CITY OF BERKELEY

DESIGN REVIEW COMMITTEE

STAFF REPORT

For Advisory Comments
NOVEMBER 16, 2023

640 GILMAN STREET

PREVIEW

Pre-Application #PLN2023-0055 to demolish buildings and structures on an industrial site of approximately 10.2 acres, and to construct a research and development (R&D) campus containing eight buildings totaling 891,138 square feet of gross floor area and three parking garages totaling 1,876 parking spaces.

I. Introduction

The project site is comprised of fifteen parcels across three city blocks, located adjacent to Gilman Street along an entry corridor to Berkeley from the highway. The existing parcels are anticipated to be merged into three parcels (one parcel per block) and is in the M district in West Berkeley. The project proposes seven new buildings ranging in height from four to six stories and 68 to 105 feet, adaptive re-use of the existing gantry building at 1330 Second Street (proposed Forge Shed) into an on-site amenity space, three parking garages, open areas near the proposed Forge Shed and along Second Street, new trees and landscaping; bicycle improvements to Second Street, and upgraded sidewalks.

The project has been conceptualized based on the proposed Manufacturing, Research and Development (M-RD) zoning district development standards, as discussed by the Planning Commission in February and March 2023. The final M-RD zoning text is anticipated to be reviewed and adopted by the Planning Commission and City Council in tandem with an Environmental Impact Report in 2024. A Use Permit application could be acted on by the Zoning Adjustment Board (ZAB) after the M-RD zoning text is effective.

The applicant submitted a pre-application to solicit input from City staff and the Design Review Committee prior to submittal of a Use Permit application.

It is before the Design Review Committee for Preview.

II. Background

On April 20, 2021, the City Council referred to the Planning Commission creation of a zoning overlay at the former Pacific Steel Casting (PSC) property in West Berkeley, which is currently zoned Manufacturing (M), and re-designate it as Mixed Use - Light Industrial (MU-LI) due to the unique issues of public concern associated with this property.[1] In October of 2022, the City received a zoning map amendment application to re-designate the zoning of 15 parcels over the PSC and Berkeley Forge and Tool properties, consistent with the Council referral. City staff are preparing Zoning Ordinance and Zoning Map amendments and associated General Plan amendments to re-zone an approximately 11-acre area within the West Berkeley Plan Area from M (Manufacturing) to a new district entitled M-RD (Manufacturing, Research and Development) - that is consistent with the existing adopted Plans for the area and General Plan Manufacturing land use designation, helps achieve the objectives of the referral and zoning map amendment application, and facilitates implementation. The 11-acre area contains 18 parcels and is bounded by Gilman Street to the north, the Union Pacific Railroad tracks to the east, Page Street to the south, and Eastshore Highway to the west.

This project proposes to redevelop a 10.2-acre portion of the 11-acre area proposed to be re-designated M-RD. Three parcels – 1306 Third Street (existing legal non-conforming live/work building), 1433 Eastshore Highway (recycled materials processing), and 600 Gilman Street (vehicle rental) – are not included in the project site. The project would be developed in at least three phases and is organized in a campus-like environment spanning three blocks:

- Block A: bounded by Gilman Street to the north, UPRR to the east, Camelia Street to the south, Second Street to the west (does not include 1306 Third Street)
- Block B: bounded by Camelia Street to the north, UPRR to the east, Page Street to the south, and Second Street to the west.
- Block C: Gilman Street to the north, Second Street to the east, Page Street to the south, and Eastshore Highway to the west (does not include 600 Gilman or 1433 Eastshore Highway).

A total of approximately 51,932 square feet of useable open space and landscaped area would be provided on the site, including a plaza located at the center of the site between the two buildings, and exterior balconies located at the second and third levels the buildings.

III. Project Setting

A. Neighborhood/Area Description:

The site is located in West Berkeley between Eastshore Highway and the Union Pacific Railroad (UPRR) tracks, adjacent to the Interstate 80/Gilman Street

[1] berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/2023-02-01 PC Agenda Packet_0.pdf

Interchange Improvement project, currently under construction.[2] Land uses in West Berkeley are characterized by a wider range of activities than in any other section of Berkeley, including manufacturing, wholesale, and industrial type uses along with commercial and residential. The Project site is situated along an entry corridor to Berkeley, adjacent to Gilman Street west of the Railroad, and is surrounded by a mix of manufacturing, warehouse, office, and commercial uses.

The approximately 10.2-acre Project site is bounded by Gilman Street to the north, Third Street/ Union Pacific Railroad (UPRR) tracks to the east, Page Street to the south, and Eastshore Highway to the west. Regional vehicular access to the Project site is provided by Interstate 80 (I-80) and I-580, access to which is provided via Gilman Street in the eastbound direction only, Eastshore Highway in the northbound direction only, and exiting on Eastshore Highway along the southern portion of the site.

B. Site Conditions:

The generally rectangular project site is comprised of 15 parcels. The topography of the site generally slopes upwards from west to east. The site is developed with thirteen buildings totaling approximately 305,000 square feet, the majority of which are vacant. Vegetation on the site is limited to sparse street trees and ornamental trees.

[2] I-80 Gilman Interchange Improvement Project | Caltrans

Figure 1: Vicinity Map

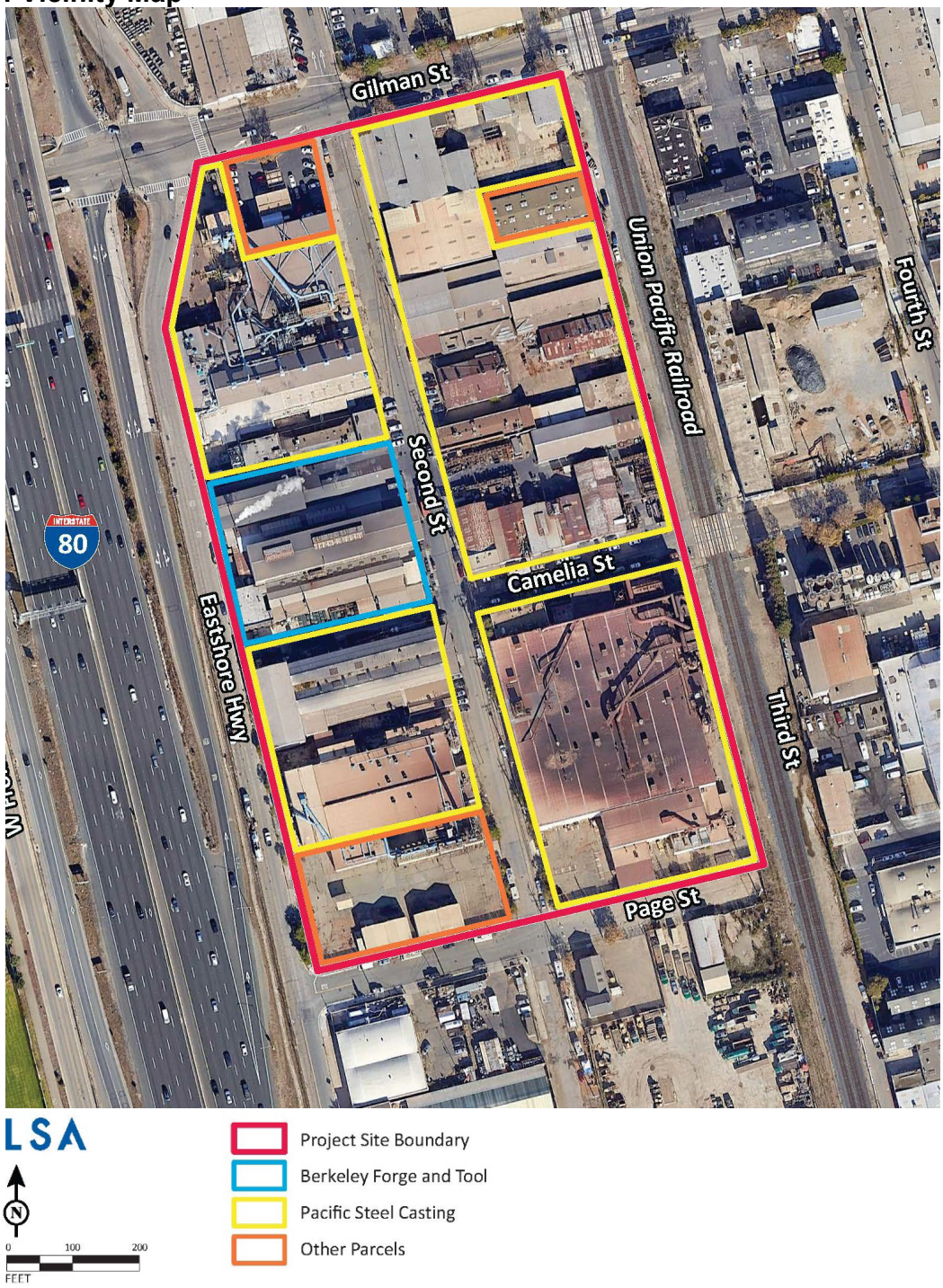

Table 1: Land Use Information

Location		Existing Use	Zoning District	General Plan Designation
Subject Property		Heavy industrial	M	Manufacturing
Surrounding Properties	North	Light industrial, vehicle service, heavy commercial	M	Manufacturing
	South	Heavy and light industrial, heavy commercial	M	Manufacturing
	East	UPRR rail corridor. Farther east: various heavy and light industrial and commercial uses, live/work units	MU-LI	Manufacturing
	West	Interstate 80. Farther west: Tom Bates Regional Sports Complex	SP	Open Space

Table 2: Draft M-RD Development Standards

Standard	Existing M	Proposed M-RD
Maximum Height	45 feet	105 feet
Maximum Floor Area Ratio (FAR)	2.0	2.0
Minimum Setbacks, and Building Separation	Not regulated	Not regulated
Maximum Lot Coverage	Not regulated	80 percent
Minimum Off-Street Parking and Minimum Bicycle Parking	Vehicle: See BMC Table 23.322-4	Vehicle: Same as Table 23.322-4, with following changes: • All non-residential uses except uses listed below: 1 per 1,000 sq.ft. • Laboratories: 1 per 1,000 sq.ft. • Storage, warehousing, and wholesale trade: 1, per 1,000 sq.ft.
	Bicycle: 1 per 2,000 sq.ft.	Bicycle: Same requirements as existing M
Loading	1 space for the first 10,000 sq. ft. plus 1 additional space for each additional 25,000 sq. ft	To be determined based on needs of allowed uses.

Table 3: Project Proposed Development Standards

Development Standard		Overall Project	Block A	Block B	Block C
Lot Area		446,815	148,984	102,399	195,432
Gross Floor Area (square feet)		891,138	357,671	214,211	319,257
Floor Area Ratio		2.0	2.4	2.09	1.62
Building Height	Maximum (feet)	105	105	89	72'-4"
	Stories	6	4 to 6	4 to 5	4
Building Setbacks (feet)	Front	Varies			
	Rear	Varies			
	Left Side	Varies			
	Right Side	Varies			
Lot Coverage	Maximum	80	78	80.3	70.3
Parking/Loading	Automobile	1,876	690	568	618
	Bicycles	504	196	128	180
	Loading	15	6	4	5

IV. Project Description

A. Requested Use Permits

Pending approval of the Zoning Map Amendment application, Use Permits as required by the BMC, consistent with the final M-RD zoning standards to be adopted by City Council.

B. CEQA Determination

An Environmental Impact Report is being prepared to evaluate the potential physical effects to the environment of the proposed policy changes as well as the proposed future development project which is the subject of this preview.

V. Design Review Guidelines

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

- **Setbacks:** The street façade of commercial streets should be respected, in order to create or maintain the sense of urban space.
- **Parking and Driveways:** Conflict with pedestrian circulation should be prevented by the proper location and design of auto entrances; whenever possible, parking should be behind buildings, underground, or in a central court.
- **Harmony with Surroundings:** The proposed design should be in harmony with its surroundings through the coordination of such design elements as cornice lines, eaves, and setbacks with those of existing neighborhood buildings.
- **Articulation:** Street facades in general and the ground floor level in particular should include elements of pedestrian scale and three-dimensional interest.

- **Lighting:** Lighting for circulation, security, building/sign identification should be non-obtrusive, except for lighting fixtures which are themselves decorative additions to the streetscape.
- **Walls and Fences:** Large, unarticulated expanses of any particular wall material that deaden the pedestrian environment should be avoided. The use of clear windows for ground floor retail projects is encouraged. Walls designed to allow sitting areas for pedestrian or space for landscaping and artwork are encouraged, especially in areas of heavy pedestrian use. Landscaping and/or art work should be maximized if large expanses of wall must be left devoid of openings.
- **Landscape and Open Space:** Sidewalk areas should include landscaping that is coordinated with the neighborhood design.
- **Public Open Space Areas:** the inclusion of public open spaces is encouraged as a means of providing places for people to come together for community interaction and enlivening the pedestrian environment.
- **Pedestrian Paths:** Pedestrian paths and arcades interior to the block which joins different parts of buildings as well as different streets are encouraged.
- **Building Entrances:** Entrance points should be clearly defined and easily identifiable by pedestrians by appropriate locations and by elements such as awnings, signage, artwork or changes in paving material to define the entry point.

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

- Physical Form Goal 3: Visually improve the University Ave. gateway and the other entry corridors into West Berkeley, so as to provide a positive image as one enters Berkeley. In addition to the University Ave. gateway, the entry corridors into West Berkeley are Ashby Ave. and Gilman St., and the northern and southern ends of San Pablo Ave.

- Physical Form Goal 5: Development on major sites of 1 acre or more should be both internally cohesive and sensitively designed on the site's publicly used edges.

- Open Space Goal 9: Provide an accessible, aesthetically-pleasing network of green spaces and corridors - that is functional for varied types of users--to visually and physically link parks, creeks, and shoreline to residential and commercial, and light industrial areas.

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

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

VI. Issues and Analysis

A. Design Review Issues:

Neighborhood Context The 10.2 acre site encompasses the majority of three city blocks in West Berkeley and is made up of 15 parcels. The site is bounded by Gilman at the North, Page street to the South, the Union Pacific Railroad to the East and the Eastshore Highway to the West, with Second street serving as a main artery running through the center of the site. Surrounding uses are primarily heavy industrial and parcels are occupied by single story warehouse buildings and industrial equipment. The project is located near the I-80 Gilman interchange, which is currently undergoing improvements that would provide opportunities for more pedestrian and bicycle traffic to the site and surrounding areas.

Massing The project proposes ten total new buildings organized into three blocks that are connected by a network of public open space areas and landscaped walkways. Building heights vary across the site, with the two tallest buildings located at the center of the campus on the East side of the site, transitioning down to four story buildings at the north, south, and west sides of the site. The existing three-story Berkeley Forge and Tool crane structure at the center of the site will be incorporated as a focal point for the campus, with adjacent buildings having lower heights and a large publicly-accessible courtyard proposed surrounding the structure. The project proposes a variety of building styles and materials across the site, unified by recessed ground levels.

Streetscape / Open Space Second Street serves as the main circulation for the site and is designed with new sidewalks, landscaping strips, and numerous new street trees. The main public courtyard at The Shed divides the western block (Block C) at the center, creating a view corridor for buildings in the eastern blocks (Block A and Block B). A secondary courtyard is proposed in front of the existing live/work building at Block A. Planted walkways are proposed between each of the buildings. New street trees are also proposed along Camelia Street between Block A and Block B, and along the north and west edges of the site. The design features permeable pavers throughout the project and a 100% native plant palette.

Parking Three parking structures are proposed for this site, one for each block. Garage A is accessed via Camelia Street at the edge of the site near the Union Pacific Railroad and the fire access lane at the east edge of the site. Garage B is accessed from Page Street at the southeast corner of the site with access to a fire lane at the east of the building. Garage C is the accessed from Second Street at the east and from the Eastshore Highway at the west.

Colors and Materials The proposed material palette includes Industrial Heritage Metal panels, precast brick facades, wood-like veneer panels, punched window systems, and glass curtain walls.

B. Issues for Discussion:

- Neighborhood Context

- Massing
- Open Space/ Landscape
- Pedestrian / Vehicular Access

VII. Recommendation

Staff recommends that the Committee discuss the issues outlined above and give the applicant advisory recommendations for further development of the site plans and overall conceptual design and how this development can best fit within its context.

