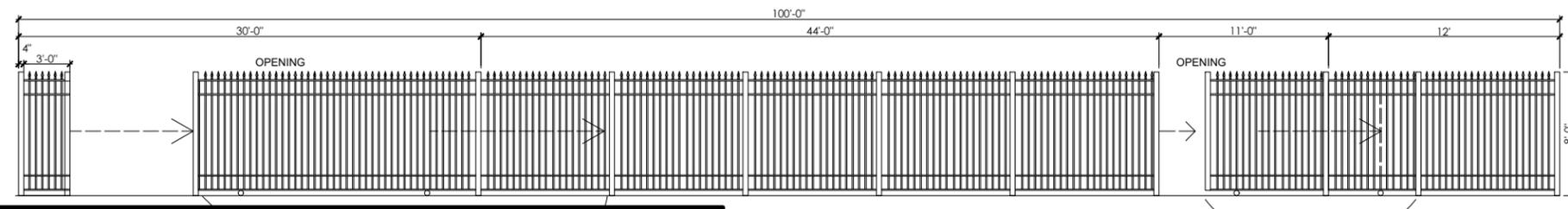
5/A1.03: NE interior property corner at Gilman & Second St. showing open 11' long man-gate / emergency exit @ installed fence.



6/A1.03: SE interior property corner at Second St. showing retractable 30' long entrance gate installed in open position.

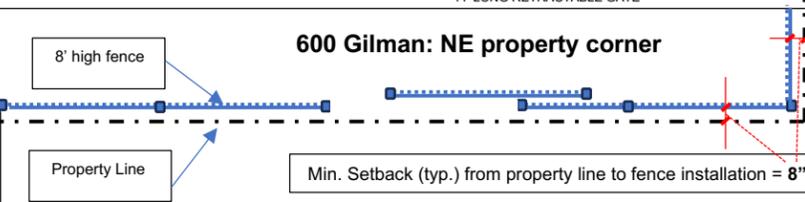


7/A1.03: NE exterior property corner at Gilman & Second St. showing open 11' long man-gate / emergency exit @ fence.

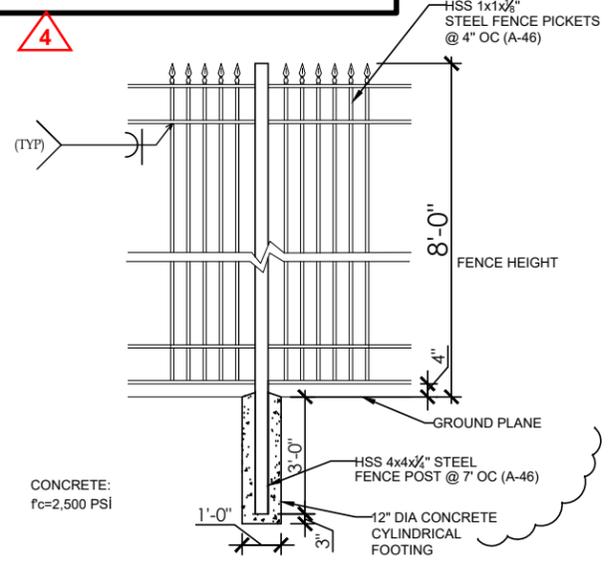


3/A1.03: East Elevation Fence Dwg. (from Second St. looking West) showing newly installed 8' high steel picket fence with vehicular & pedestrian retractable entry gates.

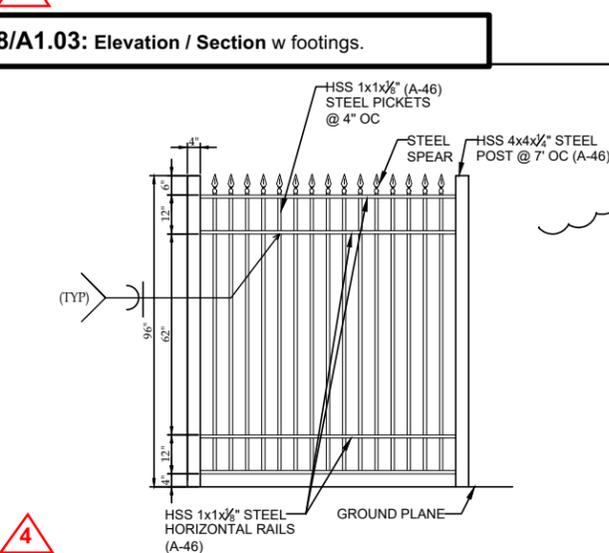
3.a/A1.03: Fence setback from Property Line Diagram:
New fence has been installed, with CalTrans direction, in the same location as the demolished, previously existing cyclone fence along Gilman & 2nd Streets.



