ZONING ADJUSTMENTS BOARD

STAFF REPORT

FOR BOARD ACTION
JULY 27, 2023

2015 Blake Street

Use Permit Modification #ZP2022-0178 to modify the project originally approved under #ZP2020-0072, to construct a main building on Parcel 2 that has eight-stories (88 feet, 6 inches), 200,683 square feet of gross floor area, 206 units (including 23 Very Low-Income Density Bonus qualifying units) and an 81-space, subterranean parking garage.

I. Background

A. Land Use Designations:

- General Plan: High Density Residential (HDR)
- Zoning: Multi-Family Residential (R-4)

B. Zoning Permits Previously Approved with Use Permit #ZP2020-0072, September 2021:

- Use Permit to demolish two existing nonresidential buildings that are over 40 years old
- Use Permit to demolish two existing dwelling units
- Use Permit to demolish a duplex constructed prior to June 1980
- Use Permit to construct two multi-family residential buildings
- Use Permit to construct a main building that exceeds 35 feet in average height and three stories

C. Waivers/Reductions/Concessions Previously Approved with Use Permit #ZP2020-0072, September 2021:

- Waiver to exceed height at Parcel 2
- Waivers to reduce minimum front and rear yard setbacks at Parcel 1 and Parcel 2
- Waiver to exceed maximum lot coverage at Parcel 2
- Waiver to reduce minimum required usable open space at Parcel 2
- Waiver to allow rooftop projections that exceed the district's height limit
- Waiver to reduce the number of required vehicle parking spaces

- Reduction request to reduce the residential parking ratio from one space per dwelling to 0.5 spaces per bedroom for Parcel 2
- Concession to preserve the existing non-conforming (setbacks, lot coverage, useable open space, etc.) buildings at 2012 and 2020 Dwight

D. Zoning Permits Required for Use Permit Modification ZP#2022-0178:

- Use Permit under Berkeley Municipal Code (BMC) Section 23.404.070(B) to modify an approved permit
- Use Permit, under BMC Section 23.202.110(E)(2) to construct a new main building that exceeds 35 feet in average height and three stories, up to 65 feet and 6 stories
- Administrative Use Permit, under BMC Section 23.304.050(A) to allow rooftop projections that exceed the district's height limit

E. Waivers/Concession Requested for Use Permit Modification ZP#2022-0178 (all waivers are for the main building on Parcel 2):

- Waiver of BMC Section 23.202.110(E)(2) to exceed height
- Waivers of BMC Section 23.202.110(E)(2) to reduce minimum front, side, and rear yard setbacks, and building separation
- Waiver of BMC Section 23.202.110(E)(2) to exceed maximum lot coverage
- Waiver of BMC Section 23.202.110(E)(2) to reduce minimum required usable open space
- Waiver of BMC Section 23.304.070(B) to allow unenclosed structures in the front setback (plaza elements)
- Concession to preserve the existing non-conforming (setbacks, lot coverage, useable open space, etc.) buildings at 2012 and 2020 Dwight

F. CEQA Recommendation: It is staff's recommendation that the Zoning Adjustments Board (ZAB) adopt the Addendum to the certified 2015 Blake Residential Project Final Environmental Impact Report (EIR) (State Clearinghouse #2021010078) pursuant to the California Environmental Quality Act (CEQA). The Addendum is attached to this staff report. See Section V for further discussion of the project's CEQA review.

G. Parties Involved:

- Applicant — Laconia Development, LLC, c/o Mia Perkins, Rhoades Planning Group, 2140 Shattuck Avenue, Suite 705, Berkeley CA 94704
- Property Owner — Blake Street Berkeley Apartments, LLC, 4601 Park Road Suite 450, Charlotte, NC 28209

H. Application Materials, Staff Reports and Correspondence are available on the City's website:
https://aca.cityofberkeley.info/citizenaccess/Default.aspx
https://cityofberkeley.info/your-government/boards-commissions/zoning-adjustments-board

Figure 1: Zoning Map

Legend

	AC Transit Bus Route
C-AC:	Adeline Corridor Commercial District
R-4:	Multi-Family Residential District
R-3:	Multiple-Family Residential District
R-2A:	Restricted Multiple-Family Residential District

N

Figure 2: Aerial View

Figure 3: Original Project Site Plan

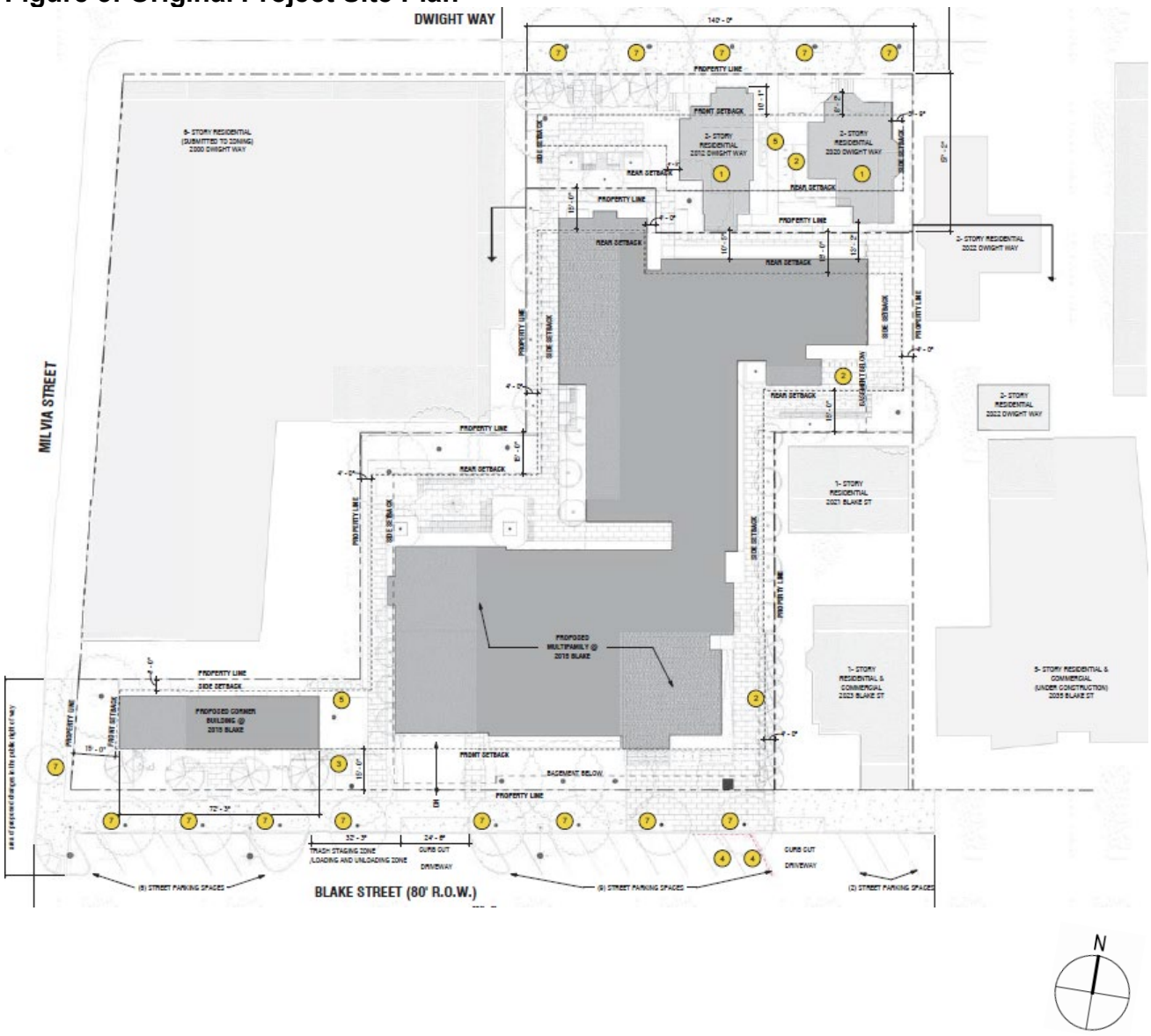


Figure 4: Modified Project Site Plan

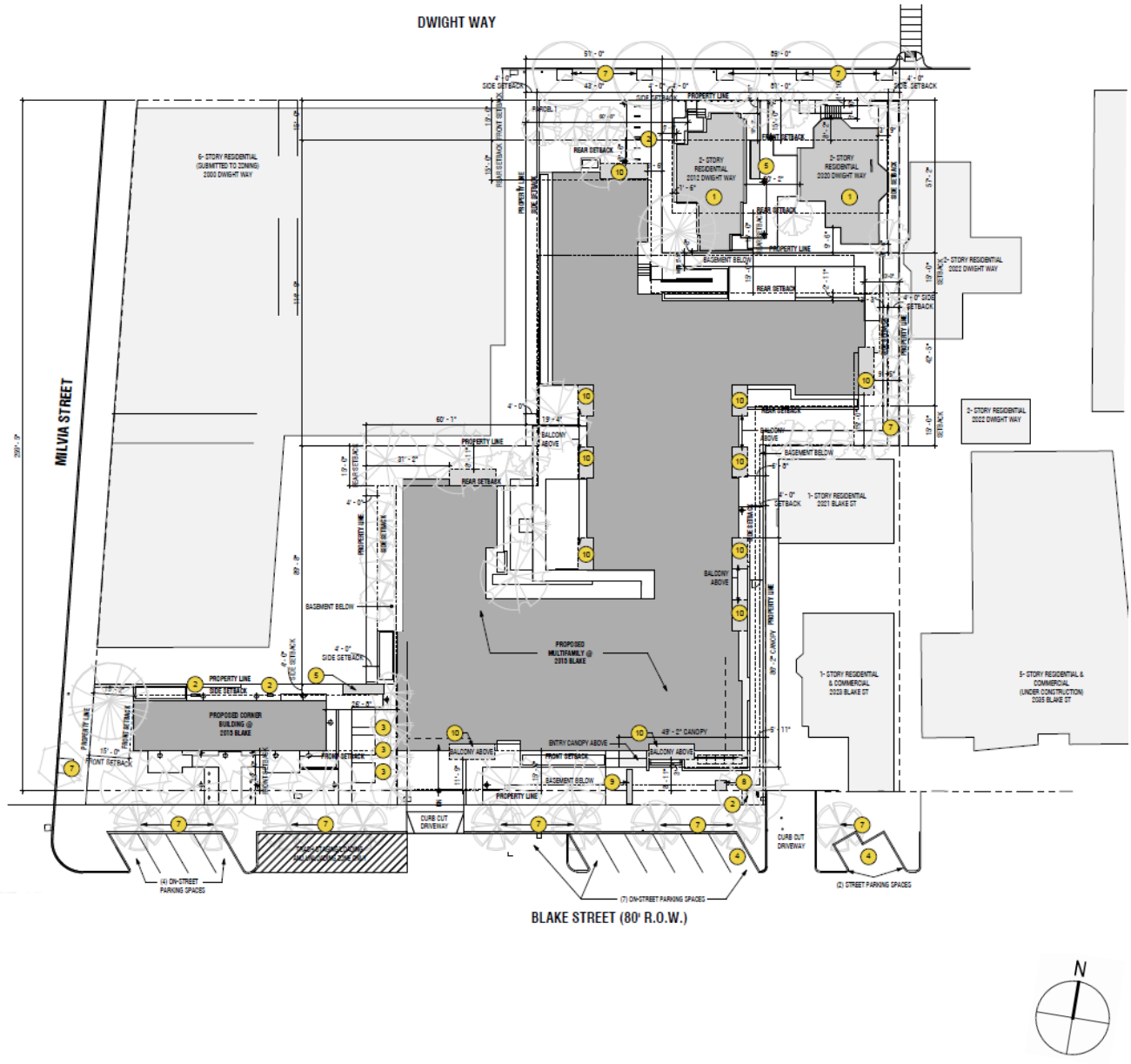


Table 1: Land Use Information

Location		Existing Use	Zoning District	General Plan Designation
Subject Property		Multiple commercial and residential tenants	R-4	HDR – High Density Residential
Surrounding Properties	North	Alta Bates Summit Medical Center	R-3	
	South	Residential (single-family and multi-family); commercial	R-4	
	East	Residential (single- and multi-family); mixed-use		
	West	Multiple commercial and tenants; Sutter Urgent Care facility; approved senior housing project (under construction)		

Table 2: Special Characteristics

Characteristic	Applies to Project?	Explanation
Affordable Child Care Fee for qualifying non-residential projects (Per Resolution 66,618-N.S.)	No	These fees apply to projects with more than 7,500 square feet of net new additional non-residential gross floor area. This project would construct new residential floor area only, so these requirements do not apply.
Affordable Housing Fee for qualifying non-residential projects (Per Resolution 66,617-N.S.)		
Affordable Housing Mitigations for rental housing projects (Per BMC 22.20.065)[1]	Yes	The project would include five or more market rate dwelling units and therefore is subject to the City's Affordable Housing Mitigation Fee (AHMF). Affordable units that qualify the project for a density bonus are credited against AHMF requirements.
Alcohol Sales/Service	No	The project would not involve alcohol sales or service.
Coast Live Oak Trees (Per BMC Section 6.52.010)	No	There are no Coast Live Oak trees subject to the City ordinance located on or directly adjacent to the project site.
Creeks (Per BMC Section 17.08.045)	No	No creek or culvert, as defined by BMC Chapter 17.08, exists on or within 30 feet of the site.
Density Bonus (Per Gov't Code Chapter 65915)	Yes	The project would provide 23 Very Low-income (VLI) units, or 15 percent of the Base Project units, and qualifies for a 50 percent density bonus, or 74 bonus units, under Government Code Section 65915. See Section III.B for discussion.

[1] BMC 22.20.065, Affordable Housing Mitigation Fee was repealed in April, 2023. The project's SB 330 Preliminary Application, complete in December 2022, vested the provisions in this section prior to the repeal.

Characteristic	Applies to Project?	Explanation
Historic Resources (Per Gov't Code Section 15064.5 or BMC Chapter 3.24)	Yes	The project would involve demolition of the building at 2019 Blake Street, which is eligible for listing on the California Register of Historical Resources. See Section IV.C for discussion.
Housing Accountability Act (Per Gov't Code Section 65589.5 (j))	Yes	The project is a "housing development project" as defined by the Government Code Section 65589.5(h)(2), and the base project complies with applicable zoning standards.[2] Thus, this section of the HAA applies. See Section III.D for discussion.
Public Art on Private Projects (Per BMC Chapter 23C.23)	Yes	The project is subject to the Percentage for Public Art on Private Projects ordinance. Prior to issuance of any building permit for this work, the applicant would pay the required in-lieu fee.
Rent Controlled Units (Per BMC Chapter 13.76)	Yes	The project would demolish two rent-controlled units at 2001 Blake Street, and replace them with two Low-income (LI) units. The units were converted to medical offices without permits and are not currently being used for residential purposes. In addition, the project would relocate and renovate the buildings at 2012 and 2020 Dwight Way, which include a total of seven rent-controlled units. This process is underway – tenants have been relocated and building permits obtained for renovation.
Residential Preferred Parking (RPP) (Per BMC Chapter 14.72)	Yes	The Residential Preferred Parking Program applies to properties near the project site: Zone "C". Pursuant to BMC Section 14.72.080, because the project would not meet the off-street parking requirements in the Zoning Ordinance, residents of the new buildings would not be allowed to obtain RPP permits.
Seismic Hazards Mapping Act (Per State Hazards Mapping Act)	No	The site is not located within an area susceptible to liquefaction, fault rupture, or landslides as shown on the State Seismic Hazard Zones map.[3]
Soil/Groundwater Contamination	Yes	The project site is not listed on the Cortese List (an annually updated list of hazardous materials sites). However, a portion of the site is within the City's

[2] 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.

[3] California Department of Conservation. DOC Maps: Geologic Hazards. Available: https://maps.conservation.ca.gov/geologichazards/

Characteristic	Applies to Project?	Explanation
		Environmental Management Area. Standard Conditions of Approval related to hazardous materials would apply.
Transit	Yes	The project site is approximately 0.5 mile from the Downtown Berkeley Bart Station and between 0.1 and 0.3 mile from AC Transit bus stops that are served by the 18, F, 6, 36, 51B, and 800 bus lines.

Table 3: Project Chronology

Date	Action
September 23, 2021	ZAB approval of ZP2020-0072 and EIR Certification
December 16, 2022	SB 330 Preliminary Application (Modification) ZP2022-0178 deemed complete
December 22, 2022	SB 330 Use Permit Modification Application ZP2022-0178 submitted
March 30, 2023	Modification Application ZP2022-0178 deemed complete
March 30, 2023	Level of CEQA review determined by staff – EIR Addendum
July 13, 2023	Public hearing notices mailed/posted
July 27, 2023	ZAB Hearing

Table 4: Development Standards

R-4 Standards		Approved under Original Project, ZP2020-0072	Change	Proposed under Modified Project, ZP2022-0178	Permitted/ Required
Lot Area of Site (sq. ft.)		41,746	n/a	41,751[1]	5,000 min (per parcel)
Number of Parcels in Site		2	-	2	N/A
Proposed Parcel 1: 2012 and 2020 Dwight Way					
Lot Area (sq. ft.)		7,260	-1,403	5,857[2]	5,000 min
Gross Floor Area (sq. ft.)		3,871	n/a	3,953[3]	n/a
Dwelling Units		7	n/a	7	n/a
Bedrooms		8	n/a	8	n/a
Building Height	Average	24'-6" (2012 Dwight) 30'-11" (2020 Dwight)	n/a	24'-6" (2012 Dwight) 34'-11" (2020 Dwight)	35' max (65' with UP)
	Maximum	28'-0" (2012 Dwight) 34'-3" (2020 Dwight)	n/a	28'-0" (2012 Dwight) 34'-3" (2020 Dwight)	n/a
	Stories	2	n/a	2	3 max (6 with UP)
Building Setbacks	Front (Dwight)	2' (to front porch) 4'-11" (to building)	n/a	2' (to front porch) 4'-11" (to building)	15' min
	Rear	0'-8"	n/a	0'-8"	15' min
	Left Side	4'-0"	n/a	4'-0"	4' min
	Right Side	60'-6"	-55'-0"	5'-6"[2]	4' min
Building Separation		20'-2"	n/a	20'-2"	12' (2 stories)
Lot Coverage (%)		30	+10	40[2]	45 max
Usable Open Space (sq. ft.)		2,914	-1,378	1,536[2]	1,400 min (200 per du)

Table Notes:
Abbreviations: s.f.= square feet; d.u.=dwelling unit; min.=minimum; max.=maximum; bldg. ht.=building height

[1] Small discrepancies were discovered in the lot line locations, resulting in the slight difference in the total lot area.

[2] The lot merger approved with the original permit has been approved and recorded. The modified project proposes a lot line adjustment that changes the resultant lot sizes of Parcel 1 and 2 from those approved in the original use permit, and proposes changes in the right-side minimum setback, usable open space, and lot coverage for Parcel 1.

[3] Measurements of the existing buildings to remain have been refined from the original project data, resulting in the more precise total area shown.

R-4 Standards		Approved under Original Project, ZP2020-0072	Change	Proposed under Modified Project, ZP2022-0178	Permitted/ Required
Proposed Parcel 1: 2012 and 2020 Dwight Way					
Parking	Automobile	0 provided on Parcel 1; 7 provided on parcel 2 (see Parcel 2 table)	-7[1]	0	0
	Bicycle	4 short term	n/a	4 short term	n/a

Table Notes:

Abbreviations: s.f.= square feet; d.u.=dwelling unit; min.=minimum; max.=maximum; bldg. ht.=building height

[1] Per AB 2097, the City is prohibited from imposing minimum parking requirements on any use that is located within ½-mile of a public transit. In addition, previously required parking can be eliminated. As a result, the seven spaces previously required for the existing seven dwellings are eliminated in the modified project.

R-4 Standards		Approved under Original Project, ZP2020-0072	Change	Proposed under Modified Project, ZP2022-0178	Permitted/ Required
Proposed Parcel 2: 2015 Blake Street					
Lot Area (sq. ft.)		34,485	+1,409	35,894[1]	5,000 min
Gross Floor Area (sq. ft.)		134,888 + 4,116 = 139,004	+65,795	200,683 + 4,116 = 204,799	N/A
Dwelling Units	Total	155+6=161	+51	206+6=212	N/A
	Affordable	9 VLI +2 LI	+14	23+2 LI	
Bedrooms		192	+57	249	
Building Height	Average	36'-4" (corner bldg.) 78'-1" (main bldg.)	n/a +10'-5"	36'-4" (corner bldg.) 88'-6" (main bldg.)	35' max (65' with UP)
	Maximum	37' (corner bldg.) 81'-6" (main bldg.)	n/a +7'-0"	37' (corner bldg.) 88'-6" (main bldg.)	N/A
	Stories	3 (corner bldg.) 7 (main bldg.)	n/a +1	3 (corner bldg.) 8 (main bldg.)	3 max (6 with UP)
Building Setbacks	Front (Blake, Milvia)	15' 10' to entry canopy	n/a -1'-1"	15' 8'-11"' to entry canopy	15' min
	Rear	9'-9"	-1'-3"	8'-6	15' min
	Left Side	6' to 15'	-2'-0" (at minimum)	4' to 13-6"	4'(1st, 2nd floor) 6' (3rd floor) 8' (4th floor) 10' (5th floor) 12' (6th floor) min
	Right Side	12' to 15'	-6'-1" (at minimum)	5'-11" to 13'-0"	4'(1st, 2nd floor) 6' (3rd floor) 8' (4th floor) 10' (5th floor) 12' (6th floor) min
Building Separation		28'-0"	-1'-6"	26'-6"	28' (6 or more stories)
Lot Coverage		53	+5	58[1]	40 max
Usable Open Space (sq. ft.)		12,172	+4,971	17,143	42,400 min (200 per du)

Table Notes:

= Waiver requested to deviate from the district standard for the Modified Project.

Abbreviations: s.f.= square feet; d.u.=dwelling unit; min.=minimum; max.=maximum; bldg. ht.=building height

[1] The lot merger approved with the original permit has been approved and recorded. The modified project proposes a lot line adjustment that changes the resultant lot sizes of Parcel 1 and 2 from those approved in the original use permit, and proposes changes in the lot coverage for Parcel 2.

R-4 Standards		Approved under Original Project, ZP2020-0072	Change	Proposed under Modified Project, ZP2022-0178	Permitted/ Required
Proposed Parcel 2: 2015 Blake Street					
Parking	Automobile	93 total (86 for units on Parcel 2, 7 for units on Parcel 1)	-12[1]	81	0 min./106 max. (0.5 spaces/du max.)
Bicycle Parking	Residential - Long Term	80	+3	83	83 (1 space/3 bedrooms)
	Residential - Short Term	15	-5	10	6 (1 space/40 bedrooms, or 2)
	Total	95	-2	83/10 (long term/short term)	83/6 (long term/short term)

Table Notes:

= Waiver requested to deviate from the district standard for the Modified Project.

Abbreviations: s.f.= square feet; d.u.=dwelling unit; min.=minimum; max.=maximum; bldg. ht.=building height

[1] Per AB 2097, the City is prohibited from imposing minimum parking requirements on any use that is located within ½-mile of a public transit. In addition, previously required parking can be eliminated. As a result, the seven spaces previously required for the existing seven dwellings are eliminated in the modified project.

II. Project Setting

A. Neighborhood/Area Description: The project site is located south of the downtown Berkeley neighborhood, one block west of Shattuck Avenue. The surrounding area is characterized by a mix of uses, including medical, commercial and residential. Nearby commercial uses are primarily medical offices, including offices in converted residential buildings, which are concentrated along Milvia Street on the project site and immediately west of the site. Two large medical buildings, the Alta Bates Medical Center and the Sutter Urgent Care Center, are north and west of the site, across Dwight Way and Milvia Street respectively. Nearby residential uses include two multi-family apartment buildings on the lot that abuts the site to the east, on Dwight Way and two single-family residential buildings on the parcel that abuts the site to the east, on Blake Street. Single-family dwellings, duplexes, and multi-family dwelling apartment buildings, comprise the neighborhood south of the project site, across Blake Street. Building heights in the neighborhood range between one and five stories (See Figure 1: Zoning Map and Figure 2: Aerial View).

The site is one-half block west of Shattuck Avenue, along which multiple AC Transit bus lines operate, and is approximately 0.5 mile from the Downtown Berkeley Bart Station. Currently, one AC Transit bus line operates along Dwight Way, that travels between U.C. Berkeley and West Oakland BART, with a stop at Downtown Berkeley BART.

Recent development activity in the area include a newly constructed five-story, mixed-use building east of the project site, at 2029 Blake Street. In September 2020, the City approved entitlements for a six-story, 113-unit, senior housing development at 2000 Dwight Way, which will encompass six lots along Dwight Way and Milvia Street. This project abuts the project site to the west and is under construction. In November, 2022, the City approved entitlements for a six-story, 12-unit housing development at 2018 Blake Street, located directly across the street from the subject site; the project is currently under construction (See Figure 2: Aerial View).

B. Site Conditions/Background: Entitlements were previously obtained for the project site on September 23, 2021 (Use Permit #ZP2020-0072) to merge seven parcels into two, demolish four existing buildings (one residential building, an associated accessory structure, and two non-residential buildings), relocate and restore two existing residential buildings with seven dwelling units, and construct two new residential buildings: a three-story, six-unit building, and a seven-story 155-unit building, and 93-space underground parking garage.

Parcel Map 11263 was recorded in August 2022, executing the parcel merger that was approved with #ZP2020-0072. Temporary tenant relocations associated with the relocation and restoration of the 2012 and 2020 Dwight Way buildings have been implemented, and building permits for the work have been obtained. Relocation of the buildings is under way.

The existing commercial buildings at 2011, 2015 and 2019 Blake Street remain unaltered, pending the decision on the use permit modification (ZP2022-0178).

III. Project Description: The project (modified project) proposes to modify the project originally approved under #ZP2020-0072 (original project).

A. Lot line Adjustment: The original project was approved to merge seven parcels into two. As noted above, the parcel merger has been executed and a parcel map recorded creating Parcel 1 and Parcel 2. The modified project proposes a lot line adjustment to move the western lot line between the two parcels approximately 26 feet north in order to accommodate the modified footprint of the 206-unit, multi-family building.

B. Building Modifications: The modified project proposes modifications to the main multi-family building located on Parcel 2. The two residential buildings on Parcel 1, to be relocated and rehabilitated would have no proposed modifications to the original project approval. The corner building on Parcel 2 would also have no proposed modifications to the original project approval. The main building on Parcel 2 would utilize provisions of State Density Bonus to modify and increase the building density and envelope. The main features of all of the project components are summarized below:

Parcel 1: (no modifications to buildings)
- 2012 Dwight Way building – two-story, four-unit building
- 2020 Dwight Way building – two-story, three-unit building

Parcel 2:

Corner building: (no modifications to building)

- Three stories, 36 feet-4inches in height
- Six dwelling units – studios only
- Two Low-income (LI) units
- 1,536 square feet of ground-floor usable open space

Main building: (for specific modifications see Table 4, Development Standards and Table 6, Changes to Previously Approved Project)

- Eight stories, 88 feet-6 inches in height
- 206 dwelling units – 59 studios, 110 one-bedroom, 37 two-bedroom
- 243 bedrooms total
- 23 Very Low-income (VLI) units
- 17,143 square feet of usable open space – ground-level gardens and plazas, private balconies
- 81 residential vehicle parking spaces in underground garage
- 83-space bike room

Modifications to the lot lines (i.e., parcel sizes) resulted in a smaller Parcel 1 and larger Parcel 2 and a reduction of usable open space on Parcel 1. However, the project still meets the minimum required usable open space on Parcel 1.

The modified project is applying a change in City policy that allows for the inclusion of use permits in the Base Project for the purposes of calculating density bonus.[4] Generally, modifications to the main building on Parcel 2 from the original project reflect a larger, denser building, and include an increase of 51 units, one floor in height, 1,409 square feet of lot area, and five percent in lot coverage, as well as a reduction in minimum setback dimensions to accommodate the larger building. The modified project proposes the elimination of the outdoor roof deck that was in the original project. The addition of private balconies to many of the units would replace the loss of common usable open space, resulting in a net increase of usable open space over the original project. The fitness room and lounge on the top floor in the original project are proposed to be moved to the ground floor in the modified project.

The amount of proposed vehicle parking in the project was reduced by 12 spaces, due to the changes in the City's parking standards (March 2021) and the enactment of

[4] See Housing Accountability Act & Density Bonus – Objective Standards Memorandum, August 2, 2021.

Assembly Bill (AB) 2097 (January 2023), both of which mandate elimination of parking requirements for qualified projects. The enactment of both of these provisions allows the amount of parking for the new units to be reduced, and for the seven spaces previously required for the existing seven dwellings on Parcel 1 to be eliminated in the modified project.

C. Base Project and Density Bonus: The original project utilized density bonus provisions under Government Code Section 65915, with an 80-unit Base Project, and inclusion of nine VLI units and two low-income (LI) replacement units to obtain a 28-unit bonus (35 percent bonus), with a use permit for additional height, for a total of 168 units in the original project. The modified project seeks a larger final project density over the original project, through the inclusion of 23 VLI units and two LI replacement units.[5] Under the City's density bonus procedures, the Base Project is calculated to have 147 units as the maximum allowable density for the site.[6] The Base Project has an average unit size of 670 square feet in a six-story building. Twenty-three VLI units, or 15 percent of the base project, qualifies the project for a 50 percent density bonus, or 74 bonus units, of which the project would utilize 72 units. The Base Project (maximum allowable density) includes a Use Permit (UP) to extend the district height limits (35 feet and three stories maximum) to 65 feet and six stories. The resulting modified project would include a three-story, six-unit building and an eight-story, 206-unit building within Parcel 2 totaling 212 units and an average unit size of 670 square feet, in addition to the seven existing units on Parcel 1 (See Table 5, Density Bonus).

Table 5: Density Bonus – Government Code 65915

Base Project Units*	Qualifying Units	Percent Density Bonus	Number of Density Bonus Units*	Proposed Project Units
147	23 VLI (15 percent of BP)	50	72 (74 max.) (50 percent x 147)	219 (221 max.)
*Per Government Code 65915(q), all unit calculations are rounded up to the nearest whole number. Abbreviations: VLI = very low-income; BP = base project; max. = maximum				

D. Housing Accountability Act: The Housing Accountability Act (HAA), California Government Code Section 65589.5(j), requires that when a proposed housing development complies with the applicable, objective general plan and zoning

[5] The original project included two LI as replacement units, per Gov't Code 65915(c)(3)(C), to replace the units to be demolished at 2001 Blake Street. The modified project proposes no change to the replacement units.

[6] Per the City's Density Bonus Procedures (DBP), the Base Project is the largest project allowed on the site that is fully compliant with district development standards (i.e., height, setbacks, usable open space, parking, etc.), or, the *maximum allowable density* for the site. The City uses the DBP to calculate the maximum allowable density for a site where there is no density standard in the zoning district, and to determine the number of units in the Proposed Project, which is the number of Base Project units plus the number of density bonus units that can be added according to the percentage of BMR units proposed, per Government Code, §65915(f).

standards, but a local agency proposes to deny the project or approve it only if the density is reduced, the agency must base its decision on written findings supported by substantial evidence that:

1. The development would have a specific adverse impact on public health or safety unless disapproved, or approved at a lower density; and
2. There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, other than the disapproval, or approval at a lower density.

The Base Project complies with applicable, objective general plan and zoning standards. Further, Section 65589.5(j)(3) provides that a request for a density bonus "shall not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in conformity, with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision specified in this subdivision." Therefore, the City may not deny the Base Project or density bonus request or reduce the density with respect to those units without basing its decision on the written findings under Section 65589.5(j), above. Staff is aware of no specific adverse impacts that could occur with the construction of the Base Project or the density bonus units. Therefore, Section 65589.5(j) ***does apply*** to the proposed project. All findings discussed in Sections VI and VII are subject to the requirements of Government Code Section 65589.5.

IV. Community Discussion

A. Neighbor/Community Concerns: Yellow Proposed Development Project signs were installed with the original project application submittal in July 2020. The applicant installed new, updated signs to reflect the modified project description at the project site in February 2023.

On February 3, 2023, a virtual neighborhood outreach meeting was held by the applicant to discuss the modified project. One member of the public attended, with no concerns raised.

On July 13 2023, the City mailed public hearing notices to property owners and occupants, and to interested neighborhood organizations, and the City posted notices within the neighborhood in three locations. As of the writing of this staff report, staff has received no further public comment in response to these notices.

B. Design Review Committee Review: The modified project would construct residential uses in a residential zoning district; therefore, it is not subject to Design Review Committee (DRC) review per BMC Section 23.402.060. However, the ZAB approved the original permit, #ZP2020-0072, with a condition of approval referring the project to DRC for Final Design Review, and requiring the submittal of plans that include native planting, bird-safe measures, electric vehicle charging, and lighting as specified in the

condition. The condition is included in the Use Permit Modification Findings and Conditions (see Attachment 1, Exhibit A, Condition #15).

C. Landmarks Preservation Commission Review: The demolition permit for the project was approved with the original permit, #ZP2020-0072. The modified project is not subject to another demolition referral review for the use permit modification. The ZAB approved the original permit with conditions of approval that were recommended by the Landmarks Preservation Commission (LPC), including a scholarship funded by the project applicant for emerging actors, and commemorative displays within outdoor open space and the residential lobby in the new main building. These conditions are included in the Use Permit Modification Findings and Conditions (see Attachment 1, Exhibit A). Additional LPC recommendations were included in the original project Final EIR and remain in the MMRP for the modified project. See Section V for Environmental Review and analysis of the historic resource in the EIR Addendum.

V. Environmental Review

A. CEQA Approach: Pursuant to Section 15164 of the CEQA Guidelines, codified in Sections 15000 et seq. of Title 14 of the California Code of Regulations, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15612 calling for preparation of a subsequent EIR have occurred. Under Section 15162 (a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are substantial changes in the project or circumstances or substantially important new information that will cause the project to have significant new impacts or substantially increase previously identified significant impacts.

As discussed in detail in the Addendum, potential impacts associated with the modified project (the proposed changes compared to the project evaluated in the Final EIR, as listed in Table 6) currently before the ZAB would be consistent with potential impacts characterized and mitigated for in the Final EIR. Substantive revisions to the Final EIR are not necessary because no new significant impacts or significant impacts of substantially greater severity than previously described would occur. Thus, the conditions outlined in CEQA Guidelines Section 15162 requiring preparation of a subsequent EIR would not be met and an addendum is the appropriate CEQA document.

Table 6: Changes to Previously Approved Project (table from EIR Addendum)

Project Characteristic	Original Project	Modified Project
Total Lot Area[1]	**41,745 sf**	**41,751 sf**
Total Building Area	**142,875 sf**	208,752 sf
Parcel 1	3,871 sf	3,953 sf
Parcel 2	134,888 sf	204,799 sf
Average Building Height[2]		
2015 Blake- Corner Multifamily Building	36’ feet , 4 inches (three stories)	36’ feet , 4 inches (three stories)
2015 Blake- Main Multifamily Building	78 feet, 1 inch (seven stories)	88 feet 6 inches (eight stories)
Total Residential Units	**168 units**	**219 units**
2012 and 2020 Dwight Way (Existing Residential Buildings)	7 units	7 units
2015 Blake- Corner Multifamily Building and Main Multifamily Building	161 units	212 units
Affordable Units	9 units	25 units[3]
Total Open Space	**15,086 sf**	**20,531 sf**
Parcel 1- Open Space at Ground Level	2,914 sf[4]	2,851 sf
Parcel 2- Open Space at Ground Level	12,172 sf	10,586 sf
Parcel 2-Roof Deck (Original Project)/Balconies (Modified Project)	2,625 sf	7,084 sf
Parking	**2 subterranean levels**	**2 subterranean levels**
Vehicle Parking Spaces	93	81
Built-in Electric Vehicle Spaces	19	13[5]
Bicycle Parking Spaces	99 (80 long-term, 19 short-term)	93 (83 long-term, 10 short-term)
Energy Use	Natural gas (existing buildings at 2012 and 2020 Dwight Way only) and electricity	Natural gas (existing buildings at 2012 and 2020 Dwight Way only) and electricity
Construction		
Length	26 months	24 months
Cut/Export Quantity	18,360 cubic yards	18,000 cubic yards

sf = square feet

[1] The difference between the total lot area measured for the original project and modified project could have resulted from verification of the parcel boundaries when preparing plans for the modified project. The five square foot difference is negligible to the analysis in this addendum.

[2] Heights of Victorian buildings to be relocated and renovated would not change.

[3] Below market rate units include 23 units offered at 50% average median income (AMI) and two units offered at 80% AMI to replace two permitted residential units at 2001 Blake Street that would be demolished as part of the project.

[4] Modified project does not include a roof deck; rather balconies would be added onto residential units on floors 2 through 8 for a total of 7,084 sf.

[5] Eight spaces would be EV-Capable and 21 spaces would be EV-Ready.

B. EIR Addendum and Mitigation Monitoring and Reporting Program (MMRP): An Addendum to the 2015 Blake Street Residential Project Final EIR (EIR Addendum), which was certified in September 2021, was prepared to evaluate the potentially significant environmental impacts of the modified project, pursuant to CEQA. The Addendum considered the Final EIR and Statement of Overriding Considerations and evaluated the modified project, i.e., the project currently before the ZAB. Cultural resource impacts related to the demolition of a historical resource at 2019 Blake Street would remain significant and unavoidable, and the same overriding considerations would apply to the modified project.

The EIR Addendum described the changes in the modified project and addressed the following issues in detail: Air Quality, Cultural Resources, Energy, Greenhouse Gas Emissions, Land Use and Planning, Noise, Population and Housing, Public Services, and Transportation, and Utilities and Service Systems. All other environmental issues were evaluated as well, with the conclusion that impacts to these topic areas would be less than significant with mitigation, similar to the original project. For each of the areas of evaluation, the EIR Addendum findings supported the conclusion that impacts from the modified project would not result in new significant effects or a substantial increase in the severity of previously identified significant effects on the environment. Therefore, no new mitigation measures would be necessary for any of these evaluated areas and all mitigation measures adopted in the Final EIR remain applicable.

Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d) require the City to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. The monitoring program is designed to ensure compliance during project implementation. The applicant has integrated elements required by mitigation measures included in the certified Final EIR into the modified project design. Specifically, the modified project would include incorporation of memorabilia from the theater group into the residential lobby, a story board in the proposed Blake Street Plaza, and an annual grant funded by Laconia, the developer of the modified project, for emerging artists. The modified project would be required to adhere to all mitigation measures in the certified Final EIR. Therefore, the MMRP for the 2015 Blake Street Residential Project Final EIR remains unchanged. The MMRP is attached to the permit (see Attachment 1, Exhibit C).

VI. Issues and Analysis

A. Senate Bill 330 – Housing Crisis Act of 2019: The Housing Crisis Act, also known as Senate Bill (SB) 330, seeks to boost housing production throughout the State with a focus on urbanized zones by expediting the approval process for, and suspending or eliminating restrictions on, housing development. Housing development is defined as a project that is all residential; a mixed-use project with at least two-thirds of the square-footage as residential; or for transitional or supportive housing. Sections of SB 330 that apply to the proposed project include the following:

1. Government Code Section 65905.5(a) states that if a proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, then the city shall not conduct more than five hearings in connection with the approval of that housing development project. This includes all public hearings in connection with the approval of the housing development project and any continuances of such public hearings. The city must consider and either approve or disapprove the project at any of the five hearings consistent with applicable timelines under the Permit Streamlining Act [Chapter 4.5 (commencing with Section 65920)].

   The July 27, 2023 ZAB hearing represents the first public hearing for the proposed project since the project was deemed complete. The City can hold up to three additional public hearings on this project, if needed. One of those hearings must be reserved for any possible appeal to the City Council.

2. Government Code Section 65913.10(a) requires that the City determine whether the proposed development project site is a historic site at the time the application for the housing development project is deemed complete. The determination as to whether the parcel is a historic site must remain valid during the pendency of the housing development project, unless any archaeological, paleontological, or tribal cultural resources are encountered during any grading, site disturbance, or building alteration activities.

   As discussed in Section IV.C, the building at 2019 Blake Street is eligible for listing on the California Register of Historic Resources (CRHR). Since the project would involve demolition of this historic resource, project impact to the resource was evaluated in the 2015 Blake Street Project EIR, which identified mitigation measures (See Section V.B for a discussion on cultural resources). The EIR Addendum concluded that the mitigation measures still apply, and no additional mitigation measures are required for cultural resource impacts from the modified project. (See Section V for more information regarding the CEQA process). The proposed project is also required to comply with the City's standard conditions of approval, which instruct construction workers to halt work if any unanticipated discovery of archeological, paleontological, or tribal cultural resources are uncovered on the project site during ground disturbing activities.

3. Government Code Section 65950(a)(2) requires a public agency to approve or disapprove a project within 90 days from the date of certification by the lead agency of the environmental impact report for a housing development project. The Final EIR for the original use permit on the project site was certified on September 23, 2021. The modified project was deemed complete on March 30, 2023. Staff also determined on that date that the appropriate level of CEQA review was preparation of an Addendum to the Final EIR in order to evaluate the modified project's potential impacts on the environment (See Section V for details on the CEQA Approach and EIR Addendum). Therefore, Section 65950(a)(2) does not apply to the project.

4. Government Code Section 66300(d) prohibits the demolition of residential dwelling units unless the project will create at least as many residential units as will be demolished. The project would involve demolition of two existing units and construction of 212 new units. Therefore, the project is consistent with this requirement.

B. Density Bonus Waivers and Concessions: The project is entitled to three concessions (or incentives), under Government Code Section 65915(d) for providing at least 15 percent of total units to very low-income households, and an unlimited number of waivers under Section 65915(e).

Concession. A concession or incentive is a modification of a zoning code requirement that results in identifiable and actual cost reductions to provide for affordable housing costs. The applicant requested one concession in the original project (#ZP2020-0072) to preserve the existing Victorian-style, non-conforming (setbacks, lot coverage, useable open space, etc.) buildings at 2012 and 2020 Dwight Way, to benefit from the cost reduction of not demolishing and replacing them with new affordable units. The modified project retains this concession request in its density bonus proposal.

The City may only deny the concessions if it finds that the concessions would have a specific adverse impact upon public health and safety, or the physical environment, or on any real property listed in the CRHR, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low-income, very low-income, and moderate-income households, or if the concession would be contrary to State or Federal law.[7] Staff has identified no basis for making such a finding.

Waiver. A waiver is a modification of a development standard that would otherwise physically preclude the construction of the modified project with the permitted density

[7] A "specific, adverse impact" means "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete."

bonus and concessions. Waivers for height (above six stories and 65' and rooftop projections), setbacks, building separation, lot coverage, and useable open space, are requested because they are necessary to physically accommodate the full density bonus project on the site.

The City may only deny the waivers if it finds that the waivers would have a specific adverse impact upon public health and safety, or the physical environment, or on any real property listed in the California Register of Historical Resources, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low-income, very low-income, and moderate income households, or if the waiver would be contrary to State or Federal law. Staff has not identified any evidence that would support such a finding.

VII. Other Considerations

The analyses of conformance with district purposes, use permit findings for non-detriment, and the General Plan goals and policies are provided for Board consideration. The proposed project is HAA-compliant. The following permits have been determined by the City to be included in the Base Project of the proposal, and are subject to Section 65589.5(j) of the HAA. See section III.D for discussion of the HAA. All permits are subject to the General Non-Detriment findings discussed in this section.

A. Use Permit to Modify an Approved Discretionary Permit: Pursuant to BMC Section 23.404.070(B), City approval of a modification of an approved permit is required, to:

a. Expand the floor or land area devoted to an approved use

b. Change, expand, or intensify a use or structure in any other manner or substantially alters the use or structure

The modified project is larger and a more intense use than the original project, with increases in the gross floor area, number of units, bedrooms, and building envelope, through the utilization of the State Density Bonus to increase the project density, and changes the amount of residential use from the original project.

B. Use Permit Findings and District Compatibility: Pursuant BMC Section 23.202.110(A), the following purposes of the R-4 zoning district would apply to the proposed modified project:

- Implement Master Plan policy by encouraging development of relatively high density residential areas.
- Make available housing for persons who desire both convenience of location and a reasonable amount of Usable Open Space.
- Protect adjacent properties from unreasonable obstruction of light and air.

The modified project would involve development of high-density residential buildings in the R-4 district, and the project site is within walking distance of existing transit and businesses, including in Downtown Berkeley. As described in Section VI.B, the applicants have requested a density bonus waiver to reduce minimum usable open space requirements, and there is no evidence to support the findings required for denial of the waiver. The total modified project would include 18,679 square feet of usable open space in ground-level gardens and plazas, and private balconies. In addition, the main building would include indoor recreational areas for residents, including a fitness center and lounge, which would help offset the reduction of usable open space.

B. Use Permit for Additional Height: Pursuant to BMC Section 23.202.110(E), the ZAB is required to make use permit (general non-detriment) findings for the Use Permit to exceed 35 feet and three stories, up to 65 feet and six stories in the R-4 District. The modified project proposes a 65-foot, six-story main building in the Base Project. The main building in the modified project would be an 88-foot, 6-inch (average height), eight-story building, with a height waiver requested for the density bonus.

The modified project would result in higher density and increased bulk in a neighborhood that, while mixed in terms of existing uses and densities, is characterized by generally low to medium density development. The eight-story building would be taller than existing buildings on abutting properties. However, the project would fulfill the purpose of the R-4 district by providing high-density residential development near existing neighborhood amenities. Moreover, staff notes that the project is a part of a growing pattern of increased density in the area. This pattern includes the recently-constructed, five-story building at 2029 Blake Street, and two approved projects that are under construction: a six-story, 113-unit, community care facility for seniors at 2000 Dwight Way, and a six-story, 12-unit, residential building at 2018 Blake Street. These projects reflect a City-wide effort to increase housing supply near commercial and transit corridors. The modified project would provide new high-density housing in a location with easy access to public transit and nearby commercial services and stores.

The shadow studies for the modified project indicate that the new buildings would result in increased shade on neighboring properties. (See Attachment 1, Project Plans, sheets P010 through P017.) New shadows would affect the six-story residential building that is under construction at 2000 Dwight Way, northwest of the subject site, throughout the year, and more so during winter months. New shadows would also affect the two-story and the five-story residential buildings to the northeast and east, but mostly during winter months, in the hours close to sunrise and sunset. These potential sunlight impacts are difficult to avoid given the proximity of the nearby buildings to the proposed building, lot widths, and height and building-to-building separations permitted in this district.

C. General Non-Detriment Finding: BMC Section 23.406.040 states that before the ZAB approves an application for a Use Permit, it must find that the project, under the circumstances of this particular case existing at the time at which the application is granted, would not be detrimental to the health, safety, peace, morals, comfort, and general welfare of the persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements of the adjacent properties, the surrounding area or neighborhood, or to the general welfare of the City.

The modified project is subject to the City's standard conditions of approval regarding construction noise and air quality, waste diversion, toxics, and stormwater requirements, thereby ensuring that the modified project meets the non-detriment finding.

D. Administrative Use Permit for Architectural Projections to Exceed Height Limit: Pursuant to BMC Section 23.304.050(A) an Administrative Use Permit for architectural elements, such as mechanical penthouses, elevator equipment rooms or stair towers, that would exceed the maximum height limit. Such projections are limited to no more than 15 percent of the average floor area of all of the building's floors and cannot be used as habitable space or for commercial purposes. The modified project proposes a stair and elevator elements totaling 727 square feet in the main building, that extend approximately eight feet above the 88-foot, 6-inch-tall parapet height. The elements represent 4.1 percent of the 17,839-square-foot average all the floor areas, and are permissible.

E. Traffic and Pedestrian Safety: The Traffic Impact Analysis (TIA) prepared by the project consultant, dated June 6, 2023, determined that traffic from the proposed project would contribute to the Shattuck Avenue and Blake Street intersection, causing exceedance of the established level of service (LOS) standards and adding pedestrian traffic at a location with existing safety problems (i.e., multiple pedestrian and bicycle accidents). The TIA identified the installation of a pedestrian crossing flashing beacon as a potential improvement measure to mitigate the impact. The applicant has agreed to implement this mitigation, which is included in the Use Permit Modification Findings and Conditions (see Attachment 1, Exhibit A, Conditions #16 and 66).

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

1. Policy LU-3–Infill Development: Encourage infill development that is architecturally and environmentally sensitive, embodies principles of sustainable planning and construction, and is compatible with neighboring land uses and architectural design and scale.
2. Policy LU-7–Neighborhood Quality of Life, Action A: Require that new development be consistent with zoning standards and compatible with the scale, historic character, and surrounding uses in the area.
3. Policy LU-23–Transit-Oriented Development: Encourage and maintain zoning that allows greater commercial and residential density and reduced residential parking requirements in areas with above-average transit service such as Downtown Berkeley.
4. Policy UD-16–Context: The design and scale of new or remodeled buildings should respect the built environment in the area, particularly where the character of the built environment is largely defined by an aggregation of historically and architecturally significant buildings.
5. Policy UD-24–Area Character: Regulate new construction and alterations to ensure that they are truly compatible with and, where feasible, reinforce the desirable design characteristics of the particular area they are in.
6. Policy UD-32–Shadows: New buildings should be designed to minimize impacts on solar access and minimize detrimental shadows.

   Staff Comments: As discussed previously in this section, the modified project would improve the utilization of the site with high-density residential development that is compatible R-4 district purposes, the scale of the neighborhood, and uses in the area. The project site is with within walking distance of multiple bus lines that operate along Shattuck Avenue, and the Downtown Berkeley BART Station, and would bring new patrons to existing businesses in Downtown area. Shadow impacts from the project would be reasonable given the zoning district designations for the site and adjacent properties.
7. Policy UD-33–Sustainable Design: Promote environmentally sensitive and sustainable design in new buildings.
8. Policy H-19–Regional Housing Needs: Encourage housing production adequate to meet the housing production goals established by ABAG's Regional Housing Needs Determination for Berkeley.
9. Policy EM-5–"Green" Buildings: Promote and encourage compliance with "green" building standards. (Also see Policies EM-8, EM-26, EM-35, EM-36, and UD-6.)

Staff Comments: The modified project would help Berkeley meet its regional housing needs by adding 212 net new housing units to the City, including 23 VLI and two LI units. The project would be subject to standard conditions of approval that promote sustainable building design, including conditions for solar PV systems, electric vehicle charging, water efficient landscaping, and natural gas prohibitions.

VII. Recommendation

Because of the project's consistency with the Zoning Ordinance and General Plan, and minimal impact on surrounding properties, staff recommends that the Zoning Adjustments Board:

A. **ADOPT** the Addendum to the 2015 Blake Street Residential Project Final EIR (SCH #2021010078).
B. **APPROVE** Use Permit #ZP2022-0178, pursuant to BMC Section 23.406.040 and subject to the attached Findings and Conditions and Revised MMRP (see Attachment 1, Exhibit A, B, and C).

Attachments:

1. Findings and Conditions
   a. Exhibit A, Findings and Conditions
   b. Exhibit B, CEQA Findings and Statement of Overriding Considerations, September 2021
   c. Exhibit C, Mitigation Monitoring and Reporting Program, September 2021
2. Project Plans, received July 11, 2023
3. EIR Addendum for 2015 Blake Street Residential Project
   The 2015 Blake Street Residential Project Final EIR is available at this link: https://aca.cityofberkeley.info/CitizenAccess/Default.aspx. Click on Zoning tab; enter permit number ZP2020-0072; select permit ZP2020-0072; click on the "Record Info" drop down menu; click on Attachments for a list of all application materials.
4. Notice of Public Hearing

Staff Planner: Sharon Gong, sgong@berkeleyca.gov, (510) 981-7429

CEQA Consultant: Rincon Consultants, (510) 834-4455

2015 Blake Street

Use Permit Modification #ZP2022-0178 to modify the project originally approved under #ZP2020-0072, to construct a main building on Parcel 2 that has eight-stories (88 feet, 6 inches), 200,683 square feet of gross floor area, 206 units (including 23 Very Low-Income Density Bonus qualifying units) and an 81-space, subterranean parking garage.

PERMITS REQUIRED

- Use Permit under Berkeley Municipal Code (BMC) Section 23.404.070(B) to modify an approved permit
- Use Permit, under BMC Section 23.202.110(E)(2) to construct a new main building that exceeds 35 feet in average height and three stories, up to 65 feet and 6 stories
- Administrative Use Permit, under BMC Section 23.304.050(A) to allow rooftop projections that exceed the district's height limit

WAIVERS/CONCESSIONS UNDER GOVERNMENT CODE SECTION 65915-65918

- Waiver of BMC Section 23.202.110(E)(2) to exceed height
- Waivers of BMC Section 23.202.110(E)(2) to reduce minimum front, side, and rear yard setbacks, and building separation
- Waiver of BMC Section 23.202.110(E)(2) to exceed maximum lot coverage
- Waiver of BMC Section 23.202.110(E)(2) to reduce minimum required usable open space
- Waiver of BMC Section 23.304.070(B) to allow unenclosed structures in the front setback (plaza elements)
- Concession to preserve the existing non-conforming (setbacks, lot coverage, useable open space, etc.) buildings at 2012 and 2020 Dwight

I. CEQA FINDINGS

1. Pursuant to the California Environmental Quality Act (CEQA), the City prepared an Addendum to the certified 2015 Blake Residential Project Final EIR (SCH #2021010078) for this project.

A. CEQA Approach: Pursuant to Section 15164 of the CEQA Guidelines, codified in Sections 15000 et seq. of Title 14 of the California Code of Regulations, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15612 calling for preparation of a subsequent EIR have occurred. Under Section 15162 (a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are substantial changes in the project or circumstances or substantially important new information that will cause the project to have significant new impacts or substantially increase previously identified significant impacts.

As discussed in detail in the Addendum, potential impacts associated with the modified project currently before the ZAB would be consistent with potential impacts characterized and mitigated for in the Final EIR. Substantive revisions to the Final EIR are not necessary because no new significant impacts or significant impacts of substantially greater severity

than previously described would occur. Thus, the conditions outlined in CEQA Guidelines Section 15162 requiring preparation of a subsequent EIR would not be met and an addendum is the appropriate CEQA document.

B. EIR Addendum and Mitigation Monitoring and Reporting Program (MMRP): An Addendum to the 2015 Blake Street Residential Project Final EIR (EIR Addendum), which was certified in September 2021, was prepared to evaluate the potentially significant environmental impacts of the modified project, pursuant to CEQA. The Addendum considered the Final EIR and Statement of Overriding Considerations and evaluated the modified project, i.e., the project currently before the ZAB. Cultural resource impacts related to the demolition of a historical resource at 2019 Blake Street would remain significant and unavoidable, and the same overriding considerations would apply to the modified project.

The EIR Addendum described the changes in the modified project and addressed the following issues in detail: Air Quality, Cultural Resources, Energy, Greenhouse Gas Emissions, Land Use and Planning, Noise, Population and Housing, Public Services, and Transportation, and Utilities and Service Systems. All other environmental issues were evaluated as well, with the conclusion that impacts to these topic areas would be less than significant with mitigation, similar to the original project. For each of the areas of evaluation, the EIR Addendum findings supported the conclusion that impacts from the modified project would not result in new significant effects or a substantial increase in the severity of previously identified significant effects on the environment. Therefore, no new mitigation measures would be necessary for any of these evaluated areas and all mitigation measures adopted in the Final EIR remain applicable.

Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d) require the City to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. The monitoring program is designed to ensure compliance during project implementation. The applicant has integrated elements required by mitigation measures included in the certified Final EIR into the modified project design. Specifically, the modified project would include incorporation of memorabilia from the theater group into the residential lobby, a story board in the proposed Blake Street Plaza, and an annual grant funded by Laconia, the developer of the modified project, for emerging artists. The modified project would be required to adhere to all mitigation measures in the certified Final EIR. Therefore, the MMRP for the 2015 Blake Street Residential Project Final EIR remains unchanged. The MMRP is attached to the permit.

The 2015 Blake Street Residential Project Final EIR is available at this link: https://aca.cityofberkeley.info/CitizenAccess/Default.aspx. Click on Zoning tab; enter permit number ZP2022-0178; select permit ZP2022-0178; click on the “Record Info” drop down menu; click on Attachments for a list of all application materials.

II. DENSITY BONUS FINDINGS

1. Pursuant to Government Code Section 65915, the Zoning Adjustments Board finds that:

A. Under the City’s methodology for implementing density bonuses, the “base project” consists of 147 units;

B. The project will provide at least 23 Very Low-Income (VLI) qualifying units and 2 Low-Income (LI) replacement units, in the 147-unit “base project”

C. The project is entitled to a density increase of 50% over the otherwise maximum allowable residential density under the Zoning Ordinance and General Plan Land Use Element, under the requirements of Government Code Section 65915(b) and (f), plus three concessions or incentives. This equates to a density bonus of 72 (74 maximum) units above the Base Project, for a total of 219 units.

2. In accordance with Government Code Section 65915(d) and (k), the Zoning Adjustments Board hereby grants the following concessions in order to provide for affordable housing costs:
A. Concession to preserve the existing non-conforming (setbacks, lot coverage, useable open space, etc.) buildings at 2012 and 2020 Dwight.

3. In accordance with Government Code Section 65915(d), in order to allow construction of the proposed project with the density permitted under State law, the Zoning Adjustments Board finds that the approval of the concessions is required to provide for affordable rents, as provided in Government Code Section 65915(d)(1)(A) because 1) approval of the concession would result in identifiable and actual cost reduction; 2) approval of the concession would not have a specific adverse impact upon public health and safety, or the physical environment, or on any real property listed in the California Register of Historical Resources; and 3) would not be contrary to State or Federal law.

4. In accordance with Government Code Section 65915(e) the Zoning Adjustments Board hereby grants the following waivers (all waivers are for the main building on Parcel 2):
A. Waiver of BMC Section 23.202.110(E)(2) to exceed height
B. Waivers of BMC Section 23.202.110(E)(2) to reduce minimum front, side, and rear yard setbacks, and building separation
C. Waiver of BMC Section 23.202.110(E)(2) to exceed maximum lot coverage
D. Waiver of BMC Section 23.202.110(E)(2) to reduce minimum required usable open space
E. Waiver of BMC Section 23.304.070(B) to allow unenclosed structures in the front setback (plaza elements)

These waivers are required because state law requires the City to modify development standards as necessary to accommodate these density bonus units, and because the Zoning Adjustments Board hereby finds that the density bonus units can best be accommodated by granting these waivers.

5. In accordance with Government Code Section 65915(e), in order to allow construction of the proposed project with the density permitted under State law, the Zoning Adjustments Board finds approval of waivers is required 1) construct the proposed project at the density permitted under State law; 2) approval of requested waivers would not have a specific adverse impact upon public health and safety, or the physical environment, or on any real property listed in the California Register of Historical Resources; and 3) approval of the requested waivers would not be contrary to State or Federal law.

III. FINDINGS FOR APPROVAL

1. The Housing Accountability Act §65589.5(j) requires that when a proposed housing development complies with applicable, objective general plan and zoning standards, a local agency may not deny the project or approve it with reduced density unless the agency makes written findings supported by substantial evidence that:

A. The development would have a specific adverse impact on public health or safety unless disapproved or approved at a lower density; and
B. There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, other than the disapproval or approval at a lower density.

The project includes construction of 212 dwelling units, and the retention of 7 existing dwelling units. Because the base project would comply with applicable, objective general plan and zoning standards, §65589.5(j) does apply to this project. No significant, quantifiable, direct and unavoidable impacts, based on objective, identified written public health or safety standards, polices, or conditions, have been identified by staff.

2. As required by Section 23.406.040.E.1 of the BMC, the project, under the circumstances of this particular case existing at the time at which the application is granted, would not be detrimental to the health, safety, peace, morals, comfort, and general welfare of the persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements of the adjacent properties, the surrounding area or neighborhood, or to the general welfare of the City because:

A. The project is consistent with all applicable R-4 District standards and qualifies for waivers and concessions for the listed district standards granted pursuant to State Density Bonus, Government Code, Section 65915.
B. The modified project would involve development of high-density residential buildings in the R-4 district, and the project site is within walking distance of existing transit and businesses, including in Downtown Berkeley. The applicants have requested a density bonus waiver to reduce minimum usable open space requirements, and there is no evidence to support the findings required for denial of the waiver. The total modified project would include 18,679 square feet of usable open space in ground-level gardens and plazas, and private balconies. In addition, the main building in the project would include indoor recreational areas for residents, including a fitness center and lounge, which would help offset the reduction of usable open space.
C. The shadow studies for the modified project indicate that the new buildings would result in increased shade on neighboring properties. New shadows would affect the six-story residential building that is under construction at 2000 Dwight Way, northwest of the subject site, throughout the year, and more so during winter months. New shadows would also affect the two-story and the five-story residential buildings to the northeast and east, but mostly during winter months, in the hours close to sunrise and sunset. These potential sunlight impacts are difficult to avoid given the proximity of the nearby buildings to the proposed building, lot widths, and height and building-to-building separations permitted in this district.
D. The Traffic Impact Analysis (TIA) prepared by the project consultant, dated June 6, 2023, determined that traffic from the proposed project would contribute to the Shattuck Avenue and Blake Street intersection, causing exceedance of the established level of service (LOS) standards and adding pedestrian traffic at a location with existing safety problems (i.e., multiple pedestrian and bicycle accidents). The TIA identified the installation of a pedestrian crossing flashing beacon as a potential improvement measure to mitigate the impact. The applicant has agreed to implement this mitigation, which is included in the Use Permit.
E. The modified project is subject to the City's standard conditions of approval regarding construction noise and air quality, waste diversion, toxics, and stormwater requirements, thereby ensuring that the project meets the non-detriment finding.

IV. OTHER FINDINGS FOR APPROVAL

6. As required by Section BMC Section 23.202.110(E), the Zoning Adjustments Board finds that:

A. The modified project would result in higher density and increased bulk in a neighborhood that, while mixed in terms of existing uses and densities, is characterized by generally low to medium density development. The eight-story building would be taller than existing buildings on abutting properties. However, the project would fulfill the purpose of the R-4 district by providing high-density residential development near existing neighborhood amenities.

B. The project is a part of a growing pattern of increased density in the area. This pattern includes the recently-constructed, five-story building at 2029 Blake Street, and two approved projects that are under construction: a six-story, 113-unit, community care facility for seniors at 2000 Dwight Way, and a six-story, 12-unit, residential building at 2018 Blake Street. These projects reflect a City-wide effort to increase housing supply near commercial and transit corridors. The modified project would provide new high-density housing in a location with easy access to public transit and nearby commercial services and stores.

7. As required by Section 23.304.050(A), of the BMC, the Zoning Adjustments Board finds that:

A. The project proposes a stair and elevator elements, totaling 727 square feet, that extend approximately eight feet above the 88-foot-6-inch-tall parapet height. The elements represent 4.1 percent of the 17,839-square-foot average all the floor areas, and are permissible.

V. STANDARD CONDITIONS OF APPROVAL FOR ALL PROJECTS

The following conditions, as well as all other applicable provisions of the Zoning Ordinance, apply to this Permit:

1. Conditions and Mitigation Monitoring and Reporting Program Shall be Printed on Plans
The conditions of this Permit shall be printed on the *second* sheet of each plan set submitted for a building permit pursuant to this Use Permit, under the title 'Use Permit Conditions.' *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.

2. Compliance Required (BMC Section 23.102.050)
All land uses and structures in Berkeley must comply with the Zoning Ordinance and all applicable City ordinances and 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.

3. Approval Limited to Proposed Project and Replacement of Existing Uses (BMC Sections 23.404.060.B.1 and 2)
A. This Permit authorizes only the proposed project described in the application. In no way does an approval authorize other uses, structures or activities not included in the project description.
B. 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.

4. Conformance to Approved Plans (BMC Section 23.404.060.B.4)
All work performed under an approved permit shall be in compliance with the approved plans and any conditions of approval.

5. Exercise and Expiration of Permits (BMC Section 23.404.060.C)
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.
B. A permit authorizing construction is exercised when both a valid City building permit (if required) is issued and construction has lawfully begun.
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 ZAB in accordance with Chapter 23.410 (Appeals and Certification).
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.

6. Permit Remains Effective for Vacant Property (BMC Section 23.404.060.D)

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 Condition #5 above.

7. Permit Modifications (BMC Section 23.404.070)

No change in the use or structure for which this Permit is issued is permitted unless the Permit is modified by the Board. The Zoning Officer may approve changes to plans approved by the Board, consistent with the Board's policy adopted on May 24, 1978, which reduce the size of the project.

8. Permit Revocation (BMC Section 23.404.080)

The City may revoke or modify a discretionary permit for completed projects due to: 1) violations of permit requirements; 2) Changes to the approved project; and/or 3) Vacancy for one year or more. However, 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 (ZAB), or City Council referral.

9. Pay Transparency Acknowledgement (BMC Section 13.104.030)

Prior to the issuance of a building permit for any Project subject to this Chapter:

A. A Responsible Representative of the Permittee shall certify under penalty of perjury that: (1) the Permittee has reviewed Chapter 13.104 of the Berkeley Municipal Code; and (2) the Permittee will be responsible for demonstrating compliance with this Chapter.
B. The Permittee shall provide to the City a Contractor Pay Transparency Acknowledgment on a form approved by the City for this purpose. A Responsible Representative of the Permittee shall certify under penalty of perjury that the Contractor and all Qualifying Subcontractors performing work on the Project will comply with Chapter 13.104 of the Berkeley Municipal Code and with Labor Code sections 226(a) and 2810.5 for each employee who works on the Project.

10. Pay Transparency Attestations Following Project Completion (BMC Section 13.104.040)

Within 10 days of the approved final inspection of any Project subject to this Chapter, each Permittee shall provide to the City for each Contractor and Qualifying Subcontractor a Pay Transparency Attestation on a form approved by the City. On each Pay Transparency Attestation, a Responsible Representative of the Contractor or Qualifying Subcontractor shall attest under penalty of perjury that the Contractor or Qualifying Subcontractor complied with Chapter 13.104 of the Berkeley Municipal Code and Labor Code sections 226(a) and 2810.5 for each employee who performed work on the Project. The City will maintain Pay Transparency Attestation forms for period of at least three years after their date of receipt by the City.

11. Posting of Ordinance (BMC Section 13.104.050)

Each day work is performed on the Project, each Permittee shall post, and keep posted in a conspicuous location where it may be easily read by employees during the hours of the workday, a notice that: (A) contains the text of Chapter 13.104 of the Berkeley Municipal Code; (B) explains that workers can report violations of Labor Code sections 226 and 2810.5 to the Labor Commissioner of the State of California; and (C) provides current contact information, including office address, telephone number, and email address of the Labor Commissioner of the State of California.

12. Conditions of Approval (BMC Section 13.104.060)

The requirements of Sections 13.104.030 through 13.104.050 shall be included as conditions of approval of any Use Permit or Zoning Certificate for any Project that is subject to this Chapter. Failure to comply with the requirements of any provision of this Chapter shall be grounds for issuance of an administrative citation under Chapter 1.28 and/or the revocation or modification of any Use Permit issued for the Project under Chapter 23B.60.

13. Indemnification Agreement

The applicant shall hold harmless, defend, and indemnify the City of Berkeley and its officers, agents, and employees against any and all liability, damages, claims, demands, judgments or other losses (including without limitation, attorney's fees, expert witness and consultant fees and other litigation expenses), referendum or initiative relating to, resulting from or caused by, or alleged to have resulted from, or caused by, any action or approval associated with the project. The indemnity includes without limitation, any legal or administrative challenge, referendum or initiative filed or prosecuted to overturn, set aside, stay or otherwise rescind any or all approvals granted in connection with the Project, any environmental determination made for the project and granting any permit issued in accordance with the project. This indemnity includes, without limitation, payment of all direct and indirect costs associated with any action specified herein. Direct and indirect costs shall include, without limitation, any attorney's fees, expert witness and consultant fees, court costs, and other litigation fees. City shall have the right to select counsel to represent the City at Applicant's expense in the defense of any action specified in this condition of approval. City shall take reasonable steps to promptly notify the Applicant of any claim, demand, or legal actions that may create a claim for indemnification under these conditions of approval.

VI. ADDITIONAL CONDITIONS IMPOSED BY THE ZONING ADJUSTMENTS BOARD

Pursuant to BMC 23.406.040.E, the Zoning Adjustments Board attaches the following additional conditions to this Permit:

Prior to Submittal of Any Building Permit:

14. Project Liaison. The applicant shall include in all building permit plans and post onsite the name 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:**

☐ **Project Liaison** _____

Name Phone #

15. Final Design Review. The Project shall be referred to the Design Review Committee (DRC) for approval of a Final Design Review application. The applicant shall submit to the DRC:

A. Landscape plans reflecting a plant palette that is composed of at least 80% native plants.

B. Plan details that reflect a bird-safe glass solution that does not hinder project progress, but addresses critical bird danger areas. Glass, or similar material, shall be aesthetically compatible, and shall comply with Title 24 and other building regulations.

C. Plans reflecting the installation of 110v outlets for every parking space, subject to approval by PG&E.
D. Plans that reflect the elimination of all up-lighting from the project.

16. Rectangular Rapid Flashing Beacon (RRFB). Prior to building permit submittal for the construction of this project, the applicant shall confer with the City Traffic Engineer to confirm installation of an RRFB at the intersection of Shattuck and Blake.

17. Tenant Relocation. The property owner shall follow all noticing requirements in BMC Chapter 13.84 for the relocation of tenants at 2012 Dwight Way and 2020 Dwight Way, including the notice of temporary relocation in BMC Chapter 13.84.040.B, the notice of complete repairs in BMC Chapter 13.84.040.C, and move-back option notices in BMC Chapter 13.84.090. Prior to submittal of any building permit application, the property owner shall submit a written agreement on a relocation plan signed by all existing tenants to the Land Use Division to be kept on file with Health, Housing and Community Services (HHCS). If an agreement by all parties is not submitted, the project will be subject to temporary housing and relocation payments provisions in BMC Chapter 13.84. The property owner shall work with HHCS to discuss parking space provisions in the Tenant Relocation agreements for the modified project.

18. Address Assignment. The applicant shall file an "Address Assignment Request Application" with the Permit Service Center (1947 Center Street) for any address change or new address associated with this Use Permit. The new address(es) shall be assigned and entered into the City's database prior to the applicant's submittal of a building permit application.

19. Construction Noise Reduction Program. The applicant shall develop a site specific noise reduction program prepared by a qualified acoustical consultant to reduce construction noise impacts to the maximum extent feasible, subject to review and approval of the Zoning Officer. The noise reduction program shall include the time limits for construction listed above, as measures needed to ensure that construction complies with BMC Section 13.40.070. The noise reduction program should include, but shall not be limited to, the following available controls to reduce construction noise levels as low as practical:

A. Construction equipment should be well maintained and used judiciously to be as quiet as practical.
B. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
C. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists. Select hydraulically or electrically powered equipment and avoid pneumatically powered equipment where feasible.
D. Locate stationary noise-generating equipment as far as possible from sensitive receptors when adjoining construction sites. Construct temporary noise barriers or partial enclosures to acoustically shield such equipment where feasible.
E. Prohibit unnecessary idling of internal combustion engines.
F. If impact pile driving is required, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
G. Construct solid plywood fences around construction sites adjacent to operational business, residences or other noise-sensitive land uses where the noise control plan analysis determines that a barrier would be effective at reducing noise.

H. Erect temporary noise control blanket barriers, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.

I. Route construction related traffic along major roadways and away from sensitive receptors where feasible.

20. Damage Due to Construction Vibration**.** The project applicant shall submit screening level analysis prior to, or concurrent with demolition building permit. If a screening level analysis shows that the project has the potential to result in damage to structures, a structural engineer or other appropriate professional shall be retained to prepare a vibration impact assessment (assessment). The assessment shall take into account project specific information such as the composition of the structures, location of the various types of equipment used during each phase of the project, as well as the soil characteristics in the project area, in order to determine whether project construction may cause damage to any of the structures identified as potentially impacted in the screening level analysis. If the assessment finds that the project may cause damage to nearby structures, the structural engineer or other appropriate professional shall recommend design means and methods of construction that to avoid the potential damage, if feasible. The assessment and its recommendations shall be reviewed and approved by the Building and Safety Division and the Zoning Officer. If there are no feasible design means or methods to eliminate the potential for damage, the structural engineer or other appropriate professional shall undertake an existing conditions study (study) of any structures (or, in case of large buildings, of the portions of the structures) that may experience damage. This study shall

- establish the baseline condition of these structures, including, but not limited to, the location and extent of any visible cracks or spalls; and
- include written descriptions and photographs.

The study shall be reviewed and approved by the Building and Safety Division and the Zoning Officer prior to issuance of a grading permit. Upon completion of the project, the structures (or, in case of large buildings, of the portions of the structures) previously inspected will be resurveyed, and any new cracks or other changes shall be compared to pre-construction conditions and a determination shall be made as to whether the proposed project caused the damage. The findings shall be submitted to the Building and Safety Division and the Zoning Officer for review. If it is determined that project construction has resulted in damage to the structure, the damage shall be repaired to the pre-existing condition by the project sponsor, provided that the property owner approves of the repair.

21. Compliance with Conditions and Environmental Mitigations. The building permit application is subject to verification of compliance to the adopted **Mitigation Monitoring and Reporting Program (Attachment 1 - Exhibit C).** The applicant shall be responsible for demonstrating compliance with all conditions of approval and mitigation measures per the timeline set forth by this use permit. The applicant shall deposit $10,000 with the City, or less with the approval of the Zoning Officer, to pay for the cost of monitoring compliance with these Conditions of Approval and other applicable conditions and regulations. Should compliance-monitoring expenses exceed the initial deposit, the applicant shall deposit additional funds to cover such additional expenses upon the request of the Zoning Officer; any unused deposit will be refunded to the applicant.

