



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

For Majority Recommendations
MAY 19, 2022

2213 Fourth Street

PRELIMINARY DESIGN REVIEW

Design Review #DRCP2021-0005 to demolish three existing non-residential buildings and one existing duplex and construct a new 128,143 square-foot, five-story parking garage containing 415 off-street automobile parking spaces and one loading space to serve uses in the vicinity of the project site.

I. Introduction

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

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

The project is tentatively scheduled for the June 23, 2022 ZAB hearing. The project was last before the Design Review Committee as a Preview on February 17, 2022. It is returning this month for Preliminary Design Review.

II. Background

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

garage would total approximately 128, 143 gross square feet.¹ The parking structure would contain 415 parking spaces and one loading bay to serve surrounding uses. The building would be set back approximately 1 foot, 6 inches from the northern and southern edges of the Project site and built to the lot line along the eastern and western edges. The project includes:

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

III. Project Setting

A. Neighborhood/Area Description:

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

B. Site Conditions:

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

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

Figure 1: Vicinity Map



Table 1: Land Use Information

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

Table 2: Development Standards

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

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

IV. Project Description

A. Requested Use Permits

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

B. CEQA Determination

An Initial Study has been prepared to determine potential significant effects of the project, which can be found here:

<https://berkeleyca.gov/sites/default/files/2022-04/2022-03-09-TheLAB-PubRevMND-compressed-TheLab-Phase2.pdf>

V. Design Review Guidelines

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

- **Setbacks:** The street façade of commercial streets should be respected, in order to create or maintain the sense of urban space.
- **Parking and Driveways:** Conflict with pedestrian circulation should be prevented by the proper location and design of auto entrances; whenever possible, parking should be behind buildings, underground, or in a central court.
- **Harmony with Surroundings:** The proposed design should be in harmony with its surroundings through the coordination of such design elements as cornice lines, eaves, and setbacks with those of existing neighborhood buildings.
- **Articulation:** Street facades in general and the ground floor level in particular should include elements of pedestrian scale and three-dimensional interest.
- **Lighting:** Lighting for circulation, security, building/sign identification should be non-obtrusive, except for lighting fixtures which are themselves decorative additions to the streetscape.
- **Walls and Fences:** Large, unarticulated expanses of any particular wall material that deaden the pedestrian environment should be avoided. The use of clear windows for ground floor retail projects is encouraged. Walls designed to allow sitting areas for pedestrian or space for landscaping and artwork are encouraged,

especially in areas of heavy pedestrian use. Landscaping and/or art work should be maximized if large expanses of wall must be left devoid of openings.

- **Landscape and Open Space:** Sidewalk areas should include landscaping that is coordinated with the neighborhood design.
- **Public Open Space Areas:** the inclusion of public open spaces is encouraged as a means of providing places for people to come together for community interaction and enlivening the pedestrian environment.
- **Pedestrian Paths:** Pedestrian paths and arcades interior to the block which joins different parts of buildings as well as different streets are encouraged.
- **Building Entrances:** Entrance points should be clearly defined and easily identifiable by pedestrians by appropriate locations and by elements such as awnings, signage, artwork or changes in paving material to define the entry point.

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

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

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

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

VI. Summary from February 17, 2022 DRC Meeting

Advisory Comments

Neighborhood Context

- *Accurately show the scale of the nearby residential structures when this project returns.*
- *Structure is too large, and too tall.*
- *Provide a complete photomontage of both sides of Fifth Street.*
- *Mitigate impact on residential neighborhood; consider more artistic treatment; add more unique and interesting elements.*
- *Design looks too much like a parking garage (solid horizontal bands and columns); give more back to the neighborhood; consider more friendly elevation treatments.*

- *Recommend relocating this project adjacent to the railroad tracks and away from this Mixed-Use Residential neighborhood.*
- *Consider a Fifth Street pocket park in the Northwest corner of the site that could be accessed by the public.*

Building Design

- *Recommend pulling the solar panels away from the Fifth Street edge of the structure, as well as away from the Northwest notch in the massing.*
- *Recommend pulling the top floor back on the Fifth Street side.*
- *Use the spirit of the Center Street garage to find a more unique structure for this neighborhood.*
- *Show how headlights are seen, and how vehicle noise is heard, beyond the project boundaries when this project returns.*
- *Perforated screen, by itself, is not necessarily 'art' on its own.*
- *Recommend working with metal artists and/or have ivy grow over the whole structure.*
- *Look carefully at the design of the first-floor security fencing.*

Landscape Plan

- *Consider some landscape treatment on the top floor on Fifth Street to help soften the design.*
- *Recommend that plants in the Fifth Street planters grow at least on the ground floor façade area.*
- *Recommend more native plants.*
- *Consider the gate on the Fourth Street open space more carefully.*

ZAB Issues

- *Use Permit review should take other nearby projects into account with any traffic analysis.*

VII. Issues and Analysis

A. Changes since the previous submittal:

- For a lower building mass on Fifth Street, the fifth floor parking deck was stepped back one bay, and the PV panels on the roof set back one additional bay beyond that.
- Façade treatment on the Fifth Street side of the project has been changed to a custom ornamental metal panel.
- 3'9" high concrete crash panels proposed on the Fifth Street side of the project will prevent vehicle light spill and reduce car noise traveling across the property line.
- Pocket park is proposed for the northeast corner of the site on Fifth Street.
- Planter boxes are still proposed on the ground level on Fifth Street as well as green screen.

B. Issues for Discussion:

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

VIII. Recommendation

Staff recommends that the Committee discuss the issues outlined above and forward a favorable recommendation on to ZAB with conditions as necessary to address any design concerns and specific direction for Final Design Review.

Attachments:

1. Project Plans, received May 5, 2022
2. Applicant Response to DRC Comments, received May 11, 2022

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

THE LAB PARKING STRUCTURE

USE PERMIT - RESUBMITTAL

April 29, 2022



TheLAB Parking Structure

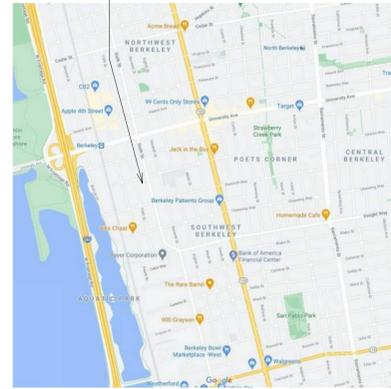
2213 4TH ST. BERKELEY, CA 94510



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

PROJECT DATA | A101

PROJECT SITE



LOCATION MAP SCALE: N.T.S.

PROJECT SITE



SITE CONTEXT SCALE: N.T.S.

Project Description

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

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

PROJECT DATA

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

S= 8.0' 0.0'		ANGLE OF PARK = 90°										BLOG. SIZE : 248'-4" X 122'-0"				
AREA	ON-GRADE SLAB (S.F.)	ELEVATED SLAB (S.F.)	M	B	DESIGNATED PARKING					PARKING STALL TYPE			TOTAL	S.F./STALL		
					CAV	EV-AMB	EV-VA	EV-A	EV-CS	AS	VS	CS	FS	C		
NON-PARKING AREA:																
SERVICE AREA**	2,322	67														
CIRCULATION AREA***	333	1,468														
SUB TOTAL:	2,655	1,535														
TOTAL:	4,190															
PARKING AREA:																
GROUND LEVEL	25,062		3		2	1	1	1	9	6	2	18	32	72	348.08	
SECOND LEVEL	1,749	26,020		2					10				43	40	95	292.31
THIRD LEVEL		29,133		2					10				50	40	102	285.62
FOURTH LEVEL		27,709		2					10				47	36	95	291.67
FIFTH (ROOF) LEVEL		14,280											28	20	48	297.50
SUB TOTAL:	26,811	97,142	3	0	8	1	1	1	39	6	2	0	198	168	412 *	300.86
TOTAL:	123,853															
TOTAL PARKING AND NON-PARKING AREA:	29,466	98,677														
GROSS BLDG. AREA (S.F.):	128,143 S.F.															
DESIGN EFFICIENCY	300.86 SF/STALL															
PERCENT OF COMPACTS TO TOTAL:	41%															
EVCS	10% (42=1 EV-AMB+1 EV-VA+1 EV-A+39 EVCS) (10% OF TOTAL PARKING REQUIRED)															
PERCENT OF DESIGNATED PARKING TO TOTAL:	12% (50=8 CAV+1 EV-AMB+1 EV-VA+1 EV-A+39 EVCS) (12% OF TOTAL PARKING REQUIRED)															
LEGEND:	PER BMC 5.106.5.3.3, 166 PARKING SPACES (40% OF TOTAL PARKING NUMBER) SHALL SUPPORT FUTURE EVSE.															
M - MOTORCYCLE																
B - BIKES																
CS - CAR SHARE																
CAV - COMBINATION OF LOW-EMITTING, FUEL EFFICIENT AND CARPOOL/VAN POOL VEHICLES																
EV-AMB - AMBULATORY ELECTRIC VEHICLE CHARGING STATION																
EV-VA - VAN ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION																
EV-A - REGULAR ACCESSIBLE ELECTRIC VEHICLE CHARGING STATION																
EVCS - ELECTRIC VEHICLE CHARGING STATION																
AS - REGULAR ACCESSIBLE STALL																
VS - VAN ACCESSIBLE STALL																
FS - FULL SIZE STALL																
C - COMPACT STALL																
* DOES NOT INCLUDE MOTORCYCLE AND BIKE SPACES																
** INCLUDES ELECT., MECH., SWEEPER, TRASH AND STORAGE AREAS																

DRAWING INDEX		
SHEET NUMBER	SHEET NAME	PERMIT SUBMITTAL 22/01/2021 PERMIT RESUBMITTAL 05/17/2022
A100	COVERSHEET	■ ■
A101	PROJECT DATA	■ ■
C-1	TOPOGRAPHIC SURVEY	■ ■
C-2	DEMOLITION PLAN	■ ■
C-3	CONCEPTUAL GRADING PLAN	■ ■
C-4	CONCEPTUAL STORM WATER MANAGEMENT PLAN	■ ■
C-5	CONCEPTUAL UTILITY PLAN	■ ■
L-1	LANDSCAPE PLAN	■ ■
L-2	IRRIGATION HYDROZONE PLAN	■ ■
L-3	LANDSCAPE ELEVATION	■ ■
A102	SITE PLAN	■ ■
A103	GROUND LEVEL FLOOR PLAN	■ ■
A104	SECOND LEVEL FLOOR PLAN	■ ■
A105	THIRD LEVEL FLOOR PLAN	■ ■
A106	FOURTH LEVEL FLOOR PLAN	■ ■
A107	FIFTH (ROOF) LEVEL FLOOR PLAN	■ ■
A107.1	PV PLAN	■ ■
A108	BUILDING SECTIONS	■ ■
A109	BUILDING ELEVATIONS	■ ■
A109.1	MISCELLANEOUS	■ ■
A110	SITE PHOTOS	■ ■
A111	SHADOW ANALYSIS @ VERNAL EQUINOX	■ ■
A112	SHADOW ANALYSIS @ SUMMER SOLSTICE	■ ■
A113	SHADOW ANALYSIS @ WINTER SOLSTICE	■ ■
A114	STREET STRIP ELEVATIONS	■ ■
A115	PHOTO SIMULATIONS - AERIAL VIEW	■ ■
A116	PHOTO SIMULATIONS - AERIAL VIEW	■ ■
A117	PHOTO SIMULATIONS - STREET VIEW	■ ■
A118	PHOTO SIMULATIONS - STREET VIEW	■ ■
A119	PHOTO SIMULATIONS - STREET VIEW	■ ■