4/A1.03: Foundation Detail for steel fence



8/A1.03: Elevation / Section w footings.



9/A1.03: Elevation Segment of steel picket fence.

ARCHITECTURE
PLANNING
INTERIORS

BantaDESIGN

(a division of BETA ASSOCS., INC.)
6050 Hollis St.

Emeryville, California 94608

Tel. (415) 298-9461

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Project:
Toyota of Berkeley's
CAR-RENT /-WASH /-CHARGE FACILITY

Zoning Project Application

600 Gilman St.
Berkeley, CA 94710

REVISIONS: △ ISSUES: ○		
No.	Description	Date



Sheet Title:
**East Elevation
Installed Fence Details**

Project No.: **2236**
Drawn by: A
Checked by: PB
Date: **06/09/25**

Sheet No.
A1.03

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6050 Hollis St.

Emeryville, California 94608

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Project:
Toyota of Berkeley's
CAR-RENT /-WASH /-CHARGE FACILITY

Zoning Project Application

600 Gilman St.
Berkeley, CA 94710



Bldg. Sections

Scale: AS NOTED

Project No.: **2236**

Drawn by: A

Checked by: PB

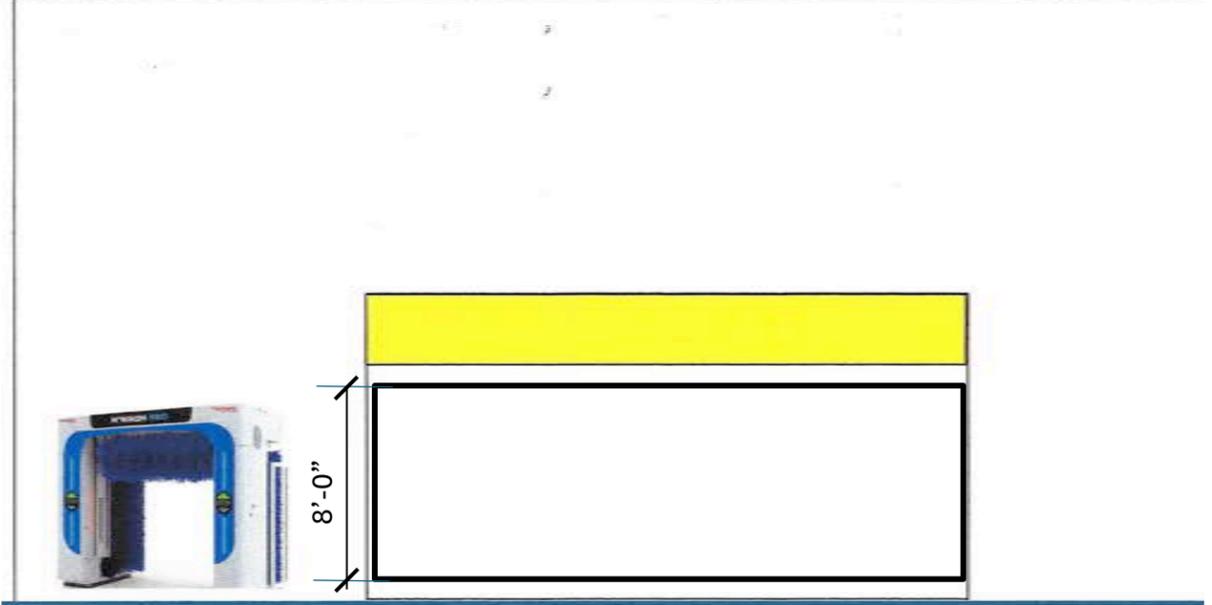
Date: **06/09/25**

Sheet No.