Prior to Issuance of Any Building & Safety Permit (Demolition or Construction)

22. Fee Deferrals. All zoning project application fees that were deferred at the time of application submittal shall be paid in full.

23. Construction Noise Management - Public Notice Required. At least two weeks prior to initiating any construction activities at the site, the applicant shall provide notice to businesses and residents within **500 feet** of the project site. This notice shall at a minimum provide the following: (1) project description, (2) description of construction activities during extended work hours and reason for extended hours, (3) daily construction schedule (i.e., time of day) and expected duration (number of months), (4) the name and phone number of the Project Liaison for the project that is responsible for responding to any local complaints, and (5) that construction work is about to commence. The liaison would determine the cause of all construction-related complaints (e.g., starting too early, bad muffler, worker parking, etc.) and institute reasonable measures to correct the problem. A copy of such notice and methodology for distributing the notice shall be provided in advance to the City for review and approval.

24. Construction Phases. The applicant shall provide the Zoning Officer with a schedule of major construction phases with start dates and expected duration, a description of the activities and anticipated noise levels of each phase, and the name(s) and phone number(s) of the individual(s) directly supervising each phase. The Zoning Officer or his/her designee shall have the authority to require an on-site meeting with these individuals as necessary to ensure compliance with these conditions. The applicant shall notify the Zoning Officer of any changes to this schedule as soon as possible.

25. Demolition. Demolition of the existing building cannot commence until a complete application is submitted for the replacement building. In addition, all plans presented to the City to obtain a permit to allow the demolition are subject to these conditions.

26. Construction and Demolition Diversion. Applicant shall submit a Construction Waste Management Plan that meets the requirements of BMC Chapter 19.37 including 100% diversion of asphalt, concrete, excavated soil and land-clearing debris and a minimum of 65% diversion of other nonhazardous construction and demolition waste.

27. Toxics. The applicant shall contact the Toxics Management Division (TMD) at 1947 Center Street or (510) 981-7470 to determine which of the following documents are required and timing for their submittal:

A. Environmental Site Assessments:

1) Phase I & Phase II Environmental Site Assessments (latest ASTM 1527-13). A recent Phase I ESA (less than 2 years old*) shall be submitted to TMD for developments for:
   - All new commercial, industrial and mixed use developments and all large improvement projects.
   - All new residential buildings with 5 or more dwelling units located in the Environmental Management Area (or EMA).
   - EMA is available online at: http://www.cityofberkeley.info/uploadedFiles/IT/Level_3_-_General/ema.pdf

2) Phase II ESA is required to evaluate Recognized Environmental Conditions (REC) identified in the Phase I or other RECs identified by TMD staff. The TMD may require a third party toxicologist to review human or ecological health risks that may be identified.

The applicant may apply to the appropriate state, regional or county cleanup agency to evaluate the risks.

3) If the Phase I is over 2 years old, it will require a new site reconnaissance and interviews. If the facility was subject to regulation under Title 15 of the Berkeley Municipal Code since the last Phase I was conducted, a new records review must be performed.

B. Soil and Groundwater Management Plan:

1) A Soil and Groundwater Management Plan (SGMP) shall be submitted to TMD for all non-residential projects, and residential or mixed-use projects with five or more dwelling units, that: (1) are in the Environmental Management Area (EMA) and (2) propose any excavations deeper than 5 feet below grade. The SGMP shall be site specific and identify procedures for soil and groundwater management including identification of pollutants and disposal methods. The SGMP will identify permits required and comply with all applicable local, state and regional requirements.

2) The SGMP shall require notification to TMD of any hazardous materials found in soils and groundwater during development. The SGMP will provide guidance on managing odors during excavation. The SGMP will provide the name and phone number of the individual responsible for implementing the SGMP and post the name and phone number for the person responding to community questions and complaints.

3) TMD may impose additional conditions as deemed necessary. All requirements of the approved SGMP shall be deemed conditions of approval of this Use Permit.

C. Building Materials Survey:

1) Prior to approving any permit for partial or complete demolition and renovation activities involving the removal of 20 square or lineal feet of interior or exterior walls, a building materials survey shall be conducted by a qualified professional. The survey shall include, but not be limited to, identification of any lead-based paint, asbestos, polychlorinated biphenyl (PBC) containing equipment, hydraulic fluids in elevators or lifts, refrigeration systems, treated wood and mercury containing devices (including fluorescent light bulbs and mercury switches). The Survey shall include plans on hazardous waste or hazardous materials removal, reuse or disposal procedures to be implemented that fully comply state hazardous waste generator requirements (22 California Code of Regulations 66260 et seq). The Survey becomes a condition of any building or demolition permit for the project. Documentation evidencing disposal of hazardous waste in compliance with the survey shall be submitted to TMD within 30 days of the completion of the demolition. If asbestos is identified, Bay Area Air Quality Management District Regulation 11-2-401.3 a notification must be made and the J number must be made available to the City of Berkeley Permit Service Center.

D. Hazardous Materials Business Plan:

1) A Hazardous Materials Business Plan (HMBP) in compliance with BMC Section 15.12.040 shall be submitted electronically at http://cers.calepa.ca.gov/ within 30 days if on-site hazardous materials exceed BMC 15.20.040. HMBP requirement can be found at http://ci.berkeley.ca.us/hmr/

Prior to Issuance of Any Building (Construction) Permit

28. Parcel Merger. The applicant shall secure approval of any parcel merger and/or lot line adjustment associated with this Use Permit.

29. Performing Arts Scholarship. The applicant shall provide funds for a $5,000 annual grant over a 20-year period (all funded in advance) for emerging actors. The grant shall be administered by

the Shotgun Players, TheatreFIRST, or another performing arts organization whose mission is in line with the work of the Blake Street Hawkeyes, as approved by the Land Use Planning Division. Documentation that the applicant has entered into an agreement with the performing arts organization and the grant has been fully funded shall be submitted to the Land Use Planning Division for review and approval prior to issuance of an occupancy permit for the project.

30. Percent for Public Art: Consistent with BMC §23C.23, the applicant shall either pay the required in-lieu fee or provide the equivalent amount in a financial guarantee to be released after installation of the On-Site Publicly Accessible Art.

31. Affordable Housing Mitigation Fee: Consistent with BMC §22.20.065, and fee resolution applicable to this project, the applicant shall provide a schedule, consistent with a schedule approved by the City Manager or her designee, outlining the timeframe for payment of the AHMF, and they shall pay this fee.

32. HVAC Noise Reduction. Prior to the issuance of building permits, the project applicant shall submit plans that show the location, type, and design of proposed heating, ventilation, and cooling (HVAC) equipment. In addition, the applicant shall provide product specification sheets or a report from a qualified acoustical consultant showing that operation of the proposed HVAC equipment will meet the City's exterior noise requirements in BMC Section 13.40.050. The City's Planning and Development Department shall review the submitted plans, including the selected HVAC equipment, to verify compliance with exterior noise standards.

33. Interior Noise Levels. Prior to issuance of a building permit, the applicant shall submit a report to the Building and Safety Division and the Zoning Officer by a qualified acoustic engineer certifying that the interior residential portions of the project will achieve interior noise levels of no more than 45 Ldn (Average Day-Night Levels). If the adopted Building Code imposes a more restrictive standard for interior noise levels, the report shall certify compliance with this standard.

34. Solar Photovoltaic (Solar PV). A solar PV system, on the solar zone specified in Section 110.10 of the 2019 Energy Code, shall be installed (subject to the exceptions in Section 110.10) as specified by the Berkeley Energy Code (BMC Chapter 19.36). Location of the solar PV system shall be noted on the construction plans.

35. Electric Vehicle (EV) Charging. The project plans shall show at least eight EV-Capable, 21 EV-Ready, and 13 EV-Charging parking spaces incompliance with with CALGreen Tier 2 EV parking standards.

36. Water Efficient Landscaping. Landscaping, totaling 500 square feet of more of new landscaping or 2,500 square feet or more of renovated irrigated area, shall comply with the State's Model Water Efficient Landscape Ordinance (MWELO). MWELO-compliant landscape documentation including a planting, grading, and irrigation plan shall be included in site plans. Water budget calculations are also required for landscapes of 2,500 square feet or more and shall be included in site plans. The reference evapotranspiration rate (ETo) for Berkeley is 41.8.

37. Prohibition of Natural Gas Infrastructure in New Buildings. The project shall comply with the City of Berkeley Prohibition of Natural Gas Infrastructure in New Buildings (BMC Chapter 12.80). This requirement shall not apply to the multi-family dwellings at 2012 and 2020 Dwight Way.

38. Recycling and Organics Collection. Applicant shall provide recycling and organics collection areas for occupants, clearly marked on site plans, which comply with the Alameda County Mandatory Recycling Ordinance (ACWMA Ordinance 2012-01).

39. Public Works ADA. Plans submitted for building permit shall include replacement of sidewalk, curb, gutter, and other streetscape improvements, as necessary to comply with current City of Berkeley standards for accessibility.

40. Required Parking Spaces for Persons with Disabilities. Per BMC Section 23.322.040.H of the Zoning Ordinance, "If the number of required off-street parking spaces in a non-residential district is reduced as allowed by this chapter, the number of required parking spaces for persons with disabilities shall be calculated as if there had been no reduction in required spaces."

Prior to Demolition or Start of Construction:

41. Construction Meeting. The applicant shall request of the Zoning Officer an on-site meeting with City staff and key parties involved in the early phases of construction (e.g., applicant, general contractor, foundation subcontractors) to review these conditions and the construction schedule. The general contractor or applicant shall ensure that all subcontractors involved in subsequent phases of construction aware of the conditions of approval.

During Construction:

42. Tenant Parking. During any construction related to this Use Permit, the applicant/property owner shall ensure that parking is provided to existing tenants at an alternative location within a two-block radius of the site. If parking cannot be found within this radius then the applicant/property owner shall provide tenants with a monthly parking stipend, the amount to be determined by the Rent Stabilization Board.

43. Construction Hours. Construction activity shall be limited to between the hours of 8:00 AM and 6:00 PM on Monday through Friday, and between 9:00 AM and Noon on Saturday. No construction-related activity shall occur on Sunday or any Federal Holiday.

44. Construction Hours- Exceptions. It is recognized that certain construction activities, such as the placement of concrete, must be performed in a continuous manner and may require an extension of these work hours. Prior to initiating any activity that might require a longer period, the developer must notify the Zoning Officer and request an exception for a finite period of time. If the Zoning Officer approves the request, then two weeks prior to the expanded schedule, the developer shall notify businesses and residents within 500 feet of the project site describing the expanded construction hours. A copy of such notice and methodology for distributing the notice shall be provided in advance to the City for review and approval. The project shall not be allowed more than 15 extended working days.

45. Project Construction Website. The applicant shall establish a project construction website with the following information clearly accessible and updated monthly or more frequently as changes warrant:

- Contact information (i.e. "hotline" phone number, and email address) for the project construction manager
- Calendar and schedule of daily/weekly/monthly construction activities
- The final Conditions of Approval, Mitigation Monitoring and Reporting Program, Transportation Construction Plan, Construction Noise Reduction Program, and any other reports or programs related to construction noise, air quality, and traffic.

46. Public Works - Implement BAAQMD-Recommended Measures during Construction. For all proposed projects, BAAQMD recommends implementing all the Basic Construction Mitigation Measures, listed below to meet the best management practices threshold for fugitive dust:

A. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
B. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
C. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
D. All vehicle speeds on unpaved roads shall be limited to 15 mph.
E. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
F. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
G. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
H. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

47. Air Quality - Diesel Particulate Matter Controls during Construction. All off-road construction equipment used for projects with construction lasting more than 2 months shall comply with **one** of the following measures:

A. The project applicant shall prepare a health risk assessment that demonstrates the project's on-site emissions of diesel particulate matter during construction will not exceed health risk screening criteria after a screening-level health risk assessment is conducted in accordance with current guidance from BAAQMD and OEHHA. The health risk assessment shall be submitted to the Land Use Planning Division for review and approval prior to the issuance of building permits; or
B. All construction equipment shall be equipped with Tier 2 or higher engines and the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by the California Air Resources Board (CARB). The equipment shall be properly maintained and tuned in accordance with manufacturer specifications.

In addition, a Construction Emissions Minimization Plan (Emissions Plan) shall be prepared that includes the following:

- An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.
- A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract. The Emissions Plan shall be submitted to the Public Works Department for review and approval prior to the issuance of building permits.

48. Construction and Demolition Diversion. Divert debris according to your plan and collect required documentation. Get construction debris receipts from sorting facilities in order to verify diversion requirements. Upload recycling and disposal receipts if using Green Halo and submit online for City review and approval prior to final inspection. Alternatively, complete the second page of the original Construction Waste Management Plan and present it, along with your construction debris receipts, to the Building Inspector by the final inspection to demonstrate diversion rate compliance. The Zoning Officer may request summary reports at more frequent intervals, as necessary to ensure compliance with this requirement.

49. Low-Carbon Concrete. The project shall maintain compliance with the Berkeley Green Code (BMC Chapter 19.37) including use of concrete mix design with a cement reduction of at least 25%. Documentation on concrete mix design shall be available at all times at the construction site for review by City Staff.

50. Transportation Construction Plan. The applicant and all persons associated with the project are hereby notified that a Transportation Construction Plan (TCP) is required for all phases of construction, particularly for the following activities:

- Alterations, closures, or blockages to sidewalks, pedestrian paths or vehicle travel lanes (including bicycle lanes);
- Storage of building materials, dumpsters, debris anywhere in the public ROW;
- Provision of exclusive contractor parking on-street; or
- Significant truck activity.

The applicant shall secure the City Traffic Engineer's approval of a TCP. Please contact the Office of Transportation at 981-7010, or 1947 Center Street, and ask to speak to a traffic engineer. In addition to other requirements of the Traffic Engineer, this plan shall include the locations of material and equipment storage, trailers, worker parking, a schedule of site operations that may block traffic, and provisions for traffic control. The TCP shall be consistent with any other requirements of the construction phase.

Contact the Permit Service Center (PSC) at 1947 Center Street or 981-7500 for details on obtaining Construction/No Parking Permits (and associated signs and accompanying dashboard permits). Please note that the Zoning Officer and/or Traffic Engineer may limit off-site parking of construction-related vehicles if necessary to protect the health, safety or convenience of the surrounding neighborhood. A current copy of this Plan shall be available at all times at the construction site for review by City Staff.

51. Avoid Disturbance of Nesting Birds. Initial site disturbance activities, including vegetation and concrete removal, shall be prohibited during the general avian nesting season (February 1 to August 30), if feasible. If nesting season avoidance is not feasible, the applicant shall retain a qualified biologist to conduct a preconstruction nesting bird survey to determine the presence/absence, location, and activity status of any active nests on or adjacent to the project site. The extent of the survey buffer area surrounding the site shall be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and CFGC, nesting bird surveys shall be performed not more than 14 days prior to scheduled vegetation and concrete removal. In the event that active nests are discovered, a suitable buffer (typically a minimum buffer of 50 feet for passerines and a minimum buffer of 250 feet for raptors) shall be established around such active nests and no construction shall be allowed inside the buffer areas until a qualified biologist has determined that the nest is no longer active (e.g., the nestlings have fledged and are no longer reliant on the nest). No ground-disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Nesting bird surveys are not required for construction activities occurring between August 31 and January 31.

52. Archaeological Resources (*Ongoing throughout demolition, grading, and/or construction*). Pursuant to CEQA Guidelines section 15064.5(f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore:

A. In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist, historian or paleontologist to assess the significance of the find.
B. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified professional would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Berkeley. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by the qualified professional according to current professional standards.
C. In considering any suggested measure proposed by the qualified professional, the project applicant shall determine whether avoidance is necessary or feasible in light of factors such as the uniqueness of the find, project design, costs, and other considerations.
D. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation measures for cultural resources is carried out.
E. If significant materials are recovered, the qualified professional shall prepare a report on the findings for submittal to the Northwest Information Center.

53. Human Remains (*Ongoing throughout demolition, grading, and/or construction*). In the event that human skeletal remains are uncovered at the project site during ground-disturbing activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site

preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.

54. Paleontological Resources (*Ongoing throughout demolition, grading, and/or construction*). In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards [SVP 1995,1996]). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.

55. Halt Work/Unanticipated Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction, all work within 50 feet of the discovery shall be redirected. The project applicant and project construction contractor shall notify the City Planning Department within 24 hours. The City will again contact any tribes who have requested consultation under AB 52, as well as contact a qualified archaeologist, to evaluate the resources and situation and provide recommendations. If it is determined that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with Native American groups. If the resource cannot be avoided, additional measures to avoid or reduce impacts to the resource and to address tribal concerns may be required.

56. Stormwater Requirements. The applicant shall demonstrate compliance with the requirements of the City's National Pollution Discharge Elimination System (NPDES) permit as described in BMC Section 17.20. The following conditions apply:

A. The project plans shall identify and show site-specific Best Management Practices (BMPs) appropriate to activities conducted on-site to limit to the maximum extent practicable the discharge of pollutants to the City's storm drainage system, regardless of season or weather conditions.
B. Trash enclosures and/or recycling area(s) shall be covered; no other area shall drain onto this area. Drains in any wash or process area shall not discharge to the storm drain system; these drains should connect to the sanitary sewer. Applicant shall contact the City of Berkeley and EBMUD for specific connection and discharge requirements. Discharges to the sanitary sewer are subject to the review, approval and conditions of the City of Berkeley and EBMUD.
C. Landscaping shall be designed with efficient irrigation to reduce runoff, promote surface infiltration and minimize the use of fertilizers and pesticides that contribute to stormwater pollution. Where feasible, landscaping should be designed and operated to treat runoff. When and where possible, xeriscape and drought tolerant plants shall be incorporated into new development plans.

D. Design, location and maintenance requirements and schedules for any stormwater quality treatment structural controls shall be submitted to the Department of Public Works for review with respect to reasonable adequacy of the controls. The review does not relieve the property owner of the responsibility for complying with BMC Chapter 17.20 and future revisions to the City's overall stormwater quality ordinances. This review shall be shall be conducted prior to the issuance of a Building Permit.
E. All paved outdoor storage areas must be designed to reduce/limit the potential for runoff to contact pollutants.
F. All on-site storm drain inlets/catch basins must be cleaned at least once a year immediately prior to the rainy season. The property owner shall be responsible for all costs associated with proper operation and maintenance of all storm drainage facilities (pipelines, inlets, catch basins, outlets, etc.) associated with the project, unless the City accepts such facilities by Council action. Additional cleaning may be required by City of Berkeley Public Works Engineering Dept.
G. All private or public projects that create and/or replace 10,000 square feet or more of impervious surface must comply with Provision C.3 of the Alameda County NPDES permit and must incorporate stormwater controls to enhance water quality. Permit submittals shall include a Stormwater Requirement Checklist and detailed information showing how the proposed project will meet Provision C.3 stormwater requirements, including a) Site design measures to reduce impervious surfaces, promote infiltration, and reduce water quality impacts; b) Source Control Measures to keep pollutants out of stormwater runoff; c) Stormwater treatment measures that are hydraulically sized to remove pollutants from stormwater; d) an O & M (Operations and Maintenance) agreement for all stormwater treatment devices and installations; and e) Engineering calculations for all stormwater devices (both mechanical and biological).
H. All on-site storm drain inlets must be labeled “No Dumping – Drains to Bay” or equivalent using methods approved by the City.
I. Most washing and/or steam cleaning must be done at an appropriately equipped facility that drains to the sanitary sewer. Any outdoor washing or pressure washing must be managed in such a way that there is no discharge or soaps or other pollutants to the storm drain. Sanitary connections are subject to the review, approval and conditions of the sanitary district with jurisdiction for receiving the discharge.
J. All loading areas must be designated to minimize “run-on” or runoff from the area. Accumulated waste water that may contribute to the pollution of stormwater must be drained to the sanitary sewer or intercepted and pretreated prior to discharge to the storm drain system. The property owner shall ensure that BMPs are implemented to prevent potential stormwater pollution. These BMPs shall include, but are not limited to, a regular program of sweeping, litter control and spill cleanup.
K. Sidewalks and parking lots shall be swept regularly to prevent the accumulation of litter and debris. If pressure washed, debris must be trapped and collected to prevent entry to the storm drain system. If any cleaning agent or degreaser is used, wash water shall not discharge to the storm drains; wash waters should be collected and discharged to the sanitary sewer. Discharges to the sanitary sewer are subject to the review, approval and conditions of the sanitary district with jurisdiction for receiving the discharge.
L. The applicant is responsible for ensuring that all contractors and sub-contractors are aware of and implement all stormwater quality control measures. Failure to comply with the approved construction BMPs shall result in the issuance of correction notices, citations, or a project stop work order.

57. Public Works. All piles of debris, soil, sand, or other loose materials shall be covered at night and during rainy weather with plastic at least one-eighth millimeter thick and secured to the ground.

58. Public Works. The applicant shall ensure that all excavation takes into account surface and subsurface waters and underground streams so as not to adversely affect adjacent properties and rights-of-way.

59. Public Works. The project sponsor shall maintain sandbags or other devices around the site perimeter during the rainy season to prevent on-site soils from being washed off-site and into the storm drain system. The project sponsor shall comply with all City ordinances regarding construction and grading.

60. Public Works. Prior to any excavation, grading, clearing, or other activities involving soil disturbance during the rainy season the applicant shall obtain approval of an erosion prevention plan by the Building and Safety Division and the Public Works Department. The applicant shall be responsible for following these and any other measures required by the Building and Safety Division and the Public Works Department.

61. Public Works. The removal or obstruction of any fire hydrant shall require the submission of a plan to the City's Public Works Department for the relocation of the fire hydrant during construction.

62. Public Works. If underground utilities leading to adjacent properties are uncovered and/or broken, the contractor involved shall immediately notify the Public Works Department and the Building & Safety Division, and carry out any necessary corrective action to their satisfaction.

Prior to Final Inspection or Issuance of Occupancy Permit:

63. Compliance with Conditions and Environmental Mitigations. The project shall conform to the plans and statements in the Use Permit. The developer is responsible for providing sufficient evidence to demonstrate compliance with the requirements throughout the implementation of this Use Permit. Occupancy is subject to verification of compliance to the Mitigation Monitoring and Reporting Program.

64. Blake Street Hawkeyes Story Boards. The applicant shall install story boards in the residential lobby of the seven-story building that describe the history of the Blake Street Hawkeyes. The story boards shall incorporate information prepared for Mitigation Measure CR-2, *Blake Street Hawkeyes Recordation*, included in the Environmental Impact Report, and additional Blake Street Hawkeye memorabilia that is difficult to archive under Measure CR-2. The story boards shall be prominently displayed in the lobby and include, but not be limited to, the following information:

- Who the Blake Street Hawkeyes founders were and information about their work and approach;
- Time period when the Blake Street Hawkeyes were active and their relevance in the history of theater in Berkeley and more broadly;
- Description of the portion of the building that was used as the theater; and
- Photographs, memorabilia, and other physical items (such as props, programs, scripts, and costumes) that are currently available.

Prior to installation of the story boards, the proposed design shall be submitted to the Land Use Planning Division for review and approval.

65. Compliance with Approved Plan. The project shall conform to the plans and statements in the Use Permit. All landscape, site and architectural improvements shall be completed per the attached approved drawings dated **July 11, 2023**, except as modified by conditions of approval.

66. Rectangular Rapid Flashing Beacon (RRFB). Prior to issuance of a Certificate of Occupancy for this project, the applicant shall install an RRFB at the intersection of Shattuck and Blake in accordance with the Traffic Impact Analysis for this project, dated June 6, 2023, and the standards of the City Traffic Engineer.

67. Transportation Demand Management. Prior to issuance of a Certificate of Occupancy, the property owner shall facilitate a site inspection by Planning Department staff to confirm that the physical improvements required in Section 23.334.030(C) and 23.322.090 (bike parking) have been installed. The property owner shall also provide documentation that the programmatic measures required in 23.334.030(A) and 23.334.030(B) will be implemented.

A. Consistent with Section 23.334.030(A), all parking spaces provided for residents be leased or sold separate from the rental or purchase of dwelling units for the life of the dwelling units, such that potential renters or buyers shall have the option of renting or buying a dwelling unit at a price lower than would be the case if there were a single price for both the dwelling unit and the parking space(s).
B. Consistent with Section 23.334.030(B), at least one of the following transit benefits shall be offered, at no cost to the resident, for a period of ten years after the issuance of a Certificate of Occupancy. A notice describing these transportation benefits shall be posted in a location or locations visible to all employees.
    1. One transit benefit for every bedroom in each dwelling unit.
    2. Subject to the review and approval of the Zoning Officer in consultation with the Transportation Division Manager, a functionally equivalent transit benefit in an amount at least equal to the price of a non-discounted unlimited monthly local bus pass.
C. Consistent with Section 23.334.030(C), publicly-available, real-time transportation information in a common area, such as a lobby or elevator bay, on televisions, computer monitors or other displays readily visible to residents and/or visitors, shall be provided. Transportation information shall include, but is not limited to, transit arrivals and departures for nearby transit routes.

Property owners may be required to pay administrative fees associated with compliance with this Condition.

BELOW MARKET RATE UNITS

68. Number of Below Market Rate Units. The project shall provide 23 Very Low-Income (VLI) qualifying and 2 Low-Income (LI) replacement, below market rate rental dwelling units ("BMR Units"), which are required to comply with the State Density Bonus Law (Government Code Section 65915). The BMR Units shall be designated in the Regulatory Agreement (described below) and may also qualify as inclusionary units for the purpose of satisfying the City's Affordable Housing Mitigation Fee (AHMF), BMC Section 22.20.065, and fee resolution applicable to this project. The applicant shall provide a schedule, consistent with a schedule

approved by the City Manager or her designee, outlining the timeframe for payment of the AHMF, if any, and they shall pay this fee and/or provide in-lieu affordable housing unit(s) pursuant to the BMC and administrative regulations. BMR Units shall be reasonably dispersed throughout the project; be of the same size and contain, on average, the same number of bedrooms as the non-BMR units in the project; and be comparable with the design or use of non-BMR units in terms of appearance, materials and finish quality. The designation of BMR Units shall conform to the addresses assigned to the building by the City.

69. Regulatory Agreement. Prior to the issuance of a building permit, the applicant shall enter into a Regulatory Agreement that implements Government Code Section 65915 and this Use Permit. The Regulatory Agreement may include any terms and affordability standards determined by the City to be necessary to ensure such compliance. The applicant shall submit the Regulatory Agreement to the Housing and Community Services Department (HHCS) via email to affordablehousing@cityofberkeley.info for review and approval.

70. In addition, the following provisions shall apply:

A. Maximum rent shall be adjusted for the family size appropriate for the unit pursuant to California Health & Safety Code Section 50052.5 (h).

B. Rent shall include a reasonable allowance for utilities, as published and updated by the Berkeley Housing Authority, including garbage collection, sewer, water, electricity, gas, and other heating, cooking and refrigeration fuels. Such allowance shall take into account the cost of an adequate level of service. Utilities do not include telephone service. Rent also includes any separately charged fees or service charges assessed by the lessor which are required of all tenants, other than security deposits.

C. BMR units will be provided for the life of the project under Section 22.20.065.

71. Determination of Area Median Income (AMI).

- The "AMI" (Area Median Income) shall be based on the income standards for the Oakland Primary Metropolitan Statistical Area reported by the United States Department of Housing and Urban Development (HUD). In the event HUD discontinues establishing such income standards, AMI shall be based on income standards determined by the California State Department of Housing and Community Development (HCD). If such income standards are no longer in existence, the City will designate another appropriate source or method for determining the median household income.
- The applicable AMI for the purpose of determining the allowable rent for each unit (but not for the purpose of determining eligibility for occupancy of an inclusionary unit) shall be determined in accordance with the following table:

Unit Size	**AMI Standard**
Studio unit	AMI for a one person household
One-bedroom unit	AMI for a two person household
Two-bedroom unit	AMI for a three person household
Three-bedroom unit	AMI for a four person household

72. Nothing in these conditions shall be interpreted to prohibit, or to require modification of the Use Permit or Regulatory Agreement to allow, the provision of additional BMR units, or additional affordability, than are required in the foregoing provisions.

73. Dwellings that are approved as rental units, but in which a condo map is approved prior to issuance of an occupancy permit, shall be subject to the affordability requirements within BMC 23C.12, which applies to the any of the following:

A. Residential housing projects for the construction of five or more Dwelling Units;

B. Residential housing projects for the construction of one to four new Dwelling Units, when such Units are added to an existing one to four unit property, which has been developed after August 14, 1986, and the resulting number of units totals five or more. All Units in such a property are subject to the requirements of this chapter;

C. Residential housing projects proposed on lots whose size and zoning designation is such to allow construction of five or more Dwelling Units.

If a density bonus was granted for the project, the regulatory agreement shall reflect the number of qualifying units set forth in Section 65915(f)(4) that are needed to support the bonus that was granted.

At All Times:

74. Transportation Demand Management Compliance. The property owner shall submit to the Planning Department periodic TDM Compliance Reports in accordance with Administrative Regulations, subject to the review and oversight of the Zoning Officer. Property owners may be required to pay administrative fees associated with compliance with this Condition, pursuant to BMC Section 23.334.040(B).

75. 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.

76. Rooftop Projections. No additional rooftop or elevator equipment shall be added to exceed the approved maximum roof height without submission of an application for a Use Permit Modification, subject to Board review and approval.

77. Drainage Patterns. The applicant shall establish and maintain drainage patterns that do not adversely affect adjacent properties and rights-of-way. Drainage plans shall be submitted for approval of the Building & Safety Division and Public Works Department, if required.

78. Electrical Meter. Only one electrical meter fixture may be installed per dwelling unit.

79. Loading. All loading/unloading activities associated with deliveries to all uses shall be restricted to the hours of 7:00 a.m. to 10:00 p.m. daily.

80. Residential Permit Parking. No Residential Permit Parking (RPP) permits shall be issued to project residents, nor shall commercial placards be issued to non-residential occupants and/or users of the site. The project planner shall notify the Finance Department, Customer Service Center, to add these addresses to the list of addresses ineligible for RPP permits. The property owner shall notify all tenants of rental units, and/or buyers of condominium units, of this restriction in leases and/or contracts, and shall provide sample leases and/or contracts including such notification to the project planner prior to issuance of an occupancy permit or final inspection.

ATTACHMENT 1 EXHIBIT B

CEQA FINDINGS & STATEMENT OF OVERRIDING CONSIDERATIONS

SEPTEMBER 2021

2015 Blake Street Residential Project

Pursuant to Sections 15091 and 15093 of the
State CEQA Guidelines and Section 21081 of the Public Resources Code

The Final Environmental Impact Report (Final EIR) prepared by the City of Berkeley (City) for the 2015 Blake Street Residential Project (project) consists of the Draft EIR (EIR) and Responses to Comments on the Draft EIR. The City finds that the inclusion of certain mitigation measures as part of project approval will reduce all impacts except those to cultural resources to levels that are less than significant. No feasible mitigation measures have been identified to reduce cultural resources impacts to a less-than-significant level; therefore, these impacts will remain significant unavoidable impacts of the project. These impacts will be overridden due to specific considerations that are described within this document.

As required by CEQA, the City, in adopting these CEQA Findings and Statement of Overriding Considerations, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the project. The City finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project. In accordance with CEQA and the *CEQA Guidelines*, the City adopts these findings as part of the project approval. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the project.

TABLE OF CONTENTS

SECTION 1: INTRODUCTION 2

SECTION 2: THE 2015 BLAKE STREET RESIDENTIAL PROJECT 4

SECTION 3: EFFECTS DETERMINED TO BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS 6

SECTION 4: EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT OR NOT SIGNIFICANT 8

SECTION 5: FEASIBILITY OF PROJECT ALTERNATIVES 14

SECTION 6: SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL 16

SECTION 7: STATEMENT OF OVERRIDING CONSIDERATIONS 18

SECTION 1: INTRODUCTION

1.1 Statutory Requirements for Findings

Section 15091 of the *CEQA Guidelines* states that:

> *(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
>
> *(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
>
> *(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency.[1]

For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.[2] The *CEQA Guidelines* state in section 15093 that:

> *"If the specific economic, legal, social, technological, or other benefits of a propos[ed] project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable."*

1.2 Record of Proceedings

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City's decision on the project consists of: a) matters of common knowledge to the City, including, but not limited to, federal, State and local laws and regulations; and b) the following documents which are in the custody of the City:

- Notice of Preparation and other public notices issued by the City in conjunction with the project dated January 11, 2021 (see Appendix NOP of the Draft EIR for the Notice of Preparation);
- The Draft EIR, which was made available for public review on April 30, 2021;
- All written and verbal comments submitted by agencies, organizations and members of the public during the public comment period and responses to those comments (see Responses to Comments on the Draft EIR, dated September 2021);
- The Mitigation Monitoring and Reporting Program;

[1] *CEQA Guidelines*, 2019. Section 15091 (a), (b).

[2] Public Resources Code Section 21081(b).

- All findings and resolutions adopted by the City in connection with the project, and all documents cited or referred therein;
- All final reports, studies, memoranda, maps, correspondence, and all planning documents prepared by the City or the consultants to each, or responsible or trustee agencies with respect to: a) the City's compliance with CEQA; b) development of the project site; or c) the City's action on the project; and
- All documents submitted to the City by agencies or members of the public in connection with development of the project.

1.3 Organization/Format of Findings

Section 2 of these findings sets forth the objectives of the project and contains a summary description of the project and project alternatives. Section 3 identifies the potentially significant effects of the project which were determined to be mitigated to a less-than-significant level. All numbered references identifying specific mitigation measures refer to numbered mitigation measures found in the Initial Study or Draft EIR and Responses to Comments document. Section 4 identifies the project's potential environmental effects that were determined not to be significant, and do not require mitigation. Section 5 discusses the feasibility of project alternatives. Section 6 identifies the significant impacts of the project, including cumulative impacts that cannot be mitigated to a less-than-significant level even though all feasible mitigation measures have been identified and incorporated into the project. Section 7 includes the City's Statement of Overriding Considerations.

SECTION 2: THE 2015 BLAKE STREET RESIDENTIAL PROJECT

This section lists the objectives of the proposed project, provides a brief description of the project, and lists the project alternatives evaluated in the Draft EIR.

2.1 Project Objectives

The objectives of the proposed project are as follows:

- Redevelop a site containing underutilized commercial buildings and surface parking lots to create a vibrant residential address with an attractive pedestrian environment.
- Construct high-density in-fill residential development near existing public transit and commercial goods and services.
- Construct new housing, including affordable housing, that would help the City satisfy its regional housing needs.
- Preserve existing residential uses on the site.

2.2 Project Description

The City of Berkeley prepared the 2015 Blake Street Residential Project Environmental Impact (EIR) to analyze the potential environmental effects that may result from the project. The proposed project would involve the following major components:

- Merging the existing seven parcels within the site into two parcels: "Parcel 1," 7,261 square feet, at the north portion of the site with frontage along Dwight Way, and "Parcel 2," 34,485 square feet, at the south portion of the site with frontages along Blake Street and Milvia Street.
- Demolition of the four existing buildings in the southern portion of the site at 2001, 2011, 2015, and 2019 Blake Street.
- Relocation and restoration of the two existing residential buildings at 2012 and 2020 Dwight Way within proposed Parcel 1 (the existing seven dwelling units within the two buildings would be retained).
- Construction of two new multi-family residential buildings within proposed Parcel 2, including one three-story building with six dwelling units and one seven-story building with 155 dwelling units. Primary vehicular access would be from a driveway on Blake Street.

More detail about the proposed project is included in Section 2, *Project Description*, of the Draft EIR.

2.3 Alternatives

Based on the project objectives and anticipated environmental consequences, and pursuant to Section 15126.6 of the *CEQA Guidelines*, the following project alternatives were selected for analysis:

- **Alternative 1: No Project Alternative**. The No Project Alternative assumes that the proposed project would not be implemented. All existing buildings and uses within the project site would remain. The existing buildings at 2012 and 2020 Dwight Way would not be relocated and rehabilitated, and the new residential buildings would not be constructed.
- **Alternative 2: Retain 2019 Blake Street Building, Relocate 2012 and 2020 Dwight Way Buildings, and Construct New Buildings**. Similar to the proposed project, Alternative 2 would involve relocation and rehabilitation of the existing residential buildings at 2012 and 2020 Dwight Way and demolition of the buildings at 2001, 2011, and 2015 Blake Street. However, demolition of the building at 2019 Blake Street would not occur, and operation of the existing nonresidential use within the preserved building would continue. The building is currently occupied by a skylight manufacturing company. Similar to the proposed project, this alternative would involve construction of 161 new residential units within two new buildings at the remaining portions of the project site, including a three-story building with six units near the southwestern corner of the site, and a larger building near the center of the site with a subterranean parking garage. However, to accommodate the new units within a smaller area, the other new building would be nine stories (two stories taller than under the proposed project). In addition, the subterranean parking garage would accommodate approximately 71 parking spaces (approximately 22 fewer than under the proposed project).

- **Alternative 3: Retain 2019 Blake Street Building, Demolish 2012 and 2020 Dwight Way Buildings, and Construct New Buildings**. Similar to the proposed project, Alternative 3 would involve demolition of the buildings at 2001, 2011, and 2015 Blake Street. However, demolition of the building at 2019 Blake Street would not occur, and operation of the existing nonresidential use (skylight manufacturing) within the preserved building would continue. In addition, the buildings at 2012 and 2020 Dwight Way would be demolished (as opposed to relocated and renovated as they would be under the proposed project), to accommodate the site area that would be dedicated to retaining the 2019 Blake Street building and avoid the need for additional height at the proposed larger residential building to achieve the project's proposed residential density. Under this alternative, 168 new residential units would be constructed (the same number of new units as under the proposed project, 161, plus seven additional units to replace the demolished units within 2012 and 2020 Dwight Way). Similar to the proposed project, a three-story building with six units would be constructed near the southwestern corner of the site. A seven-story building with 162 units with a subterranean parking garage would be constructed within a footprint that is different from the larger building footprint under the proposed project, east of 2019 Blake Street and extending north to the site's Dwight Way frontage. The subterranean parking garage would include the same number of vehicle parking spaces as the proposed project, 93.

Refer to Chapter 6, *Alternatives*, of the Draft EIR for the complete alternatives analysis.

SECTION 3: EFFECTS DETERMINED TO BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS

The Initial Study identified certain potentially significant effects that could be mitigated to less-than-significant-levels. The City finds for each of the significant or potentially significant impacts identified in this section (Section 3) that based upon substantial evidence in the record, changes or alterations have been required or incorporated into the project which avoid or substantially lessen the significant effects as identified in the Final EIR[3] and, thus, that adoption of the mitigation measures set forth below will reduce these significant or potentially significant effects to less-than-significant levels. Adoption of the mitigation measures will effectively make the mitigation measures part of the project. In addition, City Conditions of Approval and compliance with City and other regulations will further reduce project impacts. Therefore, the City finds that based upon substantial evidence in the record, changes or alterations have been required or incorporated into the project which avoid or substantially lessen the significant effects as identified in the Final EIR.[4]

3.1 Geology and Soils (Initial Study)

Since the project site is underlain by geologic units assigned a high paleontological sensitivity at depths of three feet and deeper, paleontological resources may be encountered during ground-disturbing activities associated with project construction. Impacts to paleontological resources would be less than significant with mitigation incorporated.

Mitigation Measure GEO-1: **Paleontological Resources**.

1. **Qualified Paleontologist.** The project applicant shall retain a Qualified Paleontologist prior to excavations or ground disturbance that will exceed three feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional paleontologist is defined by the SVP standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).
2. **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to ground disturbance, the applicant shall incorporate information on paleontological resources into the Project's Worker Environmental Awareness Training (WEAP) materials, or a stand-alone Paleontological Resources WEAP shall be submitted to the Department of Planning and Development at the City of Berkeley. The Qualified Paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The Paleontological WEAP training shall be fulfilled simultaneously with the overall WEAP training, or at the first preconstruction meeting at which a Qualified Paleontologist attends prior to ground disturbance. Printed literature (handouts) shall accompany the initial training. Following the initial WEAP training, all new workers and contractors must be trained prior to conducting ground disturbance work.
3. **Paleontological Monitoring.** The extent of required paleontological monitoring for the project shall be determined by the Qualified Paleontologist based on an evaluation of the previously undisturbed geologic units exposed during ground disturbing activity. The Qualified Paleontologist shall conduct and initial spot check and evaluation of geologic conditions for ground disturbing activity for excavations between 5-10 feet below ground surface (BGS). The evaluation shall be based on field evidence including lithology of geologic units and results of microscreening or other inspections for fossil resources. If the paleontologist determines that geologic units exposed between 5-10 feet BGS have high paleontological sensitivity, then full-time monitoring shall be conducted for the duration of ground disturbing activity. If sediments between 5-10 feet BGS are determined to not be paleontological sensitive, spot checks should be conducted again for ground disturbance between

[3] *CEQA Guidelines*, 2012. Section 15091.
[4] *CEQA Guidelines*, 2019. Section 15091.

10-15 feet BGS and again for ground disturbance between 15-20 feet BGS, and again to the full depth of ground disturbance. If spot checks indicate low or no paleontological sensitivity, or if full time monitoring results in no fossil discoveries once the full depth of ground disturbance has been reached, paleontological monitoring can be discontinued for the remainder of project activity. Monitoring shall be reinstated if any new ground disturbances are required to depths exceeding previous depths of previous work, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time.

4. In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:
    a) **Salvage of Fossils.** If fossils are discovered, the paleontological monitor shall have the authority to halt or temporarily divert construction equipment within 50 feet of the find until the monitor and/or lead paleontologist evaluate the discovery and determine if the fossil may be considered significant. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the Construction Contractor may be requested to supply heavy equipment and an operator to assist in the rapid removal of a large fossil specimen(s) or sediment sample(s). Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically- sensitive Quaternary old alluvial deposits.
    b) **Preparation and Curation of Recovered Fossils**. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.
5. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the Department of Planning and Development at the City of Berkeley. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

SECTION 4: EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT OR NOT SIGNIFICANT

The City finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the project are not significant or are less than significant. The Initial Study included as Appendix A of the Draft EIR provides a detailed analysis of the less-than-significant impacts of the proposed project for all issue areas below.

4.1 Agricultural and Forest Resources (Initial Study)

There are no agricultural zones or forest lands on or near the project site, which is in a fully urbanized community. Therefore, the project *would result in less than significant impacts* to agricultural for forest resources.

4.2 Air Quality (Initial Study)

The emissions generated by the proposed project would not exceed the Bay Area Air Quality Management District (BAAQMD) construction emissions thresholds. In addition, the number of dwelling units proposed under the proposed project, 168, is below BAAQMD's operational screening size is 494 dwelling units. The proposed project would therefore not generate significant air quality impacts during project construction or operation. Consequently, the project would not significantly affect regional air quality in the long term. In addition, the proposed project would include applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of such control measures.

The increase in project trip generation would not exceed BAAQMD's Carbon Monoxide concentrations screening thresholds. Moreover, the project would not expose nearby sensitive receptors to substantial pollutant concentrations, including toxic air contaminants. Finally, the proposed project would not create objectionable odors that would affect neighboring properties. Therefore, the project would result in *less than significant impacts* to air quality.

4.3 Biological Resources (Initial Study)

The project site is within an urbanized area and no threatened, endangered or rare species or their habitats are located within or near the site; no locally designated species, riparian habitat, locally designated natural communities, wetland habitats, or wildlife corridors are known to exist on the site. In addition, impacts related to special status nesting bird species would be reduced to *a less than significant* level given compliance with City of Berkeley standard conditions of approval.

The project is not located on or in the vicinity of state or federally protected wetlands, nor does an adopted conservation plan cover an area that includes the project site. *No impacts* related to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur.

While the project would involve removal of trees, none of the existing trees on or near the project site are coast live oak trees protected by the City's tree protection ordinance. Moreover, on-going implementation of the General Plan Policy EM-29 through site-specific review by the Berkeley Department of Planning and Development and Urban Forestry Unit would reduce any potential impact to locally significant trees. Therefore, the project would result in *less than significant impacts* to biological resources.

4.4 Cultural Resources (Initial Study)

The project would be subject to the City of Berkeley standard Conditions of Approval related to the discovery of archaeological resources, which would reduce impacts to a less than significant level. While the discovery of human remains is always a possibility during ground disturbing activities, the project would be subject to several requirements related to the discovery of human remains, including State of California Health and

Safety Code Section 7050.5, Public Resources Code Section 5097.98, and City of Berkeley standard conditions of approval. Therefore, the project *would result in less than significant impacts* to archaeological resources and human remains.

4.5 Energy (Initial Study)

Demolition and construction activities would result in short-term consumption of energy. However, energy use during construction would be temporary, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485 and the U.S. EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. In addition, per applicable regulatory requirements such as 2019 CALGreen and BMC Chapter 19.37, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris and 100 percent of concrete, asphalt, and land-clearing debris. These practices would result in efficient use of energy necessary to construct the project. Therefore, project construction would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be *less than significant*.

Operation of the proposed project would require energy use in the form of electricity, natural gas, and gasoline consumption. However, given compliance with existing state and local regulations, including California Building Code (CBC) Title 24, CALGreen (as codified in CCR Title 24, Part 11), and BMC Chapters 19.37 and 12.80, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Furthermore, the proposed project would increase housing density in close proximity to existing commercial uses, which would facilitate the use of transit and alternative transportation modes such as walking and biking. These factors would minimize the potential of the project to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels. Finally, the project would be consistent with applicable General Plan policies and the City of Berkeley Climate Action Plan. Energy impacts would be *less than significant*.

4.6 Geology and Soils (Initial Study)

The project site is not located within an area that has been identified as having a known earthquake fault, and no known fault lines cut through the site. In addition, the site is not located in an earthquake-induced landslide hazard zone. The site would be served by the municipal sewer system and would not require the installation of an on-site septic tank or alternate wastewater treatment systems. There would be *no impacts.*

The impact to people, buildings, or structures on the project site from strong seismic ground shaking would be reduced by required conformance with California Building Code (CBC) requirements and accepted engineering practices. While soils underlying the site would be potentially susceptible to liquefaction hazards related to unstable soils, a geotechnical investigation prepared for the project concludes that from a geotechnical engineering viewpoint, the site is suitable for the project. In addition, as required by the CBC requirements and adopted in the BMC, additional site-specific geotechnical investigations would be required for the proposed project to identify the degree of potential hazards, design parameters for the project based on the hazard, and describe appropriate design measures to address hazards. Impacts would be *less than significant*.

Project construction, particularly demolition, grading, and site preparation, could result in erosion and loss of topsoil from the project site. However, various local requirements, including BMC Chapters 21.40 and 17.20, would reduce impacts related to erosion and loss of topsoil and require that federal, state, and local erosion and sediment control Best Management Practices (BMPs) be implemented to minimize erosion during construction. Impacts would be *less than significant*.

4.7 Greenhouse Gas Emissions (Initial Study)

The project would result in a net increase of approximately 340 MT of CO2e per year when subtracting existing emissions, which would equate to approximately 0.9 MT of CO2e per resident per year. Therefore, per capita

emissions would not exceed the project-specific, locally-applicable threshold of 1.1 MT of CO2e per resident per year.

The project would involve increased residential density in a transit priority area, as defined Section 21064.3 of the California Public Resources Code. In addition, the proposed project would be subject to the requirements of the most recent iteration of CALGreen and BMC Chapter 19.37, which include green building practices. Furthermore, the project would be automatically enrolled in EBCE's Bright Choice service, which currently provides approximately 41 percent of electricity from eligible renewable energy sources and approximately 62 percent of electricity from carbon-free sources. Therefore, the project would be consistent with Plan Bay Area 2040 and City of Berkeley Climate Action Plan. Impacts related to greenhouse gas emissions would be *less than significant.*

4.8 Hazards and Hazardous Materials (Initial Study)

Local, state, and federal regulations and standards are in place to regulate the transportation, use, and disposal of hazardous materials, including during construction. Operation of residential uses typically does not involve the use or storage of large quantities of hazardous materials. Impacts would be less than significant. Three schools occur within 0.25 miles of the project site and several other schools are located further than 0.25 miles but still relatively near the site. However, given required compliance with local, state, and federal rules and regulations, impacts would be *less than significant*.

The parcels within the project site are not included on lists of hazardous materials sites. However, the soil at the project site may contain hazardous materials associated with historical automotive repair and paint storage uses. The project would be subject to a City of Berkeley standard condition approval, which would require that the project applicant prepare an updated Phase I ESA to evaluate contamination at the site and a Phase II ESA to evaluate the RECs identified in the updated Phase I. These materials would be submitted for review and approval to the Berkeley Toxics Management Department prior to issuance of building permits associate with the project. Given compliance with this condition of approval, impacts related to potential hazard to the public or the environment from hazardous materials sites would be *less than significant*.

The project site is located entirely outside the airport safety and traffic pattern zones for the Oakland International Airport and is not within or adjacent to a wildland fire hazard area. In addition, the proposed buildings would not block emergency response or evacuation routes, and local requirements and review procedures would ensure that project would not interfere with emergency response or evacuation. *No impact* would occur.

4.9 Hydrology and Water Quality (Initial Study)

Construction activities would be required to comply with state and local water quality regulations designed to control erosion and protect water quality during construction. This includes compliance with BMC Chapter 17.20, which requires that BMPs, including those adopted by the State Water Resources Control Board (SWRCB), be implemented to minimize non-stormwater discharges during construction. In addition, construction would not alter the course of the creeks or any other streams or rivers. The proposed project would involve alteration of the drainage pattern within the project site, but such alteration would not result in substantial adverse effects.

Operation of the proposed project would be subject to requirements of MRP2 or the applicable National Pollutant Discharge Elimination System (NPDES) Permit, which would ensure that risks of water contamination would be reduced to the maximum extent practicable. Moreover, the project would not introduce new impermeable areas such that the rate or amount of surface runoff would increase in a manner which would result in substantial erosion or siltation or flooding on or off the project site. Finally, implementation of LID measures required under the MRP permit, including the proposed bioretention basins, would increase absorption of stormwater runoff and the potential for groundwater recharge.

The proposed project would not use or deplete groundwater resources. The site is not located within a FEMA designated flood hazard area, a dam area or tsunami inundation area, or near a large water body or in proximity to the San Francisco Bay such that a seiche could affect the proposed project. The project would not interfere with the objectives and goals in the San Francisco Bay Water Quality Control Board Basin Plan. Impacts related to hydrology and water quality would be *less than significant*.

4.10 Land Use and Planning (Initial Study)

The project would not separate connected neighborhoods or land uses from each other. No new roads, linear infrastructure, or other development features are proposed that would divide an established community or limit movement, travel, or social interaction between established land uses. No impact would occur.

The project site is designated as High Density Residential (HDR) in the Berkeley General Plan. The HDR designation allows residential uses; therefore, the proposed residential project would be consistent with the General Plan designation. The project would also be consistent with applicable General Plan goals and policies. The project site is in the Multi-Family Residential Zoning District (R-4), which allows a variety of commercial and residential uses. As a multi-family residential development, the project is therefore consistent with the permitted uses in the R-4 zoning district. Impacts would be *less than significant*.

4.11 Mineral Resources (Initial Study)

The project involves redevelopment of land that is already developed and is located in an urbanized area of Berkeley. No mineral resources of value to the region or the residents of the state have been identified within the project area and the project area is not suited for resource extraction given the urban location. No impacts to mineral resources would occur.

4.12 Noise (Initial Study)

The proposed project would not result in a significant long-term increase in traffic noise levels, and temporary construction noise would be less than significant, based on compliance with the City's time restrictions on construction activities contained in the BMC. The project would involve operational activities that would adversely affect nearby receptors. In addition, vibration would be a temporary impact during construction and would not occur during normal sleep hours and it would not exceed Caltrans' recommended criterion for distinctly perceptible vibration from transient sources.

The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. Impacts related to noise would be *less than significant*.

4.13 Population and Housing (Initial Study)

The project would involve retention of seven existing dwelling units, which would be located and renovated within the project site. In addition, the project would involve construction of two new buildings with a total of 161 new residential units; therefore, the project would directly generate population growth. However, the population increase associated with the proposed project would be within ABAG's population forecast for the City. Therefore, the proposed project would not substantially induce unplanned population growth through the provision of new housing units.

The project would involve demolition of the existing building at 2001 Blake Street, which is a permitted residential duplex. However, the building is currently used as a medical office and has not been used for housing in several years. Moreover, the project would involve construction of 161 new housing units, which would more than replace the number of units that would be demolished. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Impacts related to population and housing would be *less than significant*.

4.14 Public Services (Initial Study)

Fire protection, rescue services, and emergency medical (paramedic services) are provided by the Berkeley Fire Department. With continued implementation of existing practices of the City, including compliance with the California Fire Code and the BMC, the proposed project would not substantially affect community fire protection services and would not result in the need for construction of fire protection facilities. In addition, the project site is within the Berkeley Police Department's service area and is currently serviced by the BPD. Moreover, the project would induce population growth within the range of the forecasts for the City.

Pursuant to Senate Bill 50 (Section 65995(h)), payment of mandatory fees to the affected school district would reduce potential school impacts to less than significant level under CEQA. If approved, this project would be subject to the Berkeley Unified School District School Impact Fees, which are assessed based on proposed land use and floor area. Therefore, impacts related to public services would be *less than significant*.

4.15 Recreation (Initial Study)

The project would incrementally increase demand for parks and recreational facilities by facilitating residential growth within the project site. However, the project would not require the construction or expansion of facilities which may have an adverse physical effect on the environment. Impacts related to recreation would be *less than significant.*

4.16 Transportation (Initial Study)

The proposed project would meet two of the City of Berkeley screening criteria for (Vehicle Miles Traveled) VMT impacts: the site is within a Transit Priority Area and is in a low VMT area for residential projects. As the screening criteria are met by the project, a detailed VMT assessment is not required. Therefore, the project would not result in significant impact and a detailed traffic assessment is not required. Nevertheless, the project applicant has provided a detailed assessment of the project's impacts on VMT (Appendix TIA) and concludes impacts related to VMT would be *less than significant*.

The proposed project would be required to comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City's Public Works Department, Building and Safety Department, and Fire Department. Required review by these departments would ensure the circulation system for the project site would provide adequate emergency access. In addition, the proposed project would not require permanent closures to roadways or changes to existing roadway configurations, and temporary closures would be subject to a standard condition of approval that requires a Transportation Construction Plan. Impacts related to transportation would be *less than significant*.

4.17 Tribal Cultural Resources (Initial Study)

No tribal cultural resources are expected to be within the project site. Moreover, the project would be subject to the City of Berkeley standard condition of approval related to the unanticipated discovery of tribal cultural resources. Impacts would be *less than significant*.

4.18 Utilities and Service Systems (Initial Study)

Additional wastewater generated by project operation would be well within East Bay Municipal Utility District's (EBMUD) Wastewater Treatment Plant (WWTP) total treatment capacity. Therefore, EBMUD would have adequate capacity to service the project. In addition, prior to approval of building permits, the Public Works Department would require the applicant to provide a sewer capacity analysis to show that the project's sewer demand would not exceed the capacity. The project would also be required to comply with the City of Berkeley's Private Sewer Lateral (PSL) Ordinance (BMC Chapter 17.24).

The additional water demand generated by project operation would represent 0.01 percent of the current water demand. In addition, EBMUD's future water supply assessment is based on population growth and, the proposed project would not increase population beyond the growth expected for the City of Berkeley.

Therefore, EBMUD infrastructure and facilities would have adequate capacity to service the project, and construction and operation of the project would not require new or expanded water supply facilities.

Electricity and natural gas would be provided to the project site by PG&E. Telecommunications services would be provided by AT&T, SBC Telecom, or other providers, at the discretion of future tenants. Telecommunications are generally available within and near the project site, and facility upgrades would not likely be necessary.

Assuming current diversion rates continue to apply to new development in Berkeley, the project would generate an increase of less than 0.01 percent of the current total remaining landfill capacity for the landfills that serve Berkeley. Therefore, solid waste generated by the project would not exceed the capacity of local solid waste infrastructure. Impacts related to utilities and service systems would be *less than significant*.

4.19 Wildfire (Initial Study)

The project site is not located in or near a state responsibility area or very high fire hazard severity zone for wildland fires. Therefore, there would be *no impacts*.

SECTION 5: FEASIBILITY OF PROJECT ALTERNATIVES

5.1 Project Alternatives

The Final EIR included three alternatives:
1. No Project Alternative.
2. Retain 2019 Blake Street Building, Relocate 2012 and 2020 Dwight Way Buildings, and Construct New Buildings.
3. Retain 2019 Blake Street Building, Demolish 2012 and 2020 Dwight Way Buildings, and Construct New Buildings

The City hereby concludes that the Final EIR sets forth a reasonable range of alternatives to the 2015 Blake Street Residential Project that address the significant impacts of the project, so as to foster informed public participation and informed decision making. The City finds that the alternatives identified and described in the Final EIR were considered and further finds them to be infeasible for the specific economic, social, or other considerations set forth below pursuant to Public Resources Code section 21081(c).

5.1.1 Alternative 1: No Project Alternative. The No Project Alternative assumes that the proposed project would not be implemented. All existing buildings and uses within the project site would remain. The existing buildings at 2012 and 2020 Dwight Way would not be relocated and rehabilitated, and the new residential buildings would not be constructed.

Findings: Under Alternative 1, the significant and unavoidable impact to cultural resources would be avoided because the existing residential uses on the site would be preserved. However, Alternative 1 would not achieve the basic project objectives. The underutilized project site would not be redeveloped and in-fill residential development, including affordable housing, would not be constructed.

The City rejects the No Project alternative because it would not achieve any of the objectives of the proposed project.

5.1.2 Alternative 2: Retain 2019 Blake Street Building, Relocate 2012 and 2020 Dwight Way Buildings, and Construct New Buildings. Similar to the proposed project, Alternative 2 would involve relocation and rehabilitation of the existing residential buildings at 2012 and 2020 Dwight Way and demolition of the buildings at 2001, 2011, and 2015 Blake Street. However, demolition of the building at 2019 Blake Street would not occur, and operation of the existing nonresidential use within the preserved building would continue. The building is currently occupied by a skylight manufacturing company. Similar to the proposed project, this alternative would involve construction of 161 new residential units within two new buildings at the remaining portions of the project site, including a three-story building with six units near the southwestern corner of the site, and a larger building near the center of the site with a subterranean parking garage. However, to accommodate the new units within a smaller area, the other new building would be nine stories (two stories taller than under the proposed project). In addition, the subterranean parking garage would accommodate approximately 71 parking spaces (approximately 22 fewer than under the proposed project).

Findings: Under Alternative 2, the historical resource at 2019 Blake Street would not be demolished, and the unavoidably significant impact related to cultural resources would not occur. In addition, impacts related to air quality would be similar to impacts under the proposed project. However, continued operation of the existing nonresidential use within 2019 Blake Street would result in greater impacts related to operational GHG emissions related to continued operation of the existing commercial business at 2019 Blake Street. In addition, because one of the new buildings would be significantly taller than the buildings under the project, this alternative would result in increased impacts related to consistency with City standards and policies regulating massing, height, and neighborhood compatibility. Alternative 2 would meet the project objectives because it would involve in-fill development, construction of new housing, and preservation of existing housing. However, the project would not develop all of the underutilized portions of the project site with in-fill residential buildings

In addition, given building code requirements, construction of a 9-story building would cost significantly more than construction of the seven-story building under the proposed project.

The City rejects Alternative 2 because this alternative would not achieve all of the project objectives. In addition, Alternative 2 would involve construction of a 9-story building, which may be prohibitively expensive and would not be consistent with City regulations and policies related to massing and neighborhood compatibility.

5.1.2 Alternative 3: Retain 2019 Blake Street Building, Demolish 2012 and 2020 Dwight Way Buildings, and Construct New Buildings. Similar to the proposed project, Alternative 3 would involve demolition of the buildings at 2001, 2011, and 2015 Blake Street. However, demolition of the building at 2019 Blake Street would not occur, and operation of the existing nonresidential use (skylight manufacturing) within the preserved building would continue. In addition, the buildings at 2012 and 2020 Dwight Way would be demolished (as opposed to relocated and renovated as they would be under the proposed project), to accommodate the site area that would be dedicated to retaining the 2019 Blake Street building and avoid the need for additional height at the proposed larger residential building to achieve the project's proposed residential density. Under this alternative, 168 new residential units would be constructed (the same number of new units as under the proposed project, 161, plus seven additional units to replace the demolished units within 2012 and 2020 Dwight Way). Similar to the proposed project, a three-story building with six units would be constructed near the southwestern corner of the site. A seven-story building with 162 units with a subterranean parking garage would be constructed within a footprint that is different from the larger building footprint under the proposed project, east of 2019 Blake Street and extending north to the site's Dwight Way frontage. The subterranean parking garage would include the same number of vehicle parking spaces as the proposed project, 93.

Findings: Under Alternative 3, the historical resource at 2019 Blake Street would not be demolished, and the unavoidably significant impact related to cultural resources would not occur. However, continued operation of the existing nonresidential use within 2019 Blake Street would result in greater impacts related to GHG emissions during operation. In addition, while Alternative 3 would meet most of the objectives for the proposed project, it would not preserve the existing residential development within the project site, which includes seven existing units that are subject to the City's rent control requirements, nor would it develop all of the underutilized portions of the project site with in-fill residential buildings.

The City rejects Alternative 3 because this alternative would not achieve all the project objectives as it would involve demolition of existing residential units at the project site. In addition, demolition of the existing units would result in the loss of rent-controlled housing available in Berkeley.

5.2 Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. While the No Project Alternative would be the overall environmentally superior alternative since it would avoid all project impacts, the No Project Alternative would not achieve the basic project objectives.

Among the development options, both Alternative 2 and Alternative 3 are environmentally superior because they would eliminate the unavoidably significant cultural impact associated with demolition of an eligible historical resource. Alternative 3 would be environmentally superior because it would avoid the potential increased land use and planning impacts related to increased height under Alternative 2. However, Alternative 3 would not achieve all of the project objectives because it would involve demolition of the existing residential buildings at 2012 and 2020 Dwight Way.

SECTION 6: SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

The proposed project would result in significant unavoidable impacts related to cultural resources. Mitigation measures are presented, but none would reduce these impacts to a less-than-significant level.

6.1 Cultural Resources (EIR)

Impact CR-1: The proposed project would involve demolition of a historical resource at 2019 Blake Street which is eligible for the CRHR and local designation. Mitigation measures CR-1, CR-2, C-3, and CR-4 would reduce the severity of the project's impact on historical resources. However, because the project would involve demolition of a historical resource, even with implementation of mitigation, this impact would be *significant and unavoidable*.

Mitigation Measure CR-1: **Building Recordation.** The applicant shall prepare archival documentation of as-built and as-found conditions of the property at 2019 Blake Street. Prior to issuance of demolition permits, the City of Berkeley shall ensure that documentation of the buildings and structures proposed for demolition is completed that follows the general guidelines of Historic American Building Survey (HABS)-Level III documentation. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History (36 CFR Part 61). The original archival-quality documentation shall be offered as donated material to organizations and repositories that will make it available for current and future generations, including the City of Berkeley, the Environmental Design Library at University of California, Berkeley, and the Berkeley Architectural Heritage Association, where it would be available to local researchers. Prior to issuance of building permits for demolition, the applicant shall provide to City Land Use Staff documentation that the materials have been offered and submitted or declined.

Mitigation Measure CR-2: **Blake Street Hawkeyes Recordation.** The applicant shall prepare additional archival documentation of the history of the Blake Street Hawkeyes and its individual members. The documentation shall include research and collection of available information about the Blake Street Hawkeyes, including the HABS-level documentation required under Mitigation Measure CR-1, interviews with former members of the Blake Street Hawkeyes, and additional relevant materials such as memorabilia, photographs, and newspaper articles. The documentation effort shall not be completed for less than $10,000 and shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History (36 CFR Part 61). The original archival-quality documentation and associated materials shall be offered as donated material to the Berkeley Historical Society that will make it available for current and future generations, including local researchers. The City of Berkeley shall ensure that donation of the documentation to the Berkeley Historical Society is completed prior to issuance of the certificate of occupancy for the new residential buildings.

Mitigation Measure CR-3: **Interpretive Installation.** The applicant shall install an interpretive installation, such as a plaque and/or other permanent exhibit or display at the site discussing the history of the building, its significance, and important details and features, but with an emphasis on the history of the Blake Street Hawkeyes. The installation shall be at a location on the site that is publicly accessible and easily visible from a street frontage, either on an exterior wall or façade of a building or in an outdoor location on the site. The installation shall include images and details from the HABS documentation and collected research pertaining to the historical resource. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's *Professional Qualifications Standards* for History and/or Architectural History (36 CFR Part 61). The location and design of the installation shall be presented to the Civic Arts Commission for review and comment prior to review and approval of building permits by City of Berkeley Planning Division staff,

including the Landmarks Preservation Commission Secretary. Incorporation of the installation shall be completed prior to issuance of the certificate of occupancy for the new residential building.

Mitigation Measure CR-4: **Blake Street Hawkeyes Plaza.** The applicant shall install the "Blake Street Hawkeyes Plaza" within the front yard of the seven-story building along Blake Street, including seating and lettering that spells out "Blake Street Hawkeyes Plaza" as depicted in the renderings on page 1 of the June 23, 2021 document titled "2015 Blake Street Blake Street Hawkeyes Commemoration Story Board Ideas" submitted by the applicant (included in Attachment MM CR-4). The plaza shall be accessible to the general public and shall be clearly identified with signage in a publicly conspicuous location at street level indicating the area that is open to the public, the hours the space is open, and the party responsible for maintenance. Project plans submitted for building permit approval and which depict the plaza shall be subject to review and approval by the Planning Division to confirm consistency with the renderings in the June 23, 2021 submittal.

Finding: Mitigation measures CR-1 through CR-4 would document and archive materials related to the history of the property at 2019 Blake Street and the Blake Street Hawkeyes and provide the public with educational opportunities related to the property and its historical significance. This would serve to preserve the history of the site such that it is available for future research and interested parties. However, the 2019 Blake Street historical resource would be demolished and the impact would not be reduced to less-than-significant levels under CEQA. Demolition by its nature is complete and total material impairment of the historical resource, and no feasible mitigation measures are available to mitigate the demolition of the CEQA historical resources to a less than significant level. As a result, demolition of the individually eligible resource would be considered a significant and unavoidable adverse impact even after implementation of the mitigation measures.

Impacts related to historical resources have been mitigated to the extent feasible. Despite the implementation of mitigation measures, impacts would remain significant and unavoidable. The City of Berkeley finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in Section 7, *Statement of Overriding Considerations*.

6.2 Cumulative Impacts

The City finds that the proposed project, in conjunction with other foreseeable projects, will not result in cumulatively considerable impacts.

As described in Section 4.1, *Cultural Resources*, of the Draft EIR, while there are planned projects that could result in impacts to historic resources in Berkeley, no other buildings associated with the experimental theater in Berkeley in the 1970s and 1980s are planned for demolition, and there are no changes known to other smaller theaters in Berkeley. In addition, the project site does not occur within a historic district, and no additional eligible structures would be demolished. Therefore, there would be no significant cumulative impact to similar historical resources in the region and the project would not considerably contribute to a significant cumulative impact.

SECTION 7: STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance the benefits of a project against its significant unavoidable impacts when determining whether to approve a project. If the benefits of the project outweigh its unavoidable adverse environmental effects, those effects may be considered acceptable.[5] CEQA requires the agency to state in writing the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record.[6] The proposed project would result in significant unavoidable impacts related to cultural resources, even after incorporation of all feasible mitigation measures. These significant unavoidable impacts are identified and discussed in Section 6 of these Findings. The City further finds that these significant unavoidable impacts are outweighed by the proposed project's benefits, each of which, independently of the others, constitutes overriding consideration warranting approval of the proposed project. Those benefits, and additional considerations related to this finding, are as follows:

- The project site is zoned and designated in the General Plan for high-density residential development. The proposed project will involve replacement of the underutilized commercial and parking uses within the site with new residential buildings that will be consistent with the zoning and land use designation.
- The project will provide infill development that embodies principles of sustainable planning and construction, and will be sufficiently compatible with existing city character, neighboring land uses, and architectural scale and design in support of Policies LU-7, UD-16, UD-24, and UD-32 in the City's General Plan.
- The project will involve preservation and renovation of two existing residential buildings at 2012 and 2020 Dwight Way, which together include seven residential units that are and will continue to be subject to City of Berkeley rent control.
- Based on current housing demand, development of the proposed project is necessary for the City to meet current and anticipated Regional Housing Needs Allocation (RHNA) goals.
- The project will include nine units affordable to Very Low Income (VLI) households in support of Policy LU-25 of the City's General Plan to encourage development of affordable housing within transit-oriented corridors.
- The project will create construction jobs for a period of approximately 26 months.
- The project will substantially increase the assessed value of the property, which will increase City revenue used to provide services and infrastructure.
- The project will be subject to several development fees, including the affordable housing mitigation fee, which will be used to develop more affordable housing, and the Berkeley Unified School District fee, which will be used to improve school infrastructure and facilities in the city.
- The project will increase the number of residents who patronize businesses in Berkeley.
- The project will increase high density housing near Downtown Berkeley and in close proximity to existing businesses, services, and alternative forms of transportation, including a Class III bicycle route, Alameda and Contra Costa (AC) Transit routes, and the Downtown Berkeley Bay Area Rapid Transit (BART) station. Given this access to services and alternative transportation methods, the project will minimize driving demand and reduce greenhouse gas emissions associated with vehicle trips in the region in support of the City's Climate Action Plan and Policy EM-5 and Policy UD-33 in the City's General Plan, which call for environmentally sensitive and sustainable design in new buildings.

On balance, the City finds that there are specific considerations associated with the project that serve to override and outweigh the project's significant unavoidable effects. Therefore, pursuant to *CEQA Guidelines* Section 15093(b), these adverse effects are considered acceptable.

[5] *CEQA Guidelines*, 2019. Section 15093(a)

[6] *CEQA Guidelines*, 2019. Section 15093(b)

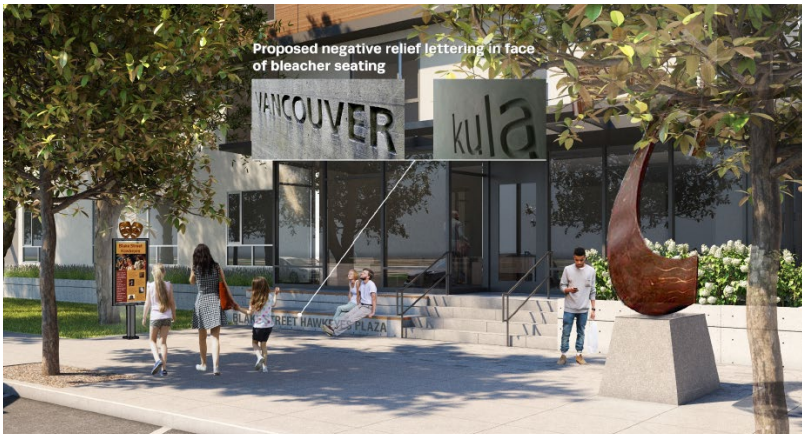
Attachment MM CR-4

Blake Street Hawkeyes Commemoration Storyboard Ideas for Mitigation Measure CR-4

RhoadesPlanningGroup

2015 Blake Street
Blake Street Hawkeyes Commemoration
Storyboard Ideas
June 23, 2021

Rhoades Planning Group (RPG), on behalf of Laconia Development, is pleased to present a proposal for a historic commemoration of the Berkeley Hawkeyes, an avant-garde and experimental theater group that performed in Berkeley from the mid-1970s until the late 1980s. The Blake Street Hawkeyes occupied a portion of the building located at 2019 Blake Street. The room itself was a non-descript space as Hawkeyes' performances contained a strong element of improvisation-- sometimes one-person shows that could run for hours. There were no props or décor added to the room. Temporary seating was added as necessary and could flex depending on the number of people attending the performances.



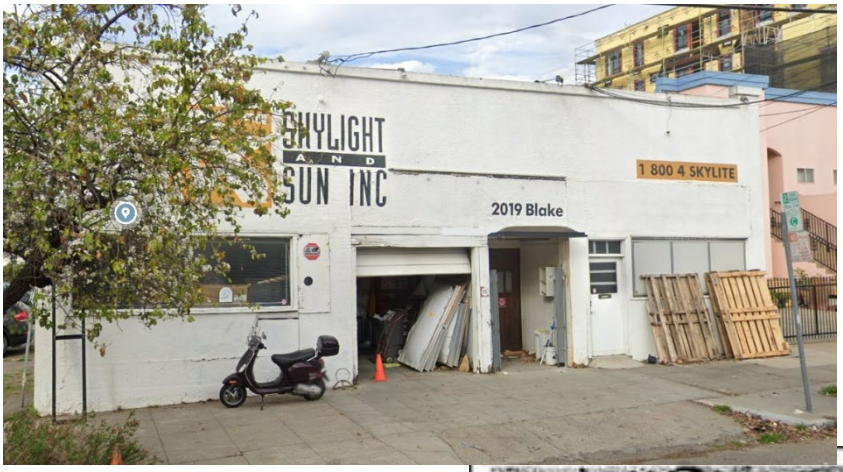
RPG was able to contact one of the founding members of the Blake Street Hawkeyes, Robert Ernst. On February 3, 2020, RPG and Laconia met with Mr. Enrst, along with the current property owner, Richard Nagler, to learn more about the history of the theater group and to hear stories about the type of performances that characterized the group. Mr. Ernst indicated that he had photos and video tapes of performances and was happily willing to share memorabilia for the project. He emphasized that the space that the Hawkeyes occupied was very much secondary to the artistic expression and the experimental performances of its members. In fact, the theater group was first formed in 1972 in a building at Shattuck and Dwight and moved over to the space at 2019 Blake in 1973. The group disbanded after the Loma Prieta earthquake in 1989.