04/29/2022

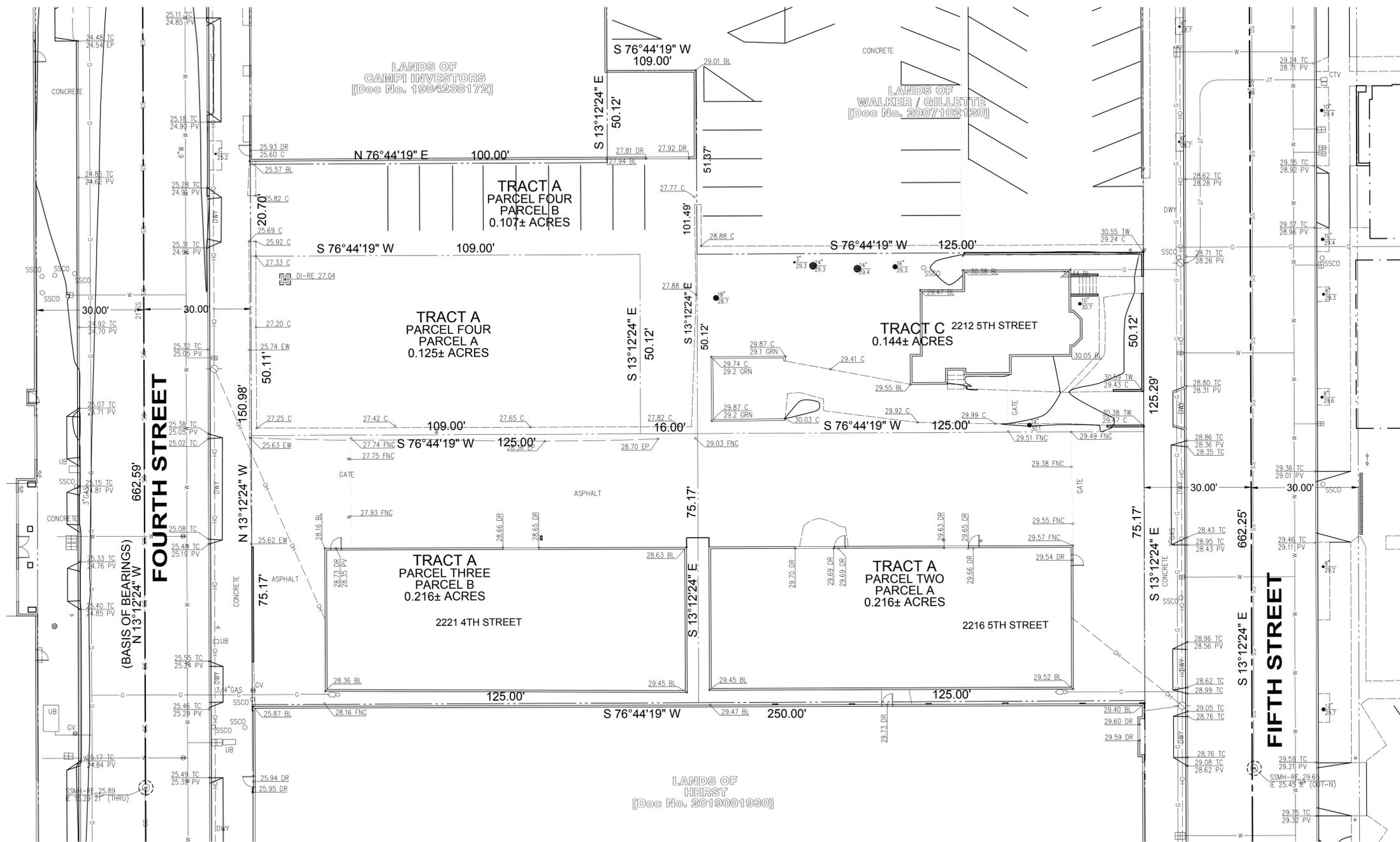
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

TOPOGRAPHIC SURVEY C-1



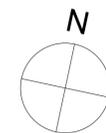
NOTES

- All distances shown hereon are in U.S. Survey feet and decimals thereof.
- This survey was prepared from information furnished in a Preliminary Title Report, prepared by First American Title Insurance Company dated September 23, 2019, Order No. NCS-984188-SC. No liability is assumed for matters of record not stated in said Preliminary Title Report that may affect the boundary lines, exceptions, or easements affecting the property.
- The types, locations, sizes and/or depths of existing underground utilities as shown on this topographic survey were obtained from sources of varying reliability. The contractor is cautioned that only actual excavation will reveal the types, extent, sizes, locations and depths of such underground utilities. (A reasonable effort has been made to locate and delineate all unknown underground utilities.) However, the surveyor can assume no responsibility for the completeness or accuracy of its delineation of such underground utilities which may be encountered, but which are not shown on these drawings.
- A.P.N.: 056-1958-014-01 and 056-1958-006-04
- Basis of Bearings:
 The bearing of North 13°12'24" West on the monument line of 4th Street was taken as the Basis of all Bearings shown hereon.
- Benchmark:
 City of Berkeley Benchmark "B0462":
 Found City monument located at the intersection of Allston Way and 4th Street.
 Elevation: 24.43 feet (Vertcon) (Datum) NAVD 1988
 Subtract 5.85 feet to match City of Berkeley Datum
 Elevation: 18.58 feet (City of Berkeley Datum)
- Flood Zone Note:
 The subject property is shown on the Federal Emergency Management Agency Flood Insurance Rate Map, Community Panel Number 060004 0056 H, dated December 21, 2018, as being located in Flood Zone "X";
 Areas of determined to be outside the 0.2% annual chance flood.
 Information was obtained from the FEMA website (www.fema.gov) on April 27, 2020.

LEGEND

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

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



04/29/2022

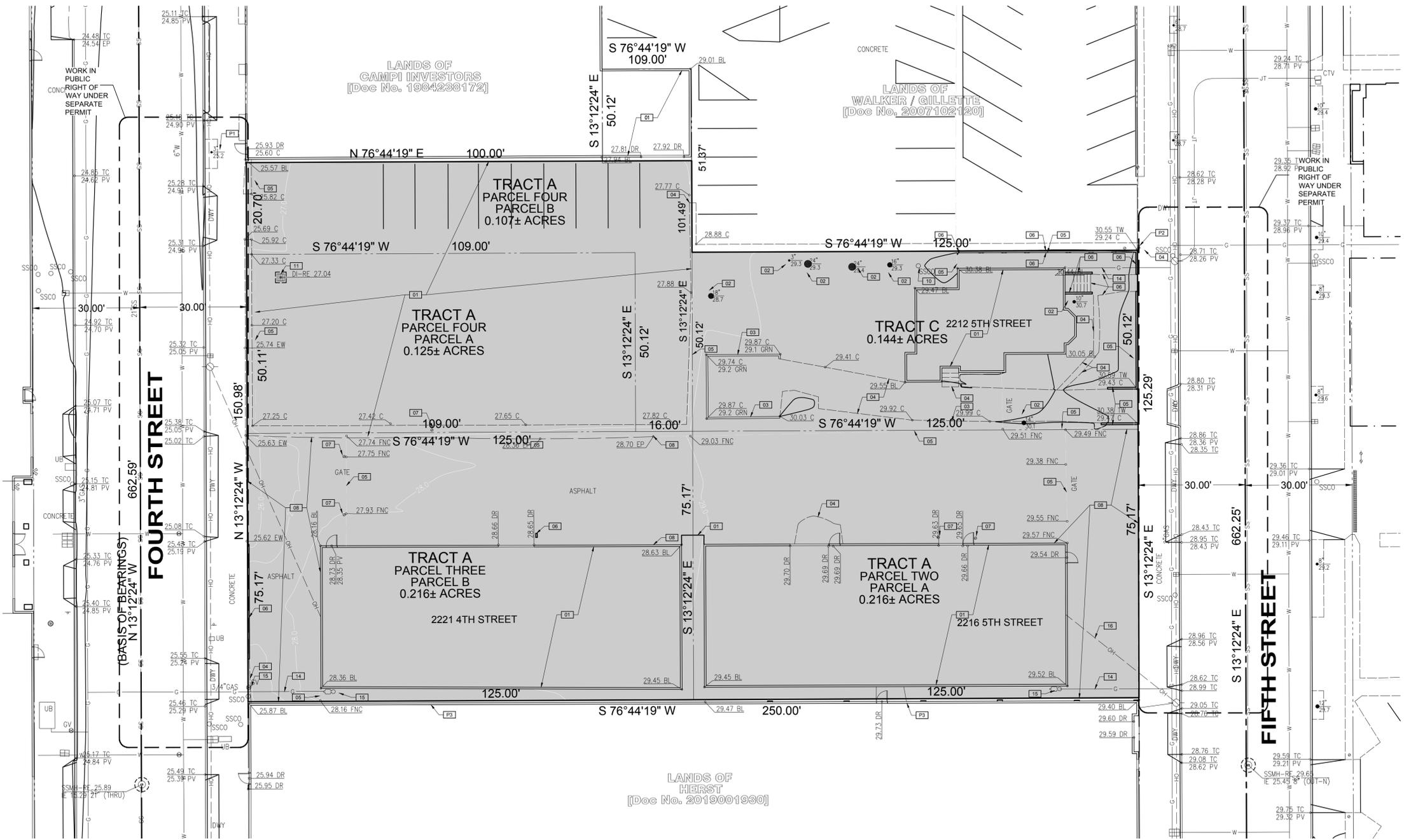
TheLAB Parking Structure 2213 4TH ST.
 BERKELEY, CA 94510

WARE MALCOMB
 CIVIL ENGINEERING & SURVEYING
 4683 chabot dr suite 300 pleasanton, ca 94588
 p 925.244.9620 waremalcomb.com



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

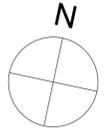
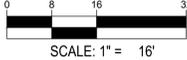
DEMOLITION PLAN C-2



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

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

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



04/29/2022

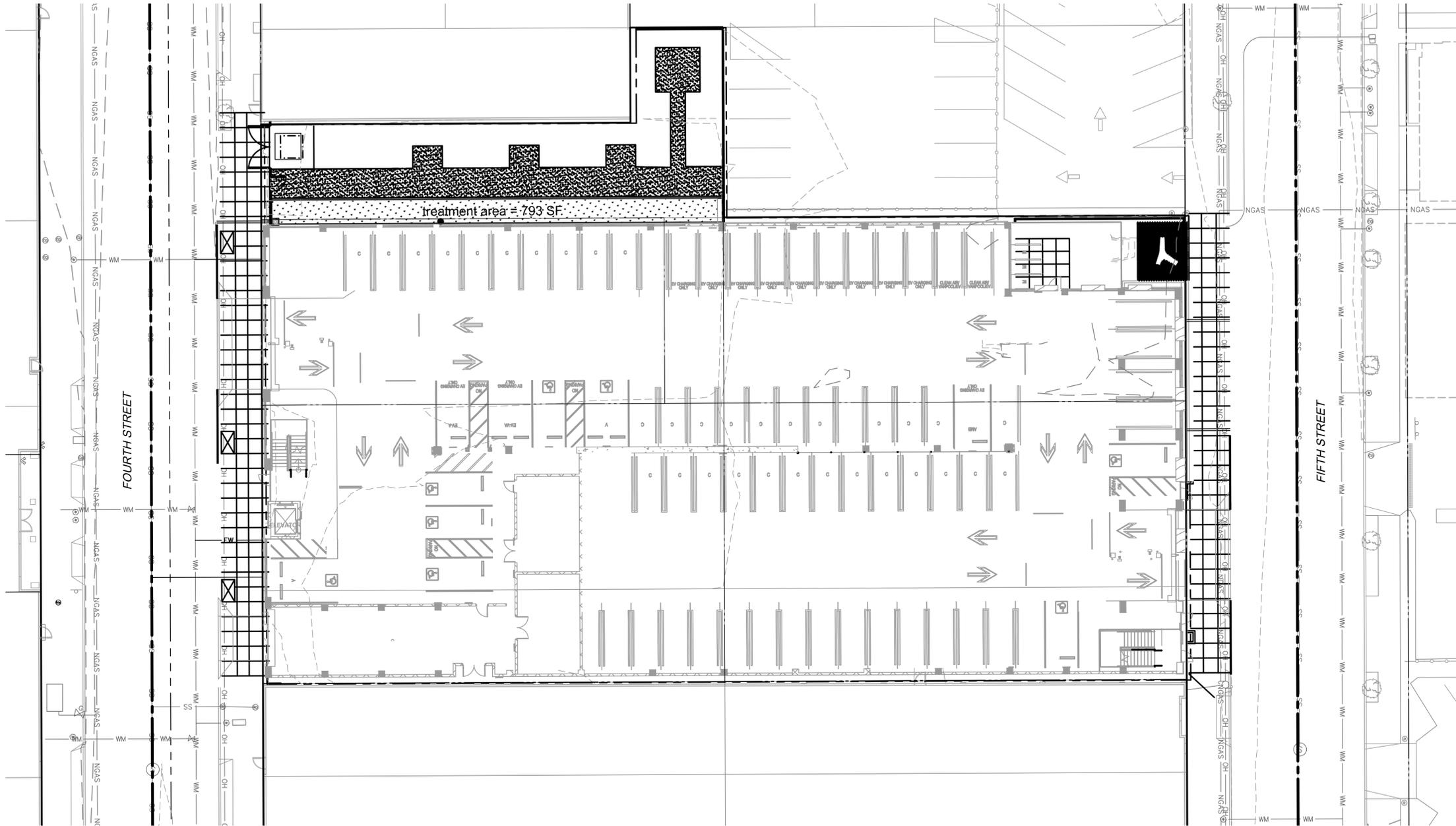
TheLAB Parking Structure 2213 4TH ST.
 BERKELEY, CA 94510