A1.04



1 / A1.04. Section thru main Existing Bldg. facing North



2 / A1.04. Section thru main existing Bldg. facing West

The Transportation Division has completed an initial review of the preliminary concept for a proposed Car Wash Station at 600 Gilman Street. Based on our evaluation, staff has substantial transportation, safety, and operational concerns regarding the feasibility of introducing a high-turnover, auto-oriented use at a recently constructed roundabout intersection along a heavily traveled multimodal corridor. The concerns outlined below indicate that the proposed use may be incompatible with this location, particularly if open fully to the public and may conflict with ongoing regional and local transportation investments.

Gilman Street and the nearby I-80 interchange are subject to major redesign efforts intended to improve safety, multimodal mobility, and freight circulation. Over the years, the City of Berkeley and regional partners have conducted multiple studies to identify operational and safety needs in the vicinity of the I-80/Gilman interchange. In 2014, Caltrans approved the double-roundabout concept at the interchange, and the roundabout system was recently installed and is still undergoing operational monitoring and driver adaptation.

These improvements led by Alameda CTC, the City of Berkeley, Caltrans, and the consultant team represent a significant regional investment intended to relieve congestion, reduce collisions, and improve pedestrian/bicycle access.

Given the scale and importance of these multimodal improvements:

- Introducing a high-volume, auto-centric business at 600 Gilman Street is inconsistent with the long-term operational goals of the Gilman corridor and the new I-80 interchange roundabout system.
- Additional queues, turning movements, and conflicts created by a car wash/drive-through would undermine regional investments intended to reduce congestion, simplify intersection operations, and enhance safety.
- The proposed use runs counter to long-term transportation planning objectives, including multimodal access, mode shift goals, and improved pedestrian and bicycle connectivity.

Traffic Operations and Queuing Impacts

Car Wash Stations typically generate significant peak-hour queuing. Gilman Street already experiences recurring congestion during AM/PM peaks and during events at nearby recreational facilities.

- On-site queue storage is unlikely to satisfy expected demand, creating a strong likelihood of spillback into Gilman Street and nearby roundabout approaches.

- Queue spillback at or near intersection feeding into a roundabout system presents severe operational and safety concerns, including blocking crosswalks, bicycle facilities, turn lanes, and circulating traffic.
- Although a queuing analysis would be required for formal review, preliminary evaluation suggests the site does not have sufficient depth or circulation space to safely support a combined car wash and drive-through use.

Conclusion

Given the transportation, safety, operational, and policy conflicts described above and considering the scale of the recently completed multimodal improvements at the Gilman/I-80 interchange, Staff has significant concerns regarding the feasibility of locating a Car Wash Station at 600 Gilman Street. The proposed use appears incompatible with site constraints, regional transportation investments, City planning objectives, and the operational realities of the corridor.

600 GILMAN STREET
Applicant Statement
Submitted: February 12, 2026

23.406.050.(F): Findings for Approval

- (a) There are exceptional circumstances applying to the property which do not apply generally within the same district.

As an “existing non-conforming use (car rental)” in the existing M-District and proposed M-RD District, 600 Gilman was at the time the applicant purchased it, and remains today, the only parcel where this proposed line of business, rental of electric cars but potentially also limited brush-free auto washing, could be conducted. More importantly, to the applicant’s knowledge, it was the only parcel on a principal thoroughfare in Berkeley available for purchase, where car rental was allowed as an existing use and where, with a permit, brushless auto washing might be added. This is so because, through zoning changes, the City has made the establishment of new auto-related uses of any kind on commercial corridors virtually impossible.

In addition, 600 Gilman had existing, permitted equipment for washing cars. Because of new building code requirements for water recycling, it is very difficult and onerous to establish a new car wash, even a small one as proposed here. Because the equipment already existed, the applicant has been able to upgrade it to meet the building code.