Attachments:

1. Project Plans, received October 19, 2023
2. Applicant Statement, received October 19, 2023

Staff Planner: Anne Burns, aburns@berkeleyca.gov, (510) 981-7410

Design Review Committee
Project Preview

Berkeley Forge

11/16/2023

Forge Development LLC | 640 Gilman Street, Berkeley, CA

Perkins&Will
BKF Civil Engineers
Rhoades Planning Group
Groundworks Office Landscape Architects

Aerial View of Current Condition

Contents

Section 01.
Design Framework

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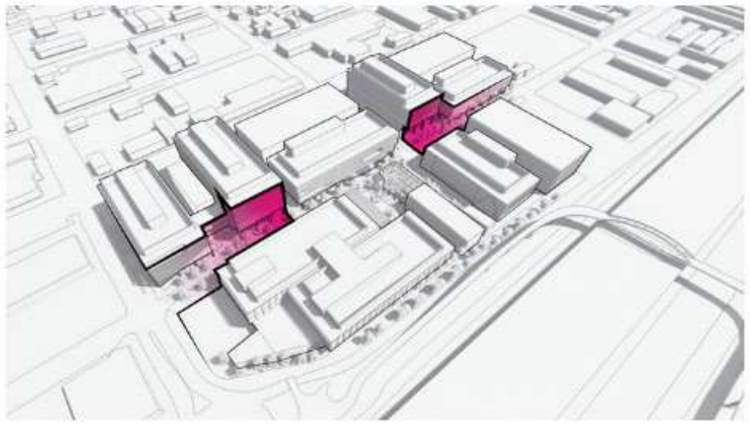
Design Framework

Enhanced Public Realm

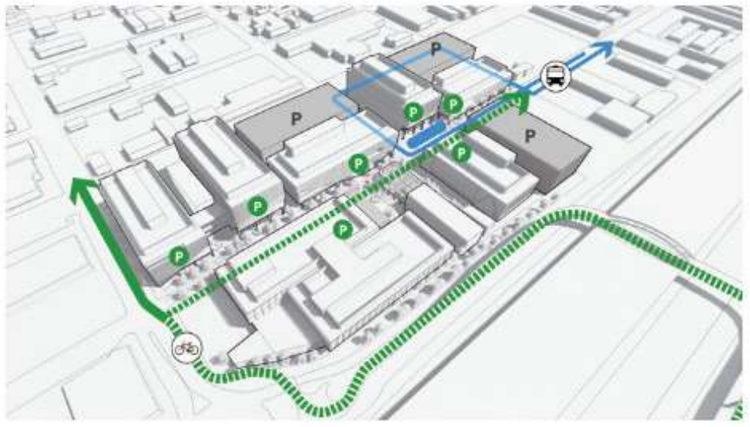
Urban Forest

A New Destination



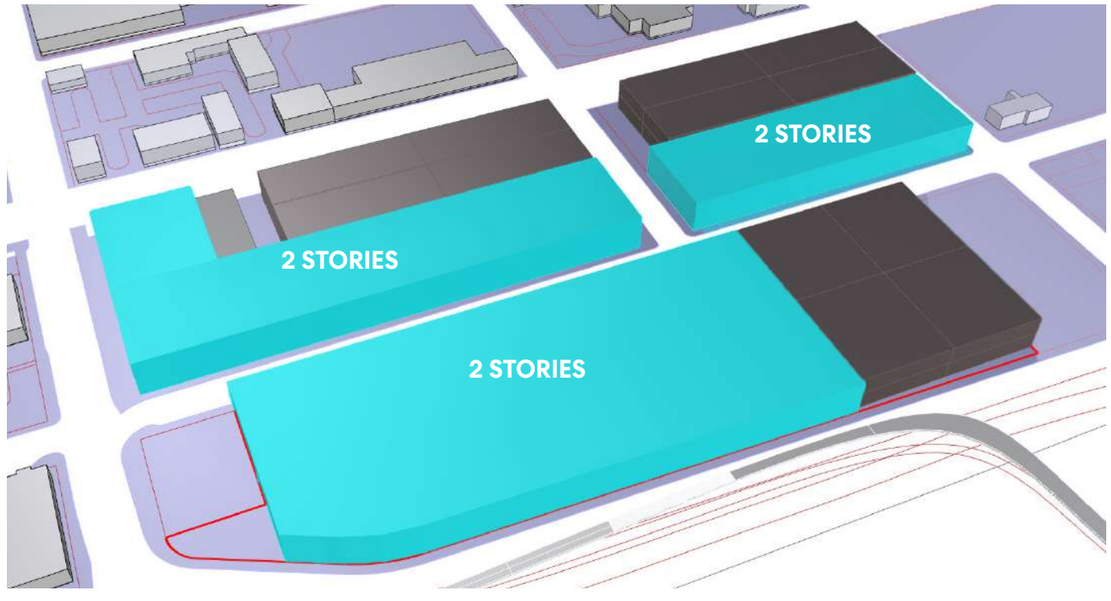
Gateway Moments

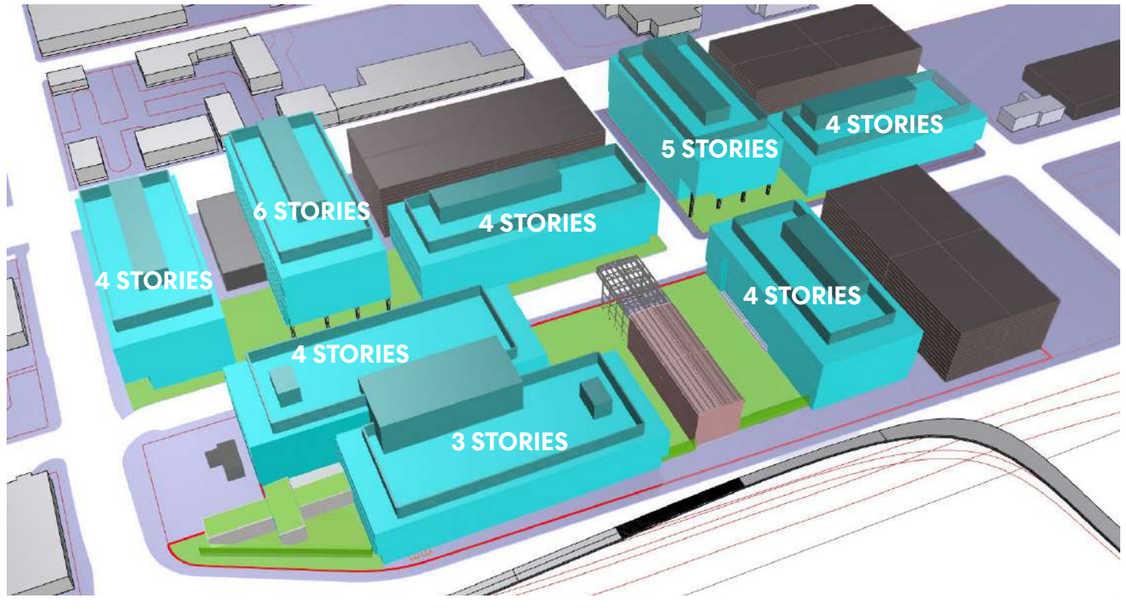
Amenitized Second Street

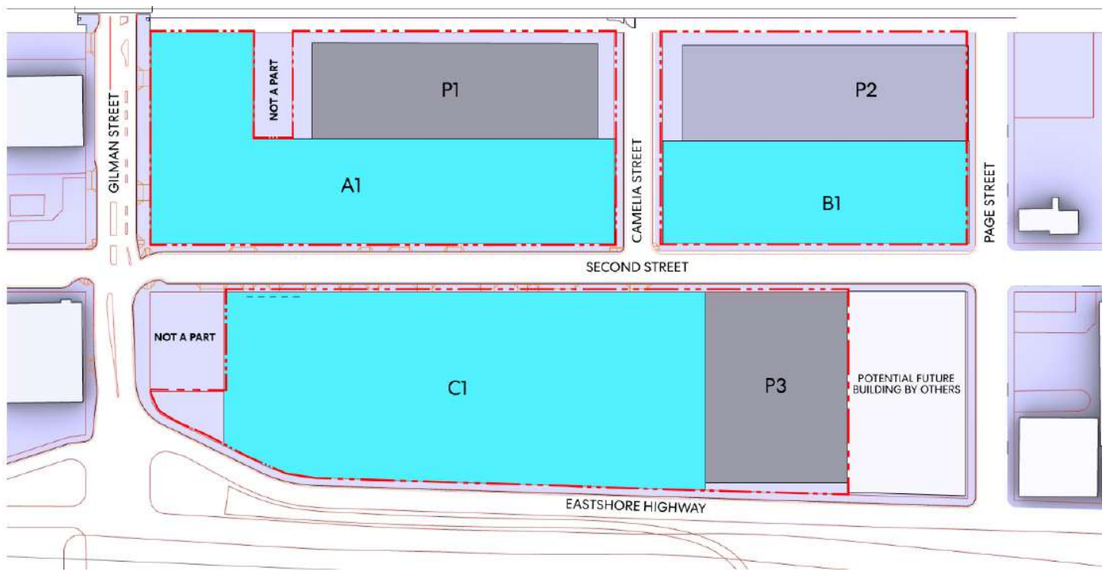


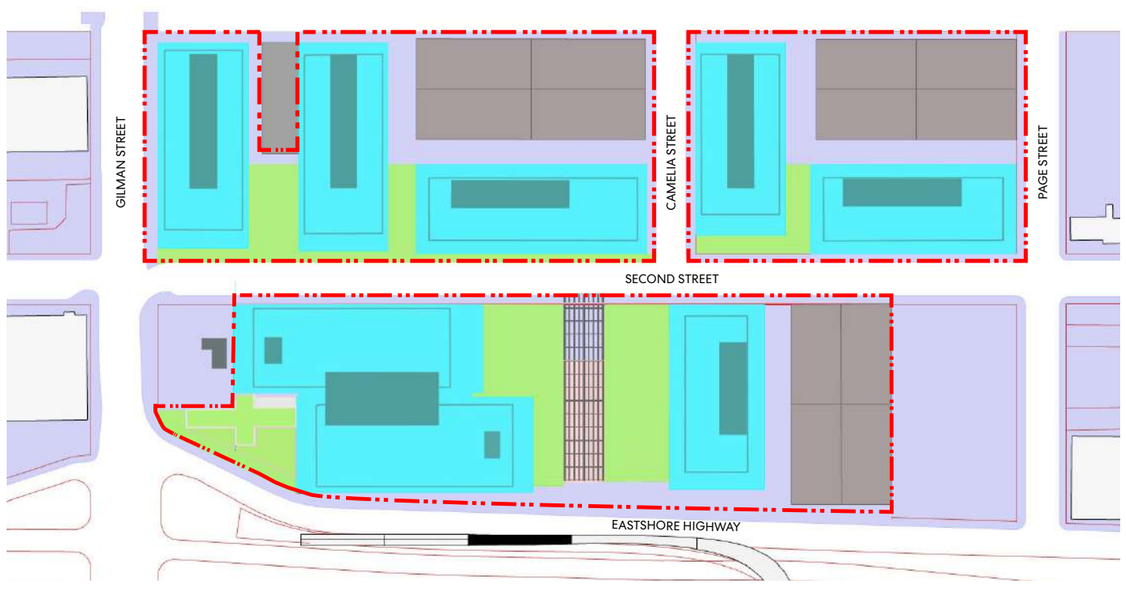
Connected and Accessible District

Zoning





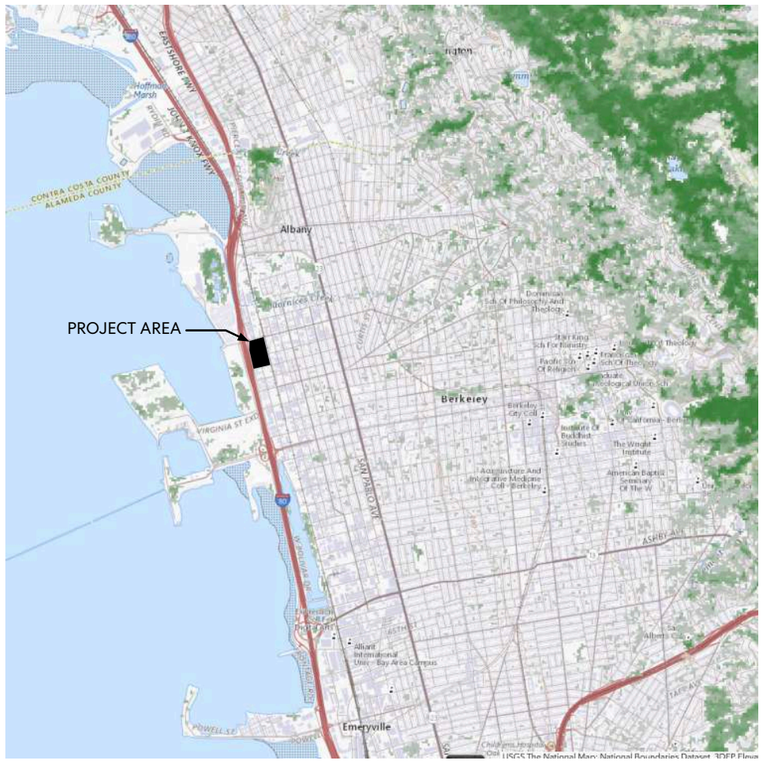




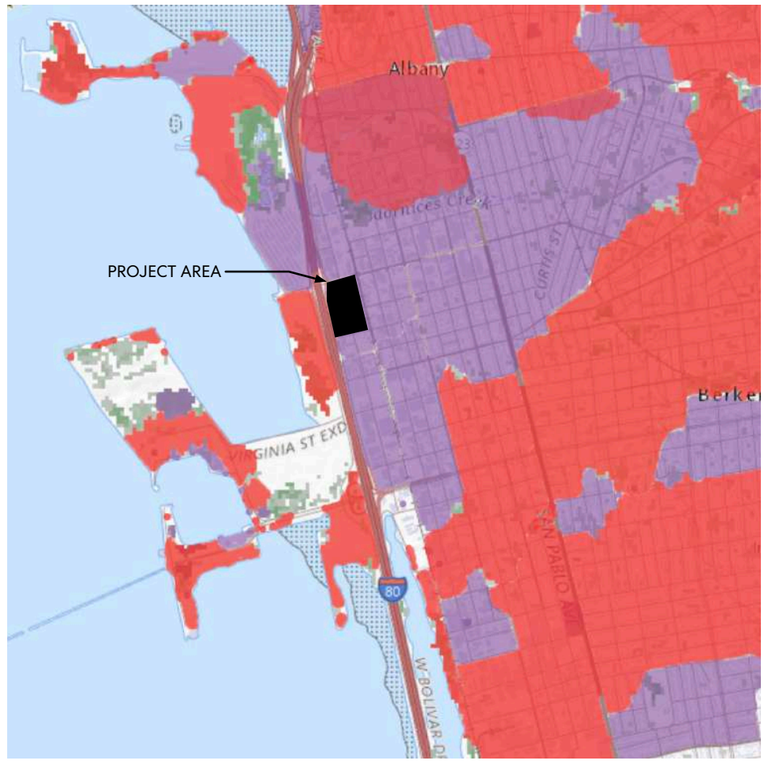
Existing Zoning (45-Foot Large Footprint Massing)

Proposed Zoning (Modulated Building Heights, 47 to 105 Feet)