Laconia would like to use some of the Blake Street Hawkeye memorabilia to create story boards to explain the history of the group and to permanently display the story boards in the plaza to be named the "Blake Street Hawkeyes" plaza. In addition, Laconia proposes to add negative relief lettering showing the "Blake Street Hawkeyes" on the bleacher seating leading up to the main entrance of the

building (as shown in the rendering below). While touring the former Hawkeye theater space during our meeting with Mr. Ernst, Richard Nagler pointed out the original wooden sign for the Blake Street Hawkeyes, which Laconia would also like to feature in the lobby. The story board will include text that will incorporate the following topics:

- Black Street Hawkeyes founders
- Time period theater activity
- Description of the theater's major works, actors, and approach
- Description of the portion of the building that had been used as the theater

Some of the images that may appear on the story board will include the founders and key actors, photos of the building, and photos of the space in use if they are available.



LEONARD PITT performs in "2019 Blake" directed by George Coates, opening Friday at 2019 Blake street in Berkeley. Performances be-

In addition to displaying the Blake Street Hawkeye memorabilia in the lobby, Laconia is proposing to fund a grant that would be administered by a local theater group. The annual grant would be for emerging actors who are recent performing-art graduates just starting their careers. Laconia is proposing a $5,000 annual grant over a 20-year period

(all funded in advance), a significant community benefit for the performing arts community in Berkeley. This grant will be a living tribute to the rich history of the Blake Street Hawkeyes.

Mitigation Monitoring and Reporting Program

The 2015 Blake Street Residential Project (proposed project) Environmental Impact Report (EIR) identifies mitigation measures to reduce the potential environmental impacts of the project. The California Environmental Quality Act (CEQA) requires a public agency to adopt a monitoring and reporting program to help ensure compliance with required mitigation measures.

The following table lists mitigation measures identified in the EIR and identifies the timing of and responsibility for monitoring each measure. The project proponent will have the responsibility for implementing the measures, and the various listed City of Berkeley departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

Mitigation Measure	Action Required	Monitoring Timing	Responsible Agency	Compliance Verification		
				Initial	Date	Comments
CULTURAL RESOURCES						
Mitigation Measure CR-1: Building Recordation						
The applicant shall prepare archival documentation of as-built and as-found conditions of the property at 2019 Blake Street. Prior to issuance of demolition permits, the City of Berkeley shall ensure that documentation of the buildings and structures proposed for demolition is completed that follows the general guidelines of Historic American Building Survey (HABS)-Level III documentation. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History (36 CFR Part 61). The original archival-quality documentation shall be offered as donated material to organizations and repositories that will make it available for current and future generations, including the City of Berkeley, the Environmental Design Library at University of California, Berkeley, and the Berkeley Architectural Heritage Association, where it would be available to local researchers. Prior to issuance of building permits for demolition, the applicant shall provide to City Land Use Staff documentation that the materials have been offered and submitted or declined.	The applicant shall have prepared, by a qualified individual, archival documentation of as-built and as-found conditions of the property at 2019 Blake Street. Applicant shall submit archival documentation to appropriate depositories. Applicant shall provide documentation to City Staff that this measure has been implemented.	Prior to issuance of building permits for demolition	City of Berkeley Department of Planning & Development			
Mitigation Measure CR-2: Blake Street Hawkeyes Recordation						
The applicant shall prepare additional archival documentation of the history of the Blake Street Hawkeyes and its individual members. The documentation shall include research and collection of available information about the Blake Street Hawkeyes, including the HABS-level documentation required under Mitigation Measure CR-1, interviews with former members of the Blake Street Hawkeyes, and additional relevant materials such as memorabilia, photographs, and newspaper articles. The documentation effort shall be completed for an amount not to exceed $10,000 and shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History (36 CFR Part 61). The original archival-quality documentation and associated materials shall be offered as donated material to the Berkeley Historical Society that will make it available for current and future generations, including local researchers. The City of Berkeley shall	The applicant shall have prepared, by a qualified individual, archival documentation of the history of the Blake Street Hawkeyes and its individual members. Applicant shall submit archival documentation to the Berkeley Historical Society.	Prior to issuance of certificate of occupancy	City of Berkeley Department of Planning & Development			

Mitigation Measure	Action Required	Monitoring Timing	Responsible Agency	Compliance Verification		
				Initial	Date	Comments
ensure that donation of the documentation to the Berkeley Historical Society is completed prior to issuance of the certificate of occupancy for the new residential buildings.	Applicant shall provide documentation to City Staff that this measure has been implemented.					
Mitigation Measure CR-3: Interpretive Installation						
The applicant shall install an interpretive installation, such as a plaque and/or other permanent exhibit or display at the site discussing the history of the building, its significance, and important details and features, but with an emphasis on the history of the Blake Street Hawkeyes. The installation shall be at a location on the site that is publicly accessible and easily visible from a street frontage, either on an exterior wall or façade of a building or in an outdoor location on the site. The installation shall include images and details from the HABS documentation and collected research pertaining to the historical resource. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's *Professional Qualifications Standards* for History and/or Architectural History (36 CFR Part 61). The location and design of the installation shall be presented to the Civic Arts Commission for review and comment prior to review and approval of building permits by City of Berkeley Planning Division staff, including the Landmarks Preservation Commission Secretary. Incorporation of the installation shall be completed prior to issuance of the certificate of occupancy for the new residential building.	The applicant shall retain a qualified architectural historian to design an interpretive installation and shall install the display at the site in location that is publicly accessible. City staff shall verify that a qualified individual meeting the Secretary of Interior's Professional Qualifications Standards has prepared the content for an interpretive installation and that the design of the plaque has been reviewed by the Civic Arts Commission and approved by Planning Division staff. Planning Division staff to confirm that the interpretive installation has been installed on a publicly accessible location within the project site.	Presentation to the Civic Arts Commission prior to approval of building permits. Confirm installation prior to issuance of certificate of occupancy	City of Berkeley Department of Planning & Development			

Mitigation Measure	Action Required	Monitoring Timing	Responsible Agency	Compliance Verification		
				Initial	Date	Comments
Mitigation Measure CR-4: Blake Street Hawkeyes Plaza						
The applicant shall install the "Blake Street Hawkeyes Plaza" within the front yard of the seven-story building along Blake Street, including seating and lettering that spells out "Blake Street Hawkeyes Plaza" as depicted in the renderings on page 1 of the June 23, 2021 document titled "2015 Blake Street Blake Street Hawkeyes Commemoration Story Board Ideas" submitted by the applicant (included in Attachment MM CR-4). The plaza shall be accessible to the general public and shall be clearly identified with signage in a publicly conspicuous location at street level indicating the area that is open to the public, the hours the space is open, and the party responsible for maintenance. Project plans submitted for building permit approval and which depict the plaza shall be subject to review and approval by the Planning Division to confirm consistency with the renderings in the June 23, 2021 submittal.	Applicant shall reflect the approved plaza plans on the Building Permits. Staff shall review building permit application to confirm plans for the Blake Street Hawkeye's Plaza is consistent with the submitted renderings. City staff to confirm that the approved design has been installed at project site.	Prior to submittal of Building Permits. Prior to issuance of building permits. Prior to issuance of certificate of occupancy	City of Berkeley Department of Planning & Development			
GEOLOGY AND SOILS						
Mitigation Measure GEO-1: Paleontological Resources						
1. Qualified Paleontologist. The project applicant shall retain a Qualified Paleontologist prior to excavations or ground disturbance that will exceed three feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional paleontologist is defined by the SVP standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010). **2. Paleontological Worker Environmental Awareness Program (WEAP).** Prior to ground disturbance, the applicant shall incorporate information on paleontological resources into the Project's Worker Environmental Awareness Training (WEAP) materials, or a stand-alone Paleontological Resources WEAP shall be submitted to the Department of Planning and Development at the City of Berkeley. The Qualified Paleontologist or his	Applicant shall retain a qualified paleontologist. City staff shall review all demolition, grading, and building permits to ensure compliance. City staff shall monitor compliance with WEAP training and monitoring. City staff shall review Final Paleontological Mitigation Report.	Prior to issuance of building permits During project construction After completion of ground disturbing activities.	City of Berkeley Department of Planning & Development			

Mitigation Measure	Action Required	Monitoring Timing	Responsible Agency	Compliance Verification		
				Initial	Date	Comments
or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The Paleontological WEAP training shall be fulfilled simultaneously with the overall WEAP training, or at the first preconstruction meeting at which a Qualified Paleontologist attends prior to ground disturbance. Printed literature (handouts) shall accompany the initial training. Following the initial WEAP training, all new workers and contractors must be trained prior to conducting ground disturbance work.						
3. **Paleontological Monitoring.** The extent of required paleontological monitoring for the project shall be determined by the Qualified Paleontologist based on an evaluation of the previously undisturbed geologic units exposed during ground disturbing activity. The Qualified Paleontologist shall conduct and initial spot check and evaluation of geologic conditions for ground disturbing activity for excavations between 5-10 feet below ground surface (BGS). The evaluation shall be based on field evidence including lithology of geologic units and results of microscreening or other inspections for fossil resources. If the paleontologist determines that geologic units exposed between 5-10 feet BGS have high paleontological sensitivity, then full-time monitoring shall be conducted for the duration of ground disturbing activity. If sediments between 5-10 feet BGS are determined to not be paleontological sensitive, spot checks should be conducted again for ground disturbance between 10-15 feet BGS and again for ground disturbance between 15-20 feet BGS, and again to the full depth of ground disturbance. If spot checks indicate low or no paleontological sensitivity, or if full time monitoring results in no fossil discoveries once the full depth of ground disturbance has been reached, paleontological monitoring can be discontinued for the remainder of project activity. Monitoring shall be reinstated if any new ground disturbances are required to depths exceeding previous depths of previous work, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time.						
4. In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the						

Mitigation Measure	Action Required	Monitoring Timing	Responsible Agency	Compliance Verification		
				Initial	Date	Comments

fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

a. **Salvage of Fossils.** If fossils are discovered, the paleontological monitor shall have the authority to halt or temporarily divert construction equipment within 50 feet of the find until the monitor and/or lead paleontologist evaluate the discovery and determine if the fossil may be considered significant. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the Construction Contractor may be requested to supply heavy equipment and an operator to assist in the rapid removal of a large fossil specimen(s) or sediment sample(s). Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically- sensitive Quaternary old alluvial deposits.

b. **Preparation and Curation of Recovered Fossils**. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.

5. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the Department of Planning and Development at the City of Berkeley. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

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Attachment MM CR-4

Blake Street Hawkeyes Commemoration Storyboard Ideas for Mitigation Measure CR-4

RhoadesPlanningGroup

2015 Blake Street
Blake Street Hawkeyes Commemoration
Storyboard Ideas
June 23, 2021

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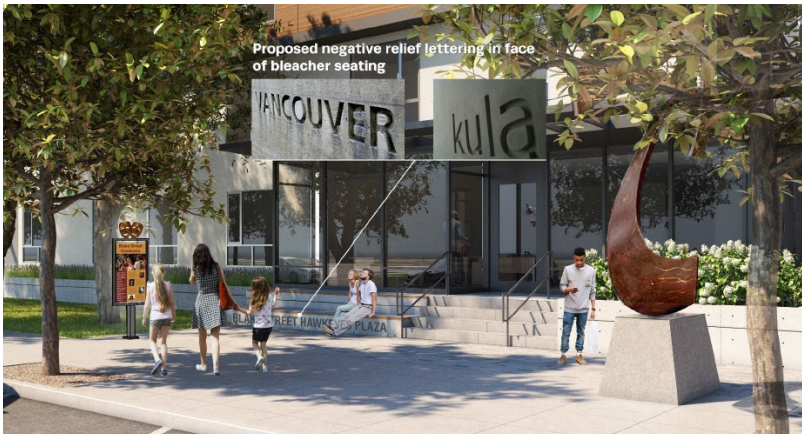

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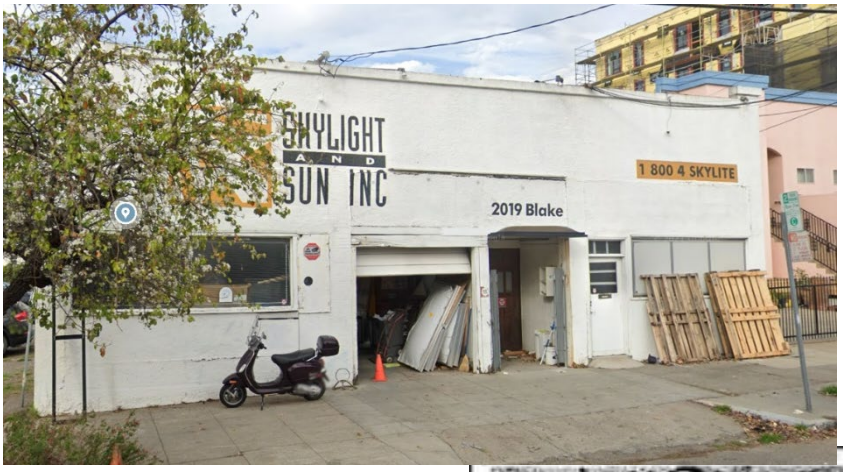

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LICENSED ARCHITECT
CONSTANTINE LOWNEY
No. C-29102
EXP. 8-31-24
STATE OF CALIFORNIA
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

COVER SHEET

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P000

PROJECT DATA

PROJECT LOCATION

SITE INFO

ADDRESS:	2015 BLAKE STREET, BERKELEY, CA 94704
APN#:	55-1822-140, 55-1822-13-4, 15-1822-13-3, 15-1822-13-2, 55-1822-21, 55-1822-22, & 55-1822-23
SITE AREA:	41,751 SF OVERALL SUBDIVIDED INTO TWO PARCELS PARCEL 1 = 5,856.92 +/- SF - (2 EXISTING VICTORIAN BUILDINGS) PARCEL 2 = 35,893.73 +/- SF - (NEW 8 STORY RESIDENTIAL BUILDING)

ZONING INFO FOR PARCEL 1

ZONING:	R-4
ALLOWABLE LOT COVERAGE:	35% = 2,049.9 SF (PARCEL 1)
ALLOWABLE HEIGHT:	35' / 3 STORIES
SETBACKS REQUIRED:	15' FRONT / 15' REAR / 6' SIDE (VARIES, SEE P001.2)

ZONING INFO FOR PARCEL 2

ZONING:	R-4
ALLOWABLE LOT COVERAGE:	40% = 14,357.5 SF (PARCEL 2)
ALLOWABLE HEIGHT:	65' / 6 STORIES (BASE CASE) 85' / 8 STORIES (BASE CASE WITH CONDITIONAL USE PERMIT)
SETBACKS REQUIRED:	15' FRONT / 15'-21' REAR / 4' TO 12' SIDE (VARIES, SEE P001.2) PROVIDED 15'-3" TO 17'-9" FRONT / 12' TO 17' REAR / 5'-5" TO 22'-9" SIDE

PROPOSED PROJECT

PROPOSED HEIGHT:	88'-6" (MAX) & 8 STORIES - WAIVER PER STATE DENSITY BONUS LAW (SDBL) (8) RESIDENTIAL FLOORS ABOVE BASEMENT PARKING GARAGE/PODIUM
CORNER BLDG:	37'-0" (MAX) & 3 STORIES (3) RESIDENTIAL FLOORS

2015 BLAKE MULTIFAMILY BUILDING & CORNER BUILDING RFA SUMMARY:	SEE P001.2 FOR UNIT SUMMARY AND RFA SUMMARY. SEE P100a-P100c FOR BASE PROJECT, BASE PROJECT AND DENSITY BONUS PROJECT SUMMARIES (PER ZONING SECTION 23C.16.010)
2015 BLAKE TOTAL RFA ALL FLOORS :	(PER ZONING SECTION 23C.16.010)

STATEMENT REGARDING NATURAL GAS PROHIBITION, BERKELEY ENERGY CODE AND BERKELEY GREEN CODE
THE PROPOSED TWO NEW MAIN BUILDINGS WILL NOT INCLUDE ANY NATURAL GAS INFRASTRUCTURE IN COMPLIANCE WITH BMC CHAPTER 12.80. THE PROPOSED PROJECT IS DESIGNED TO COMPLY WITH THE BERKELEY ENERGY CODE (BMC CHAPTER 19.36) AND BERKELEY GREEN CODE (BMC CHAPTER 19.37), ADOPTED BY THE CITY COUNCIL ON DECEMBER 3, 2019, INCLUDING SOLAR PV SYSTEM, ELECTRIC VEHICLE CHARGING, AND LOW-CARBON CONCRETE REQUIREMENTS.

STATEMENT REGARDING ENERGY EFFICIENCY
ALL SYSTEMS DESIGNED AT THE TIME OF PERMITTING, SHALL SHOW COMPLIANCE AS FOLLOWS:
QUANTITATIVE VALUES FOR APPLIANCE FUEL EFFICIENCY INCLUDING SPACE CONDITIONING, HEAT PUMPS, AND WATER HEATERS, ETC.; THE R-VALUES OF ALL INSULATION; THE U-VALUES OF ALL FENESTRATION; AND THE SHGC OF ALL WINDOWS SHALL ALL BE CLEARLY MARKED ON THE DRAWINGS, AND MUST MATCH THE VALUES AS STIPULATED IN THE PRESCRIPTIVE OR PERFORMANCE BASED ENERGY COMPLIANCE DOCUMENTS.

UNIT	UNIT TYPE	NO.
A1	1 BEDROOM / 1 BATHROOM	52
A2	1 BEDROOM / 1 BATHROOM	51
A3	1 BEDROOM / 1 BATHROOM	1
B1	2 BEDROOM / 2 BATHROOM	30
B1 (ALT)	2 BEDROOM / 2 BATHROOM	7
C1	1 BEDROOM / 1 BATHROOM	2
C2	1 BEDROOM / 1 BATHROOM	4
S1	STUDIO	65
Total Units: 212		212
VICTORIAN	VICTORIAN	7
		7

AVERAGE UNIT NET SIZE (PER FLOOR)	
LEVEL 1	525 SF
LEVEL 2	563 SF
LEVEL 3	563 SF
LEVEL 4	559 SF
LEVEL 5	559 SF
LEVEL 6	559 SF
LEVEL 7	559 SF
LEVEL 8	559 SF

CONSTRUCTION TYPE:
2015 BLAKE MULTIFAMILY:
TWO LEVELS OF UNDERGROUND PARKING (TYPE I-A) WITH A RESIDENTIAL BUILDING ABOVE CONSISTING OF EIGHT LEVELS. THE RESIDENTIAL BUILDING CONSISTS OF (5) LEVELS OF TYPE III-A OVER (3) LEVELS OF TYPE I-A ABOVE GROUND AND (2) LEVELS OF TYPE I-A BELOW GROUND. A FIRE SEPARATION WALL WILL BE USED TO DIVIDE THE BUILDING INTO TWO FOR THE PURPOSES OF AREA SEPARATION AND TO CREATE A HORIZONTAL EXIT.

2015 BLAKE CORNER BUILDING: THREE LEVELS OF TYPE V-A RESIDENTIAL BLDG

2012 & 2020 DWIGHT WAY:
EXISTING BUILDINGS ASSUMED TO BE OF TYPE V COMBUSTIBLE CONSTRUCTION. BOTH EXISTING BUILDINGS TO REMAIN WILL BE RELOCATED ON SITE. PER DISCUSSION WITH CITY OFFICIALS, NO ACCESSIBILITY UPGRADES WILL BE REQUIRED. NEW STEPS LEADING TO THE BUILDINGS WILL BE CODE COMPLIANT.

OPEN SPACE [23.202.110]

OPEN SPACE RATIO:	200 SF PER UNIT
OPEN SPACE REQ FOR 2015 BLAKE MULTIFAMILY & CORNER BUILDING:	42,400 SF (200 SF X 212 UNITS)
OPEN SPACE PROVIDED:	SEE OPEN SPACE SHEETS P131
OPEN SPACE REQUIRED FOR 2012 AND 2020 DWIGHT WAY:	1,400 SF (200 SF X 7 UNITS)
OPEN SPACE PROVIDED:	SEE OPEN SPACE SHEETS P131

PARKING [23.322.030]

RES. PARKING REQUIREMENT:	N/A - SEE P002
2015 BLAKE MULTIFAMILY & CORNER BLDG PARKING REQUIRED:	N/A - SEE P002
2015 BLAKE MULTIFAMILY & CORNER BLDG: PARKING PROVIDED:	81
EXISTING 2012 AND 2020 DWIGHT WAY PARKING REQUIRED:	N/A - SEE P002
EXISTING 2012 AND 2020 DWIGHT WAY PARKING PROVIDED:	N/A - SEE P002

ELECTRIC VEHICLE PROVISIONS
THE PROJECT SHALL PROVIDE EV PARKING FOR ALL RESIDENTIAL USES IN CONFORMANCE WITH THE FOLLOWING (PER THE CAL GREEN TIER 2 EV PARKING REQUIREMENTS):

1. 10% OF ALL SPACES SHALL BE EV CAPABLE (NOTED AS EV-CAP), WITH 1" CONDUIT AND 208/240V, 40AMP CAPACITY. (8 SPACES)
2. 25% OF ALL SPACES SHALL BE EV READY (NOTED AS EV-RED), WITH 208/240V, 20AMP CAPACITY AND RECEPTACLE. (21 SPACES)
3. 15% OF ALL SPACES SHALL BE EV CHARGING STATIONS (NOTED AS EV-CHG), WITH 208/240V, 40AMP CAPACITY AND CHARGING EQUIPMENT PER CEC 625 INSTALLED. (13 SPACES)
4. ALL EV SPACES SHALL BE MARKED ON PLANS SUBMITTED FOR PERMIT. LOCATIONS AS MARKED ON PLANS ARE SHOWN FOR COMPLIANCE INTENT.

BIKE PARKING [23.322-11]

2015 BLAKE PROVIDED:	
ON SITE/"SHORT TERM"	(10) BIKES
SECURED/"LONG TERM"	(83) BIKES
1 BIKE PER 3 BEDROOMS	249 BEDROOMS - P001.2 (249/3=83)
2012 AND 2020 DWIGHT PROVIDED: ON SITE/"SHORT TERM"	(4) BIKES

APPLICABLE CODES
2022 TITLE 24, PART 1 - CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE
2022 TITLE 24, PART 2 - CALIFORNIA BUILDING CODE
2022 TITLE 24, PART 3 - CALIFORNIA ELECTRICAL CODE
2022 TITLE 24, PART 4 - CALIFORNIA MECHANICAL CODE
2022 TITLE 24, PART 5 - CALIFORNIA PLUMBING CODE
2022 TITLE 24, PART 6 - CALIFORNIA ENERGY CODE
2022 TITLE 24, PART 9 - CALIFORNIA FIRE CODE
2022 TITLE 24, PART 11 - CALIFORNIA GREEN BUILDING STANDARDS CODE
2022 TITLE 24, PART 12 - CALIFORNIA REFERENCE STANDARDS CODE

BUILDING OCCUPANCY PER CALIFORNIA BUILDING CODE

PARCEL 1		PARCEL 2	
2012 DWIGHT WAY	- R-2	2015 BLAKE ST MULTIFAMILY	- R-2
2020 DWIGHT WAY	- R-2	2001 BLAKE ST CORNER BLDG	- R-2

EXCAVATION (ESTIMATES PROVIDED BY OTHERS)

PARCEL 1		PARCEL 2	
2012 DWIGHT WAY	- EXISTING STRUCTURE	2015 BLAKE ST MULTIFAMILY	- 21,100 CY
2020 DWIGHT WAY	- EXISTING STRUCTURE	2001 BLAKE ST CORNER BLDG	- 0 CY

LICENSED ARCHITECT JOINT VENTURE LOWNEY/LACONIA STATE OF CALIFORNIA EXP. 8/31/22

CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

SHEET INDEX

P000	COVER SHEET
P001	PROJECT DATA
P001.1	EXISTING SITE PLAN & PROJECT DATA
P001.2	SUMMARIES OF AREA
P002	ZONING SUMMARY
P003	EXISTING NEIGHBORHOOD PHOTOS
P004	EXISTING NEIGHBORHOOD PHOTOS
P005	COLORS & MATERIALS
P010	SHADOW STUDIES - PLAN DIAGRAMS
P011	SHADOW STUDIES - PLAN DIAGRAMS
P012	SHADOW STUDIES
P013	SHADOW STUDIES- CORNER OF DWIGHT AND MILVIA
P014	SHADOW STUDIES- CORNER OF BLAKE AND MILVIA
P015	SHADOW STUDIES - ELEVATIONS OF RELOCATED VICTORIANS
P016	SHADOW STUDIES - ELEVATIONS OF RELOCATED VICTORIANS
P017	SHADOW STUDIES - ELEVATIONS OF RELOCATED VICTORIANS
P100a	BASE PROJECT - FLOOR DIAGRAMS AND CALCULATIONS
P100c	PROPOSED PROJECT - RFA FLOOR DIAGRAMS AND CALCULATIONS
P110	2012 AND 2020 DWIGHT WAY - EXISTING FLOOR PLANS
P111	2012 AND 2020 DWIGHT WAY - PROPOSED FLOOR PLANS
P112	EXISTING BUILDING ELEVATIONS - 2012 DWIGHT WAY
P113	EXISTING BUILDING ELEVATIONS - 2020 DWIGHT WAY
P114	PROPOSED BUILDING ELEVATIONS - 2012 DWIGHT WAY
P115	PROPOSED BUILDING ELEVATIONS - 2020 DWIGHT WAY
P120	STREET STRIP ELEVATIONS
P121	STREET STRIP ELEVATIONS
P122	PERSPECTIVE PHOTO MONTAGE VIEWS
P123	PERSPECTIVES
P124	PERSPECTIVES
P130	PROPOSED SITE PLAN
P131	PROPOSED OPEN SPACE

SHEET INDEX

P132	EXISTING LOT COVERAGE DIAGRAM
P133	PROPOSED LOT COVERAGE DIAGRAM
P200.1	PARKING - BASEMENT 2 LEVEL PLAN
P200.2	PARKING - BASEMENT 1 LEVEL PLAN
P201	GROUND FLOOR PLAN
P202	SECOND FLOOR PLAN
P203	THIRD FLOOR PLAN
P204	FOURTH FLOOR PLAN
P205	FIFTH FLOOR PLAN
P206	SIXTH FLOOR PLAN
P207	SEVENTH FLOOR PLAN
P208	EIGHTH FLOOR PLAN
P209	ROOF PLAN
P300	BUILDING ELEVATIONS
P301	BUILDING ELEVATION
P302	BUILDING ELEVATIONS
P303	BUILDING ELEVATIONS & SECTIONS - 2001 BLAKE
P310	BUILDING SECTION
P311	BUILDING SECTION
P400	UNIT PLANS - 2001 BLAKE
P401	UNIT PLAN - 2015 BLAKE
52	

C0.1	BOUNDARY AND TOPOGRAPHIC SURVEY
C0.2	BOUNDARY AND TOPOGRAPHIC SURVEY
C1.0	CONCEPTUAL GRADING PLAN
3	

L001	EXISTING CONDITIONS
L002	LANDSCAPE PLAN - GROUND FLOOR
L003	LANDSCAPE MATERIALS PALETTE

SHEET INDEX

L004	PLANT PALETTE
L005	PLANTING PLAN - GROUND FLOOR
L006	AREA PLAN
L007	MWELO CALCS
L009	SECTIONS A&B
L010	SECTIONS C&D
9	
SHEET TOTAL: 64	

PROJECT DATA
2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
7	04/11/2022	USE PERMIT MODIFICATION	
8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	
10	06/30/2023	ROUNDTABLE REVIEW	

P001

LEGEND

- (E) ADJACENT BUILDINGS
- (E) BUILDING ON SITE
- EXISTING ADJACENT BUILDING

KEY NOTES

1. (E) BUILDING TO BE DEMOLISHED
2. (E) BUILDING TO BE RELOCATED ON SITE
3. (E) PARKING STALL FOR 2001 BLAKE ST
4. (E) UTILITY POLE TO BE REMOVED; EXISTING UTILITIES TO BE UNDERGROUND
5. (E) DRIVEWAY TO BE REMOVED
6. (E) TREE TO BE REMOVED
7. (E) BIKE RACK TO BE REMOVED

EXISTING PARCEL INFORMATION

	Height & Stories	Setbacks	Lot Area	Lot Coverage	Vehicle Parking	Bike Parking
Parcel 2	2019 Blake St: 18'-0" / 1 Stories	0'-0" FRONT 0'-0" @WEST 0'-0" @EAST 5'-8" BACK	34,490	47%	61	0
	Existing Parking Lot: N/A	N/A FRONT N/A @WEST N/A @EAST N/A BACK				
	2015 Blake St: 24'-0" / 2 Stories	0'-0" FRONT 0'-0" SIDE 0'-0" BACK				
	2011 Blake St: 15'-0" / 1 Story 2001 Blake St: 14'-11" / 1 Story	2011 BLAKE ST 0'-0" FRONT 0'-0" @WEST 0'-0" @EAST 0'-0" BACK B. SEP: 18'-3" 2001 BLAKE ST 9'-8" FRONT 2'-0" @NORTH 7'-10" @SOUTH 0'-0" BACK B. SEP: 18'-3"				
Parcel 1	2012 Dwight: 28'-1" / 2 Stories	23'-8" FRONT 19'-5" @WEST 8'-11" @EAST 54'-2" BACK	7,261	18%	7	0
	Existing Parking Lot: N/A	N/A FRONT N/A @WEST N/A @EAST N/A BACK				
	2020 Dwight: 34'-2" / 2 Stories	23'-4" FRONT 8'-4" @WEST 7'-5" @EAST 58'-10" BACK				

NOTE: THE PARCELS DEPICTED ON THE SITE PLAN REFLECT THE LOT MERGER PARCEL MAP 11263 RECORDED ON AUGUST 16, 2022

LICENSED ARCHITECT
GENERAL LOWNEY
09/12
EXP. 8/31/24
CIVIL CODE SECTION
STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

EXISTING SITE PLAN & PROJECT DATA

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P001.1

UNIT (NET) AREA SUMMARY

UNIT NET-RENTABLE AREA SUMMARY

LEVEL	NAME	UNIT TYPE	AREA
LEVEL 1	S1	0 BEDROOM	412
LEVEL 1	S1	0 BEDROOM	421
LEVEL 1	A1	1 BEDROOM	498
LEVEL 1	A1	1 BEDROOM	494
LEVEL 1	A1	1 BEDROOM	491
LEVEL 1	A2	1 BEDROOM	575
LEVEL 1	A2	1 BEDROOM	583
LEVEL 1	A3	1 BEDROOM	662
LEVEL 1	C1	1 BEDROOM	610
LEVEL 1	C1	1 BEDROOM	610
LEVEL 1	S1	1 BEDROOM	417
LEVEL 1	S1	1 BEDROOM	412
LEVEL 1	S1	1 BEDROOM	405
LEVEL 1	S1	1 BEDROOM	405
LEVEL 1	S1	1 BEDROOM	412
LEVEL 1	S1	1 BEDROOM	412
LEVEL 1	S1	1 BEDROOM	420
LEVEL 1	B1	2 BEDROOM	879
LEVEL 1	B1	2 BEDROOM	868
19			9,986

LEVEL	NAME	UNIT TYPE	AREA
LEVEL 2	S1	0 BEDROOM	412
LEVEL 2	S1	0 BEDROOM	412
LEVEL 2	S1	0 BEDROOM	412
LEVEL 2	S1	0 BEDROOM	403
LEVEL 2	S1	0 BEDROOM	412
LEVEL 2	S1	0 BEDROOM	412
LEVEL 2	S1	0 BEDROOM	407
LEVEL 2	S1	0 BEDROOM	412
LEVEL 2	A1	1 BEDROOM	499
LEVEL 2	A1	1 BEDROOM	494
LEVEL 2	A1	1 BEDROOM	494
LEVEL 2	A1	1 BEDROOM	495
LEVEL 2	A1	1 BEDROOM	485
LEVEL 2	A1	1 BEDROOM	485
LEVEL 2	A1	1 BEDROOM	495
LEVEL 2	A2	1 BEDROOM	575
LEVEL 2	A2	1 BEDROOM	580
LEVEL 2	A2	1 BEDROOM	583
LEVEL 2	A2	1 BEDROOM	582
LEVEL 2	A2	1 BEDROOM	576
LEVEL 2	A2	1 BEDROOM	575
LEVEL 2	A2	1 BEDROOM	575
LEVEL 2	C2	1 BEDROOM	610
LEVEL 2	C2	1 BEDROOM	610
LEVEL 2	B1	2 BEDROOM	879
LEVEL 2	B1	2 BEDROOM	870
LEVEL 2	B1	2 BEDROOM	870
LEVEL 2	B1	2 BEDROOM	906
LEVEL 2	B1	2 BEDROOM	862
29			16,382

UNIT NET-RENTABLE AREA SUMMARY

LEVEL	NAME	UNIT TYPE	AREA
LEVEL 3	S1	0 BEDROOM	412
LEVEL 3	S1	0 BEDROOM	412
LEVEL 3	S1	0 BEDROOM	412
LEVEL 3	S1	0 BEDROOM	403
LEVEL 3	S1	0 BEDROOM	412
LEVEL 3	S1	0 BEDROOM	412
LEVEL 3	S1	0 BEDROOM	407
LEVEL 3	S1	0 BEDROOM	412
LEVEL 3	A1	1 BEDROOM	499
LEVEL 3	A1	1 BEDROOM	494
LEVEL 3	A1	1 BEDROOM	494
LEVEL 3	A1	1 BEDROOM	495
LEVEL 3	A1	1 BEDROOM	503
LEVEL 3	A1	1 BEDROOM	490
LEVEL 3	A1	1 BEDROOM	495
LEVEL 3	A2	1 BEDROOM	575
LEVEL 3	A2	1 BEDROOM	569
LEVEL 3	A2	1 BEDROOM	572
LEVEL 3	A2	1 BEDROOM	583
LEVEL 3	A2	1 BEDROOM	576
LEVEL 3	A2	1 BEDROOM	575
LEVEL 3	A2	1 BEDROOM	575
LEVEL 3	C2	1 BEDROOM	610
LEVEL 3	C2	1 BEDROOM	610
LEVEL 3	B1	2 BEDROOM	879
LEVEL 3	B1	2 BEDROOM	870
LEVEL 3	B1	2 BEDROOM	870
LEVEL 3	B1	2 BEDROOM	906
LEVEL 3	B1	2 BEDROOM	862
29			16,381

UNIT NET-RENTABLE AREA SUMMARY

LEVEL	NAME	UNIT TYPE	AREA
LEVEL 4	S1	0 BEDROOM	412
LEVEL 4	S1	0 BEDROOM	412
LEVEL 4	S1	0 BEDROOM	412
LEVEL 4	S1	0 BEDROOM	403
LEVEL 4	S1	0 BEDROOM	412
LEVEL 4	S1	0 BEDROOM	412
LEVEL 4	S1	0 BEDROOM	407
LEVEL 4	S1	0 BEDROOM	412
LEVEL 4	A1	1 BEDROOM	499
LEVEL 4	A1	1 BEDROOM	494
LEVEL 4	A1	1 BEDROOM	494
LEVEL 4	A1	1 BEDROOM	495
LEVEL 4	A1	1 BEDROOM	520
LEVEL 4	A1	1 BEDROOM	472
LEVEL 4	A1	1 BEDROOM	495
LEVEL 4	A2	1 BEDROOM	575
LEVEL 4	A2	1 BEDROOM	569
LEVEL 4	A2	1 BEDROOM	572
LEVEL 4	A2	1 BEDROOM	583
LEVEL 4	A2	1 BEDROOM	576
LEVEL 4	A2	1 BEDROOM	575
LEVEL 4	A2	1 BEDROOM	575
LEVEL 4	B1	2 BEDROOM	879
LEVEL 4	B1	2 BEDROOM	870
LEVEL 4	B1	2 BEDROOM	870
LEVEL 4	B1	2 BEDROOM	906
LEVEL 4	B1	2 BEDROOM	862
27			15,161

UNIT NET-RENTABLE AREA SUMMARY

LEVEL	NAME	UNIT TYPE	AREA
LEVEL 5	S1	0 BEDROOM	412
LEVEL 5	S1	0 BEDROOM	412
LEVEL 5	S1	0 BEDROOM	412
LEVEL 5	S1	0 BEDROOM	403
LEVEL 5	S1	0 BEDROOM	412
LEVEL 5	S1	0 BEDROOM	412
LEVEL 5	S1	0 BEDROOM	407
LEVEL 5	S1	0 BEDROOM	412
LEVEL 5	A1	1 BEDROOM	499
LEVEL 5	A1	1 BEDROOM	494
LEVEL 5	A1	1 BEDROOM	494
LEVEL 5	A1	1 BEDROOM	495
LEVEL 5	A1	1 BEDROOM	520
LEVEL 5	A1	1 BEDROOM	472
LEVEL 5	A1	1 BEDROOM	495
LEVEL 5	A2	1 BEDROOM	575
LEVEL 5	A2	1 BEDROOM	569
LEVEL 5	A2	1 BEDROOM	572
LEVEL 5	A2	1 BEDROOM	583
LEVEL 5	A2	1 BEDROOM	576
LEVEL 5	A2	1 BEDROOM	575
LEVEL 5	A2	1 BEDROOM	575
LEVEL 5	B1	2 BEDROOM	879
LEVEL 5	B1	2 BEDROOM	870
LEVEL 5	B1	2 BEDROOM	870
LEVEL 5	B1	2 BEDROOM	906
LEVEL 5	B1	2 BEDROOM	862
27			15,161

UNIT NET-RENTABLE AREA SUMMARY

LEVEL	NAME	UNIT TYPE	AREA
LEVEL 6	S1	0 BEDROOM	412
LEVEL 6	S1	0 BEDROOM	412
LEVEL 6	S1	0 BEDROOM	412
LEVEL 6	S1	0 BEDROOM	403
LEVEL 6	S1	0 BEDROOM	412
LEVEL 6	S1	0 BEDROOM	412
LEVEL 6	S1	0 BEDROOM	407
LEVEL 6	S1	0 BEDROOM	412
LEVEL 6	A1	1 BEDROOM	499
LEVEL 6	A1	1 BEDROOM	494
LEVEL 6	A1	1 BEDROOM	494
LEVEL 6	A1	1 BEDROOM	495
LEVEL 6	A1	1 BEDROOM	520
LEVEL 6	A1	1 BEDROOM	472
LEVEL 6	A1	1 BEDROOM	495
LEVEL 6	A2	1 BEDROOM	575
LEVEL 6	A2	1 BEDROOM	569
LEVEL 6	A2	1 BEDROOM	572
LEVEL 6	A2	1 BEDROOM	583
LEVEL 6	A2	1 BEDROOM	576
LEVEL 6	A2	1 BEDROOM	575
LEVEL 6	A2	1 BEDROOM	575
LEVEL 6	B1	2 BEDROOM	879
LEVEL 6	B1	2 BEDROOM	870
LEVEL 6	B1	2 BEDROOM	870
LEVEL 6	B1	2 BEDROOM	906
LEVEL 6	B1	2 BEDROOM	862
27			15,161

UNIT NET-RENTABLE AREA SUMMARY

LEVEL	NAME	UNIT TYPE	AREA
LEVEL 7	S1	0 BEDROOM	412
LEVEL 7	S1	0 BEDROOM	412
LEVEL 7	S1	0 BEDROOM	412
LEVEL 7	S1	0 BEDROOM	403
LEVEL 7	S1	0 BEDROOM	412
LEVEL 7	S1	0 BEDROOM	412
LEVEL 7	S1	0 BEDROOM	407
LEVEL 7	S1	0 BEDROOM	412
LEVEL 7	A1	1 BEDROOM	499
LEVEL 7	A1	1 BEDROOM	494
LEVEL 7	A1	1 BEDROOM	494
LEVEL 7	A1	1 BEDROOM	495
LEVEL 7	A1	1 BEDROOM	520
LEVEL 7	A1	1 BEDROOM	472
LEVEL 7	A1	1 BEDROOM	495
LEVEL 7	A2	1 BEDROOM	575
LEVEL 7	A2	1 BEDROOM	569
LEVEL 7	A2	1 BEDROOM	572
LEVEL 7	A2	1 BEDROOM	583
LEVEL 7	A2	1 BEDROOM	576
LEVEL 7	A2	1 BEDROOM	575
LEVEL 7	A2	1 BEDROOM	575
LEVEL 7	B1	2 BEDROOM	879
LEVEL 7	B1	2 BEDROOM	870
LEVEL 7	B1	2 BEDROOM	870
LEVEL 7	B1	2 BEDROOM	906
LEVEL 7	B1	2 BEDROOM	862
27			15,161

UNIT NET-RENTABLE AREA SUMMARY

LEVEL	NAME	UNIT TYPE	AREA
LEVEL 8	S1	0 BEDROOM	412
LEVEL 8	S1	0 BEDROOM	412
LEVEL 8	S1	0 BEDROOM	403
LEVEL 8	S1	0 BEDROOM	412
LEVEL 8	S1	0 BEDROOM	412
LEVEL 8	S1	0 BEDROOM	407
LEVEL 8	S1	0 BEDROOM	412
LEVEL 8	A1	1 BEDROOM	499
LEVEL 8	A1	1 BEDROOM	494
LEVEL 8	A1	1 BEDROOM	494
LEVEL 8	A1	1 BEDROOM	495
LEVEL 8	A1	1 BEDROOM	503
LEVEL 8	A1	1 BEDROOM	490
LEVEL 8	A1	1 BEDROOM	495
LEVEL 8	A2	1 BEDROOM	575
LEVEL 8	A2	1 BEDROOM	569
LEVEL 8	A2	1 BEDROOM	572
LEVEL 8	A2	1 BEDROOM	583
LEVEL 8	A2	1 BEDROOM	576
LEVEL 8	A2	1 BEDROOM	575
LEVEL 8	A2	1 BEDROOM	575
LEVEL 8	B1	2 BEDROOM	879
LEVEL 8	B1	2 BEDROOM	870
LEVEL 8	B1	2 BEDROOM	870
LEVEL 8	B1	2 BEDROOM	906
LEVEL 8	B1	2 BEDROOM	862
27			15,161
Grand total: 212			118,555

	NO. OF UNITS	NO. OF BEDROOMS
PARCEL 1	7	8
PARCEL 2	212	249
TOTAL	219	257

AVERAGE UNIT NET SIZE (PER FLOOR)

LEVEL 1	525 SF
LEVEL 2	563 SF
LEVEL 3	563 SF
LEVEL 4	559 SF
LEVEL 5	559 SF
LEVEL 6	559 SF
LEVEL 7	559 SF
LEVEL 8	559 SF

BEDROOM COUNT:

LEVEL 1		
STUDIO	2	2
1 BED	15	15
2 BED	2	4
LEVEL 2		
STUDIO	8	8
1 BED	16	16
2 BED	5	10
LEVEL 3		
STUDIO	8	8
1 BED	16	16
2 BED	5	10
LEVEL 4		
STUDIO	8	8
1 BED	14	14
2 BED	5	10
LEVEL 5		
STUDIO	8	8
1 BED	14	14
2 BED	5	10
LEVEL 6		
STUDIO	8	8
1 BED	14	14
2 BED	5	10
LEVEL 7		
STUDIO	8	8
1 BED	14	14
2 BED	5	10
LEVEL 8		
STUDIO	8	8
1 BED	14	14
2 BED	5	10
BEDROOM TOTAL		
		249

NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

SUMMARIES OF AREA

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
6	03/23/2022	SB 330 - PRE APPLICATION	
7	04/11/2022	USE PERMIT MODIFICATION	
8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	

	PARCEL 1 (DWIGHT)		PARCEL 2 (BLAKE AND MILVIA)		COMBINED PROJECT	
	ALLOWABLE/REQUIRED	PROPOSED	ALLOWABLE/REQUIRED	PROPOSED	ALLOWABLE/REQUIRED	PROPOSED
Zoning Designation	R-4	R-4	R-4	R-4	R-4	R-4
Lot Area	5,856.9	5,856.9	35,893.7	35,893.7	41,751.0	41,751.0
Lot Coverage 23.202.112	35% (STORY 1-3) 35% (STORY 4-6)	39.6%	40% STORY 1-6	57.9% STORY 1-8	N/A	55.4%
Average Height	35'/3 STORIES	24'-6" (2012 Dwight) AND **30'-4"** (2020 Dwight)	35'/3 STORIES 65' / 6 STORIES (UP)	88'-6" (2015 BLAKE AVERAGE) 36'-4" (2001 BLAKE AVERAGE)	35'/3 STORIES 65' / 6 STORIES (UP)	88'-6" AVERAGE
Maximum Height/ Stories	35'/3 STORIES	28'-0", (2) STORIES (2012 Dwight) AND 34'-3", (2) STORIES (2020 Dwight)	35'/3 STORIES 65' / 6 STORIES (UP)	88'-6", (8) STORIES (2015 BLAKE MAXIMUM) 37'-0" (3) STORIES (2001 BLAKE MAXIMUM)	35'/3 STORIES 65' / 6 STORIES (UP)	88'-6" MAXIMUM
Total Gross Floor Area		**3,953 SF**		**204,799 SF (INCLUDING BIKE 686 SF, BASEMENT 48,523 SF, STAIR/ELEV 5,320 SF AND 4,116 SF 2001 BLAKE)**		**208,752 SF**
Existing Unit Count	7		0		7	
Proposed New Unit count	7		212		219	
Setbacks						
Front	15' (1-6)	4'-11" MIN (WAIVER PER SDBL)	15' (1-6)	15'	15'	4'-11" MIN (WAIVER PER SDBL)
Rear	15' STORY (1-3) 17' (4), 19' (5), 21' (6)	0'-8" (WAIVER PER SDBL)	15' STORY (1-3) 17' (4), 19' (5), 21' (6)	**5'-5"** MIN (WAIVER PER SDBL)	15' STORY (1-3)	0'-8" (WAIVER PER SDBL)
Interior Side	4' STORY (1-2) 6' (3), 8' (4), 10' (5), 12' (6)	4'	4' STORY (1-2) 6' (3), 8' (4), 10' (5), 12' (6)	**5'-6" MIN**	4' STORY (1-2) 6' (3), 8' (4), 10' (5), 12' (6)	4'
Street Side	N/A	N/A	6', 8' (2), 10' (3), 12' (4), 14' (5), 15' (6)	15'	15'	15'
Front Canopy	N/A	N/A	2'-6" INTO FRONT SETBACK	6'-1" INTO FRONT SETBACK (WAIVER PER SDBL)	2'-6" INTO FRONT SETBACK	6'-1" INTO FRONT SETBACK (WAIVER PER SDBL)
Building Separation	12' (STORY 2)	20'-2"	12' (STORY 2)	**26'-8"**	12' (STORY 2)	**26'-8"**
Parking						
Vehicle Stalls	N/A	N/A	N/A	81	N/A	81
Bikes (Short Term)	N/A	4	6 (1 STALL / 40 BEDROOMS)	6	N/A	10
Bikes (Long Term)	N/A	0	83 (1 STALL / 3 BEDROOMS)	83	N/A	83
Open Space (200 sf / du)	1,400	**1,536**	42,400	**17,143**	43,800	**18,679**
State Density Bonus Law Info		SEE SHEETS P100a through P100c		SEE SHEETS P100a through P100c		SEE SHEETS P100a through P100c

Notes
*WEST SECTION OF EXISTING PARCEL LINE SEPARATING PARCEL 1 AND PARCEL 2 TO BE MOVED NORTH WITH LOT LINE ADJUSTMENT
** EXISTING BUILDINGS TO BE RELOCATED WITHIN PARCEL 1

BP BASE PROJECT
DP DENSITY BONUS PROJECT

LICENSED ARCHITECT
JOSEPH A. LAWRENCE
C-39192
EXP. 8/31/24
STATE OF CALIFORNIA
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

ZONING SUMMARY

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
7	04/11/2022	USE PERMIT MODIFICATION	
8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	
10	06/30/2023	ROUNDTABLE REVIEW	

P002

1 2000 DWIGHT WAY

2 2006 DWIGHT WAY

3 2012 DWIGHT WAY

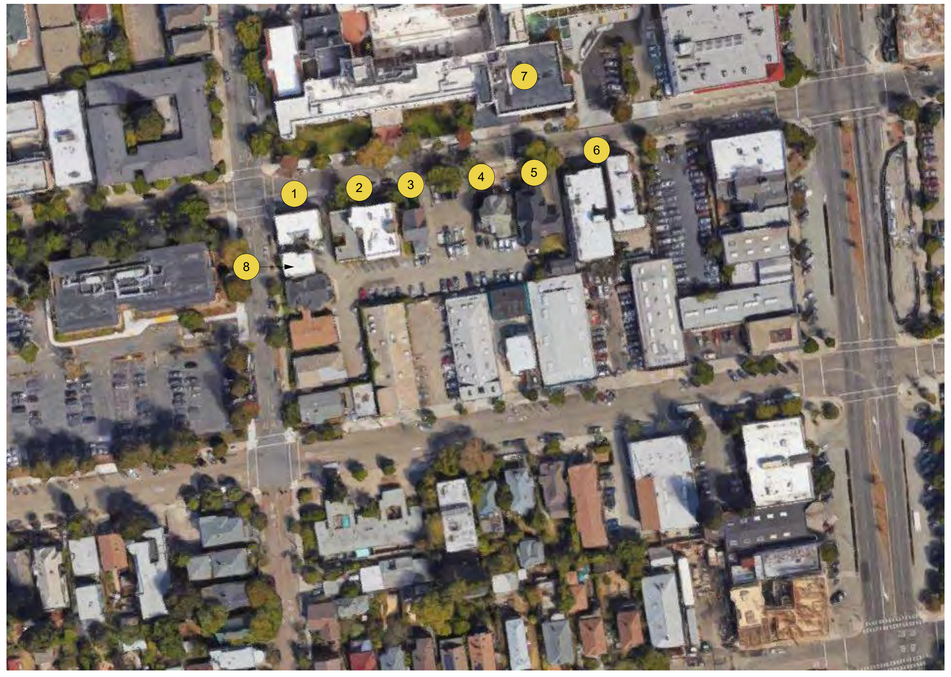
4 2020 DWIGHT WAY

5 2022 DWIGHT WAY

6 2028 DWIGHT WAY

7 2001 DWIGHT WAY

8 2505 MILVIA STREET



LICENSED ARCHITECT
CONSTANCE A. LOWNEY
29982
EXP. 08/31/2023
STATE OF CALIFORNIA

CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

EXISTING NEIGHBORHOOD PHOTOS

2015 BLAKE STREET

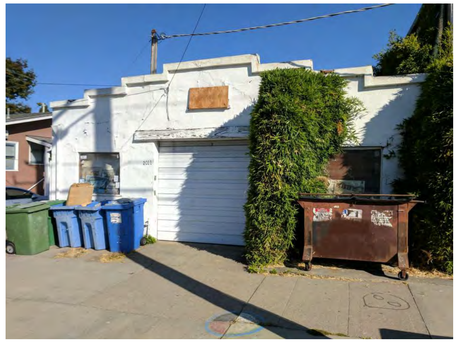
#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

9 2509 MILVIA STREET

10 2515 MILVIA STREET

11 2519 MILVIA STREET

12 2001 BLAKE STREET



13 2011 BLAKE STREET

14 2015 BLAKE STREET

15 2019 BLAKE STREET

16 2023 BLAKE STREET

LICENSED ARCHITECT
STATE OF CALIFORNIA

lowney arch

LACONIA
DEVELOPMENT LLC

EXISTING NEIGHBORHOOD PHOTOS

2015 BLAKE STREET

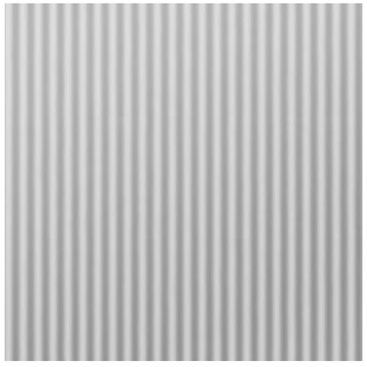
#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P004

EXTERIOR MATERIALS

1		FIBER CEMENT SIDING (NICHIHA STOCK ILLUMINATION LAVA)
2		PAINTED STUCCO (GRAY)
3		PAINTED STUCCO (OYSTER SW 7637)
4		PAINTED STUCCO (BROWN)
5		METAL CORNICE / TRIM (CUSTOM COLOR - GREY)
6		METAL COMPOSITE PANEL (SVG GREY)
7		PAINTED WOOD SIDING/TRIM (SW POWDER BLUE AND STRAFFORD BLUE)
7A		PAINTED WOOD SIDING/TRIM (SW CLASSICAL WHITE)
8		1" CORRUGATED METAL SIDING (CUSTOM COLOR)
9		SHINGLE ROOFING (COLOR TO BE SELECTED - BROWN)
10		EXPOSED CONCRETE (CUSTOM COLOR - GREY)
11		METAL PERFORATED PANEL (ALUMINUM- MILL FINISH)
12		5 STORY MIXED USE DEVELOPMENT UNDER CONSTRUCTION (SHOWN AS DASHED LINE)
13		6 STORY RESIDENTIAL DEVELOPMENT SUBMITTED TO ZONING (SHOWN AS DASHED LINE)
14		RELOCATED VICTORIAN ON PARCEL 2 (SHOWN AS DASHED LINE)

ALL EXTERIOR GLAZING TO BE INSULATED WITH LOW-E COATING



8

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4

3

2

1

LICENSED ARCHITECT CENTRAL LOWNEY TX 13012 STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

CONSTRUCTION

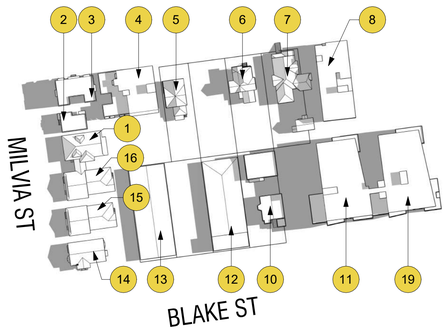
COLORS & MATERIALS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P005

JUNE 21 - SUMMER WITH EXISTING BUILDINGS



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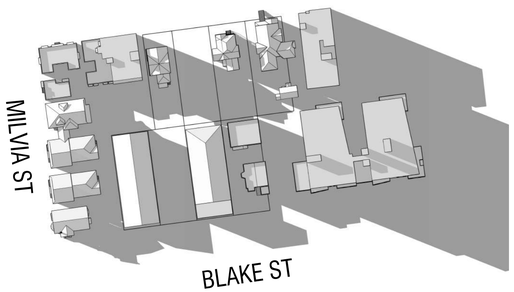

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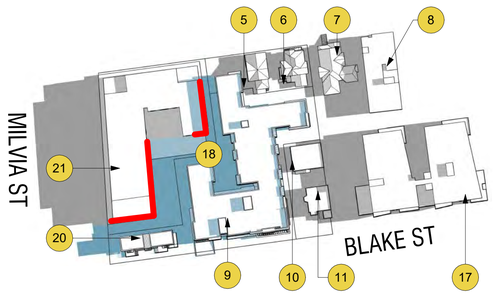
JUNE 21 - SUMMER WITH PROPOSED BUILDING
NOTE: INCLUDES PROPOSED SENIOR HOUSING PROJECT UNDER SEPARATE APPLICATION



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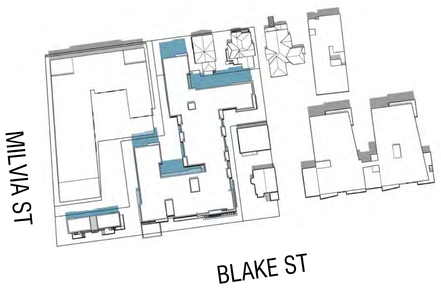

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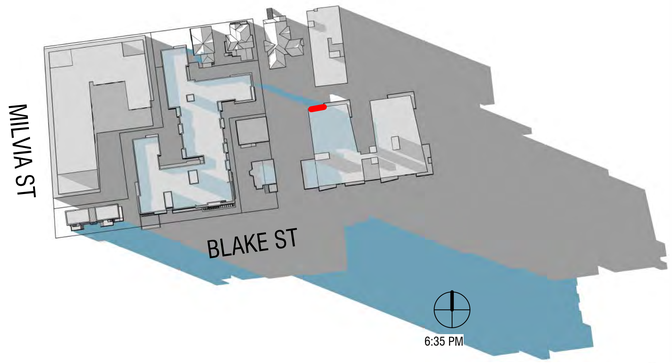

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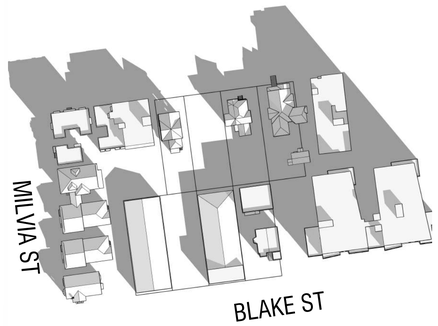
DECEMBER 22 - WINTER WITH EXISTING BUILDINGS



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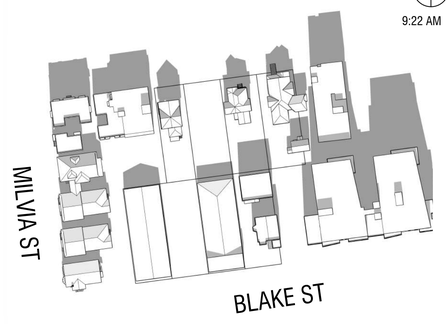

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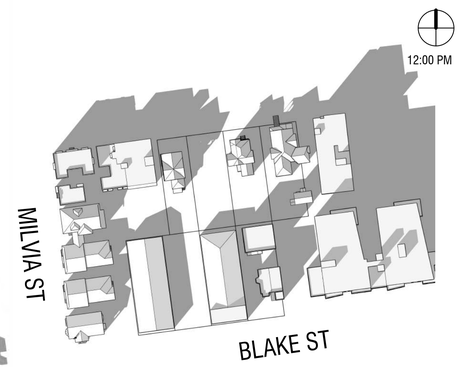

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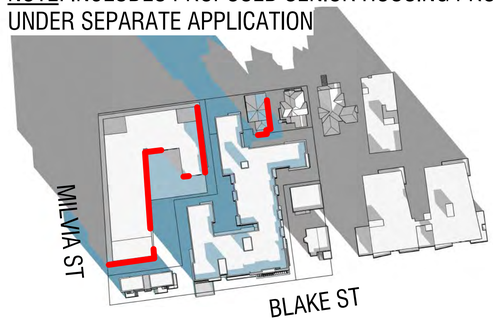
DECEMBER 22 - WINTER WITH PROPOSED BUILDING
NOTE: INCLUDES PROPOSED SENIOR HOUSING PROJECT UNDER SEPARATE APPLICATION



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ALL BUILDINGS BEING SHADOWED AT THE TIMES SHOWN HERE ARE SHOWN ON THIS DIAGRAM AND THE DIAGRAM IS A REASONABLE SIMULATION OF THEIR REAL HEIGHT

LEGEND

- EXISTING SHADOWS
- NEW SHADOWS
- ELEVATIONS WITH NEW SHADOWS

1. EXISTING BUILDING TO BE DEMOLISHED - 2509 MILVIA ST
2. EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2505 MILVIA ST
3. EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2000 DWIGHT WAY
4. EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2006 DWIGHT WAY
5. EXISTING BUILDING TO BE RELOCATED ON SITE - 2012 DWIGHT WAY
6. EXISTING BUILDING TO BE RELOCATED ON SITE - 2020 DWIGHT WAY
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17. BUILDING UNDER CONSTRUCTION - 2035 BLAKE ST
18. PROPOSED OPEN SPACE
19. EXISTING BUILDING - 2029 BLAKE ST
20. PROPOSED BULDING – 2015 BLAKE ST CORNER BUILDING
21. BUILDING SUBMITTED TO ZONING (APPLICATION NO. ZP2019-0074) - 2000 DWIGHT WAY

LICENSED ARCHITECT
KENNETH A. LOWNEY
EXP. 8/31/24
STATE OF CALIFORNIA
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

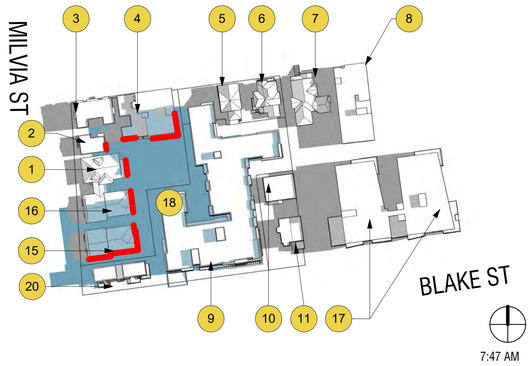
SHADOW STUDIES - PLAN DIAGRAMS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P010

JUNE 21 - SUMMER WITH PROPOSED BUILDING
NOTE: EXCLUDES PROPOSED SENIOR HOUSING PROJECT UNDER SEPARATE APPLICATION



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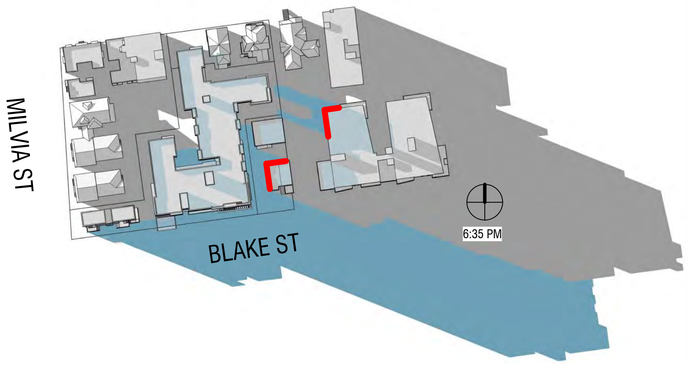

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DECEMBER 22 - WINTER WITH PROPOSED BUILDING
NOTE: EXCLUDES PROPOSED SENIOR HOUSING PROJECT UNDER SEPARATE APPLICATION

9:22 AM

12:00 PM

2:54 PM

LEGEND

- EXISTING SHADOWS
- NEW SHADOWS
- ELEVATIONS WITH NEW SHADOWS

ALL BUILDINGS BEING SHADOWED AT THE TIMES SHOWN HERE ARE SHOWN ON THIS DIAGRAM AND THE DIAGRAM IS A REASONABLE SIMULATION OF THEIR REAL HEIGHT

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17. BUILDING UNDER CONSTRUCTION - 2035 BLAKE ST
18. PROPOSED OPEN SPACE
20. PROPOSED BULDING – 2015 BLAKE ST CORNER BUILDING
21. BUILDING SUBMITTED TO ZONING (APPLICATION NO. ZP2019-0074) - 2000 DWIGHT WAY

LICENSED ARCHITECT
KRISTINA LOWNEY
No. C-29162
EXP. 8/31/24
STATE OF CALIFORNIA
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

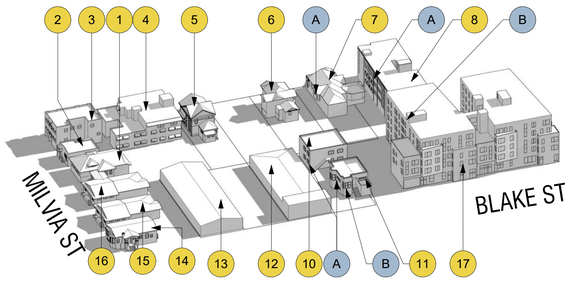
SHADOW STUDIES - PLAN DIAGRAMS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P011

JUNE 21 - SUMMER WITH EXISTING BUILDINGS



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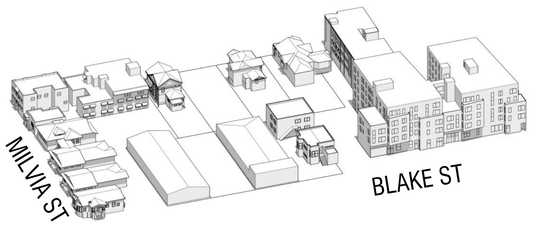

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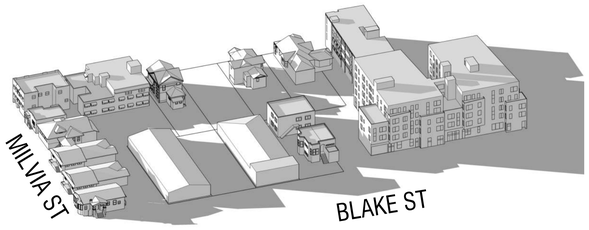

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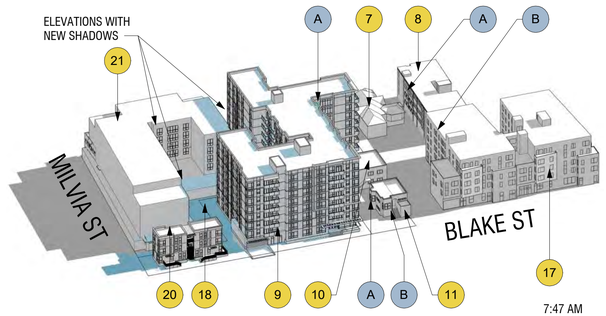
JUNE 21 - SUMMER WITH PROPOSED BUILDING



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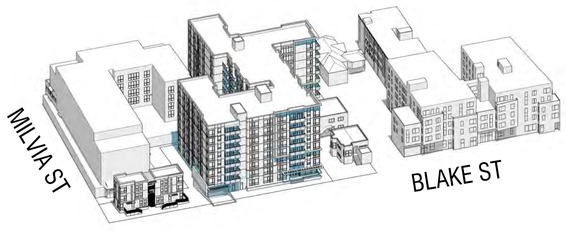

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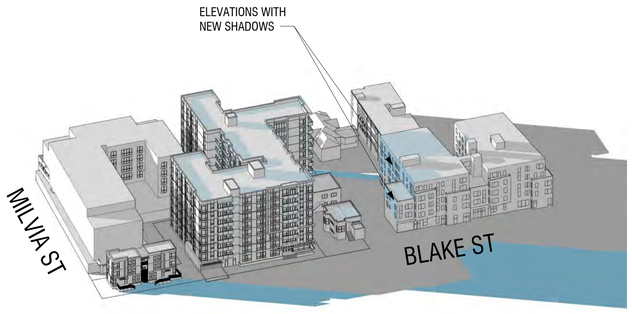

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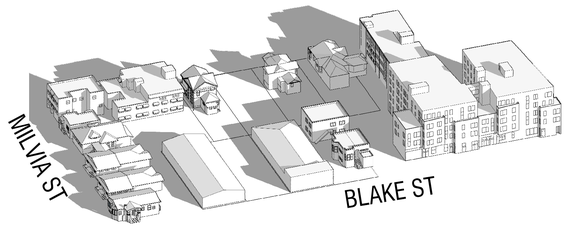
DECEMBER 22 - WINTER WITH EXISTING BUILDINGS



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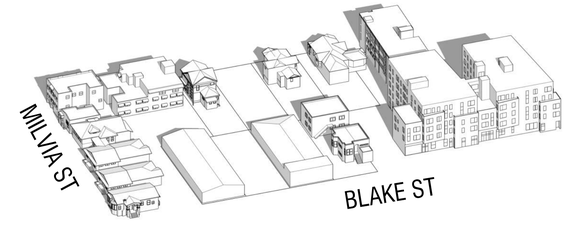

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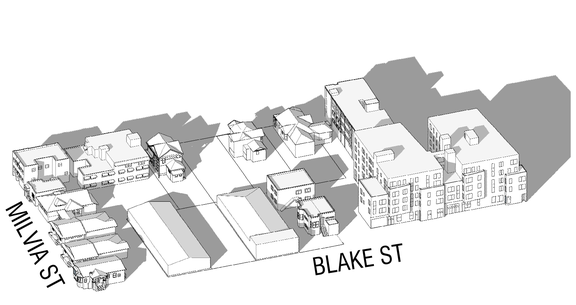

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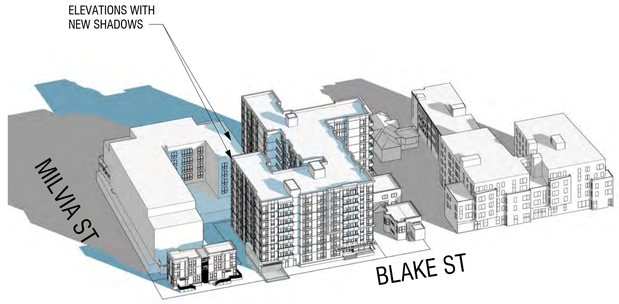
DECEMBER 22 - WINTER WITH PROPOSED BUILDING



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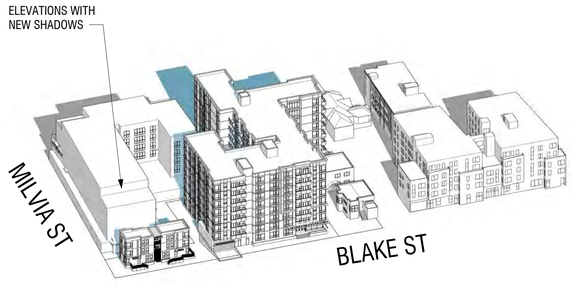

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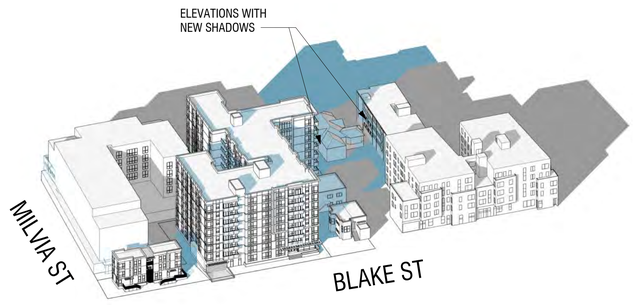

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A BEDROOM

B LIVING ROOM

1. EXISTING BUILDING TO BE DEMOLISHED - 2509 MILVIA ST
2. EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2505 MILVIA ST
3. EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2000 DWIGHT WAY
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19. EXISTING BUILDING - 2029 BLAKE ST
20. PROPOSED BULDING – 2015 BLAKE ST CORNER BUILDING
21. BUILDING SUBMITTED TO ZONING (APPLICATION NO. ZP2019-0074) - 2000 DWIGHT WAY

NOT FOR CONSTRUCTION

LICENSED ARCHITECT
CHRISTINA LOWNEY
No. C-28962
EXP. 8/31/22
STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

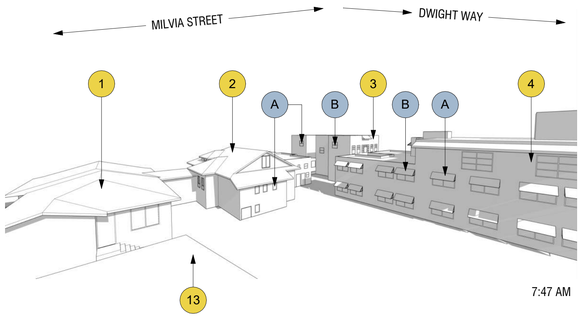
SHADOW STUDIES

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P012

JUNE 21 - SUMMER WITH EXISTING BUILDINGS



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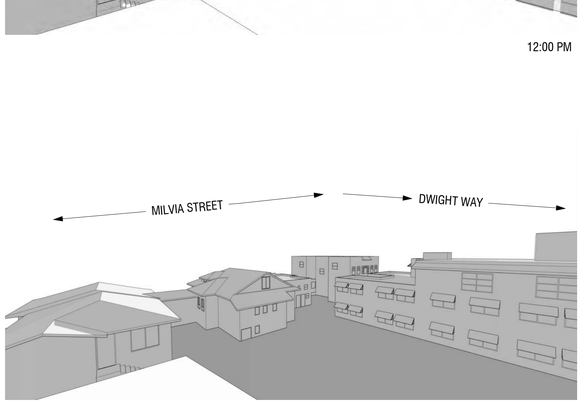

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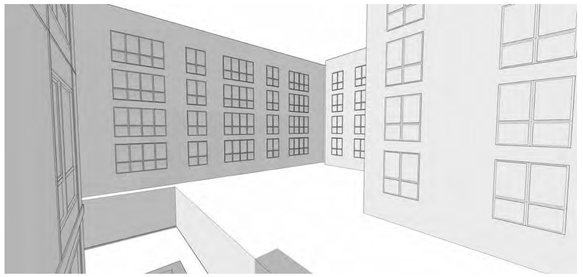
JUNE 21 - SUMMER WITH PROPOSED BUILDING
NOTE: INCLUDES PROPOSED SENIOR HOUSING PROJECT UNDER SEPARATE APPLICATION