The applicant, Tim Southwick, Senior, has owned Toyota of Berkeley on Shattuck Avenue for over 50 years. Commissioners might think that the proposed car rental and washing could be conducted on one of his existing parcels along with his principal line of business, the sale and repair of Toyotas. However, Toyota enforces dealership standards that emphasize visibility and ample space for the display and sale of new, and secondarily, used, cars. Toyota management regards Toyota of Berkeley as very substandard in this regard. Despite this, Mr. Southwick has maintained a successful relationship with Toyota through his role in pioneering the sale of hybrid and now fully electric vehicles. However, there is simply no room on his existing commercial corridor parcels for the uses proposed at 600 Gilman and Toyota would object to converting sales space.

- (b) The Variance is necessary to preserve a substantial property right.

As a small, site- constrained urban dealership, Toyota of Berkeley competes for auto sales with suburban and exurban dealerships often built on government-subsidized land, as well as now with national online chains, both of which are able to spread their costs over a high volume of sales. Consumers’ ability to compare prices instantaneously has taken much of the profit out of the sale of new cars. In this difficult environment, Toyota of Berkeley has been able to survive by catering to a sophisticated urban market with what are to other dealers niche products, first the Prius and other hybrids and now all-electric vehicles. Used car sales are also important, along with premium quality auto repair including collision and tires. The ability to offer our customer base new premium services like electric vehicle rental, electric car charging in 4 stalls with two chargers, and hopefully, brushless car washing is very important to us.

600 GILMAN STREET
Applicant Statement
Submitted: February 12, 2026

Our sales personnel report that buyers are still reluctant to purchase all-electric vehicles because of “range anxiety” and encourage us to offer electric car rental to give potential buyers experience with driving rental vehicles first. This is one of the main reasons we want electric car rental on Gilman, a more regional location than downtown Berkeley. While there is only space on site for 2 electric vehicles, we can deliver others from off-site on demand.

Why could not Mr. Southwick simply operate an electric car rental as a standalone business without brushless car washing? This is because he wants to market this site as a “Boutique Auto Salon” offering premium services: electric car rental, electric car charging, brushless car washing and the ability to vacuum out car interiors. An attendant always present will offer customers free, quality brewed coffee. He believes that this mix of services will complement his existing Toyota sales and service business and serve its educated and relatively affluent local customer base. He has no desire to compete in the mass car rental or car detailing/washing market as such which are already served by established companies. He is also aware that the area being rezoned M-RD will eventually have large numbers of educated employees who might want to rent or charge an electric vehicle or use the brushless car wash.

Over time, as the boutique car salon becomes popular, Mr. Southwick will require these services to be offered by appointment, though this will not be required initially. The boutique auto salon will be publicized primarily at the Toyota dealership through customer contact and publicity (though legal restrictions prevent the use of “Toyota” in its name.)

The “substantial property right” to be preserved here is the maintenance of Toyota of Berkeley as an innovative, successful, even modestly expanding, business that knows how to serve its customer base in changing market conditions.

© The Variance will not adversely affect the health or safety of persons residing or working near the property.

Few residents live nearby in this corridor and M Zoning District. Otime, we hope and expect there will be a substantial working population in the R&D buildings in the new zoning District. However, we believe the electric car rental and auto washing offered on our site will be an amenity that, in many cases, will spare local workers and Berkeley residents in general from having to drive considerable distances to access similar services.

(d) The Variance will not be materially detrimental to the public welfare or injurious to nearby property or improvements.

Although we think this facility will have a much lower impact than the previous car rental that had up to 35 cars on site, staff has questioned whether car washing open to the public could cause queuing on Gilman. The limited size of the 675-square foot auto washing building

600 GILMAN STREET
Applicant Statement
Submitted: February 12, 2026

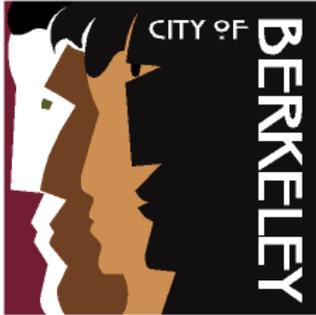
compared to the largest car wash on San Pablo, 1575 square feet, shows that it is not our intention to attract a maximum volume of clients, but rather to offer a premium service. Brushless car washing takes more time than machine-driven automatic washing with brushes. Because of the cost of a new building, equipment and the attendant who will always be on-site, the price point for our car washing will be higher than in existing car washes.