WARE MALCOMB
 CIVIL ENGINEERING & SURVEYING
 4683 chabot dr suite 300 pleasanton, ca 94588
 p 925.244.9620 waremalcomb.com



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

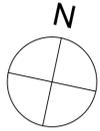
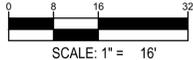
CONCEPTUAL GRADING PLAN C-3



LEGEND:

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

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



04/29/2022

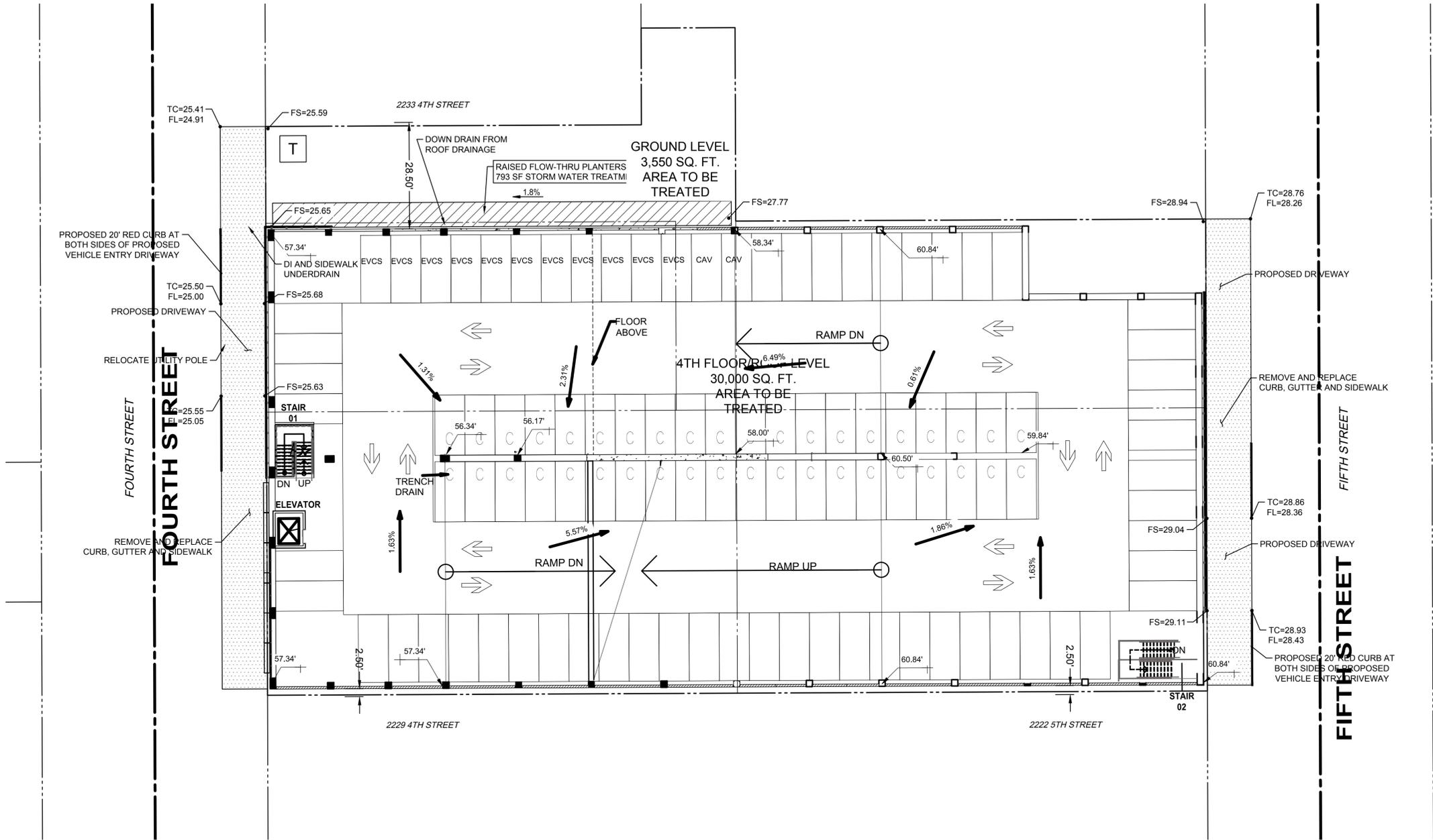
TheLAB Parking Structure 2213 4TH ST.
 BERKELEY, CA 94510

WARE MALCOMB
 CIVIL ENGINEERING & SURVEYING
 4683 chabot dr suite 300 pleasanton, ca 94588
 p 925.244.9620 waremalcomb.com



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

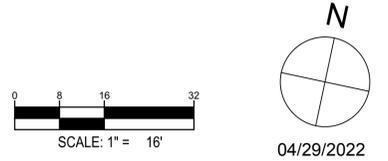
CONCEPTUAL STORM WATER MANAGEMENT PLAN C-4



LEGEND:

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

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



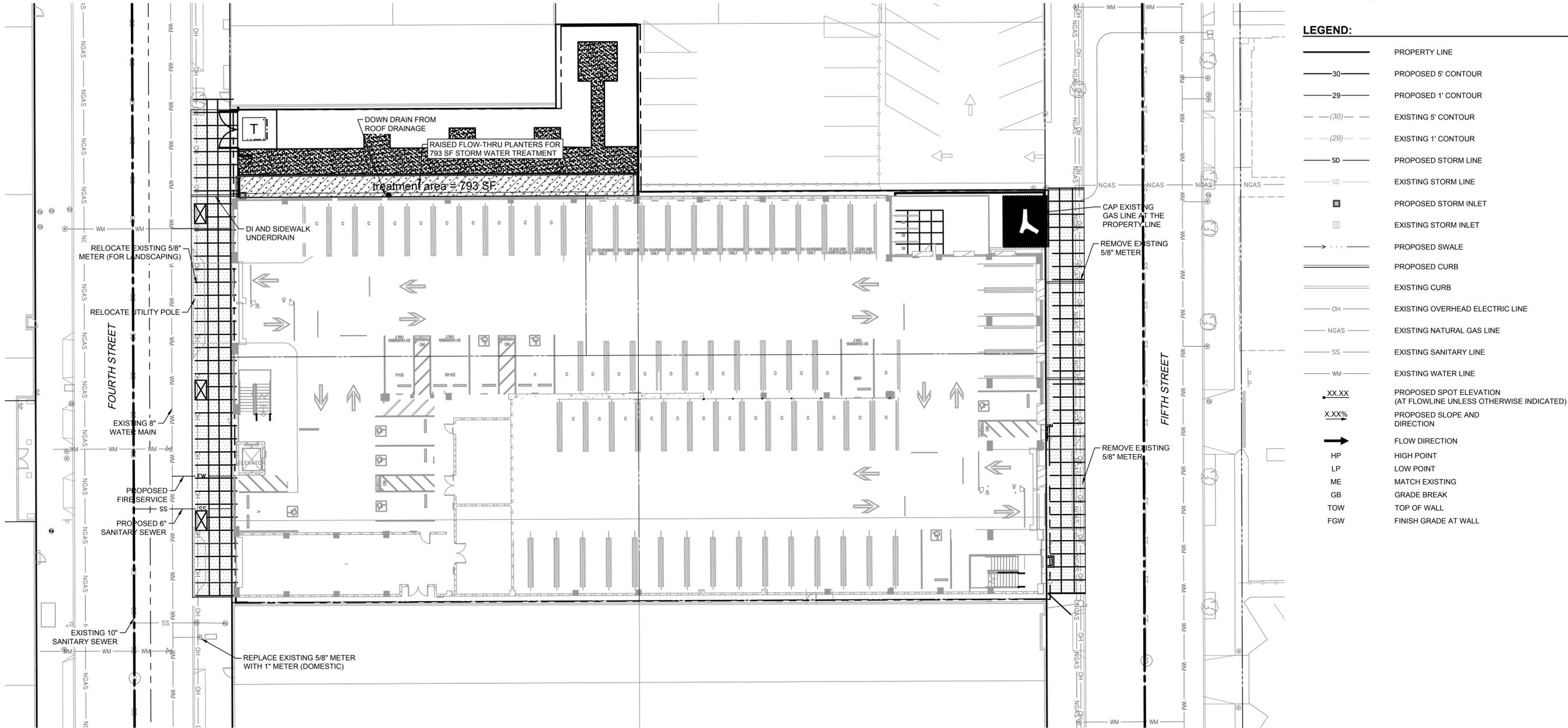
TheLAB Parking Structure 2213 4TH ST.
BERKELEY, CA 94510

WARE MALCOMB
CIVIL ENGINEERING & SURVEYING
4683 chabot dr suite 300 pleasanton, ca 94588
p 925.244.9620 waremalcomb.com

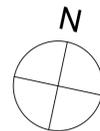


INTERNATIONAL PARKING DESIGN, INC.
560 14TH STREET,
SUITE 300
OAKLAND CA 94612
T. 510.473.0300

CONCEPTUAL UTILITY PLAN C-5



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



04/29/2022

TheLAB Parking Structure 2213 4TH ST.
 BERKELEY, CA 94510

WARE MALCOMB
 CIVIL ENGINEERING & SURVEYING
 4683 chabot dr suite 300 pleasanton, ca 94588
 p 925.244.9620 waremalcomb.com