Site Study



Tree Canopy Coverage

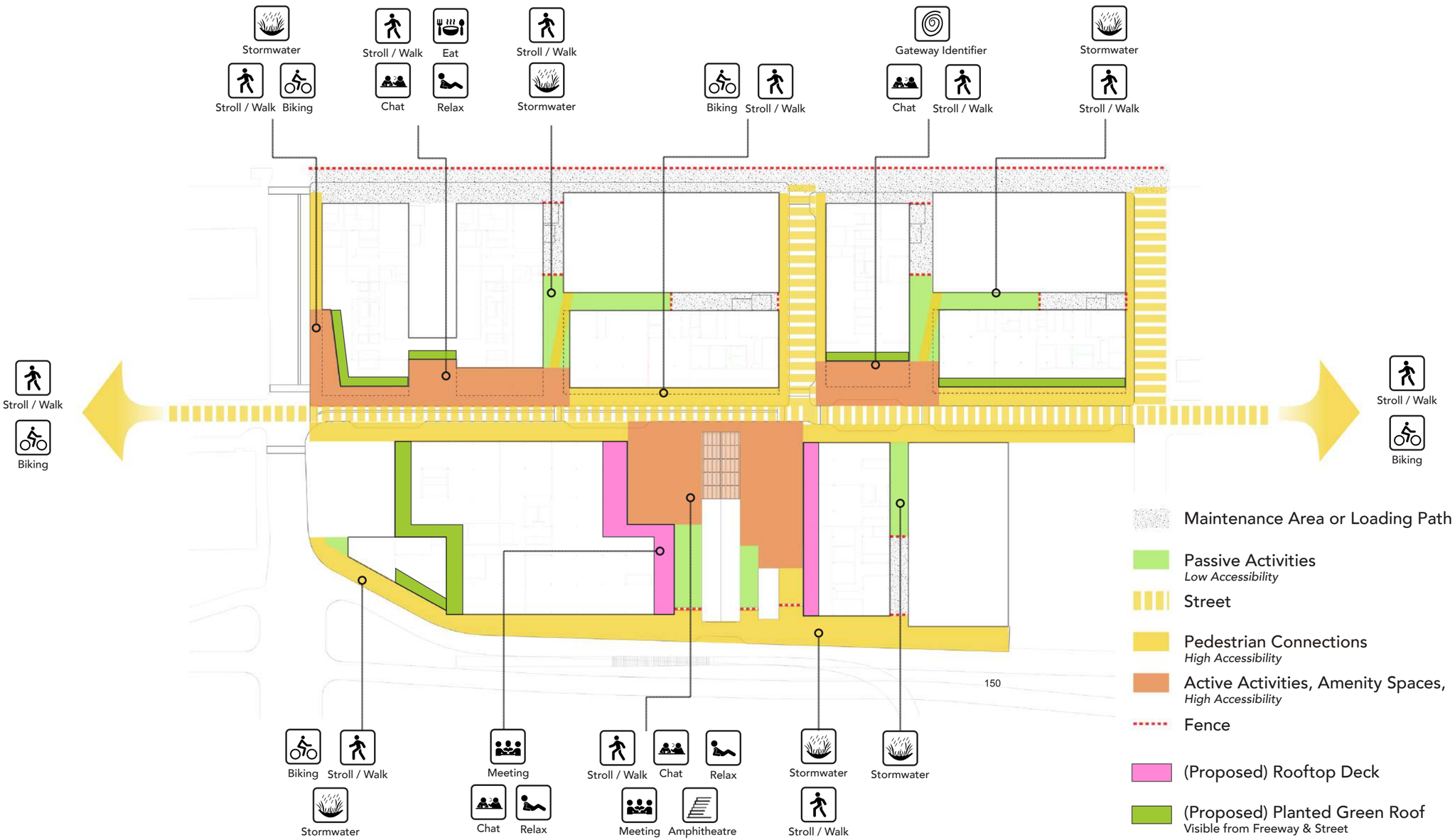


Permeable Surface

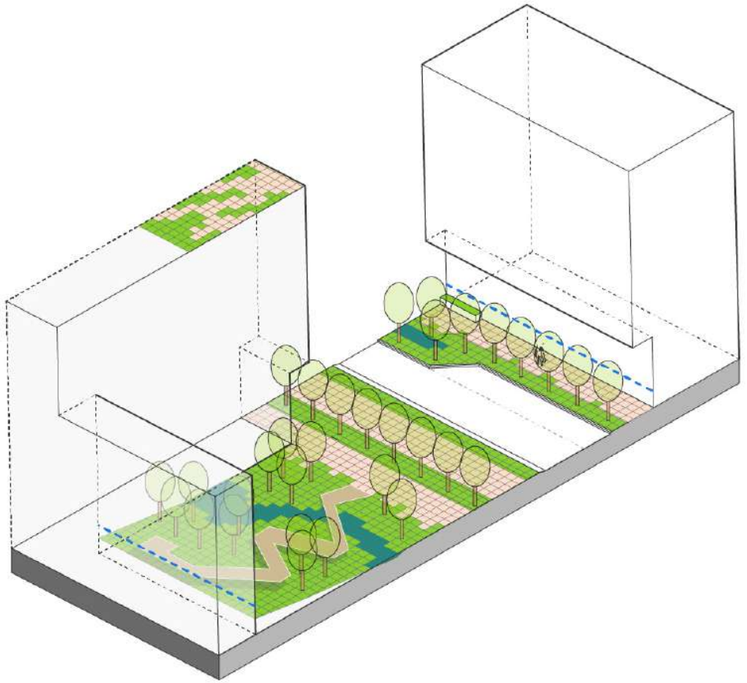
Impervious Surface

Berkeley Street Tree

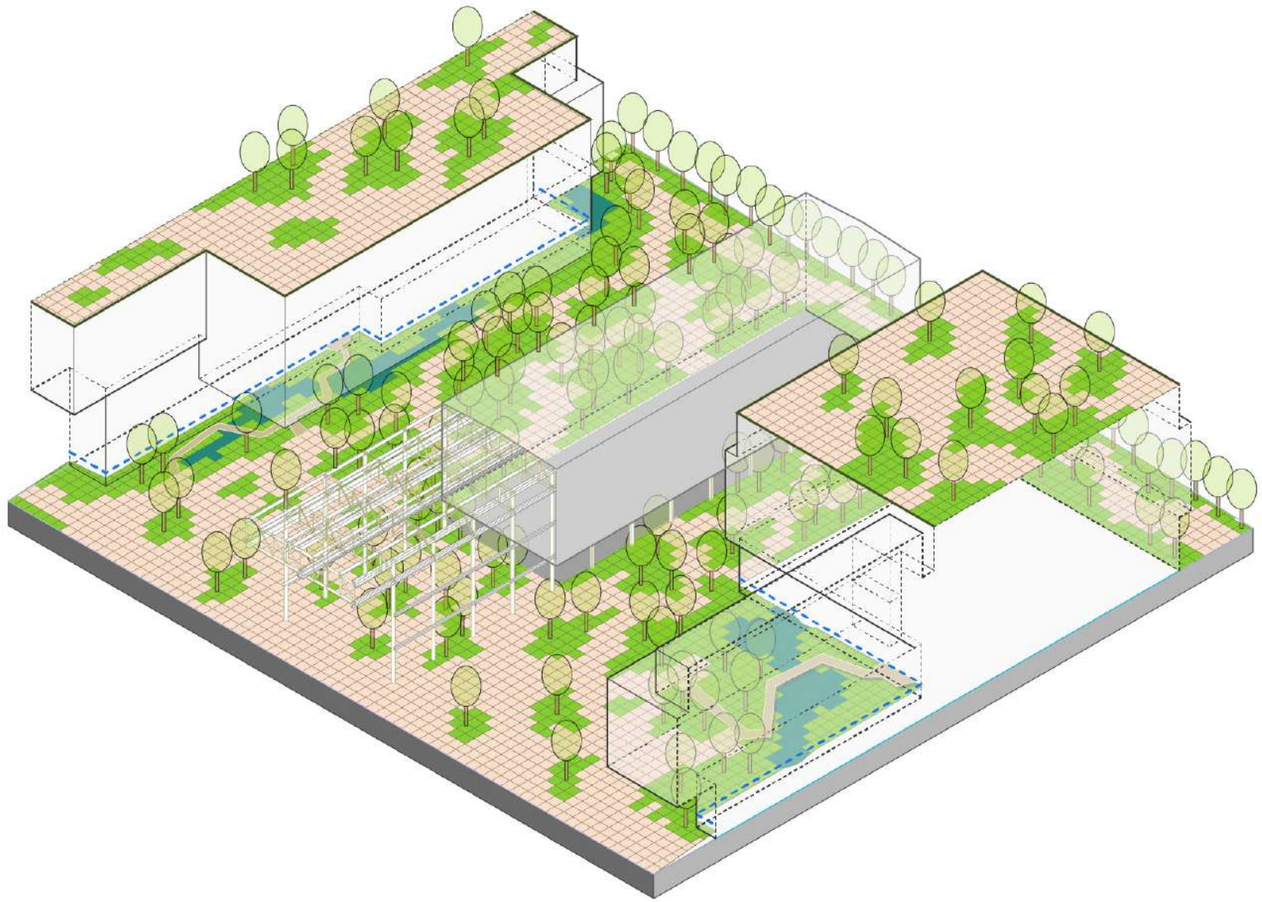
Place Making



Place Making

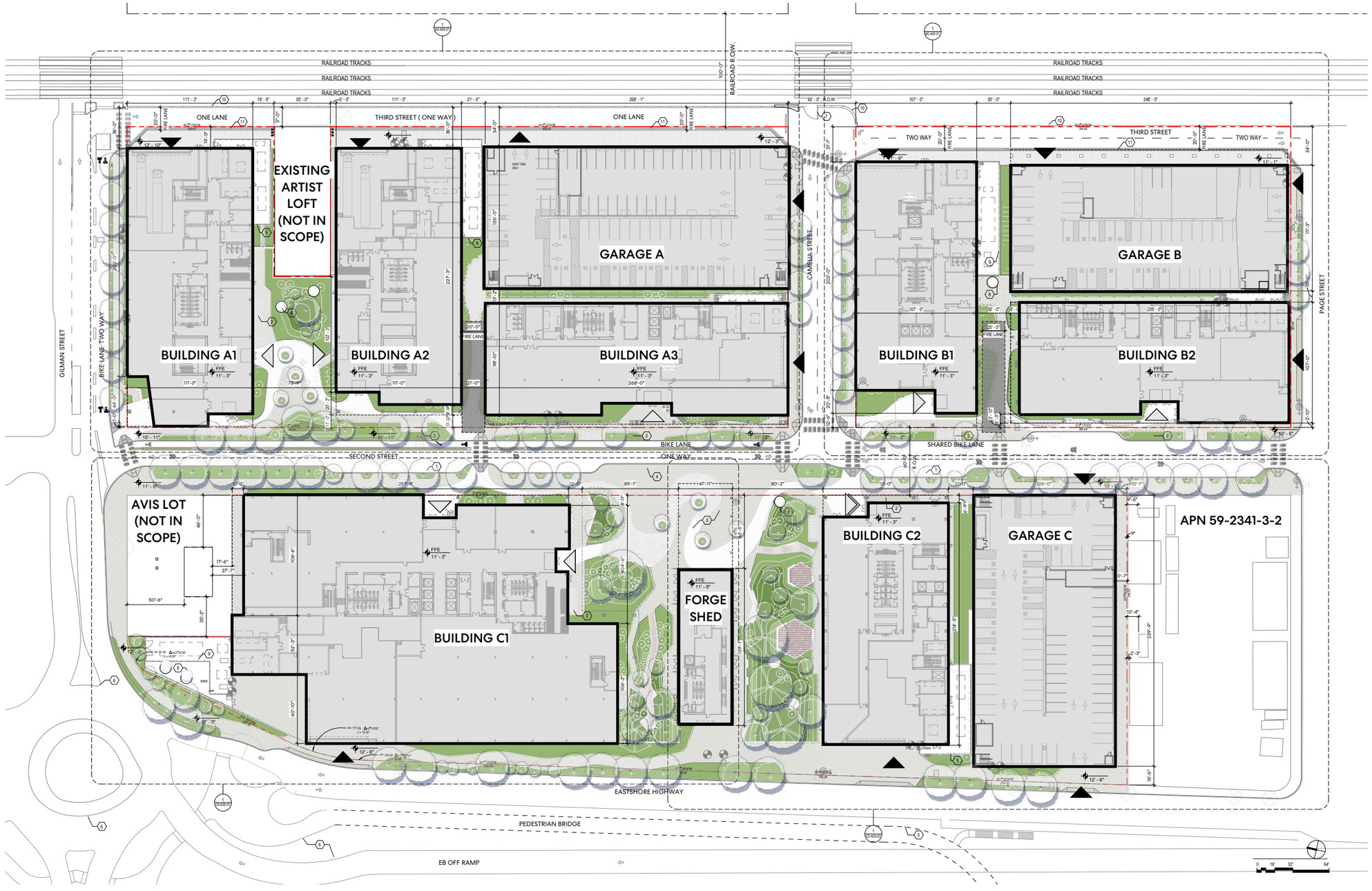


Restoration of Indigenous Vegetation by
Reducing Built Footprint



Integrating Vegetation into Building Design and
Improving Ground-Level Accessibility

Site Plan



SITE PLAN - LEGEND

- PROPERTY LINE
- COMMERCIAL ACCESS (NON-PEDESTRIAN)
- BUILDING ENTRY (PEDESTRIAN)

GENERAL NOTES

1. ACCESSIBLE ROUTE TO BE PROVIDED TO ALL BUILDING ENTRANCES.
2. ELEVATIONS PROVIDED FOR REFERENCE. REFER TO CIVIL DRAWINGS FOR GRADES OUTSIDE THE BUILDINGS.
3. REFER TO LANDSCAPE DRAWINGS FOR MATERIALS AND FINISHES
4. DIMENSIONED PARKING STALLS, AISLES AND ADA STALLS ARE SHOWN ON THE PARKING GARAGE FLOOR PLANS. REFER TO SHEETS AG-A10-01; BG-A10-01, CG-A10-0
5. TRASH STORAGE AREAS PROVIDED WITHIN THE BUILDING FOOTPRINT. REFER TO GROUND FLOOR PLAN OF ALL BUILDINGS FOR DETAILS.
6. REFER TO CIVIL DRAWINGS FOR SIDEWALK UTILITIES

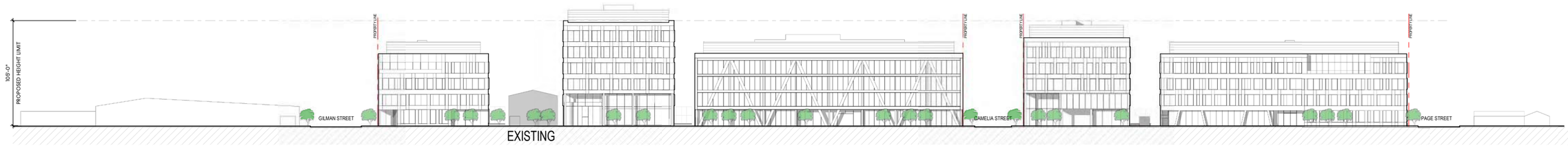
SITE PLAN NOTE BY NUMBERS

1. SHUTTLE DROP OFF
2. SHORT TERM BIKE PARKING, SEE LANDSCAPE DRAWINGS
3. EXISTING SHED STRUCTURE
4. FOOD TRUCK INFRASTRUCTURE
5. PEDESTRIAN BRIDGE
6. NEW CALTRANS INTERCHANGE
7. MAINTENANCE GATE
8. CISTERN FOR STORMWATER STORAGE (FOR RECYCLED WATER USE)
9. RAISED EQUIPMENT YARD WITH FENCE
10. FENCE LINE AT RAILROAD
11. FLUSH VALLEY GUTTER, SEE CIVIL DRAWINGS

Elevations

6 PAGE STREET - SOUTH ELEVATION
1" = 40'-0"

5 GILMAN STREET - SOUTH ELEVATION
1" = 40'-0"



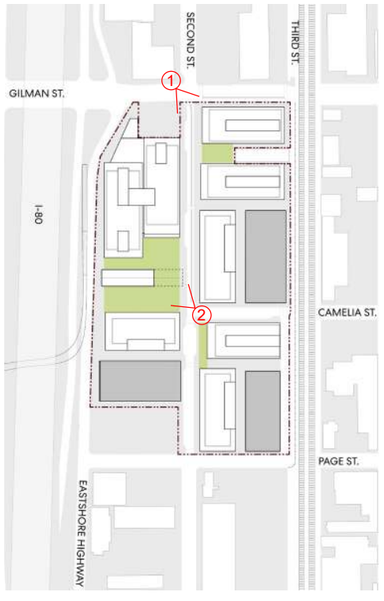
4 SECOND STREET - WEST ELEVATION
1" = 40'-0"

Transformation

Existing

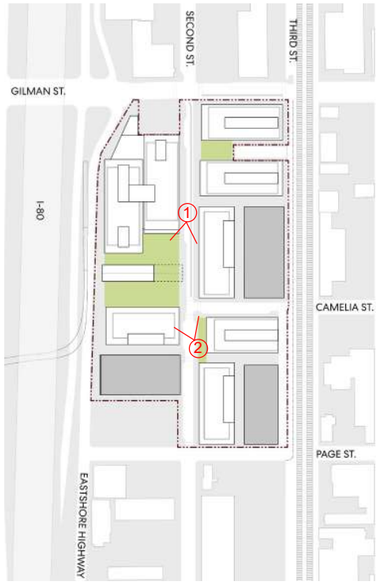
Proposed

① BEFORE AFTER - BLOCK A - SE VIEW
3/16" = 1'-0"



② BEFORE AFTER - SHED NW VIEW
3/16" = 1'-0"

Transformation



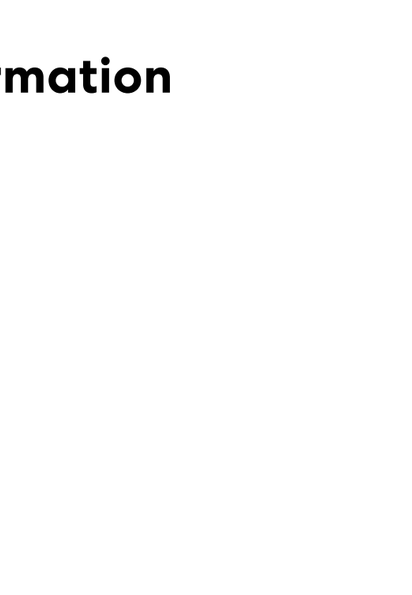
Existing

Proposed

1 BEFORE AFTER - SHED SW VIEW FROM SIDEWALK
3/16" = 1'-0"

2 BEFORE AFTER - SHED NW VIEW FROM CORNER
3/16" = 1'-0"

Transformation



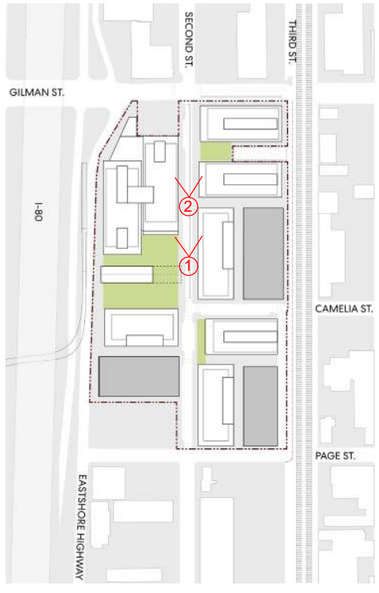
Existing

Proposed

② BEFORE AFTER - N VIEW - SECOND ST
3/16" = 1'-0"

① BEFORE AFTER - BLOCK A - SE SIDEWALK VIEW
3/16" = 1'-0"

Transformation



Existing

Proposed

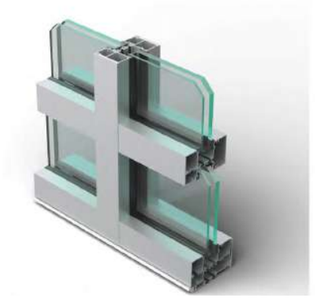
1 BEFORE AFTER - BLOCK A3 - NE VIEW
3/16" = 1'-0"