7:47 AM



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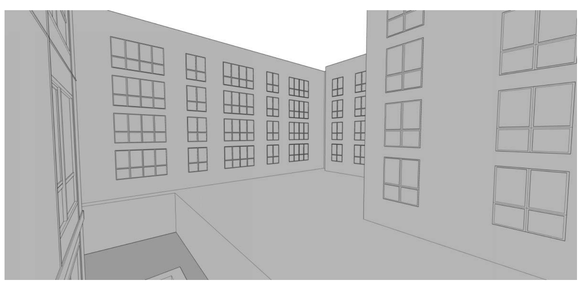

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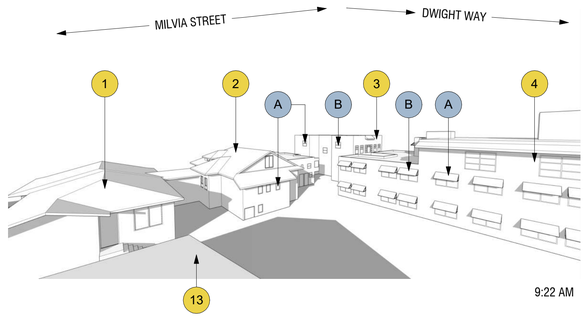
DECEMBER 22 - WINTER EXISTING BUILDINGS



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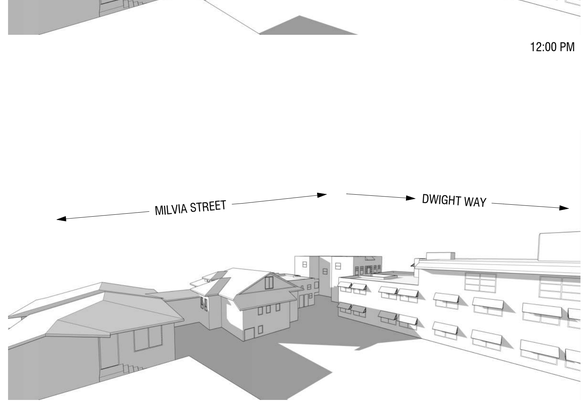

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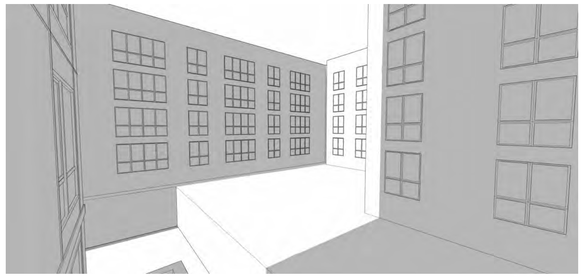
DECEMBER 22 - WINTER WITH PROPOSED BUILDING
NOTE: INCLUDES PROPOSED SENIOR HOUSING PROJECT UNDER SEPARATE APPLICATION

9:22 AM



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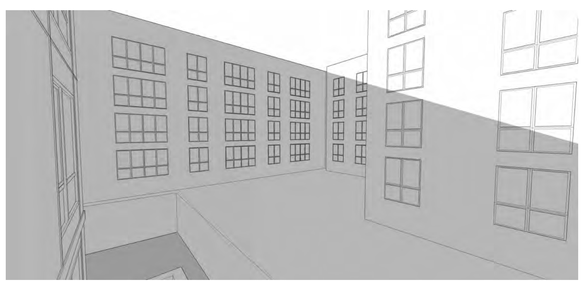


2:54 PM

A BEDROOM

B LIVING ROOM

1 EXISTING BUILDING TO BE DEMOLISHED - 2509 MILVIA ST

2 EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2505 MILVIA ST

3 EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2000 DWIGHT WAY

4 EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2006 DWIGHT WAY

5 EXISTING BUILDING TO BE RELOCATED ON SITE - 2012 DWIGHT WAY

6 EXISTING BUILDING TO BE RELOCATED ON SITE - 2020 DWIGHT WAY

7 EXISTING RESIDENTAIL BUILDING - 2022 DWIGHT WAY

8 EXISTING RESIDENTIAL BUILDING - 2028 DWIGHT WAY

9 PROPOSED BUILDING – 2015 BLAKE ST MULTIFAMILY BUILDING

10 EXISTING BUILDING - 2021 BLAKE ST

11 EXISTING RESIDENTIAL BUILDING - 2023 BLAKE ST

12 EXISTING BUILDING TO BE DEMOLISHED - 2019 BLAKE ST

13 EXISTING BUILDING TO BE DEMOLISHED - 2015 BLAKE ST

14 EXISTING BULDING TO BE DEMOLISHED – 2001 BLAKE ST

15 EXISTING BUILDING TO BE DEMOLISHED - 2519 MILVIA ST

16 EXISTING BUILDING TO BE DEMOLISHED - 2515 MILVIA ST

17 BUILDING UNDER CONSTRUCTION - 2035 BLAKE ST

18 PROPOSED OPEN SPACE

19 EXISTING BUILDING - 2029 BLAKE ST

20 PROPOSED BULDING – 2015 BLAKE ST CORNER BUILDING

21 BUILDING SUBMITTED TO ZONING (APPLICATION NO. ZP2019-0074) - 2000 DWIGHT WAY

LICENSED ARCHITECT — JUSTIN A. LOWNEY — No. C-34012 — EXP. 8/31/24 — STATE OF CALIFORNIA

CUP SUBMISSION

lowney arch

LACONIA DEVELOPMENT LLC

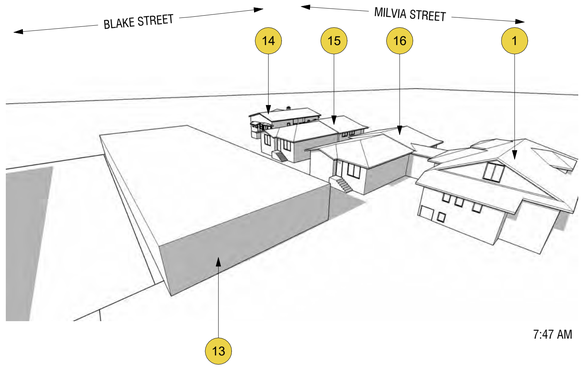
SHADOW STUDIES- CORNER OF DWIGHT AND MILVIA

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P013

JUNE 21 - SUMMER WITH EXISTING BUILDINGS



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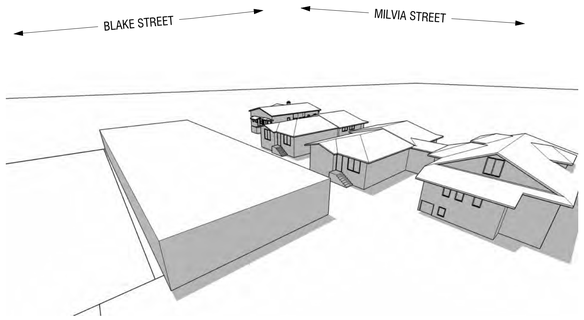

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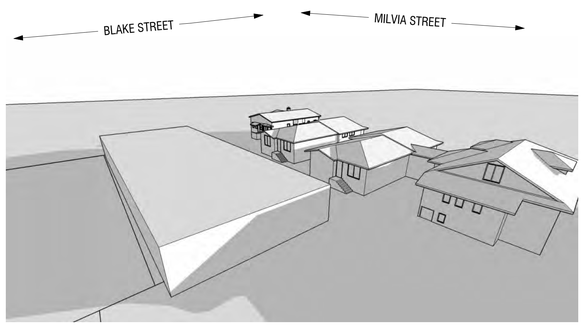
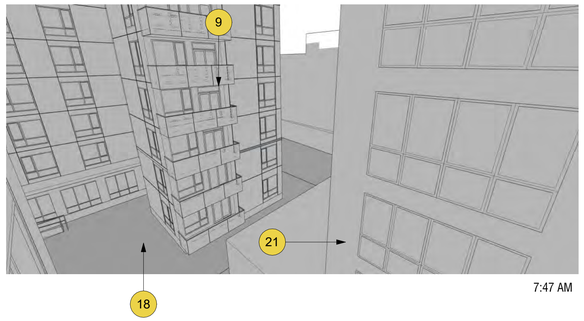


6:35 PM

JUNE 21 - SUMMER WITH PROPOSED BUILDING



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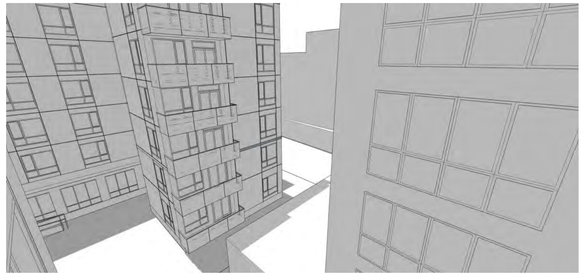

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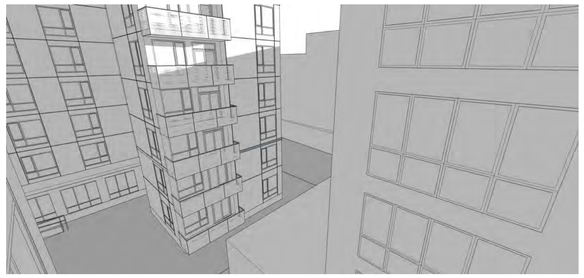

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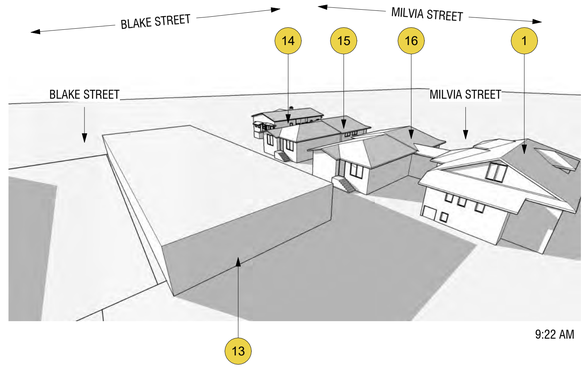
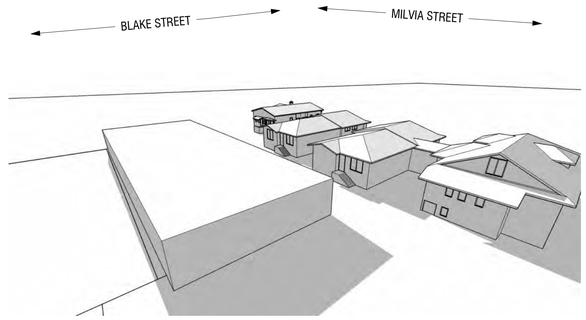
DECEMBER 22 - WINTER WITH EXISTING BUILDINGS



9:22 AM



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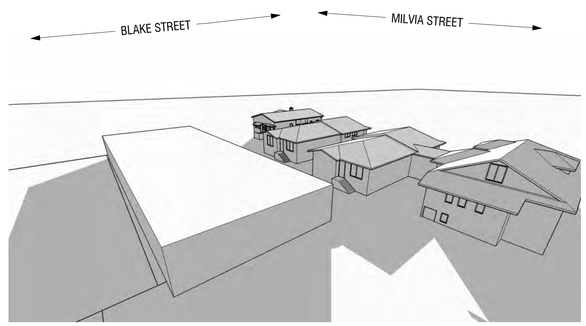
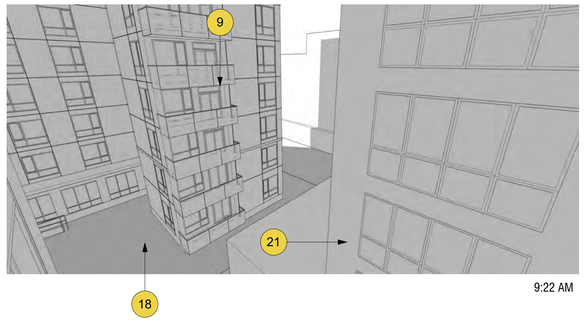


2:54 PM

DECEMBER 22 - WINTER WITH PROPOSED BUILDING



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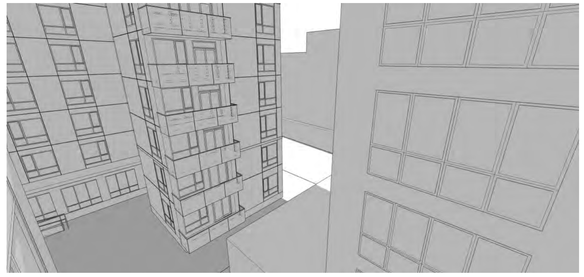

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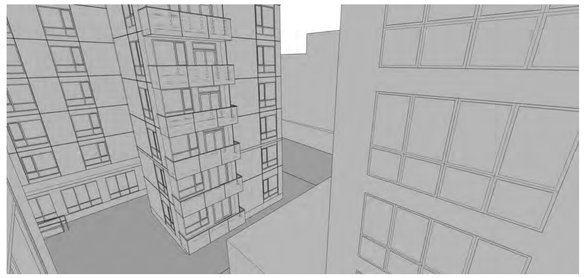

2:54 PM

A BEDROOM

B LIVING ROOM

1. EXISTING BUILDING TO BE DEMOLISHED - 2509 MILVIA ST
2. EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2505 MILVIA ST
3. EXISTING RESIDENTIAL BUILDING TO BE DEMOLISHED - 2000 DWIGHT WAY
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DRAFT
CONSTRUCTION

LICENSED ARCHITECT
CHRISTINA LOWNEY
EXP. 08/31/2022
STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

SHADOW STUDIES- CORNER OF BLAKE AND MILVIA

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
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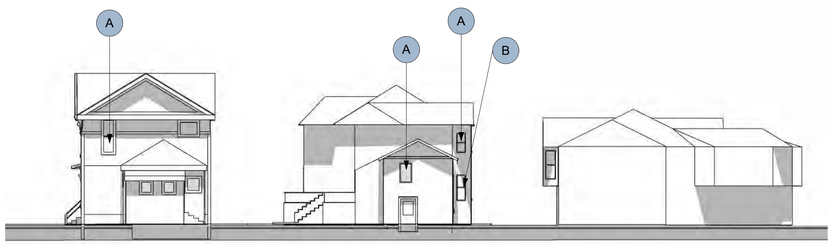
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

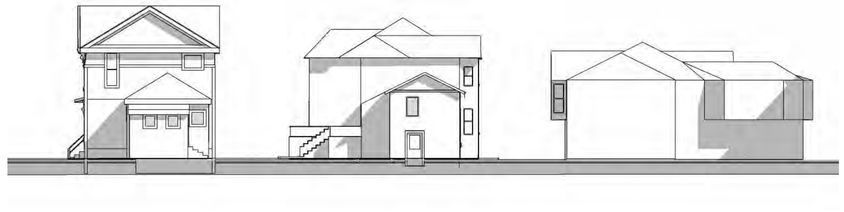
P014

RELOCATED VICTORIANS WITHOUT PROPOSED BUILDING

7 JUNE 21 - 12:00PM



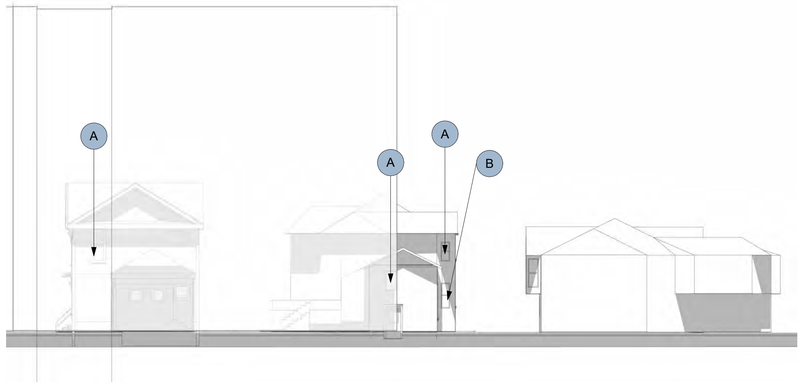
7 DECEMBER 22, 9:22AM



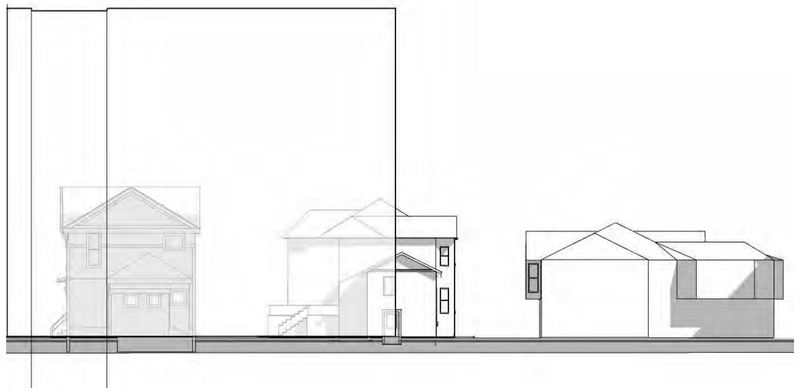
7 DECEMBER 22, 12:00PM

RELOCATED VICTORIANS WITH PROPOSED BUILDING

7 JUNE 21 - 12:00PM



7 DECEMBER 22, 9:22AM



7 DECEMBER 22, 12:00PM

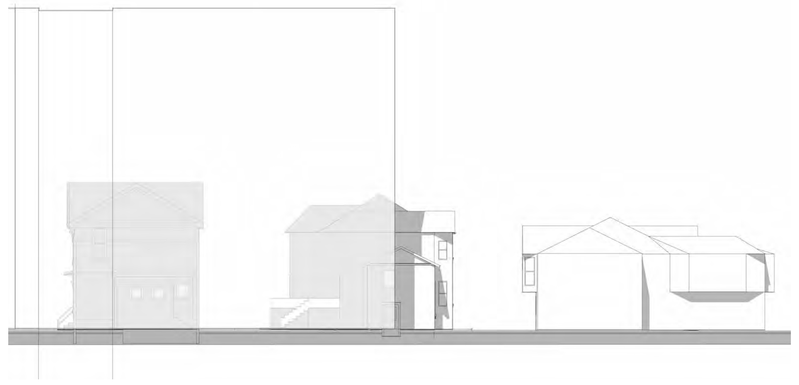
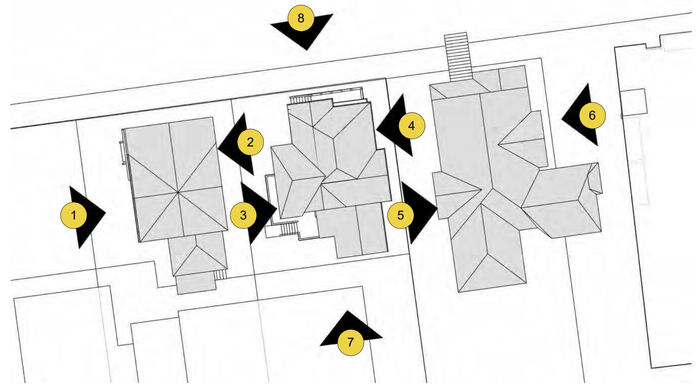


DIAGRAM WITH ELEVATION SIDES



1 WEST FACING ELEVATION
2 EAST FACING ELEVATION
3 WEST FACING ELEVATION
4 EAST FACING ELEVATION
5 WEST FACING ELEVATION
6 EAST FACING ELEVATION
7 SOUTH FACING ELEVATION
8 NORTH FACING ELEVATION
A BEDROOM
B LIVING ROOM

Victorian shading in relation to new 7-story building:

	Elev. #	2 hrs after sunrise	12:00 noon	2 hrs before sunset
		7:47 am	12:00 n	6:35 pm
Jun 21st	1	SS	SS	UN
Summer	2	UN		SS
solstice	3	SS	SS	UN
	4	UN	UN	SS
	5	SS	SS	UN
	6	UN	UN	SS
	7	UN		SS
	8	SS	SS	UN
Dec 21st		9:22 am	12:00 n	2:54 pm
Winter	1	SS		
solstice	2		SS	SS
	3	SS		
	4	UN	SS	SS
	5	SS	UN	
	6	UN	SS	SS
	7			
	8	SS	SS	SS
Sep 4th		8:41 am	12:00 n	5:32 pm
Approx.	1	SS		UN
submittal	2		SS	SS
date	3	SS		UN
	4	UN	SS	SS
	5	SS	UN	UN
	6	UN	UN	SS
	7			SS
	8	SS	SS	UN

Key
SELF-SHADING - SS
UNSHADED - UN
ELEV. PROVIDED -

LICENSED ARCHITECT BENJAMIN LOWNEY C-28982 EXP. 8/31/24 STATE OF CALIFORNIA

CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

SHADOW STUDIES - ELEVATIONS OF RELOCATED VICTORIANS

2015 BLAKE STREET

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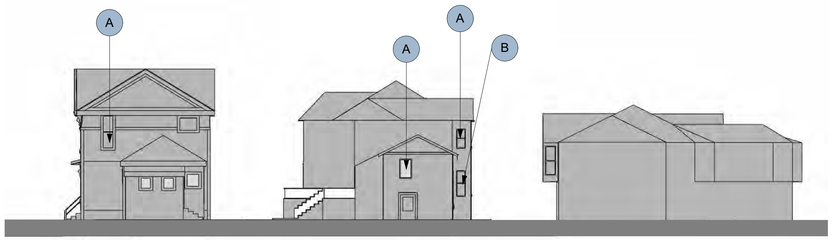
	12/14/2022	ENTITLEMENT SET	

P015

RELOCATED VICTORIANS
WITHOUT PROPOSED BUILDING

7 DECEMBER 22, 2:54PM

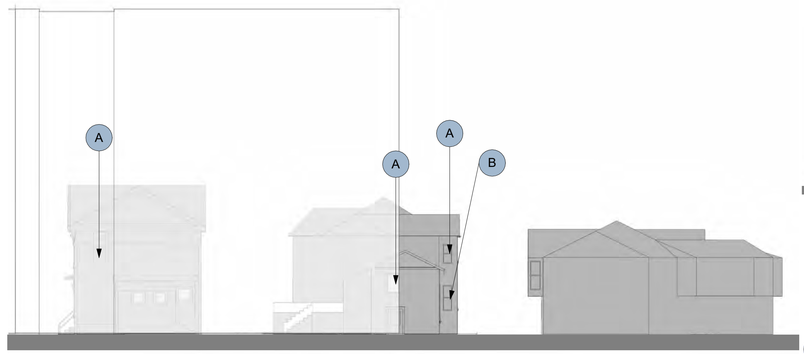


7 SEPTEMBER 4, 8:41AM

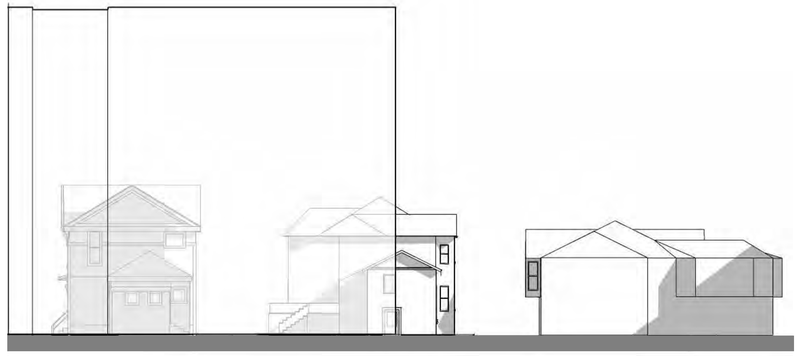
7 SEPTEMBER 4, 12:00PM

RELOCATED VICTORIANS
WITH PROPOSED BUILDING

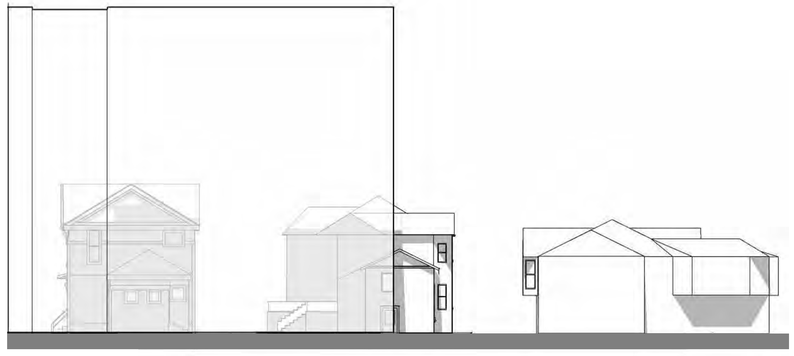
7 DECEMBER 22, 2:54PM



7 SEPTEMBER 4, 8:41AM

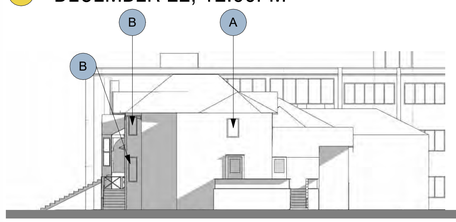


7 SEPTEMBER 4, 12:00PM



RELOCATED VICTORIANS
WITHOUT PROPOSED BUILDING

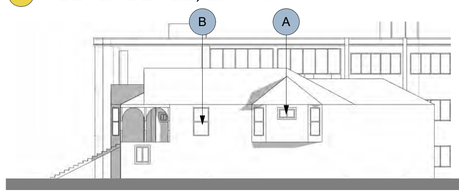
3 DECEMBER 22, 12:00PM



3 DECEMBER 22, 2:54PM

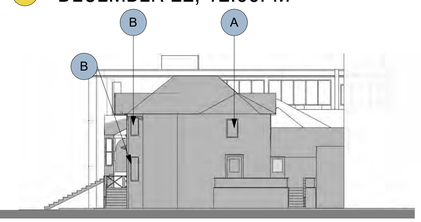
3 SEPTEMBER 4, 12:00PM

5 DECEMBER 22, 2:54PM



RELOCATED VICTORIANS
WITH PROPOSED BUILDING

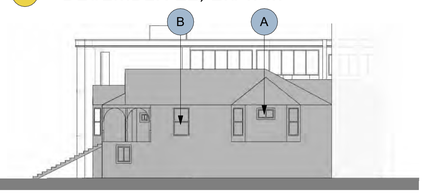
3 DECEMBER 22, 12:00PM



3 DECEMBER 22, 2:54PM

3 SEPTEMBER 4, 12:00PM

5 DECEMBER 22, 2:54PM



A BEDROOM

B LIVING ROOM

CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

SHADOW STUDIES - ELEVATIONS OF RELOCATED VICTORIANS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
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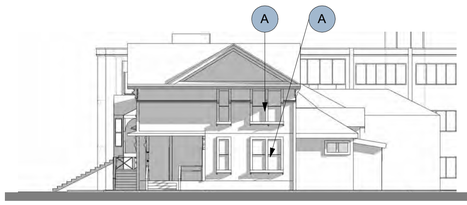
	12/14/2022	ENTITLEMENT SET	

P016

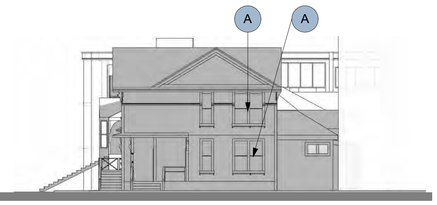
RELOCATED VICTORIANS
WITHOUT PROPOSED BUILDING

1 DECEMBER 22, 12:00PM



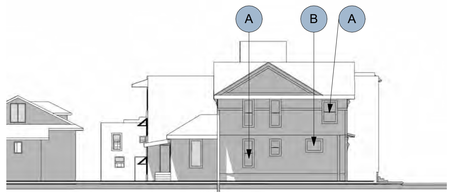
RELOCATED VICTORIANS
WITH PROPOSED BUILDING

1 DECEMBER 22, 12:00PM



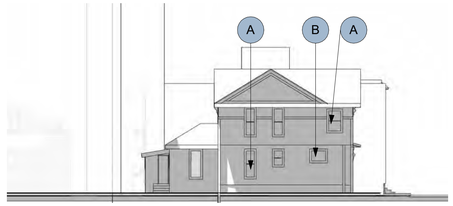
RELOCATED VICTORIANS
WITHOUT PROPOSED BUILDING

2 JUNE 21 - 12:00PM



RELOCATED VICTORIANS
WITH PROPOSED BUILDING

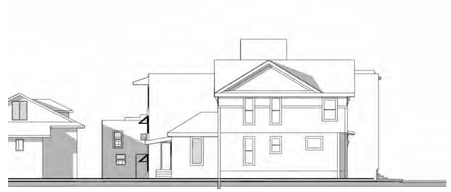
2 JUNE 21 - 12:00PM



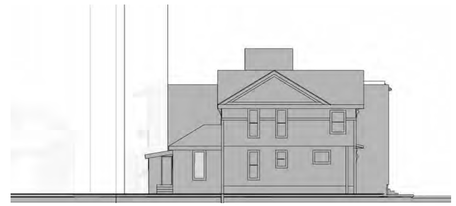
1 DECEMBER 22, 2:54PM

1 DECEMBER 22, 2:54PM

2 DECEMBER 22, 9:22AM



2 DECEMBER 22, 9:22AM

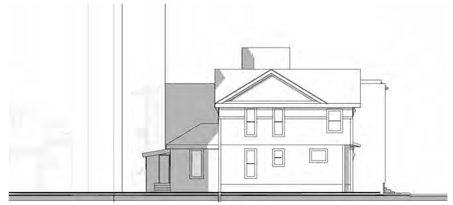


1 SEPTEMBER 4, 12:00PM

1 SEPTEMBER 4, 12:00PM

2 SEPTEMBER 4, 8:41AM

2 SEPTEMBER 4, 8:41AM



A BEDROOM

B LIVING ROOM

LICENSED ARCHITECT
CHRISTINA LOWNEY
No. C-28962
EXP. 08/31/2024
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

SHADOW STUDIES - ELEVATIONS OF RELOCATED VICTORIANS

2015 BLAKE STREET

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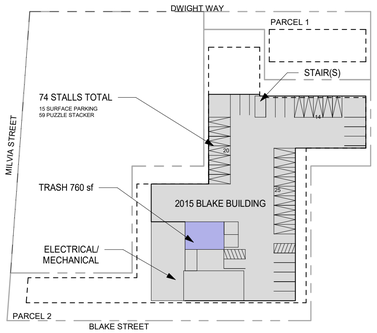
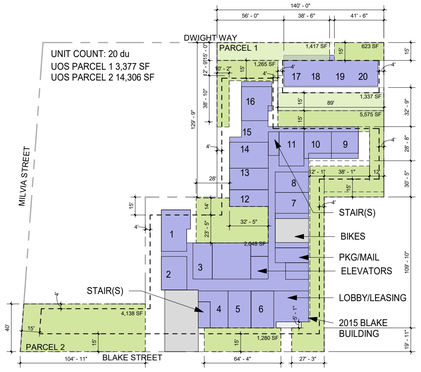
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P017

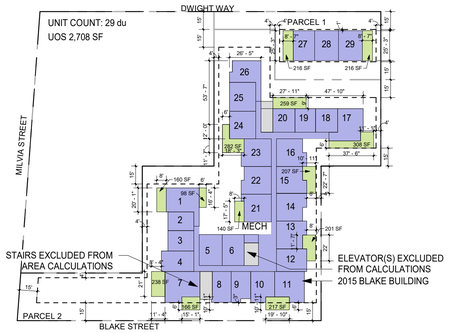
BASE PROJECT DIAGRAMS



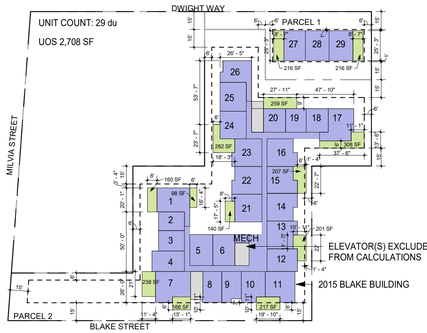
BASEMENT LEVEL



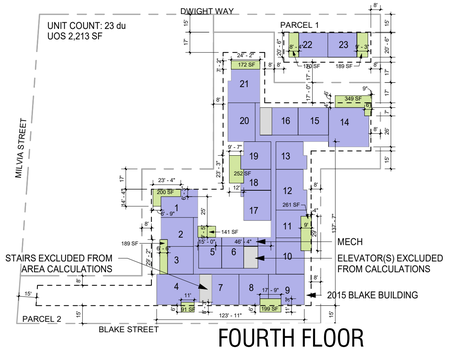
GROUND FLOOR



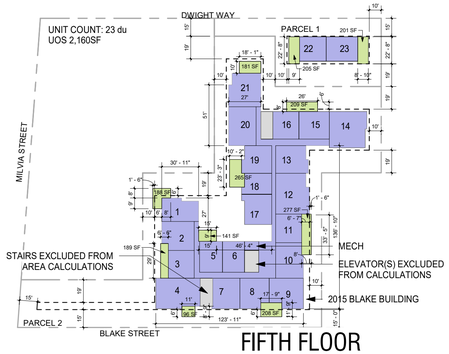
SECOND FLOOR



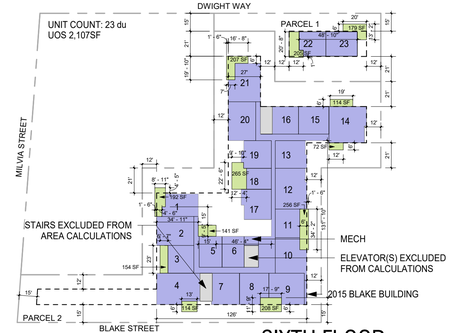
THIRD FLOOR



FOURTH FLOOR



FIFTH FLOOR



SIXTH FLOOR

STEP-BY-STEP CALCULATION METHOD

		PARCEL 1 AND PARCEL 2	TOTAL	
1.A		DETERMINE THE BASE PROJECT RESIDENTIAL AREA		
		SIXTH FLOOR	16,407	SF
		FIFTH FLOOR	16,407	SF
		FOURTH FLOOR	16,407	SF
		THIRD FLOOR	16,407	SF
		SECOND FLOOR	16,407	SF
		GROUND FLOOR	16,407	SF
		BASEMENT	-	SF
1.A		BASE PROJECT RESIDENTIAL FLOOR AREA	98,444.0	SF
1.B		DETERMINE THE PROPOSED PROJECTS AVERAGE UNIT SIZE		
		EIGHTH FLOOR	17,280.0	SF
		SEVENTH FLOOR	17,280.0	SF
		SIXTH FLOOR	17,280.0	SF
		FIFTH FLOOR	17,280.0	SF
		FOURTH FLOOR	17,280.0	SF
		THIRD FLOOR	18,667.5	SF
		SECOND FLOOR	20,305.0	SF
		GROUND FLOOR	20,378.0	SF
		BASEMENT	911.0	SF
		PROPOSED PROJECT RESIDENTIAL FLOOR AREA	146,661.0	SF
		PROPOSED PROJECT # OF UNITS	219.0	du
1.B		PROPOSED PROJECT'S RESIDENTIAL FLOOR AREA	146,661.0	SF
1.C		BASE PROJECT NUMBER OF UNITS	147.0	SF
1.A		BASE PROJECT FLOOR AREA	98,444.0	SF
1.B		AVERAGE UNIT SIZE	670.0	SF
1.C		BASE PROJECT # OF UNITS (ROUND UP)	147.0	du
2.A		NUMBER OF AFFORDABLE UNITS	23.0	VLI
		% OF AFFORDABLE UNITS	15%	
2.B		% GRANTED FOR DENSITY BONUS	50%	
2.C		# OF DENSITY BONUS UNITS (ROUND UP)	74.0	

Base Project	Base Unit Size	Base Unit Size	% VLI units	% VLI units	Bonus %	# DB Units	Total Allowable Units
sqft - see calculation (below)	base project/avg unit size (rounded up)	Base Units/Max. Residential Density (rounded up)	VLI = Very Low Income <50 AMI	% VLI x Base # Units		% Bonus x Base # Units (rounded up)	BP + DB (rounded up)
98,444	670.0	147	15%	23.0	50%	74.0	221

Base Project Square Footage (a,b)	Floor	Residential Sq Footage Proposed (a)	Number of Units Proposed
-	basement	911.0	0
16,407	first	20,378.0	19
16,407	second	20,305.0	29
16,407	third	18,668.0	29
16,407	fourth	17,280.0	27
16,407	fifth	17,280.0	27
16,407	sixth	17,280.0	27
	seventh	17,280.0	27
	seventh	17,280.0	27
98,444	**TOTAL NEW UNITS**	**146,661.0**	**212.0**
	TOTAL EXISTING TO REMAIN (DWIGHT)		**7.0**
TOTAL PROJECT UNITS			**219.0**

	%VLI	%DB
	5%	20.0%
	6%	22.5%
Total Square Footage: 146,661.0	7%	25.0%
	8%	27.5%
Proposed Units: 219.0	9%	30.0%
	10%	32.5%
Average Unit Size: 670.0	15%	50.0%

AMENITIES FOR BP -

*amenities in revised PP are 1.69% of total area (2,485 SF /146,154 SF) = 0.017

BASE PROJECT ZONING COMPLIANCE CHECKS

Base Project - Lot Coverage

Parcel 1	Lot Area	Allowable LOT Coverage / Area	Calculated Lot Coverage
BASEMENT		-	
FIRST	5,856.9	2,050	35%
SECOND	5,856.9	2,050	35%
THIRD	5,856.9	2,050	35%
FOURTH	5,856.9	2,050	35%
FIFTH	5,856.9	2,050	35%
SIXTH	5,856.9	2,050	35%
Parcel 2	**Lot Area**	**Allowable LOT Coverage / Area**	**Calculated Lot Coverage**
BASEMENT		-	
FIRST	35,893.7	14,357	40%
SECOND	35,893.7	14,357	40%
THIRD	35,893.7	14,357	40%
FOURTH	35,893.7	14,357	40%
FIFTH	35,893.7	14,357	40%
SIXTH	35,893.7	14,357	40%

BASE PROJECT - USABLE OPEN SPACE REQUIRED

	Number of Units		Ratio	Total Area		Total Area Provided
PARCEL 1 UOS	16	du	200	3,200	SF	5,390
PARCEL 2 UOS	131	du	200	26,200	SF	24,189
TOTAL						29,579

BASE PROJECT - PARKING

	Spaces	per Base Project DU	Ratio	Total Spaces
TOTAL PARKING	0.5	147	per DU	74.0

NOTE: BASED ON STATE LAW OF 0.5 STALLS PER BASE PROJECT UNIT

Base Project UOS			
Floors	Parcel 1	Parcel 2	Total
First	3,377	14,306	17,683
Second	432	2,276	2,708
Third	432	2,276	2,708
Fourth	359	1,854	2,213
Fifth	406	1,754	2,160
Sixth	384	1,723	2,107
Total	5,390	24,189	29,579

Base Project UOS	
Parcel 1 - Ground Floor	
Dwight Street West Corner	1,417
Dwight Street East Corner	623
South Façade	1,337
Total	**3,377**

Base Project UOS	
Parcel 2 - Ground Floor	
Blake & Milvia Corner	4,138
Blake Façade	1,280
East Façade	5,575
North Façade	1,265
Interior Courtyard	2,048
Total	**14,306**

Base Project UOS		Base Project UOS		Base Project UOS		Base Project UOS		Base Project UOS	
Parcel 2 - Balconies:	Level 2	Parcel 2 - Balconies:	Level 3	Parcel 2 - Balconies:	Level 4	Parcel 2 - Balconies:	Level 5	Parcel 2 - Balconies:	Level 6
Unit 1	258	Unit 1	258	Unit 1	200	Unit 1	188	Unit 1	192
Unit 7	404	Unit 7	404	Unit 3	189	Unit 3	189	Unit 3	154
Unit 10 & 11	217	Unit 10 & 11	217	Unit 4	91	Unit 4	96	Unit 4	114
Unit 12 & 13	201	Unit 12 & 13	201	Unit 5	141	Unit 5	141	Unit 5	141
Unit 15	207	Unit 15	207	Unit 8 & 9	199	Unit 8 & 9	208	Unit 8 & 9	208
Unit 17	308	Unit 17	308	Unit 10 & 11	261	Unit 10 & 11	277	Unit 10 & 11	256
Unit 19 & 20	259	Unit 19 & 20	259	Unit 14	349	Unit 15 & 16	209	Unit 14	186
Unit 21	140	Unit 21	140	Unit 18 & 19	252	Unit 18 & 19	265	Unit 18 & 19	265
Unit 24	282	Unit 24	282	Unit 21	172	Unit 21	181	Unit 21	207
Subtotal	**2,276**	**Subtotal**	**2,276**	**Subtotal**	**1,854**	**Total**	**1,754**	**Total**	**1,723**
Parcel 1 - Balconies:		Parcel 1 - Balconies:		Parcel 1 - Balconies:		Parcel 1 - Balconies:		Parcel 1 - Balconies:	
Unit 27	216	Unit 27	216	Unit 22	170	Unit 22	205	Unit 22	205
Unit 29	216	Unit 29	216	Unit 23	189	Unit 23	201	Unit 23	179
Subtotal	**432**	**Subtotal**	**432**	**Subtotal**	**359**	**Subtotal**	**406**	**Subtotal**	**384**
Total	**2,708**	**Total**	**2,708**	**Total**	**2,213**	**Total**	**2,160**	**Total**	**2,107**

NOTE: PER BMC 23.304.090, BALCONIES TO BE MIN 6' DEEP AND ARE PERMITTED TO PROJECT INTO REQUIRED SETBACKS PER TABLE 23.304-2; 6' AT FRONT AND REAR, 1'-6" AT INTERIOR SIDE, 2'-6" AT STREET SIDE.

PROJECT WAIVERS

1. HEIGHT
2. OPEN SPACE
3. SETBACKS
4. LOT COVERAGE
5. CANOPY SETBACK
6. UNENCLOSED STRUCTURES IN FRONT SETBACK

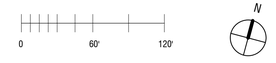
PARCEL 1 - FRONT, REAR & SIDE YARD

PARCEL 2 - FRONT, REAR & SIDE YARD

7. BUILDING SEPARATION

PROJECT CONCESSION

ALLOW FOR TWO (2) VICTORIANS TO REMAIN AS PART OF THE BASE AND PROPOSED PROJECT



LEGEND

- BASE PROJECT
- DENSITY BONUS
- OPEN SPACE
- BUILDING AREA NOT INCLUDED IN RFA

LICENSED ARCHITECT
CONSTANTINA LOWNEY
No. C-29182
EXP. 8/31/24
STATE OF CALIFORNIA
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lowney arch

LACONIA DEVELOPMENT LLC

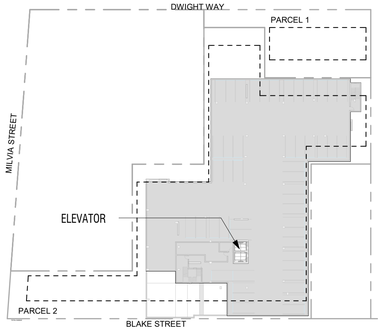
BASE PROJECT - FLOOR DIAGRAMS AND CALCULATIONS

2015 BLAKE STREET

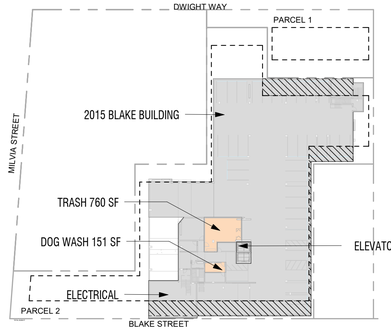
#	DATE	ISSUES & REVISIONS	BY
7	04/11/2022	USE PERMIT MODIFICATION	
8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	
10	06/30/2023	ROUNDTABLE REVIEW	

P100a

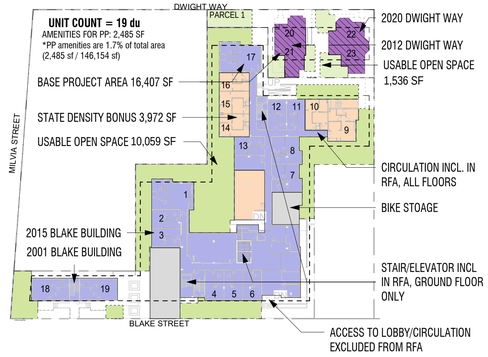
PROPOSED PROJECT DIAGRAMS



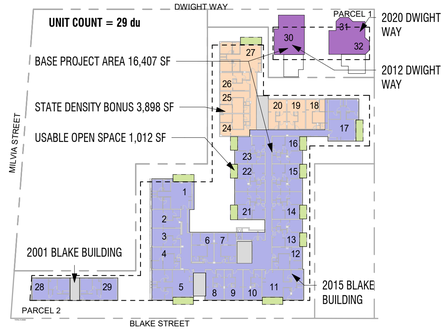
BASEMENT 2 LEVEL



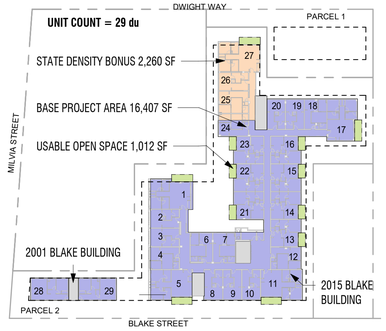
BASEMENT LEVEL



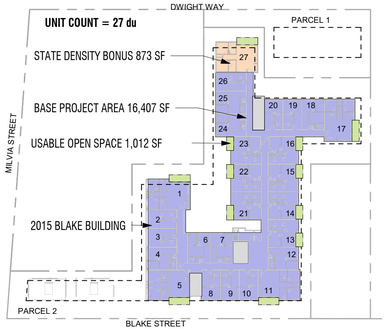
GROUND FLOOR



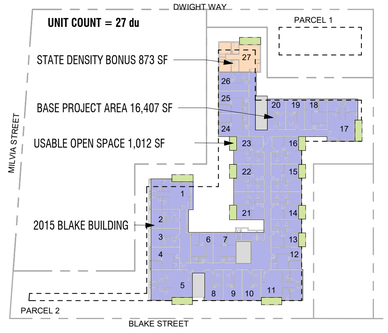
SECOND FLOOR



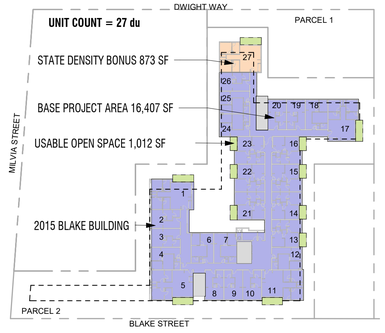
THIRD FLOOR



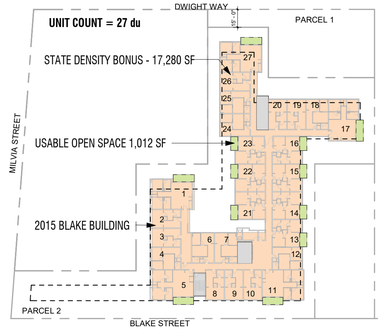
FOURTH FLOOR



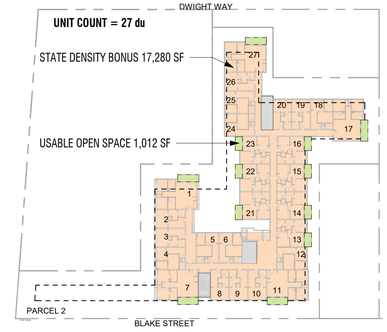
FIFTH FLOOR



SIXTH FLOOR



SEVENTH FLOOR



EIGHTH FLOOR

TABLE OF RESIDENTIAL AREAS

	PARCEL 1		PARCEL 2				COMBINED	
	VICTORIANS PARCEL 1		BASE RFA		DENSITY BONUS RFA		PROPOSED RFA	
	RFA	COVERAGE	RFA	COVERAGE	RFA	COVERAGE	RFA	COVERAGE
LEVEL 8					17,280	48.1%	17,280	41.4%
LEVEL 7					17,280	41.4%	17,280	41.4%
LEVEL 6			16,407	45.7%	873	2.4%	17,280	41.4%
LEVEL 5			16,407	45.7%	873	2.4%	17,280	41.4%
LEVEL 4			16,407	45.7%	873	2.4%	17,280	41.4%
LEVEL 3			16,407	45.7%	2,260	6.3%	18,667	44.7%
LEVEL 2	1,635	27.9%	14,772	41.2%	3,898	10.9%	20,305	48.6%
LEVEL 1	2,318	39.6%	14,089	39.3%	3,972	9.5%	20,378	48.8%
BASEMENT LEVEL 1					911		911	
BASEMENT LEVEL 2					-			
TOTAL	3,953.0	SQFT	94,491.0	SQFT	48,218	SQFT	146,661.0	SQFT
ALLOWABLE AREA UNUSED (ALLOWED - PROPOSED)			-		*1,004.0*	*SQFT*	*1,005.0*	*SQFT*
			98,444					

TABLE OF UNITS

	PARCEL 1	PARCEL 2		COMBINED	
	VICTORIANS	BASE PROJECT	DENSITY BONUS UNITS	PROPOSED PROJECT	
LEVEL 8	-	-	27	27.00	du
LEVEL 7	-	-	27	27.00	du
LEVEL 6	-	26	1	27.00	du
LEVEL 5	-	26	1	27.00	du
LEVEL 4	-	26	1	27.00	du
LEVEL 3	-	26	3	29.00	du
LEVEL 2	3	22	7	32.00	du
LEVEL 1	4	14	5	23.00	du
BASEMENT LEVEL	-	-	-		
TOTAL	7	140	72	219	du

PROPOSED PROJECT USABLE OPEN SPACE

USABLE OPEN SPACE			
FLOOR	PARCEL 1	PARCEL 2	TOTAL
LEVEL 8	-	1,012	1,012
LEVEL 7	-	1,012	1,012
LEVEL 6	-	1,012	1,012
LEVEL 5	-	1,012	1,012
LEVEL 4	-	1,012	1,012
LEVEL 3	-	1,012	1,012
LEVEL 2	-	1,012	1,012
LEVEL 1	1,536	10,059	11,595
TOTAL	1,536	17,143	18,679

OPEN SPACE PARCEL 1		OPEN SPACE PARCEL 2		TOTAL	
REQUIRED	1,400	28,000	14,400	43,800	SF
PROPOSED	1,536	17,143	0	18,679	SF

MAXIMUM ALLOWABLE DEVELOPMENT POTENTIAL CALCULATION SUMMARY

DESCRIPTION	COMMENTS	UNITS	RFA
MAXIMUM ALLOWABLE BASE PROJECT	See table of residential areas	147	98,444
PROPOSED BASE PROJECT		147	98,444
PROPOSED PROJECT	See table of residential areas	219	146,661
PROPOSED PROJECT AVG. UNIT SIZE			670.0
BASE UNITS ALLOWED		147	
BASE UNITS (ROUNDED UP)		147	
BASE UNITS USED		147	
% VLI		15%	
# VLI		23	
DB BONUS BASED ON VLI		50%	
DENSITY BONUS INCREASE ALLOWED		74	
BASE PROJECT AVERAGE UNIT SIZE			670.0
ALLOWABLE AREA OF DENSITY BONUS INCREASE	BP area x 50%		49,222
TOTALS: DENSITY BONUS INCREASE			
ALLOWABLE TOTAL			-
BASE PROJECT* (INCLUDES VICTORIANS)	*this is derived from what is allowable on both Parcels 1 and 2*	147	98,444.0
	50% of BP area	74	49,222.0
MAXIMUM ALLOWABLE AREA		221	147,666
ACTUAL PROPOSED PROJECT		219	146,661
PROPOSED PROJECT AVG. UNIT SIZE	-		670.0

PROJECT WAIVERS

1. HEIGHT
2. OPEN SPACE
3. SETBACKS
4. LOT COVERAGE
5. CANOPY SETBACK
6. UNENCLOSED STRUCTURES IN FRONT SETBACK
   PARCEL 1 - FRONT, REAR & SIDE YARD
   PARCEL 2 - FRONT, REAR & SIDE YARD
7. BUILDING SEPARATION

PROJECT CONCESSION

ALLOW FOR TWO (2) VICTORIANS TO REMAIN AS PART OF THE BASE AND PROPOSED PROJECT

0 60' 120'

N

LEGEND

- BASE PROJECT AREA - EXISTING VICTORIANS TO REMAIN (CONCESSION) - RELOCATED ON SITE
- BASE PROJECT
- DENSITY BONUS
- USABLE OPEN SPACE
- BUILDING AREA NOT INCLUDED IN RFA

LICENSED ARCHITECT CHRISTINA LOWNEY No. C-29182 EXP. 8/31/24 STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

PROPOSED PROJECT - RFA FLOOR DIAGRAMS AND CALCULATIONS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
7	04/11/2022	USE PERMIT MODIFICATION	
8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	
10	06/30/2023	ROUNDTABLE REVIEW	

P100c

DWIGHT WAY

PARCEL 1

FRONT SETBACK

SIDE SETBACK

SIDE SETBACK

PORCH FOR RESTORATION

PORCH

STUDIO

KITCHEN

BEDROOM

LIVING ROOM

KITCHEN

2- STORY HOUSE
2012 DWIGHT WAY

1,882 SF
(APPROX)

REAR SETBACK

EXISTING PARKING LOT
(38 STALLS APPROX)

SIDE SETBACK

REAR SETBACK

SIDE SETBACK

PARCEL 2

SIDE SETBACK

SIDE SETBACK

PORCH FOR RESTORATION

PORCH

LIVING RM

KITCHEN

BEDROOM

LIVING RM

PORCH

KITCHEN

BEDROOM

2- STORY HOUSE
2020 DWIGHT WAY

2,020 SF
(APPROX)

1 2012 DWIGHT WAY AND 2020 DWIGHT WAY EXISTING GROUND FLOOR
1/8" = 1'-0"

DWIGHT WAY

PARCEL 5

FRONT SETBACK

SITE SETBACK

SITE SETBACK

KITCHEN

STUDIO

STUDIO

KITCHEN

3 2012 DWIGHT WAY EXISTING SECOND FLOOR
1/8" = 1'-0"

DWIGHT WAY

FRONT SETBACK

PARCEL 7

SIDE SETBACK

SIDE SETBACK

LIVING ROOM

KITCHEN

STORAGE

FOYER

BEDROOM

BEDROOM

2 2020 DWIGHT WAY EXISTING SECOND FLOOR
1/8" = 1'-0"

DWIGHT WAY

FRONT SETBACK

PARCEL 7

SIDE SETBACK

SIDE SETBACK

UNOCCUPIED/
UNUSED

UNFINISHED
BASEMENT

PORCH
ABOVE

UNFINISHED
BASEMENT

4 2020 DWIGHT WAY EXISTING BASEMENT FLOOR
1/8" = 1'-0"

COLOR LEGEND

- 2012 DWIGHT WAY- UNIT 1, 1ST FLOOR
- 2012 DWIGHT WAY- UNIT 2, 1ST FLOOR
- 2012 DWIGHT WAY- UNIT 3, 2ND FLOOR
- 2012 DWIGHT WAY- UNIT 4, 2ND FLOOR
- 2020 DWIGHT WAY- UNIT 1, 1ST FLOOR
- 2020 DWIGHT WAY- UNIT 2, 1ST FLOOR
- 2020 DWIGHT WAY- UNIT 3, 2ND FLOOR

N

0 8' 16'

LICENSED ARCHITECT
CHRISTINA LOWNEY
STATE OF CALIFORNIA

CONSTRUCTION

lowney arch

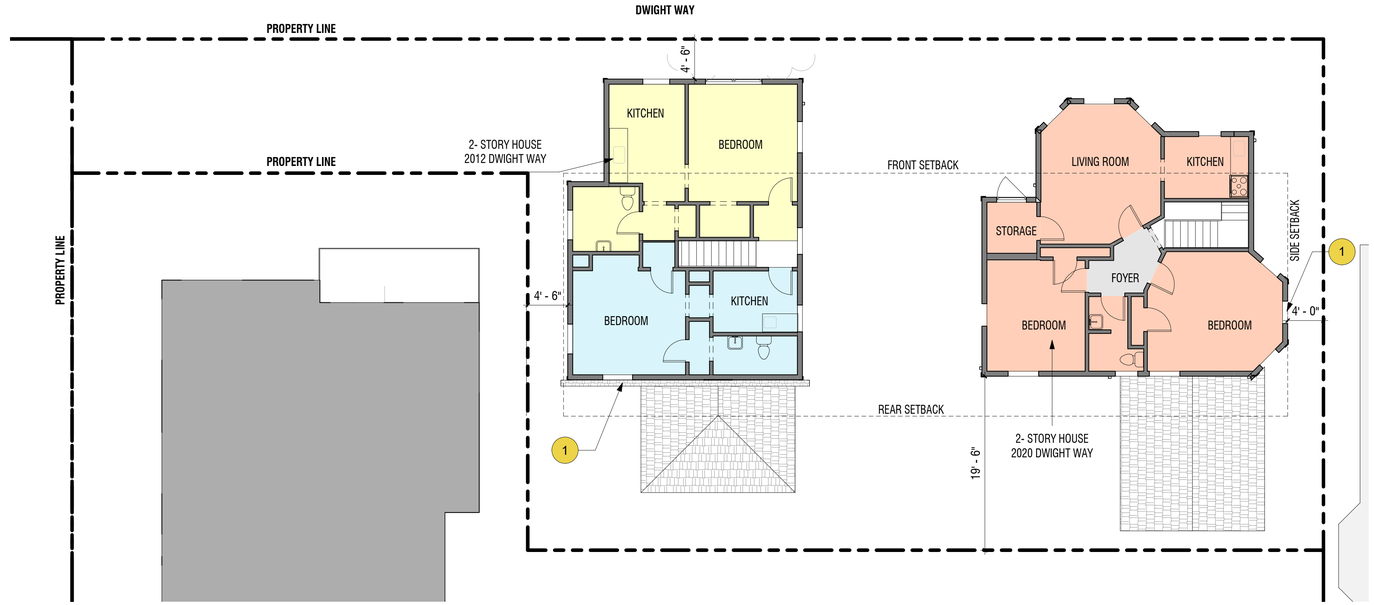
LACONIA DEVELOPMENT LLC

2012 AND 2020 DWIGHT WAY - EXISTING FLOOR PLANS

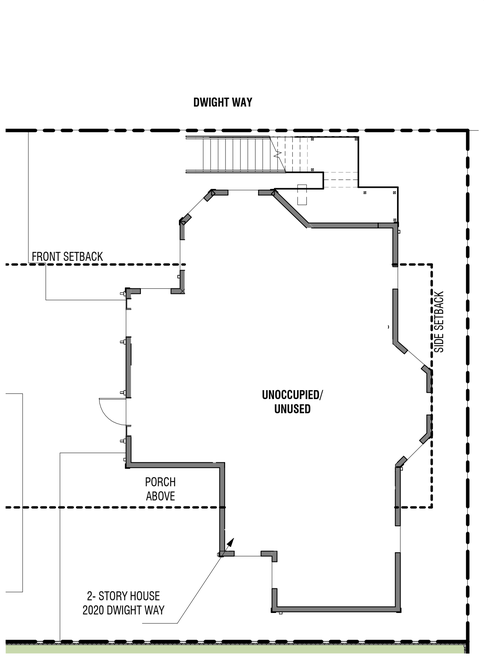
2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

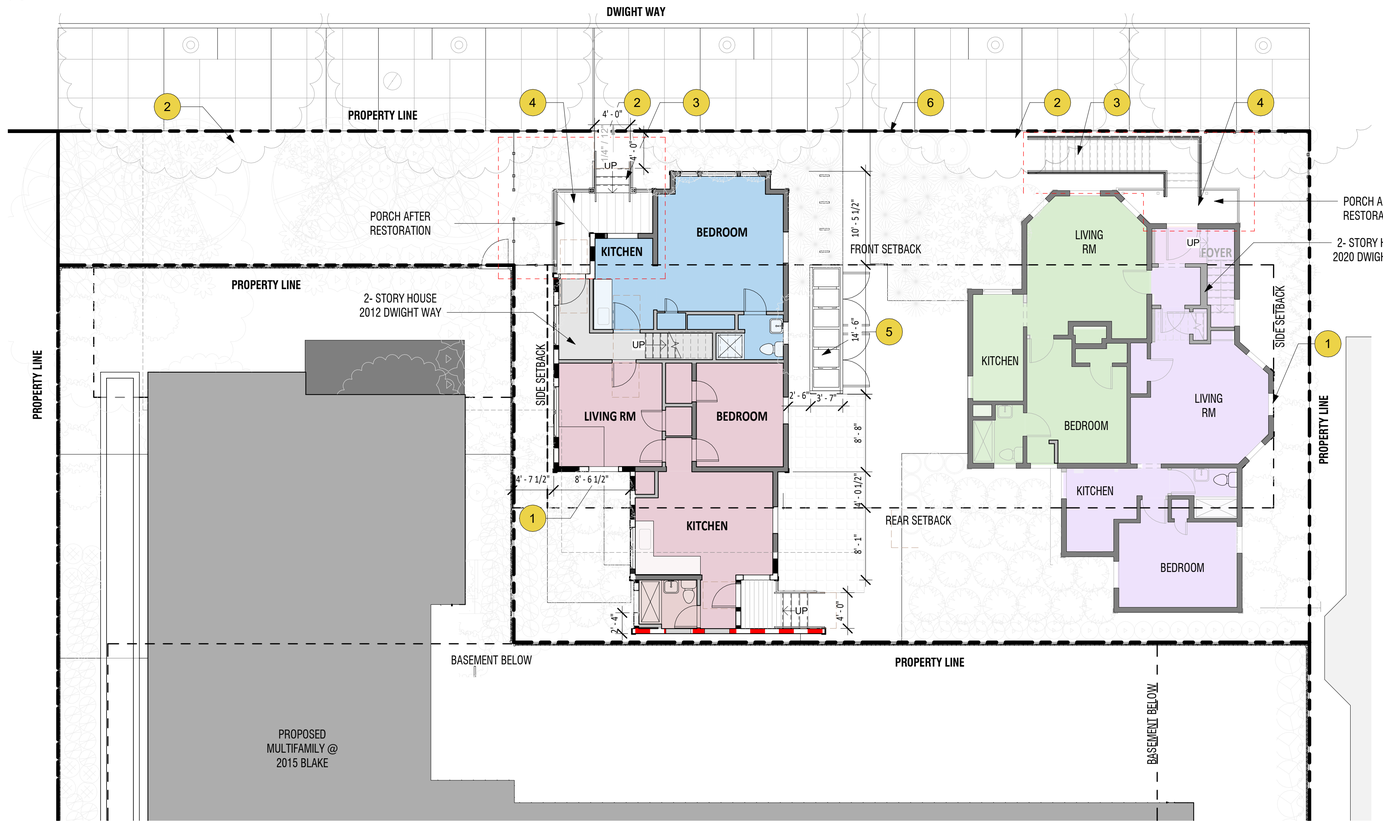
P110



2 2012 DWIGHT WAY AND 2020 DWIGHT WAY PROPOSED LEVEL 2
1/8" = 1'-0"



3 2020 DWIGHT WAY- PROPOSED BASEMENT FLOOR
1/8" = 1'-0"



1 2012 DWIGHT WAY AND 2020 DWIGHT WAY PROPOSED GROUND FLOOR
1/8" = 1'-0"

LEGEND

- 2012 DWIGHT WAY- UNIT 1, 1ST FLOOR
- 2012 DWIGHT WAY- UNIT 2, 1ST FLOOR
- 2012 DWIGHT WAY- UNIT 3, 2ND FLOOR
- 2012 DWIGHT WAY- UNIT 4, 2ND FLOOR
- 2020 DWIGHT WAY- UNIT 1, 1ST FLOOR
- 2020 DWIGHT WAY- UNIT 2, 1ST FLOOR
- 2020 DWIGHT WAY- UNIT 3, 2ND FLOOR
- 2020 DWIGHT WAY- BASEMENT
- (E) ADJACENT BUILDINGS
- (E) BUILDING ON SITE
- PROPOSED BUILDING
- SETBACK LINE
- RESTORATION AREA

KEY NOTES

1. WINDOW
2. ENTRY
3. STAIRS
4. DECK
5. TRASH ENCLOSURE. SEE SHEET L004 FOR DETAILS.
6. FENCE. SEE SHEET L004 FOR DETAILS.

N

0 8' 16'

LICENSED ARCHITECT
LORETTA LOWNEY
C 28192
EXP. 8/31/24
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

2012 AND 2020 DWIGHT WAY - PROPOSED FLOOR PLANS

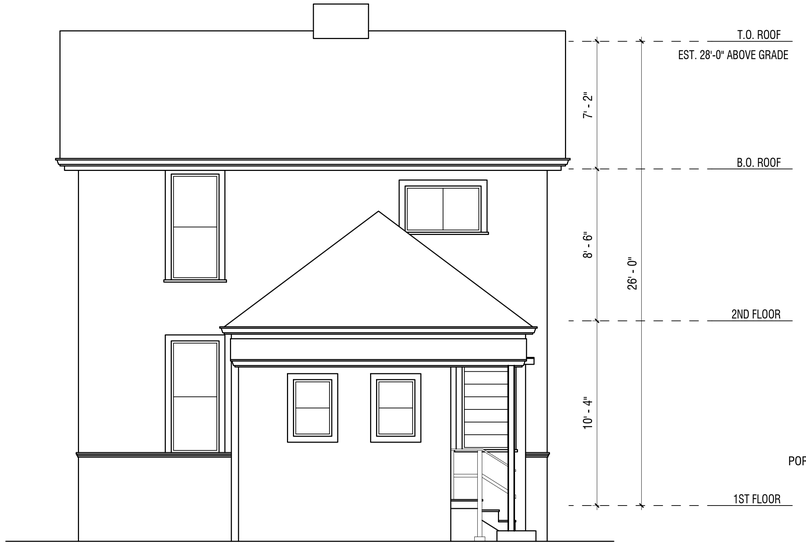
2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P111

EXISTING NORTH ELEVATION

EXISTING EAST ELEVATION



EXISTING SOUTH ELEVATION

EXISTING WEST ELEVATION

- - - - - - - RESTORATION AREA

1 2012 DWIGHT WAY ELEVATIONS- EXISTING
1/4" = 1'-0"

LICENSED ARCHITECT
CHRISTINA LOWNEY
C 39192
EXP. 08/31/2022
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

EXISTING BUILDING ELEVATIONS - 2012 DWIGHT WAY

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P112

EXISTING NORTH ELEVATION

EXISTING EAST ELEVATION

EXISTING SOUTH ELEVATION

EXISTING WEST ELEVATION

- RESTORATION AREA

1 2020 DWIGHT WAY ELEVATIONS- EXISTING
1/4" = 1'-0"

LICENSED ARCHITECT
KRISTINA LOWNEY
No. C-29182
EXP. 8/31/24
STATE OF CALIFORNIA
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

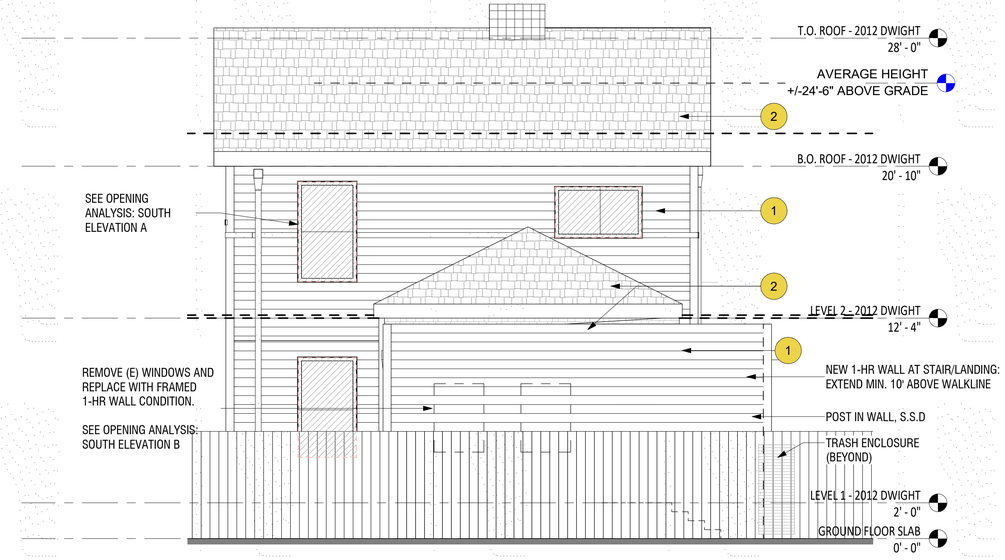
EXISTING BUILDING ELEVATIONS - 2020 DWIGHT WAY

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

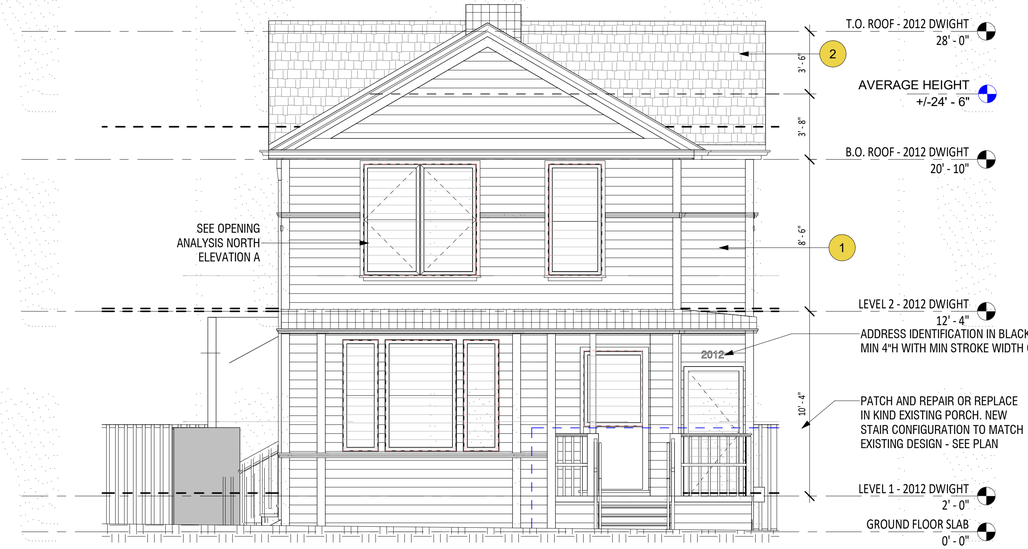
P113

4 WEST ELEVATION - 2012 DWIGHT
1/4" = 1'-0"



2 SOUTH ELEVATION - 2012 DWIGHT
1/4" = 1'-0"

3 EAST ELEVATION - 2012 DWIGHT
1/4" = 1'-0"



1 NORTH ELEVATION - 2012 DWIGHT
1/4" = 1'-0"

OPENING ANALYSIS: NORTH ELEVATION
A. TOTAL AREA >30': 946.3 SF
ALLOWABLE OPENING AREA: UNLIMITED
AREA OF OPENING : 139.43 SF

OPENING ANALYSIS: EAST ELEVATION
A. TOTAL AREA 10' TO 15': 946.3 SF
ALLOWABLE OPENING AREA: 15% (141.9 SF UP,NS)
AREA OF OPENING : 113.2 SF

B. TOTAL AREA 15' TO 20': 60 SF
ALLOWABLE OPENING AREA: 25 % (15 SF UP,NS)
75 % (45 SF PROTECTED)
AREA OF OPENING : 18.67 SF

OPENING ANALYSIS: WEST ELEVATION
A. TOTAL AREA 15' TO 20': 215.36 SF
ALLOWABLE OPENING AREA: 25 % (53.84 SF UP,NS)
AREA OF OPENING : 22.81 SF

B. TOTAL AREA >30': 691.29 SF
ALLOWABLE OPENING AREA: UNLIMITED
AREA OF OPENING : 93.65 SF

OPENING PROTECTION PER CBC 2019 TABLE 705.8

OPENING ANALYSIS: SOUTH ELEVATION
A. TOTAL AREA 15' TO 20': 279.55 SF
ALLOWABLE OPENING AREA: 25% (69.89 SF UP,NS)
AREA OF OPENING : 49.99 SF

B. TOTAL AREA <30': 266.3 SF
ALLOWABLE OPENING AREA: UNLIMITED
AREA OF OPENING : 0 SF

OPENING ANALYSIS

- TOTAL AREA 0' TO 3' FROM PROPERTY LINE
- TOTAL AREA 3' TO 5' FROM PROPERTY LINE
- TOTAL AREA 5' TO 10' FROM PROPERTY LINE
- TOTAL AREA 10' TO 15' FROM PROPERTY LINE
- TOTAL AREA 15' TO 20' FROM PROPERTY LINE
- TOTAL AREA 20' TO 25' FROM PROPERTY LINE
- TOTAL AREA 25' TO 30' FROM PROPERTY LINE
- TOTAL AREA >30' FROM PROPERTY LINE

MATERIALS AND LEGEND

1. PAINTED EXISTING WOOD SIDING/TRIM (SW CLASSICAL WHITE)
2. SHINGLE EXISTING ROOFING (COLOR TO BE SELECTED - BROWN)
3. EXTERIOR LOUVERS FOR CRAWL SPACE VENTILATION (1050.90/150=7 PROVIDED)
4. NEW 2'-6" x 1'-6"H SLIDING WINDOW TO MATCH EXISTING STYLE
5. ACCESS PANEL 24"W X 18"H U.N.O.

NOTE: THE FOLLOWING EXISTING FINISHES TO BE PATCHED, REPAIRED, PAINTED AND RE-SEALED OR REPLACED TO MATCH ORIGINAL DESIGN: SIDING AND TRIM, WINDOWS, ROOFING, DOWNSPOUTS, GUTTERS.