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

LANDSCAPE PLAN L1

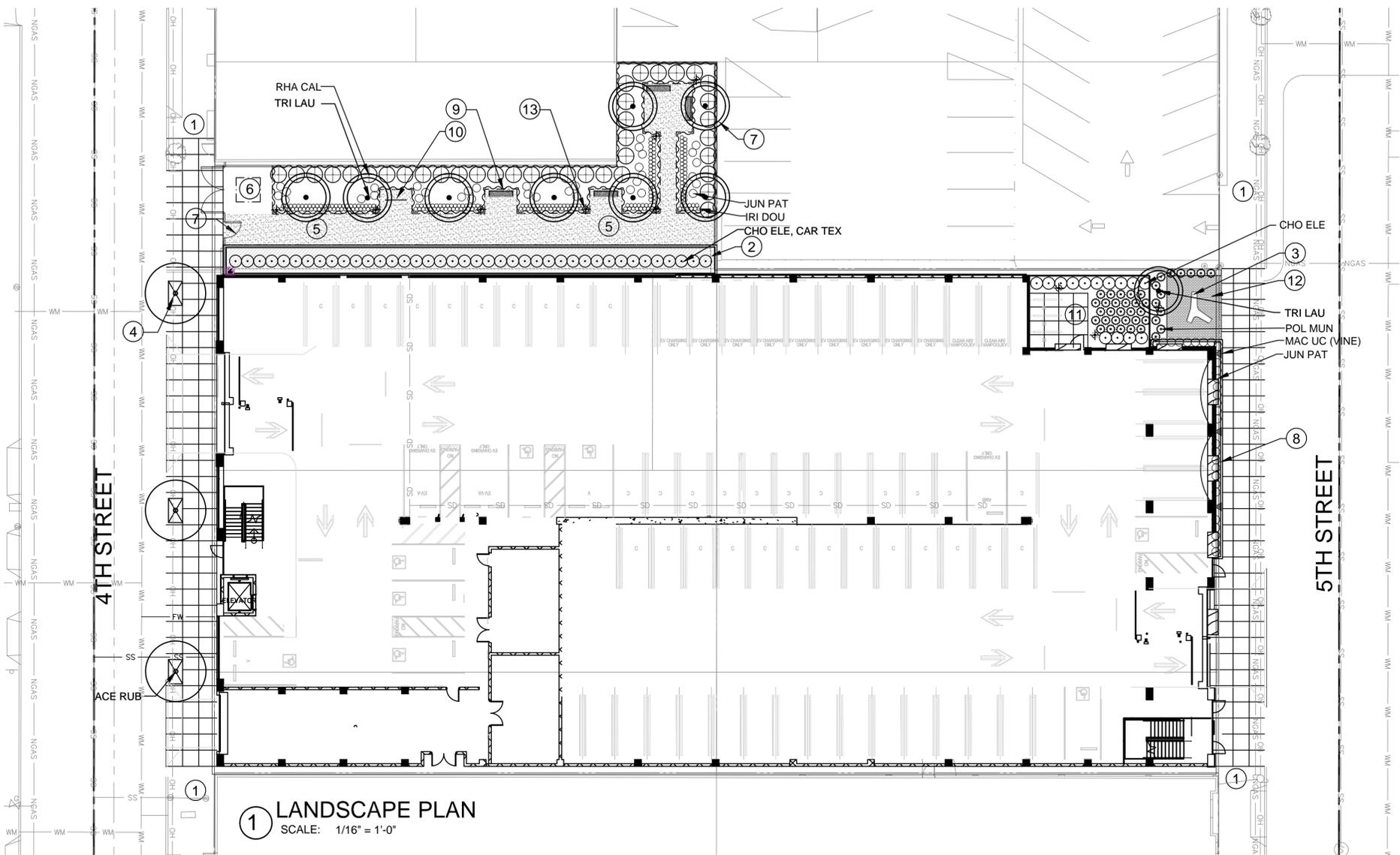
KEY NOTES

- ① CITY SIDEWALK
- ② STORMWATER TREATMENT AREA-FLOW-THROUGH PLANTER
- ③ BENCH PRECAST CONCRETE "TWIG FORM"
- ④ TREE WELL: 3.5 FT X 6 FT
- ⑤ DG PAVING
- ⑥ TRANSFORMER PAD
- ⑦ FENCE/GATE
- ⑧ RAISED CONCRETE PLANTER AT FACE OF BUILDING
- ⑨ BENCH
- ⑩ BIKE RACK
- ⑪ MOTORCYCLE PARKING
- ⑫ PERMEABLE PRECAST CONCRETE PAVERS
- ⑬ BOLLARD LIGHT FIXTURE

ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	MSC. NOTES & REQUIREMENTS
TREES				
ACE RUB	<i>Acer rubrum</i> 'October Glory'	Red Maple	24" box	S.L./No. Whort. Br./H. Drp. Br./Match
TRI LAU	<i>Tristania laurina</i> 'Elegant'	Tristania	24" box	S.L./No. Whort. Br./H. Drp. Br./Match
SHRUBS/PERENNIALS				
CAR TEX	<i>Carex texensis</i>	Catfin Sedge	1 G.C.	Plant at 15" o.c.
CHO ELE	<i>Chondropetalum eleocharitum</i>	Large Cape Rush	1 G.C.	
IRI DOU	<i>Iris douglasiana</i>	Douglas Iris	1 G.C.	
JUN PAT	<i>Juncus patens</i>	California Grey Rush	1 G.C.	
HAN GS	<i>Nandina domestica</i> 'Gulf Stream'	Dwarf Heavenly Bamboo	5 G.C.	F & B
POL MUN	<i>Polystichum munium</i>	Western Sword Fern	1 G.C.	F&B
RHA CAL	<i>Rhamnus californica</i> 'Mound San Bruno'	Coffeeberry	5 G.C.	F&B
VINES				
MAC UC	<i>Macfadyenae unguis-cati</i>	Cat's Claw Creeper	5 G.C.	

PLANT LIST ABBREVIATIONS:
 Note: This list together with the plant list prepared by Taniguchi Landscape Architecture must accompany the contractor's nursery order(s).

- SL: Single main, straight, dominant, leader
- H. Br.: High branched—lowest limbs held above rootball 5' min. for 15 gallon can 6' min. for 24" box trees
- F & B: Full dense, bushy, vigorous plants with young growth closely spaced on branches, no old/woody plants.
- No. Whort. Br.: No closely spaced whorled branches. Select even symmetrical branch distribution.
- Match: Matched size, form, caliper, branching and cultivar. Select from one lot, one grower, for guaranteed consistency through life of plants.
- In general plants within a group or area are to be matched, unless noted otherwise.
- o.c.: On center
- N. Drp. Br.: No long heavy drooping branches



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

TheLAB Parking Structure

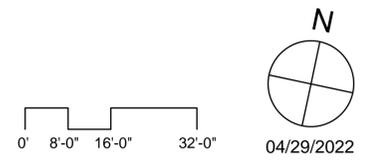
2213 4TH ST. BERKELEY, CA 94510



Taniguchi Landscape Architecture
 1013 South Cleveland St., Ste 1
 San Mateo, CA 94402
 P 650.638.9985 | F 650.638.9986
 OLA 4594C



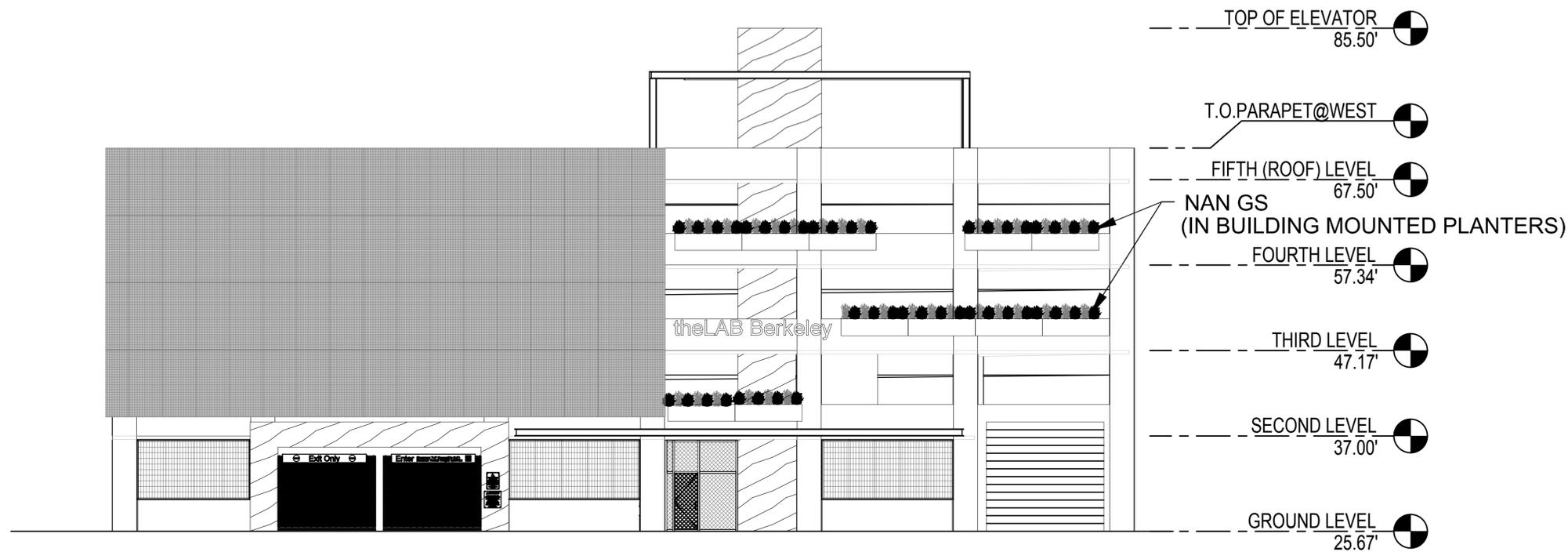
INTERNATIONAL PARKING DESIGN, INC.
 560 14TH STREET,
 SUITE 300
 OAKLAND CA 94612
 T. 510.473.0300



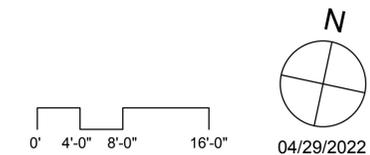
LANDSCAPE ELEVATION L3

NOTES

1. SEE PLANT LIST ON SHEET L1



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



TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510

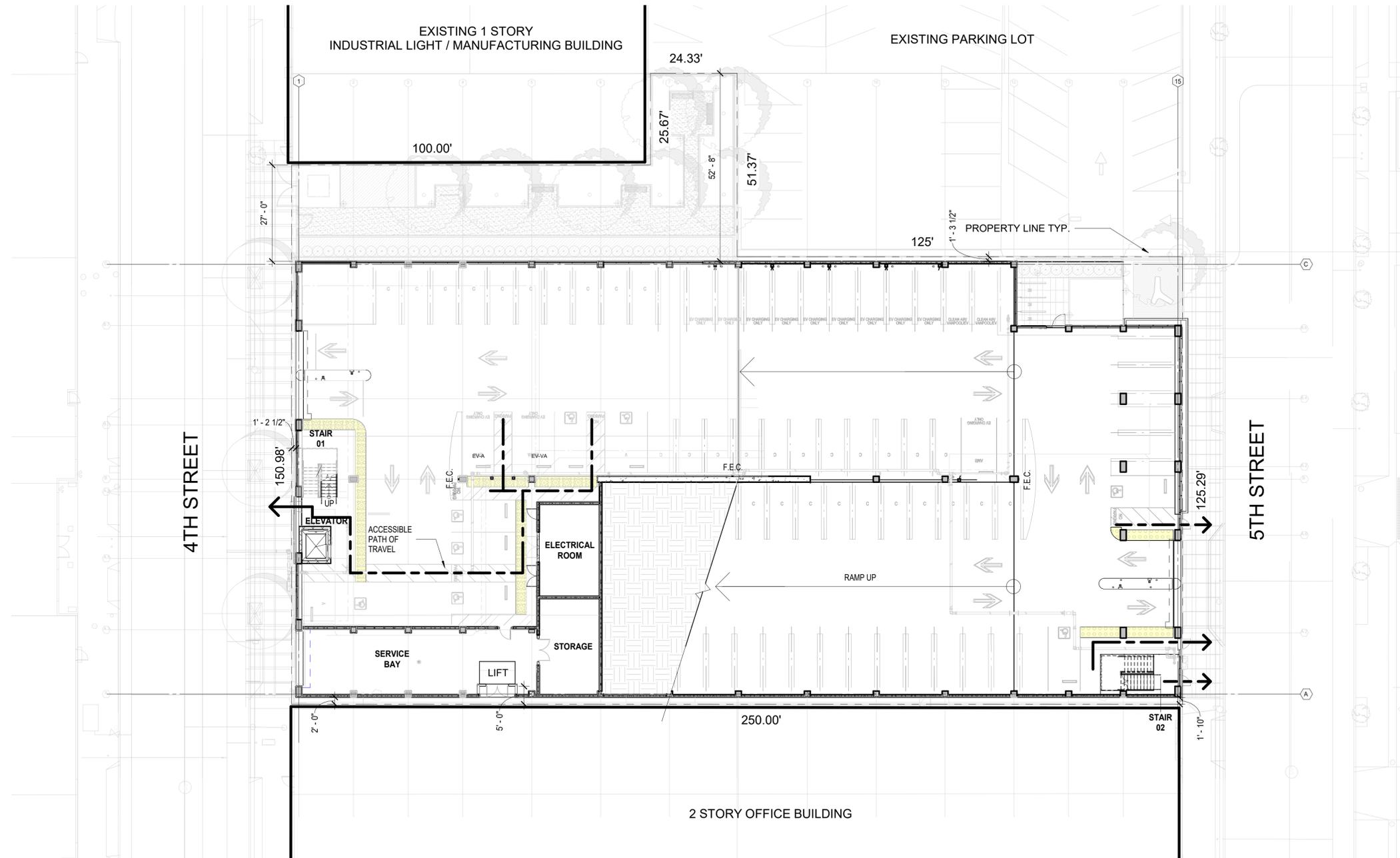


Taniguchi Landscape Architecture
 1013 South Cleveland St., Ste 1
 San Mateo, CA 94402
 v 650.638.9985 | f 650.638.9986
 CJA/KEM