The availability of electric car rental, charging and brushless car washing services will be publicized primarily to the existing customer base of Toyota of Berkeley. The City of Berkeley has policies that limit the size and number of signs visible to drivers on Gilman and, while we will not turn away drop in customers, we do not expect random drivers on Gilman to be the predominant source of clients. Finally, if queuing ever threatened to become a problem, we would require car washing by appointment only

(e) The Variance will promote the municipal health, welfare and safety and benefit the city as a whole.

While many Berkeley residents say they do not like automobiles, they nevertheless continue to own and drive them. Toyota of Berkeley adapted to its Berkeley customer base by becoming one of the national pioneers in the marketing and sale of Toyota's first hybrid vehicle, the Prius, and is playing the same role in promoting the sale and rental of Toyota's all- electric cars. We are one of the City's largest sales tax generators.

Rental of all-electric vehicles alone, however, probably cannot support the cost of purchasing and improving 600 Gilman. We believe that, with the added service of premium auto washing, the facility as a whole can be an economic success, as well as benefiting the city as a whole.



Z O N I N G
A D J U S T M E N T S
B O A R D
NOTICE OF PUBLIC HEARING

600 Gilman Street

Use Permit #ZP2025-0064 to establish a public drive-in vehicle wash, incidental food service with a service window, and allow a 30-foot wide driveway. The proposed project would establish three primary uses, a public drive-in vehicle wash, electric vehicle charging, continue vehicle rentals, and allow incidental food service with a service window. The applicant is seeking a Variance to deviate from the allowed uses in the M-RD Zoning District, as drive-in vehicle wash is not permitted.

The Zoning Adjustments Board of the City of Berkeley will hold a public hearing on the above matter, pursuant to Zoning Ordinance, Section [23.404.050 \(Public Hearings and Decisions\)](#)

When: Thursday, March 12, 2026, 7:00 pm

Where: Berkeley Unified School District meeting room, 1231 Addison Street, (wheelchair accessible) with remote/hybrid option (via Zoom).

Please visit: <https://berkeleyca.gov/your-government/boards-commissions/zoning-adjustments-board> and click on the hearing date to access the most up-to-date meeting information, or call the Land Use Planning division (510) 981-7410.

PUBLIC ADVISORY: THIS MEETING WILL BE CONDUCTED IN A HYBRID MODEL WITH BOTH IN-PERSON ATTENDANCE AND VIRTUAL PARTICIPATION AVAILABLE FOR MEMBERS OF THE PUBLIC.

For in-person attendees, face coverings or masks that cover both the nose and mouth are encouraged. If you're feeling sick, please do not attend the meeting in-person as a public health precaution.

Currently, there are no physical distancing requirements in place by the State of California or the Local Health Officer for an indoor event similar to a Commission meeting. However, all attendees are requested to be respectful of the personal space of other attendees. An area of the public seating area will be designated as "distanced seating" to accommodate persons that need to distance for personal health reasons.

A. Land Use Designations:

- General Plan: M – Manufacturing
- Zoning: M-RD, Manufacturing, Research and Development

B. Zoning Permits Required:

- **Variance**, pursuant to Berkeley Municipal Code (BMC) 23.406.050 “**Variations**”, to deviate from land use regulations; to establish a use not permitted in the M-RD Zoning District, drive-in vehicle wash*
- **Administrative Use Permit (AUP)**, pursuant to BMC 23.206.020(A) “**Allowed Land Uses**”, to establish an incidental food service establishment with a service window, Under 5,000 sq. ft. in the M-RD Zoning District*
- **AUP**, pursuant to BMC 23.322.080(L) “**Driveway Width**” to create a driveway over 20-feet in width abutting a street
- **Zoning Certificate (ZC)**, electric vehicle charging
- **ZC**, Continue existing non-conforming use; vehicle rental

D. CEQA Recommendation: Categorically exempt pursuant to Section 15303 of the CEQA Guidelines (“New Construction or Conversion of Small Structures”).