LICENSED ARCHITECT
EXP. 8/31/22
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

PROPOSED BUILDING ELEVATIONS - 2012 DWIGHT WAY

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P114

NEW BUILDING LOCATION* – NORTH ELEVATION

NEW BUILDING LOCATION* – EAST ELEVATION

NEW BUILDING LOCATION* – SOUTH ELEVATION

NEW BUILDING LOCATION* – WEST ELEVATION

- RESTORATION AREA

- NEW PORCH

*EXISTING BUILDINGS ARE being RELOCATED

LICENSED ARCHITECT LAURETTA LOWNEY STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

PROPOSED BUILDING ELEVATIONS - 2020 DWIGHT WAY

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P115

EXISTING CONDITIONS

PROPOSED CONDITIONS

BLAKE STREET ELEVATION - STREET STRIP MONTAGE

KEY NOTES

1. 5 STORY MIXED USE DEVELOPMENT UNDER CONSTRUCTION
2. 6 STORY SENIOR HOUSING PROJECT UNDER SEPARATE APPLICATION

LICENSED ARCHITECT
KENNETH A. LOWNEY
No. C-29162
EXP. 8/31/24
STATE OF CALIFORNIA
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

STREET STRIP ELEVATIONS

2015 BLAKE STREET

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	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

EXISTING CONDITIONS

PROPOSED CONDITIONS

DWIGHT STREET ELEVATION - STREET STRIP MONTAGE

KEY NOTES

1. 5 STORY MIXED USE DEVELOPMENT UNDER CONSTRUCTION
2. 6 STORY SENIOR HOUSING PROJECT UNDER SEPARATE APPLICATION

LICENSED ARCHITECT
EXP. 08/31/2022
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

STREET STRIP ELEVATIONS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
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	12/14/2022	ENTITLEMENT SET	

NORTHWEST CORNER AT DWIGHT AND MILVIA

SOUTHWEST CORNER AT BLAKE AND MILVIA

VIEW FROM SHATTUCK AND BLAKE (SOUTHEAST)

VIEW FROM ALONG DWIGHT

LICENSED ARCHITECT
BENJAMIN A. LOWNEY
EXP. 8/31/24
STATE OF CALIFORNIA

CONSTRUCTION

lowney arch

LACONIA
DEVELOPMENT LLC

PERSPECTIVE PHOTO MONTAGE VIEWS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P122

VIEW FROM BLAKE STREET AND MILVIA STREET

VIEW OF GROUND FLOOR COURTYARD

AERIAL VIEW FROM NORTHWEST

VIEW OF GARAGE ENTRANCE FROM BLAKE STREET

LICENSED ARCHITECT
STATE OF CALIFORNIA
CUP SUBMISSION

lowney arch

LACONIA DEVELOPMENT LLC

PERSPECTIVES

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

VIEW OF VICTORIANS FROM DWIGHT WAY

AERIAL VIEW FROM BLAKE STREET

CITY
CUPY
ION

lowney arch

LACONIA DEVELOPMENT LLC

PERSPECTIVES

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
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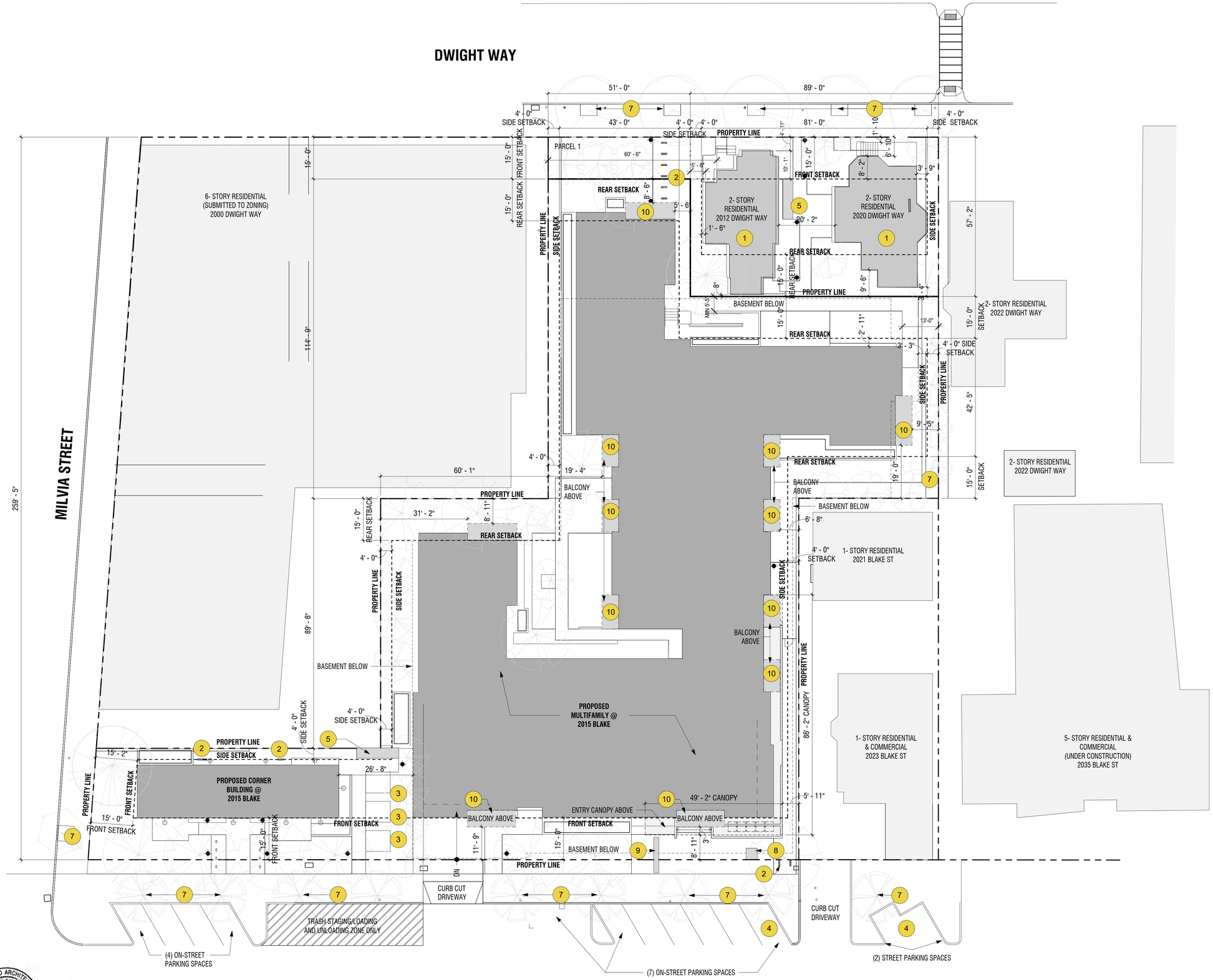


NOTE: PUBLIC WORKS DEPARTMENT REVIEWED PROPOSED CHANGES.

ADDITIONAL INFORMATION CAN BE FIND ON FOLLOWING SHEETS:
FENCES: L004
UTILITY POLES, METERS: C1.0
STREET LIGHTS: L007

ON 2/15/2019 THE CITY OF BERKELEY ZONING OFFICER PRESCRIBED THE SETBACKS REQURED FOR THE PROJECT BECAUSE IT IS AN IRREGULAR LOT. THE SETBACKS ARE REFLECTED ON THIS PAGE.

LEGEND

- (E) ADJACENT BUILDINGS
- PROPOSED BUILDING
- SETBACK LINE
- WHITE CURB: PASSENGER LOADING/UNLOADING

KEY NOTES

1. (E) BUILDING GETS RELOCATED ON SITE
2. BIKE RACKS
3. TRANSFORMER
4. RIDE SHARE/ DELIVERY PARKING (WHITE PAINTED SPACES)
5. TRASH ENCLOSURE
6. TRASH STAGING/LOADING AREA
7. PROPOSED STREET TREES
8. CONFLUENCE KINETIC ART SCULPTURE
9. HAWKEYE'S READER BOARD
10. BALCONY ABOVE

N

0 16' 32'

LICENSED ARCHITECT
CONSTANCE LOWNEY
No. C-36912
EXP. 8/31/2024
STATE OF CALIFORNIA

lowney arch

LACONIA
DEVELOPMENT LLC

PROPOSED SITE PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
7	04/11/2022	USE PERMIT MODIFICATION	
8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	
10	06/30/2023	ROUNDTABLE REVIEW	

2 USABLE OPEN SPACE - TYPICAL LEVEL 2 - 8
1/32" = 1'-0"

EXISTING OPEN SPACE
OPEN SPACE RATIO: N/A
OPEN SPACE REQUIRED: 0
OPEN SPACE PROVIDED: 0

PROPOSED USABLE OPEN SPACE [23.202.110]
RELOCATED EXISTING BUILDINGS, PROPOSED 2015 BLAKE MULTIFAMILY BUILDING & CORNER BUILDING

OPEN SPACE RATIO: 200 SF PER UNIT
OPEN SPACE REQUIRED: 1,400 SF (200 SF X 7 EXISTING UNITS)
42,400 SF (200 SF X 212 PROPOSED UNITS)
43,800 SF REQUIRED

OPEN SPACE PROVIDED: PARCEL 1 LEVEL 1 - 563 SF | 266 SF | 294 SF | 413 SF = 1,536 SF
PARCEL 1 LEVEL 2 - 610 SF | 2,204 SF | 5,385 SF | 977 SF | 155 SF | 728 SF = 10,059 SF
PARCEL 2 LEVEL 2 THRU 8 - 1,012 SF X 7 FLOORS = 7,084 SF
18,679 SF PROVIDED (APPROXIMATELY 85.3 SF PER UNIT)

PERCENTAGE LANDSCAPED: 61% OF USABLE OPEN SPACE TO BE LANDSCAPED
58.7% LANDSCAPED AREA PROVIDED
(SEE LANDSCAPE DRAWINGS FOR DETAILS AND CALCULATIONS)

*NOTE: WAIVER REQUESTED FOR OPEN SPACE

LEGEND

- (E) ADJACENT BUILDINGS
- (E) BUILDING ON SITE
- PROPOSED BUILDING
- USABLE OPEN SPACE
- PROPOSED FUTURE ADJACENT BUILDING
- PATH OF TRAVEL FROM UNITS TO USABLE OPEN SPACE

KEY NOTES

1 PROPOSED USABLE OPEN SPACE
2 VICTORIAN PROPOSED USABLE OPEN SPACE

N
0 16' 32'

LICENSED ARCHITECT
JOSEPH A. LOWNEY
No. C-29182
EXP. 08/31/2024
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

lowney arch

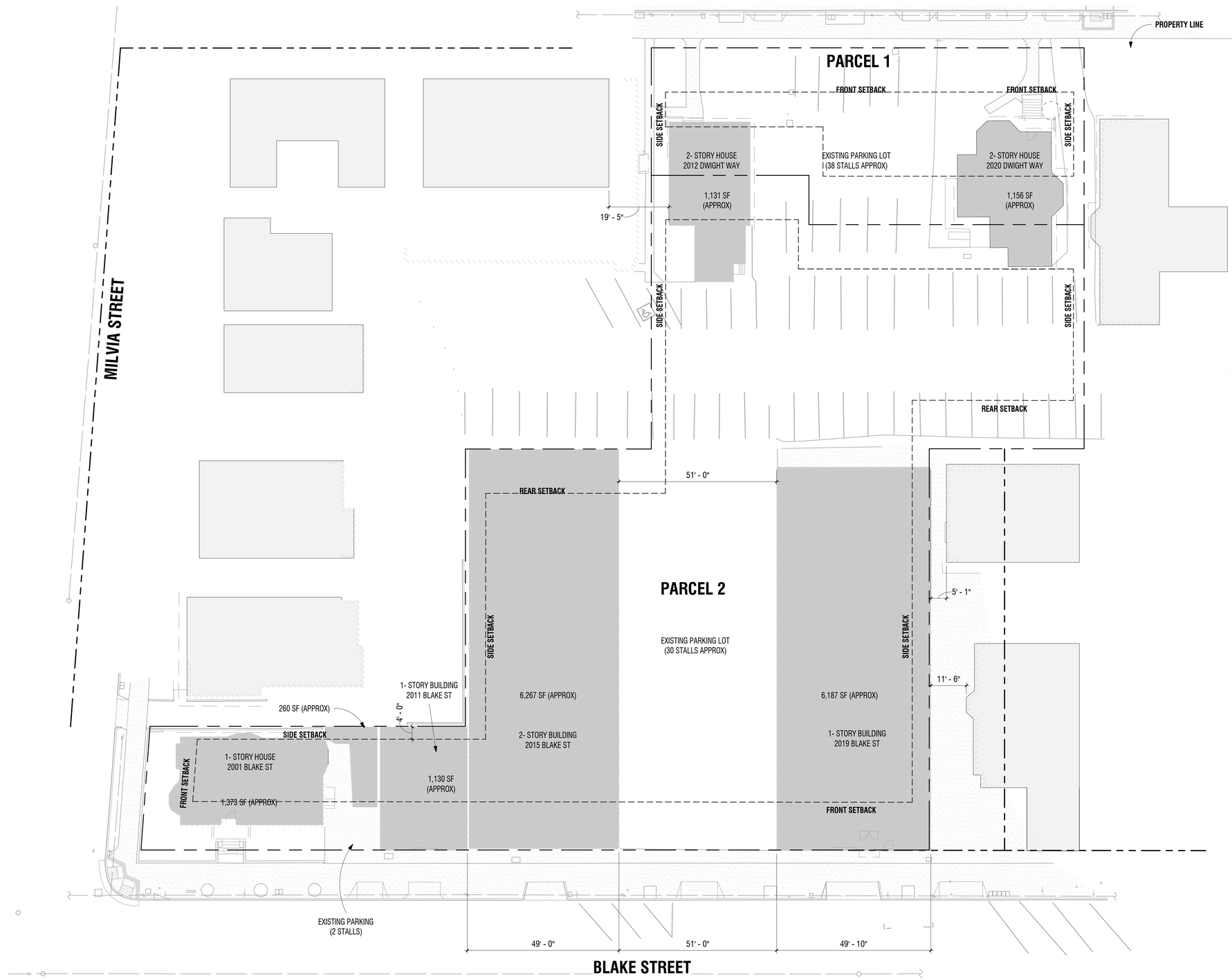
LACONIA DEVELOPMENT LLC

PROPOSED OPEN SPACE

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P131



EXISTING PARCEL INFORMATION

	Height & Stories	Setbacks	Lot Area	Lot Coverage	Vehicle Parking	Bike Parking
Parcel 2	2019 Blake St: 18'-0"/ 1 Stories	0'-0" FRONT 0'-0" @WEST 0'-0" @EAST 5'-8" BACK	34,490	47%	61	0
	Existing Parking Lot: N/A	N/A FRONT N/A @WEST N/A @EAST N/A BACK				
	2015 Blake St: 24'-0"/ 2 Stories	0'-0" FRONT 0'-0" SIDE 0'-0" BACK				
	2011 Blake St: 15'-0"/ 1 Story 2001 Blake St: 14'-11"/ 1 Story	2011 BLAKE ST 0'-0" FRONT 0'-0" @WEST 0'-0" @EAST 0'-0" BACK B. SEP: 18'-3" 2001 BLAKE ST 9'-8" FRONT 2'-0" @NORTH 7'-10" @SOUTH 0'-0" BACK B. SEP: 18'-3"				
Parcel 1	2012 Dwight: 28'-1"/ 2 Stories	23'-8" FRONT 19'-5" @WEST 8'-11" @EAST 54'-2" BACK	7,261	18%	7	0
	Existing Parking Lot: N/A	N/A FRONT N/A @WEST N/A @EAST N/A BACK				
	2020 Dwight: 34'-2"/ 2 Stories	23'-4" FRONT 8'-4" @WEST 7'-5" @EAST 58'-10" BACK				

NOTE: THE PARCELS DEPICTED ON THE SITE PLAN REFLECT THE LOT MERGER PARCEL MAP 11263 RECORDED ON AUGUST 16, 2022

0 16' 32'

LICENSED ARCHITECT
CLAUDIA LOWNEY
EXP. 8/31/24
STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

EXISTING LOT COVERAGE DIAGRAM

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P132

BLAKE STREET (80' R.O.W.)

PROPOSED LOT COVERAGE - 23D.40.070.E

PARCEL 1	5,856.9 SF
2020 DWIGHT WAY	1,273 SF (APPROX)
2012 DWIGHT WAY	1,045 SF (APPROX)
	2,318 SF
PROPOSED % LOT COVERAGE (PARCEL 1)	39.6%
ALLOWABLE % LOT COVERAGE (INTERIOR LOT)	35.0%
PARCEL 2	35,893.7 SF
1. 2001 + 2015 (COMBINED MAX AREA)	20,068 SF (55.9%)
2. AWNING (GROUND LEVEL)	755 SF (2%)
	20,823 SF
PROPOSED % LOT COVERAGE (PARCEL 2)	57.9%
ALLOWABLE % LOT COVERAGE (CORNER LOT)	40%

KEY NOTES

1. MAIN BUILDING FOOTPRINT
2. AWNING
3. 5-STORY MULTI FAMILY HOUSING PROJECT (UNDER CONSTRUCTION)
4. 6-STORY SENIOR HOUSING PROJECT (ZONING APPLICATION ON FILE)
5. BALCONY

LICENSED ARCHITECT
CONSTANTINE LOUNEY
EXP. 8/31/24
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

PROPOSED LOT COVERAGE DIAGRAM

2015 BLAKE STREET

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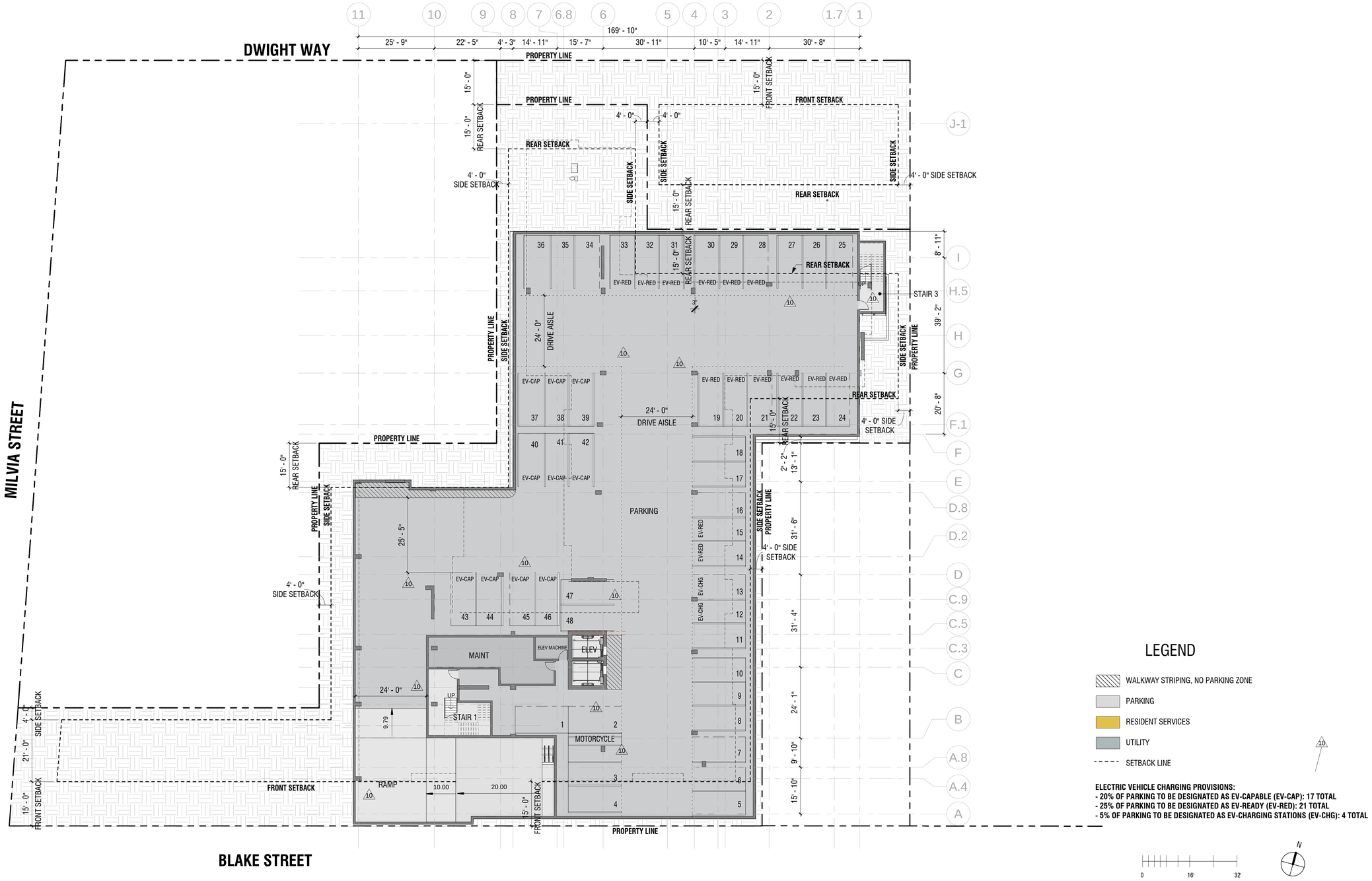
	12/14/2022	ENTITLEMENT SET	

P133



LEGEND

- WALKWAY STRIPING, NO PARKING ZONE
- PARKING
- RESIDENT SERVICES
- UTILITY
- SETBACK LINE

ELECTRIC VEHICLE CHARGING PROVISIONS:
- 20% OF PARKING TO BE DESIGNATED AS EV-CAPABLE (EV-CAP): 17 TOTAL
- 25% OF PARKING TO BE DESIGNATED AS EV-READY (EV-RED): 21 TOTAL
- 5% OF PARKING TO BE DESIGNATED AS EV-CHARGING STATIONS (EV-CHG): 4 TOTAL

0 16' 32'

N

LICENSED ARCHITECT — ANNETTA LOWNEY — EXP. 08/31/2024 — STATE OF CALIFORNIA

lowney arch

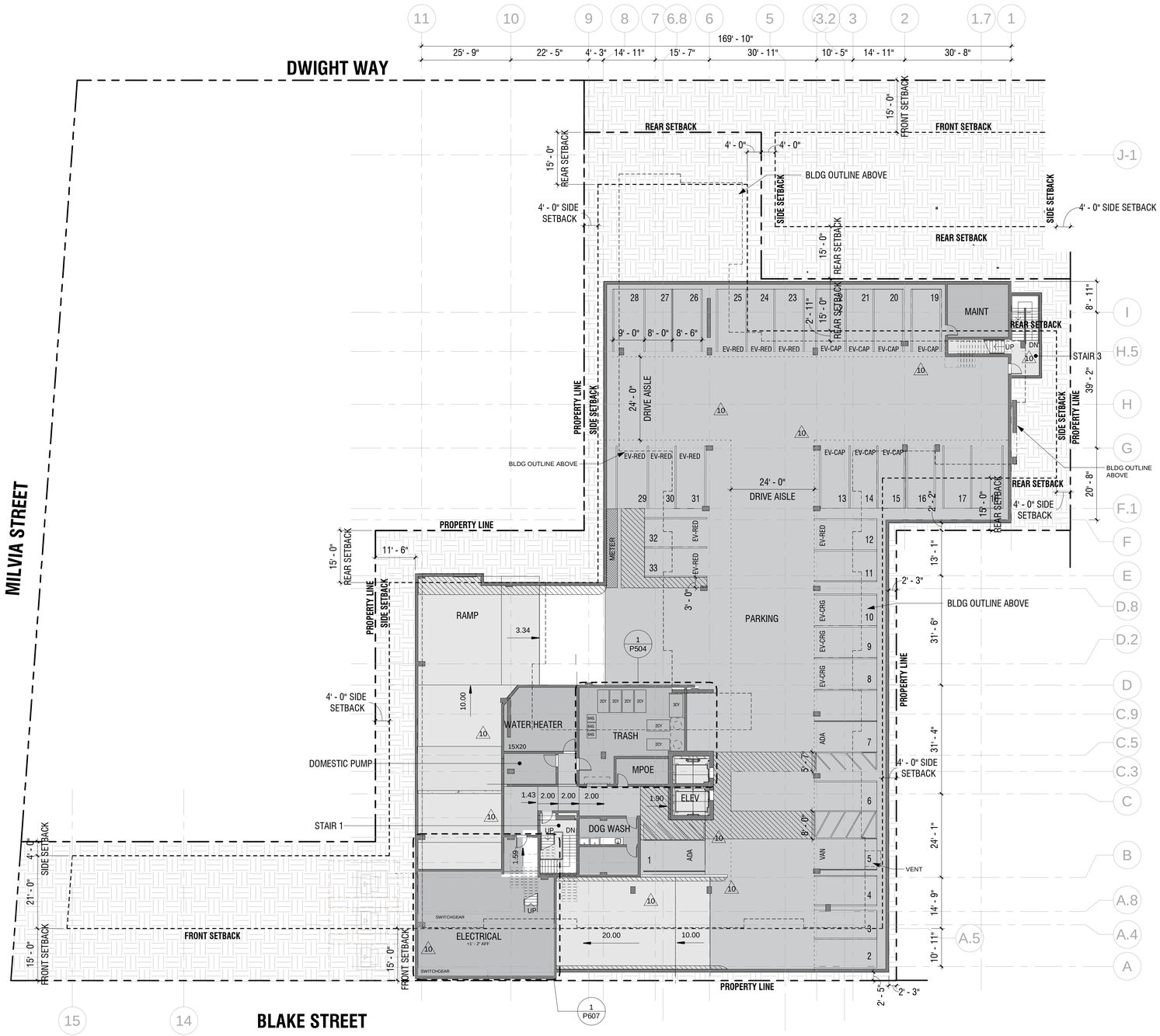
LACONIA DEVELOPMENT LLC

PARKING - BASEMENT 2 LEVEL PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
7	04/11/2022	USE PERMIT MODIFICATION	
8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	
10	06/19/2023	ROUNDTABLE REVIEW	

P200.1



LEGEND

- WALKWAY STRIPING, NO PARKING ZONE
- PARKING
- RESIDENT SERVICES
- UTILITY
- SETBACK LINE

ELECTRIC VEHICLE CHARGING PROVISIONS:
- 20% OF PARKING TO BE DESIGNATED AS EV-CAPABLE (EV-CAP): 17 TOTAL
- 25% OF PARKING TO BE DESIGNATED AS EV-READY (EV-RED): 21 TOTAL
- 5% OF PARKING TO BE DESIGNATED AS EV-CHARGING STATIONS (EV-CHG): 4 TOTAL

0 16' 32'

N

LICENSED ARCHITECT
JOHN A. LOWNEY
No. C-28442
EXP. 5/31/24
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

PARKING - BASEMENT 1 LEVEL PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
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8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	
10	06/19/2023	ROUNDTABLE REVIEW	

P200.2

KEY NOTES

1. BUILDING ENTRY
2. ALUMINUM STOREFRONT W/ INSULATED GLAZING
3. FENCE W/ EXTERIOR GATE
4. GARAGE DOOR
5. MECHANICAL UNITS (AREA)
6. TRANSFORMER(S) ABOVE GROUND
7. SEE LANDSCAPE DRAWING
8. DOG RUN, SEE LANDSCAPE

LEGEND

- RESIDENTIAL UNIT
- CIRCULATION
- RESIDENT SERVICES
- UTILITY
- LEASING/OFFICE
- MAIL/BIKE
- SETBACK LINE

0 16' 32'

N

NOT FOR CONSTRUCTION

LICENSED ARCHITECT CINDY A. LOWNEY No. C-29182 EXP. 8/31/24 STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

GROUND FLOOR PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P201

KEY NOTES

1. BUILDING ENTRY
2. ALUMINUM STOREFRONT W/ INSULATED GLAZING
3. ALUMINUM WINDOW
4. GARAGE DOOR
5. MECHANICAL UNITS (AREA)
6. RATED TRASH AND VENTILATION SHAFT
7. PERMANENT PLANTER
8. REGION FOR SOLAR PANEL SYSTEM; TO BE COORDINATED WITH MEP, EBM AND OTHER ROOFTOP SYSTEMS

LEGEND

- RESIDENTIAL UNIT
- CIRCULATION
- UTILITY
- SETBACK LINE
- ACCESSIBLE UNIT

0 16' 32'

N

NOT FOR CONSTRUCTION

LICENSED ARCHITECT CINDY A. LOWNEY No. C-29192 EXP. 8/31/24 STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

SECOND FLOOR PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P202

KEY NOTES

1. BUILDING ENTRY
2. ALUMINUM STOREFRONT W/ INSULATED GLAZING
3. ALUMINUM WINDOW
4. GARAGE DOOR
5. MECHANICAL UNITS (AREA)
6. RATED TRASH AND VENTILATION SHAFT
7. PERMANENT PLANTER
8. REGION FOR SOLAR PANEL SYSTEM; TO BE COORDINATED WITH MEP, EBM AND OTHER ROOFTOP SYSTEMS

LEGEND

- RESIDENTIAL UNIT
- CIRCULATION
- UTILITY
- SETBACK LINE
- ACCESSIBLE UNIT

0 16' 32'

N

LICENSED ARCHITECT JOSEPH A. LOWNEY EXP. 8/31/24 STATE OF CALIFORNIA

CITY COPY FOR REVIEW

lowney arch

LACONIA DEVELOPMENT LLC

THIRD FLOOR PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P203

MAIN BUILDING (2015 BLAKE)

(APPROX) AVERAGE FLOOR AREA (SUM OF ALL ABOVE GROUND FLOORS / STORIES) (204,799 SQFT / 10 STORIES)	17,839 SF
ALLOWABLE AREA ABOVE HEIGHT LIMIT (15% OF AVERAGE FLOOR AREA)	2,676 SF
MECHANICAL SCREENING/EQUIPMENT PROPOSED AREAS (EXCLUDED FROM ALLOWABLE AREA ABOVE HEIGHT LIMIT PER 23D.04.020.B, NO MECHANICAL ENCLOSURES. ALL OUTDOOR UNITS TO BE LESS THAN 4' HIGH)	3,470 SF
ARCHITECTURAL ELEMENTS ELEVATOR/STAIR PROPOSED AREA	727 SF 4.1%
SOLAR ZONE FOR PHOTOVOLTAIC PANELS; AREA TO COMPLY WITH CBC 2022 TITLE 24 AND OTHER APPLICABLE CODE(S)	6,144 SF

3 STORY BUILDING (2001 BLAKE)

(APPROX) AVERAGE FLOOR AREA (SUM OF ALL ABOVE GROUND FLOORS / STORIES) (3,953 SQFT / 3 STORIES)	1,318 SF
ALLOWABLE AREA ABOVE HEIGHT LIMIT (15% OF AVERAGE FLOOR AREA)	198 SF
MECHANICAL SCREENING/EQUIPMENT PROPOSED AREAS (EXCLUDED FROM ALLOWABLE AREA ABOVE HEIGHT LIMIT PER 23D.04.020.B, NO MECHANICAL ENCLOSURES.ALL OUTDOOR UNITS TO BE LESS THAN 4' HIGH)	130 SF
SOLAR ZONE FOR PHOTOVOLTAIC PANELS; AREA TO COMPLY WITH CBC 2022 TITLE 24 AND OTHER APPLICABLE CODE(S)	395 SF
TOTAL PROPOSED ARCHITECTURAL ELEMENTS AREA	4.1%

NOTE: WAIVER REQUESTED FOR HEIGHT LIMIT PER DENSITY BONUS LAW

KEY NOTES

1. BUILDING ENTRY
2. ALUMINUM STOREFRONT W/ INSULATED GLAZING
3. ALUMINUM WINDOW
4. GARAGE DOOR
5. MECHANICAL UNITS (AREA)
6. RATED TRASH AND VENTILATION SHAFT
7. PERMANENT PLANTER
8. REGION FOR SOLAR PANEL SYSTEM; TO BE COORDINATED WITH MEP, EBM AND OTHER ROOFTOP SYSTEMS

LEGEND

- RESIDENTIAL UNIT
- CIRCULATION
- UTILITY
- SETBACK LINE
- ACCESSIBLE UNIT

0 16' 32'

N

LICENSED ARCHITECT — JOHN A. LOWNEY — C-29193 — EXP. 8/31/24 — STATE OF CALIFORNIA

JOHN A. LOWNEY
CORPORATION

lowney arch

LACONIA DEVELOPMENT LLC

FOURTH FLOOR PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P204

KEY NOTES

1. BUILDING ENTRY
2. ALUMINUM STOREFRONT W/ INSULATED GLAZING
3. ALUMINUM WINDOW
4. GARAGE DOOR
5. MECHANICAL UNITS (AREA)
6. RATED TRASH AND VENTILATION SHAFT
7. PERMANENT PLANTER
8. REGION FOR SOLAR PANEL SYSTEM; TO BE COORDINATED WITH MEP, EBM AND OTHER ROOFTOP SYSTEMS

LEGEND

- RESIDENTIAL UNIT
- CIRCULATION
- UTILITY
- SETBACK LINE
- ACCESSIBLE UNIT

0 16' 32'

N

CITY COPY
CONSTRUCTION

LICENSED ARCHITECT
JOSEPH A. LOWNEY
C-30992
EXP. 8/31/24
STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

FIFTH FLOOR PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

KEY NOTES

1. BUILDING ENTRY
2. ALUMINUM STOREFRONT W/ INSULATED GLAZING
3. ALUMINUM WINDOW
4. GARAGE DOOR
5. MECHANICAL UNITS (AREA)
6. RATED TRASH AND VENTILATION SHAFT
7. PERMANENT PLANTER
8. REGION FOR SOLAR PANEL SYSTEM; TO BE COORDINATED WITH MEP, EBM AND OTHER ROOFTOP SYSTEMS

LEGEND

- RESIDENTIAL UNIT
- CIRCULATION
- UTILITY
- SETBACK LINE
- ACCESSIBLE UNIT

0 16' 32'

N

LICENSED ARCHITECT
EXP. 8/31/24
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

SIXTH FLOOR PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P206

KEY NOTES

1. BUILDING ENTRY
2. ALUMINUM STOREFRONT W/ INSULATED GLAZING
3. ALUMINUM WINDOW
4. GARAGE DOOR
5. MECHANICAL UNITS (AREA)
6. RATED TRASH AND VENTILATION SHAFT
7. PERMANENT PLANTER
8. REGION FOR SOLAR PANEL SYSTEM; TO BE COORDINATED WITH MEP, EBM AND OTHER ROOFTOP SYSTEMS

LEGEND

- RESIDENTIAL UNIT
- CIRCULATION
- UTILITY
- SETBACK LINE
- ACCESSIBLE UNIT

0 16' 32'

N

LICENSED ARCHITECT — JOHN A. LOWNEY — No. C-29193 — EXP. 8/31/24 — STATE OF CALIFORNIA

JOHN A. LOWNEY
CORPORATION

lowney arch

LACONIA DEVELOPMENT LLC

SEVENTH FLOOR PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P207

KEY NOTES

1. BUILDING ENTRY
2. ALUMINUM STOREFRONT W/ INSULATED GLAZING
3. ALUMINUM WINDOW
4. GARAGE DOOR
5. MECHANICAL UNITS (AREA)
6. RATED TRASH AND VENTILATION SHAFT
7. PERMANENT PLANTER
8. REGION FOR SOLAR PANEL SYSTEM; TO BE COORDINATED WITH MEP, EBM AND OTHER ROOFTOP SYSTEMS

LEGEND

- RESIDENTIAL UNIT
- CIRCULATION
- UTILITY
- SETBACK LINE
- ACCESSIBLE UNIT

0 16' 32'

N

LICENSED ARCHITECT — EXP. 8/31/24 — STATE OF CALIFORNIA

CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

EIGHTH FLOOR PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	
	02/07/2023	ENTITLEMENT REVISION	

P208

MAIN BUILDING (2015 BLAKE)

(APPROX) AVERAGE FLOOR AREA (SUM OF ALL ABOVE GROUND FLOORS / STORIES) (204,799 SQFT / 10 STORIES)	17,839 SF
ALLOWABLE AREA ABOVE HEIGHT LIMIT (15% OF AVERAGE FLOOR AREA)	2,676 SF
MECHANICAL SCREENING/EQUIPMENT PROPOSED AREAS (EXCLUDED FROM ALLOWABLE AREA ABOVE HEIGHT LIMIT PER 23D.04.020.B, NO MECHANICAL ENCLOSURES. ALL OUTDOOR UNITS TO BE LESS THAN 4' HIGH)	3,470 SF
ARCHITECTURAL ELEMENTS ELEVATOR/STAIR PROPOSED AREA	727 SF
	4.1%
SOLAR ZONE FOR PHOTOVOLTAIC PANELS; AREA TO COMPLY WITH CBC 2022 TITLE 24 AND OTHER APPLICABLE CODE(S)	6,144 SF

3 STORY BUILDING (2001 BLAKE)

(APPROX) AVERAGE FLOOR AREA (SUM OF ALL ABOVE GROUND FLOORS / STORIES) (3,953 SQFT / 3 STORIES)	1,318 SF
ALLOWABLE AREA ABOVE HEIGHT LIMIT (15% OF AVERAGE FLOOR AREA)	198 SF
MECHANICAL SCREENING/EQUIPMENT PROPOSED AREAS (EXCLUDED FROM ALLOWABLE AREA ABOVE HEIGHT LIMIT PER 23D.04.020.B, NO MECHANICAL ENCLOSURES.ALL OUTDOOR UNITS TO BE LESS THAN 4' HIGH)	130 SF
SOLAR ZONE FOR PHOTOVOLTAIC PANELS; AREA TO COMPLY WITH CBC 2022 TITLE 24 AND OTHER APPLICABLE CODE(S)	395 SF
TOTAL PROPOSED ARCHITECTURAL ELEMENTS AREA	4.1%

NOTE: WAIVER REQUESTED FOR HEIGHT LIMIT PER DENSITY BONUS LAW

KEY NOTES

1. STAIRCASE
2. MECHANICAL UNITS (AREA)
3. TRASH SHAFT
4. STAIR/ELEVATOR PENTHOUSE
5. REGION FOR SOLAR PANEL SYSTEM; TO BE COORDINATED WITH MEP, EBM AND OTHER ROOFTOP SYSTEMS

LEGEND

- RESIDENTIAL UNIT
- AMENITY/ SHARED INDOOR SPACE
- OPEN SPACE
- CIRCULATION
- UTILITY
- SETBACK LINE

SOLAR PV PROVISIONS

THE PROJECT SHALL PROVIDE SOLAR PV AND BATTERY STORAGE SYSTEMS PURSUANT TO THE 2022 CALIFORNIA ENERGY CODE FOR MULTIFAMILY PRESCRIPTIVE REQUIREMENTS, SECTIONS 170.2(g), EQUATION 170.2-g, AND 170.2(h), ADOPTED AS BMC 19.36, OR AS DETERMINED BY THE SOFTWARE PERFORMANCE COMPLIANCE PATH. THE DESIGN SHALL BE SPECIFIED TO SATISFY BOTH THE BUILDING CODE REQUIREMENTS OF THE CODE SECTIONS CITED ABOVE, AS WELL AS THE OPEN SPACE REQUIRMENTS OF BMC 23.204.130 E4.
NOTE: PV DESIGN AS SHOWN IS CONCEPTUAL.

0 16' 32'

N

LICENSED ARCHITECT
EXP. 8/31/24
STATE OF CALIFORNIA
PLANNING SUBMITTAL
NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

ROOF PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
7	04/11/2022	USE PERMIT MODIFICATION	
8	12/14/2022	ENTITLEMENT SET	
9	02/07/2023	ENTITLEMENT REVISION	
10	06/19/2023	ROUNDTABLE REVIEW	

P209

2 BUILDING ELEVATION FACING BLAKE - SOUTH
3/32" = 1'-0"

EXTERIOR MATERIALS

1		FIBER CEMENT SIDING (NICHIHA STOCK ILLUMINATION LAVA)
2		PAINTED STUCCO (GRAY)
3		PAINTED STUCCO (OYSTER SW 7637)
4		PAINTED STUCCO (BROWN)
5		METAL CORNICE / TRIM (CUSTOM COLOR - GREY)
6		METAL COMPOSITE PANEL (SVG GREY)
7		PAINTED WOOD SIDING/TRIM (SW POWDER BLUE AND STRAFFORD BLUE)
7A		PAINTED WOOD SIDING/TRIM (SW CLASSICAL WHITE)
8		1" CORRUGATED METAL SIDING (CUSTOM COLOR)
9		SHINGLE ROOFING (COLOR TO BE SELECTED - BROWN)
10		EXPOSED CONCRETE (CUSTOM COLOR - GREY)
11		METAL PERFORATED PANEL (ALUMINUM- MILL FINISH)

12 5 STORY MIXED USE DEVELOPMENT UNDER CONSTRUCTION (SHOWN AS DASHED LINE)

13 6 STORY RESIDENTIAL DEVELOPMENT SUBMITTED TO ZONING (SHOWN AS DASHED LINE)

14 RELOCATED VICTORIAN ON PARCEL 2 (SHOWN AS DASHED LINE)

ALL EXTERIOR GLAZING TO BE INSULATED WITH LOW-E COATING

1 BUILDING ELEVATION - WEST
3/32" = 1'-0"

NOT FOR CONSTRUCTION
LICENSED ARCHITECT
EXP. 8/31/24
STATE OF CALIFORNIA

lowney arch

LACONIA DEVELOPMENT LLC

0 10' 20'

BUILDING ELEVATIONS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P300

EXTERIOR MATERIALS

1		FIBER CEMENT SIDING (NICHIHA STOCK ILLUMINATION LAVA)
2		PAINTED STUCCO (GRAY)
3		PAINTED STUCCO (OYSTER SW 7637)
4		PAINTED STUCCO (BROWN)
5		METAL CORNICE / TRIM (CUSTOM COLOR - GREY)
6		METAL COMPOSITE PANEL (SVG GREY)
7		PAINTED WOOD SIDING/TRIM (SW POWDER BLUE AND STRAFFORD BLUE)
7A		PAINTED WOOD SIDING/TRIM (SW CLASSICAL WHITE)
8		1" CORRUGATED METAL SIDING (CUSTOM COLOR)
9		SHINGLE ROOFING (COLOR TO BE SELECTED - BROWN)
10		EXPOSED CONCRETE (CUSTOM COLOR - GREY)
11		METAL PERFORATED PANEL (ALUMINUM- MILL FINISH)
12		5 STORY MIXED USE DEVELOPMENT UNDER CONSTRUCTION (SHOWN AS DASHED LINE)
13		6 STORY RESIDENTIAL DEVELOPMENT SUBMITTED TO ZONING (SHOWN AS DASHED LINE)
14		RELOCATED VICTORIAN ON PARCEL 2 (SHOWN AS DASHED LINE)

ALL EXTERIOR GLAZING TO BE INSULATED WITH LOW-E COATING

1 BUILDING ELEVATION - EAST
3/32" = 1'-0"

LICENSED ARCHITECT BENJAMIN LOWNEY EXP. 8/31/24 STATE OF CALIFORNIA
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

0 10' 20'

BUILDING ELEVATION

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P301

2 BUILDING ELEVATION - NORTH
3/32" = 1'-0"

1 BUILDING ELEVATION & ADJACENT HOUSE - NORTH
3/32" = 1'-0"

EXTERIOR MATERIALS

1		FIBER CEMENT SIDING (NICHIHA STOCK ILLUMINATION LAVA)
2		PAINTED STUCCO (GRAY)
3		PAINTED STUCCO (OYSTER SW 7637)
4		PAINTED STUCCO (BROWN)
5		METAL CORNICE / TRIM (CUSTOM COLOR - GREY)
6		METAL COMPOSITE PANEL (SVG GREY)
7		PAINTED WOOD SIDING/TRIM (SW POWDER BLUE AND STRAFFORD BLUE)
7A		PAINTED WOOD SIDING/TRIM (SW CLASSICAL WHITE)
8		1" CORRUGATED METAL SIDING (CUSTOM COLOR)
9		SHINGLE ROOFING (COLOR TO BE SELECTED - BROWN)
10		EXPOSED CONCRETE (CUSTOM COLOR - GREY)
11		METAL PERFORATED PANEL (ALUMINUM- MILL FINISH)
12		5 STORY MIXED USE DEVELOPMENT UNDER CONSTRUCTION (SHOWN AS DASHED LINE)
13		6 STORY RESIDENTIAL DEVELOPMENT SUBMITTED TO ZONING (SHOWN AS DASHED LINE)
14		RELOCATED VICTORIAN ON PARCEL 2 (SHOWN AS DASHED LINE)

ALL EXTERIOR GLAZING TO BE INSULATED WITH LOW-E COATING

LICENSED ARCHITECT
CONSTANTINA LOWNEY
09/30/22
EXP. 9/30/24
STATE OF CALIFORNIA
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

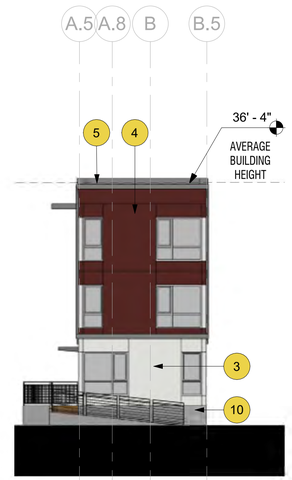
0 10' 20'

BUILDING ELEVATIONS

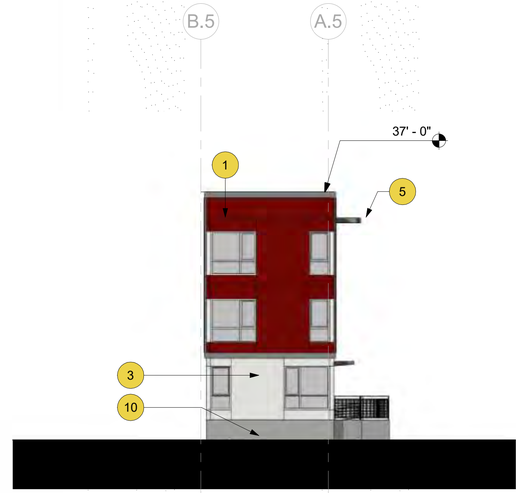
2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

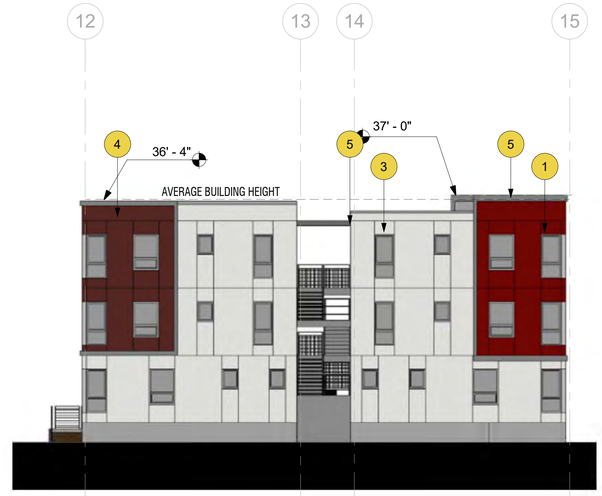
4 CORNER BUILDING - SOUTH ELEVATION
3/32" = 1'-0"



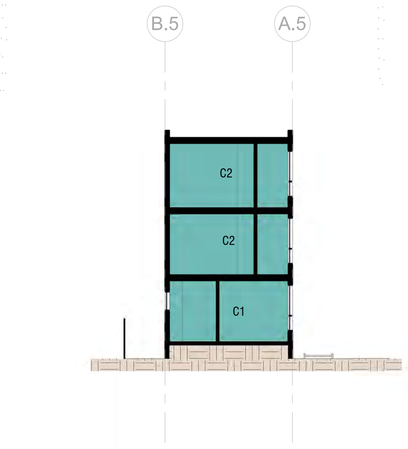
3 CORNER BUILDING - EAST ELEVATION
3/32" = 1'-0"



2 CORNER BUILDING - WEST ELEVATION
3/32" = 1'-0"



1 CORNER BUILDING - NORTH ELEVATION
3/32" = 1'-0"



5 CORNER BUILDING - SECTION FACING AWAY MILVIA ST.
3/32" = 1'-0"

EXTERIOR MATERIALS

1 FIBER CEMENT SIDING (NICHIHA STOCK ILLUMINATION LAVA)
2 PAINTED STUCCO (GRAY)
3 PAINTED STUCCO (OYSTER SW 7637)
4 PAINTED STUCCO (BROWN)
5 METAL CORNICE / TRIM (CUSTOM COLOR - GREY)
6 METAL COMPOSITE PANEL (SVG GREY)
7 PAINTED WOOD SIDING/TRIM (SW POWDER BLUE AND STRAFFORD BLUE)
7A PAINTED WOOD SIDING/TRIM (SW CLASSICAL WHITE)
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9 SHINGLE ROOFING (COLOR TO BE SELECTED - BROWN)
10 EXPOSED CONCRETE (CUSTOM COLOR - GREY)
11 METAL PERFORATED PANEL (ALUMINUM- MILL FINISH)
12 5 STORY MIXED USE DEVELOPMENT UNDER CONSTRUCTION (SHOWN AS DASHED LINE)
13 6 STORY RESIDENTIAL DEVELOPMENT SUBMITTED TO ZONING (SHOWN AS DASHED LINE)
14 RELOCATED VICTORIAN ON PARCEL 2 (SHOWN AS DASHED LINE)

ALL EXTERIOR GLAZING TO BE INSULATED WITH LOW-E COATING

NOT FOR CONSTRUCTION

lowney arch

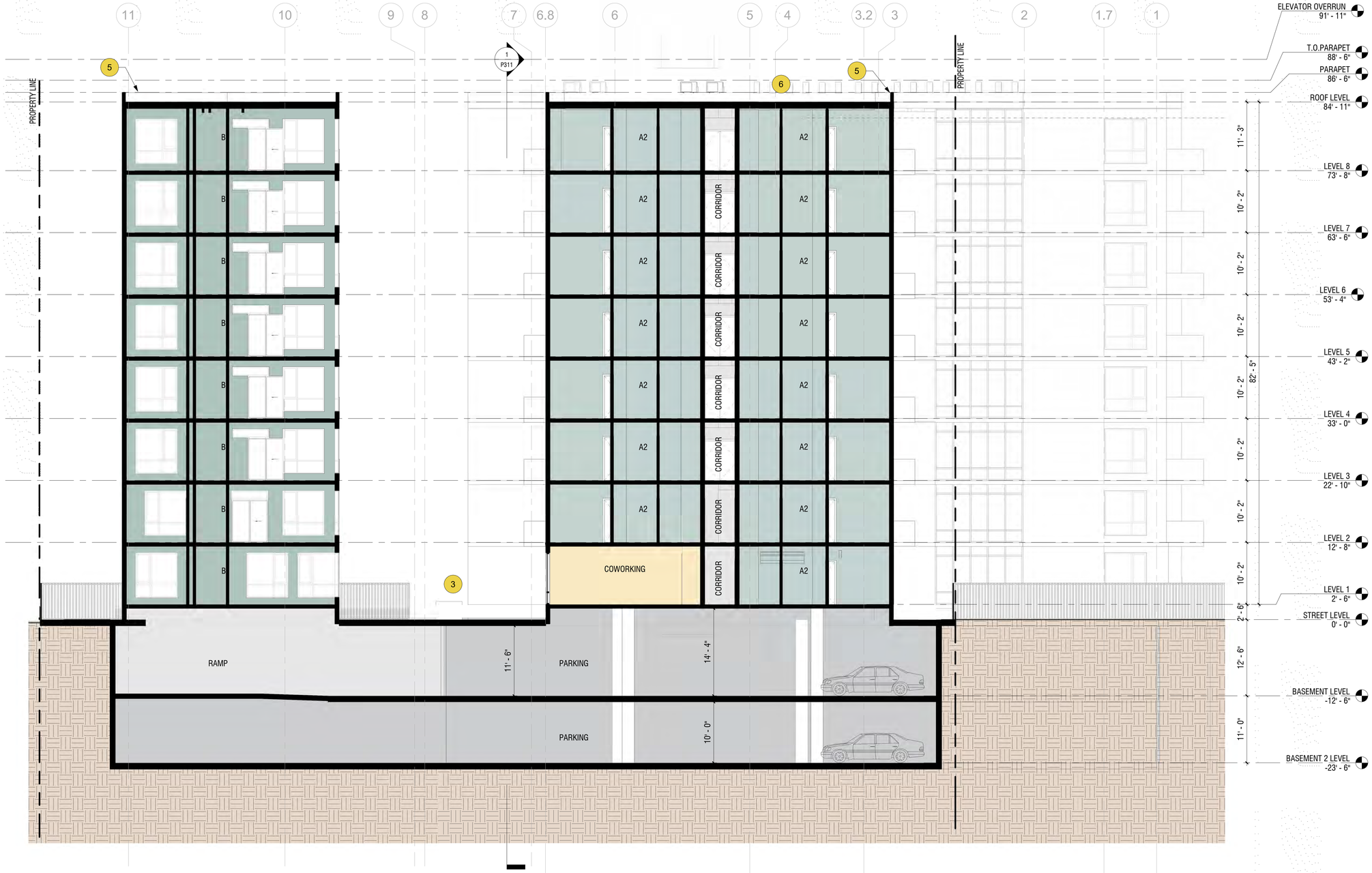
LACONIA DEVELOPMENT LLC

BUILDING ELEVATIONS & SECTIONS - 2001 BLAKE

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P303



1 MULTIFAMILY BUILDING - SECTION EAST - WEST (LOOKING NORTH) w ELEVATION
1/8" = 1'-0"

KEY NOTES

1. ARCHITECTURAL PROJECTION/CANOPY
2. PROPOSED BUILDING BEYOND
3. OPEN SPACE, S.L.D.
4. RATED SHAFT
5. PARAPET
6. MECHANICAL EQUIPMENT
7. MECHANICAL SCREEN - PERFORATED METAL

0 8' 16'

LICENSED ARCHITECT — JAMES A. LOWNEY — C-30912 — EXP. 8/31/22 — STATE OF CALIFORNIA

CITY COPY
CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

BUILDING SECTION

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

P310

1 MULTIFAMILY BUILDING - SECTION NORTH - SOUTH (LOOKING EAST)
1/8" = 1'-0"

KEY NOTES

1. ARCHITECTURAL PROJECTION/CANOPY
2. PROPOSED BUILDING BEYOND
3. OPEN SPACE, S.L.D.
4. RATED SHAFT
5. PARAPET
6. MECHANICAL EQUIPMENT
7. MECHANICAL SCREEN - PERFORATED METAL

0 8' 16'

LICENSED ARCHITECT
CHRISTINA LOWNEY
TX 31302
STATE OF CALIFORNIA
CUP SUBMISSION

lowney arch

LACONIA DEVELOPMENT LLC

BUILDING SECTION

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	12/14/2022	ENTITLEMENT SET	

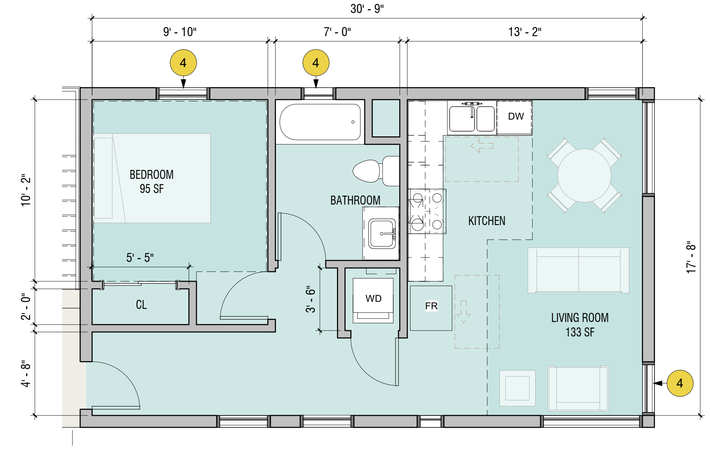
P311

KEY NOTES

1. SLIDING TRANSLUCENT PANEL - OPERABLE AND FULLY OPENABLE TO THE ADJACENT SPACE
2. TRANSPARENT GLASS TRANSOM WINDOW
3. RECESSED WALL CABINET
4. OPERABLE WINDOW

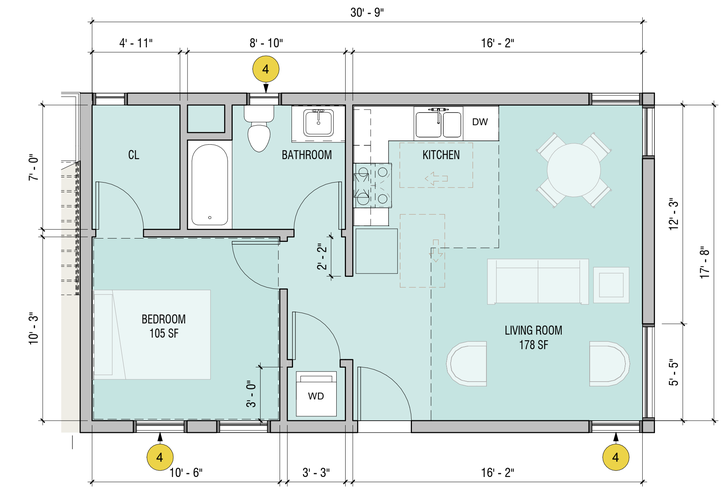
*APPROXIMATE AREAS ARE MEASURED TO INSIDE FACE OF UNIT'S EXTERIOR WALLS, AND DO INCLUDE AREA ASSOCIATED WITH INTERIOR PARTITIONS.

** APPLICANT INTENDS TO PROVIDE NATURAL LIGHT AND VENTILATION WITH THE FLOOR PLANS HEREIN WHICH INCLUDE A SINGULAR, CONTIGUOUS KITCHEN, DINING, AND LIVING AREAS.



LEASABLE AREA: 610 SF

2 ENLARGED UNIT C2
1/4" = 1'-0"



LEASABLE AREA: 610 SF

1 ENLARGED UNIT C1
1/4" = 1'-0"

LICENSED ARCHITECT
CRISTINA LOWNEY
No. C-28962
EXP. 8/31/2024
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

lowney arch

LACONIA DEVELOPMENT LLC

UNIT PLANS - 2001 BLAKE

2015 BLAKE STREET

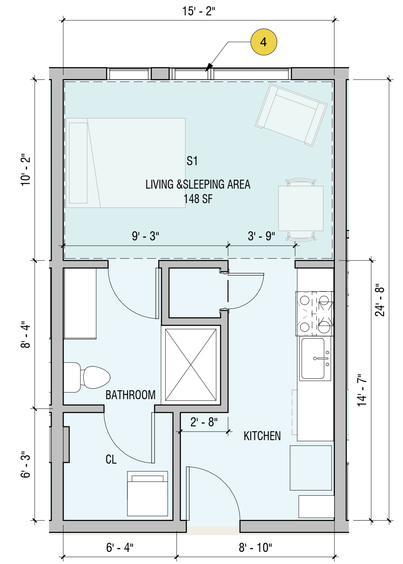
#	DATE	ISSUES & REVISIONS	BY
	03/23/2022	SB 330 - PRE APPLICATION	
	04/11/2022	USE PERMIT MODIFICATION	
	02/03/2023	ENTITLEMENT REVISION	

KEY NOTES

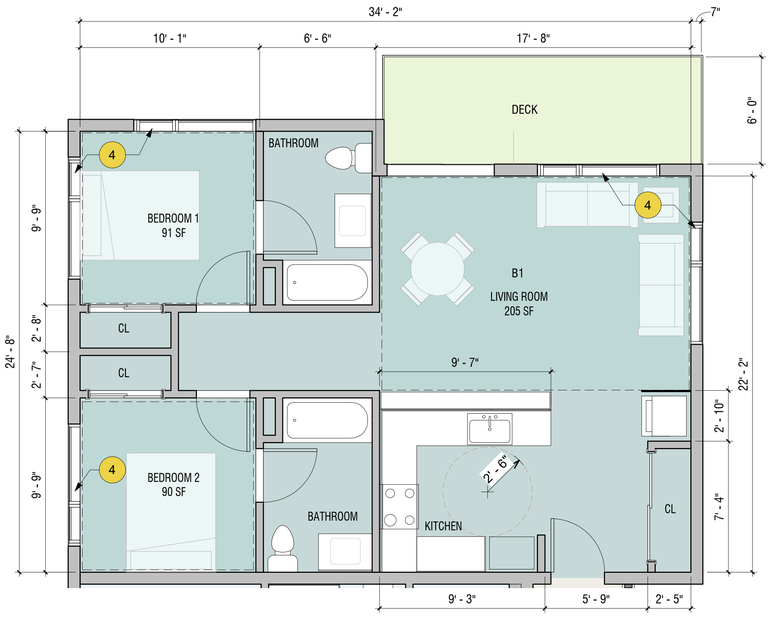
1. SLIDING TRANSLUCENT PANEL - OPERABLE AND FULLY OPENABLE TO THE ADJACENT SPACE
2. TRANSPARENT GLASS TRANSOM WINDOW
3. RECESSED WALL CABINET
4. OPERABLE WINDOW

*APPROXIMATE AREAS ARE MEASURED TO INSIDE FACE OF UNIT'S EXTERIOR WALLS, AND DO INCLUDE AREA ASSOCIATED WITH INTERIOR PARTITIONS.

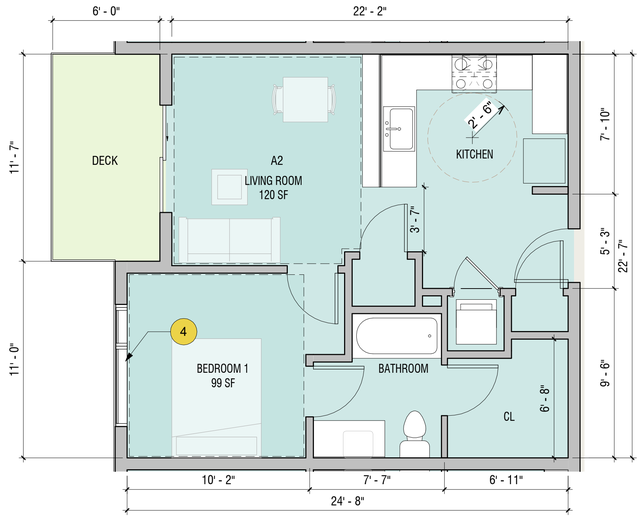
** APPLICANT INTENDS TO PROVIDE NATURAL LIGHT AND VENTILATION WITH THE FLOOR PLANS HEREIN WHICH INCLUDE A SINGULAR, CONTIGUOUS KITCHEN, DINING, AND LIVING AREAS.



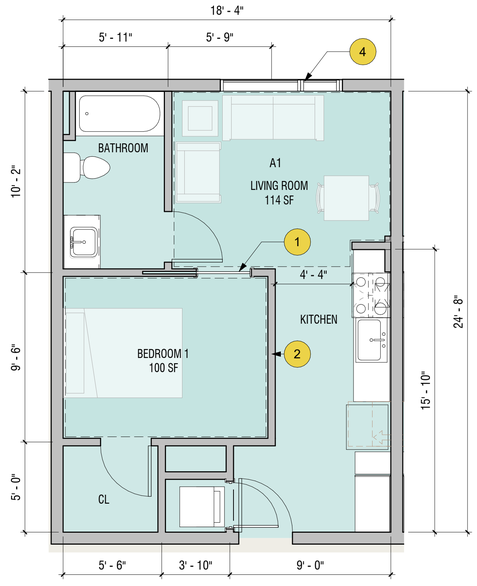
4 ENLARGED UNIT PLAN - S1
1/4" = 1'-0"



3 ENLARGED UNIT PLAN - B1
1/4" = 1'-0"



2 ENLARGED UNIT PLAN - A2
1/4" = 1'-0"



1 ENLARGED UNIT PLAN - A1
1/4" = 1'-0"

LICENSED ARCHITECT
CRISTINA LOWNEY
No. C-28962
EXP. 08/31/2022
STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

lowney arch

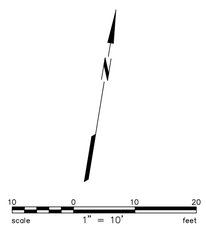
LACONIA DEVELOPMENT LLC

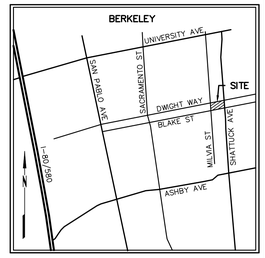
UNIT PLAN - 2015 BLAKE

2015 BLAKE STREET

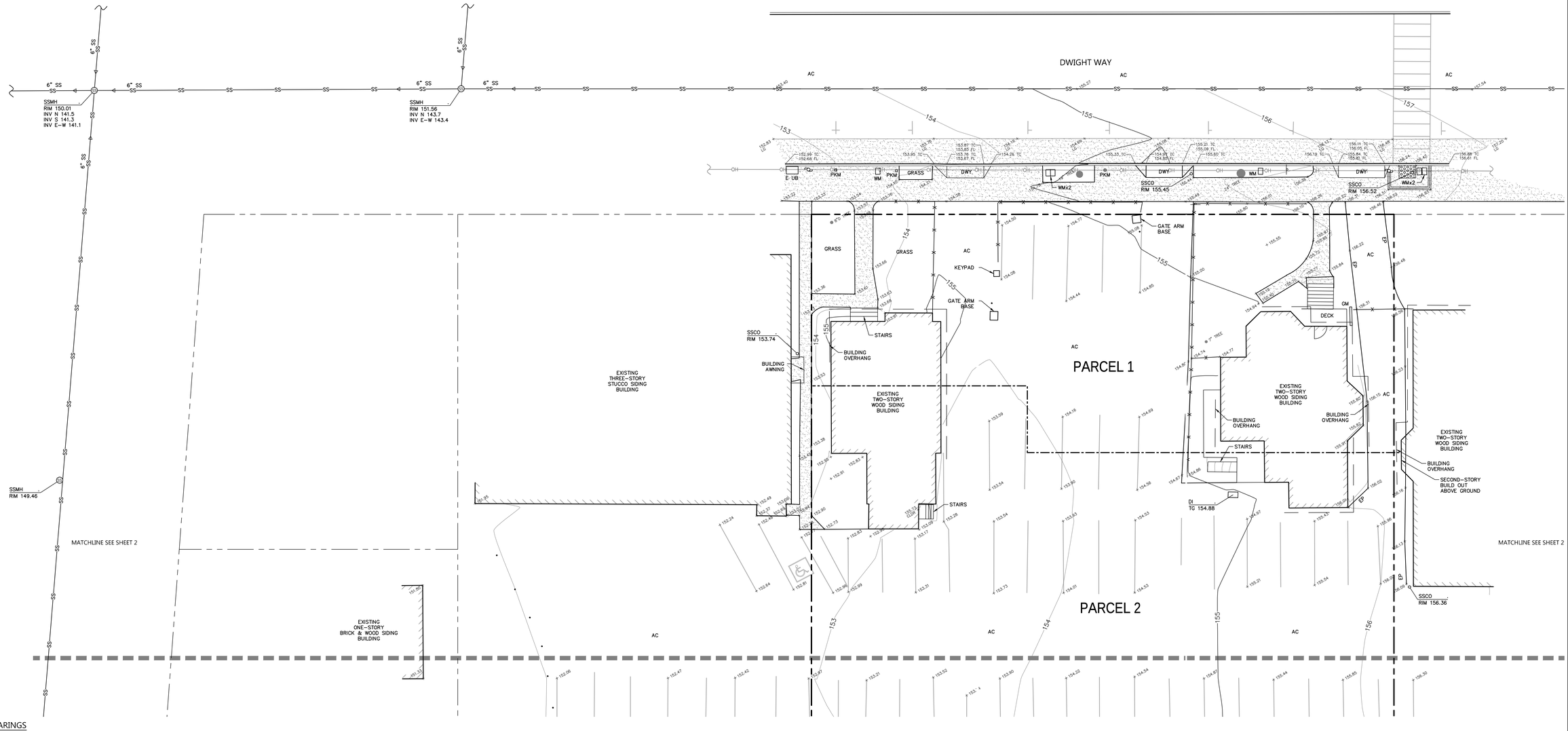
#	DATE	ISSUES & REVISIONS	BY
	12/22/2021	ZONING RESUBMITTAL	
	03/23/2022	SB 330 - PRE APPLICATION	
	02/03/2023	ENTITLEMENT REVISION	

P401





VICINITY MAP
NOT TO SCALE



BASIS OF BEARINGS

THE BEARING OF N80°43'35"E BETWEEN FOUND CITY OF BERKELEY MONUMENTS ON DWIGHT AVENUE AS SHOWN ON THAT RECORD OF SURVEY FILED FOR RECORD MARCH 30, 1995, IN BOOK 18 OF RECORDS OF SURVEY AT PAGE 97.

BENCHMARK

THE ELEVATIONS SHOWN HEREON ARE BASED ON A FOUND CITY OF BERKELEY BENCHMARK, MONUMENT B0837, A 1/4" BRASS PIN IN A MONUMENT WELL. ELEVATION 166.22 FEET (DATUM = CITY OF BERKELEY).

NOTES

1. THE RESOLVED BOUNDARY SHOWN HEREON IS THE RESULT OF A FIELD SURVEY CONDUCTED BY BKF ENGINEERS AND IS BASED UPON RECORD INFORMATION OBTAINED FROM CITY OF BERKELEY MONUMENT CARDS AND UNRECORDED SURVEYS, AND THAT RECORD OF SURVEY, RS NO. 1247, FILED MARCH 30, 1995, IN BOOK 18 OF RECORD OF SURVEYS AT PAGE 97, ALAMEDA COUNTY RECORDS
2. TOPOGRAPHY SHOWN HEREON WAS COMPILED BY FIELD SURVEYS PERFORMED IN AUGUST OF 2018.
3. ALL UNITS ARE IN US SURVEY FEET AND DECIMALS THEREOF.
4. ALL TIES ARE PERPENDICULAR UNLESS NOTED OTHERWISE.

UTILITY NOTE

THE UTILITY LINES SHOWN ON THIS PLAN ARE DERIVED FROM SURFACE OBSERVATION. ACTUAL LOCATION AND SIZE, TOGETHER WITH THE PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SYMBOLS & LEGEND

EXISTING

- VALVE (AS NOTED)
- FIRE HYDRANT
- SIGN
- TELEPHONE MANHOLE
- UTILITY POLE w/ STREET LIGHT
- PROPERTY LINE
- EASEMENT
- MONUMENT LINE
- SURVEY TIE
- FENCE
- OVERHEAD UTILITY
- SANITARY SEWER
- CONCRETE
- DETECTABLE WARNING

ABBREVIATIONS

AC	ASPHALT CONCRETE
APN	ASSESSOR'S PARCEL NUMBER
BLDG	BUILDING
BW	BACK OF SIDEWALK
CB	CATCH BASIN
CLDR	CENTERLINE OF DOOR
CONC	CONCRETE
DI	DROP INLET
DOC	DOCUMENT NUMBER
DWY	DRIVEWAY
E	ELECTRIC
EP	EDGE OF PAVEMENT
FL	SURFACE FLOWLINE
FNC	FENCE
GM	GAS METER
INV	INSIDE BOTTOM OF PIPE
LG	LIP OF GUTTER
OR	OFFICIAL RECORDS
OVHG	OVERHANG
PKM	PARKING METER
RS	RECORD OF SURVEY
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
TC	TOP FACE OF CURB
TG	TOP OF GRATE
TYP	TYPICAL
UB	UTILITY BOX
W-T	TOP OF WALL
WM	WATER METER
WV	WATER VALVE

SURVEYOR'S STATEMENT:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT.