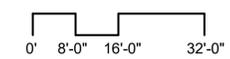


INTERNATIONAL PARKING DESIGN, INC.
 560 14TH STREET,
 SUITE 300
 OAKLAND CA 94612
 T. 510.473.0300

SITE PLAN | A102



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



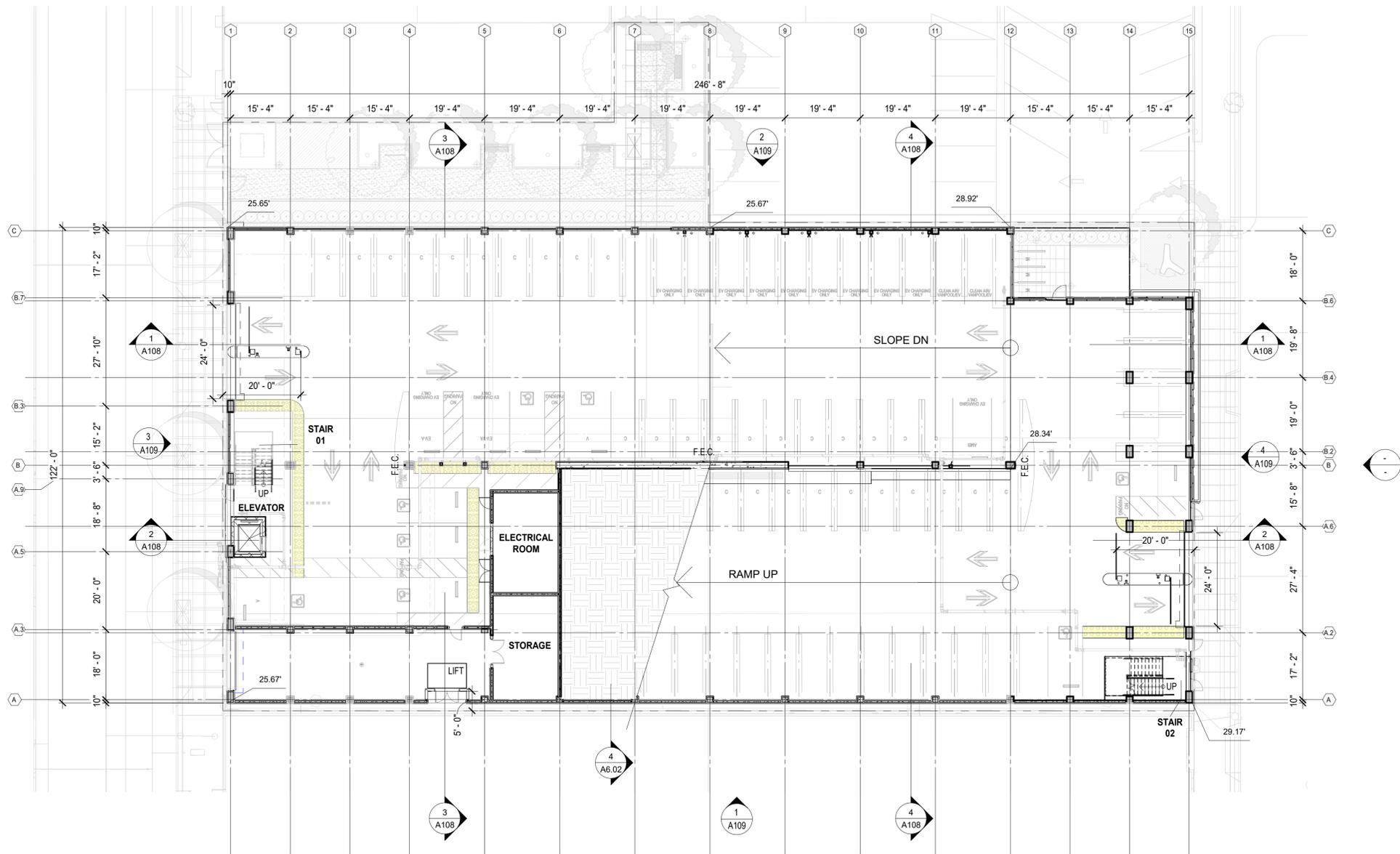
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510

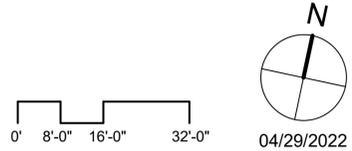


INTERNATIONAL PARKING DESIGN, INC.
560 14TH STREET,
SUITE 300
OAKLAND CA 94612
T. 510.473.0300

GROUND LEVEL FLOOR PLAN | A103



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



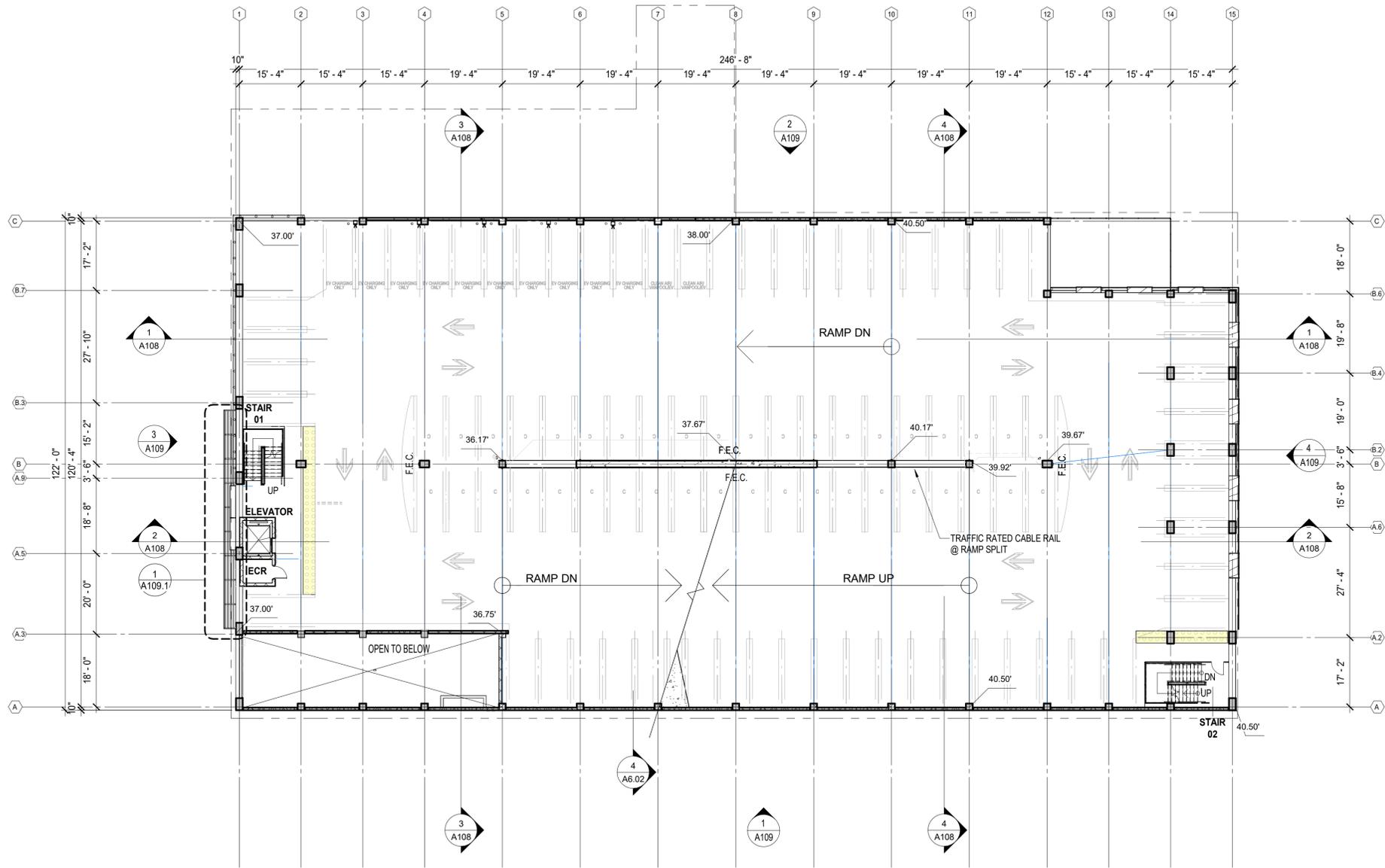
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510

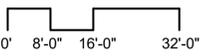


INTERNATIONAL PARKING DESIGN, INC.
560 14TH STREET,
SUITE 300
OAKLAND CA 94612
T. 510.473.0300

SECOND LEVEL FLOOR PLAN | A104



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



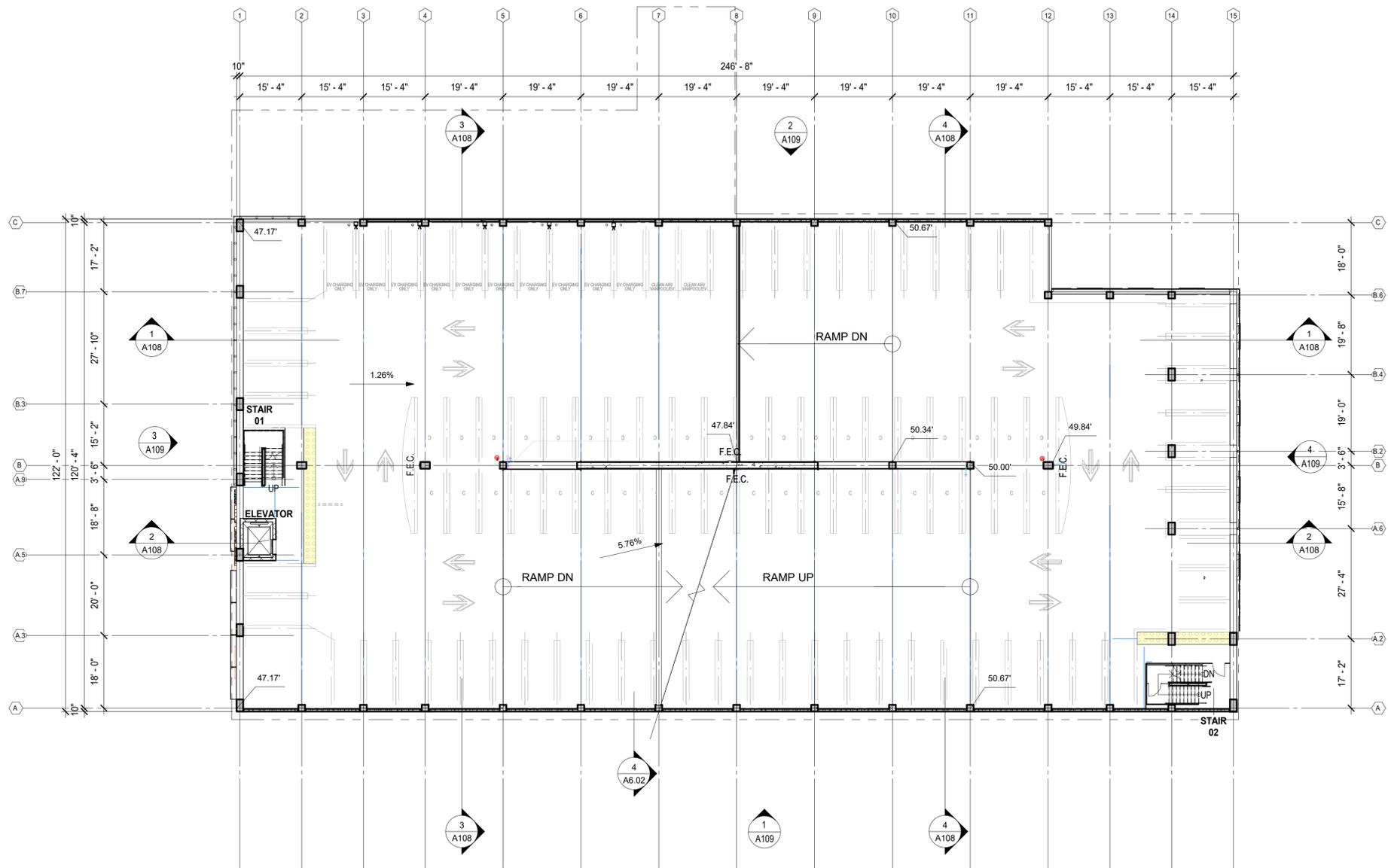
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510