E. Project Recommendation:

- **Deny** ZP2025-0064 for a public vehicle wash pursuant to Sections 23.406.050(C) **Variations Not Allowed** and 23.406.050(F) “**Findings for Approval**” and
- **Approve** ZP2025-0064 for incidental food service and a driveway width over 20-feet in width pursuant to Section 23.406.040(E) “**Findings for Approval**”

F. Parties Involved:

- Applicant and Property Owner: Tim Southwick, Berkeley, CA

Further Information:

All application materials are available online at:

<https://aca-prod.accela.com/BERKELEY/Default.aspx>

The Zoning Adjustments Board final agenda and staff reports will be available online 6 days prior to this meeting at: <https://berkeleyca.gov/your-government/boards-commissions/zoning-adjustments-board>.

Questions about the project should be directed to the project planner, Victoria Schlepp, at (510) 981-7422 or vschlepp@berkeleyca.gov.

Written comments or a request for a Notice of Decision should be directed to the Zoning Adjustments Board Secretary at zab@berkeleyca.gov.

Communication Disclaimer:

Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the secretary to the relevant board, commission or committee for further information.

Written Comments, Communications, and Reports:

Written comments must be directed to the ZAB Secretary at the Land Use Planning Division (Attn: ZAB Secretary), or via e-mail to: zab@berkeleyca.gov. All materials will be made available via the Zoning Adjustments Board Agenda page online at this address: <https://berkeleyca.gov/your-government/boards-commissions/zoning-adjustments-board>

All persons are welcome to attend the hearing and will be given an opportunity to address the Board. Comments may be made verbally at the public hearing and/or in writing before the hearing. The Board may limit the time granted to each speaker.

Correspondence received by 5:00 PM, eight days before this public hearing, will be provided with the agenda materials provided to the Board. Note that if you submit a hard copy document of more than 10 pages, or in color, or with photos, you must provide 15 copies. Correspondence received after this deadline will be conveyed to the Board in the following manner:

- **Correspondence received by 5:00 PM, two days before** this public hearing, will be conveyed to the Board in a Supplemental Communications and Reports #1, which is released around noon one day before the public hearing.
- **Correspondence received by 12:00 PM, the day of** this public hearing, will be conveyed to the Board in a Supplemental Communications and Reports #2, which is released around noon the day of the public hearing.
- **Correspondence received after 12:00 PM, the day of** this public hearing will be saved in the project administrative record.



Accessibility Information / ADA Disclaimer:

To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6342 (V) or 981-6345 (TDD) at least three business days before the meeting date.

SB 343 Disclaimer:

Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available to the public. Please contact the Land Use Planning Division (zab@berkeleyca.gov) to request hard-copies or electronic copies.

Notice Concerning Your Legal Rights:

If you object to a decision by the Zoning Adjustments Board regarding a land use permit project, the following requirements and restrictions apply:

1. If you challenge the decision of the City in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice.
 2. You must appeal to the City Council within 14 days after the Notice of Decision of the action of the Zoning Adjustments Board is mailed. It is your obligation to notify the Land Use Planning Division in writing of your desire to receive a Notice of Decision when it is completed.
 3. Pursuant to Code of Civil Procedure Section 1094.6(b) and Government Code Section 65009(c)(1), no lawsuit challenging a City Council decision, as defined by Code of Civil Procedure Section 1094.6(e), regarding a use permit, variance or other permit may be filed more than 90 days after the date the decision becomes final, as defined in Code of Civil Procedure Section 1094.6(b). Any lawsuit not filed within that 90-day period will be barred.
 4. Pursuant to Government Code Section 66020(d)(1), notice is hereby given to the applicant that the 90-day protest period for any fees, dedications, reservations, or other exactions included in any permit approval begins upon final action by the City, and that any challenge must be filed within this 90-day period.
 5. If you believe that this decision or any condition attached to it denies you any reasonable economic use of the subject property, was not sufficiently related to a legitimate public purpose, was not sufficiently proportional to any impact of the project, or for any other reason constitutes a "taking" of property for public use without just compensation under the California or United States Constitutions, the following requirements apply:
 - a. That this belief is a basis of your appeal.
 - b. Why you believe that the decision or condition constitutes a "taking" of property as set forth above.
 - c. All evidence and argument in support of your belief that the decision or condition constitutes a "taking" as set forth above. If you do not do so, you will waive any legal right to claim that your property has been taken, both before the City Council and in court.
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COMMERCIAL REAL ESTATE
1720 SHATTUCK AVE
BERKELEY, CA 94709
PH. (510) 914.8785 scott@robinsonreal.com