KEVIN STEIN, P.L.S. NO. 9028

PROFESSIONAL LAND SURVEYOR — KEVIN STEIN — NO. 9028 — STATE OF CALIFORNIA

2018-09-11
DATE:

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WALNUT CREEK, CA 94596
(925) 940-2200
www.bkf.com

BOUNDARY AND TOPOGRAPHIC SURVEY OF THE LANDS OF RICHARD NAGLER PROPERTIES, LLC AND DWIGHTMIL CO., LLC

2019, 2015, & 2001 BLAKE STREET AND 2012, 2016 & 2020 DWIGHT WAY

CITY OF BERKELEY — ALAMEDA COUNTY — STATE OF CALIFORNIA

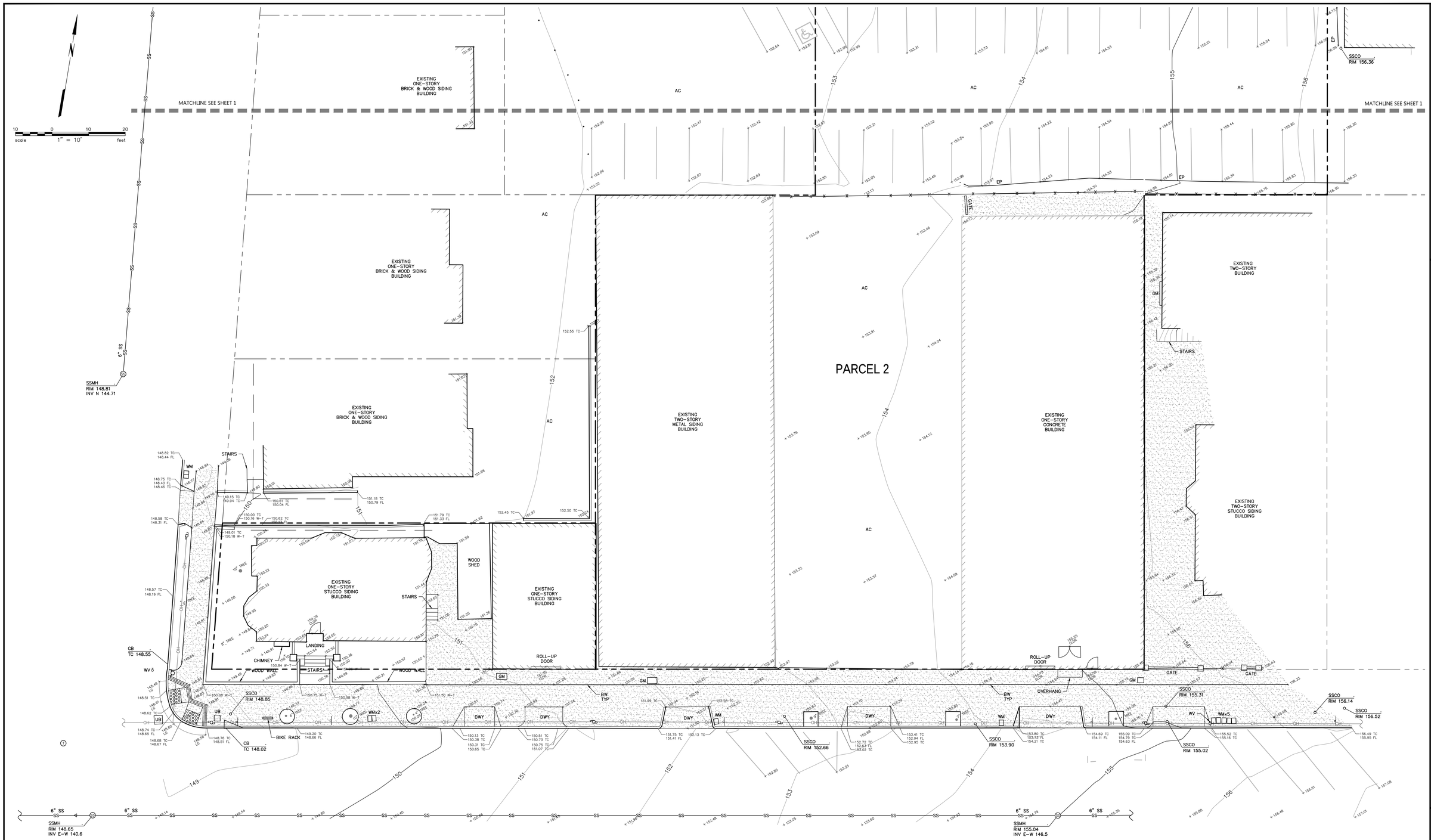
No.	Revisions

Date: 2018-09-11
Scale: AS SHOWN
Design: N/A
Drawn: RGM
Approved: KS
Job No:20181282-50

Drawing Number: C0.1

1 OF 2

DRAWING NAME: K:\2018\181282_Blake_&_Milvia\SUR\Mapping\Topo\181282_V-TOPO.dwg
PLOT DATE: 09-11-18 PLOTTED BY: mster



SYMBOLS & LEGEND

EXISTING

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- UTILITY POLE w/ STREET LIGHT
- PROPERTY LINE
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ABBREVIATIONS

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OF THE LANDS OF RICHARD NAGLER PROPERTIES, LLC AND DWIGHTMIL CO., LLC
2019, 2015, & 2001 BLAKE STREET AND 2012, 2016 & 2020 DWIGHT WAY

CITY OF BERKELEY
ALAMEDA COUNTY
STATE OF CALIFORNIA

Revisions

No.	

Date:	2018-09-11
Scale:	AS SHOWN
Design:	N/A
Drawn:	RGM
Approved:	KS
Job No:	20181282-50

Drawing Number:
C0.2
2 OF 2

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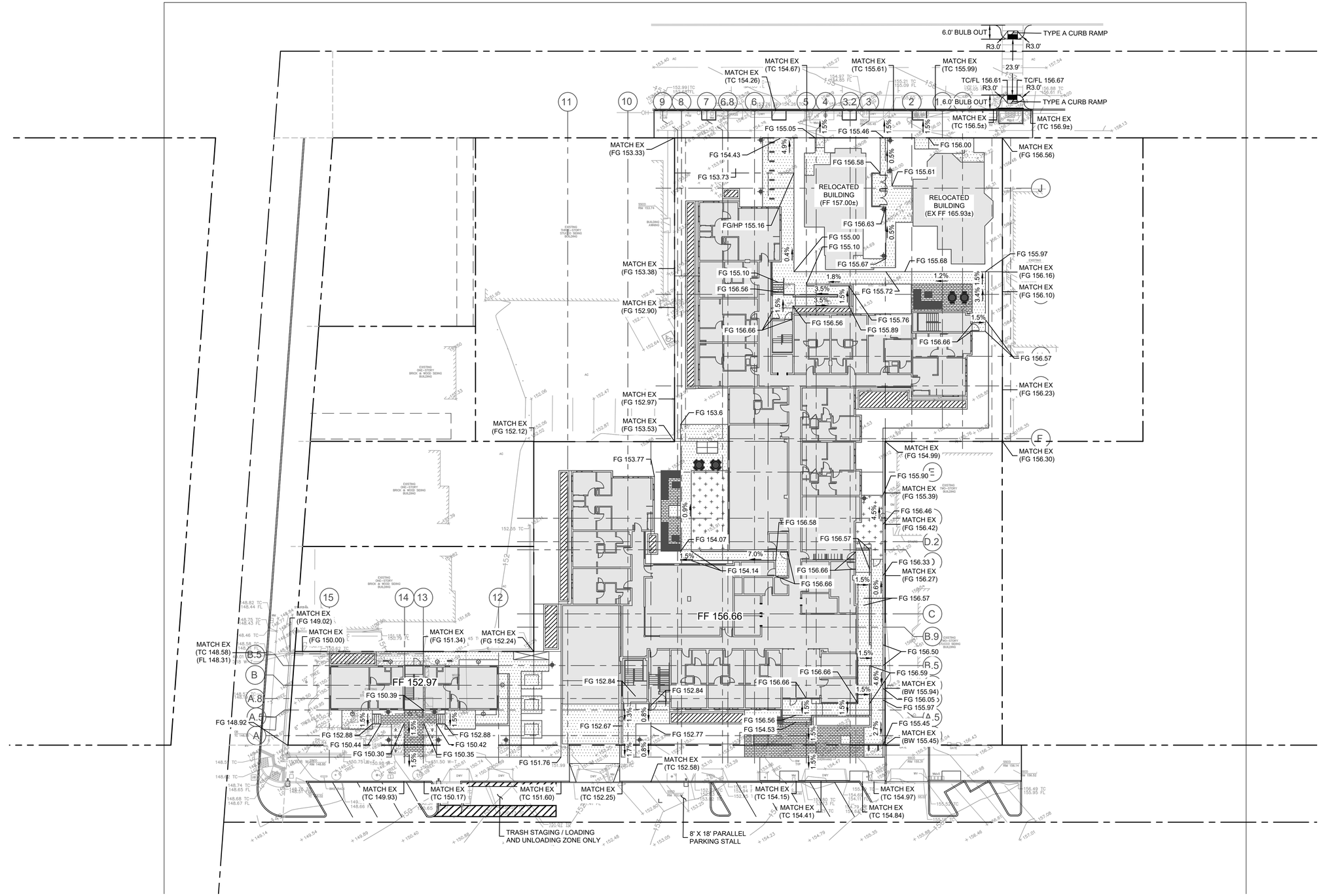


LEGEND

EXISTING

- VALVE (AS NOTED)
- FIRE HYDRANT
- SIGN
- TELEPHONE MANHOLE
- UTILITY POLE W/ STREET LIGHT
- PROPERTY LINE
- EASEMENT
- MONUMENT LINE
- SURVEY TIE
- CONTOUR LINE
- FENCE
- OVERHEAD UTILITY
- SANITARY SEWER
- CONCRETE
- DETECTABLE WARNING
- STORMWATER TREATMENT RAISED PLANTER

PROPOSED

- STREET LIGHT
- GATE
- BIKE RACK
- PLANTER
- PLANT
- TREE

ABBREVIATIONS

BW	BACK OF WALK
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
TC	TOP OF CURB

GRADING GENERAL NOTES

1. GRADING OPERATIONS WILL OCCUR OVER EXISTING UTILITIES. CONTRACTOR SHALL EXERCISE THE NECESSARY CARE TO ENSURE EXISTING UTILITIES ARE NOT DAMAGED OR EXPERIENCE ANY INTERRUPTION IN SERVICE. ANY UTILITIES DAMAGED DUE TO THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED TO ORIGINAL CONDITION AT THE EXPENSE OF THE CONTRACTOR.
2. ORDER OF WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE PHASED SUCH THAT CLOSURE OF PUBLIC FACILITIES ARE MINIMIZED.
3. FINAL PAVING LIMITS ARE TO THE CENTERLINE OF BLAKE STREET AND TO THE CENTERLINE OF MILVIA STREET.
4. PRIOR TO CONSTRUCTION COORDINATION OF DRIVEWAY CONSTRUCTION SHALL TAKE PLACE WITH ADJACENT PROPERTY OWNER, SO AS TO NOT INTERRUPT THEIR NORMAL BUSINESS ACTIVITIES

CUT/FILL SUMMARY

CUT (CY)	FILL (CY)	NET (CY)
21,100	0	21,100

NOTES:
1. SHRINKAGE AND EXPANSION FACTORS NOT ACCOUNTED FOR IN EARTHWORKS ANALYSIS. CUT FACTOR = 1.0 AND FILL FACTOR = 1.0.

BKF

LACONIA DEVELOPMENT LLC

GRAPHIC SCALE
20 0 20 40

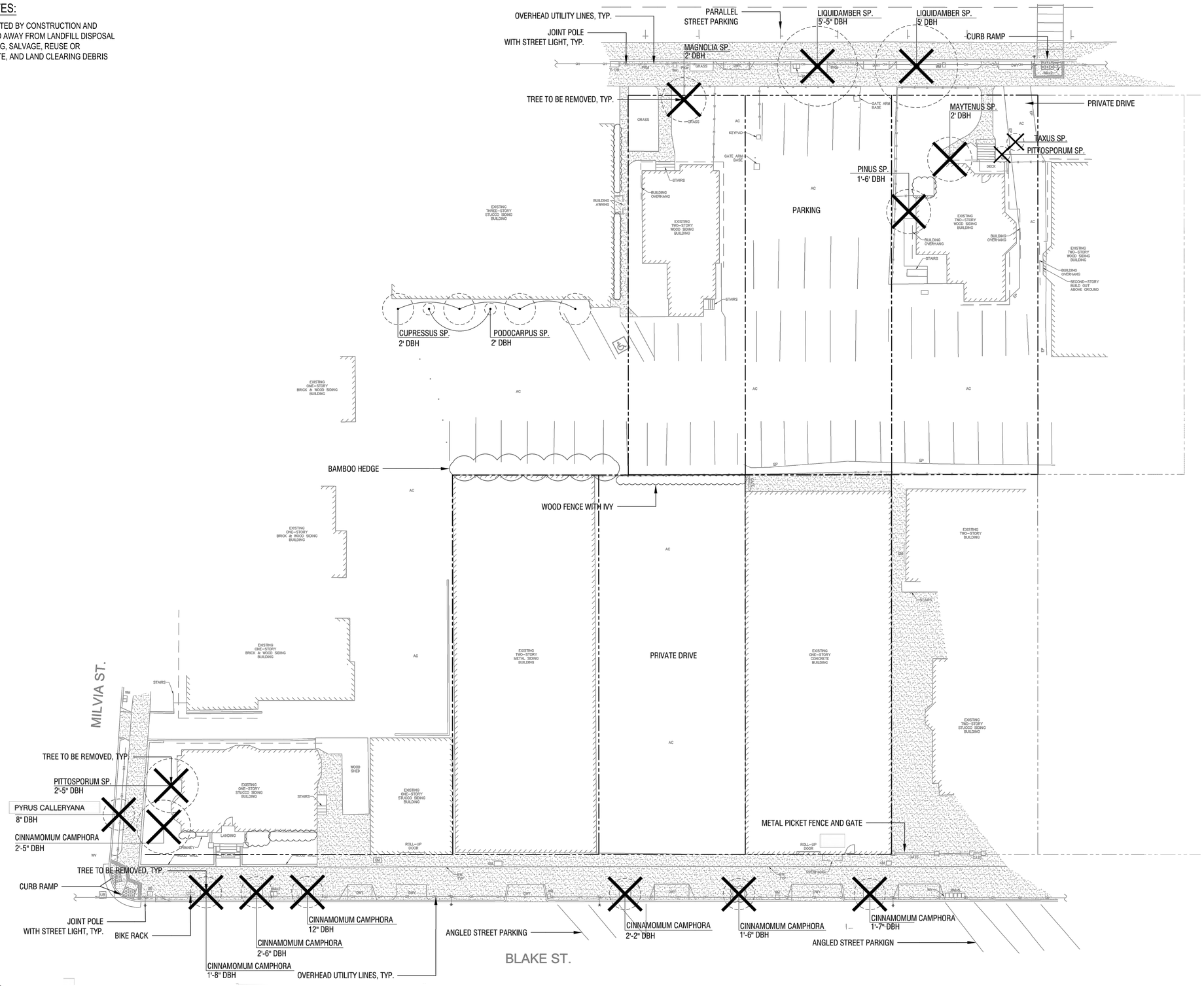
CONCEPTUAL GRADING PLAN

2020 BLAKE STREET -

C1.0

LANDSCAPE COINSTRUCTION NOTES:

1. A MINIMUM OF 65% OF THE WASTE GENERATED BY CONSTRUCTION AND DEMOLITION ACTIVITIES MUST BE DIVERTED AWAY FROM LANDFILL DISPOSAL THROUGH ANY COMBINATION OF RECYCLING, SALVAGE, REUSE OR COMPOSTING. 100% OF ASPHALT, CONCRETE, AND LAND CLEARING DEBRIS MUST BE RECYCLED.



HMH PN:	5989.00
DESIGNED BY:	LS/ST
DRAWN BY:	SS
REVIEWED BY:	ST/BG

LICENSED LANDSCAPE ARCHITECT — BRYAN JOEL GUSKA — NO. 5292 — Signature — 3/29/23 — Renewal Date — Date — STATE OF CALIFORNIA

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LACONIA DEVELOPMENT LLC

EXISTING CONDITIONS

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
1	05/23/2019	ZONING RESUBMITTAL	
2	04/08/2022	ZONING RESUBMITTAL	
3	12/14/2022	REVISED ENTITLEMENT SET	
10	6/15/2023	ROUNDTABLE REVIEW	

L001

LANDSCAPED AREAS:

- A — ANGLED PARKING WITH NEW STREET TREES
- B — PRIVATE PLAZA WITH LOUNGE SEATING AND FLEXIBLE OPEN SPACE
- C — RAMP TO LOWER LEVEL PARKING GARAGE
- D — PLAZA WITH SCULPTURE
- E — RIDE SHARE DELIVERY SPOT
- F — DOG PARK WITH BENCH SEATING
- G — RENOVATED AND RELOCATED VICTORIANS
- H — PLANNED BUS STOP
- I — PROPOSED SENIOR HOUSING
- J — NEIGHBORING RESIDENCES
- K — SEASONAL PLANTING BED (ANNUALS)
- L — TRASH STAGING
- M — ENTRANCE SCULPTURE
- N — SYNTHETIC LAWN
- O — FLEXIBLE SEATING WITH PING PONG TABLE
- P — BIKE RACKS
- Q — BIOTREATMENT PLANTERS, TYPICAL

GRAPHIC SCALE

20 0 10 20 40 80

(In Feet)

1 inch = 20 feet

HMH PN:	5989.00
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DRAWN BY:	SS
REVIEWED BY:	ST/BG

LICENSED LANDSCAPE ARCHITECT — BRIAN JOEL GROSE — NO. 5292 — Signature — Renewal Date — Date — STATE OF CALIFORNIA

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LANDSCAPE PLAN - GROUND FLOOR

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
1	05/23/2019	ZONING RESUBMITTAL	
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L002

A TRASH LOADING ZONE

B ACCENT PLANTER WALL

C WOOD TIERED PLANTER SHELF

D BENCH

E TRASH RECEPTACLE

DWIGHT WAY

MILVIA STREET

BLAKE STREET

F BIKE RACKS

G SCULPTURE AT ENTRANCE

H 6' H METAL PICKET FENCE

I GATE

J SYNTHETIC LAWN

GRAPHIC SCALE

20 0 10 20 40 80

(In Feet)

1 inch = 20 feet

HMH PN:	5989.00
DESIGNED BY:	LS/ST
DRAWN BY:	SS
REVIEWED BY:	ST/BG

LICENSED LANDSCAPE ARCHITECT BRIAN JOEL GLICK NO. 5292 Signature 3/31/23 Renewal Date Date STATE OF CALIFORNIA

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LANDSCAPE MATERIALS PALETTE

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
1	05/23/2019	ZONING RESUBMITTAL	
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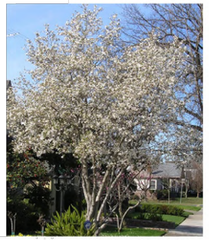
L003

TREES

MELALEUCA
QUINQUINERVIA
PAPERBARK TREE
40'H X 25'W
LOW WATER USE

ACER RUBRUM
RED MAPLE
50'H X 40'W
MODERATE WATER USE

PARROTIA PERSICA
PERSIAN IRONWOOD
20-40'H x 15-30'W
MODERATE WATER USE



MAGNOLIA STELLATA
STAR MAGNOLIA
20'H X 15'W
MODERATE WATER USE

GARRYA ELLIPTICA
COAST SILKTASSEL
10'H X 10'W
LOW WATER USE

ST. MARY'S MAGNOLIA
MAGNOLIA GRANDIFLORA
'ST MARY'S'
20-25' H x 20-25'W
MODERATE WATER USE

PISTACHIA CHINENSIS
CHINESE PISTACHE
25-35' H x 25-35'W
LOW WATER USE

ANNUALS

NOTE: PLANT ULTIMATE SIZES ARE REFERENCED THE SUNSET WESTERN GARDEN BOOK AND SAN MARCOS GROWERS NURSERY (WWW.SMGROWERS.COM). PLANT WATER USE CLASSIFICAITONS ARE REFERENCED FROM THE WUCOLS DATABASE.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

BILL SOWA

HMH PN:	5989.00
DESIGNED BY:	LS/ST
DRAWN BY:	SS
REVIEWED BY:	ST/BG

LICENSED LANDSCAPE ARCHITECT
BRIAN JOEL BILICH
NO. 5292
Signature
5/5/23
Renewal Date
Date
STATE OF CALIFORNIA

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San Jose, CA 95131
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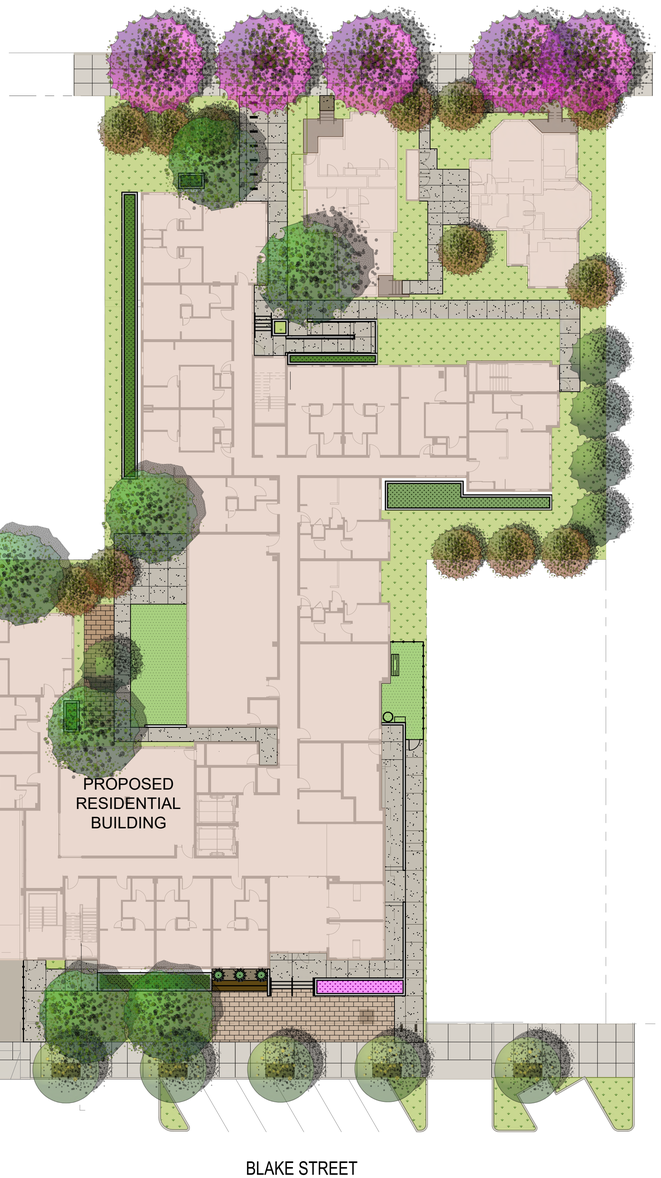
DWIGHT WAY



BLAKE STREET

BIOTREATMENT PLANTS

WESTRINGIA FRUTICOSA
'GREY BOX'
DWARF COAST ROSEMARY
3'H X 3'W
LOW WATER USE

DESCHAMPSIA CESPITOSA
TUFTED HAIRGRASS
3'H X 2'W
LOW WATER USE

RHAMNUS CALIFORNICA
'LEATHERLEAF'
LEATHERLEAF COFFEBERRY
4-5'H X 4-6'W
LOW WATER USE

SHRUBS, GRASSES & PERENNIALS

ARTEMISIA 'POWIS CASTLE'
WORMWOOD
3'H X 2'W
LOW WATER USE

ACHILLEA MILLEFOLIUM
YARROW
2'H X 2'W
LOW WATER USE

ERIOGONUM FASCICULATUM
CALIFORNIA BUCKWHEAT
2'H X 3'W
LOW WATER USE

HELLEBORUS ARGUITFOLIUS
CORSICAN HELLEBORE
3'H X 3'W
LOW WATER USE

ACHILLEA MILLEFOLIIUM
'TERRACOTTA'
ACHILLEA 'TERRACOTTA'
2'H X 2'W
LOW WATER USE

MUHLENBERGIA 'WHITE CLOUD'
WHITE AWN MUHLY
3'H X 3'W
LOW WATER USE

SALVIA SPATHACEA
HUMMINGBIRD SAGE
2'H X 3'W
LOW WATER USE

SALVIA LEUCANTHA
MEXICAN BUSH SAGE SAGE
4'H X 4'W
LOW WATER USE

STACHYS BYZANTINA
LAMB'S EARS
1.5'H X 1.5'W
LOW WATER USE

GRAPHIC SCALE
20 0 10 20 40 80
(In Feet)
1 inch = 20 feet

PLANT PALETTE

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
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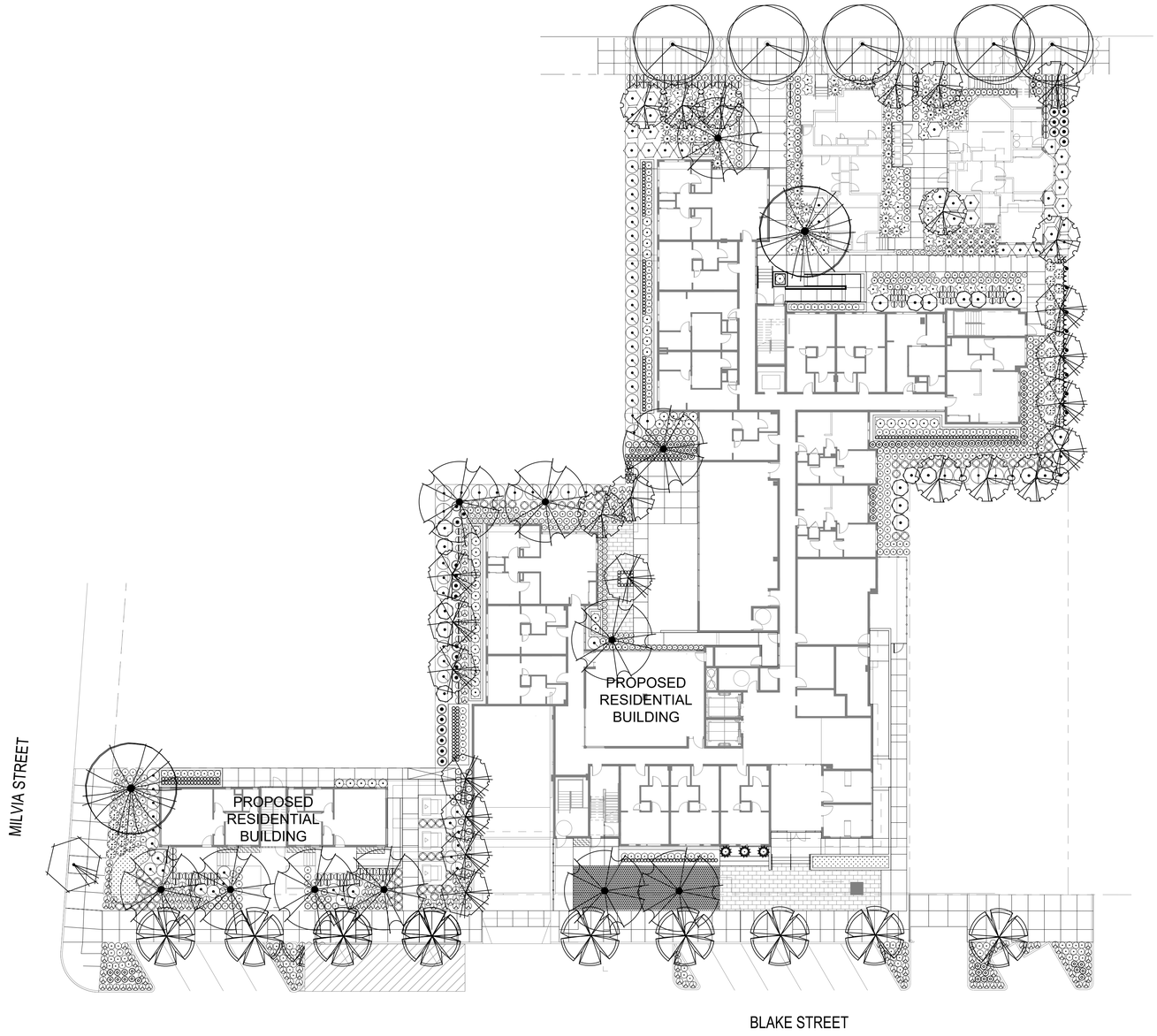
L004



SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	SPACING	WUCOLS	NOTES
	Rhamnus californica/ Leatherleaf Coffeeberry	5 GAL	4' O.C.	Low	4-5'H X 4-6' W
	Salvia leucantha / Mexican Bush Sage	5 GAL	4' O.C.	Low	4'H X 4' W
	Sarcococca ruscifolia / Sweet Box	5 GAL	4' O.C.	Low	4-6'H X 3-7' W
	Westringia fruticosa 'grey box' / Dwarf Coast Rosemary	5 GAL	3' O.C.	Low	3'H X 3'W
	Deschampsia cespitosa / Tufted Hairgrass	1 GAL	2' O.C.	Low	3'H X 2'W
	Lomandra longifolia / *Dwarf Mat Rush*	1 GAL	2' O.C.	Low	3'H X 3'W
	Salvia spathacea / Hummingbird Sage	1 GAL	3' O.C.	Low	2'H X 3'W
	Achillea 'terracotta' / Achillea millefolium 'Terracotta'	1 GAL	2' O.C.	Low	2'H X 2'W
	Helleborus argutifolius/ Corsican Hellebore	1 GAL	3' O.C.	Low	3'H X 3'W
	Festuca californica / California fescue	1 GAL	2' O.C.	Low	2'H X 2'W
	Lavandula x allardii 'Meerlo' / Variegated Allard's Lavender	5 GAL	2'O.C.	Low	2-3'H X 2-3'W
	Muhlenbergia capillaris 'White Cloud'/ White Awn Muhly	1 GAL	2' O.C.	Low	3'H X 3'W
	Achillea millefolium/ Yarrow	1 GAL	2' O.C.	Low	1-2'H X 2-4'W
	Artemisia powis castle / Common wormwood	1 GAL	2' O.C.	Low	3'H X 2'W
	Stachys byzantina/ Lamb's Ear	1 GAL	18" O.C.	Low	1.5'H X 1.5'W
	Westringia fruticosa 'Smokey'/ Coast Rosemary	5 GAL	4' O.C.	Low	4-6'H X 4-5'W
	Erigeron karvinskianus Fleabane/ Santa Barbara Daisy	1 GAL	3' O.C.	Low	1-2'H X 3-5'W
	Nepeta faassenii / Catmint	5 GAL	2' O.C.	Low	2'H X 2'W
	Dorycnium hirsutum/ Hairy Canary Flower	1 GAL	2' O.C.	Low	1-2'H X 2-3'W
	Trachelospermum jasminoides/ Star Jasmine	15 GAL	6' O.C.	Medium	VINE
	Phlomis fruticosa / Jerusalem Sage	1 GAL	18" O.C.	Low	2'H X 2'W
	Festuca rubra/ No Mow Fescue	1 GAL		Low	LAWN
	Arctostaphylos densiflora / Manzanitas	5 GAL	4' O.C.	Low	4-6'H X 3-7' W
	Annual Color				

GRAPHIC SCALE

20 0 10 20 40 80

(In Feet)

1 inch = 20 feet

HMH PN:	5989.00
DESIGNED BY:	LS/ST
DRAWN BY:	SS
REVIEWED BY:	ST/BG

LICENSED LANDSCAPE ARCHITECT BRIAN JOEL GUDE NO. 5292 Signature 3/29/23 Renewal Date Date STATE OF CALIFORNIA

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LACONIA DEVELOPMENT LLC

PLANTING PLAN - GROUND FLOOR

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
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L005

IRRIGATION DESIGN CRITERIA:

1. FINAL DESIGN SHALL CONFORM TO AB1881 OR CITY ADOPTED WATER EFFICIENT LANDSCAPE ORDINANCE.
2. ALL PLANTING AREAS SHOWN WILL BE COMMONLY MAINTAINED BY THE OWNER AND IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM.
3. IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL. THESE SYSTEMS WILL BE INSTALLED AS SOON AS PRACTICAL AFTER GRADING AND PRIOR TO PLANT MATERIAL INSTALLATION AND HYDROSEEDING.
4. ALL TURF, TREE, SHRUB AND GROUNDCOVER AREAS WILL BE IRRIGATED BY A PERMANENT, AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM. ALL SPRAY AREAS WILL BE IRRIGATED BY HIGH EFFICIENCY MATCHED PRECIPITATION RATE POP-UP SPRAY HEADS. TURF, TREE, SHRUB, AND GROUND COVER AREAS SHALL BE ON SEPARATE VALVES ACCORDING TO PLANT WATER REQUIREMENTS AND EXPOSURE.
5. ALL IRRIGATION SYSTEMS SHALL BE DESIGNED, MAINTAINED AND MANAGED TO MEET OR EXCEED MINIMUM EFFICIENCY.
6. ALL IRRIGATION EQUIPMENT SHALL BE SCREENED APPROPRIATELY FROM VIEW IN PUBLIC AREAS TO THE MAXIMUM EXTENT POSSIBLE.
7. THE FINAL IRRIGATION PLAN SHALL ACCURATELY AND CLEARLY IDENTIFY:
   - A. LOCATIONS AND SIZES OF WATER POINTS OF CONNECTION.
   - B. LOCATION, TYPE AND SIZE OF ALL COMPONENTS OF THE IRRIGATION SYSTEM, INCLUDING AUTOMATIC CONTROLLERS, MAIN AND LATERAL LINES, VALVES, SPRINKLER HEADS, RAIN SWITCHES, AND QUICK COUPLERS.
   - C. STATIC WATER PRESSURE AT THE POINTS OF CONNECTION.
   - D. FLOW RATE (GALLONS PER MINUTE), REMOTE CONTROL VALVE SIZE, AND DESIGN OPERATING PRESSURE (PSI) FOR EACH STATION.
   - E. HYDROZONE INFORMATION TABLE.
   - F. WATER USE CALCULATIONS.
8. A NEW IRRIGATION WATER METER SHALL BE INSTALLED AS PART OF LANDSCAPE IMPROVEMENTS, LOCATION TO BE DETERMINED.
9. MINIMUM 3" MULCH DEPTH AND COMPOST SHALL BE APPLIED TO ACHIEVE A MINIMUM 6% ORGANIC MATTER IN SOIL COMPOSITION BASED ON A MWELO SPECIFIED SOIL ANALYSIS RESULTS FOR THE SITE SOIL. [CGBSC 4.304]
10. LOCATE RAIN SENSOR IN THE LANDSCAPING DESIGN WHOSE SIGNAL IS COMPATABLE WITH THE MASTER CONTROL VALVE. [CGBSC 4.304]

IRRIGATION ZONE LEGEND:

- LOW WATER SHRUBS AND GROUND COVER
- LOW WATER USE BIO TREATMENT SHRUBS
- MEDIUM WATER USE SHRUBS

HYDROZONE MAP

LANDSCAPED AREAS:

- A 728 SF
- B 155 SF
- C 5,385 SF
- D 563 SF
- E 266 SF
- F 294 SF
- G 413 SF
- H 610 SF
- I 2,204 SF
- J 977 SF

OPEN SPACE PROVIDED*: 18,679 SF TOTAL
(INCLUDING 7,084 SF ON LEVELS 2 THRU 8)

PERCENTAGE LANDSCAPED: 61 %
(SEE ARCHITECTURAL PLANS FOR ADDITIONAL OPEN SPACE CALCULATIONS)

LANDSCAPED AREAS LEGEND:

- USABLE OPEN SPACE BOUNDARY
- LANDSCAPE AREA

LANDSCAPED AREAS PLAN

GRAPHIC SCALE
20 0 10 20 40 80
(In Feet)
1 inch = 20 feet

HYDROZONE PLAN AND LANDSCAPED AREAS PLAN

2015 BLAKE STREET

#	DATE	ISSUES & REVISIONS	BY
1	05/23/2019	ZONING RESUBMITTAL	
2	04/08/2022	ZONING RESUBMITTAL	
3	12/14/2022	REVISED ENTITLEMENT SET	
10	05/26/2023	ROUNDTABLE REVIEW	

L006

HMH PN:	5989.00
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DRAWN BY:	SS
REVIEWED BY:	ST/BG

LICENSED LANDSCAPE ARCHITECT BRIAN JOEL GIOIA NO. 5292 Signature 3/9/20 Renewal Date Date STATE OF CALIFORNIA

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WATER EFFICIENT LANDSCAPE WORKSHEET

Reference Evapotranspiration (ETo)	41.8

Hydrozone # / Planting Description[a]	Plant Factor (PF)	Irrigation Method[b]	Irrigation Efficiency (IE)[c]	ETAF (PF/IE)	Landscape Area (Sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
Street Trees	0.5	Bubblers	0.81	0.62	135	83.33	2,159.67
Trees	0.5	Bubblers	0.81	0.62	342	211.11	5,471.16
Low Shrubs & Groundcovers	0.1	Drip	0.81	0.12	1,648	203.46	5,272.79
Low Shrubs & Groundcovers	0.2	Drip	0.81	0.25	12,457	3,075.80	79,712.50
Medium Shrubs & Groundcovers	0.4	Drip	0.81	0.49	149	73.58	1,906.91
					(A)	(B)	
				Total:	14,731.00	3,647.28	
Special Landscape Areas							
None	-	-	-	-	-	-	-
					(C)	(D)	
				Total:	-	-	

Estimated Total Water Use (ETWU):	94,523.01
Maximum Applied Water Allowance (MAWA):	209,972.73

ETAF CALCULATIONS

Regular Landscape Areas	
Total ETAF x Area	(B)
Total Area	(A)
Average ETAF	B ÷ A

All Landscape Areas	
Total ETAF x Area	(B+D)
Total Area	(A+C)

Regular Landscape Areas	
Total ETAF x Area	3,647.28
Total Area	14,731.00
Average ETAF	0.25

All Landscape Areas	
Total ETAF x Area	3,647.28
Total Area	14,731.00

ETAF CALCULATIONS

Average ETAF for Regular Landscape Areas must be 0.5 or below for residential areas, and 0.4 or below for non-residential areas.

Average ETAF 0.42

HOW TO USE THIS WORKSHEET

[a] Hydrozone # / Planting Description

Example:
1.) Front lawn
2.) Low water use plantings
3.) Medium water use planting

[b] Irrigation Method — ***[c] Irrigation Efficiency***
overhead spray — *0.75 for spray head*
or drip — *0.81 for drip*

[d] ETWU (Annual Gallons Required) = *Eto x 0.62 x ETAF x Area*
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year.

[e] MAWA (Annual Gallons Allowed) = *(Eto) (0.62) [(ETAF x LA) + ((1-ETAF) x SLA)]*
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, SLA is the total special landscape area in square feet, and ETAF is .55 for residential areas and 0.45 for non-residential areas.

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REVIEWED BY:	ST/BG

LICENSED LANDSCAPE ARCHITECT — BRIAN JOEL GILCHRIST — NO. 5292 — Signature — 3/31/23 Renewal Date — Date — STATE OF CALIFORNIA

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MWELO CALCULATIONS

2015 BLAKE STREET

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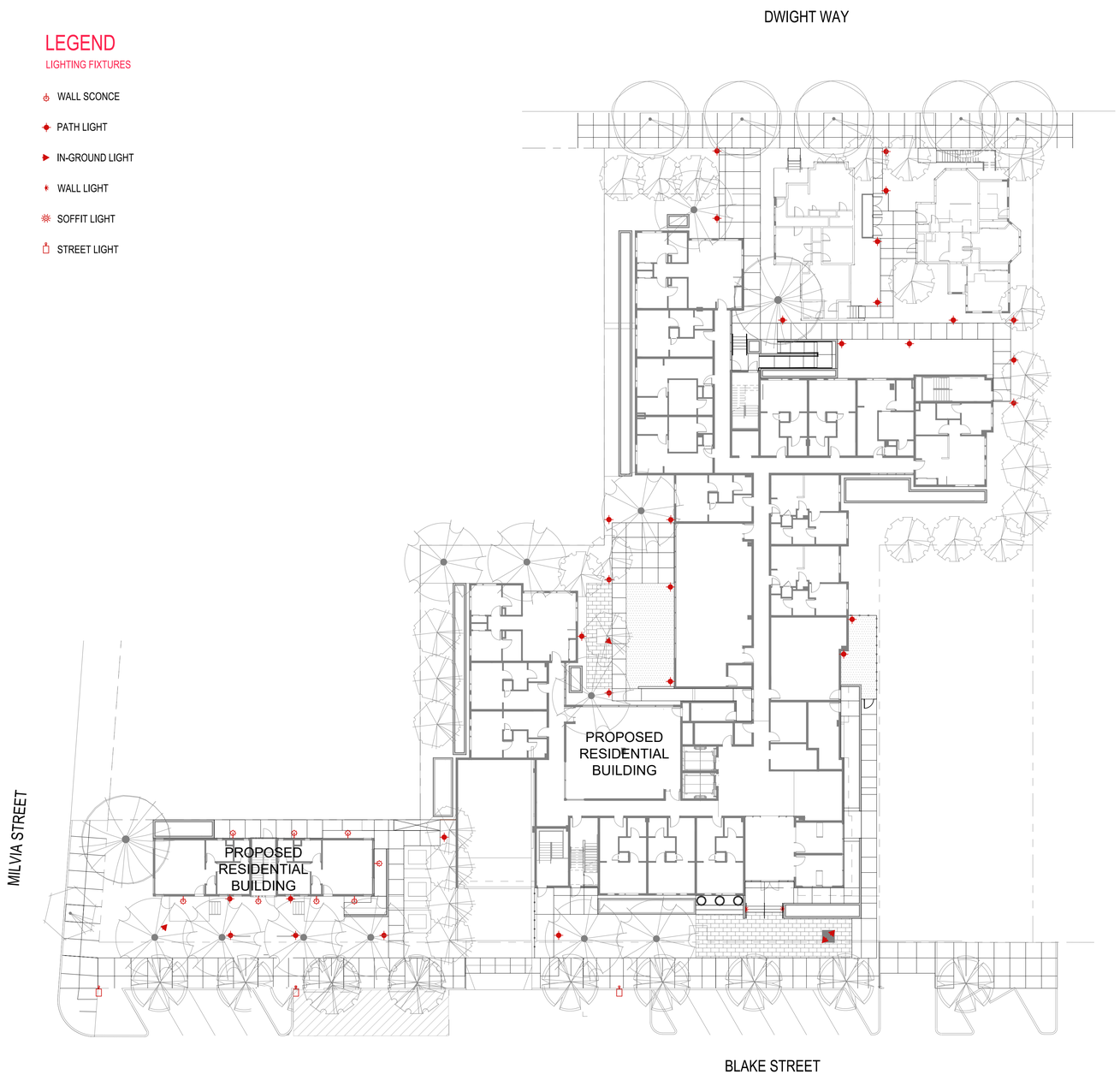
10	6/15/2023	ROUNDTABLE REVIEW	

L007

LEGEND

LIGHTING FIXTURES

- WALL SCONCE
- PATH LIGHT
- IN-GROUND LIGHT
- WALL LIGHT
- SOFFIT LIGHT
- STREET LIGHT



LIGHTING FIXTURES

CONCEPT IMAGES

WALL SCONCE

WALL LIGHT

PATH LIGHT

SOFFIT LIGHT

IN GROUND LIGHT

STREET LIGHT

GRAPHIC SCALE

20 0 10 20 40 80

(In Feet)

1 inch = 20 feet

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LIGHTING

2015 BLAKE STREET

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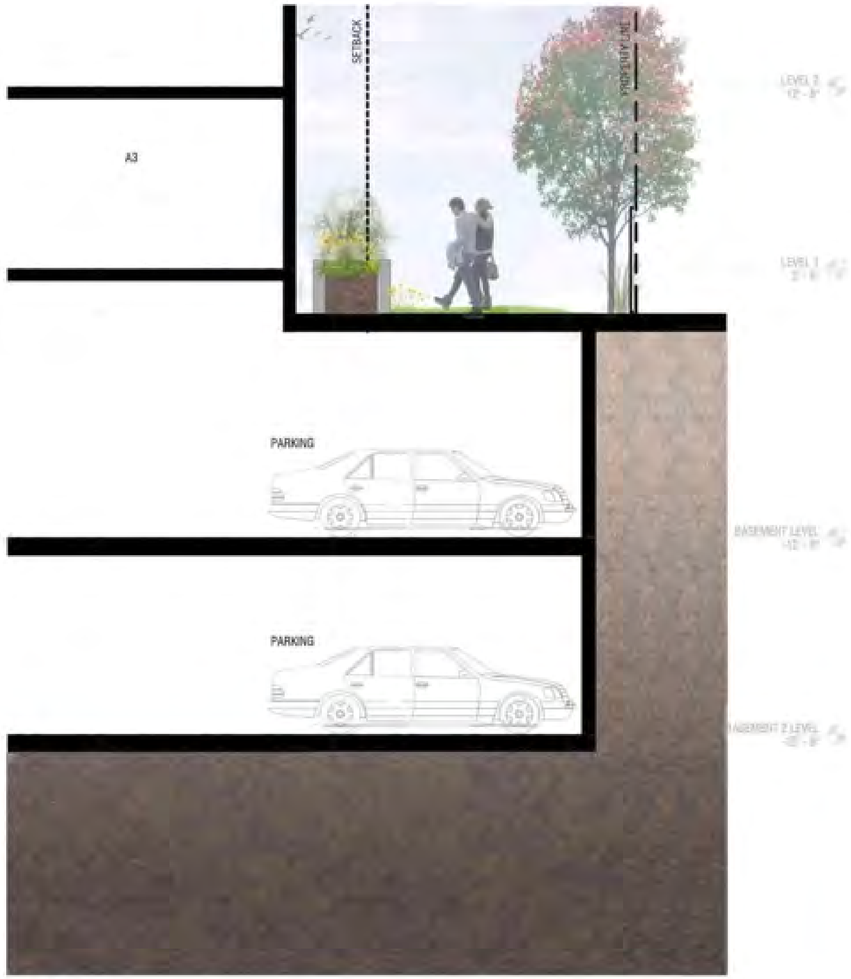
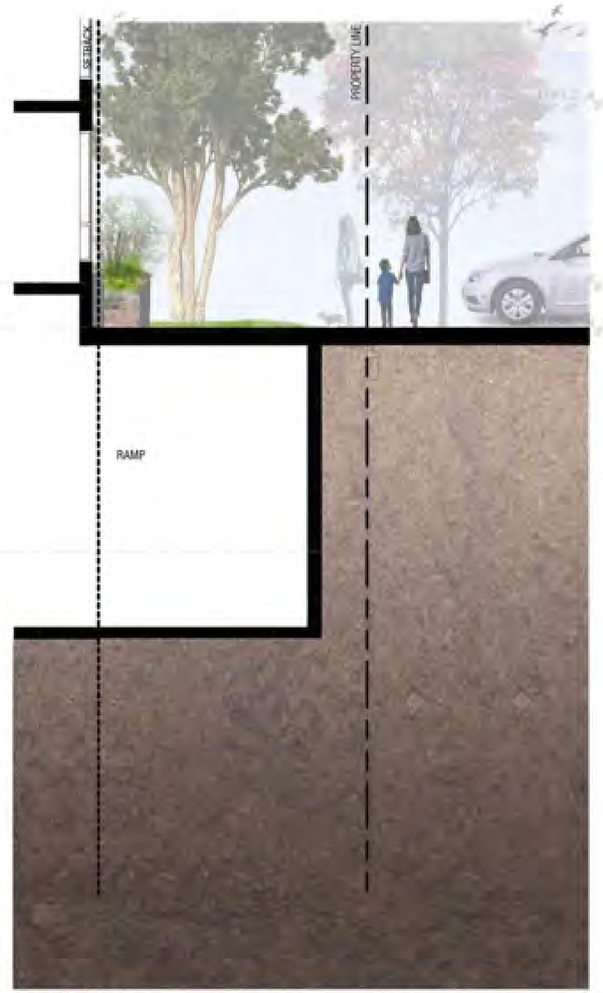
L008



② LANDSCAPE SECTION B
1/4" = 1'-0"



① LANDSCAPE SECTION A
1/4" = 1'-0"

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SECTION A & B

2015 BLAKE STREET

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3	12/14/2022	REVISED ENTITLEMENT SET	
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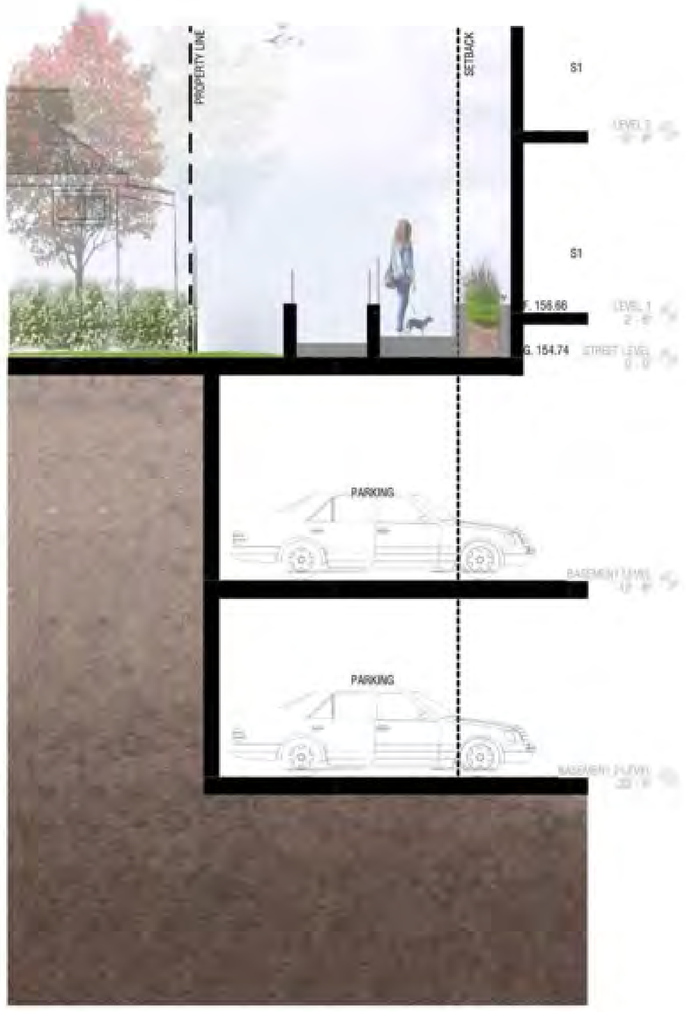
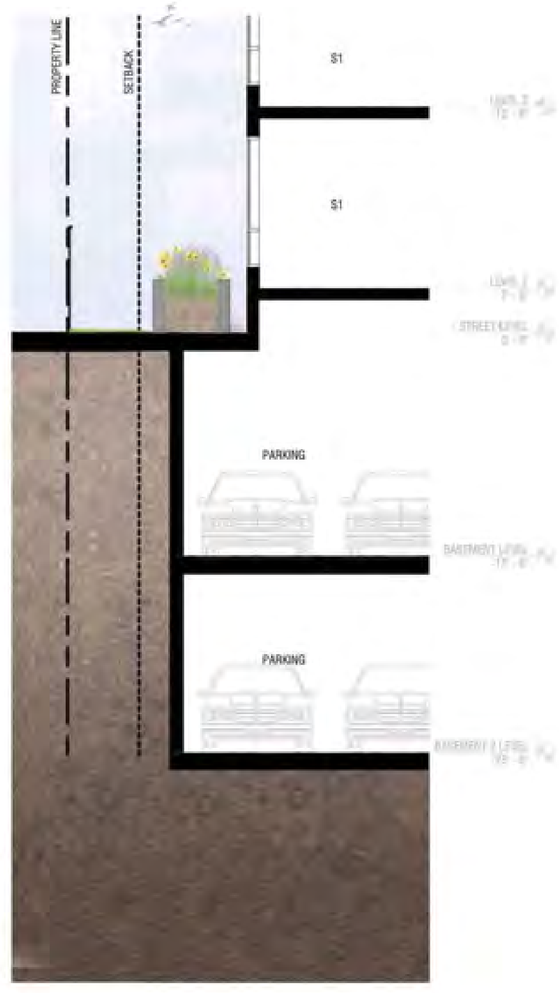
L009

KEY MAP



2 LANDSCAPE SECTION C
1/4" = 1'-0"



1 LANDSCAPE D
1/4" = 1'-0"

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SECTION C & D

2015 BLAKE STREET

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L010

2015 Blake Street Residential Project

Addendum to the 2015 Blake Street Residential Project Final Environmental Impact Report (SCH #2021010078)

prepared by

City of Berkeley
1947 Center Street, Second Floor
Berkeley, California 94704
Contact: Sharon Gong, Senior Planner, (510) 981-7429

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

June 2023

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

2015 Blake Street Residential Project

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Table of Contents

1 Introduction 1
2 Project Description 2
2.1 Summary of Proposed Changes 5
3 Decision Not to Prepare Subsequent EIR 12
4 Environmental Impacts of the Proposed Changes to the Original Project 13
4.1 Changes in Environmental Conditions 14
4.2 Air Quality 14
4.3 Cultural Resources 17
4.4 Energy 20
4.5 Greenhouse Gas Emissions 21
4.6 Land Use and Planning 23
4.7 Noise 26
4.8 Population and Housing 28
4.9 Public Services 29
4.10 Transportation 30
4.11 Utilities and Service Systems 33
4.12 Other Impacts 34
5 Conclusion 41
6 References and Preparers 42
6.1 References 42
6.2 List of Preparers 43

Tables

Table 1 Changes to Previously Approved Project 5
Table 2 Original Project Construction Emissions 14
Table 3 Modified Project Construction Emissions 16
Table 4 Consistency with 2023 Housing Element Update Policies 24
Table 5 Project Features with Existing Use Permit and Proposed Density Bonus 25
Table 6 Modified Project Adjusted Trip Generation 27
Table 7 Potential Housing and Population Increase 29

Figures

Figure 1 Project Site (Same as Original Project) 3
Figure 2 Proposed Underground Level One Floor Plan 7
Figure 3 Proposed Underground Level Two Floor Plan 8
Figure 4 Proposed Ground Floor Site Plan 9
Figure 5 Proposed Second Floor Plan 10

Figure 6 Proposed Building Elevations.....11

Appendices

Appendix A California Emissions Estimator Model Calculations
Appendix B Transportation Impact Study
Appendix C Phase I Environmental Site Assessment Certification

1 Introduction

This document is an Addendum to the *2015 Blake Street Residential Project Environmental Impact Report* (Final EIR) (State Clearinghouse #2021010078), which was prepared for the 2015 Blake Street Residential Project, hereinafter referred to as "the original project." The Final EIR, which is incorporated herein by reference, was certified in September 2021 by the City of Berkeley. The Final EIR included an Initial Study (IS) as Appendix IS.

The modified 2015 Blake Street Residential Project (hereinafter referred to as "the modified project") would involve changes to the previously approved original project analyzed in the Final EIR. Therefore, some modifications and additions are necessary to the previously certified Final EIR for the original project.

Pursuant to Section 15164 of the *CEQA Guidelines*, codified in Sections 15000 *et seq.* of Title 14 of the California Code of Regulations (CCR), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15612 calling for preparation of a subsequent EIR have occurred. Under Section 15162 (a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are substantial changes in the project or circumstances or substantially important new information that will cause the project to have significant new impacts or substantially increase the severity of previously identified significant impacts.

Specifically, the *CEQA Guidelines* state:

- The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (Section 15164 (a)).
- An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration (Section 15164 the).
- The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project (Section 15164 (d)).
- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (Section 15164 (e))

This addendum has been prepared in accordance with relevant provisions of CEQA (California Public Resources Code Section 21000, *et seq.*) and the *CEQA Guidelines*. It describes the modified project and compares its impacts to those identified in the Final EIR. The analysis demonstrates that the modified project does not require the preparation of a subsequent EIR.

2 Project Description

Project Location and Existing Conditions

The modified project, like the original project, is a proposed residential development in Berkeley, located between the downtown and south Berkeley neighborhoods and is on the same project site as the original project (see Figure 1). The project site consists of two parcels: Parcel 1, which has frontage along Dwight Way, and Parcel 2, which has frontage along Blake Street and Milvia Street. The original project included a parcel merger and lot line adjustment to combine seven on-site parcels into two parcels. This parcel merger and lot line adjustment was approved by the City of Berkeley Public Works Department since certification of the Final EIR. In addition, a minor offsite improvement, installation of Rectangular Rapid Flashing Beacons, would occur at the intersection of Blake Street and Shattuck Avenue. Otherwise, existing conditions have not changed substantially since certification of the Final EIR for the original project. Parcel 1 contains two Victorian-style, two-story, multi-family residential buildings at 2012 and 2020 Dwight Way. Parcel 2 contains a single-story structure at 2001 Blake Street (legally permitted as a residential duplex) that is being used as medical offices and three warehouse/commercial structures occupied by skylight and geodesic dome businesses. Parcel 2 also contains a building at 2019 Blake Street, which was found to be eligible for the California Register of Historical Resources (CRHR) according to a report by Architecture + History prepared in June 2020, due to its use by the Hawkeye Theater Group. A Project Impact Analysis was performed by LSA in October 2020 that concurred that the 2019 Blake Street building met criteria for the CRHR (included as Appendix HIS in the Final EIR).

Figure 1 Project Site (Same as Original Project)

Imagery provided by Microsoft Bing and its licensors © 2023.

Modified Project Description

The modified project would alter several components of the original project, including increased building height, increased number of residential units, addition of solar/PV on the main building, increased ground floor area, a slight decrease in bike parking and vehicle parking spaces, an increase in useable open space, and the addition of balconies added to select units. These modifications are listed in more detail in Table 1 below. The proposed modifications would expand, but not change, the use of the proposed buildings on the project site compared to that of the original project. Overall, the proposed modifications would result in a larger residential project with more units than the original project. Figure 2 through Figure 5 show the modified project plans. Figure 6 shows the proposed building elevations. The amenity space that was included on Floor 7 of the original project has been moved to the ground floor of the modified project. Additionally, the modified project does not include a roof deck; rather, balconies would be added onto residential units on floors 2 through 8. Similar to the original project, the modified project would include a subterranean parking lot with two levels accessible from a driveway along Blake Street.

Additional differences between the original project and the modified project include the color palette of the proposed project. The original project would use a color palette consisting of black, grey, white, and brown, while the modified project would use grey, black, white and red. The modified project would incorporate memorabilia from the Hawkeye Theater Group into the residential lobby of the main multi-family residential building and would install a storyboard about the group in the Blake Street Plaza, the same as proposed under the original project. The modified project would also include landscaping on approximately 33 percent of the project site; this is an increase from the original project, which would have included landscaping on 19 percent of the project site. The modified project would site the driveway in a substantially similar location and width as the original project, approximately 24-feet wide and approximately 120-feet east of the intersection between Blake Street and Milvia Street. The modified project would provide safety measures around the garage exit, such as pedestrian audio/visual signals for vehicles exiting the site and installation of Rectangular Rapid Flashing Beacons at Shattuck Avenue and Blake Street to increase pedestrian and bicycle safety.

Green Building Features

The modified project, unlike the original project, would include eight EV-Capable, 21 EV-Ready, and 13 EV-Charging parking spaces to comply with CALGreen Tier 2 standards. The original project proposed 19 EV spaces. Green building features included in the modified project would be largely similar to the original project and include solar/photovoltaic panels (on both rooftops of buildings proposed on Parcel 1 and to specifications pursuant to Berkeley Municipal Code [BMC] Chapter 19.36), fly-ash concrete, engineered wood products for long spans, durable exterior materials, low-emissions insulation, water-efficient plumbing and appliances, resident and irrigation submeters, high-efficiency lighting, built-in composting and recycling center, and zero-volatile-organic-compound (VOC) paints. Similar to the original project, the modified project would be consistent with green building features mandated by BMC Chapter 19.37 (diversion of construction waste), Chapter 19.36 (California Water Efficient Landscape Ordinance) and Chapter 12.80 (new construction would be all-electric and would not use natural gas). The existing buildings, as proposed under the original project, that would be relocated and renovated, would continue to be supplied by natural gas.

Construction

Site preparation, general construction methods, and proposed utility connections would remain similar to the original project. Overall construction of the modified project would take slightly less time than was anticipated for the original project (24 months rather than 26 months). Demolition would be the same as under the original project (i.e., demolition of the structures at 2001 Blake Street and 2019 Blake Street), and the two Victorians would be similarly relocated. Demolition is anticipated to result in approximately 250 tons of debris that would be hauled-off the project site. As indicated by the project applicant, construction equipment would include the use of only Tier 3 and Tier 4 engines, and unpaved roads would typically be watered twice daily throughout construction. Because both the original project and modified project include two stories of subterranean parking, the excavation and subsurface work would be similar. Excavation would result in approximately 18,000 cubic yards of soil being exported from the project site. Despite the additional story on the proposed main building and incremental height increase for the smaller proposed building, foundation work would not be substantially different from that proposed for the original project.

Density Bonus

The modified project includes a density bonus request. The project applicant would comply with the City's Affordable Housing Mitigation Fee Ordinance by restricting rental rates according to California's Density Bonus Law. The modified project would include 23 very low-income units in order to qualify for density bonus concessions and waivers (for height, setbacks, lot coverage, canopy in setback, unenclosed structure in setback, and open space) under the Density Bonus Law (Government Code Section 65915). The very low-income units would be of comparable size to the market rate units and would contain, on average, the same number of bedrooms, and have comparable appearance, materials, and finishes as the market rate units in the project. These units would also have access to the same common areas and amenities as the market rate units. The 50 percent density bonus would allow for an additional 65 units over the 147 base project units in the main building.

2.1 Summary of Proposed Changes

Key differences between the original project analyzed in the Final EIR and the modified project that are relevant to the environmental analysis are summarized in Table 1.

Table 1 Changes to Previously Approved Project

Project Characteristic	Original Project	Modified Project
Total Lot Area[1]	**41,745 sf**	**41,751 sf**
Total Building Area	**142,875 sf**	208,752 sf
Parcel 1	3,871 sf	3,953 sf
Parcel 2	134,888 sf	204,799 sf
Average Building Height[2]		
2015 Blake- Corner Multifamily Building	36' feet , 4 inches (three stories)	36' feet , 4 inches (three stories)
2015 Blake- Main Multifamily Building	78 feet, 1 inch (seven stories)	88 feet 6 inches (eight stories)
Total Residential Units	**168 units**	**219 units**

Project Characteristic	Original Project	Modified Project
2012 and 2020 Dwight Way (Existing Residential Buildings)	7 units	7 units
2015 Blake- Corner Multifamily Building and Main Multifamily Building	161 units	212 units
Affordable Units	9 units	25 units[3]
Total Open Space	**15,086 sf**	**20,531 sf**
Parcel 1- Open Space at Ground Level	2,914 sf[4]	2,851 sf
Parcel 2- Open Space at Ground Level	12,172 sf	10,586 sf
Parcel 2-Roof Deck (Original Project)/Balconies (Modified Project)	2,625 sf	7,084 sf
Parking	**2 subterranean levels**	**2 subterranean levels**
Vehicle Parking Spaces	93	81
Built-in Electric Vehicle Spaces	19	13[5]
Bicycle Parking Spaces	99 (80 long-term, 19 short-term)	93 (83 long-term, 10 short-term)
Energy Use	Natural gas (existing buildings at 2012 and 2020 Dwight Way only) and electricity	Natural gas (existing buildings at 2012 and 2020 Dwight Way only) and electricity
Construction		
Length	26 months	24 months
Cut/Export Quantity	18,360 cubic yards	18,000 cubic yards

sf = square feet

[1] The difference between the total lot area measured for the original project and modified project could have resulted from verification of the parcel boundaries when preparing plans for the modified project. The five square foot difference is negligible to the analysis in this addendum.

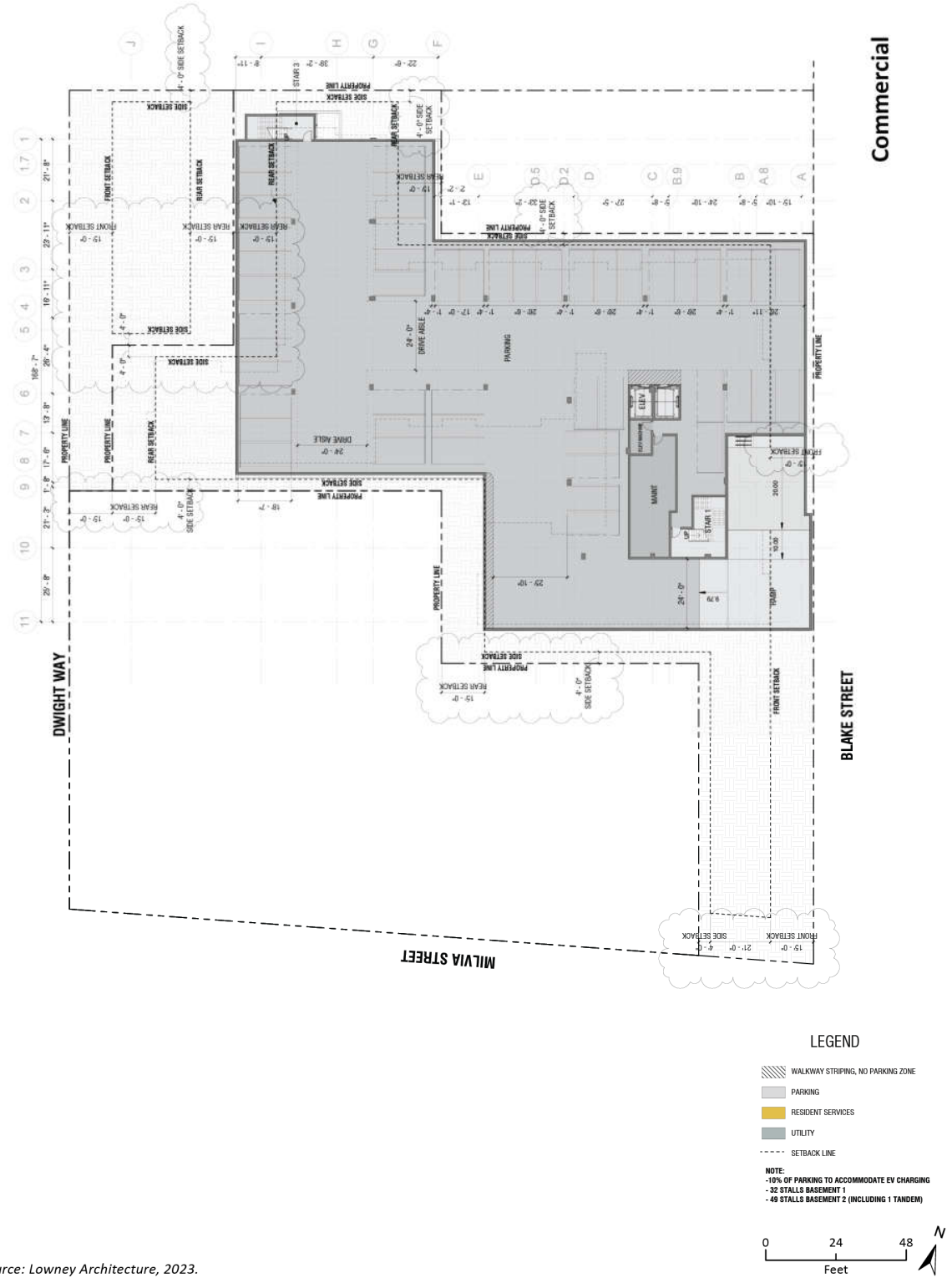
[2] Heights of Victorian buildings to be relocated and renovated would not change.

[3] Below market rate units include 23 units offered at 50% average median income (AMI) and two units offered at 80% AMI to replace two permitted residential units at 2001 Blake Street that would be demolished as part of the project.

[4] Modified project does not include a roof deck; rather balconies would be added onto residential units on floors 2 through 8 for a total of 7,084 sf.

[5] Eight spaces would be EV-Capable and 21 spaces would be EV-Ready.

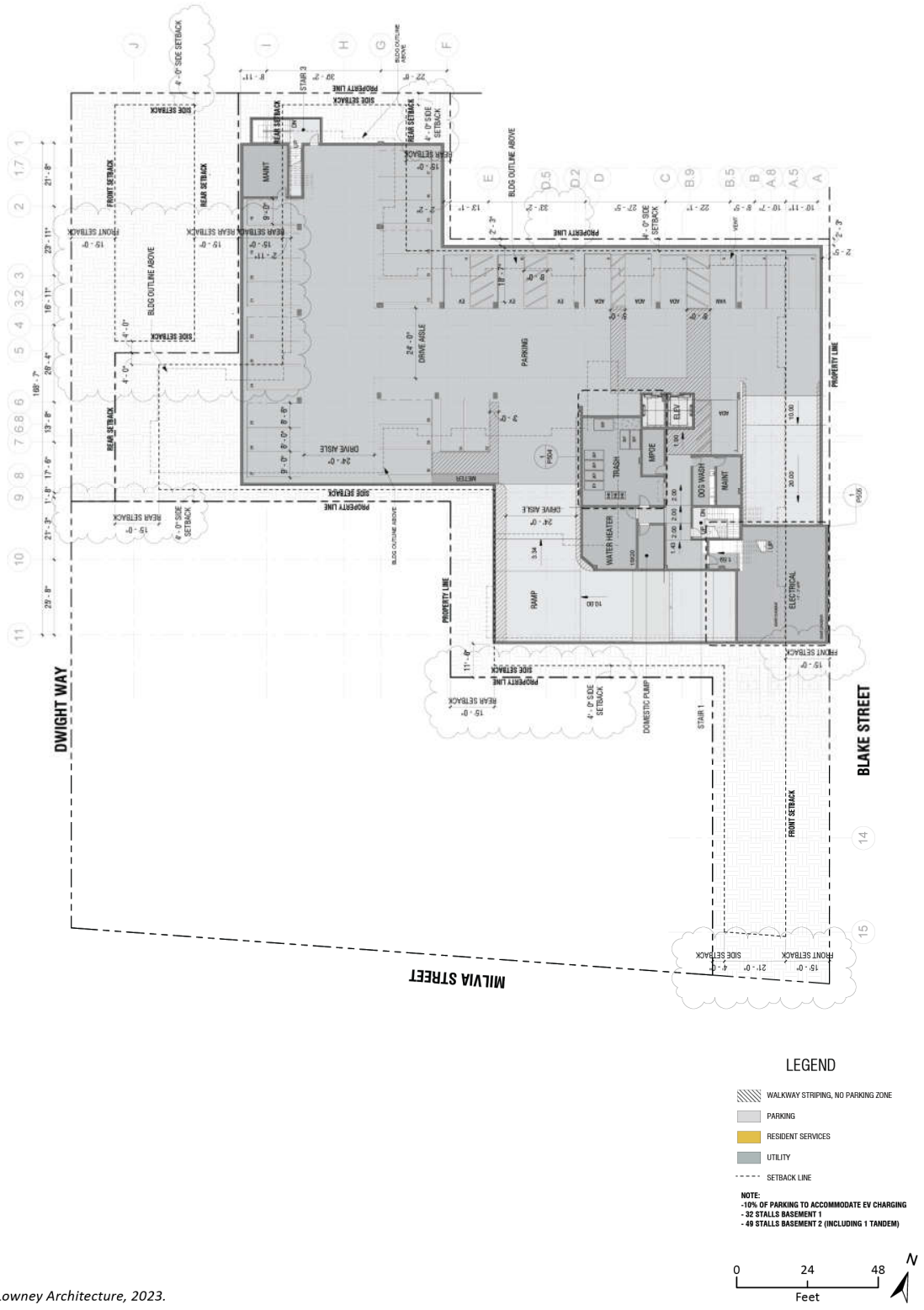
Figure 2 Proposed Underground Level One Floor Plan



Source: Lowney Architecture, 2023.

City of Berkeley
2015 Blake Street Residential Project

Figure 3 Proposed Underground Level Two Floor Plan



Source: Lowney Architecture, 2023.

Figure 4 Proposed Ground Floor Site Plan

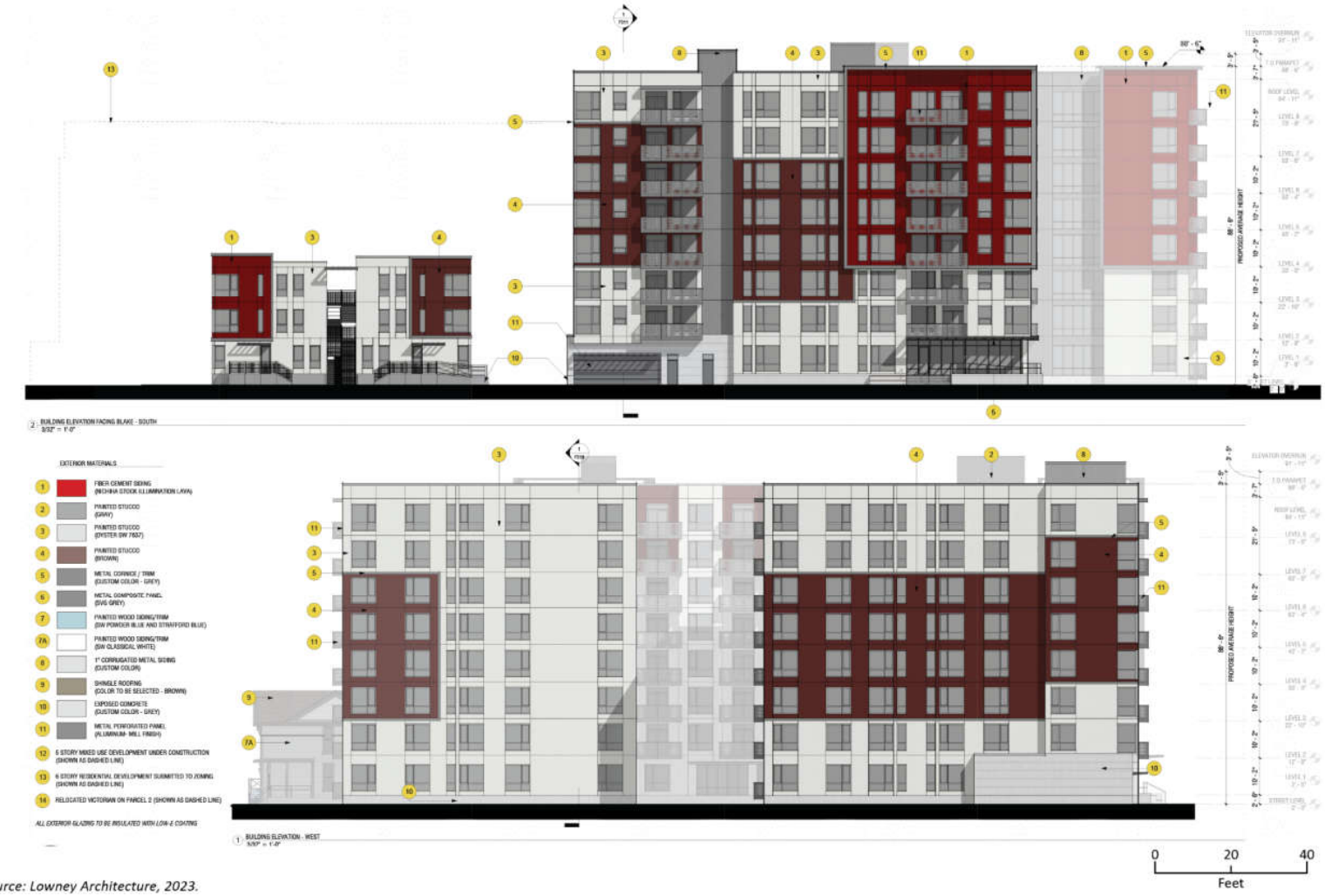
Source: Lowney Architecture, 2023.