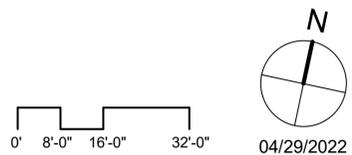


INTERNATIONAL PARKING DESIGN, INC.
560 14TH STREET,
SUITE 300
OAKLAND CA 94612
T. 510.473.0300

THIRD LEVEL FLOOR PLAN | A105



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



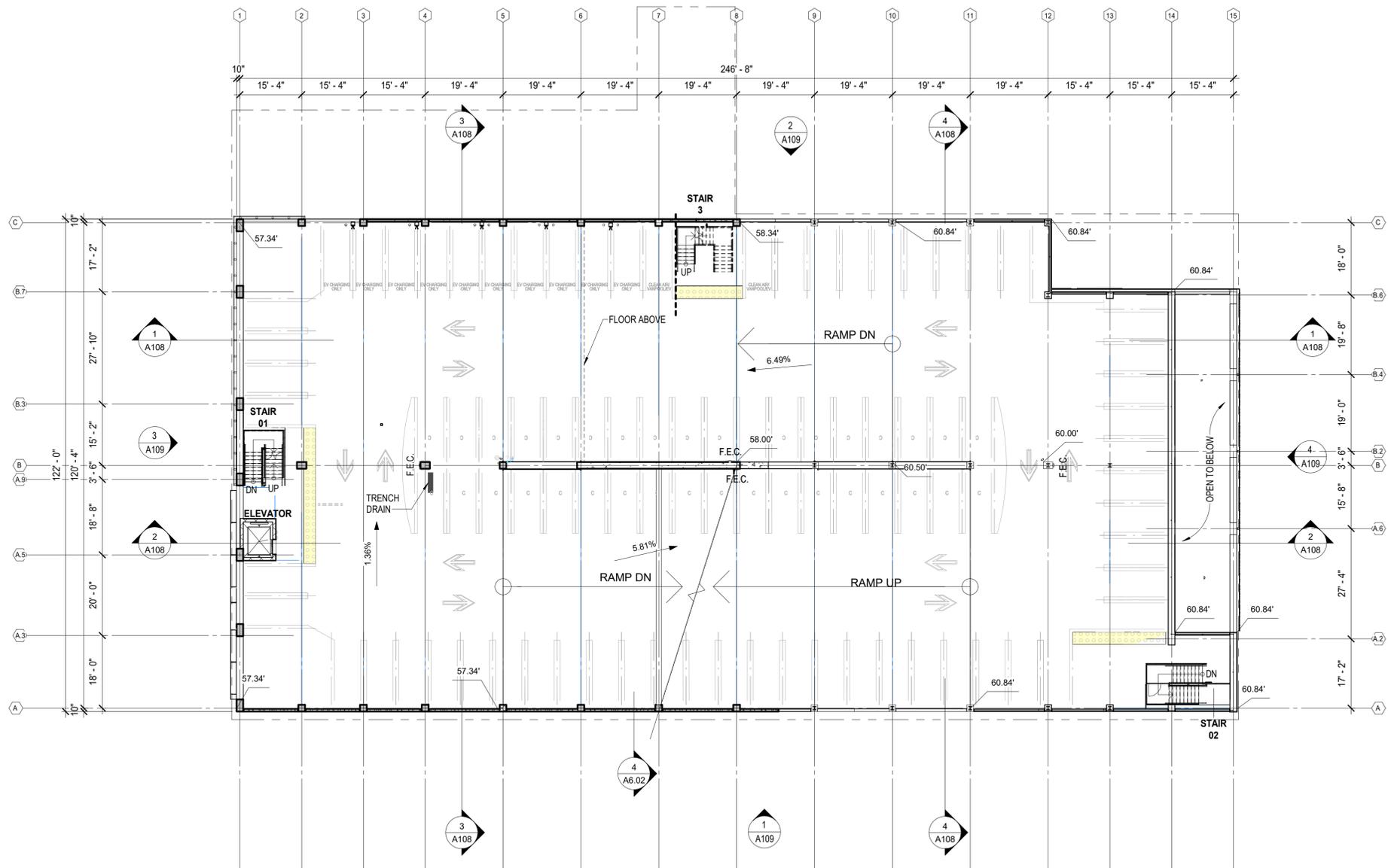
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510

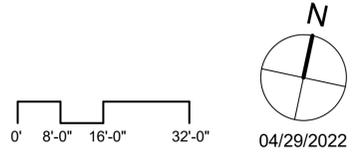


INTERNATIONAL PARKING DESIGN, INC.
560 14TH STREET,
SUITE 300
OAKLAND CA 94612
T. 510.473.0300

FOURTH LEVEL FLOOR PLAN | A106



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



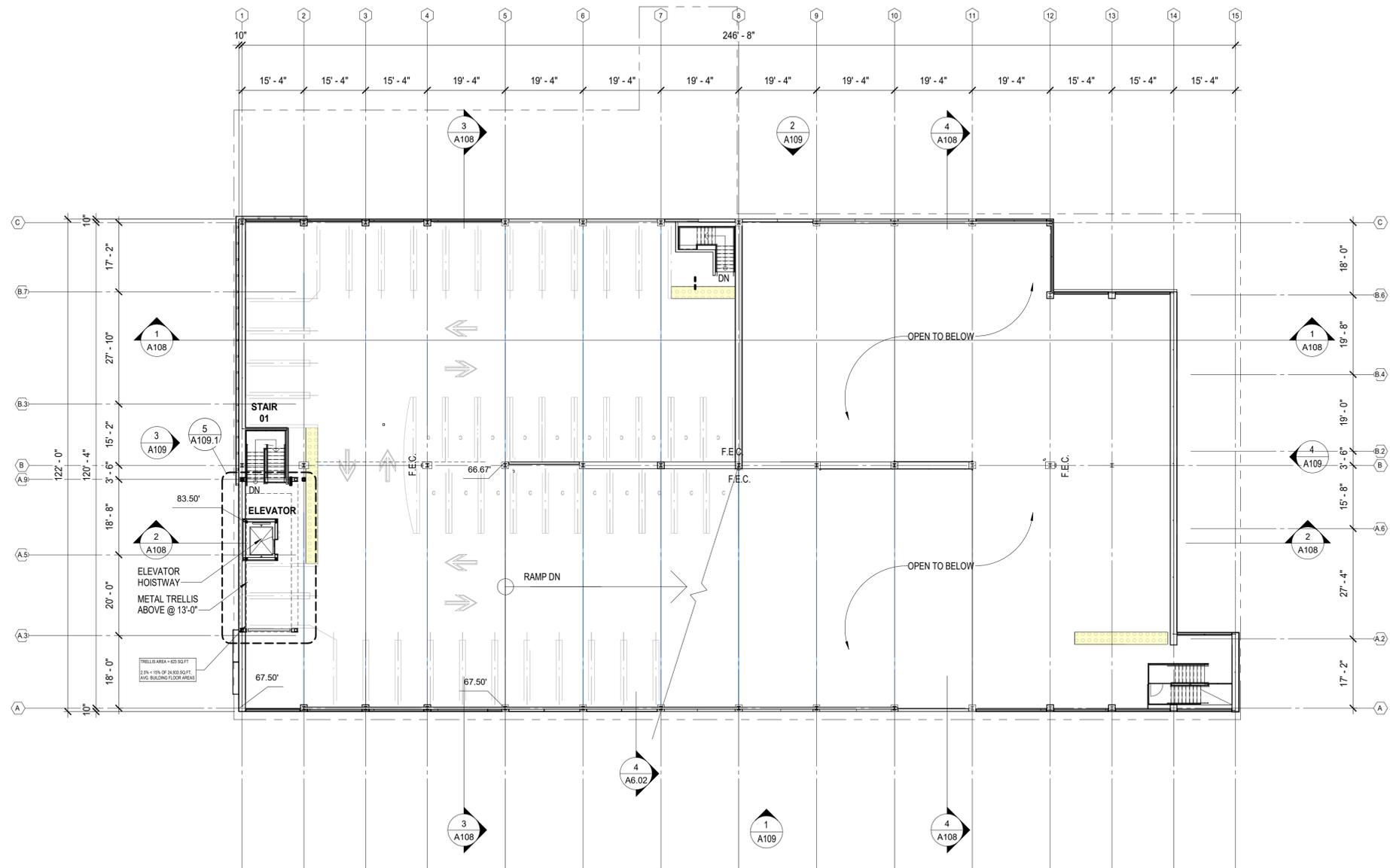
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510

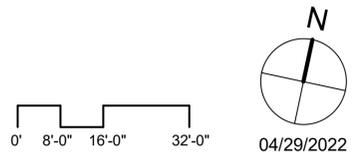


INTERNATIONAL PARKING DESIGN, INC.
560 14TH STREET,
SUITE 300
OAKLAND CA 94612
T. 510.473.0300

FIFTH (ROOF) LEVEL FLOOR PLAN | A107



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



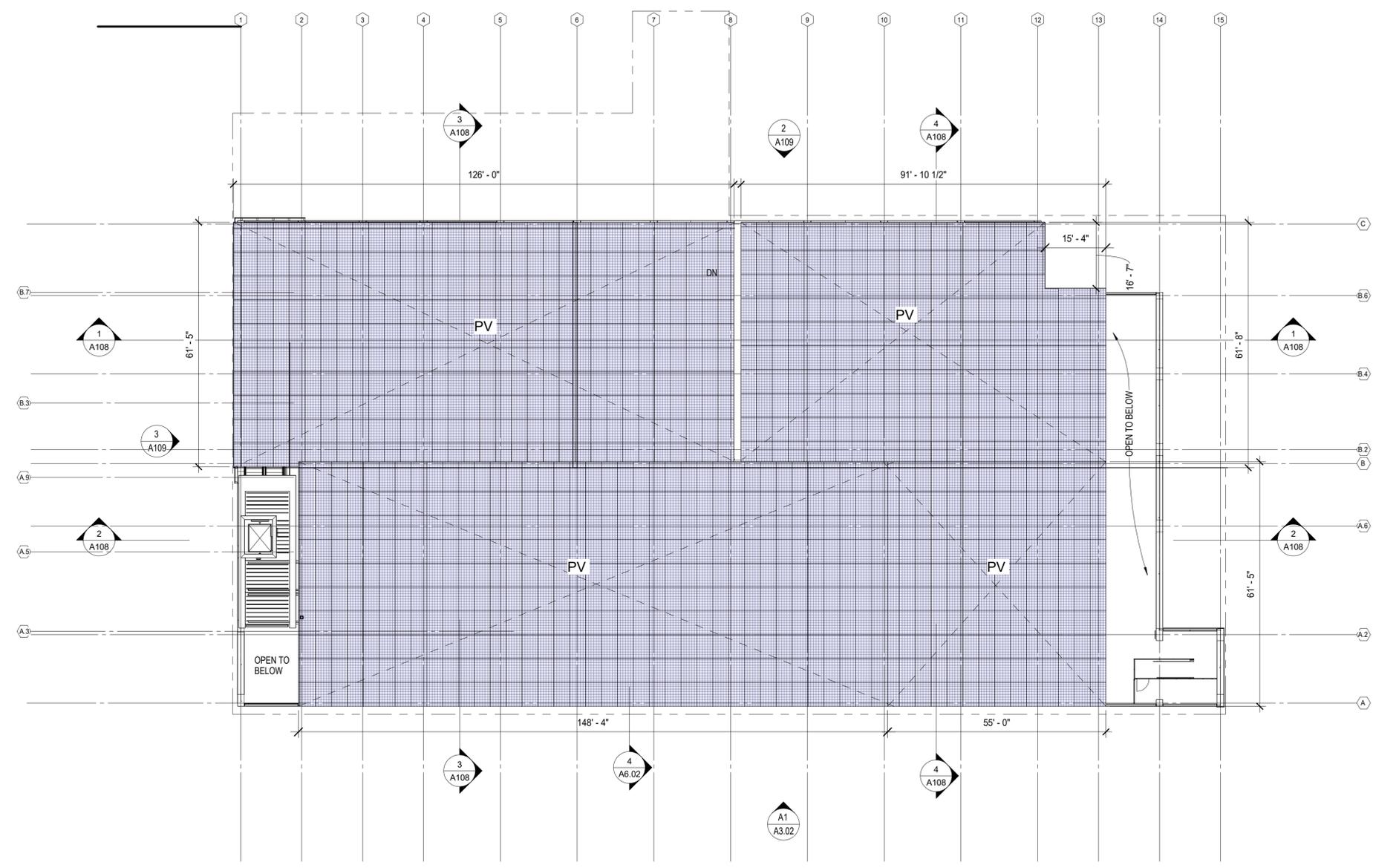
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