2 BEFORE AFTER - BLOCK A2 - NE VIEW
3/16" = 1'-0"

Material Palette

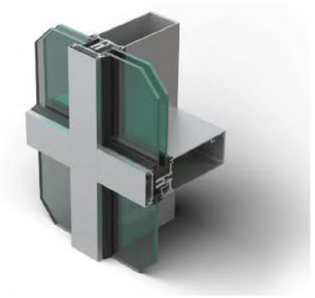
Curtain Wall

CW-1 : FOUR SIDED STRUCTURAL SILICON SYSTEM



CW-2 : FOUR SIDED STOREFRONT ALUMINUM MULLION SYSTEM

CW-3 : FOUR SIDED STOREFRONT ALUMINUM PUNCHED WINDOW SYSTEM



CW-4 : FOUR SIDED ALUMINUM STOREFRONT SYSTEM WITH LOUVERS

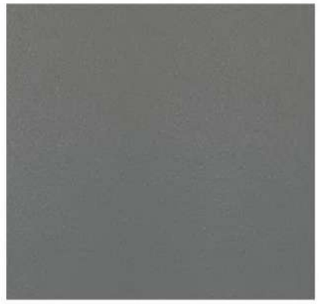
Exterior Cladding

METAL PANEL : MP

MP-01 : METAL PANEL RAINSCREEN - COLONIAL WHITE

MP-01 : METAL PANEL RAINSCREEN - INTERNATIONAL ORANGE

MP-01 : METAL PANEL RAINSCREEN - BLACK

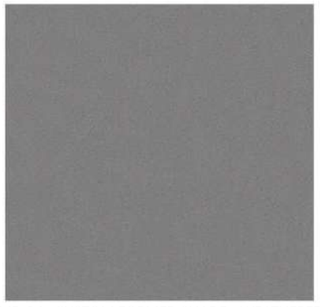


MP-01 : METAL PANEL RAINSCREEN - GREY

MP-01 : METAL PANEL RAINSCREEN - SLATE GREY

MP-02 : METAL PANEL RAINSCREEN - COLONIAL WHITE

MP-03 : PERFORATED PANEL - COMET



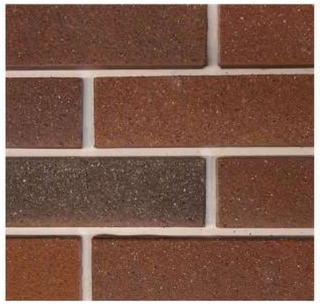
MP-04 : CUSTOM FORMED SHADE - WEATHERED ZINC