City of Berkeley
2015 Blake Street Residential Project

Figure 5 Proposed Second Floor Plan

Source: Lowney Architecture, 2023.

Figure 6 Proposed Building Elevations



Source: Lowney Architecture, 2023.

3 Decision Not to Prepare Subsequent EIR

As outlined in Section 15164 of the *CEQA Guidelines*, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in *CEQA Guidelines* Section 15162 calling for preparation of a subsequent EIR have occurred.

The impact analysis that follows demonstrates that the modified project would not introduce new, significant environmental impacts beyond those that have already been identified and characterized in the Final EIR and that there are no substantial changes in the project or circumstances or substantially important new information that would cause the project to have significant new impacts or substantially increase previously identified significant impacts. None of the conditions described in *CEQA Guidelines* Section 15162 that would call for preparation of a subsequent EIR have occurred or would occur because of the modified project. Therefore, this addendum is the appropriate level of environmental documentation to provide under CEQA. The City of Berkeley will include this addendum, along with the Final EIR for the original project, in its consideration of the modified project.

4 Environmental Impacts of the Proposed Changes to the Original Project

This addendum evaluates the changes proposed under the modified project compared to the original project against the *CEQA Guidelines* Section 15162 criteria, to determine whether a subsequent EIR is necessary for the modified project. The existing environmental conditions on and around the project site are substantially the same under present conditions as those described in the Final EIR, with the exception of two relevant changes described below in Section 4.1. The analysis contained in this section provides updates where necessary to characterize potential impacts.

Appendix G of the *CEQA Guidelines* provides a checklist of environmental issues areas suggested for assessment in a CEQA analysis. The Final EIR addressed one of these environmental issue areas in detail (cultural resources), and the IS (Appendix IS to the Draft EIR) addressed the remainder. The issue areas studied included the following:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities
- Wildfire

To provide a thorough and conservative analysis of potential impacts associated with the modified project, this addendum addresses all 20 environmental issue areas included in Appendix G of the current *CEQA Guidelines*.

Potential environmental impacts of the modified project are analyzed to determine if they are consistent with the impact analysis provided in the Final EIR, including the previously prepared IS, which was included as Appendix IS to the Final EIR and if additional mitigation measures are required to minimize or avoid further potential impacts. Where the following analysis identifies impacts, discussion of previously identified mitigation measures from the Final EIR and/or IS and existing applicable policies and regulations are discussed, as relevant, with respect to mitigating potential impacts from the modified project. Topics with the greatest potential for different impacts are addressed first, followed by briefer discussions of topics with minimal potential for different impacts, based on the scope and scale of the proposed project modifications.

4.1 Changes in Environmental Conditions

Most of the environmental conditions described in the Final EIR are substantially unchanged. Several new buildings in the vicinity of the project site have either been constructed, are approved, or are pending approval. These buildings include 2000 Dwight Way, a six-story senior housing facility that is under construction; 2900-20 Shattuck Avenue, a 221 residential unit 10-story mixed-use building that is undergoing CEQA review; 2440 Shattuck Avenue, an eight-story mixed-use building that is under construction; and, 2420 Shattuck Avenue, a 16-story mixed-use building that is undergoing permit review.

4.2 Air Quality

Impacts Identified in the Certified Final EIR and Attached Initial Study

As discussed under Section 2, *Air Quality*, of the IS (Appendix IS to the certified EIR), analysis of the original project relied on the 2017 Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines. The 2017 BAAQMD CEQA Guidelines include a screening threshold for mid-rise apartments of 494 dwelling units. The original project included 168 dwelling units, which is well-below the operational screening criteria. Therefore, pursuant to BAAQMD guidance, a detailed air quality assessment of the original project's operational criteria air pollutant emissions in comparison to numeric thresholds was not necessary.

For mid-rise, multifamily residential developments such as the original project, BAAQMD's construction-related screening size is 240 dwelling units. The original project would involve 168 dwelling units and is therefore well below the construction screening criteria. However, if a project includes demolition, the screening criteria for construction may not be used to preclude evaluation of the project's construction-related criteria pollutant emissions. Therefore, because the original project would involve demolition of several existing buildings on the original project site, the screening criteria for construction cannot be used. As a result, the BAAQMD significance thresholds for criteria air pollutants were analyzed and construction emissions for the original project are included in Table 2 below.

Table 2 Original Project Construction Emissions

	Daily Emissions (lbs/day)					
Year	ROG	NO_X	CO	PM_{10} (exhaust)	$PM_{2.5}$ (exhaust)	SO_X
Maximum Daily Emissions[1]	13.2	50.1	32.1	1.7	1.5	0.1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

[1] See Table 2.1 "Overall Construction-Unmitigated" emissions. CalEEMod worksheets in Appendix AIR attached to the certified Final EIR Emission data presented is the highest of winter or summer outputs.
N/A = not adopted (The BAAQMD has not adopted thresholds for construction emissions of CO or SO_X); lbs/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; SO_x = oxides of sulfur

The original project would not exceed the BAAQMD thresholds for construction. Additionally, the original project would not result in a carbon monoxide (CO) hotspot, or otherwise expose nearby sensitive receptors to substantial pollutant concentrations. The original project would be required to implement Berkeley's Standard Condition of Approval (COA), titled Public Works – Implement BAAQMD-Recommended Measures during Construction, which would require the original project to implement BAAQMD-best management practices (BMP) during construction to further limit construction emissions. Additionally, while the original project would contribute to population growth, such growth would be consistent with assumptions in the BAAQMD 2017 Clean Air Plan. Impacts from the original project related to implementation of the 2017 Clean Air Plan were determined to be less than significant.

The original project would result in less-than-significant impacts related to toxic air contaminants (TAC) and odors. Specifically, construction of the original project would result in particulate matter $(PM)_{10}$ and $PM_{2.5}$ emissions primarily during site preparation and grading activities, which would last for approximately 3 months. PM emissions would decrease for the remaining construction period, because construction activities, such as building construction and architectural coating, would require less construction equipment. While the maximum diesel PM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period; these activities represent the maximum exposure condition for the total construction period. The duration of site preparation and grading activities would represent less than 1 percent of the total exposure period for a 70-year health risk calculation. Therefore, diesel PM generated by project construction would not create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. This impact would be less than significant for the original project.

Furthermore, according to the BAAQMD CEQA Guidelines, the project site is not located in an impacted community (BAAQMD 2017a). Sources of TACs include, but are not limited to, land uses such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities. The original project would not involve any of these uses; therefore, it is not considered a source of TACs. Therefore, it would not expose nearby sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant for the original project.

BAAQMD provides odor screening distances for land uses that have the potential to generate substantial odor complaints. These odor-generating land uses include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017b). The original project involves residential uses and does not include any of the uses identified by the BAAQMD as odor-generating uses. Therefore, the original project would not generate objectionable odors affecting a substantial number of people. This impact would be less than significant for the original project.

Impacts of the Modified Project

Since the Final EIR was certified, the project has been revised to include more residential units (increased from 168 to 219 total units). Additionally, since the Final EIR for the original project was certified, BAAQMD released updated guidelines in 2022, which include revised operational screening thresholds. While the modified project includes additional units, it is still well-below BAAQMD's revised operational screening threshold of 638 units for apartments. Additionally, the construction duration would be shorter than the original project. The modified project would still be

all-electric, except for the two renovated buildings on-site, similar to the original project. The modified project would not substantially alter the previously proposed land uses and would continue to be consistent with the designated land use and zoning of the site.

Since the Final EIR, a new version of California Emissions Estimator Model (CalEEMod) has been published (version 2022.1). Based on these updates, construction emission estimates for the modified project were calculated for this analysis. The results of the modified project's CalEEMod construction modeling are provided in Appendix A. A summary of the average daily construction emissions is included in Table 3 below.

Table 3 Modified Project Construction Emissions

	Daily Emissions (lbs/day)					
	ROG	NO_X	CO	PM_{10} (exhaust)	$PM_{2.5}$ (exhaust)	SO_X
Maximum Average Daily Emissions (lbs/day)	8	11	16	0.4	0.3	<0.1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Notes:

See Table 2.2: Construction Emissions by Year, Unmitigated". CalEEMod worksheets in Appendix A. Emission data presented is the daily average.

Emissions for the modified project are gross, not net as compared to the original project since the IS for the original project analyzed maximum daily emissions, not maximum average daily emissions. If net emissions were shown, all emissions would be net negative.

N/A = not adopted (The BAAQMD has not adopted thresholds for construction emissions of CO or SO_X); lbs/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; $PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; SO_x = oxides of sulfur

Construction emissions were calculated assuming that control measures would be in place. These control measures include the use of only Tier 3 and Tier 4 engines for construction equipment and the watering of unpaved roads twice daily throughout construction as proposed by the project applicant (see *Construction* in Section 2, *Project Description*. The modified project, like the original project, would not exceed BAAQMD thresholds for construction emissions. Additionally, the modified project, like the original project would be subject to Berkeley's Standard COA requiring BMPs, such as the watering of exposed surfaces twice a day, the minimization of idling times, and the covering of all haul trucks transporting soil, sand, or other loose material off-site, to be implemented throughout the construction process to further reduce construction emissions.

The modified project would be consistent with the 2017 Clean Air Plan, as the modified project would be constructed on the same site as the original project in a Transit Priority Area (TPA). Furthermore, the modified project would be required to comply with 2022 CALGreen standards and BMC Chapter 19.37, which include measures for energy and water efficiency. Additionally, the modified project would be required to comply with Chapter 12.80 of the BMC that prohibits natural gas infrastructure in new buildings. Overall, similar to the original project, impacts would be less than significant.

Additionally, similar to the original project, the modified project would result in emissions of TACs during construction. The nearest sensitive receivers are residences located adjacent to the east of

the project site. CARB has identified diesel PM ($PM_{2.5}$) as the primary airborne carcinogen in the state (CARB 2005). In addition, TACs comprise a defined set of air pollutants that may pose a present or potential hazard to human health. Common sources of TACs and $PM_{2.5}$ include gasoline stations, dry cleaners, diesel backup generators, truck distribution centers, freeways, and other major roadways (BAAQMD 2022). Since construction of the project would not require 100 daily heavy truck trips and would require implementation of the Standard COA, titled Air Quality – Diesel Particulate Matter Controls During Construction, which requires the most effective Verified Diesel Emission Control Strategies available for the engine type (Tier 4 engines automatically meet this requirement) as certified by the CARB for construction equipment; a construction health risk assessment would not be required. The proposed project does not include construction of new gas stations, dry cleaners, highways, roadways, or other sources that could be considered a new permitted or non-permitted source of TAC or $PM_{2.5}$ in proximity to receivers. In addition, the proposed project would not introduce a stationary source of emissions, nor would it result in PM emissions greater than the BAAQMD threshold. Therefore, this impact would be less than significant. For similar reasons, as discussed above, the modified project, like the original project, would not result in significant impacts related to odors.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to air quality, and no new mitigation measures are necessary. Berkeley's Standard COA requiring construction BMPs, which was required for the original project, would remain applicable.

Conclusion

Impacts would be less than significant, similar to the original project, and no significant new or substantially increased air quality impacts would occur compared to the original project.

4.3 Cultural Resources

Impacts Identified in the Certified Final EIR and Attached Initial Study

Historical Resources

As discussed under Impact CR-1 in Section 4.1, *Cultural Resources*, of the Final EIR, the original project would involve the demolition of the existing building at 2019 Blake Street, which is eligible for listing under the CRHR for the key role it played in the development of experimental theater in the Bay Area and its association with Blake Street Hawkeyes members Robert Ernst, John O'Keefe, David Schein, David Coates, Leonard Pitt, and Whoopi Goldberg. This building is also eligible for local listing as a City of Berkeley landmark. The remaining buildings, including the two Victorian buildings that are to be renovated and relocated on-site, are not eligible for State or local designation; therefore, they are not considered historical resources. The original project would involve demolition of the building at 2019 Blake Street, an action that would materially impair the significance of this historical resource and would result in a significant impact as defined by CEQA. The following mitigation measures were included in the Final EIR to reduce impacts to the extent feasible:

CR-1 Building Recordation

The applicant shall prepare archival documentation of as-built and as-found conditions of the property at 2019 Blake Street. Prior to issuance of demolition permits, the City of Berkeley shall ensure that documentation of the buildings and structures proposed for demolition is completed and that follows the general guidelines of Historic American Building Survey (HABS)-Level III documentation. The documentation shall include high-resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History (36 Code of Federal Regulations [CFR] Part 61). The original archival-quality documentation shall be offered as donated material to organizations and repositories that will make it available for current and future generations, including the City of Berkeley, the Environmental Design Library at University of California, Berkeley, and the Berkeley Architectural Heritage Association, where it would be available to local researchers. Prior to issuance of building permits for demolition, the applicant shall provide to City Land Use Staff documentation that the materials have been offered and submitted or declined.

CR-2 Blake Street Hawkeyes Recordation

The applicant shall prepare additional archival documentation of the history of the Blake Street Hawkeyes and its individual members. The documentation shall include research and collection of available information about the Blake Street Hawkeyes, including the HABS-level documentation required under Mitigation Measure CR-1, interviews with former members of the Blake Street Hawkeyes, and additional relevant materials, such as memorabilia, photographs, and newspaper articles. The documentation effort shall not be completed for less than $10,000 and shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History (36 CFR Part 61). The original archival-quality documentation and associated materials shall be offered as donated material to the Berkeley Historical Society that will make it available for current and future generations, including local researchers. The City of Berkeley shall ensure that donation of the documentation to the Berkeley Historical Society is completed prior to issuance of the certificate of occupancy for the new residential buildings.

CR-3 Interpretive Installation

The applicant shall install an interpretive installation, such as a plaque and/or other permanent exhibit or display at the site discussing the history of the building, its significance, and important details and features but with an emphasis on the history of the Blake Street Hawkeyes. The installation shall be at a location on-site that is publicly accessible and easily visible from a street frontage, either on an exterior wall or façade of a building or in an outdoor location on-site. The installation shall include images and details from the HABS documentation and collected research pertaining to the historical resource. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History (36 CFR Part 61). The location and design of the installation shall be presented to the Civic Arts Commission for review and comment prior to review and approval of building permits by City of Berkeley Planning Division staff, including the Landmarks Preservation Commission Secretary. Incorporation of the installation shall be completed prior to issuance of the certificate of occupancy for the new residential building.

CR-4 Project Branding and Signage

The applicant shall incorporate the name "Hawkeye" or other words that would invoke the cultural history of the site into project branding, including building names, on-site signage, and marketing materials to make the history of the site more visible in the city of Berkeley. Draft materials shall be presented to the Civic Arts Commission for review and comment prior to review and approval of building permits by City of Berkeley Planning Division staff, including the Landmarks Preservation Commission Secretary. The approved branding and signage shall be maintained for at least the first 10 years of the operation of the residential development.

As discussed in the Final EIR, mitigation measures CR-1 through CR-4 would reduce impacts to the historical resource to the extent feasible. However, the demolition of the historical resource would remain a significant and unavoidable impact after implementation of required mitigation measures.

Archaeological Resources

As discussed in Section 4, *Cultural Resources*, of the IS, impacts to archaeological resources would be less than significant with implementation of Berkeley's Standard COA, titled Archaeological Resources (ongoing throughout demolition, grading, and/or construction), which describes procedures that must be followed in the event that historic cultural resources are uncovered during construction, including the avoidance of the resource if feasible. Impacts related to the discovery of human remains would be less than significant with implementation of Berkeley's Standard COA, which requires work to be halted in the event that human remains are uncovered on-site. Impacts would be less than significant.

Impacts of the Modified Project

Historical Resources

The modified project, like the original project, would involve the demolition of the historical resource at 2019 Blake Street. The modified project would include elements required by mitigation measures CUL-1 through CUL-4 included in the certified Final EIR. Specifically, the modified project would include incorporation of memorabilia from the theater group into the residential lobby, a story board in the proposed Blake Street Plaza, and an annual grant funded by Laconia, the developer of the proposed project, for emerging artists. The modified project would be required to adhere to all mitigation measures in the certified Final EIR. However, similar to the original project, impacts would be significant and unavoidable due to the demolition of the historic resource.

Archaeological Resources

The modified project would require a similar level of excavation as the original project, and therefore the potential for construction to reveal previously unknown archaeological resources, or human remains still exists. The modified project would be required to adhere to Berkeley's Standard COAs included in the IS that would reduce impacts to be less than significant, similar to the original project.

Effects and Mitigation Measures

Historical Resources

No new or substantially more severe significant effects would occur to cultural resources, and no new mitigation measures are necessary. The modified project would be required to comply with

mitigation measures CR-1 through CR-4 as included in the certified Final EIR. As discussed in Section 2 under *Modified Project Description*, aspects of these mitigation measures have been integrated into project design. However, full compliance would be confirmed during the project review process prior to issuance of building permits.

Archaeological and Tribal Cultural Resources

No new or substantially significant effects to archaeological resources, paleontological resources, or human remains were identified and no new mitigation measures are necessary. Berkeley's Standard COAs would be required to reduce impacts to archaeological resources and human remains.

Conclusion

Historical Resources

Mitigation measures CR-1 through CR-4 would still be applicable to the modified project. However, even with implementation of design features in response to mitigation measure CR-3 and CR-4 and adherence to requirements set by mitigation measures CR-1 and CR-2, impacts to cultural resources would remain significant and unavoidable. No significant new or substantially increased historical resources impacts would occur compared to the original project.

Archaeological Resources

Similar to the original project, the modified project would not have significant adverse effects with regard to archaeological resources or human remains. No significant new or substantially increased archaeological resources impacts would occur compared to the original project.

4.4 Energy

Impacts Identified in the Certified Final EIR and Attached Initial Study

As discussed in Section 5, *Energy*, of the IS, construction of the original project would involve temporary energy use. During construction, contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than 5 minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States Environmental Protection Agency's Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. The original project would also be required to comply with standards and regulations such as 2019 CALGreen (as codified in CCR Title 24, Part 11) and BMC Chapter 19.37, which would ensure energy is used efficiently during construction.

The original project would comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. CALGreen and BMC Chapter 19.37 require implementation of energy-efficient light fixtures and building materials into the design of new projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the California Energy Commission. Daily vehicle miles traveled (VMT) associated with the original project would be 7.9 VMT per capita, which would be approximately 47 percent lower than the Bay Area regionwide average of 15.0 VMT per capita.

These factors would minimize the potential of the original project to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels. Therefore, project construction and operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy.

Additionally, the original project would be consistent with the City's Climate Action Plan (CAP) and General Plan policies related to energy. Impacts of the original project would be less than significant.

Impacts of the Modified Project

The modified project would be on the same site as the original project and be generally similar in size. Like the original project, the two new residential buildings proposed as part of the modified project would be all-electric. While the modified project would result in a greater increase in population and involve more units (219 rather than 168 associated with the original project), it would still be within a TPA, have less than significant VMT and air quality impacts, and would be required to comply with BMC Chapter 19.37 and the 2022 Building Energy Efficiency Standards to reduce impacts related to energy use. The modified project, like the original project, would include green building features, such as solar/photovoltaic panels and high-efficiency lighting. Additionally, like the original project, the modified project would be consistent with the City's CAP, because the modified project involves increasing residential density in a TPA, infill development, and would be subject to CALGreen and BMC Chapter 19.37 requirements, including provisions for electric vehicle charging infrastructure. The modified project would also be required to divert at least 65 percent of construction and demolition debris and would be required to provide recycling service for residents pursuant to the Alameda County Waste Management Authority's Mandatory Recycling Ordinance and CALGreen. Therefore, there would be no new or substantially more severe impacts related to energy than were identified in the certified Final EIR and IS.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to energy, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the original project, and no significant new or substantially increased energy impacts would occur compared to the original project.

4.5 Greenhouse Gas Emissions

Impacts Identified in the Certified Final EIR and Attached Initial Study

As discussed in Section 7, *Greenhouse Gas Emissions*, of the IS, construction and operation of the original project would result in a net increase of approximately 0.9 metric ton of carbon dioxide equivalent per resident per year. Therefore, per capita emissions would not exceed the project-specific, locally-applicable threshold of 1.1 metric tons of carbon dioxide equivalent per resident per year. Therefore, impacts would be less than significant.

Additionally, the original project was found to be consistent with Plan Bay Area 2040 and the City of Berkeley CAP. Impacts of the original project would be less than significant.

Impacts of the Modified Project

The City of Berkeley adopted a CAP in 2009 with the goal of reducing communitywide greenhouse gas (GHG) emissions by 80 percent below 2000 levels by 2050. While the CAP is not considered a "qualified greenhouse gas reduction plan" for the purposes of streamlining GHG emissions analysis under CEQA, it is actively used by the City for guiding GHG emission reduction efforts. Since publication of the CAP, the City has outlined several additional climate commitments:

- 100 percent renewable electricity by 2035
- Net-Zero Carbon Emissions by 2045, in alignment with Governor Brown's Executive Order B-55-18
- Declared a Climate Emergency and resolved to become a Fossil Fuel Free City

Since the adoption of the original project's Final EIR, the BAAQMD has updated its GHG emissions thresholds of significance. The 2022 BAAQMD thresholds allow two options for projects to meet the significance thresholds: a) include minimum project design thresholds, or b) be consistent with a local GHG reduction strategy that meets the criteria under *CEQA Guidelines* Section 15183.5(b). The minimum project design elements listed in the adopted BAAQMD thresholds are described below.

A project determined to meet the BAAQMD minimum design threshold may not use natural gas appliances and natural gas pipelines. A project determined to meet this threshold also may not involve construction activities that result in wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b). In addition, projects determined to meet this threshold would need to meet a locally adopted Senate Bill (SB) 743 VMT target or achieve a reduction in project-generated VMT per capita to at least 15 percent below the regional average for residential projects. A project that is determined to meet this threshold would incorporate CALGreen Tier 2 EV parking. For multi-family projects with more than 20 dwelling units, such as the modified project, at least 10 percent of spaces would be EV-Capable, 25 percent would be EV-Ready, and 15 percent would include EV chargers.

The modified project would not include natural gas infrastructure in the new development on-site pursuant to the City's Natural Gas Prohibition. The modified project would meet the SB 743 target. As part of the City's implementation of SB 743 and in accordance with the Technical Advisory on Evaluating Transportation Impacts in CEQA, the City developed the VMT screening approach. The VMT screening criteria for projects in a TPA is applicable to the modified Project:

- Has a Floor Area Ratio (FAR) of more than 0.75;
- Includes less than 200,000 square feet of office or commercial space;
- Includes less parking supply than the project's estimated demand;
- Is consistent with the City's General Plan, an applicable Specific Plan, or an applicable Sustainable Communities Strategy;
- Does not replace affordable residential units with market-rate residential units; and
- Does not have project-specific or location-specific information that indicates that the project will generate significant levels of VMT.

The modified project would have a FAR of 4.99, include no commercial space, and include 81 parking spaces, which equates to less than half a space per dwelling unit. Additionally, the project would add 25 affordable units on an infill lot near transit. Therefore, the modified project would satisfy the VMT screening cirteria and is therefore presumed to meet the City's adopted SB 743 VMT

target. Additionally, the modified project would comply with CALGreen Tier 2 EV parking standards (see Table 1) and would, therefore, meet this requirement.

Additionally, since the certification of the Final EIR in 2021, Plan Bay Area 2050 has been released. The modified project would be consistent with this plan as it would be infill development within a TPA and would include affordable housing. Therefore, there would be no new or substantially more severe impacts related to GHG emissions than were identified in the Final EIR.

Effects and Mitigation Measures

No new or substantially more severe significant effects related to GHG emissions would occur and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the original project, and no significant new or substantially increased impacts related to GHG emissions would occur compared to the original project.

4.6 Land Use and Planning

Impacts Identified in the Certified Final EIR and Attached Initial Study

Section 10, *Land Use and Planning*, of the IS found that the original project would have no impact regarding division of an established community.

The original project was determined to be consistent with the Berkeley General Plan and BMC. The original project would be consistent with the General Plan land use designation of High Density Residential, because it includes the construction of new residential buildings renovation of existing residential buildings. Impacts regarding conflicts with applicable land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect were determined to be less than significant for the original project. Table 17 in the IS provides a summary of the original project's consistency with General Plan policies.

The project site is zoned for multifamily residential (R-4). As a multifamily residential development, the original project would be consistent with the permitted uses in the R-4 zoning district.

The original project would also be subject to the following discretionary approvals by the City of Berkeley:

- Use Permit under BMC Section 23C.08.050.C to demolish two existing nonresidential buildings that are over 40 years old
- Use Permits under BMC Section 23C.08.010.B to demolish two existing dwelling units
- Use Permit under BMC Section 23C.08.020 to demolish a duplex constructed prior to June 1980.3
- Use Permits under BMC Section 23D.40.030 to construct two new multifamily residential buildings
- Use Permit under BMC Section 23D.40.070.C to construct a new main building that exceeds 35 feet in average height and three stories

- Administrative Use Permit under Section 23D.12.060 to allow a Joint Use Parking Agreement for parking spaces required for the units at 2012 and 2020 Dwight Way during the construction of the subterranean garage

All requested use permits for the original project would be subject to review and approval by the Berkeley Zoning Adjustments Board (ZAB). In order to approve such permits, the ZAB must make specific findings, including that the project is consistent with applicable zoning and General Plan regulations. The ZAB would also be required to find that the original project would "not be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in the area or neighborhood of such proposed use or be detrimental or injurious to property and improvements of the adjacent properties, the surrounding area or neighborhood or to the general welfare of the City" (BMC Section 23B.32,040.B).

In addition, the original project would involve a State Density Bonus, subject to California Government Code Sections 65915-65918 and BMC Chapter 23C.14. Because the original project would provide nine very low-income units, it is entitled to a 35 percent increase in density above the maximum allowable density in the R-4 District. The Density Bonus Law also allows waivers of development standards to accommodate the density bonus dwelling units. In this case, the project would employ waivers to exceed maximum height and lot coverage and to reduce minimum yard setbacks, useable open space, and parking requirements.

With approval of the above use permits, the original project would be consistent with applicable zoning regulations in the BMC and impacts of the original project would be less than significant.

Impacts of the Modified Project

General Plan Consistency

Similar to the original project, the modified project would be a high-residential density project.

Berkeley adopted the 2023-2031 Housing Element which amended the 2003 General Plan in February of 2023. The updated housing element policies are included in the following consistency analysis:

Table 4 Consistency with 2023 Housing Element Update Policies

General Plan Goal or Policy	Modified Project Consistency
H-9 Housing Preservation Maintain and preserve the existing supply of housing in the city.	**Consistent.** The modified project would involve the relocation and renovation of two residential buildings on-site, preserving a total of seven dwelling units
H-14: Resources Efficiency and Climate Resilience: Implement Berkeley's Climate Action Plan to improve building comfort and safety, reduce energy and water use and costs, provide quality and resilient housing, and reduce greenhouse gas emissions.	**Consistent.** The modified project, like the original project, would include all-electric new construction on-site as required by the Berkeley Municipal Code. The modified project would also include green building features, such as solar/photovoltaic panels, fly-ash concrete, engineered wood products for long spans, durable exterior materials, low-emissions insulation, water-efficient plumbing and appliances, resident and irrigation submeters, high-efficiency lighting, built-in composting and recycling center, and zero-volatile-organic-compound paints.
H-17: Transit Oriented New Construction: Encourage construction of new high-density housing on major transit corridors and in proximity to transit stations consistent with zoning, applicable area	**Consistent.** The modified project would be developed on the same site as the original project within walking distance of public transit, including the Downtown Berkeley BART station.

General Plan Goal or Policy	Modified Project Consistency
plans, design review guidelines, and the Climate Action Plan.	

In addition to being consistent with the updated Housing Element, the modified project would not introduce new inconsistencies regarding the policies discussed in Table 17 of the IS, because the modified project would be on the same project site as the original project, rehabilitate and relocate the same two Victorian buildings currently on-site, and comply with CALGreen and the California Building Energy Efficiency Standards.

Zoning

In order to diverge from allowable development standards under the modified project site's zoning as R-4, the modified project would include waivers and concessions pursuant to Density Bonus Law. The project applicant would comply with the City's Affordable Housing Mitigation Fee Ordinance by providing affordable units in the project to reduce the fee (in-lieu units also qualify the project for a density bonus under California's Density Bonus Law) and by paying the fee remainder. The modified project would include 23 very low-income units in order to qualify for density bonus concessions and waivers (for height, setbacks, lot coverage, canopy in setback, unenclosed structure in setback, and open space) under the Density Bonus Law (Government Code Section 65915), as discussed in Section 2, *Project Description*. Table 5 shows the modified project features with approval of the density bonus compared with permitted features under the City's zoning.

Table 5 Project Features with Existing Use Permit and Proposed Density Bonus

Project Features	Allowable/Required with Existing Use Permit	Proposed with Density Bonus
Lot Coverage Parcel 1	35 percent	39.6 percent
Lot Coverage Parcel 2	40 percent	57.9 percent
Stories/Height	6 stories; 65'	8 stories; 88'6"
Front Setback	15'	4'-11'
East and West Side Setbacks	4'	4'-15'
Rear Setback	15'-21'	0'-8'
Canopy in Setback	2'5"	6'2"
Usable Open Space	43,800 square feet	20,531 square feet

Source: Lowney Architecture 2023

With inclusion of concessions and waivers from the Density Bonus Law, the modified project would be consistent with the project site's zoning designation.

Similar to the original project, the modified project would have no impact regarding division of an established community, since the modified project site is infill and would not change the use of the site or involve features that would impede movement or interaction. The modified project, like the original project, would involve renovation and relocation of seven existing residential units, and the developer would provide replacement housing in the neighborhood, while the renovations are completed. This process is underway as of June 2023 and residents are in replacement housing while the buildings are being moved. Additionally, while one of the buildings to be demolished is legally zoned for residential use, it does not include residential units, nor does it have residential

tenants currently. Therefore, no significant new land use and planning impacts or substantially increased land use and planning impacts would occur compared to the original project.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to land use and planning, and no new or revised mitigation measures are necessary.

Conclusion

There would be no impact, or impacts would be less than significant, similar to the original project, and no significant new or substantially increased land use and planning impacts would occur compared to the original project.

4.7 Noise

Impacts Identified in the Certified Final EIR and Attached Initial Study

As discussed under Section 12, *Noise*, of the IS, the original project would generate noise levels that would exceed existing ambient noise levels and noise level limits included in the BMC. However, Berkeley's Standard COAs, titled Construction Hours, and Construction Noise Reduction Program and HVAC Noise Reduction Measures, would reduce construction hours in residential zoning districts and require additional measures to reduce construction and operational noise. With implementation of these COAs, impacts of the original project related to construction noise would be less than significant.

Additionally, construction of the original project would intermittently generate vibration on and adjacent to the project site. However, this vibration would not exceed 0.25 peak particle velocity, the California Department of Transportation's recommended criterion for distinctly perceptible vibration from transient sources. Construction activity that generates loud noises (and therefore vibration) also would be limited to daytime hours on weekdays and Saturdays that would prevent the exposure of sensitive receptors to vibration during evening and nighttime hours. As a residential development, the original project would not generate significant stationary sources of vibration after construction, such as manufacturing or heavy equipment operations. Impacts of the original project related to vibration would be less than significant.

Operation of the original project would generate noise associated with outdoor open space and the roof deck, mechanical equipment, such as rooftop-mounted HVAC equipment, project-generated traffic, mail delivery, and trash/recycling trucks. These impacts would be less than significant with adherence to Berkeley's Standard COA requiring HVAC noise-reduction measures. The original project would generate new vehicle trips and incrementally increase traffic on area roadways that would increase roadway noise at nearby residences to the northeast and west. However, this increase would be imperceptible and would not result in a substantial permanent increase in ambient noise levels. Traffic noise would be less than significant for the original project.

As identified in the IS, the nearest airport to the original project site is the Oakland International Airport, located approximately 10.5 miles southeast of the site. The original project site is located entirely outside the noise contours associated with the airport (County of Alameda 2010). The original project would not subject people at the site to excessive noise, and there would be no impact.

Impacts of the Modified Project

On-site stationary noise generation from such sources as rooftop ventilation and heating systems and delivery/trash hauling trucks would be similar to the original project. While the modified project does not include a roof deck, it does include an increase in outdoor open space and residential balconies that could be a source of operational noise. However, residential uses do not generate substantial noise, and the outdoor open space would be similarly sited in relation to surrounding sensitive receptors as under the original project. Impacts related to on-site operational noise would accordingly remain less than significant.

A Transportation Impact Study (2023 TIS) was prepared for the modified project in February 2023 by Abrams Associates (Appendix B). The study describes the effects of project changes on the traffic impact conclusions described in the previous 2020 TIS for the original project. The differences in trip generation between the original and the modified project are summarized in Table 6**Error! Reference source not found.**.

Table 6 Modified Project Adjusted Trip Generation

	Daily	Total AM Peak Hour	Total PM Peak Hour
Original Project Net Trip Generation	643	25	29
Modified Project Net Trip Generation	305	38	38
Difference in Net Trip Generation	-338	-13	-9

Source: Appendix B

The modified project, using the methodologies in the 2023 TIS, would result in a decrease of approximately 338 total trips generated compared to the estimates in the 2020 TIS for the original project. The original and modified project trip generation analyses differ in metholdogy, which helps to explain the decrease in daily trips between the original and modified projects, despite the increase of units under the modified project. The original project used the 10th edition of the Institute of Transportation Engineers' (ITE) estimates for apartments to calculate trips for the 168 proposed units. To account for the fact that the project site is within a TPA, the transportation analysis decreased the standard apartment trip calculations by 19 percent.The modified project analysis used the 11th edition of ITE estimates, which have a category specifically for apartments in a dense multi-urban area located close to rail transit with a greater reduction. This resulted in fewer average daily trips due to the fact that it factors in the assumption that many residents would use nearby transit facilites instead of driving.

The modified project would result in fewer daily trips as compared to the trip generation methodology used for the original project. Since the IS found a less-than-significant noise impact from traffic and the modified project would result in fewer daily trips as compared to the original project, the modified project would not result in a significant increase in traffic noise.

Construction techniques utilized by the modified project would be similar to those described for the original project, including foundation work that could cause vibration impacts. The conclusions in the certified Final EIR and IS regarding construction noise impacts, which were determined to be less than significant with the implementation of Berkeley's Standard COAs, would be similar under the modified project.

The modified project site remains outside the vicinity of an airport land use plan, public airport, or private airstrip, and no impact would occur, same as for the original project.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to noise, and no new or revised mitigation measures are necessary. Berkeley's Standard COAs discussed in the IS would continue to apply to the modified project. Operational impacts would remain less than significant and would not require mitigation.

Conclusion

Impacts during construction and operation would be less than significant, similar to the original project. No significant new or substantially increased noise impacts would occur compared to the original project.

4.8 Population and Housing

Impacts Identified in the Certified Final EIR and Attached Initial Study

Section 13, *Population and Housing*, of the IS, concluded that the original project would not result in potentially significant impacts with respect to unplanned population growth or displacement of substantial numbers of existing people or housing.

The original project would involve retention of seven existing dwelling units that would be located and renovated within the project site. In addition, the original project would involve construction of two new buildings with a total of 161 new residential units. Therefore, the original project would directly generate an estimated population growth of 383 total residents (368 of whom would be new residents residing outside the relocated dwelling units currently on-site, using the 2019 average household size of 2.28 from the Department of Finance [DOF] 2.28 x 161 = 368). The addition of new residents from operation of the proposed project would therefore increase the population of the City of Berkeley to 123,696, which is within the Association of Bay Area Government's (ABAG) population forecast for the city. Therefore, the original project would not induce unplanned population growth.

The original project would involve demolition of the existing building at 2001 Blake Street, which is a permitted residential duplex. However, the building is currently used as a medical office and has not been used for housing in several years. The original project would also involve rehabilitation of seven existing dwelling units, the residents of which would be provided temporary housing in the neighborhood during the renovations and would therefore preserve all other existing housing at the project site. The original project would involve construction of 161 new housing units, which would more than replace the number of units that would be demolished. Therefore, the original project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Impacts of the original project associated with unplanned population growth and displacement of people with housing would be less than significant.

Impacts of the Modified Project

The modified project, like the original project, would involve the retention of seven dwelling units on-site. The modified project would involve the construction of two residential buildings with a total of 219 units, an increase from the original project. According to the DOF, Berkeley has an average household size of 2.13 people in 2023; therefore, the modified project would result in approximately 467 residents, 452 of whom would be new residents residing outside the relocated

dwelling units currently on-site (DOF 2023). This would increase the population of the city to 123,655 people (DOF 2023). ABAG released Plan Bay Area in 2021, which has a planning horizon of 2050. However, it does not include city-specific population projections. Population estimates for the original and modified project are summarized in Table 7.

In their Plan Bay Area 2040 forecast, ABAG estimated that Berkeley's population would increase to 131,005 by 2025, an increase of 7,677 residents (ABAG 2017). Additionally, Berkeley's 2023 Housing Element update projects that the population of Berkeley would increase to 140,935 by 2040 (City of Berkeley 2023). The population increase associated with the modified project would therefore be within ABAG's and the City's Housing Element population forecast for the city. Similar to the original project impacts related to unplanned population, growth would be less than significant.

Table 7 Potential Housing and Population Increase

	Residential Units	Net Population[1]	Affordable Units
Original Project	168	368	9
Modified Project	219	452	25
Increase	**51**	**84**	**16**

[1] The Department of Finance estimates Berkeley's average household size is 2.13 persons per household (California Department of Finance 2023)

Additionally, similar to the original project, the modified project would involve the demolition of the existing building at 2001 Blake Street. While this building is permitted as a residential duplex, it is currently used as a medical office and does not house any residents. The modified project, similar to the original project, would renovate seven existing dwelling units on-site and would provide temporary replacement housing in the neighborhood for tenants of these buildings, while renovations are completed. All other housing on-site would be preserved, and the modified project would involve the construction of 212 new residential units and would more than replace the number of units being demolished. Therefore, similar to the original project, the modified project impacts related to the displacement of substantial amounts of people of housing would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to population and housing, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the original project, and no significant new or substantially increased population and housing impacts would occur compared to the original project.

4.9 Public Services

Impacts Identified in the Certified Final EIR and Attached Initial Study

As discussed under Section 14, *Public Services*, of the IS, construction and operation of the original project would result in increased demand for fire protection, medical services, police services, and schools. However, because the project would induce population growth within the range of the

forecasts for the city, the original project would not cause an increase in population beyond the forecasts the City uses to plan for emergency preparedness. Additionally, the original project would be required to comply with code requirements such as the Berkeley Fire Code, BMD Section 19.48, the California Health and Safety Code, and policies in the Berkeley General Plan, which improve the ability of fire protection facilities to serve future growth. The original project would also be subject to the Berkeley Unified School District's School Impact Fees, which are assessed based on proposed land use and floor area. Therefore, impacts related to fire, police, and school facilities would be less than significant for the original project.

Impacts of the Modified Project

The modified project would directly increase Berkeley's population by adding 212 new dwelling units to the project site, which is an additional 51 units compared to the original project. The average household size in Berkeley is 2.13 (DOF 2023), which means the modified project would result in an estimated 452 gross new residents and 109 net new residents compared to the original project. This population increase would be within the forecasts the City uses for emergency planning. Furthermore, the modified project, like the original project would be subject to the Berkeley Unified School District's School Impact Fees. Therefore, impacts would remain less than significant for the modified project.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to Public Services, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the original project, and no significant new or substantially increased public services impacts would occur compared to the original project.

4.10 Transportation

Impacts Identified in the Certified Final EIR and Attached Initial Study

As discussed in Section 16, *Transportation*, of the IS, the original project would generate a net increase of 643 daily trips. As described in the 2020 TIS prepared by Abrams Associates Traffic Engineering Inc. in June 2020 (included as Appendix TIA of the certified Final EIR), this relatively small increase in traffic would not substantially affect operations of roadways and intersections in the vicinity of the original project site. Additionally, the original project would not generate a significant increase in pedestrian traffic in the area and would not significantly impact or change the design of existing pedestrian or bicycle facilities. In addition, the proposed project would provide new bicycle facilities, including indoor and outdoor bicycle parking areas and would be located within 0.4 mile of a Class III bike route along Milvia Street, north of Allston Way. Furthermore, the original project would not interfere with existing bus routes and would not remove or relocate existing bus stops. The original project also would not conflict with transit plans or goals of the City of Berkeley. Impacts of the original project would be less than significant.

The original project would meet two of the City of Berkeley screening criteria for VMT impacts: the site is within a TPA and within a low VMT area for residential projects. Because the original project met the screening criteria, a detailed VMT assessment is not required. Therefore, the original

project would not result in significant impact, and a detailed traffic assessment is not required. However, a detailed assessment of project impacts on VMT was conducted and included in the 2020 TIS. The 2020 TIS found that the original project's VMT would be more than 15 percent below the projected City and regional averages, which is the threshold of significance suggested by the Office of Planning and Research (OPR). Impacts of the original project would therefore be less than significant.

Original project implementation would occur on existing private property and would not alter or affect existing streets or intersections. The original project would be required to comply with the City's design standards for vehicular access and circulation and the Fire Code. The project plans would be reviewed by the City's Transportation Engineer and Fire Department to ensure compliance with these regulations prior to approval of building permits for the original project. Compliance would prevent hazardous design features and would ensure adequate and safe site access and circulation. The proposed project would involve residential uses on a site designated for residential uses; the project would not introduce incompatible uses, including vehicles or equipment, to the site or the surrounding area. There would be no impact for the original project.

As discussed in the IS, the original project would involve construction of one new curb cut and driveway on Blake Street that would provide access to the new subterranean garage. The driveway would be approximately 20-feet wide and approximately 100-feet east of the intersection between Blake Street and Milvia Street. The original project would provide adequate emergency access via this driveway. In addition, the original project would be required to comply with all building, fire, and safety codes, and specific development plans would be subject to review and approval by the City's Public Works Department, Building and Safety Department, and Fire Department. Required review by these departments would ensure the circulation system for the project site would provide adequate emergency access. In addition, the original project would not require permanent closures to roadways or changes to existing roadway configurations. Temporary road closures during construction would be subject to Berkeley's Standard COA, titled Transportation Construction Plan, which requires a transportation construction plan to be approved by the City's Traffic Engineer. This would ensure that emergency access would be maintained during construction activities. Therefore, impacts of the original project would be less than significant.

Impacts of the Modified Project

As discussed in the 2020 TIS for the original project, OPR's 2018 Technical Advisory also states the following: "Presumption of Less Than Significant Impact Near Transit Stations - Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within 0.5 mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT." However, the City of Berkeley VMT analysis guidelines specify that the presumption of a less-than-significant VMT impact might not be appropriate if the VMT screening criteria for projects in a TPA is not met (as discussed in Section 4.5, *Greenhouse Gas Emissions*).

Subject to City approval, none of the exceptions to the screening criteria would apply to the modified project. The modified project is located less than 0.5 mile from the Downtown Berkeley BART station and is located near bus stops for numerous bus lines at the intersection of Shattuck Avenue and Dwight Way. The project site is in an area that is at least 15 percent below the respective Bay Area averages and does not satisfy any of the exceptions to the criteria listed above,

as discussed in detail in Section 4.5,*Greenhouse Gas Emissions.* Therefore, subject to City approval, the modified project would be assumed to have a less-than-significant impact on VMT in the area.

As stated in the 2023 TIS, the modified project would not interfere with existing bus routes and would not require the removal or relocation of existing bus stops. The modified project also would not conflict with transit plans or goals of the City of Berkeley or generate a significant increase in pedestrian traffic in the area compared to current volumes. Similar to the original project, the modified project would also not generate a significant increase in pedestrian traffic in the area.

Additionally, the modified project would occur on existing private property and would not alter or affect existing streets or intersections. Like the original project, the modified project would be required to comply with the City's design standards for vehicular access and circulation and the Fire Code, and the project plans would be reviewed by the City's Transportation Engineer and Fire Department to ensure compliance with these regulations prior to approval of building permits for the modified project. Compliance would prevent hazardous design features and would ensure adequate and safe site access and circulation. The modified project would involve residential uses on the same site as the original project, which is designated for residential uses. The modified project would not introduce incompatible uses, including vehicles or equipment, to the site or the surrounding area. There would be no impact.

Similar to the original project, the modified project would involve construction of a driveway on Blake Street that would provide access to the new subterranean garage. The driveway would be substantially similar in location and width, approximately 24-feet wide and approximately 120-feet east of the intersection between Blake Street and Milvia Street, as compared to the original project. The modified project would provide adequate emergency access via this driveway. As discussed in the TIS, the garage exit would include pedestrian audio/visual signals for vehicles exiting the site. Additional safety measures, such as installation of Rectangular Rapid Flashing Beacons at Shattuck Avenue and Blake Street to increase pedestrian and bicycle safety would increase pedestrian visibility and safety at that location. Furthermore, the modified project site design has been required to conform to City design standards and would not result in significant impacts to pedestrians, bicyclists, or traffic operations. The modified project would be required to comply with all building, fire, and safety codes, and specific development plans would be subject to review and approval by the City's Public Works Department, Building and Safety Department, and Fire Department to ensure adequate emergency access is provided to the site and surrounding areas. Like the original project, the modified project would not require permanent closures to roadways or changes to existing roadway configurations. Temporary road closures during construction would be subject to Berkley's Standard COA, which requires a transportation construction plan to be approved by the City's Traffic Engineer. This would ensure that emergency access would be maintained during construction activities. Therefore, like the original project, impacts would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to transportation and circulation, and no new or revised mitigation measures are necessary. Berkeley's Standard COAs would remain applicable.

Conclusion

There would be no impact, or impacts would be less than significant, similar to the original project, and no significant new or substantially increased transportation impacts would occur compared to the original project.

4.11 Utilities and Service Systems

Impacts Identified in the Certified Final EIR and Attached Initial Study

As discussed under Section 18, *Utilities and Service Systems*, of the IS, the original project would generate approximately 16,360 gallons of wastewater per day, which is approximately 0.02 percent of the 65 million gallons daily (MGD) treated currently by East Bay Municipal Utility District's (EBMUD) Wastewater Treatment Plant (WWTP) and well within the WWTP's total 168 MGD secondary treatment capacity and 320 MGD primary treatment capacity. Therefore, EBMUD would have adequate capacity to service the original project. The original project would include the construction of a lateral connection that would be required to connect to the sewer main on either Dwight Way or Blake Street.

The original project would create additional water demand that is 0.01 percent of EDMUD's current water demand. Additionally, the original project would not increase population beyond the growth expected for the City of Berkeley, as discussed in Section 13, *Population and Housing,* in the IS. Therefore, EBMUD infrastructure and facilities would have adequate capacity to service the project, and construction and operation of the project would not require new or expanded water supply facilities. With demand management during multi-year droughts, as required by EBMUD, impacts of the original project related to water supply would be less than significant.

As discussed in the IS, the original project would reduce the total area of impervious surfaces from approximately 41,000 square feet to approximately 30,000 square feet. This reduction would increase the potential for groundwater recharge and reduce stormwater runoff from the site. Furthermore, the original project would be required to comply with all applicable stormwater management requirements, including the City's Municipal Regional Stormwater Permit. The original project would therefore not result in an increase in surface runoff compared to existing conditions, and impacts of the original project would be less than significant.

PG&E, which supplies natural gas and electricity to Berkeley, would have adequate supplies for the original project. The original project would have a less-than-significant impact on local electricity, natural gas, and telecommunications providers.

The Altamont Landfill had sufficient capacity to accept solid waste from the original project. The original project would be required to divert construction solid waste in accordance with the 2019 CALGreen and divert food waste in accordance with the Alameda County Mandatory Recycling Ordinance. Impacts of the original project were determined to be less than significant for the original project.

Impacts of the Modified Project

The modified project would have an increased number of residential units, which would result in increased water demand, wastewater generation, electricity demand, telecommunications demand, and solid waste generation as compared to the original project. Since the building would be all-electric, natural gas use would be eliminated, while electricity use would be incrementally

increased. The increase in electricity demand would be partially offset by the updated sustainability features pursuant to 2022 CALGreen, including an all-electric building and rooftop solar energy system and battery storage.

Similar to the original project, the modified project would result in a 10,741-square-foot reduction in impervious surfaces on-site compared to existing conditions. The modified project would be subject to the Municipal Stormwater Permit C.3 requirements to reduce impacts to stormwater infrastructure and prevent stormwater pollution. The modified project would include low flow planters, bioretention areas, and efficient irrigation systems. The modified project would also include low-water use and drought-tolerant plants as part of the landscaping on-site.

The modified project would result in 109 more residents as proposed under the original project (see Section 4.8, *Population and Housing*) and have similar utility demands as compared to the original project. Water demand and wastewater generation would not represent a significant portion of citywide water demand or wastewater generation and would not require the construction of new facilities, like the original project, nor exceed EBMUD supply. Water demand and wastewater generation under the original project represented less than 0.01 percent of existing demand and 0.02 percent of capacity, respectively, and the addition of 109 residents would not substantially increase that share. Solid waste generated by residents of the modified project would add incrementally to disposal at Vasco Road Landfill and Altamont Landfill, but this increase would not cause capacity to be exceeded. The additional 109 residents under the modified project would not substantially change the solid waste generation from the original project, which would be less than 0.01 percent of remaining landfill capacity. Additionally, pursuant to SB 1383, organic waste disposal targets have increased to 75 percent of 2014 levels by 2025, greater than the 50 percent 2020 target, analyzed under the original project. Compliance with existing requirements and implementation of green building strategies would reduce energy demands. Impacts would be less than significant, like the original project.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to utilities and service systems, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the original project, and no significant new or substantially increased utilities and service systems impacts would occur compared to the original project.

4.12 Other Impacts

As the modified project would occur on the same project site as the original project and would involve a similar construction of two residential buildings and the relocation of two residential buildings on-site, the following topics require only a brief discussion to compare impacts and assess whether new or increased significant impacts would occur. The previously identified impacts from the original project are described below, with analysis based on the modified project following.

Aesthetics

Certified Final EIR Impact Summary

Pursuant to California State Law (SB 743, 2013), aesthetic impacts of a residential project (to the extent they are not also historic resource impacts) on an infill site within a TPA, such as the original project site, may not be considered significant impacts on the environment.

Impacts of the Modified Project

The modified project, like the original project, would be on the same project site, which is within a TPA. Therefore, impacts would be less than significant by statute, similar to the original project and no significant new or substantially increased aesthetics impacts would occur compared to the original project.

Agriculture and Forestry

Certified Final EIR Impact Summary

Section 1, *Agriculture and Forestry Resources*, of the IS, determined that there are no agricultural resources, Williamson Act-contracted land, or forest land located on or near the original project site. The California Department of Conservation classifies the site and all surrounding properties classified as "Urban and Built-Up Land" (2016). The original project would not convert agricultural land to non-agricultural uses or result in the loss of forest land or conversion of forest land to non-forest use. The site's urban zoning designation would not change. Therefore, the original project was determined to have no impact on agriculture or forestry resources.

Impacts of the Modified Project

The project site is the same for the modified project as for the original project. The project site remains in an urban, developed area, with no designated agricultural land or forest land on or adjacent to the site. No significant new or substantially increased agriculture and forestry impacts would occur compared to the original project.

Biological Resources

Certified Final EIR Impact Summary

Section 3, *Biological Resources*, of the IS, determined that there is no suitable habitat for special-status wildlife adjacent to the original project site and no wetlands nor riparian or other habitat on-site or nearby. The original project site does not provide a suitable corridor for wildlife movement. Because the original project would require a Use Permit, it would be subject to Berkeley's Standard COA, which requires the avoidance of disturbance to nesting birds. The project would be consistent with applicable General Plan policies and City ordinances protecting biological resources. Impacts would be less than significant.

As discussed in the IS, the original project site is not located in an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the original project would not conflict with such a plan and no impact would occur.

Impacts of the Modified Project

The project site is the same for the modified project as for the original project. The site does not contain riparian areas, wetlands, or other habitat suitable for special-status species. With required adherence to uniformly applicable development policies, no significant new or substantially increased biological resource impacts would occur compared to the original project.

Geology and Soils

Certified Final EIR Impact Summary

Section 6, *Geology and Soils,* of the IS, found that impacts related to seismic ground shaking, liquefaction, landslides, and expansive soils would be less than significant with adherence to applicable regulations such as the BMC and CBC.

The original project site would be served by the municipal sewer system and would not require the installation of an on-site septic tank or alternate wastewater treatment systems. Therefore, no impacts from septic systems or alternative wastewater disposal systems would occur for the original project.

Impacts of the original project related to paleontological resources would be less than significant with incorporation of Mitigation Measure GEO-1, which would require paleontological resource monitoring.

Impacts of the Modified Project

The modified project would be constructed on the same project site as the original project, and geological conditions are not expected to have changed since the Final EIR was certified in 2021. The modified project would be required to adhere to BMC and CBC codes to reduce impacts related to seismic ground shaking, liquefaction, landslides, and expansive soils and the modified project would be required to implement Mitigation Measure GEO-1 to reduce impacts to paleontological resources. No significant new or substantially increased impacts related to geology and soils would occur compared to the original project.

Hazards and Hazardous Materials

Certified Final EIR Impact Summary

As discussed in Section 8, *Hazards and Hazardous Materials*, of the IS, a Phase I Environmental Site Assessment (ESA) was prepared for the original project site by Terraphase Engineering Inc. in December 2018. Based on this report and a review of available documents, the original project site was not identified in any of the regulatory agency databases. However, the Phase I ESA also documented City of Berkeley Toxics Management Division (TMD) files associated with two of the parcels within the original project site. Both files related to hazardous materials inspections conducted by the Berkeley TMD at 2015 Blake Street (for the Timberline Geodesics business) and 2019 Blake Street (for the Skylight and Sun Inc. business). Both inspections found that hazardous materials were not present or used in significant quantities at either business.

The Phase I ESA includes a conclusion about the recognized environmental conditions (REC) associated with the original project site. A *REC* is the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or the material threat of a release of any hazardous substances or petroleum

products into structures on the property or into the ground, groundwater, or surface water of the property. The following REC was identified for the original project site:

- Given the age of the existing structures and historical operations (e.g., automotive repair and paint storage) conducted at portions of the project site, there is a potential for metals (such as lead), VOCs, and petroleum hydrocarbons to be present in shallow surface soils at the project site.

Given this REC, the Phase I ESA provides the following recommendation for the original project:

- Given the historical site uses, if excavation and off-site disposal of soil is required, the soil should be sampled for metals, VOCs, and petroleum hydrocarbons for the purposes of waste characterization.

Overall, the IS found that with existing regulations, normal standards of use, and implementation of Berkeley's Standard COA, titled Toxics, which requires the project applicant to contact the TMD to determine which hazards assessment or survey documents are required for the project, the original project would have less-than-significant impacts related to hazards and hazardous materials. The original project site is not on a hazardous waste site, is not within an airport safety and traffic pattern zone.

Impacts of the Modified Project

Construction of the modified project may result in release of hazardous materials (e.g., asbestos-containing material, lead-based paint, or contaminated soils) as described in the IS for the original project and would continue to be subject to existing regulations and normal standards of use, including Berkeley's Standard COA, titled Toxics, which would require a Soil and Groundwater Management Plan to be submitted to and approved by TMD. Additionally, in February 2023, Terraphase Engineering Inc. issued a certification (Appendix C) that the Phase I ESA completed for the original project is still applicable to the modified project. The recommendation included above would be applicable to the modified project as well. The modified project site setting regarding proximity to schools, airports, and hazardous waste sites has not changed since certification of the Final EIR. Operationally, like the original project, residential mixed uses do not typically involve the use of hazardous materials. No significant new or substantially increased hazardous materials impacts would occur compared to the original project.

Hydrology and Water Quality

Certified Final EIR Impact Summary

Section 9, *Hydrology and Water Quality*, of the IS, found that with existing regulations and normal standards of use, the original project would have less-than-significant impacts related to water quality standards, stormwater runoff, flooding, and seiche, tsunami, or mudflow. Additionally, the original project would have less-than-significant impacts to groundwater supplies and drainage patterns with adherence to the applicable National Pollutant Discharge Elimination System (NPDES) permit, and the original project would be consistent with the Basin Plan, which serves as the basis for the San Francisco Bay Regional Water Quality Control Board's regulatory programs and incorporates an implementation plan for achieving water quality objectives.

Impacts of the Modified Project

The modified project would result in a reduction of 10,741 square feet of impervious surface on the project site, as compared to existing conditions. The modified project would continue to require coverage under the City's NPDES Permit and would be subject to the Municipal Stormwater Permit C.3 Requirements. The modified project site remains outside a 100-year flood zone and not near water bodies that could result in impacts related to tsunami, seiche, or near mudflow. No significant new or substantially increased hydrology or water quality impacts would occur compared to the original project.

Mineral Resources

Certified Final EIR Impact Summary

Section 11, *Mineral Resources*, of the IS, found that the original project would have no impact on mineral resources.

Impacts of the Modified Project

The modified project site remains in an urbanized area without known mineral resources of value. No significant new or substantially increased mineral resource impacts would occur compared to the original project.

Recreation

Certified Final EIR Impact Summary

Section 15, *Recreation*, of the IS, found that the original project would have less-than-significant impacts related to recreational facilities.

Although the original project would incrementally increase use of community and regional parks and recreation facilities, the original project's estimated 368 new residents would not substantially reduce the ratio of parkland per 1,000 residents. The original project would therefore not require the construction or expansion of facilities that may have an adverse physical effect on the environment.

Impacts of the Modified Project

The modified project would directly increase population by developing residential units, but similar to the original project, the increase would not substantially reduce the ratio of parkland per 1,000 residents. Additionally, the modified project would include 20,531 square feet of open space, which is an increase in open space compared to the original project. Therefore, no significant new or substantially increased recreation impacts from a population increase above the original project would occur.

Tribal Cultural Resources

Certified Final EIR Impact Summary

As discussed in Section 17, *Tribal Cultural Resources*, of the IS, the Chochenyo Ohlone Tribe requested to be notified, under California Assembly Bill (AB) 52 of 2014, of projects proposed in the city of Berkeley. The City of Berkeley concluded consultation under AB 52 with the Chochenyo

Ohlone on March 3, 2019, after the 30-day response period. Although no tribal cultural resources are expected to be present on-site, there is the possibility of encountering undisturbed cultural resources that may later be recommended as tribal cultural resources by tribal organizations. However, the original project would be subject to the following Berkeley's Standard COA requiring work to be halted in the event of an unanticipated discovery of tribal cultural resources. Therefore, impacts of the original project would be less than significant.

Impacts of the Modified Project

Addenda do not require AB 52 consultation.[1] Like the IS, Berkeley's Standard COA requiring work to be halted in the event of unanticipated discovery of tribal cultural resources would be applicable to the modified project. If cultural resources of Native American origin are identified, relevant portions of AB 52 would apply. No significant new or substantially increased tribal cultural resources impacts would occur compared to the original project.

Wildfire

Certified Final EIR Impact Summary

As discussed in Section 19, *Wildfire*, of the IS, the original project site is not located in or near a State Responsibility Area or Very High Fire Hazard Severity Zone for wildland fires (California Department of Forestry and Fire 2007, 2008). The closest Very High Hazard Severity Zone is approximately 1 mile east of the project site, and intervening areas are developed with urban uses. Therefore, there would be no impacts related to wildfire for the original project.

Impacts of the Modified Project

The modified project would be on the same site as the original project, which is not in or near a State Responsibility Area or Very High Fire Hazard Severity Zone for wildland fires. The modified project would not increase wildfire impact compared to the original project, nor would it cause significant effects related to wildfire, and it would not impede the implementation of an emergency response or evacuation plan, similar to the original project. No significant new or substantially increased wildfire impacts would occur compared to the original project.

Mandatory Findings of Significance

Certified Final EIR Summary

As discussed in Section 20, *Mandatory Findings of Significance*, of the IS, the original project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of rare or endangered plants or animals. Likewise, cumulative impacts associated with most impact areas analyzed in the IS for the original project would have no impact or be less than significant. Effects to human beings associated with air quality, noise, traffic safety, geology and soils, and hazards would all be less than significant under the original project.

The original project would result in potentially significant project-level impacts to existing historic resources. This potentially significant impact would be mitigated but remain significant and

[1] Pursuant to *CEQA Guidelines* Section 21803.3.1, tribal consultation under AB 52 applies only to a Negative Declaration, Mitigated Negative Declaration, and Environmental Impact Report.

unavoidable after implementation of required mitigation measures CR-1 through CR-4. Cumulative impacts to the historic resources would not be cumulatively considerable, since no other buildings associated with the experimental theater proposed for demolition would be demolished, nor is the project within a historic district. Therefore, impacts to historic resources would be significant and unavoidable on a project-level but not cumulatively considerable.

Impacts of the Modified Project

As discussed above under *Biological Resources*, the impacts of the modified project would be similar to those of the original project. As discussed in Section 4.1, *Changes in Environmental Conditions,* most of the environmental conditions described in the Final EIR are substantially unchanged. Therefore, the cumulative analysis for the original project would be similar for the modified project. Cumulative impacts for most impact areas would have no impact or remain less than significant and impacts related to effecting human beings would be less than significant, like under the original project.

As discussed above under Section 4.3, *Cultural Resources*, impacts of the modified project would be similar to the original project and mitigation measures CR-1 through CR-4 would be required. Since the project site remains the same and no new historic buildings are proposed for demolition, cumulative impacts to historic resources would not considerably contribute to a significant cumulative impact. No significant new or substantially increased impacts would occur compared to the original project.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to aesthetics, agriculture and forestry, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, tribal cultural resources, wildfire, and mandatory findings of significance. The modified project would not result in cumulatively considerable contributions to a significant cumulative impact. No new mitigation measures are necessary.

Conclusion

Impacts would be less than significant with mitigation, similar to the original project.

5 Conclusion

As discussed in detail in the preceding sections, potential impacts associated with the modified project are consistent with potential impacts characterized and mitigated for in the Final EIR. Substantive revisions to the Final EIR are not necessary, because no new significant impacts or significant impacts of substantially greater severity than previously described would occur because of the modified project. Thus, the conditions outlined in *CEQA Guidelines* Section 15162(3)(A) and (D) requiring preparation of a subsequent EIR would not be met.

Based on the analysis contained herein, the following determinations are applicable:

- No further evaluation of environmental impacts is required for the modified project.
- No subsequent EIR is necessary pursuant to *CEQA Guidelines* Section 15162.
- This addendum is the appropriate level of environmental analysis and documentation for the modified project pursuant to *CEQA Guidelines* Section 15164.

Pursuant to *CEQA Guidelines* Section 15164(c), this addendum will be included in the public record for the Final EIR. Documents related to this addendum will be available at the City of Berkeley Planning & Development Department, located at 1947 Center Street in Berkeley, California 94704.

6 References and Preparers

6.1 References

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6.2 List of Preparers

Rincon prepared this addendum under contract to the City of Berkeley. Persons and firms involved in data gathering, analysis, project management, and quality control include:

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Appendix A

California Emissions Estimator Model Calculations

2015 Blake Street Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

3.3. Site Preparation (2023) - Unmitigated

3.5. Grading (2024) - Unmitigated

3.7. Building Construction (2024) - Unmitigated

3.9. Building Construction (2025) - Unmitigated

3.11. Architectural Coating (2025) - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	2015 Blake Street
Construction Start Date	12/1/2023
Lead Agency	City of Berkeley
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	44.2
Location	2015 Blake St, Berkeley, CA 94704, USA
County	Alameda
City	Berkeley
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1528
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.13

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	219	Dwelling Unit	0.96	176,352	13,778	0.00	475	—

Enclosed Parking with Elevator	81.0	Space	0.00	32,400	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.33	33.5	15.3	23.7	0.03	0.62	7.73	8.35	0.56	1.91	2.47	—	5,325	5,325	0.18	0.20	9.12	5,398
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.86	33.5	28.2	37.3	0.07	0.98	12.4	13.4	0.89	3.78	4.67	—	10,561	10,561	0.44	0.71	0.41	10,785
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.86	7.62	10.8	15.8	0.03	0.37	5.40	5.78	0.34	1.44	1.77	—	4,076	4,076	0.15	0.21	3.10	4,147
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.16	1.39	1.97	2.88	< 0.005	0.07	0.99	1.05	0.06	0.26	0.32	—	675	675	0.03	0.04	0.51	687

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.12	1.02	11.6	19.3	0.03	0.41	6.57	6.97	0.37	1.62	1.99	—	4,561	4,561	0.15	0.19	8.51	4,630
2025	1.33	33.5	15.3	23.7	0.03	0.62	7.73	8.35	0.56	1.91	2.47	—	5,325	5,325	0.18	0.20	9.12	5,398
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.60	0.58	12.9	16.7	0.03	0.44	3.73	4.17	0.40	1.58	1.98	—	3,175	3,175	0.13	0.08	0.04	3,203
2024	1.86	1.64	28.2	37.3	0.07	0.98	12.4	13.4	0.89	3.78	4.67	—	10,561	10,561	0.44	0.71	0.41	10,785
2025	1.30	33.5	15.5	22.8	0.03	0.62	7.73	8.35	0.56	1.91	2.47	—	5,196	5,196	0.19	0.21	0.24	5,262
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.02	0.02	0.46	0.59	< 0.005	0.02	0.13	0.15	0.01	0.06	0.07	—	113	113	< 0.005	< 0.005	0.02	114
2024	0.86	0.80	10.8	15.8	0.03	0.37	5.40	5.78	0.34	1.44	1.77	—	4,076	4,076	0.15	0.21	3.10	4,147
2025	0.85	7.62	9.94	15.0	0.02	0.36	5.24	5.60	0.33	1.29	1.62	—	3,634	3,634	0.13	0.15	2.80	3,685
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	< 0.005	< 0.005	0.08	0.11	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	18.7	18.7	< 0.005	< 0.005	< 0.005	18.9
2024	0.16	0.15	1.97	2.88	< 0.005	0.07	0.99	1.05	0.06	0.26	0.32	—	675	675	0.03	0.04	0.51	687
2025	0.16	1.39	1.81	2.74	< 0.005	0.07	0.96	1.02	0.06	0.24	0.30	—	602	602	0.02	0.03	0.46	610

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.93	2.70	< 0.005	0.01	—	0.01	0.01	—	0.01	—	386	386	0.02	< 0.005	—	387
Demolition	—	—	—	—	—	—	0.28	0.28	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.8	13.8	< 0.005	< 0.005	—	13.8
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.28	2.28	< 0.005	< 0.005	—	2.28
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.20	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	41.7	41.7	< 0.005	< 0.005	0.01	42.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.03	0.01	0.46	0.17	< 0.005	0.01	0.30	0.31	0.01	0.08	0.08	—	351	351	0.02	0.05	0.02	368
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	1.50	1.50	< 0.005	< 0.005	< 0.005	1.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	12.5	12.5	< 0.005	< 0.005	0.01	13.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	< 0.005	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.07	2.07	< 0.005	< 0.005	< 0.005	2.17

3.3. Site Preparation (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.44	10.4	13.1	0.02	0.42	—	0.42	0.38	—	0.38	—	2,292	2,292	0.09	0.02	—	2,300
Dust From Material Movement	—	—	—	—	—	—	2.56	2.56	—	1.31	1.31	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.02	0.37	0.47	< 0.005	0.02	—	0.02	0.01	—	0.01	—	81.6	81.6	< 0.005	< 0.005	—	81.9
Dust From Material Movement	—	—	—	—	—	—	0.09	0.09	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.07	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.5	13.5	< 0.005	< 0.005	—	13.6
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.49	0.00	0.00	0.43	0.43	0.00	0.10	0.10	—	104	104	< 0.005	< 0.005	0.01	106
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	3.74	3.74	< 0.005	< 0.005	0.01	3.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	0.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	0.52	12.4	16.6	0.03	0.51	—	0.51	0.46	—	0.46	—	2,875	2,875	0.12	0.02	—	2,885
Dust From Material Movemen	—	—	—	—	—	—	2.57	2.57	—	1.32	1.32	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.07	1.76	2.37	< 0.005	0.07	—	0.07	0.07	—	0.07	—	410	410	0.02	< 0.005	—	411
Dust From Material Movemen	—	—	—	—	—	—	0.37	0.37	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.32	0.43	< 0.005	0.01	—	0.01	0.01	—	0.01	—	67.8	67.8	< 0.005	< 0.005	—	68.1
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.64	0.00	0.00	0.60	0.60	0.00	0.15	0.15	—	143	143	< 0.005	0.01	0.02	145
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.23	0.06	3.99	1.52	0.02	0.06	2.71	2.77	0.06	0.70	0.75	—	3,091	3,091	0.16	0.49	0.18	3,241
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	20.6	20.6	< 0.005	< 0.005	0.04	20.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.01	0.56	0.22	< 0.005	0.01	0.38	0.38	0.01	0.10	0.10	—	440	440	0.02	0.07	0.42	462
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	3.40	3.40	< 0.005	< 0.005	0.01	3.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	72.9	72.9	< 0.005	0.01	0.07	76.5

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.39	10.2	11.8	0.02	0.40	—	0.40	0.36	—	0.36	—	2,271	2,271	0.09	0.02	—	2,279
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.39	10.2	11.8	0.02	0.40	—	0.40	0.36	—	0.36	—	2,271	2,271	0.09	0.02	—	2,279
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.28	7.34	8.47	0.02	0.29	—	0.29	0.26	—	0.26	—	1,632	1,632	0.07	0.01	—	1,637
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.34	1.55	< 0.005	0.05	—	0.05	0.05	—	0.05	—	270	270	0.01	< 0.005	—	271
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.67	0.61	0.42	7.11	0.00	0.00	5.83	5.83	0.00	1.44	1.44	—	1,513	1,513	0.03	0.06	6.44	1,537
Vendor	0.06	0.02	0.98	0.43	0.01	0.01	0.73	0.74	0.01	0.19	0.20	—	777	777	0.03	0.12	2.07	815
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.59	0.54	6.26	0.00	0.00	5.83	5.83	0.00	1.44	1.44	—	1,403	1,403	0.04	0.06	0.17	1,422
Vendor	0.06	0.02	1.03	0.44	0.01	0.01	0.73	0.74	0.01	0.19	0.20	—	778	778	0.03	0.12	0.05	813
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.42	0.38	4.35	0.00	0.00	4.07	4.07	0.00	1.00	1.00	—	1,015	1,015	0.02	0.04	2.00	1,030
Vendor	0.04	0.02	0.72	0.31	< 0.005	0.01	0.51	0.52	0.01	0.13	0.14	—	559	559	0.02	0.08	0.64	585
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.07	0.79	0.00	0.00	0.74	0.74	0.00	0.18	0.18	—	168	168	< 0.005	0.01	0.33	171
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	92.5	92.5	< 0.005	0.01	0.11	96.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.39	10.2	11.8	0.02	0.40	—	0.40	0.36	—	0.36	—	2,271	2,271	0.09	0.02	—	2,279
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.39	0.39	10.2	11.8	0.02	0.40	—	0.40	0.36	—	0.36	—	2,271	2,271	0.09	0.02	—	2,279
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.30	8.01	9.25	0.02	0.31	—	0.31	0.28	—	0.28	—	1,781	1,781	0.07	0.01	—	1,787
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.46	1.69	< 0.005	0.06	—	0.06	0.05	—	0.05	—	295	295	0.01	< 0.005	—	296
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.58	0.37	6.58	0.00	0.00	5.83	5.83	0.00	1.44	1.44	—	1,483	1,483	0.03	0.06	5.89	1,506
Vendor	0.06	0.02	0.94	0.41	0.01	0.01	0.73	0.74	0.01	0.19	0.20	—	765	765	0.03	0.11	2.05	801
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.56	0.53	5.83	0.00	0.00	5.83	5.83	0.00	1.44	1.44	—	1,376	1,376	0.04	0.06	0.15	1,395
Vendor	0.05	0.02	0.99	0.42	0.01	0.01	0.73	0.74	0.01	0.19	0.20	—	766	766	0.03	0.11	0.05	800
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.44	0.37	4.42	0.00	0.00	4.44	4.44	0.00	1.09	1.09	—	1,086	1,086	0.03	0.05	2.00	1,103
Vendor	0.04	0.02	0.76	0.33	< 0.005	0.01	0.56	0.57	0.01	0.14	0.15	—	600	600	0.02	0.09	0.70	628

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.07	0.81	0.00	0.00	0.81	0.81	0.00	0.20	0.20	—	180	180	< 0.005	0.01	0.33	183
Vendor	0.01	< 0.005	0.14	0.06	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	99.4	99.4	< 0.005	0.01	0.12	104
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.16	3.69	3.64	0.01	0.21	—	0.21	0.19	—	0.19	—	509	509	0.02	< 0.005	—	510
Architectural Coatings	—	32.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.16	3.69	3.64	0.01	0.21	—	0.21	0.19	—	0.19	—	509	509	0.02	< 0.005	—	510
Architectural Coatings	—	32.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.03	0.03	0.78	0.77	< 0.005	0.04	—	0.04	0.04	—	0.04	—	107	107	< 0.005	< 0.005	—	108
Architectural Coatings	—	6.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.14	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.8	17.8	< 0.005	< 0.005	—	17.8
Architectural Coatings	—	1.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	0.07	1.32	0.00	0.00	1.17	1.17	0.00	0.29	0.29	—	297	297	0.01	0.01	1.18	301
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.11	1.17	0.00	0.00	1.17	1.17	0.00	0.29	0.29	—	275	275	0.01	0.01	0.03	279
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.24	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	58.4	58.4	< 0.005	< 0.005	0.11	59.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	9.68	9.68	< 0.005	< 0.005	0.02	9.82
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	12/1/2023	12/15/2023	6.00	13.0	—
Site Preparation	Site Preparation	12/1/2023	12/15/2023	6.00	13.0	—
Grading	Grading	1/2/2024	3/1/2024	6.00	52.0	—
Building Construction	Building Construction	3/1/2024	11/30/2025	6.00	548	—
Architectural Coating	Architectural Coating	2/1/2025	5/1/2025	6.00	77.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Demolition	Skid Steer Loaders	Diesel	Tier 4 Final	1.00	8.00	71.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Tier 3	1.00	8.00	367	0.40
Site Preparation	Excavators	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Site Preparation	Skid Steer Loaders	Diesel	Tier 4 Final	1.00	8.00	71.0	0.37
Site Preparation	Sweepers/Scrubbers	Diesel	Tier 3	1.00	8.00	36.0	0.46
Site Preparation	Trenchers	Diesel	Tier 3	1.00	8.00	40.0	0.50

Grading	Bore/Drill Rigs	Diesel	Tier 3	1.00	8.00	36.0	0.38
Grading	Plate Compactors	Diesel	Tier 3	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 3	1.00	8.00	367	0.40
Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Grading	Skid Steer Loaders	Diesel	Tier 4 Final	1.00	8.00	71.0	0.37
Grading	Pumps	Diesel	Tier 3	1.00	8.00	11.0	0.74
Grading	Sweepers/Scrubbers	Diesel	Tier 3	1.00	8.00	36.0	0.46
Building Construction	Aerial Lifts	Diesel	Tier 3	2.00	8.00	367	0.29
Building Construction	Concrete/Industrial Saws	Diesel	Tier 3	1.00	8.00	84.0	0.37
Building Construction	Cement and Mortar Mixers	Electric	Tier 3	2.00	8.00	10.0	0.56
Architectural Coating	Aerial Lifts	Diesel	Tier 3	2.00	8.00	37.0	0.48
Architectural Coating	Forklifts	Diesel	Tier 3	1.00	8.00	82.0	0.20

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	5.00	11.7	LDA,LDT1,LDT2
Demolition	Vendor	0.00	8.40	HHDT,MHDT
Demolition	Hauling	4.85	20.0	HHDT
Demolition	Onsite truck	0.00	0.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	12.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	0.00	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT

Site Preparation	Onsite truck	0.00	0.00	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	11.7	LDA,LDT1,LDT2
Grading	Vendor	0.00	8.40	HHDT,MHDT
Grading	Hauling	43.3	20.0	HHDT
Grading	Onsite truck	0.00	0.00	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	171	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	28.7	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	0.00	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	34.3	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	0.00	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	0.00	0.00	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	357,113	119,038	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	250	—
Site Preparation	0.00	0.00	5.50	0.00	—
Grading	0.00	18,000	26.0	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

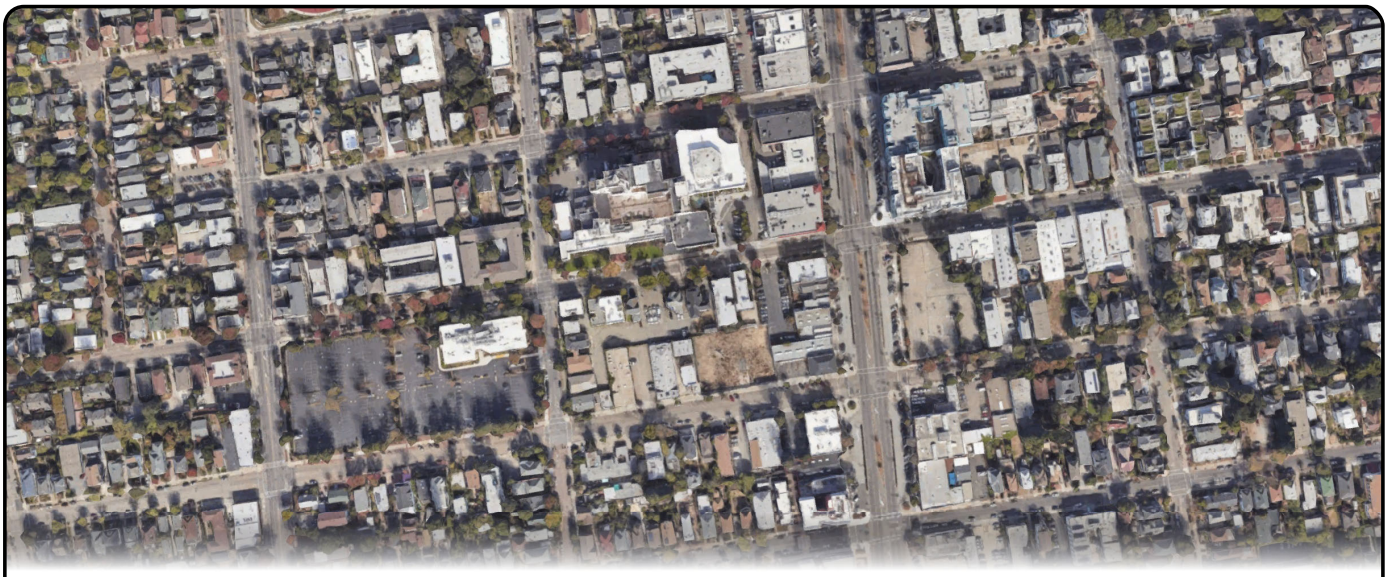
5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005
2024	66.8	204	0.03	< 0.005
2025	66.8	204	0.03	< 0.005

Appendix B

Traffic Impact Study



Traffic Impact Analysis

2015 Blake Street Residential Project

City of Berkeley

Prepared by:
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TRAFFIC ENGINEERING, INC.