PV PLAN | A107.1



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

04/29/2022

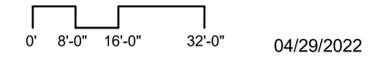
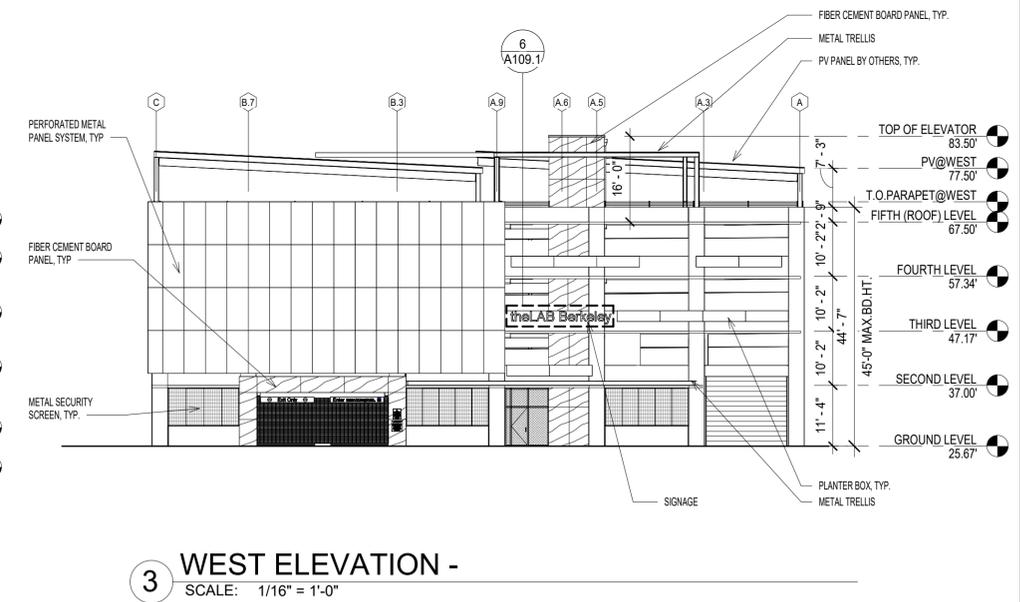
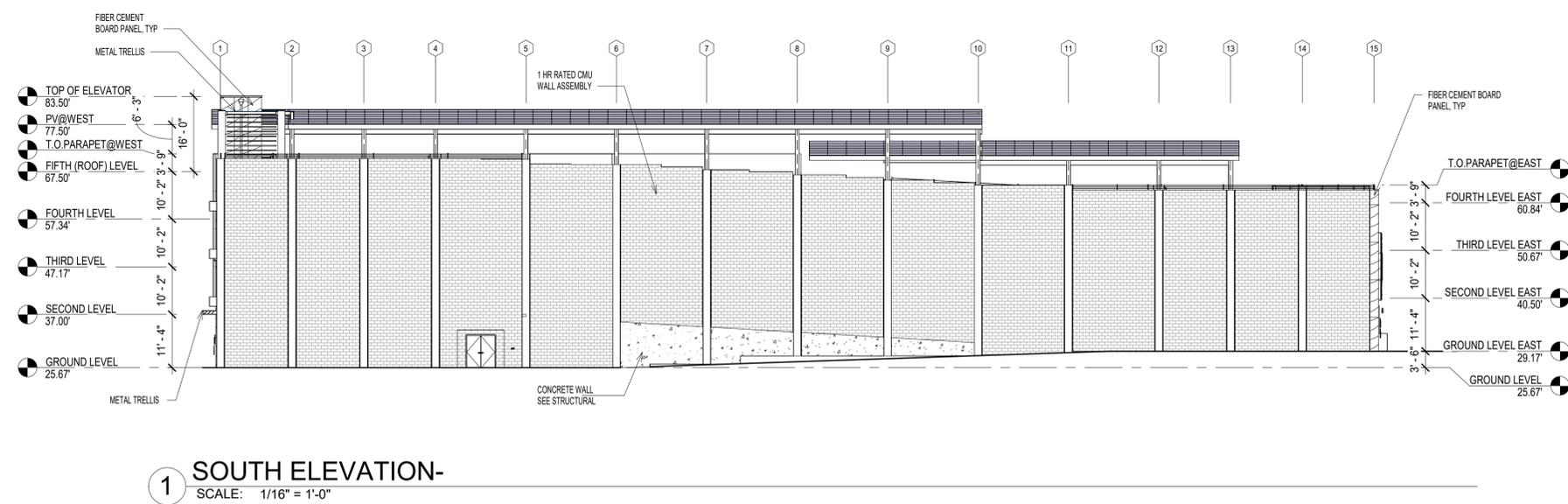
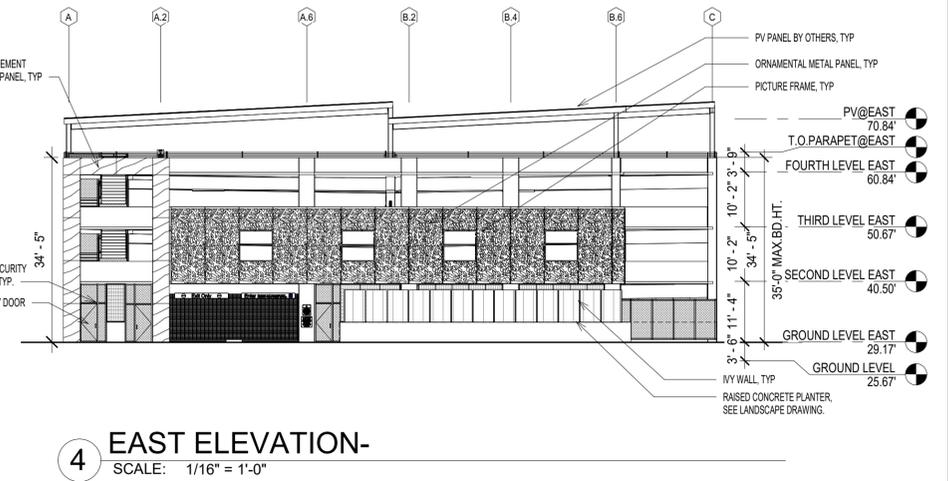
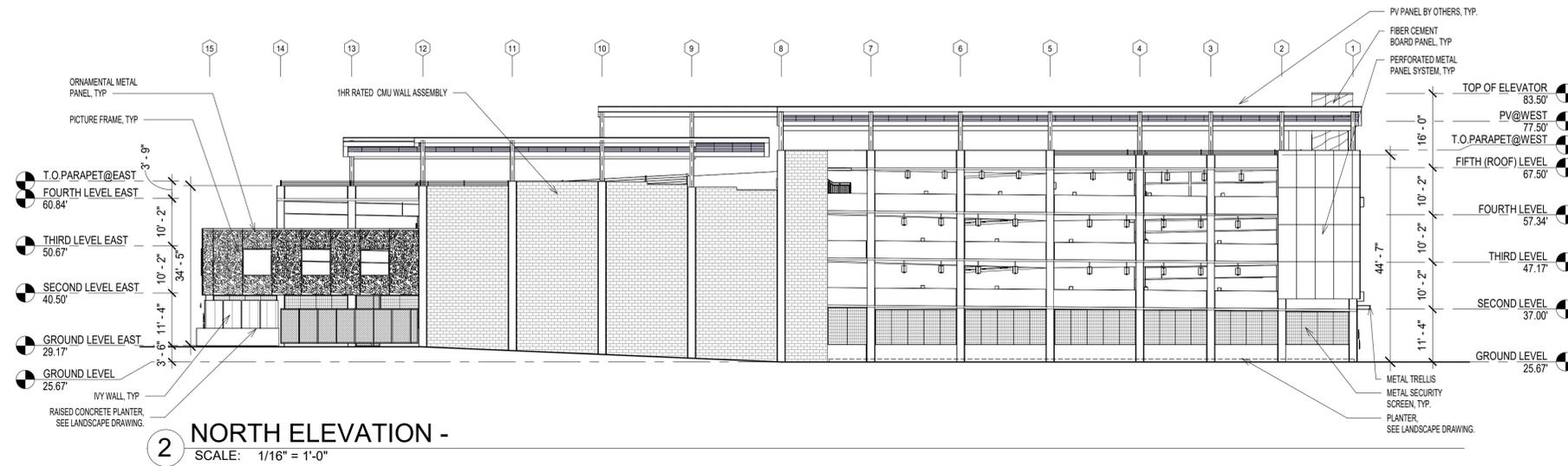
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

BUILDING ELEVATIONS | A109



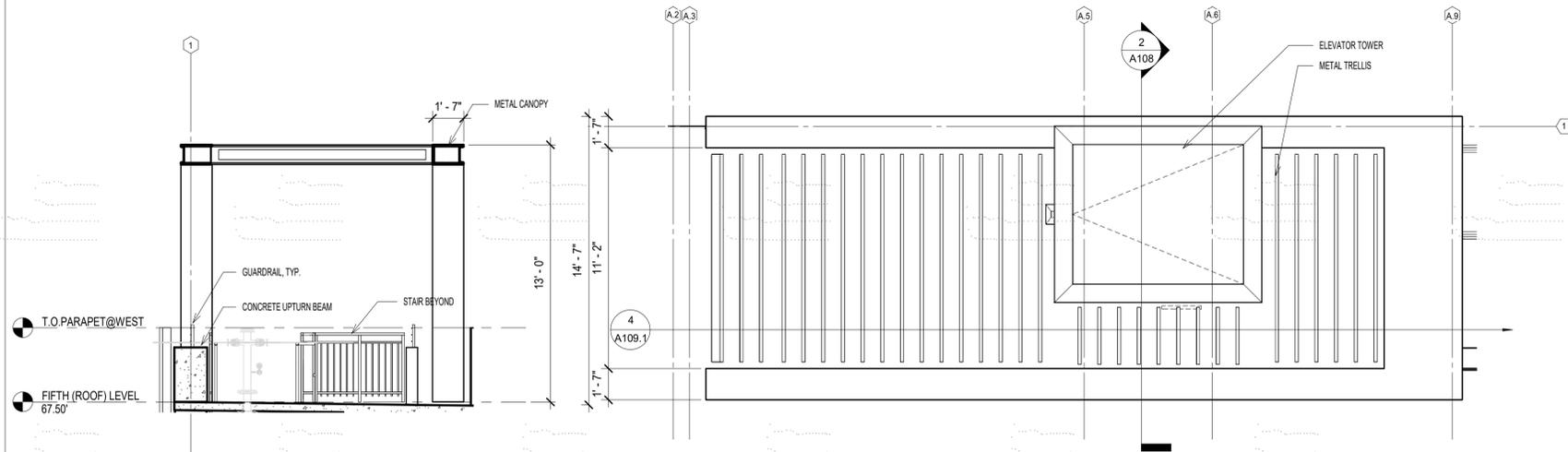
TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



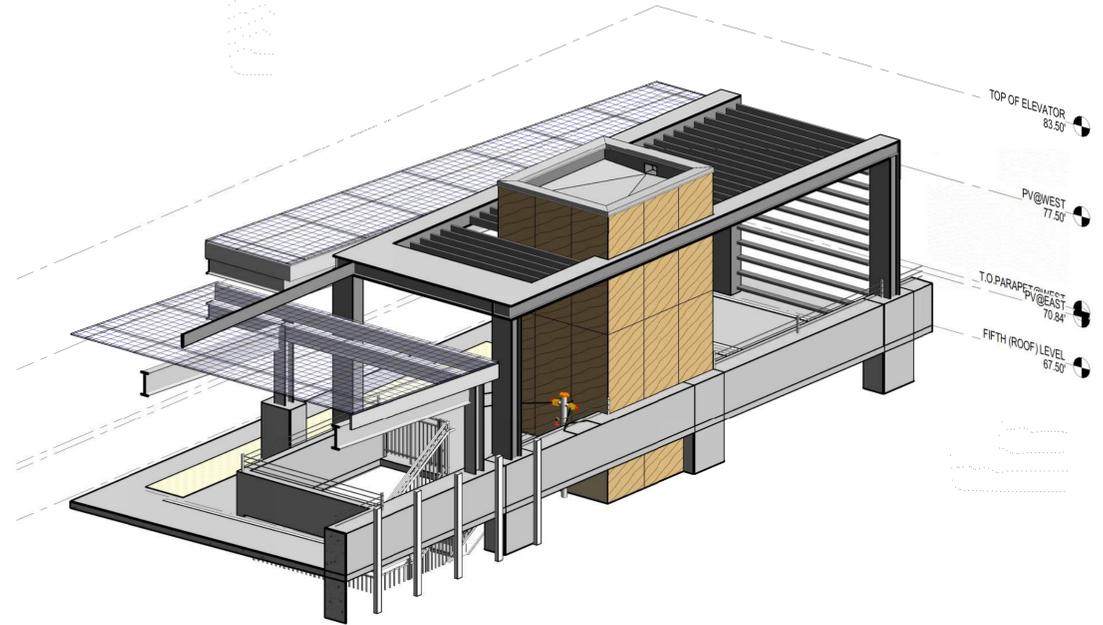
INTERNATIONAL PARKING DESIGN, INC.
 560 14TH STREET,
 SUITE 300
 OAKLAND CA 94612
 T. 510.473.0300