MP-20 : MECHANICAL SCREEN - COLOUR AS NOTED

Material Palette

Exterior Cladding

RAIN SCREEN PANEL : PNL



PNL-01 : PRECAST THIN BRICKS - AUTUMN SANDS

PNL-01 : PRECAST THIN BRICKS - SIENNA IRONSPOT

PNL-02 : PRECAST EXPOSED AGGREGATE - WHITE

PNL-03 : WOOD VENEER PANEL - CINDER

PNL-03 : WOOD VENEER PANEL - OAK

Landscape Elements

STAINLESS STEEL BIKE RACK

RECLAIMED WOOD BENCHES

RECLAIMED WOOD GROUP SEATING

TREE AND BENCH PLANTERS

HEX PAVERS

SALVAGED STEEL BASKETS

Section 02.
Human Experience

View from 2nd Street, Looking North

View from Shed, Looking East

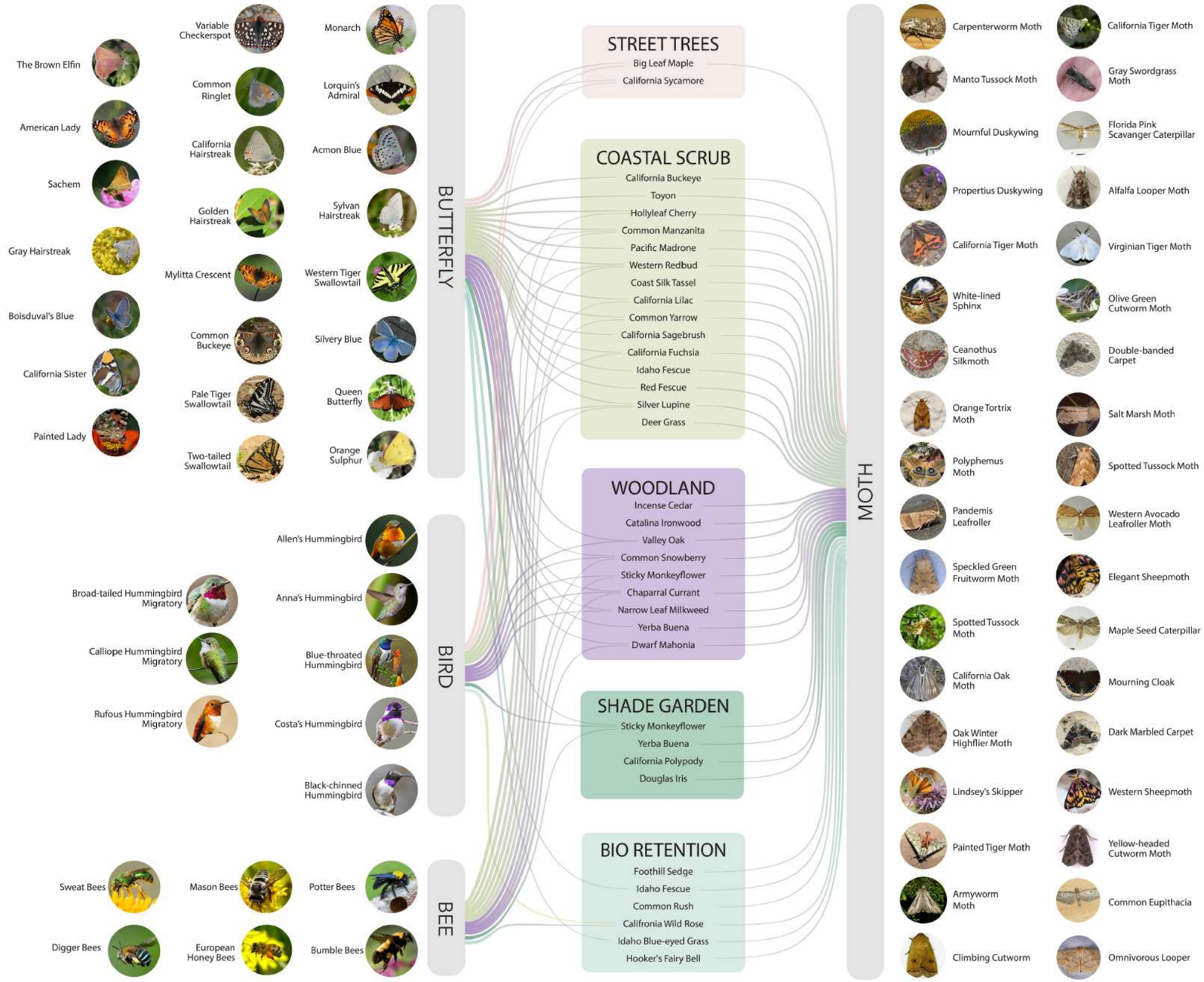
View from 2nd Street, Looking South

Section 03.
Landscape

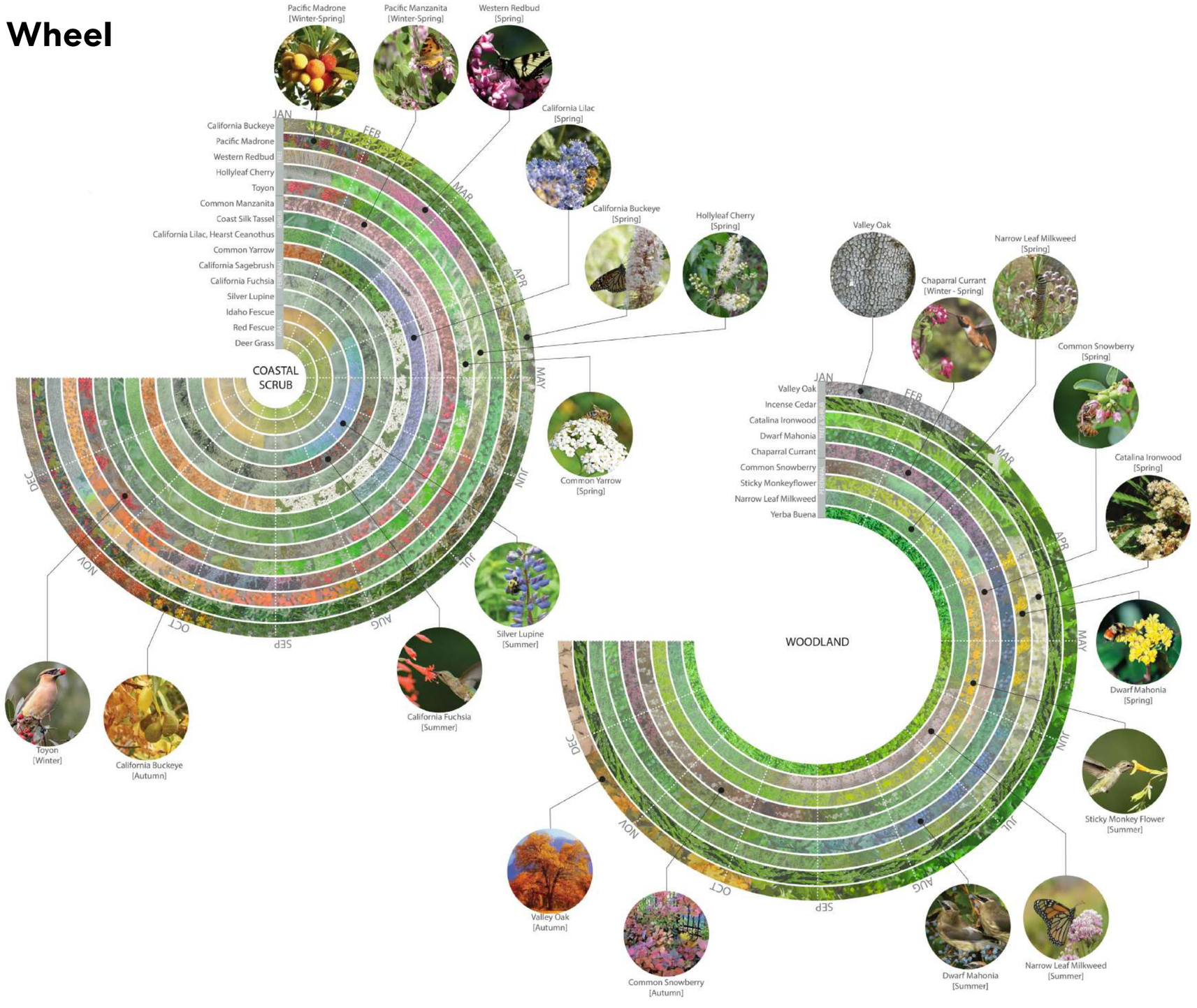
CONTENTS

Landscape Plan

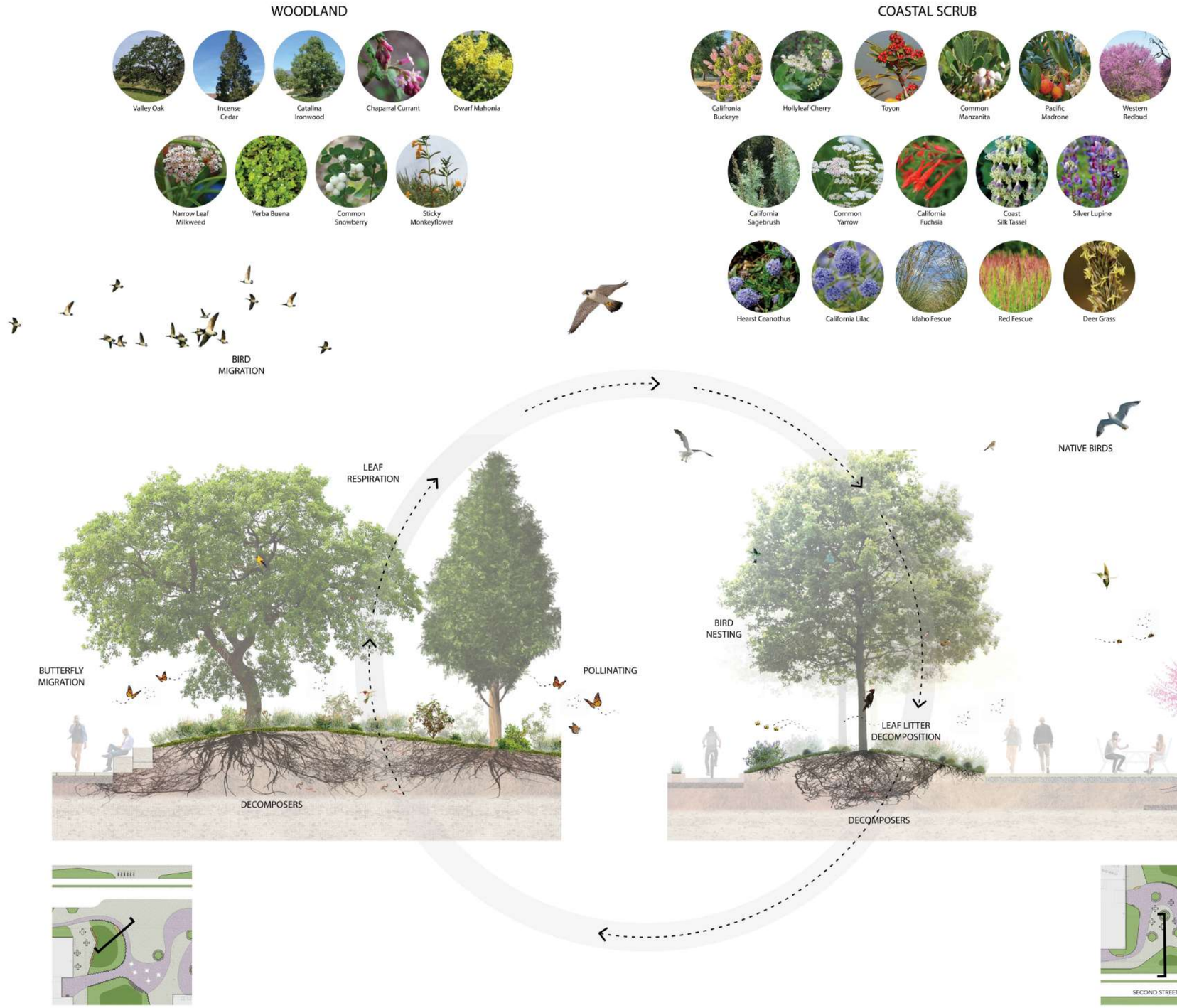
Pollination Matrix



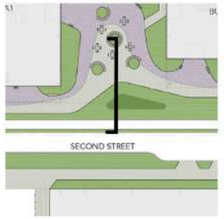
Seasonal Colour Wheel

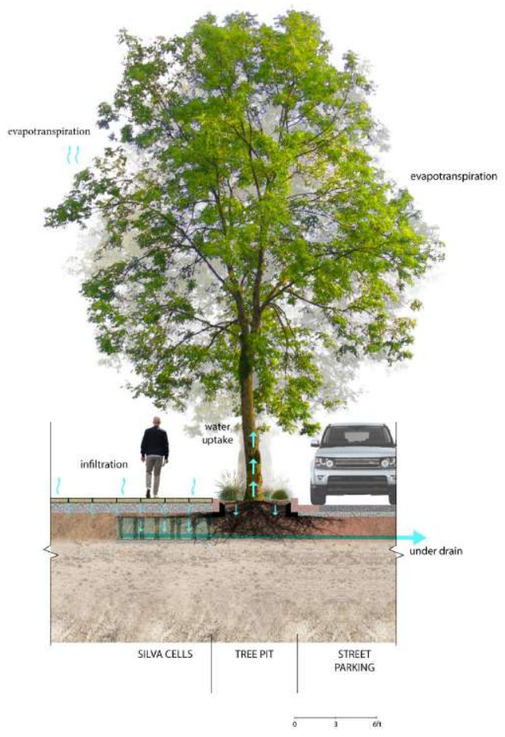


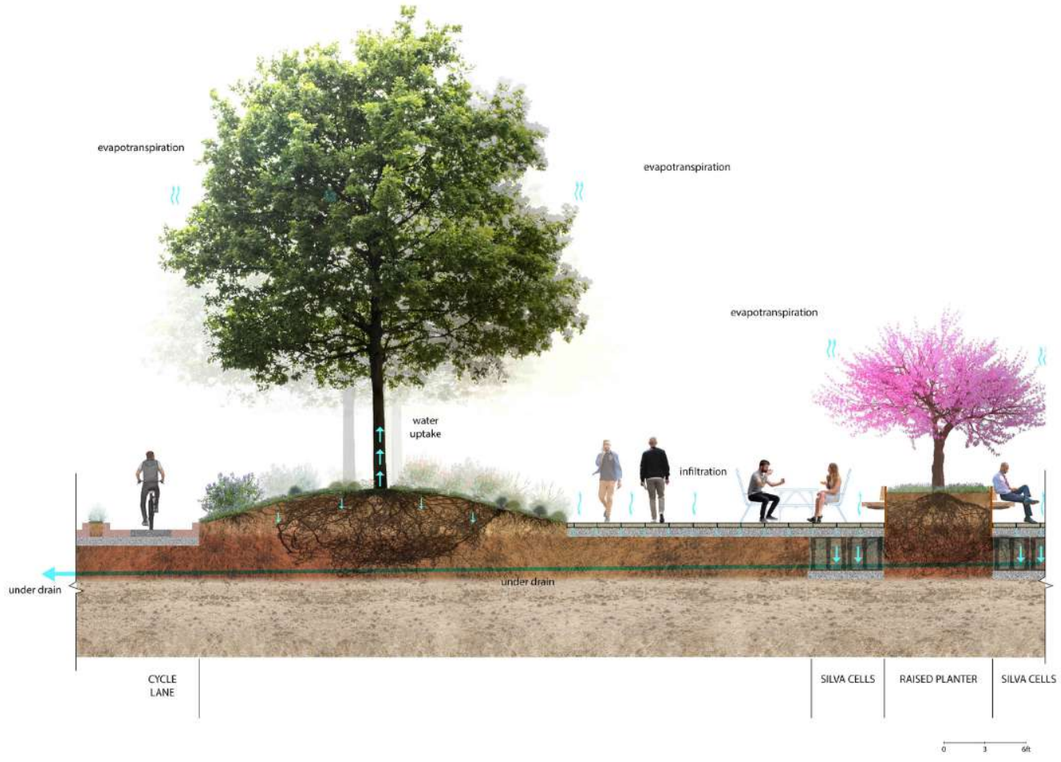
Ecological Cycle

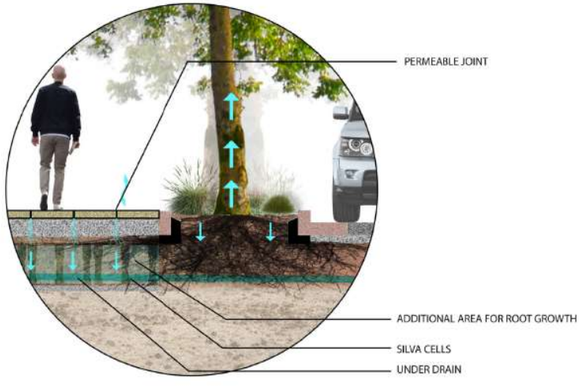


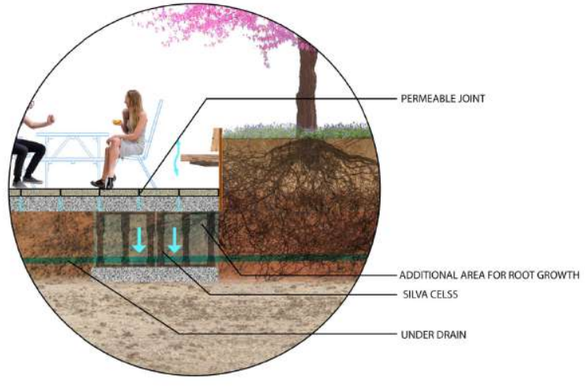
Ecological Cycle












BERKELEY FORGE


For Lease

Section 04.
Appendix

CONTENTS

Overall Landscape Plan

DECIDUOUS TREES	CODE	BOTANICAL NAME	COMMON NAME
	ACE MAC	ACER MACROPHYLLUM	BIG LEAF MAPLE
	AES CAL	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE
	CER WES	CERCIS OCCIDENTALIS	WESTERN REDBUD MULTI-TRUNK
	PLA RAC	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
	PRU ILI	PRUNUS ILICIFOLIA	HOLLYLEAF CHERRY
	QUE LOB	QUERCUS LOBATA	VALLEY OAK

EVERGREEN TREES	CODE	BOTANICAL NAME	COMMON NAME
	ARB MEN	ARBUTUS MENZIESII	PACIFIC MADRONE
	CAL DEC	CALOCEDRUS DECURRENS	INCENSE CEDAR
	GAR COA	GARRYA ELLIPTICA	COAST SILKTASSEL
	HET ARB	HETEROMELES ARBUTIFOLIA	TOYON
	LYO FLO	LYONOTHAMNUS FLORIBUNDUS ASPLENIFOLIUS	FERNLEAF CATALINA IRONWOOD

SHRUBS	CODE	BOTANICAL NAME	COMMON NAME
	ARC MNZ	ARCTOSTAPHYLOS MANZANITA	COMMON MANZANITA
	BER AQU	BERBERIS AQUIFOLIUM VAR. REPENS	DWARF MAHONIA
	CEA HRS	CEANOTHUS HEARSTIORUM	HEARST CEANOTHUS
	CEA THY	CEANOTHUS THYRSIFLORUS VAR. GRISEUS "YANKEE POINT"	YANKEE POINT CARMEL CEANOTHUS
	CEA TR2	CEANOTHUS X 'RAY HARTMAN'	RAY HARTMAN CEANOTHUS
	DIP AU3	DIPLACUS AURANTIACUS	STICKY MONKEYFLOWER
	RIB CHA	RIBES MALVACEUM	CHAPARRAL CURRANT
	ROS CA2	ROSA CALIFORNICA	CALIFORNIA WILD ROSE
VINES	CODE	BOTANICAL NAME	COMMON NAME
	CLE RPS	CLEMATIS LASIANTHA	CHAPARRAL CLEMATIS
GROUNDCOVER		BOTANICAL NAME	COMMON NAME
		CLINOPODIUM DOUGLASII	YERBA BUENA

CONCEPT PLANT SCHEDULE SPUR PLT

COASTAL SCRUB — 30,772 SF
ACHILLEA MILLEFOLIUM / COMMON YARROW
ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH
EPILOBIUM CALIFORNICUM / CALIFORNIA FUCHSIA
FESTUCA IDAHOENSIS / IDAHO FESCUE
FESTUCA RUBRA / RED FESCUE
LUPINUS ALBIFRONS / BUSH LUPINE
MUHLENBERGIA RIGENS / DEER GRASS

WOODLAND — 19,051 SF
ASCLEPIAS FASCICULARIS / NARROWLEAF MILKWEED
CLINOPODIUM DOUGLASII / YERBA BUENA
IRIS DOUGLASIANA / DOUGLAS IRIS

SHADE GARDEN — 9,049 SF
CLINOPODIUM DOUGLASII / YERBA BUENA
IRIS DOUGLASIANA / DOUGLAS IRIS
POLYPODIUM CALIFORNICUM / CALIFORNIA POLYPODY

BIO-RETENTION AREA — 7,743 SF
CAREX TUMULICOLA / FOOTHILL SEDGE
FESTUCA IDAHOENSIS / IDAHO FESCUE
JUNCUS PATENS / CALIFORNIA GRAY RUSH
PROSARTES HOOKERI / HOOKER'S FAIRY BELL
SISYRINCHIUM BELLUM / BLUE-EYED GRASS

NORTH

SCALE 1/32"=1'-0"
0 16' 32'

Planting Schedule

CONCEPT PLANT SCHEDULE SPUR PLT

COASTAL SCRUB — 30,772 SF
ACHILLEA MILLEFOLIUM / COMMON YARROW
ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH
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SISYRINCHIUM BELLUM / BLUE-EYED GRASS

PLANTING SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	WUCOLS	NATIVE	POLLINATOR FRIENDLY	SEASON OF BLOOM
	ACE MAC	ACER MACROPHYLLUM	BIG LEAF MAPLE	43	36" BOX	40'-0"	MODERATE	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	APRIL - MAY
	AES CAL	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	2	36" BOX	30'-0"	VERY LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	FEBRUARY - MARCH
	ARB MEN	ARBUTUS MENZIESII	PACIFIC MADRONE	7	24" BOX	25'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	APRIL - MAY
	CAL DEC	CALOCEDRUS DECURRENS	INCENSE CEDAR	7	24" BOX	12'-0"	MODERATE	YES	ATTRACTS BUTTERFLIES, MOTHS	NON-BLOOMING
	CER WES	CERCIS OCCIDENTALIS	WESTERN REDBUD MULTI-TRUNK	6	24" BOX	12'-0"	VERY LOW	YES	ATTRACTS HUMMINGBIRDS, BUTTERFLIES, MOTHS, BEES	FEBRUARY - APRIL
	GAR COA	GARRYA ELLIPTICA	COAST SILKTASSEL	6	24" BOX	12'-0"	VERY LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	JANUARY - MARCH
	HET ARB	HETEROMELES ARBUTIFOLIA	TOYON	4	24" BOX	10'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	JUNE - AUGUST
	LYO FLO	LYONOTHAMNUS FLORIBUNDUS ASPLENIFOLIUS	FERNLEAF CATALINA IRONWOOD	13	24" BOX	25'-0"	VERY LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	EARLY SUMMER
	PLA RAC	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	42	36" BOX	30'-0"	MODERATE	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	FEBRUARY - APRIL
	PRU ILI	PRUNUS ILICIFOLIA	HOLLYLEAF CHERRY	8	24" BOX	15'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS, BEES	APRIL - JUNE
	QUE LOB	QUERCUS LOBATA	VALLEY OAK	5	60" BOX	40'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	MARCH - MAY
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	WATER USE		WILDLIFE	SEASON OF BLOOM
	ARC MNZ	ARCTOSTAPHYLOS MANZANITA	COMMON MANZANITA	40	5 GAL.	10'-0"	VERY LOW	YES	ATTRACTS HUMMINGBIRDS, BUTTERFLIES, MOTHS, BEES	FEBRUARY TO MARCH
	BER AQU	BERBERIS AQUIFOLIUM VAR. REPENS	DWARF MAHONIA	52	5 GAL.	3'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS, BEES	APRIL - JUNE
	CEA HRS	CEANOTHUS HEARSTIORUM	HEARST CEANOTHUS	10	5 GAL.	8'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS, BEES	MARCH - MAY
	CEA THY	CEANOTHUS THYRSIFLORUS VAR. GRISEUS 'YANKEE POINT'	YANKEE POINT CARMEL CEANOTHUS	23	5 GAL.	10'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS, BEES	MARCH - MAY
	CEA TR2	CEANOTHUS X 'RAY HARTMAN'	RAY HARTMAN CEANOTHUS	14	5 GAL.	10'-0"	LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	MARCH - MAY
	DIP AU3	DIPLACUS AURANTIACUS	STICKY MONKEYFLOWER	21	5 GAL.	2'-0"	VERY LOW	YES	ATTRACTS HUMMINGBIRDS, BUTTERFLIES, MOTHS, BEES	MARCH - AUGUST
	RIB CHA	RIBES MALVACEUM	CHAPARRAL CURRANT	30	5 GAL.	5'-0"	VERY LOW	YES	ATTRACTS HUMMINGBIRDS, BUTTERFLIES, MOTHS, BEES	OCTOBER - MARCH
	ROS CA2	ROSA CALIFORNICA	CALIFORNIA WILD ROSE	23	5 GAL.	6'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS, BEES	MAY - OCTOBER
VINES	CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	WATER USE		WILDLIFE	SEASON OF BLOOM
	CLE LAS	CLEMATIS LASIANTHA	CHAPARRAL CLEMATIS	280 SF	5 GAL.	5'-0"	LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	SPRING - SUMMER
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	WATER USE		WILDLIFE	SEASON OF BLOOM
		ACHILLEA MILLEFOLIUM	COMMON YARROW		1 GAL.	1'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS, BEES	JUNE - SEPTEMBER
		ARTEMISIA CALIFORNICA	CALIFORNIA SAGEBRUSH		1 GAL.	4'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	APRIL - NOVEMBER
		EPILOBIUM CANUM	CALIFORNIA FUCHSIA		1 GAL.	4'-0"	LOW	YES	ATTRACTS HUMMINGBIRDS, BUTTERFLIES, MOTHS	SUMMER
		FESTUCA IDAHOENSIS	IDAHO FESCUE		1 GAL.	1'-0"	VERY LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	LATE SPRING - EARLY SUMMER
		FESTUCA RUBRA	RED FESCUE		1 GAL.	1'-0"	LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	APRIL - SEPTEMBER
		LUPINUS ALBIFRONS	SILVER LUPINE		5 GAL.	5'-0"	VERY LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS, BEES	SPRING - SUMMER
		MUHLENBERGIA RIGENS	DEER GRASS		5 GAL.	5'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	SEPTEMBER - NOVEMBER
		ASCLEPIAS FASCICULARIS	NARROWLEAF MILKWEED		1 GAL.	1'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	EARLY - MID SUMMER
		CLINOPODIUM DOUGLASII	YERBA BUENA	2,786 SF	1 GAL.	4'-0"	LOW	YES	ATTRACTS BIRDS, BUTTERFLIES, MOTHS	APRIL - SEPTEMBER
		POLYPODIUM CALIFORNICUM	CALIFORNIA POLYPODY		1 GAL.	2'-0"	LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	NON-FLOWERING
		IRIS DOUGLASIANA	DOUGLAS IRIS		1 GAL.	4'-0"	LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	WINTER - SPRING
		CAREX TUMULICOLA	FOOTHILL SEDGE		1 GAL.	1'-6"	LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	APRIL - MAY
		JUNCUS PATENS	COMMON RUSH		1 GAL.	2'-0"	LOW	YES	ATTRACTS BUTTERFLIES, MOTHS	SUMMER

Planting Images

TREES


Aesculus californica
California Buckeye


Acer macrophyllum
Big Leaf Maple


Arbutus menziesii
Pacific Madrone


Calocedrus decurrens
Incense Cedar


Cercis occidentalis
Western Redbud


Garrya elliptica
Coast Silktassel


Heteromeles arbutifolia
Toyon


Lyonothamnus floribundus ssp. aspleniifolius
Santa Cruz Island Ironwood


Platanus racemosa
California Sycamore


Prunus ilicifolia
Hollyleaf Cherry


Quercus lobata
Valley Oak

SHRUBS


Arctostaphylos manzanita
Common Manzanita


Berberis aquifolium var. repens
Dwarf Mahonia


Ceanothus hearstiorum

Hearst Ceanothus


Ceanothus thyrsiflorus var. griseus 'Yankee Point'
Yankee Point Carmel Ceanothus


Ceanothus 'Ray Hartman'
Ray Hartman Ceanothus


Diplacus aurantiacus
Sticky Monkey Flower


Ribes malvaceum
Chaparral Currant


Rosa californica
California Wildrose

COSTAL SCRUB MIX


Achillea millefolium
Common Yarrow


Artemisia californica
California Sagebrush


Epilobium canum
California Fuchsia


Festuca idahoensis
Idaho Fescue


Festuca rubra
Red Fescue


Lupinus albifrons
Silver Lupine


Muhlenbergia rigens
Deergrass

Planting Images

WOODLAND MIX

Asclepias fascicularis
Narrow Leaf Milkweed

Clinopodium douglasii
Yerba Buena

Iris douglasiana
Douglas Iris

SHADE GARDEN MIX

Clinopodium douglasii
Yerba Buena

Iris douglasiana
Douglas Iris

Polypodium Californicum
California Polypody

BIO-RETENTION MIX

Carex tumulicola
Foothill Sedge

Festuca idahoensis
Idaho Fescue

Juncus patens
Common Rush

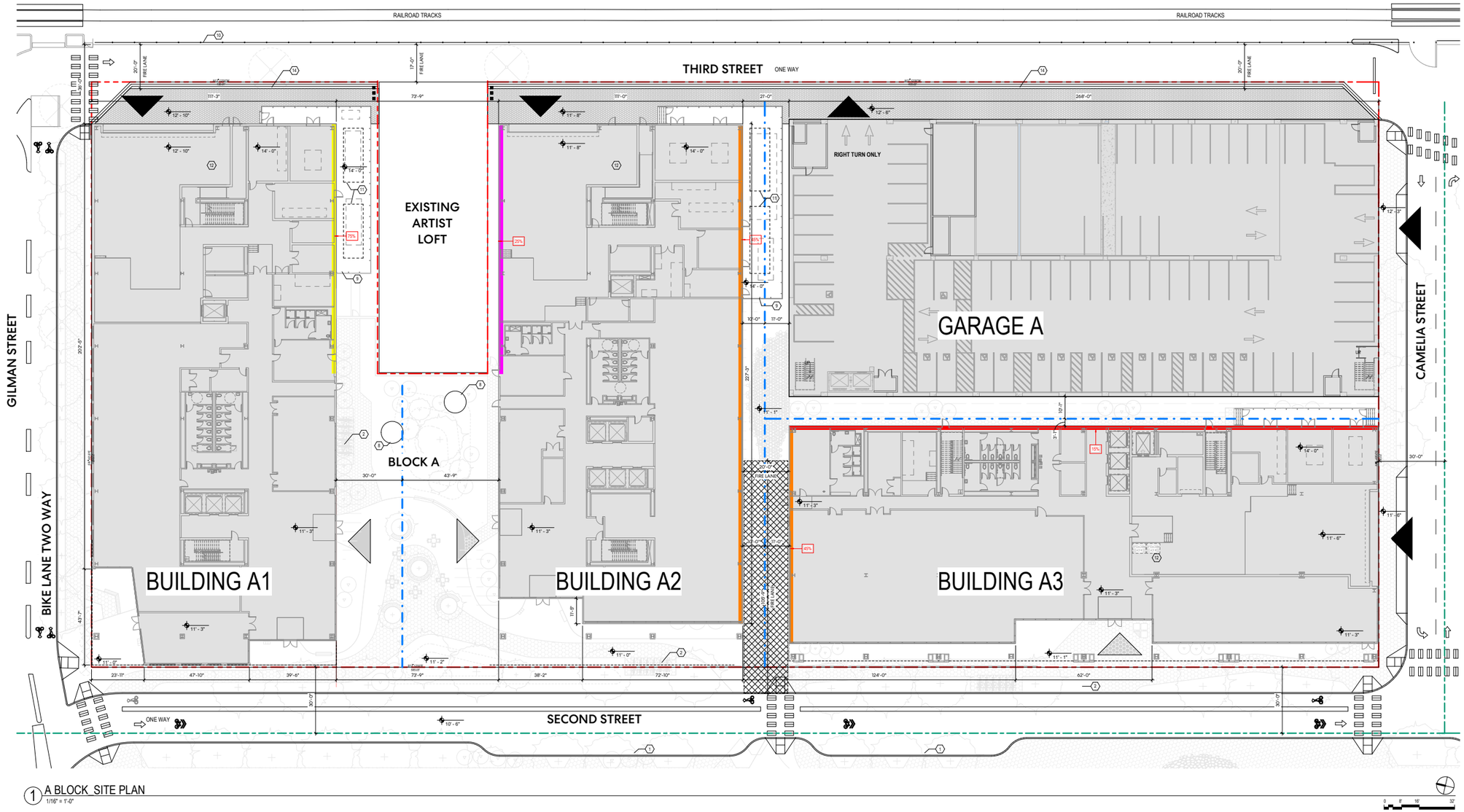
Prosartes hookeri
Hooker's Fairy Bell

Sisyrinchium bellum
Blue-eyed Grass

VINE

Clematis lasiantha
Chaparral Clematis

Block A - Site Plan



1 A BLOCK SITE PLAN
1/16" = 1'-0"

GENERAL NOTES

1. ACCESSIBLE ROUTE TO BE PROVIDED TO ALL BUILDING ENTRANCES.
2. ELEVATIONS PROVIDED FOR REFERENCE. REFER TO CIVIL DRAWINGS FOR GRADES OUTSIDE THE BUILDINGS.
3. REFER TO LANDSCAPE DRAWINGS FOR MATERIALS AND FINISHES

SITE PLAN NOTE BY NUMBERS

1. SHUTTLE DROP OFF
2. SHORT TERM BIKE PARKING
3. EXISTING SHED STRUCTURE
4. FOOD TRUCK INFRASTRUCTURE
5. PEDESTRIAN BRIDGE
6. NEW CALTRAN INTERCHANGE
7. MAINTENANCE GATE
8. CISTERN
9. RAISED EQUIPMENT YARD WITH FENCE
10. FENCE LINE AT RAILROAD
11. GENERATOR, SEE ELECTRICAL DRAWINGS
12. TRASH HOLDING AREA
13. TRANSFORMER, SEE ELECTRICAL DRAWINGS
14. FLUSH VALLEY GUTTER, SEE CIVIL DRAWINGS

CODE COMPLIANCE PLAN BUILDING CODE REF.