December 16, 2025

To: City of Berkeley Planning Department

RE: Letter of Support for Car Wash at 600 Gilman St Berkeley, CA 94710

To Whom It May Concern at the City of Berkeley:

As a property owner/manager in the Gilman/Second St corridor in West Berkeley, I am in full support of the zoning variance to allow the Southwick's to open their commercial car wash at 600 Gilman St in Berkeley. Not only are they offering an open to the public car wash, but having EV charging stations as well to attract customers to the area.

It is important for the City to have some limited flexibility in current zoning to allow the revitalization of this area, which is currently in dire economic conditions. The vacant buildings are covered with graffiti and the neighborhood's plight, needs to be cleaned up immediately. It is a real eyesore for the community.

I would ask that you support their application for a zoning variance.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Robinson", with a long horizontal flourish extending to the right.

Scott Robinson

Address: 1461 Eastshore Hwy & 600 Page Street

Schlepp, Victoria

Subject: FW: 600 Gilman St Letter of Support

From: Southwick Jr., Tim <timjr@toyotaofberkeley.com>
Sent: Thursday, February 19, 2026 12:00 PM
To: Zoning Adjustments Board (ZAB) <Planningzab@berkeleyca.gov>
Subject: 600 Gilman St Letter of Support

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Hi:

Please find a letter of support for 600 Gilman St Zoning Variance on March 12 below:

To ZAB Board,

My name is Susie Hendrickson and I own Performance Motorcycle at 741 Gilman St. We are very excited to have this car wash open and they have cleaned up that location beautifully. It's an excellent location for a car wash and the Gilman District needs more businesses. I know I can't wait to take my 2024 BMW there to get washed. We welcome them to the neighborhood!

Thank you,

Susie Hendrickson
Performance Motorcycle
741 Gilman Street
Berkeley CA, 94710

510-525-6797

--

Timothy Southwick Jr.

General Manager
Toyota of Berkeley
2400 Shattuck Ave.
Berkeley, CA 94704
timjr@toyotaofberkeley.com



2/27/26, 10:45 AM

Fw: Letter of Support for Joe's Car Wash at 600 Gilman St Berkeley, CA 94710



Fw: Letter of Support for Joe's Car Wash at 600 Gilman St Berkeley, CA 94710

From VSchlepp@berkeleyca.gov
Draft saved Fri 2/27/2026 10:45 AM

From: Kevin Miller <kevin.miller@sunwiseautogroup.com>
Sent: Friday, February 27, 2026 9:42 AM
To: Zoning Adjustments Board (ZAB) <Planningzab@berkeleyca.gov>
Cc: timjr@toyotaofberkeley.cc
Subject: Letter of Support for Joe's Car Wash at 600 Gilman St Berkeley, CA 94710

02/27/2026

Sunwise Collision Center
1255 Eastshore Hwy
Berkeley CA 94710

To Whom It May Concern at the City of Berkeley:

As a property/business owner in the Gilman District St area in West Berkeley, I am in full support of the zoning variance to open a commercial car wash and EV vehicle recharging station at 600 Gilman St in Berkeley. The business owners are offering not only a car wash open to the public, but also EV charging stations to attract customers to the area, which will benefit the district..

It is important for the City to have some limited flexibility in current zoning to allow the revitalization of this area, which is currently in dire economic conditions. The vacant buildings are covered with graffiti and the neighborhood's plight, needs to be cleaned up immediately. It is a real eyesore for the community.

I would ask that you support their application for a zoning variance.

Sincerely,
Kevin Miller | Collision Director

Sunwise Collision Centers
Audi Concord | BMW Concord | MINI of Concord
BMW of San Rafael | Weatherford BMW | Marin Subaru
BMW MINI AUDI POLESTAR TESLA SUBARU VINFAST VOLVO EV
Certified Collision Center
1321 Galaxy Way, Concord CA 94520 | Cell. 510-290-9923
1255 Eastshore, Berkeley CA 94710



www.norcalbodyshops.com