MISCELLANEOUS | **A109.1**

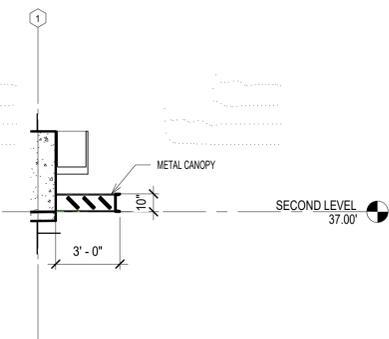


4 ROOF CANOPY SECTION
 SCALE: 1/4" = 1'-0"

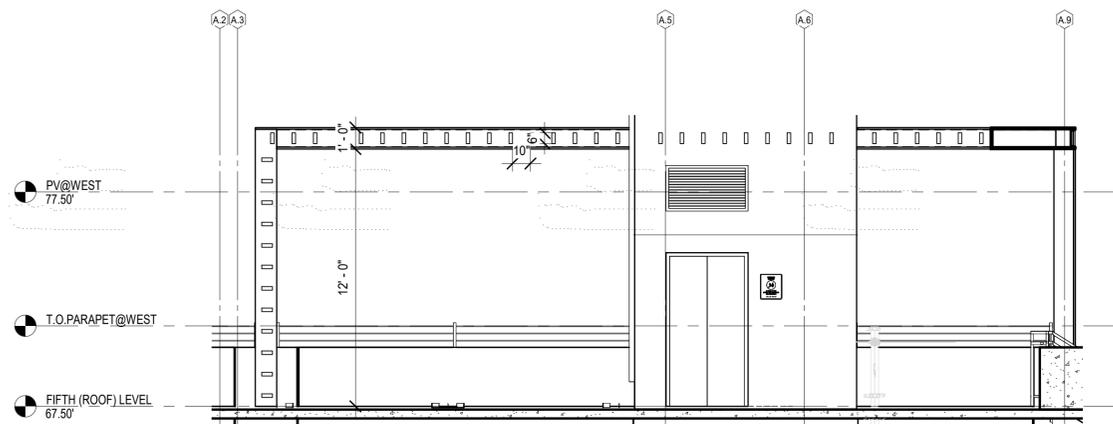
5 ROOF CANOPY PLAN
 SCALE: 1/4" = 1'-0"



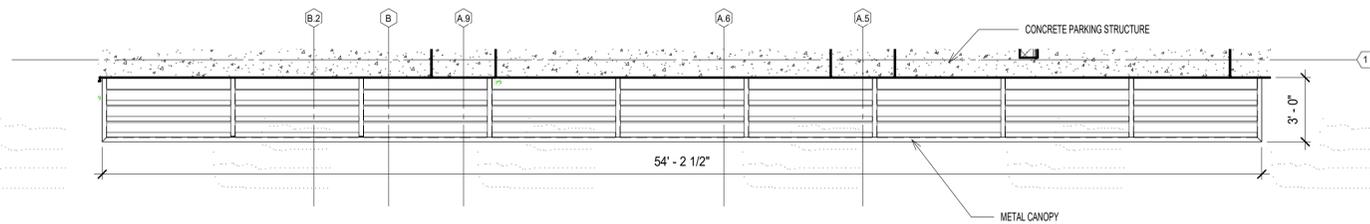
7 3D VIEW (ROOF TRELLIS)
 SCALE:



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



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



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



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

04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

SITE PHOTOS | A110



1



2



3



4



5



KEY PLAN

SCALE: N.T.S.

04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

SHADOW ANALYSIS @ VERNAL EQUINOX | A111

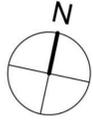
	EXISTING	PROPOSED	DIFFERENCE (Existing & Proposed)	
March, 2 hours after sunrise				March 21, 2 hours after sunrise
March 21, Noon				March 21, Noon
March 21, 2 hours before sunset				March 21, 2 hours before sunset

Note:
 *Shadow study has been accurately completed by computer-generating shadow analysis based on UTC (GMT) -8 h.

*All buildings being shadowed are shown on the diagram.

*Incremental shadow due to the proposed project is highlighted in color of

*Existing building is highlighted in



04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

SHADOW ANALYSIS @ SUMMER SOLSTICE | A112

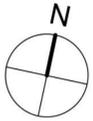


Note:
 *Shadow study has been accurately completed by computer-generating shadow analysis based on UTC (GMT) -8 h.

*All buildings being shadowed are shown on the diagram.

*Incremental shadow due to the proposed project is highlighted in color of

*Existing building is highlighted in



04/29/2022

SHADOW ANALYSIS @ WINTER SOLSTICE | A113

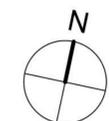
	EXISTING	PROPOSED	DIFFERENCE (Existing & Proposed)	
December 21, 2 hours after sunrise				December 21, 2 hours after sunrise
December 21, Noon				December 21, Noon
December 21, 2 hours before sunset				December 21, 2 hours before sunset

Note:
 *Shadow study has been accurately completed by computer-generating shadow analysis based on UTC (GMT) -8 h.

*All buildings being shadowed are shown on the diagram.

*Incremental shadow due to the proposed project is highlighted in color of

*Existing building is highlighted in



04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

STREET STRIP ELEVATIONS | A114



VIEW ALONG THE FOURTH STREET



VIEW ALONG THE FIFTH STREET

04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

PHOTO SIMULATIONS - AERIAL VIEW | A115



EXISTING AERIAL VIEW FROM NORTHWEST



EXISTING AERIAL VIEW FROM NORTHEAST



PROPOSED AERIAL VIEW FROM NORTHWEST



PROPOSED AERIAL VIEW FROM NORTHEAST

04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

PHOTO SIMULATIONS - AERIAL VIEW | A116



EXISTING AERIAL VIEW FROM SOUTHWEST



EXISTING AERIAL VIEW FROM SOUTHEAST



PROPOSED AERIAL VIEW FROM SOUTHWEST



PROPOSED AERIAL VIEW FROM SOUTHEAST

04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94610



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

PHOTO SIMULATIONS - STREET VIEW | A117



EXISTING VIEW ALONG THE FOURTH STREET - FROM NORTH



EXISTING VIEW ALONG THE FOURTH STREET - FROM SOUTH



PROPOSED VIEW ALONG THE FOURTH STREET - FROM NORTH



PROPOSED VIEW ALONG THE FOURTH STREET - FROM SOUTH

04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

PHOTO SIMULATIONS - STREET VIEW | A118



EXISTING VIEW ALONG THE FIFTH STREET - FROM NORTH



EXISTING VIEW ALONG THE FIFTH STREET - FROM SOUTH



PROPOSED VIEW ALONG THE FIFTH STREET - FROM NORTH



PROPOSED VIEW ALONG THE FIFTH STREET - FROM SOUTH

04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

PHOTO SIMULATIONS - STREET VIEW | A119



PROPOSED FRONT VIEW AT 5TH STREET



PROPOSED FRONT VIEW AT 4TH STREET FROM NORTH



PROPOSED VIEW TO POCKET GARDEN



PROPOSED FRONT VIEW AT 4TH STREET FROM SOUTH

04/29/2022

TheLAB Parking Structure

2213 4TH ST. BERKELEY, CA 94510



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

Design Review Committee - Comment Responses

May 19, 2022

2213 Fourth Street [between Allston and Bancroft]

Item	Reference	Response	
Neighborhood Context			
1	Accurately show the scale of the nearby residential structures when his project returns .	A11 , A116	In order to maintain the scale of the nearby residential structure , roof deck on the Sree has been set back by one parking column bay and the PV structure has been set back by one more parking column bay. This revision results in 2 story building volume facing the Sree .
2	Structure is too large, and too tall.	A115, A116, A118, A119	See the response above.
3	Provide a complete photograph of both side of Fifth Sree .	A11 , A116	The reason the complete photograph of both side of Fifth Sree was requested is the review aerial perspective showed incorrect mapping around the garage. The revised RC package provide the aerial perspective updated with google 3 map , which reflects the surrounding building in a correct scale.
4	Michigan's architectural neighborhood; consider more architectural features ; add more unique and interesting elements .	A114, A119	Facade features on the Sree has been changed in ornamental metal panel with unique and architectural features , which provide interesting elements to the neighborhood.
5	Design look too much like a parking garage (solid horizontal band and column); give more back to the neighborhood; consider more friendly elevation features .	A114, A119	See the response above.
6	Recommend relocating his project adjacent to the railroad track and away from his fixed-use Residential neighborhood.	NA	Relocating the parking garage to the surface parking lot adjacent to the new 747 Bancroft building would not be feasible due to fire access and building/life/safety issues that were raised during the project's staff roundtable meeting. Fire must have proper access to the new 747 Bancroft building as well as proper building separation which would be problematic with a parking garage located next to the 747 Bancroft building. Relocating the parking garage would also be detrimental to the overall design of the project and would negatively impact the design aesthetic of the 747 Bancroft building, including the proposed Ohlone medicinal herb garden which is incorporated into the design of the new 747 Bancroft building.
7	Consider a Fifth Sree structure in the Northwest corner of the site has could be accessed by the public.	L1, A103, A119	Project provide a structure at the NW corner of the site. It is designed to be open to the public with benches and landscaping.
Building Design			
8	Recommend pulling the solar panel away from the Fifth Sree edge of the structure, as well as away from the Northwest corner in the mapping.	A107.1, A108, A109, A119	PV structure has been pulled away from the Sree edge by two parking column bay to improve the sight line from the street .
9	Recommend pulling the second floor back on the Fifth Sree side.	A115, A116, A118, A119	See the response to first comment in the Neighborhood Context .
10	Use the form of the Center Sree garage to find a more unique structure for his neighborhood.	A114, A119	Facade features on the Sree has been changed in ornamental metal panel with unique and architectural features , which provide interesting elements to the neighborhood.
11	Show how headlights are seen, and how vehicle noise is heard, beyond the project boundaries when his project returns .	A108	3'-9" concrete crash wall are provided to prevent any light pollution from car headlights to neighborhood. Facade features (the ornamental metal panel on the second level and the green screen on the ground level) will reduce any car noise or spill out to the street .

12	Perforated screen, by itself, is not necessarily 'art' on its own.	A114, A119	City's public art requirement does not apply to the project. In response to the comments received at the DRC and our neighborhood meeting, Steelwave is proposing to do an artistic metal screen on 5th Street as shown in the render.
13	Recommend working with metal artists and/or have ivy grow over the whole structure.	A114, A115, A119	Façade treatment on 5th Street has been changed into ornamental metal panel with unique and artistic opening patterns, which provides interesting elements to the neighborhood. Considering that there will be a new development adjacent to the site, additional ivy over the wall at the property line may not be necessary and it may not be practical to get enough sunlight and maintain it.
14	Look carefully at the design of the first-floor security fencing.	A114	Rendered images have been updated to show the correct fence.
Landscape Plan			
15	Consider some landscape treatment on the top floor on Fifth Street to help soften the design.	A119	Roof deck on 5th Street has been pulled away from the edge of parking structure to minimize the visual impacts from the street. It may not be necessary to provide additional treatment at the pulled roof deck, which is not visible from the street.
16	Recommend that plants in the Fifth Street planters grow at least on the ground floor façade area.	L1, A109, A114, A119	On the ground level, we propose raised planter boxes and green screen over it to provide more greenery on the street level.
17	Recommend more native plants.	L2	Native species are proposed in the design. See the landscape drawing.
18	Consider the gate on the Fourth Street open space more carefully.	L1, A114	The gate is provided to access the open space only for employees with card readers.
ZAB Issues			
28	Use Permit review should take other nearby projects into account with any traffic analysis.		Noted.