705.5 Fire-Resistance Ratings

Exterior walls shall be fire-resistance rated in accordance with Table 601, based on the type of construction, and Table 705.5, based on the fire separation distance. The required fire-resistance rating of exterior walls with a fire separation distance of greater than 10 feet (3048 mm) shall be rated for exposure to fire from the inside. The required fire-resistance rating of exterior walls with a fire separation distance of less than or equal to 10 feet (3048 mm) shall be rated for exposure to fire from both sides.

C. Open parking garages complying with Section 406 shall not be required to have a fire-resistance rating.

D. The fire-resistance rating of an exterior wall is determined based upon the fire separation distance of the exterior wall and the story in which the wall is located.

G. Where Table 705.8 permits nonbearing exterior walls with unlimited area of unprotected o penings, the required fire-resistance rating for the exterior walls is 0 hours.

TABLE 705.8
MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION

FIRE SEPARATION DISTANCE (feet)	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA[a]
0 to less than 3[b,c]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted
	Unprotected, Sprinklered (UP, S)	Not Permitted[d]
	Protected (P)	Not Permitted[d]
3 to less than 5[c]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted
	Unprotected, Sprinklered (UP, S)	15%
	Protected (P)	15%
5 to less than 10[c]	Unprotected, Nonsprinklered (UP, NS)	15%[e]
	Unprotected, Sprinklered (UP, S)	25%
	Protected (P)	25%
10 to less than 15[c]	Unprotected, Nonsprinklered (UP, NS)	25%[f]
	Unprotected, Sprinklered (UP, S)	45%
	Protected (P)	45%
15 to less than 20[c]	Unprotected, Nonsprinklered (UP, NS)	45%
	Unprotected, Sprinklered (UP, S)	75%
	Protected (P)	75%
20 to less than 30[c]	Unprotected, Nonsprinklered (UP, NS)	75%
	Unprotected, Sprinklered (UP, S)	No Limit
	Protected (P)	No Limit
30 or greater	Unprotected, Nonsprinklered (UP, NS)	No Limit
	Unprotected, Sprinklered (UP, S)	No Limit
	Protected (P)	No Limit

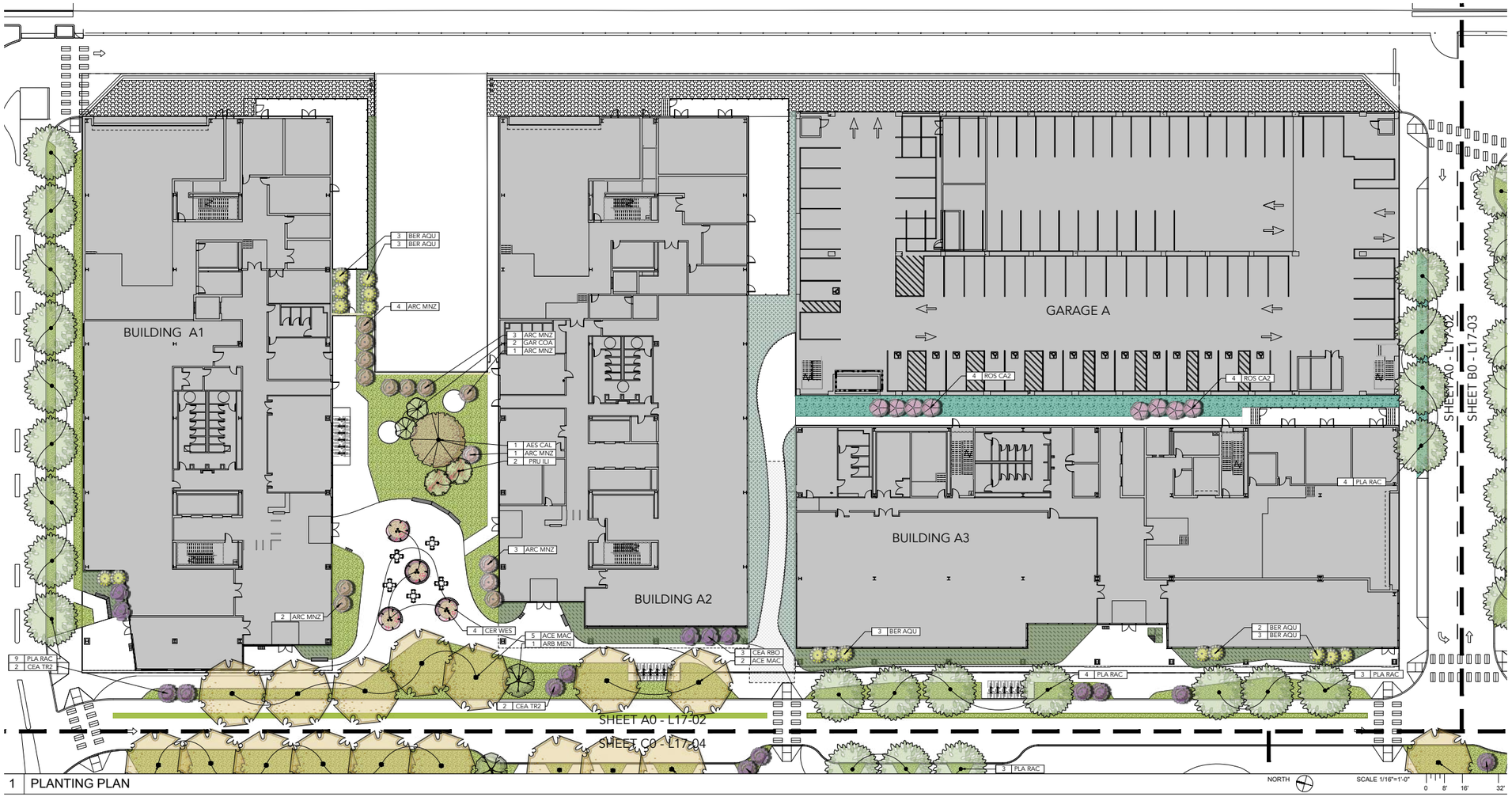
For SI: 1 foot = 304.8 mm.

G. The area of openings in an open parking structure with a fire separation distance of 10 feet or greater shall not be limited.

ARCHITECTURAL SITE PLAN LEGEND

- NEW BUILDING FOOTPRINT
- FIRE ACCESS LANE, SEE LANDSCAPE DRAWINGS FOR MATERIAL AND FINISH
- PROPERTY LINE
- ASSUMED INTERIOR LOT LINE PER CBC 705
- R.O.W. CENTERLINE
- COMMERCIAL ACCESS (NON-PEDESTRIAN)
- BUILDING ENTRY (PEDESTRIAN)
- 1HOUR RATED WALL - 15% OPENINGS
- 1HOUR RATED WALL - 25% OPENINGS
- 1HOUR RATED WALL - 45% OPENINGS
- 1HOUR RATED WALL - 75% OPENINGS

Block A - Planting Plan



1 PLANTING PLAN

DECIDUOUS TREES	CODE	BOTANICAL NAME	COMMON NAME
	ACE MAC	ACER MACROPHYLLUM	BIG LEAF MAPLE
	AES CAL	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE
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	PLA RAC	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
	PRU ILI	PRUNUS ILICIFOLIA	HOLLYLEAF CHERRY
	QUE LOB	QUERCUS LOBATA	VALLEY OAK

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	GAR COA	GARRYA ELLIPTICA	COAST SILKTASSEL
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	LYO FLO	LYONOTHAMNUS FLORIBUNDUS ASPLENIFOLIUS	FERNLEAF CATALINA IRONWOOD

SHRUBS	CODE	BOTANICAL NAME	COMMON NAME
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	BER AQU	BERBERIS AQUIFOLIUM VAR. REPENS	DWARF MAHONIA
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	CEA THY	CEANOTHUS THYRSIFLORUS VAR. GRISEUS "YANKEE POINT"	YANKEE POINT CARMEL CEANOTHUS
	CEA TR2	CEANOTHUS X 'RAY HARTMAN'	RAY HARTMAN CEANOTHUS
	DIP AU3	DIPLACUS AURANTIACUS	STICKY MONKEYFLOWER
	RIB CHA	RIBES MALVACEUM	CHAPARRAL CURRANT
	ROS CA2	ROSA CALIFORNICA	CALIFORNIA WILD ROSE
VINES	CODE	BOTANICAL NAME	COMMON NAME
	CLE RFS	CLEMATIS LASIANTHA	CHAPARRAL CLEMATIS
GROUNDCOVER		BOTANICAL NAME	COMMON NAME
		CLINOPODIUM DOUGLASII	YERBA BUENA

CONCEPT PLANT SCHEDULE SPUR PLT

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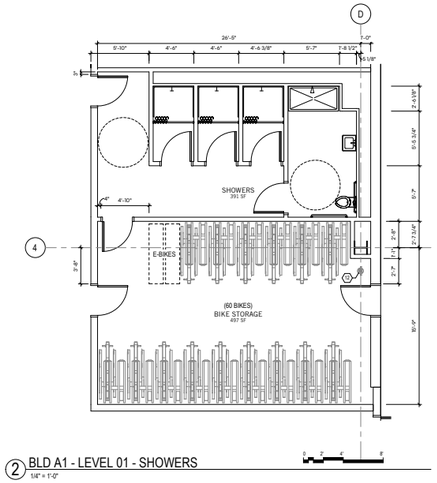
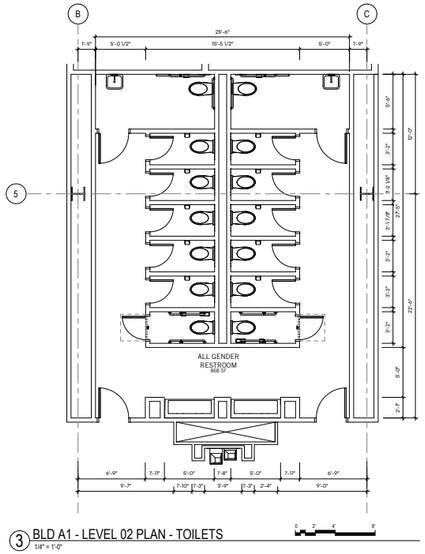
SISYRINCHIUM BELLUM / BLUE-EYED GRASS

Building A1

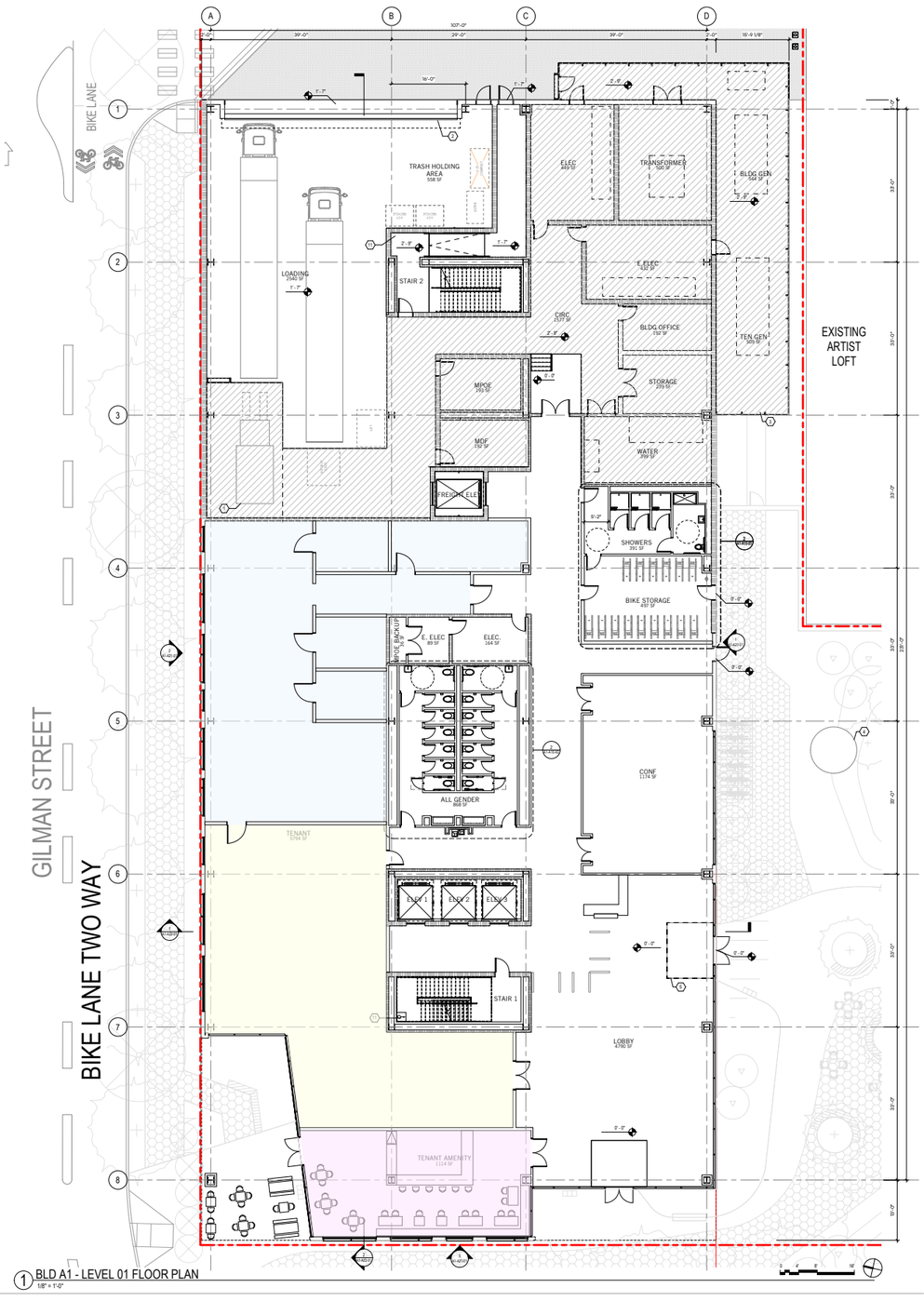
Building A1 - Floor Plan - Level 01



2 BLD A1 - LEVEL 01 - SHOWERS
1/8" = 1'-0"



3 BLD A1 - LEVEL 02 PLAN - TOILETS
1/8" = 1'-0"



1 BLD A1 - LEVEL 01 FLOOR PLAN
1/8" = 1'-0"

FLOOR PLAN GENERAL NOTES

1. PROJECT 0'-0" DATUM, SET AT CIVIL ELEVATION 11.25'. PLEASE REFER TO CIVIL DRAWINGS FOR REFERENCE.
2. NOTE THAT ALL ELEVATIONS ON FLOOR PLANS ARE NOTED FROM FLOOR SLAB LEVELS. REFER TO SECTIONS / ELEVATIONS FOR FLOOR SLAB LEVELS.
3. WATERPROOF MEMBRANE WP-1 BELOW SLAB ON GRADE, U.O.N.
4. EXPOSED CONCRETE, POLISHED WITH TRAFFIC COATING IN ALL PUBLIC AREAS, U.O.N.
5. POLISHED CONCRETE CONC-1 TYPICAL FOR LOBBIES AND PUBLIC AREAS
6. TRAFFIC COATING TC-1A, TYP AT ALL BACK OF HOUSE AREAS, U.O.N.
7. TRAFFIC COATING TC-1B, TYP FOR ALL BIKE STORAGE AREAS
8. TRAFFIC COATING TC-2, TYP FOR ALL LOADING DOCK AND GARAGE AREAS.
9. PORCELAIN TILE PT-XX WITH INTEGRAL COVE BASE, TYP. ALL RESTROOM AND SHOWER FLOOR AREAS, U.O.N.
10. QUARRY TILE WITH INTEGRAL COVE BASE FOR FOOD PREPARATION AREA IN SHED BUILDING ONLY