June 6, 2023

Abrams Associates
TRAFFIC ENGINEERING, INC.

2015 Blake Street Residential Project
in the
City of Berkeley

TRAFFIC IMPACT ANALYSIS

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1) EXECUTIVE SUMMARY

The 2015 Blake Street residential project is proposed to include construction of 212 apartment units. Seven existing residential units in two Victorian buildings will be retained for a total of 219 units on the site. The project is planned to be developed on a portion of the block bordered by Dwight Way, Shattuck Avenue, Blake Street, and Milvia Street in the City of Berkeley. The site is currently occupied by two single family homes that have been converted into a total of 7 apartment units (which will be retained), a doctor's office, and some light industrial uses, including a dome building company and a skylight fabrication company. **Figure 1** shows the location of the project and the surrounding roadway network. **Figure 2** shows the ground floor site plan for the project**.** Based on the trip generation forecasts the project would generate a net increase of approximately 38 vehicle trips during the AM and PM peak hours.

Based on the project's design and a detailed analysis conducted according to the City's guidelines there would be no significant transportation impacts according to the City's significance criteria and no off-site traffic or transportation mitigations would be required.[1] The project is proposing to accommodate its parking demand by providing 81 off-street parking spaces in an on-site, underground garage. The project is also proposing to provide meet the City's bicycle parking requirements by providing 83 long-term secure bicycle parking spaces on the ground floor and also bicycle racks with 14 short term bicycle parking spaces.

2) INTRODUCTION

This transportation impact study describes the existing and baseline conditions for transportation and circulation both with and without the proposed project. The study presents information on the regional and local roadway networks, the pedestrian and transit conditions, and provides an analysis of the effects on transportation facilities associated with the project.

[1] *Guide for Development of Traffic Impact Reports*, City of Berkeley Office of Transportation, Berkeley, CA, January, 2009.

FIGURE 1 | PROJECT LOCATION AND STUDY INTERSECTIONS
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

Abrams Associates
TRAFFIC ENGINEERING, INC.

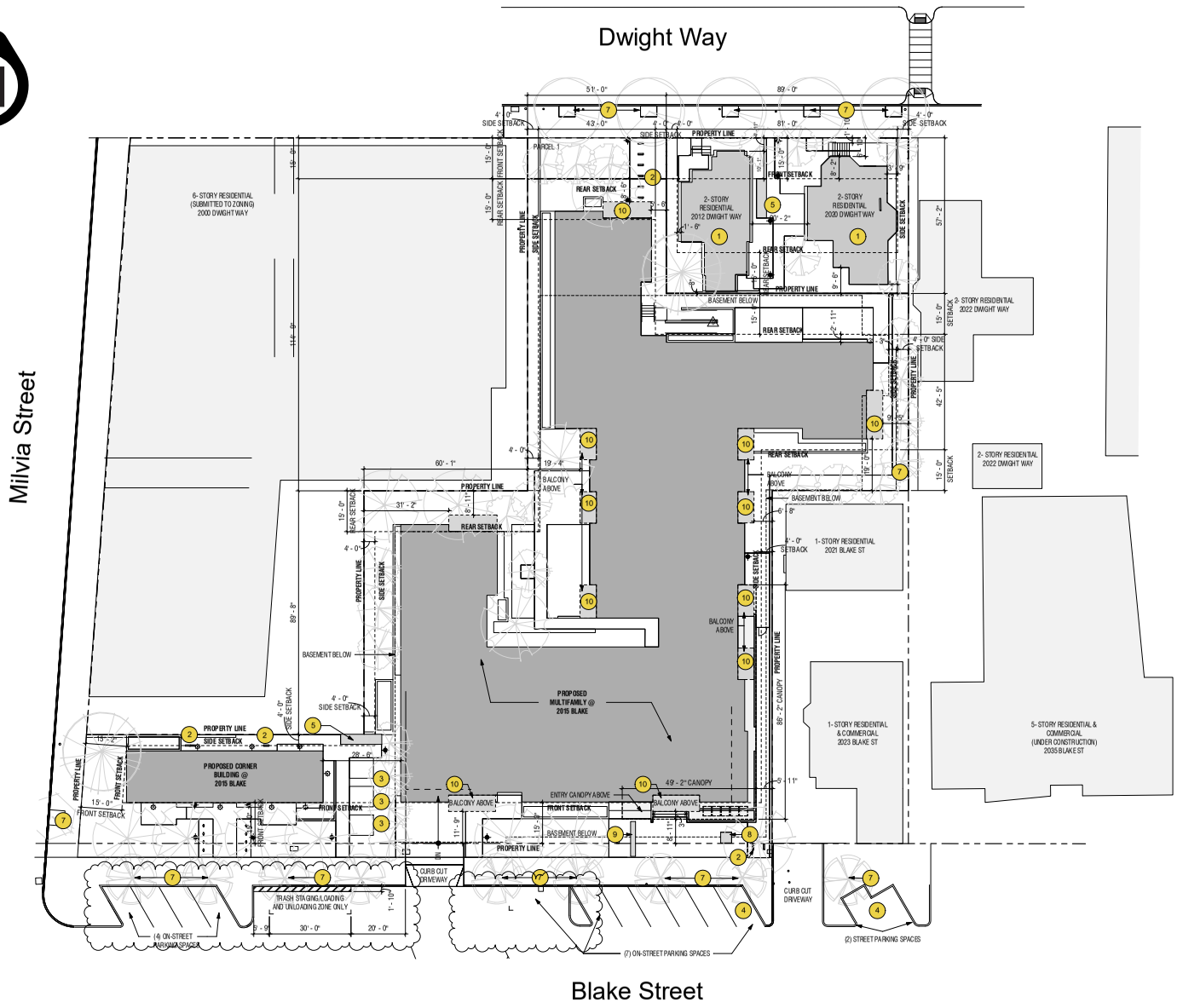

FIGURE 2 | SITE PLAN
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

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This study also describes the regulatory setting; the criterion used for determining the significance of environmental impacts; and summarizes potential environmental impacts and appropriate mitigation measures when necessary. This study has been conducted in accordance with the requirements and methodologies set forth by the City of Berkeley, Alameda County, Caltrans, and the applicable provisions of CEQA.

3) ENVIRONMENTAL SETTING

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis for the traffic operations portion of the analysis is the peak hour level of service at the key study intersections. In this report, these peak commute hours will be identified as the AM and PM peak hours.

3.1 Project Study Intersections

To provide a baseline for identification of impacts on the local roadway network, existing traffic operating conditions have been determined for the key local intersections that may be affected by the project. For this analysis five study intersections were selected based on the City's Guidelines for Development of Traffic Impact Reports and their potential to be impacted by the proposed project. The five study intersections are:

1. Dwight Way at Milvia Street
2. Dwight Way at Shattuck Avenue
3. Blake Street at Milvia Street
4. Blake Street at the Proposed Project Entrance
5. Blake Street at Shattuck Avenue
6. Blake Street at Martin Luther King Jr. Way

3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the following six scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.

- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.

- Scenario 3: *Baseline (No Project) Conditions* – The Baseline scenario is based on the existing volumes plus growth in background traffic (for two years) plus the traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersection.

- Scenario 4: *Baseline Plus Project Conditions* – This scenario is based on the Baseline traffic volumes plus the trips that would be generated by the proposed project.

3.3 Existing Roadway Network

As shown on **Figure 1**, the roads that would be primarily affected by the project are Shattuck Avenue, Dwight Way, Blake Street and Milvia Street. The following is a brief description of these roadways:

- **Shattuck Avenue –** Shattuck Avenue is a four-lane arterial roadway extending south from Vine Street to terminate to the south at Telegraph Avenue in the City of Oakland. It serves school, residential and commercial traffic and is an important north-south travel route. It is designated as a major street and a primary transit route in the City's General Plan.

- **Blake Street –** Blake Street is a two-lane local roadway in the City of Berkeley. It extends east from San Pablo Avenue and terminates to the east at Telegraph Avenue. There is a traffic signal at its intersection with Telegraph Avenue but the remainder of its intersections are controlled by stop signs and traffic circles. Please note that at the intersection of Blake Street with Martin Luther King Jr. Way the side streets are restricted to right turns only from 4:00 to 6:00 PM, Monday through Friday.

- **Milvia Street –** Milvia Street is a two-lane collector street extending north from Russell Road to Yolo Avenue. As part of the Milvia Bikeway Project the segment of Milvia Street from Dwight Way to Channing Way has now been converted to one-way southbound traffic only. Milvia Street serves school, residential and commercial traffic and is designated as an important north-south bicycle boulevard.

- **Dwight Way –** Dwight Way is a two-lane roadway extending east from Fourth Street to the northeastern corner of the University of California's Clark Kerr campus. It serves school, residential and commercial traffic and is an important east-west travel route. It is a one-way street with eastbound traffic only between Martin Luther King Jr. Way and Piedmont Avenue. It is designated as a major street and a secondary transit route in the City's General Plan.

3.4 Intersection Analysis Methodology

Existing operational conditions at the study intersection were evaluated according to the requirements set forth by the City of Berkeley. Analysis of traffic operations was conducted

using the 6th Edition of the *Highway Capacity Manual* (*HCM*) Level of Service (LOS) methodology with Synchro software.[1]

Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic and the traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E.

Beyond LOS E, the intersection or roadway segment capacity has effectively been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. **Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections. **Table 2** summarizes the relationship between LOS and delay at unsignalized intersections

For signalized intersections, The City of Berkeley's LOS standards are based on the average delay for the entire intersection. The *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the appendix to this report.

For unsignalized (all-way stop controlled and two-way stop controlled) intersections, the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. Operating conditions for unsignalized intersections are presented for the worst approach.

3.5 Existing Intersection Capacity Conditions

The existing intersection geometry at the project study intersections is presented in **Figure 3**. The existing traffic volumes at these intersections for the weekday AM and PM peak hours are presented in **Figure 4**. Traffic counts at the intersections were conducted in December, 2018 with additional counts conducted in January and May of 2023. **Table 3** summarizes the associated LOS computation results for the most recent weekday AM and PM peak hour

[1] *Highway Capacity Manual – Sixth Edition*, Transportation Research Board, Washington D.C., 2016

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (sec/veh)	Volume to Capacity Ratio
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

SOURCES: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

SOURCE: *Highway Capacity Manual - Sixth Edition*, Transportation Research Board, 2016.

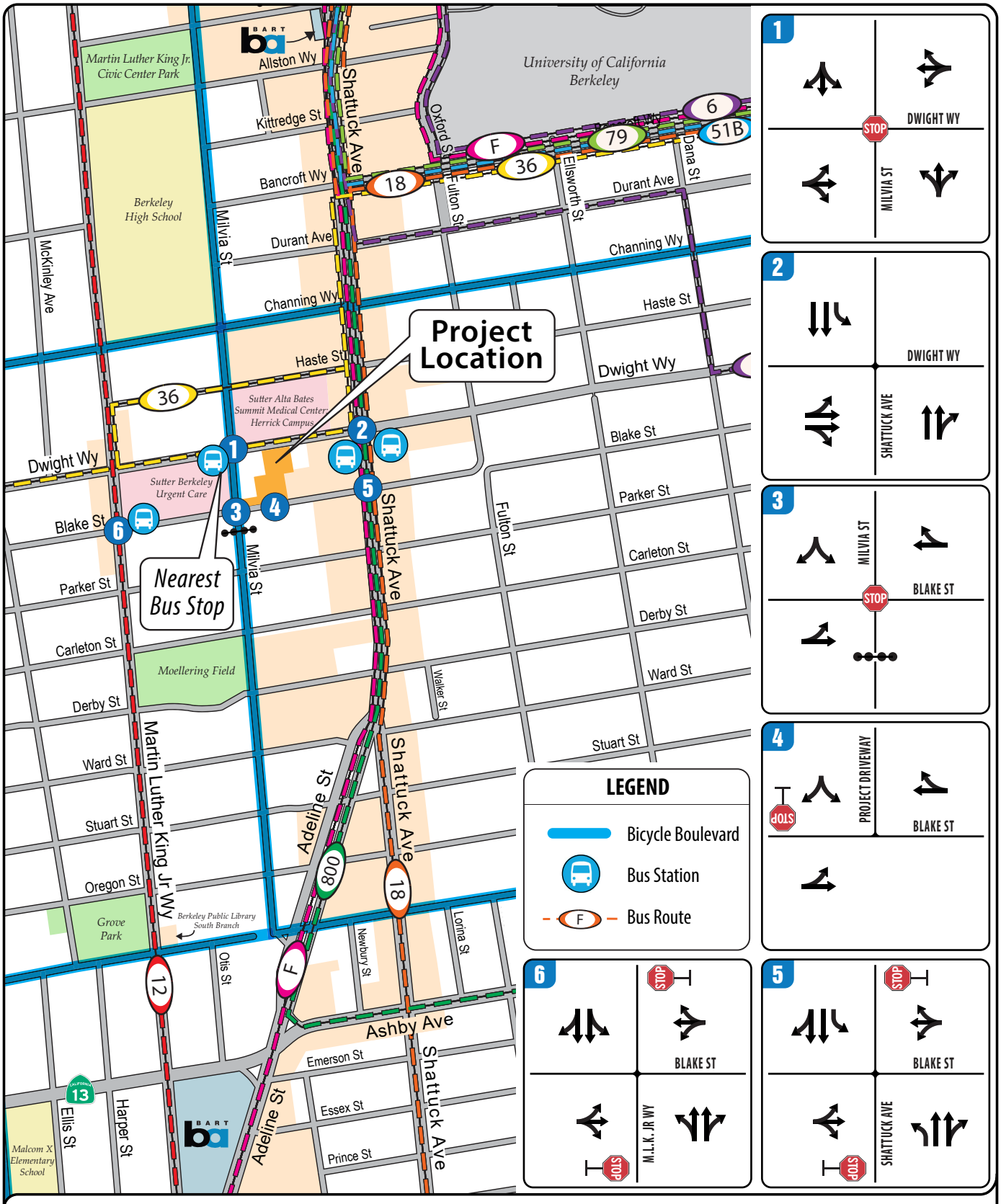

FIGURE 3 | EXISTING LANE CONFIGURATIONS AND TRANSIT SERVICE
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

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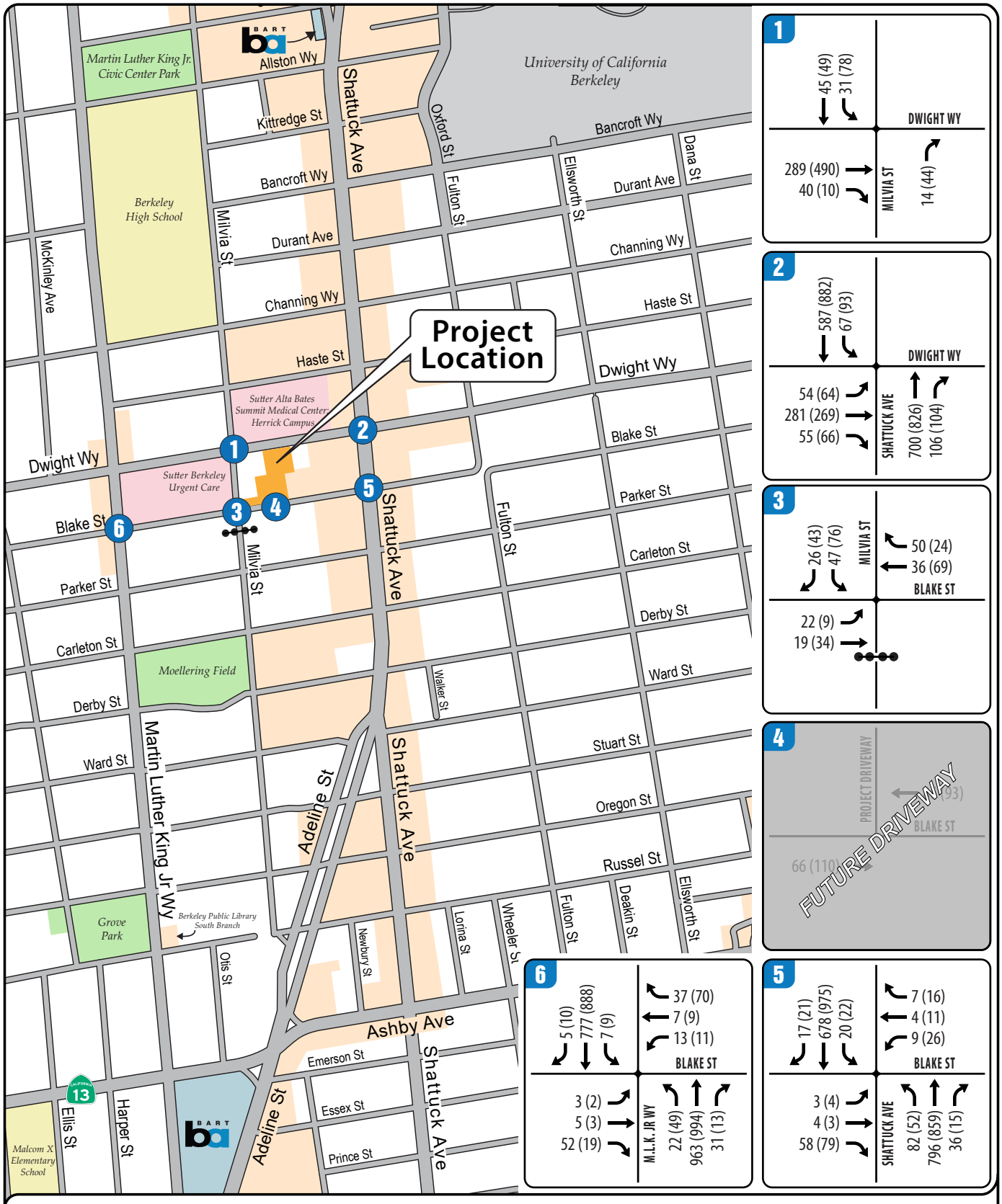

FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

Abrams Associates
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conditions at these intersections. As shown in **Table 3**, all of the study intersections currently have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Blake Street at Shattuck Avenue. Please note the detailed LOS calculations are included in the technical appendix to this report**.**

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	DWIGHT WAY & MILVIA STREET	All Way Stop	AM	8.8	A
			PM	11.2	B
2	DWIGHT WAY & SHATTUCK AVENUE	Signalized	AM	24.0	C
			PM	23.6	C
3	BLAKE STREET & MILVIA STREET	All Way Stop	AM	7.5	A
			PM	7.8	A
4	BLAKE STREET & PROPOSED ENTRANCE	Side Street Stop	AM	N/A	N/A
			PM	N/A	N/A
5	BLAKE STREET & SHATTUCK AVENUE	Side Street Stop	AM	**> 50.0**	**F**
			PM	**> 50.0**	**F**
6	BLAKE STREET & MARTIN LUTHER KING JR WAY	Side Street Stop	AM	**> 50.0**	**F**
			PM	**> 50.0**	**F**

SOURCE: Abrams Associates, 2023

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle.

3.6 Pedestrian and Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following three classes:

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
Class III – Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.
Class IV – Provides an adjacent bike lane or bikeway that is physically separated from motor vehicle traffic.

Milvia Street is a bicycle boulevard that travels from North Berkeley to South Berkeley completely along Milvia Street. It begins on the north side at Hopkins Street and ends to the south at Russell Street, another Bicycle Boulevard.

%

3.7 Transit Service

The Downtown Berkeley BART station is located on Shattuck Avenue at Center Street, which is just under a half-mile from the project site. This station is located on the Richmond-Fremont Line which connected to other destinations in the Bay Area at the MacArthur Station. There is also direct service to Downtown San Francisco as well as continuing service to Milbrae (please note the service to Milbrae only operates before 8 AM Monday through Friday). As shown in **Figure 3**, there is also extensive bus transit service provided by Alameda-Contra Costa County (AC) Transit at the BART Station. In addition to local bus route 18, the following lines operate adjacent to the project on Shattuck Avenue:

> **800:** All Nighter. Richmond BART to Market St. and Van Ness Ave, S.F., via Macdonald Ave, San Pablo Ave, University Ave, Telegraph Ave and downtown Oakland. Returns via Market St. and West Oakland BART.
> **F:** UC Campus to Transbay Temporary Terminal, San Francisco via Shattuck Ave, Adeline St and 40th St.

Please note the nearest bus stops are located on Shattuck Avenue just east of the project site.

4) REGULATORY CONTEXT

Existing policies, laws and regulations that apply to the proposed project are summarized below.

4.1 State

The California Department of Transportation (Caltrans) has jurisdiction over State highways and any improvements to these roadways would require Caltrans' approval.

4.2 Local

City of Berkeley General Plan - The Transportation and Circulation Element the City of Berkeley General Plan addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

4.3 Significance Criteria

The level of service criteria described below are based on the City's General Plan standards, not CEQA, and any proposed mitigations are intended to address the City standards. Traffic

improvements to improve traffic operations at the project study intersections are not considered to be required mitigations under CEQA. The City's General Plan states that the traffic from a project could cause an intersection to exceed City standards if the LOS at the intersection is reduced from LOS A, B, C, or D to LOS E (with the addition of two (2) seconds of average delay) for signalized intersections. Improvement measures to improve the LOS should be considered at intersections that exceed this service level threshold. Exceptions to the LOS D standard arise when the project is not expected to add more than two seconds at an intersection going from LOS D to LOS E or more than three seconds of delay at an intersection that is already operating at LOS E. In addition, improvement measures would also need to be considered if a project would increase the volume to capacity (V/C) ratio by more than 0.01 at a signalized intersection that is already operating at LOS F. For unsignalized intersections, additional considerations are involved, including the number of vehicles on the critical approach, vehicles contributed by the proposed project, and signal warrant analysis. At an unsignalized intersection, improvement measures are required if a movement is LOS F, the peak hour signal warrant is met, and a minimum of 10 vehicles are added to the critical movement. It should be noted that according to CEQA guidelines, a project could have a significant impact if it would:

- Conflict with a plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
- Result in inadequate emergency vehicle access.

5) IMPACTS AND MITIGATION MEASURES

5.1 Project Trip Generation

The vehicle trip generation for the project is shown in **Table 4**. The trip generation rates are based on the ITE rates for apartments in a dense multi-urban area located close to rail transit (Land Use 221), medical office space (Land Use 720), and light industrial uses (Land Use 110) taken from the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Since the project is located in an urban area with numerous bus connections the vehicle trip rate per unit is less than would be generated by a typical apartment building. As described previously the project has several local bus routes and an all-nighter route operating adjacent to the project site. Based on the trip generation forecasts the project would generate about 53 vehicle trips during the AM and PM peak hours, without any reductions for removal of the existing uses. The trips generated by this proposed development are estimated for the peak commute hours which represent the peak of adjacent street traffic.

TABLE 4
TRIP GENERATION CALCULATIONS

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Apartment Rates - Trips per Unit	221		2.01	0.04	0.21	0.25	0.19	0.07	0.25
Proposed Apartments Trip Generation		**212 units**	**426**	**8**	**45**	**53**	**39**	**14**	**53**
ITE Medical Office Trip Rates Trips per 1,000 sq. ft.	720		36.00	2.45	0.65	3.10	1.18	2.75	3.93
Existing Doctor's Office Trip Generation		*1,620 sq. ft.*	*58*	*4*	*1*	*5*	*2*	*4*	*6*
ITE Light Industrial Rates Trips per 1,000 sq. ft.	110		4.87	0.65	0.09	0.74	.09	0.56	0.65
Existing Light Industrial Uses Trip Generation		*13,000 sq. ft.*	*63*	*8*	*2*	*10*	*1*	*7*	*8*
Subtotals from the Existing Land Uses			**121**	**12**	**3**	**15**	**3**	**12**	**15**
Net New Trip Generation from the Proposed Project			**305**	**-4**	**42**	**38**	**36**	**2**	**38**

SOURCE: Institute of Transportation Engineers Trip Generation Manual (11th Edition)

It is important to note that the site is currently occupied by a doctor's office and some light industrial uses, including a dome building company and a skylight fabrication company. As shown in **Table 4** these uses generate about 15 trips during the AM and PM peak hours. If this existing traffic is subtracted out then the traffic associated with the new project is forecast to be a net increase of about 38 vehicle trips during the AM and PM peak hours.

5.2 Project Trip Distribution

The trip distribution assumptions have been based on the existing traffic count data including daily directional volume and peak-hour turning movements, the Alameda County travel demand model, and knowledge of the surrounding area such as commute patterns and the overall land use patterns in the area. **Figure 5** shows the distribution of project trips assumed in the analysis. **Figure 6** shows the project traffic that would be added at the project study intersections. Since Milvia Street is now one-way southbound north of Dwight Street, all northbound project trips (i.e., outbound trips from the project) have now been assigned to either Shattuck Avenue or Martin Luther King Jr. Way

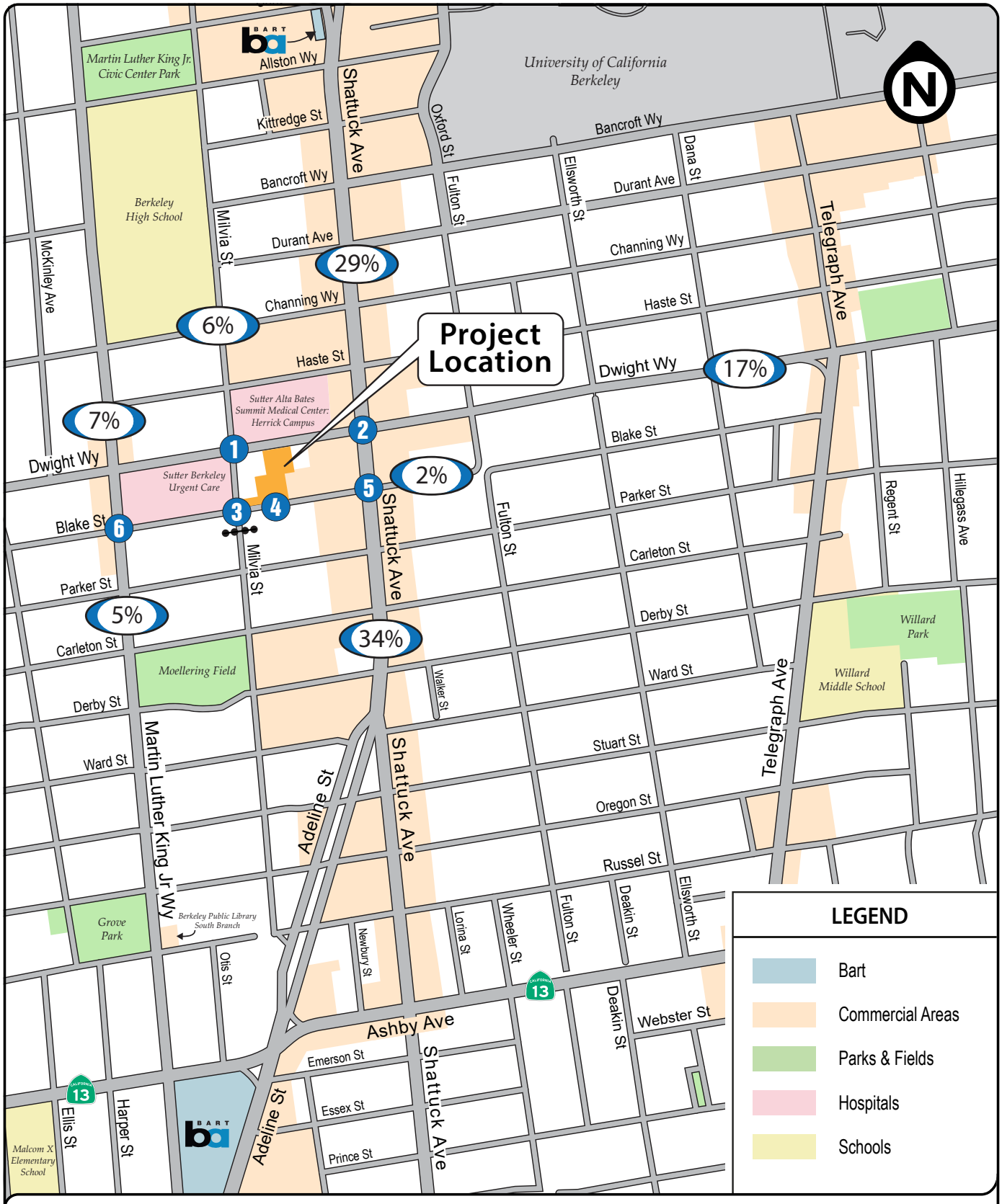

FIGURE 5 | PROJECT TRIP DISTRIBUTION
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

Abrams Associates
TRAFFIC ENGINEERING, INC.

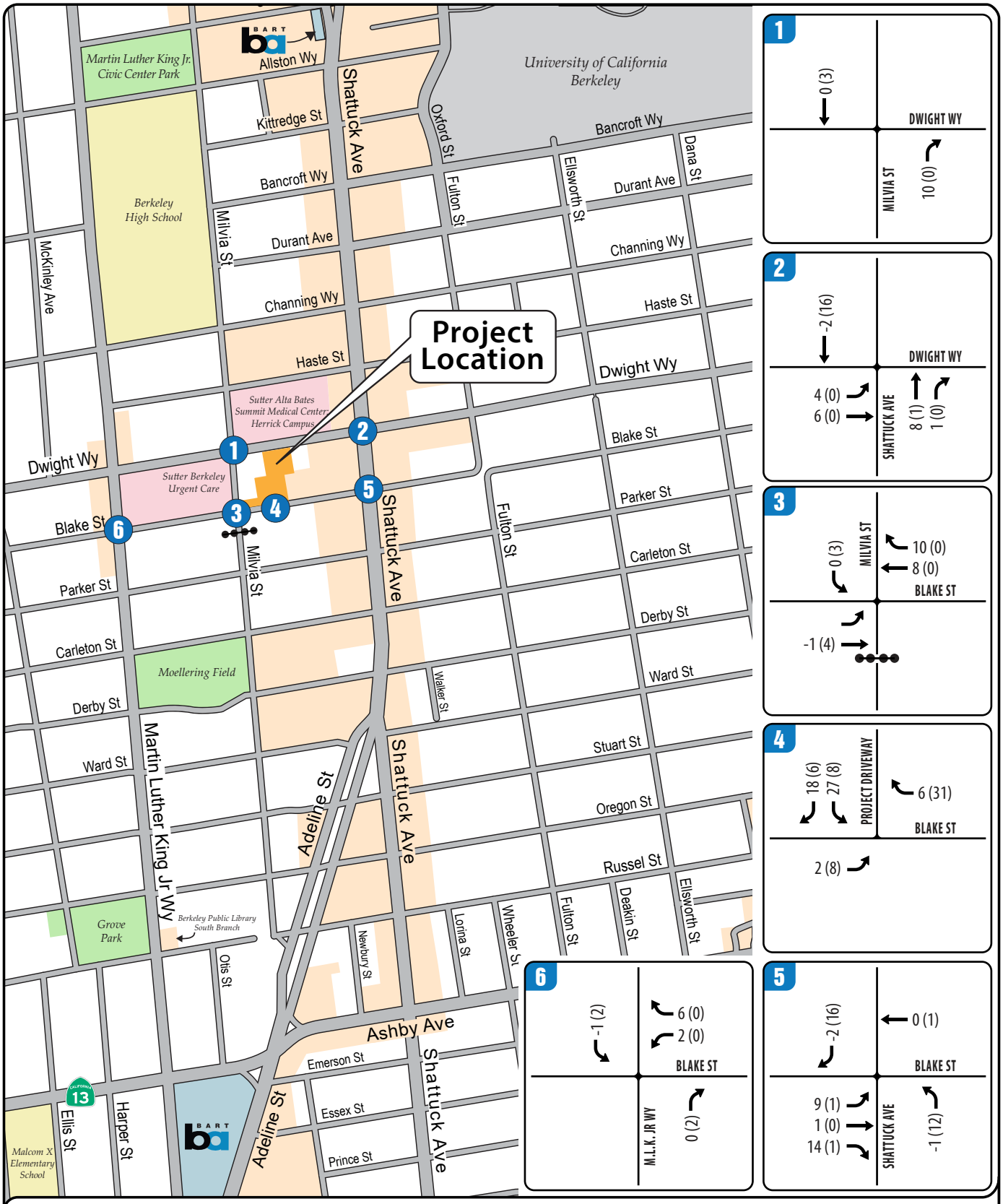

FIGURE 6 | PROJECT AM(PM) PEAK HOUR TRIPS
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

Abrams Associates
TRAFFIC ENGINEERING, INC.

5.3 Existing Plus Project Intersection Capacity Conditions

This scenario evaluates the existing conditions with the addition of traffic from the proposed project. A comparison of the capacity calculations for the conditions with the addition of traffic from the project is shown in **Table 5**. **Figure 7** presents the existing plus project volumes used in the analysis. The corresponding LOS analysis calculation sheets are presented in the Traffic Analysis Appendix. As shown in **Table 5**, all of the study intersections would continue to have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Blake Street at Shattuck Avenue and at Martin Luther King Jr. Way. However, the proposed project would add less than 10 peak hour trips to the critical movements at these intersections. Therefore, the addition of project traffic to these intersections would not be considered a significant impact according to the standards established by the City of Berkeley. The traffic signal warrant analysis and accident records for the Shattuck Avenue/Blake Street intersection are included in the technical appendix to this report.

TABLE 5
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	DWIGHT WAY & MILVIA STREET	All Way Stop	AM	8.8	A	8.7	A
			PM	11.2	B	11.2	B
2	DWIGHT WAY & SHATTUCK AVENUE	Signalized	AM	24.0	C	24.3	C
			PM	23.6	C	23.5	C
3	BLAKE STREET & MILVIA STREET	All Way Stop	AM	7.5	A	7.5	A
			PM	7.8	A	7.8	A
4	BLAKE STREET & PROPOSED ENTRANCE	Side Street Stop	AM	N/A	N/A	10.7	B
			PM	N/A	N/A	10.8	B
5	BLAKE STREET & SHATTUCK AVENUE	Side Street Stop	AM	**> 50.0**	**F**	**> 50.0**	**F**
			PM	**> 50.0**	**F**	**> 50.0**	**F**
6	BLAKE STREET & MARTIN LUTHER KING JR WAY	Side Street Stop	AM	**> 50.0**	**F**	**> 50.0**	**F**
			PM	**> 50.0**	**F**	**> 50.0**	**F**

SOURCE: Abrams Associates, 2023

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle.

5.4 Baseline Intersection Capacity Conditions

Trip generation and trip assignment assumptions for the approved projects were based on the traffic study reports prepared for each project, where available. Approved projects include developments that are either under construction, built but not fully occupied, or not built but have final development approval from the City. Background growth traffic from approved developments that could potentially affect the volumes at the project study intersections included the following: the 2000 Dwight Avenue Senior Housing Project and the 2628 Shattuck Street Mixed Use Project. To ensure full accounting for the growth in background traffic the substantially higher prior traffic counts taken in 2018 were used for the analysis.

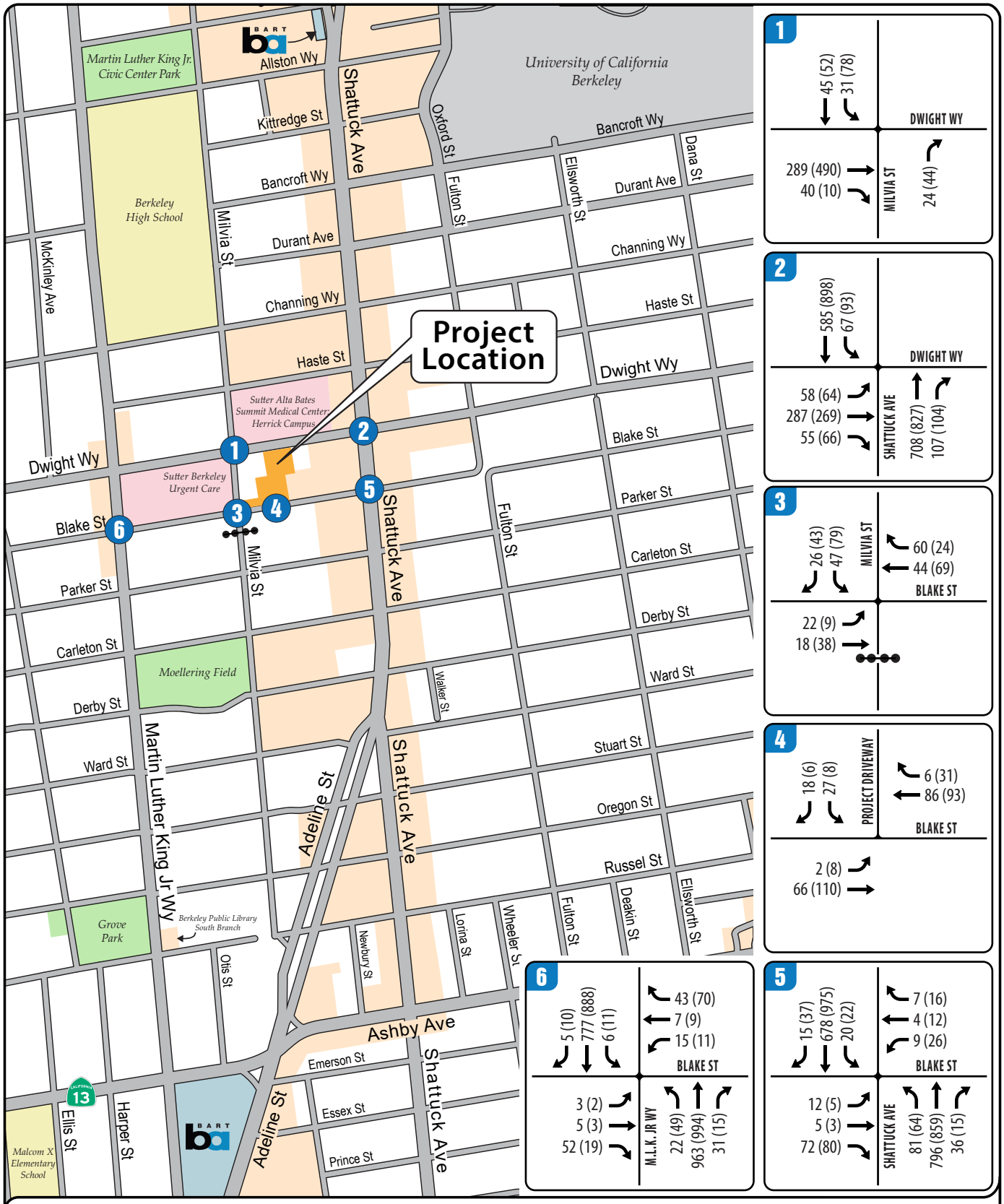

FIGURE 7 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

Abrams Associates
TRAFFIC ENGINEERING, INC.

Figure 8 presents the resulting baseline volumes at each of the project study intersections **Table 6** summarizes the LOS results for the Baseline and Baseline Plus Project weekday AM and PM peak hour conditions. The corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*. As shown in **Table 6**, all of the study intersections currently have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Blake Street at Shattuck Avenue. Please note the detailed LOS calculations are included in the technical appendix to this report**.**

5.5 Baseline *Plus Project* Intersection Capacity Conditions

The Baseline plus proposed project traffic forecasts were developed by adding project-related traffic to the baseline traffic volumes. As noted above, **Table 6** summarizes the LOS results for the Baseline Plus Project weekday AM and PM peak hour conditions (i.e. the existing roadway network). **Figure 9** presents the resulting baseline plus project volumes at each of the project study intersections. Please note that the corresponding LOS analysis calculation sheets are presented in the appendix. As shown in **Table 5**, all of the study intersections would continue to have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Blake Street at Shattuck Avenue and at Martin Luther King Jr. Way. This intersection also meets Caltrans Peak Hour Volume Warrant indicating installation of a traffic signal may be appropriate. The traffic signal warrant analysis is included in the technical appendix to this report. However, the proposed project would add less than 10 peak hour trips to the critical movements at these intersections. Therefore, the addition of project traffic to these two intersections would not be considered a significant impact according to City of Berkeley standards. The traffic signal warrant analysis and accident records for the Shattuck Avenue/Blake Street intersection are included in the technical appendix to this report.

TABLE 6
BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	DWIGHT WAY & MILVIA STREET	All Way Stop	AM	8.9	A	8.9	A
			PM	11.5	B	11.6	B
2	DWIGHT WAY & SHATTUCK AVENUE	Signalized	AM	31.9	C	32.5	C
			PM	43.9	D	43.8	D
3	BLAKE STREET & MILVIA STREET	All Way Stop	AM	8.5	A	8.5	A
			PM	8.7	A	8.7	A
4	BLAKE STREET & PROPOSED ENTRANCE	Side Street Stop	AM	N/A	N/A	12.7	B
			PM	N/A	N/A	12.7	B
5	BLAKE STREET & SHATTUCK AVENUE	Side Street Stop	AM	**> 50.0**	**F**	**> 50.0**	**F**
			PM	**> 50.0**	**F**	**> 50.0**	**F**
6	BLAKE STREET & MARTIN LUTHER KING JR WAY	Side Street Stop	AM	**> 50.0**	**F**	**> 50.0**	**F**
			PM	**> 50.0**	**F**	**> 50.0**	**F**

SOURCE: Abrams Associates, 2023

NOTES: HCM LOS results are presented in terms of seconds per vehicle.

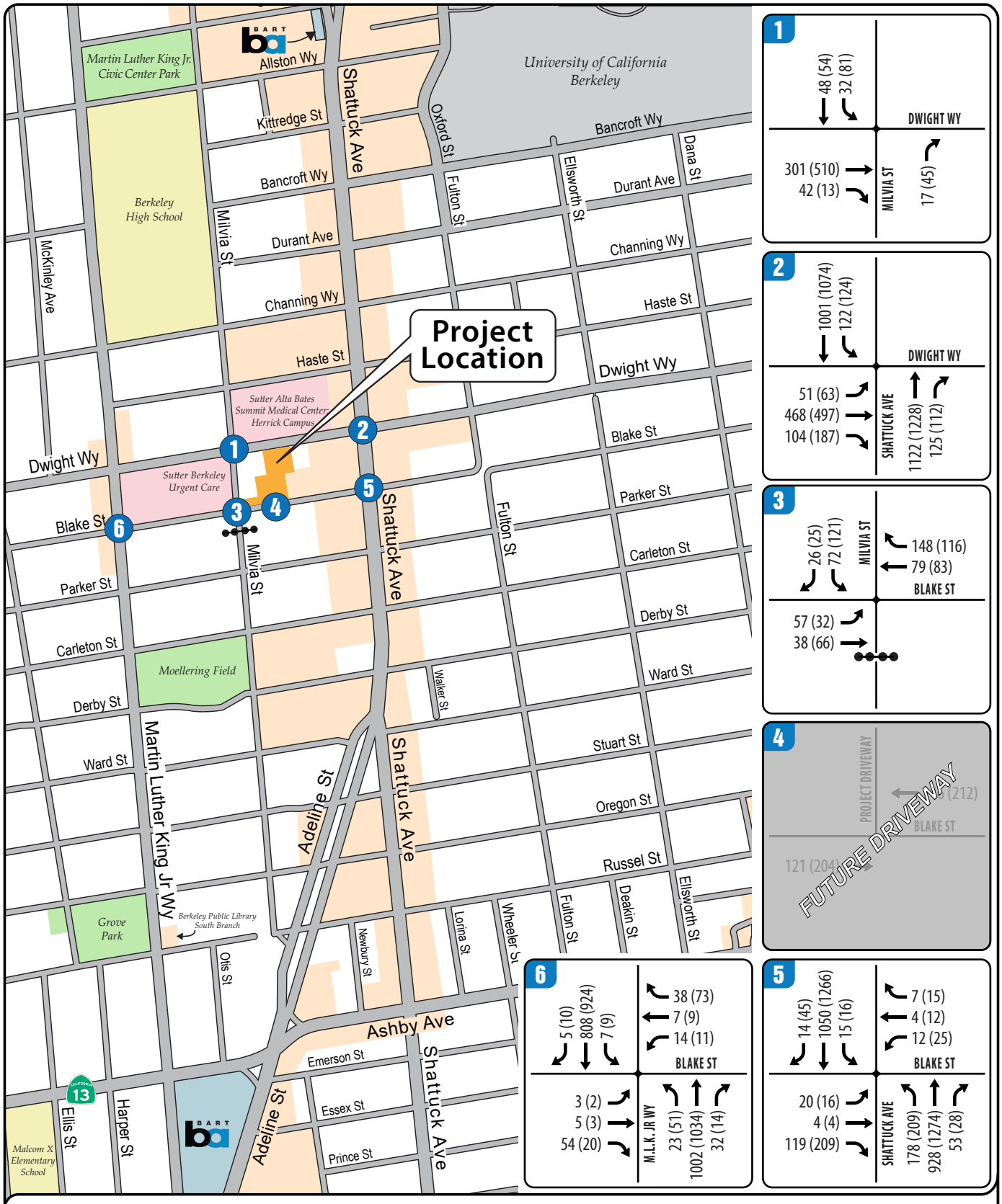

FIGURE 8 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

Abrams Associates
TRAFFIC ENGINEERING, INC.

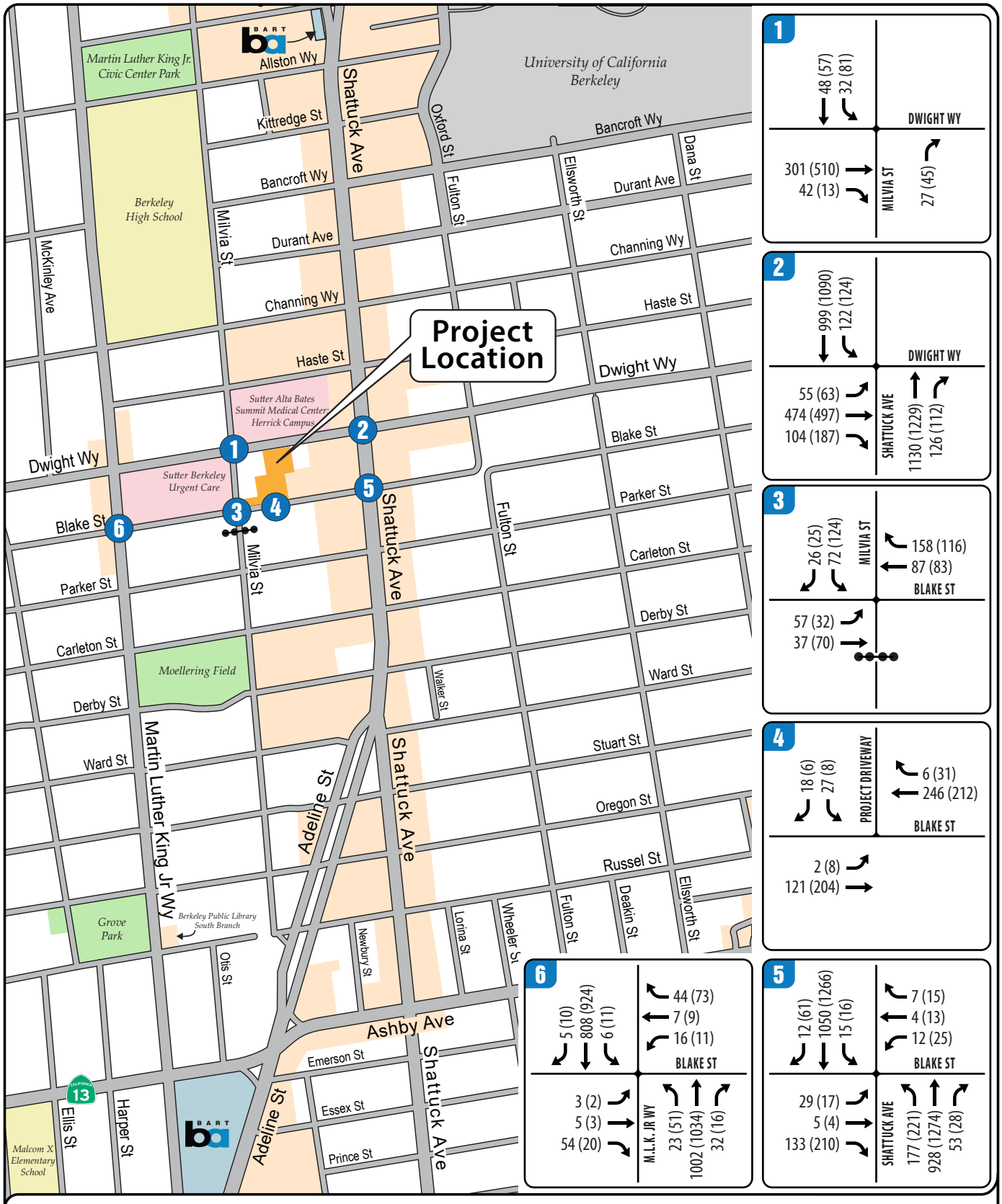

FIGURE 9 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC IMPACT ANALYSIS
2015 Blake Street Residential Project
City of Berkeley

Abrams Associates
TRAFFIC ENGINEERING, INC.

5.6 Internal Circulation and Access

No site circulation or access issues have been identified that would cause any traffic safety issues or any unusual traffic congestion or delay. Please note the garage exit will require pedestrian audio/visual signals for when vehicles are exiting the site. Accident records for surrounding streets within a block of the project site are included in the technical appendix to this report.

5.7 Driveway Sight Distance

The sight distance for the proposed driveway's approach to its intersection with Blake Street was reviewed based on Caltrans Standards as specified in the Highway Design Manual. The latest plan (5/31/23) addresses safety/visibility concerns at the driveway that were raised in comments on the plans. The latest plan provides adequate sight distance and now includes a 20-foot setback between the loading zone and the project driveway. Please note the design speed is based on the 85th percentile speeds on a roadway, not the posted speed limit. On the segment of Blake Street where the project access is proposed the speed limit is 25 mph. However, although a complete survey was not performed, based on preliminary radar speed surveys conducted on the segment in question, traffic on this part of Blake Street currently has an 85th percentile speed of approximately 20 miles per hour (mph). Based on a design speed of 20 miles per hour, the minimum sight distance that is recommended is equal to the Caltrans stopping sight distance for a 20-mph roadway, which is 150 feet (as per table 201.1 of Caltrans' Highway Design Manual). Please note that the sight distance is calculated from the drivers eye which is measured to be 15 feet back from where the vehicle would have to stop. In this case it was assumed a vehicle could pull forward and stop at the edge of the proposed angled parking so the measurements were taken 15 feet back from this point. Based on the sight distance analysis the proposed loading zone just west of the driveway could potentially restrict sight distance for vehicles exiting onto Blake Street. In addition, the sight distance analysis indicates that four of the proposed angled parking spaces located just east of the project driveway would need to be removed and/or replaced with parallel parking spaces.

5.8 Pedestrian and Bicycle Conditions

The proposed project would not generate a significant increase in pedestrian traffic in the area (in comparison to the existing volumes) given the size of the proposed project. As shown in **Table 7**, based on ITE data and data from MTC's Bay Area Travel Survey for projects within 1/2 mile of a BART station, during the peak commute hours the project would be forecast to generate approximately 28 transit trips, 6 bicycle trips and 31 pedestrian trips during the peak commute hours. Approximately 12 pedestrian/transit trips per hour are forecast to be added to the crosswalks at the Shattuck Avenue/Blake Street intersection. In general, the proposed project would not be expected to significantly impact or change the design of any existing pedestrian facilities and should not create any new safety problems in the area. However, the project would contribute to the existing pedestrian safety issues at the intersection of Shattuck Avenue and Blake Street. This is a difficult location for pedestrians to cross Shattuck Avenue

and at least two bicycle accident and one pedestrian accident have occurred at this intersection.

The proposed project would not be expected to significantly impact any existing bicycle facilities. Please note there are existing sidewalks and crosswalks along the route from the project to the Downtown Berkeley BART station. In relation to the existing conditions, the proposed project would not cause substantial changes to bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle facilities.

TABLE 7
PEAK HOUR PEDESTRIAN, BICYCLE, AND TRANSIT TRIPS

Travel Mode	Forecast Number of Peak Hour Trips
Bus and BART	28 trips
Bicycle	6 trips
Walk	31 trips

With respect to planned pedestrian and bicycle facilities in the project area, the City's Pedestrian Plan has identified the nearby segment of Martin Luther King Jr. Way from Hearst Avenue to Dwight Way as a priority street segment for improvements due to the high number of pedestrian accidents. Two blocks west of the project site at the intersection of Martin Luther King Jr. Way and Dwight Way proposed improvements in the Pedestrian Plan include creating a hardened, or raised, centerline to create a physical separation between travel directions. At this intersection the pedestrian plan also includes a project to improve sightlines by providing red curb in advance of the crosswalks to increase visibility. At the intersection of Martin Luther King Jr. Way and Blake Street proposed improvements in the Pedestrian Plan include creating median refuges that allow pedestrians to cross the street in two stages, reducing pedestrian exposure to traffic and simplifying crossings.

In the project study area, the City's Bicycle Plan identifies a protected intersection at Dwight Way and Fulton Street, two blocks east of the project. With a protected intersection, the Bicycle Boulevard approach typically has a physical barrier separating the bikeway from the adjacent travel lane. Protected intersections also typically involve the use of bicycle signals to isolate bicycle movements from conflicting vehicle movements. The Bicycle Plan also specifies that the adjacent segment of Milvia Street is a bicycle boulevard. In addition, Milvia Street and Shattuck Avenue are being studied for potential cycletracks (separated bikeways). The Bicycle Plan also specifies that the nearby segment of Channing Street should be studied for potential upgraded bicycle lanes.

5.9 Transit

The proposed project would not interfere with any existing bus routes and would not remove or relocate any existing bus stops. The proposed Project also would not conflict with any transit plans or goals of the City of Berkeley. Based on the size of the project, it is not forecast to

cause a degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to transit are expected.

5.10 Vehicle Miles Traveled Analysis

The vehicle miles traveled (VMT) in an area is one performance measure that can be used to quantify potential changes in travel from a project. This letter presents the extent of the VMT-related transportation impacts forecast to be caused by the Project. VMT is a particularly useful metric for evaluating the impacts of growth on greenhouse gas (GHG) emissions because it can be used to estimate fuel consumption by motor vehicles. Increases in VMT cause proportional increases in greenhouse gas emissions and air pollution. The Office of Planning and Research (OPR) released their final guidelines in a Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018. This analysis is based on the City of Berkeley's adopted guidelines as set forth in a staff report to the planning commission on September 2, 2020.[1]

VMT is typically estimated using an area-wide travel demand model from a regional transportation agency that calculates VMT based on the number of vehicles multiplied by the typical distance traveled by each vehicle originating from or driving to a certain area. The volume of traffic and distance traveled depends on land use types, density, and location as well as the existing and planned future supporting transportation system, including availability of public transportation. A travel demand model attempts to represent this relationship when forecasting vehicle trips and VMT. This analysis uses the Alameda County Transportation Commission (ACTC) Travel Demand Model data on VMT per capita for various areas within the City of Berkeley. The Travel Demand Model divides areas within ACTC's jurisdiction into transportation analysis zones, or TAZs. TAZs are used in transportation planning models for transportation analysis and other planning purposes. The apartments and commercial space proposed to be built by the Project would be expected to have similar VMT as other developments in the same TAZ. The VMT per resident and per employee estimated by the ACTC Travel Model for the Project's TAZ would therefore be assumed represent the approximate VMT that would be generated by the Project as well.

As per Attachment 1 of the September 2, 2020 Planning Commission staff report, the proposed project is located in a transit priority area (TPA) and also is within an area with an average VMT per resident and per worker that is at least 15% below the respective Bay Area averages. OPR's 2018 Technical Advisory also states the following: "*Presumption of Less Than Significant Impact Near Transit Stations - Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will*

[1] *General Plan Amendment: Vehicle Miles Traveled (VMT) for Transportation Impact Analysis under the California Environmental Quality Act (CEQA)*, Planning Commission Staff Report, Planning and Development Department, City of Berkeley, September 2, 2020.

have a less-than-significant impact on VMT." However, the City of Berkeley VMT analysis guidelines specify that the presumption of a less-than-significant VMT impact might not be appropriate if the project:

- Has a floor area ratio (FAR) of less than 0.75.
- Includes more than 200,000 square feet of office or commercial space.
- Includes more parking supply than the project's estimated demand
- Is inconsistent with the City's General Plan, an applicable Specific Plan, or an applicable Sustainable Communities Strategy (as determined by the City, with input from the MTC).
- Replaces affordable residential units with market-rate residential units.
- Has project-specific or location-specific information that indicates that the project will generate significant levels of VMT.

Subject to City approval, none of the above factors would apply to the proposed project. The project is located less than ½ mile from the Downtown Berkeley BART station and is located near bus stops for numerous bus lines at the intersection of Shattuck Avenue and Dwight Way. The project also meets the other screening criteria described above and therefore, subject to City approval, this project would be assumed to have a less than significant impact on VMT in the area.

5.11 Summary of Transportation Issues and Potential Improvement Measures

TR-1 The project would contribute to LOS operations exceeding the established standards and contribute to safety problems at the following intersection:

Shattuck Avenue at Blake Street (Intersection #5)

The addition of traffic from the proposed project would contribute to this intersection exceeding the established LOS standards in the plus project scenarios and would add pedestrian traffic at a location with existing safety problems (i.e. multiple pedestrian and bicycle accidents). The standards would be exceeded regardless of whether or not the proposed project is implemented. With payment of a proportionate share of the costs of the recommended improvement measure below, the development of the proposed project would reduce safety impacts at the above-mentioned intersection.

Improvement Measure #1

The improvements listed below are not currently included in the City's 5-year capital improvement program so funding has not yet been identified. Prior to construction of the identified improvements, the project would mitigate its potential operational and safety impacts by paying a proportionate share of the construction costs. The intersection improvement measure proposed to maintain adequate traffic operations and safety with the proposed project at this intersection include the following:

IM 1a *Shattuck Avenue at Blake Street – Prior to issuance of a certificate of occupancy, install rapid rectangular flashing beacons (RRFB's) at the existing Shattuck Avenue crosswalks at Blake Street, meeting the City's requirements.*

TR-2 Demolition and construction activities associated with the proposed project would result in an increase in traffic to and from the site and would require an appropriate construction management plan developed and approved by the City of Berkeley, consistent with the already existing and broadly applicable standard conditions that apply to projects similar in nature.

The increase in traffic as a result of demolition and construction activities associated with the proposed project has been quantified assuming single phase construction period of 18 months.

Heavy Equipment

Heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project site during construction. However, each overweight/oversized load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant would be required to submit and have approved a Traffic Control Plan.

The requirements within the Traffic Control Plan include, but are not limited to, the following: truck drivers would be notified of and required to use the most direct route between the site and local freeways, as determined by the City Traffic Engineering Department; all site ingress and egress would occur only at the main driveway to the project site and construction activities may require temporary traffic controls as determined by the City Engineer. Please note construction traffic will be directed to use Shattuck Avenue as the City has a goal of minimizing construction traffic on local streets. Specifically, designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress. Any debris and mud caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, several loads of heavy equipment being hauled to and from the site each month would be short-term and temporary.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the citywide commute peaks. It should be noted that the trips generated during construction would be temporary

Based on past construction of similar projects, construction workers could require parking for up to 40 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 5 to 10 trucks and automobiles per day. Therefore, up to 50 vehicle parking spaces may be required during the peak construction period for the construction employees. It should be noted the developer and their construction team are required to provide off-street parking for their employees on the site, if possible. Furthermore, the Traffic Control Plan requires that if construction employee parking cannot be provided on the project site then other provisions will need to be made for off-site parking, subject to approval of the City Traffic Engineering Department.

Construction Material Import

The project would also require the importation of construction material, including raw materials for the building pads, the buildings, the parking area, and landscaping. Based on past construction of similar projects, importing this material is estimated to require substantial amounts of truck traffic. Under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a traffic nuisance, then the City Engineer may limit the hours the activities can take place.

Impacts of Construction on Pedestrians and Bicyclists

The project would most likely require temporary closures of sidewalks and/or vehicle lanes adjacent to the site for safety. This would require a detailed plan for detouring pedestrian and bicycle traffic. This plan will need to be reviewed and approved by the City Engineer. The analysis of traffic operations at the driveway indicates there would be no significant changes to the traffic volumes, delay, or safety with the addition of traffic from the proposed project. The City requires permission to close sidewalks and an acceptable traffic control plan for closures to be permitted. In general, the pedestrian and bicycle operations in the area would not be expected to change significantly during construction beyond the addition of some truck traffic to the area.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer and construction traffic is not forecast to exceed the post construction traffic conditions created by the proposed project. As a result, the potential construction traffic impacts have been adequately addressed through the project impact analysis. The goal of the conditional requirements of the City is to make construction impacts less than significant. There is some increase in traffic

associated with all construction projects, however the required traffic management plan is intended to ensure the effects of construction are acceptable to the City. Therefore, the demolition and construction activities associated with the proposed project or its individual phases would be expected to result in a ***less-than-significant*** impact.

Mitigation Measure(s)
None required.

TR-3 Impacts related to site access and circulation.

Based on a review of the proposed site plan it was determined that the internal garage circulation should function well and should not cause any safety or operational problems. The project site design has been required to conform to City design standards and is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, impacts related to site access and circulation to the proposed project would be ***less-than-significant***.

Mitigation Measure(s)
None required.

TR-4 Impacts regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would be subject to approval of the fire department. All lane widths adjacent to the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the roadways would be adequate. Therefore, the development of the proposed project is expected to have ***less-than-significant*** impacts regarding emergency vehicle access.

Mitigation Measure(s)
None required.

Appendix C

Phase I Environmental Site Assessment Certification

terraphase engineering

Technical Memorandum

To: City of Berkeley Toxics Management Division
1947 Center Street, First Floor
Berkeley, California 94704

From: Alice Hale Price, PE
Terraphase Engineering Inc.
1300 Clay Street, Suite 1000
Oakland, California 94612

cc: Steve Heaton, Laconia Development LLC

Date: February 10, 2023 Project No.: 0314.001.003

Subject: **Certification Letter for 2012 – 2020 Dwight Way (even) and 2001 – 2019 Blake Street (odd), Berkeley, California**

At the request of the City of Berkeley Toxics Management Division, Terraphase Engineering Inc. (Terraphase), on behalf of Laconia Development LLC, has prepared this a Certification Memorandum providing further detail on the current conditions of the property located at 2012 – 2020 Dwight Way (even) and 2001 – 2019 Blake Street (odd) in Berkeley, California (the Site). This memorandum provides an update on Site conditions compared to those referenced in the 2018 Phase I Environmental Site Assessment.[1]

Site Reconnaissance

On February 8, 2023, Terraphase staff along with a representative of Laconia Development LLC conducted site reconnaissance at the Site. Terraphase confirmed that the site use has not changed substantially since the issuance of the Phase I ESA. Further details can be found in Table 1 below.

Table 1. Site Use

Address	Parcel Number	2018 Site Use	2023 Site Use
2012 Dwight Way	055-1822-021	Residential fourplex	Vacant residential
2016 Dwight Way	055-1822-022	Residential fourplex	Vacant residential
2020 Dwight Way	055-1822-023	Parking lot	Parking lot, unused
2001 and 2011 Blake Street	055-1822-014	2001 Blake Street: Doctors office, 2011 Blake Street: Garage with welding shop	2001 Blake Street: DCI Construction office; 2011 Blake Street: Garage with welding shop

[1] Terraphase Engineering Inc. 2018. Phase I Environmental Site Assessment, 2012-2020 Dwight and 2001-2019 Blake Street, Berkeley, California. December 12.

Table 1. Site Use

2015 Blake Street	055-1822-04	Warehouse for Skylight and Sun and Timberline Geodesics	Warehouse for Skylight and Sun and Timberline Geodesics; business in process of moving
No address, in between 2015 and 2019 Blake Street	055-1822-13-3	Parking lot	Parking lot
2019 Blake Street	055-1822-13-2	Warehouse and office space for Skylight and Sun, photo studio	Warehouse and office space for Skylight and Sun, photo studio; business in process of moving

Regulatory Review

Terraphase reviewed the Department of Toxic Substances Control's EnviroStor database,[2] which houses information on permits and corrective action at hazardous waste facilities, as well as site cleanup projects, for new records related to the Site and/or adjoining properties; no new records were identified. Additionally, Terraphase reviewed the GeoTracker database,[3] the State Water Resources Control Board data management system for sites that impact groundwater or have the potential to impact groundwater; no new records were identified.

Certification

The undersigned certify that the conditions at the Site have not substantially changed since the Phase I Environmental Site Assessment was conducted in 2018.

If you have any questions or comments regarding this submittal, please contact Alice Hale Price at 510-645-1850x57.

Sincerely,

for Terraphase Engineering Inc.

Alice Hale Price, PE
Principal Engineer

Hallie Douglas
Project Scientist

[2] www.envirostor.dtsc.ca.gov/public

[3] http://geotracker.swrcb.ca.gov/

ZONING ADJUSTMENTS BOARD

NOTICE OF PUBLIC HEARING

2015 Blake Street

Use Permit Modification #ZP2022-0178 to modify the project originally approved under #ZP2020-0072, to construct a main building on Parcel 2 that has eight-stories (88 feet, 6 inches), 200,683 square feet of gross floor area, 206 units (including 23 Very Low-Income Density Bonus qualifying units) and an 81-space, subterranean parking garage.

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.

When: Thursday, July 27, 2023, 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: High Density Residential (HDR)
- Zoning: Multi-Family Residential (R-4)

B. Zoning Permits Required:
- Use Permit under BMC Section 23.404.070(B) to modify an approved permit

- Use Permit, under BMC Section 23.202.110(E)(2) to construct a new main building that exceeds 35 feet in average height and three stories, up to 65 feet and 6 stories
- Administrative Use Permit, under BMC Section 23.304.050(A) to allow rooftop projections that exceed the district's height limit

C. Waivers/Concession Requested Pursuant to State Density Bonus Law (California Government Code Section 65915; all waivers are for the main building on Parcel 2):

- Waiver of BMC Section 23.202.110(E)(2) to exceed height
- Waivers of BMC Section 23.202.110(E)(2) to reduce minimum front, side, and rear yard setbacks, and building separation
- Waiver of BMC Section 23.202.110(E)(2) to exceed maximum lot coverage
- Waiver of BMC Section 23.202.110(E)(2) to reduce minimum required usable open space
- Waiver of BMC Section 23.304.070(B) to allow unenclosed structures in the front setback (plaza elements)
- Concession to preserve the existing non-conforming (setbacks, lot coverage, useable open space, etc.) buildings at 2012 and 2020 Dwight

C. CEQA Recommendation: It is staff's recommendation that the Zoning Adjustments Board (ZAB) adopt the Addendum to the certified 2015 Blake Residential Project Final Environmental Impact Report (EIR) (State Clearinghouse #2021010078) pursuant to the California Environmental Quality Act (CEQA).

D. Parties Involved:

- Applicant — Laconia Development, LLC, c/o Mia Perkins, Rhoades Planning Group, 2140 Shattuck Avenue, Suite 705, Berkeley CA 94704
- Property Owner — Blake Street Berkeley Apartments, LLC, 4601 Park Road Suite 450, Charlotte, NC 28209

Further Information:
All application materials are available online at:
https://aca.cityofberkeley.info/CitizenAccess/Welcome.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, Sharon Gong, at (510) 981-7429 or sgong@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, which is released around noon one day before the public hearing; or
- **Correspondence received after 5:00 PM two days before** 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@cityofberkeley.info) 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 fourteen (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 ninety (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 ninety (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.