FLOOR PLAN LEGEND

- RAISED SLAB
- NON RATED WALL
- 1 HR RATED FIRE BARRIER
- 2 HR RATED FIRE BARRIER
- 3 HR RATED FIRE BARRIER
- 0'- 0" — ELEVATION IN REFERENCE TO FLOOR SLAB; SEE GENERAL NOTES FOR ABSOLUTE ELEVATION

FLOOR PLAN NOTES BY NUMBER

1. TRASH COMPACTOR
2. OVERHEAD COILING DOOR
3. METAL SCREEN FENCING AT EQUIPMENT YARD
4. CISTERN, S.L.D.
5. WALK OFF MAT
6. SMOKE CURTAIN AT ELEVATOR
7. RECESSED SLAB AT TERRACE, S.S.D.
8. ROOF DRAIN AND OVERFLOW
9. ROOF SCREEN, S.S.D. FOR POST AND BRACING
10. PTD. METAL COPING
11. FIRE STANDPIPE AT STAIR; SEE FIRE PROTECTION DWGS FOR DETAILS
12. BICYCLE REPAIR STAND
13. SOLID SURFACE BAR AMENITY
14. SHEET METAL PORTAL
15. SHEET METAL LOGO ASSEMBLY
16. (E) STRUCTURE TO REMAIN
17. NANA WALL SLIDING DOOR
18. DIRRT PRE-FAB 'CLASSIC' GLASS WALL CONF. ROOM
19. WIRE MESH FENCE

Building A1 - Elevations

4 A1 - EAST ELEVATION
3/32" = 1'-0"

2 A1 - NORTH ELEVATION
3/32" = 1'-0"

3 A1 - WEST ELEVATION
3/32" = 1'-0"

1 A1 - SOUTH ELEVATION
3/32" = 1'-0"

MATERIALS LEGEND AND NOTES

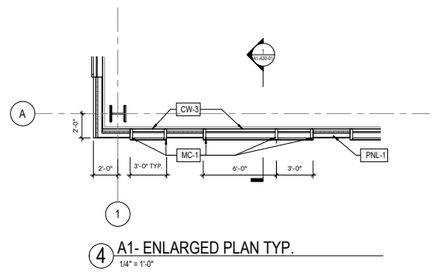
- CW-3: ALUMINUM GLAZING - PUNCH WINDOW
- CW-2: ALUMINUM GLAZING ASSEMBLIES - STOREFRONT
- MP-1: VENTILATED METAL PANEL RAIN SCREEN SYSTEM
- PNL-1: BRICK PRECAST PANEL RAINSCREEN
- PNL-3: PARLEX WOOD CLADDING, COLOR AS NOTED
- MP-20: MECHANICAL SCREEN
- MC-1: MULLION CAP 6" PROJECTION
- MC-2: MULLION CAP 3" PROJECTION
- PNL-4: PARKLEX CONCEALED FASTENING WOOD SOFFIT
- RL-1: GLASS GUARDRAIL

EXTERIOR ELEVATION GENERAL NOTES

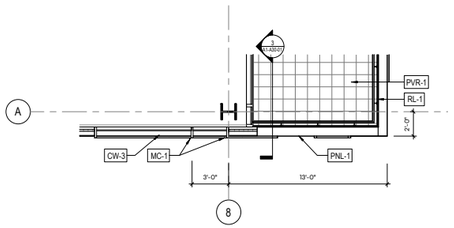
1. MATERIAL SYMBOLS ON ELEVATIONS ARE TO DISPLAY THE EXTENT OF THE MATERIAL ONLY. THEY ARE NOT TO SCALE.
2. PROJECT 0'-0" DATUM, SET AT CIVIL ELEVATION 11.25'. PLEASE REFER TO CIVIL DRAWINGS FOR REFERENCE.
3. PER BMC 23.106.090,AVERAGE BUILDING HEIGHT IS THE VERTICAL DISTANCE OF AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINT OF THAT PORTION OF THE LOT COVERED BY THE BUILDING MEASURED TO THE TOP OF PARAPET FOR A ROOF WITH PARAPET WALLS. MAXIMUM BUILDING HEIGHT IS THE VERTICAL DISTANCE OF A BUILDING AT ANY POINT FROM FINISHED GRADE TO TOP OF PARAPET WALL.
4. AVERAGE GRADE AT BUILDING A1 IS 11'-9" (REFER SHEET TM-5.0). AVERAGE BUILDING HEIGHT IS 71'-6".
5. LOWEST GRADE AT BUILDING A1 IS 10'-9" (REFER SHEET TM-5.0). MAXIMUM BUILDING HEIGHT IS 72'-6"

0 4' 8' 16'

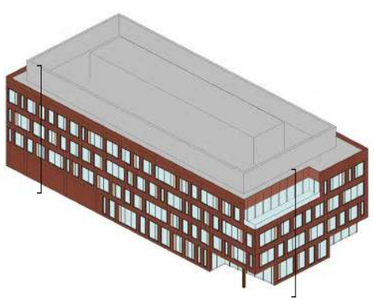
Building A1 - Enlarged Elevation and Wall Section



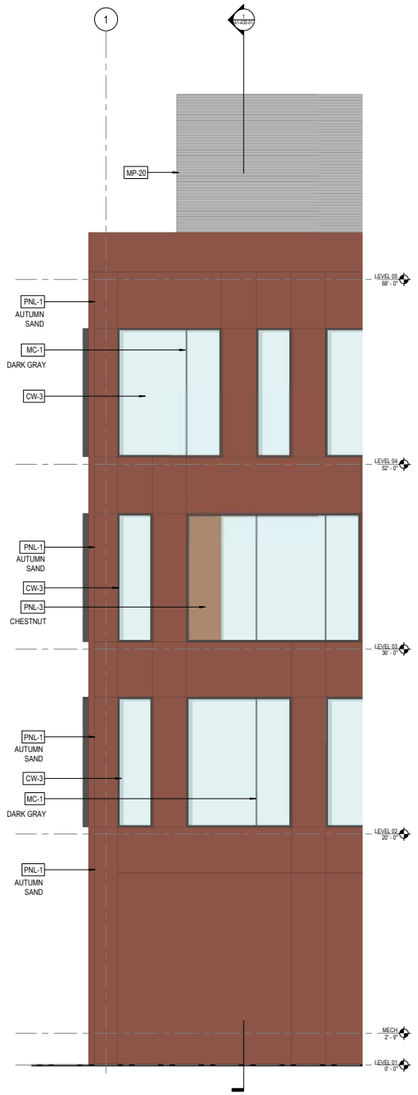
4 A1- ENLARGED PLAN TYP.
1/4" = 1'-0"



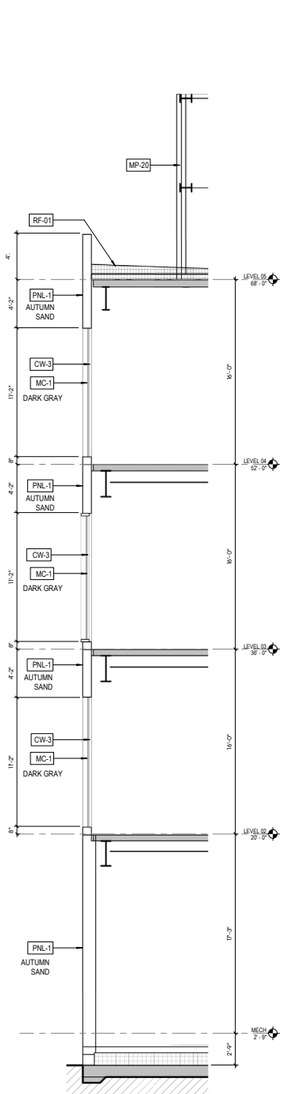
7 A1- ENLARGED PLAN AT TERRACE
1/4" = 1'-0"



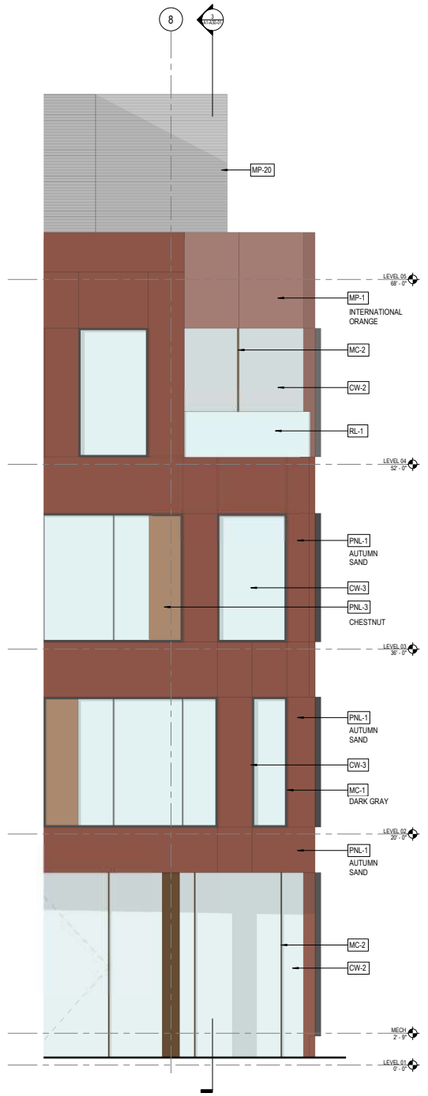
5 AXON-A1
NOT TO SCALE



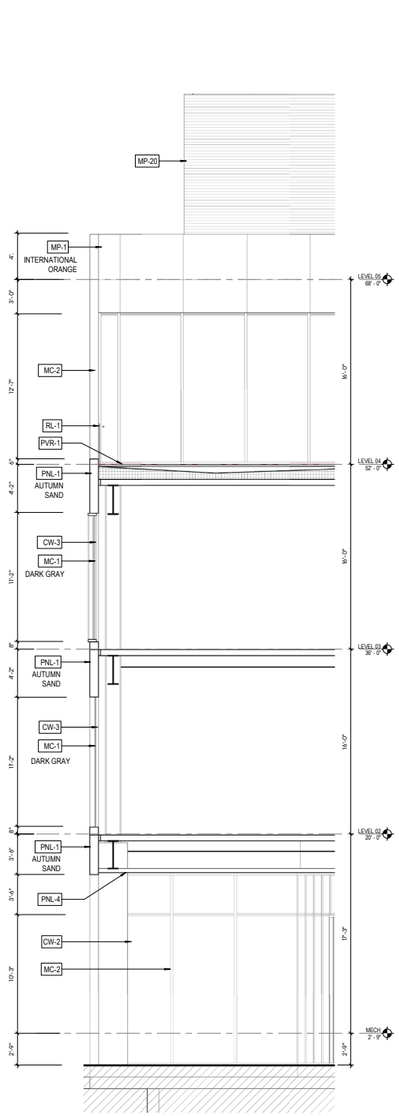
6 A1 - ENLARGED NORTH ELEVATION 1
1/4" = 1'-0"



1 NORTH WALL SECTION
1/4" = 1'-0"



2 A1 - ENLARGED NORTH ELEVATION 2
1/4" = 1'-0"



3 NORTH WALL SECTION 2
1/4" = 1'-0"

MATERIALS LEGEND AND NOTES

- CW-3: ALUMINUM GLAZING - PUNCH WINDOW
- CW-2: ALUMINUM GLAZING ASSEMBLIES - STOREFRONT
- MP-1: VENTILATED METAL PANEL RAIN SCREEN SYSTEM
- PNL-1: BRICK PRECAST PANEL RAINSCREEN
- PNL-3: PARLEX WOOD CLADDING, COLOR AS NOTED
- MP-20: MECHANICAL SCREEN
- MC-1: MULLION CAP 6" PROJECTION
- MC-2: MULLION CAP 3" PROJECTION
- PNL-4: PARKLEX CONCEALED FASTENING WOOD SOFFIT
- RL-1: GLASS GUARDRAIL

EXTERIOR SYSTEMS NOTES

PROJECT 0'-0" DATUM, SET AT CIVIL ELEVATION 11.25'. PLEASE REFER TO CIVIL DRAWINGS FOR REFERENCE.

ROOFING SYSTEMS
RF-01: SBS MODIFIED BITUMENT ROOFING OVER POURED CONCRETE PAN DECK AND TAPERED INSULATION

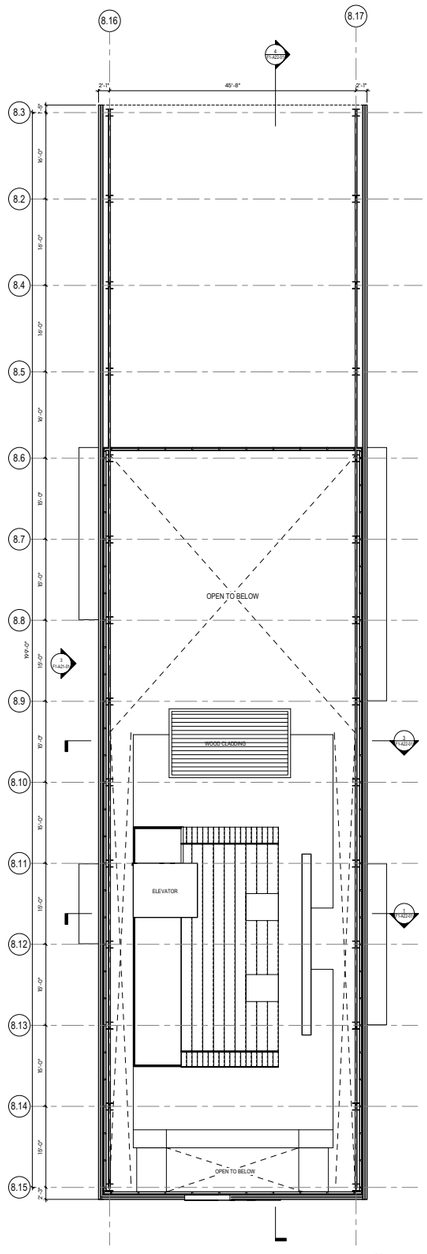
RF-02: STANDING SEAM METAL ROOF

WATERPROOFING SYSTEMS
WP-01: WATERPROOFING AT UNDERSIDE OF FOUNDATION SLAB.

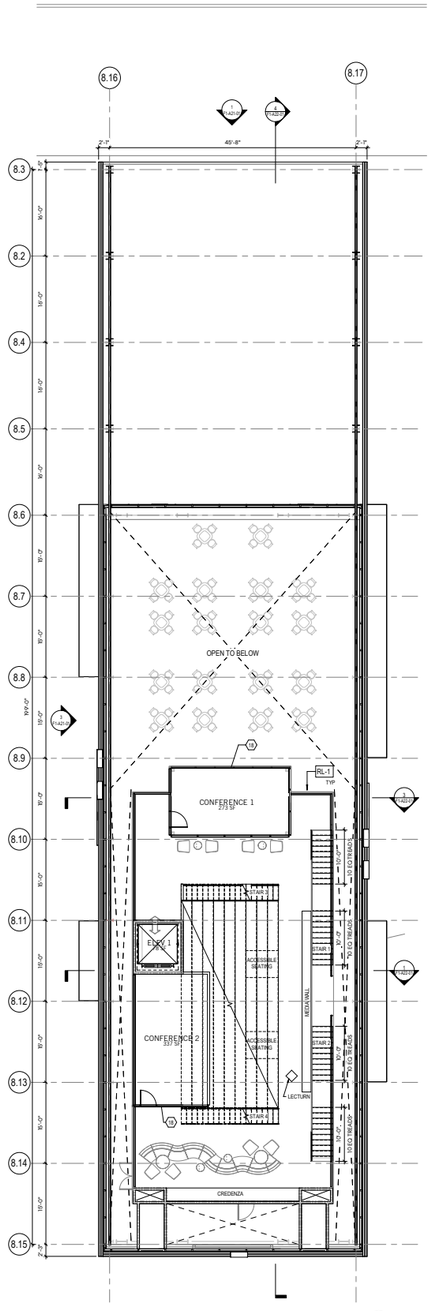
WP-02: HOT RUBBERIZED ASPHALT WATERPROOFING OVER SLAB, PAVER SYSTEM AT BALCONIES COMPRISES FLOOR FINISH ABOVE HRA

Forge Shed Building

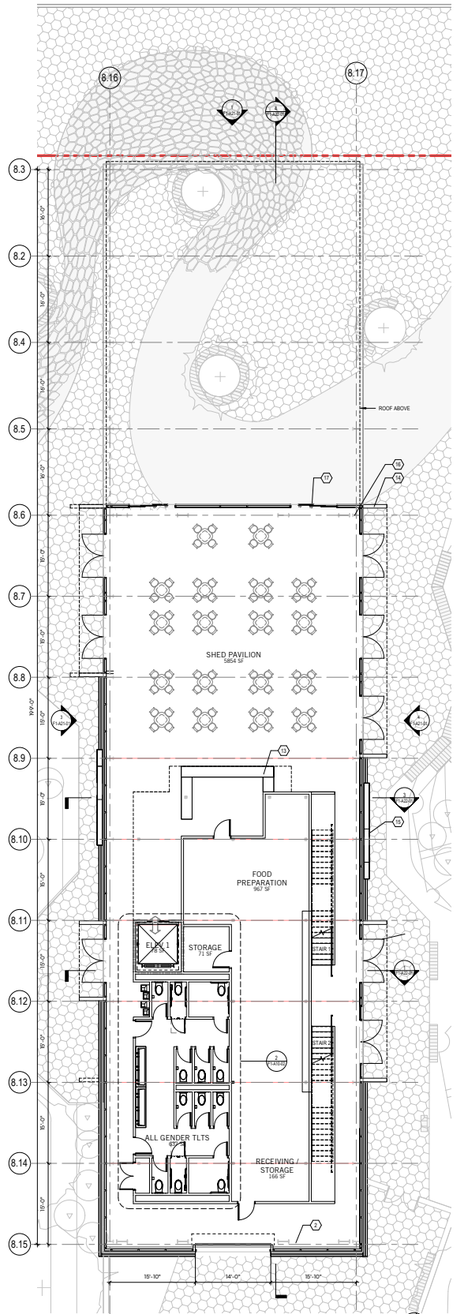
Forge Shed Building - Floor Plans



3 SHED - BLEACHER PLAN
1/8" = 1'-0"



4 SHED - MEZZANINE PLAN
1/8" = 1'-0"



2 SHED - LEVEL 01 FLOOR PLAN
1/8" = 1'-0"

FLOOR PLAN GENERAL NOTES

1. PROJECT 0'-0" DATUM, SET AT CIVIL ELEVATION 11.25'. PLEASE REFER TO CIVIL DRAWINGS FOR REFERENCE.
2. NOTE THAT ALL ELEVATIONS ON FLOOR PLANS ARE NOTED FROM FLOOR SLAB LEVELS. REFER TO SECTIONS / ELEVATIONS FOR FLOOR SLAB LEVELS
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5. POLISHED CONCRETE CONC-1 TYPICAL FOR LOBBIES AND PUBLIC AREAS
6. TRAFFIC COATING TC-1A, TYP AT ALL BACK OF HOUSE AREAS, U.O.N.
7. TRAFFIC COATING TC-1B, TYP FOR ALL BIKE STORAGE AREAS
8. TRAFFIC COATING TC-2, TYP FOR ALL LOADING DOCK AND GARAGE AREAS.
9. PORCELAIN TILE PT-XX WITH INTEGRAL COVE BASE, TYP. ALL RESTROOM AND SHOWER FLOOR AREAS, U.O.N.
10. QUARRY TILE WITH INTEGRAL COVE BASE FOR FOOD PREPARATION AREA IN SHED BUILDING ONLY

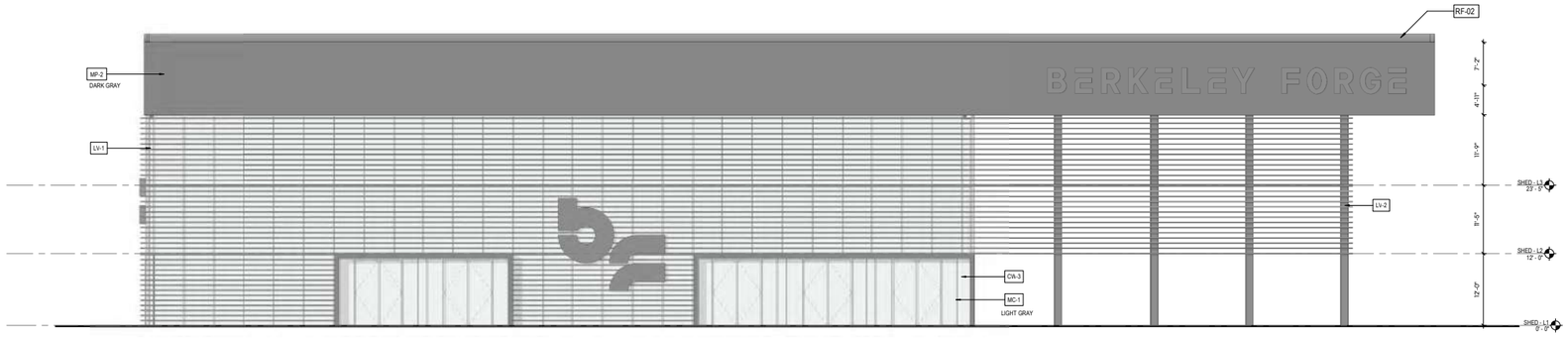
FLOOR PLAN LEGEND

- RAISED SLAB
- NON RATED WALL
- 1 HR RATED FIRE BARRIER
- 2 HR RATED FIRE BARRIER
- 3 HR RATED FIRE BARRIER
- 0'- 0" — ELEVATION IN REFERENCE TO FLOOR SLAB; SEE GENERAL NOTES FOR ABSOLUTE ELEVATION

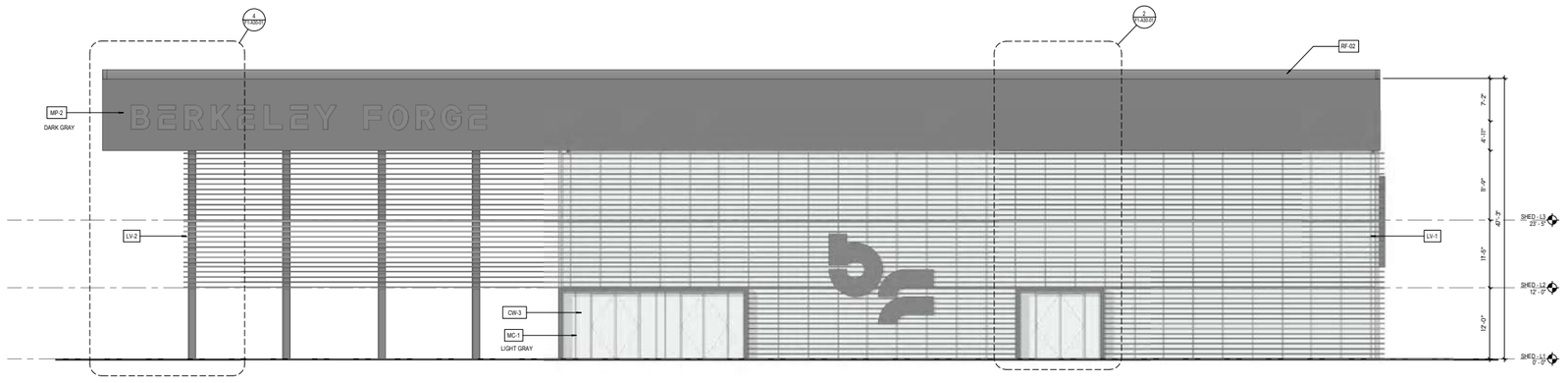
FLOOR PLAN NOTES BY NUMBER

1. TRASH COMPACTOR
2. OVERHEAD COILING DOOR
3. METAL SCREEN FENCING AT EQUIPMENT YARD
4. CISTERN, S.L.D.
5. WALK OFF MAT
6. SMOKE CURTAIN AT ELEVATOR
7. RECESSED SLAB AT TERRACE, S.S.D.
8. ROOF DRAIN AND OVERFLOW
9. ROOF SCREEN, S.S.D. FOR POST AND BRACING
10. PTD. METAL COPING
11. FIRE STANDPIPE AT STAIR; SEE FIRE PROTECTION DWGS FOR DETAILS
12. BICYCLE REPAIR STAND
13. SOLID SURFACE BAR AMENITY
14. SHEET METAL PORTAL
15. SHEET METAL LOGO ASSEMBLY
16. (E) STRUCTURE TO REMAIN
17. NANA WALL SLIDING DOOR
18. DIRRT PRE-FAB 'CLASSIC' GLASS WALL CONF. ROOM

Forge Shed Building - Elevations

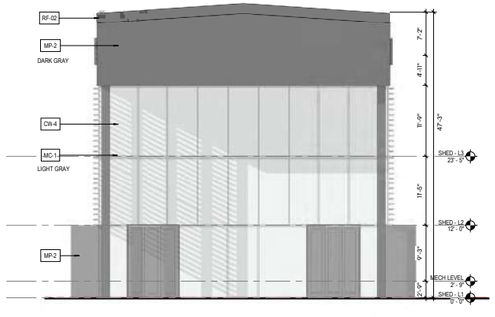


4 SHED SOUTH ELEVATION
1/8" = 1'-0"



3 SHED NORTH ELEVATION
1/8" = 1'-0"

2 SHED WEST ELEVATION
1/8" = 1'-0"

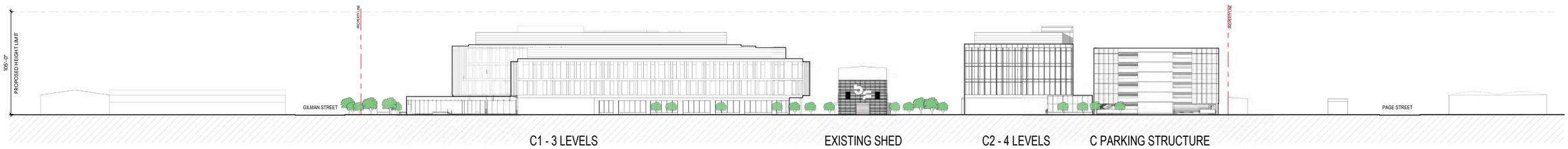


1 SHED EAST ELEVATION
1/8" = 1'-0"

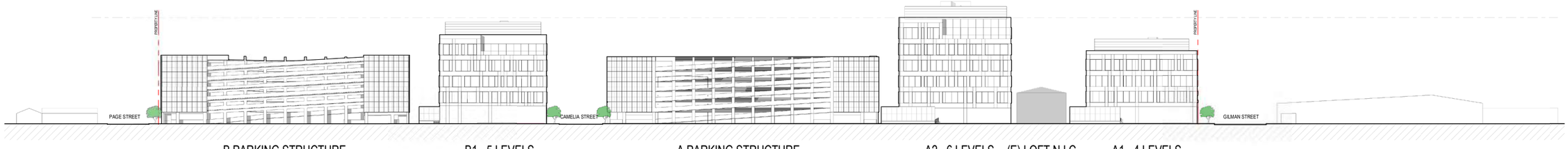
MATERIALS LEGEND AND NOTES	EXTERIOR ELEVATION GENERAL NOTES
CW-3: INSULATED VISION GLASS LV-1: LOUVER, TYP. LV-2: LOUVER 2, TYP. MP-2: CUSTOM FORMED METAL PANEL, TYP. MC-1: MULLION CAP 6" PROJECTION RL-1: GLASS GUARDRAIL	1. PROJECT 0'-0" DATUM, SET AT CIVIL ELEVATION 11.25'. PLEASE REFER TO CIVIL DRAWINGS FOR REFERENCE. 2. MATERIAL SYMBOLS ON ELEVATIONS ARE TO DISPLAY THE EXTENT OF THE MATERIAL ONLY. THEY ARE NOT TO SCALE. 3. PER BMC 23.106.090,AVERAGE BUILDING HEIGHT IS THE VERTICAL DISTANCE OF AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINT OF THAT PORTION OF THE LOT COVERED BY THE BUILDING MEASURED TO THE TOP OF PARAPET FOR A ROOF WITH PARAPET WALLS. MAXIMUM BUILDING HEIGHT IS THE VERTICAL DISTANCE OF A BUILDING AT ANY POINT FROM FINISHED GRADE TO TOP OF PARAPET WALL. 4. AVERAGE GRADE AT BUILDING F1 IS 11'-9" (REFER SHEET TM-5.0). AVERAGE BUILDING HEIGHT IS 46'-9". 5. LOWEST GRADE AT BUILDING F1 IS 11'-9" (REFER SHEET TM-5.0). MAXIMUM BUILDING HEIGHT IS 46'-9"

Elevations

3 SECOND STREET - EAST ELEVATION
1" = 40'-0"



2 EASTSHORE HWY - WEST ELEVATION
1" = 40'-0"

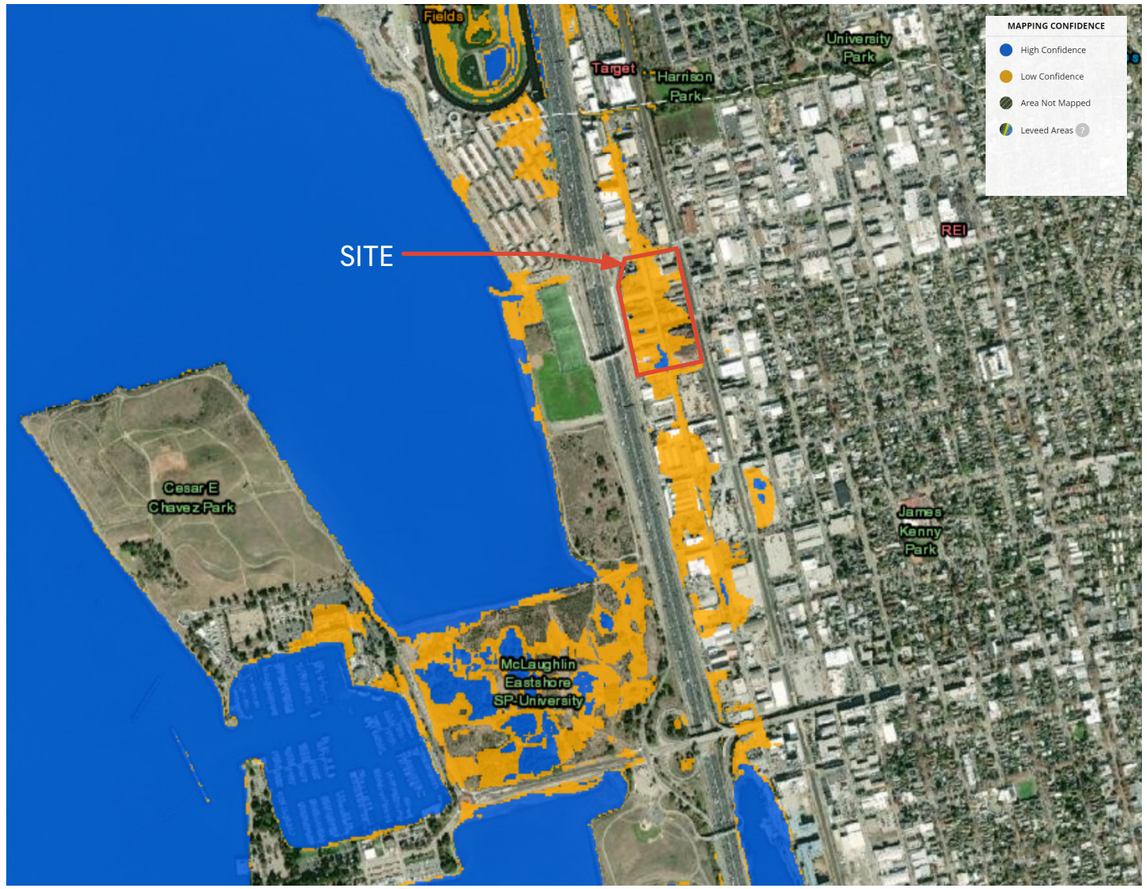


1 THIRD STREET - EAST ELEVATION
1" = 40'-0"

Storm Water Control Plan

Sea Level Rise

Sea Level Rise Map at +4 Feet



Probability Map at +4 Feet

The projected sea level rise for Low Risk Aversion in a low emissions scenario in 2100 is 2.4' and in a high emissions scenario is 3.4'.

This project has placed critical infrastructure above the 3.4' sea level rise.

Berkeley Forge
Design Narrative
October 2023

Project Overview & Context

Berkeley Forge will revitalize a 10+ acre, environmentally impacted, vacant, blighted formerly industrial property into Berkeley's premier research and development and life sciences campus. Landscaping, streetscape, stormwater, and placemaking improvements will create opportunities for gathering, biodiversity, and climate resilience.

The proposed rezoning encompasses the former Pacific Steel Casting and Berkeley Forge and Tool sites, both of which have ceased operations.

The sponsors of Berkeley Forge propose the following uses and program within at least three phases of development:

- 891,000 sq. ft. of Research & Development in a campus that is integrated into the West Berkeley neighborhood and that provides a gateway entrance to the city from the Gilman terminus
- New sidewalks, bicycle facilities, landscaping, and street trees
- New infrastructure, including green stormwater improvements, undergrounding of overhead power lines, and flooding/sea level rise resilience
- Incidental retail (envisioned as a café open to the public)
- 1,876 vehicle parking spaces
- 504 bicycle parking spaces

This pre-application precedes a formal Use Permit application which will propose this project within a new Manufacturing-Research and Development (M-RD) district, currently under review by the Planning Commission & City Council.

Project Site

Located on Berkeley's northwestern edge, the site includes a collection of 15 parcels bisected by Second Street from Gilman Street to Page Street. The sites are generally bounded by Interstate 80 and the Frontage Road to the west, Gilman Street to the north, Union Pacific Railroad (UPRR) freight and passenger tracks to the east, and Page Street to the south. The subject parcels include approximately 10.2 acres.

Key Project Benefits:

- Approximately $24 million to fund the unpaid pensions of former steelworkers
- Increased property tax and secondary sales tax benefits
- Revitalization and clean-up of an environmentally blighted site
- New public open space and landscaping, and stormwater management systems, where none exists
- New sidewalk and bicycle facilities, supporting pedestrian and bike travel across the new flyover and new identity and vibrancy to a West Berkeley gateway
- Further Berkeley's history of progressive research and innovation, supporting new jobs at a range of skill levels to train and keep workers and existing businesses in Berkeley, and attract new businesses

Site Context

The project site is one of the three major gateways to the city from the west. Camelia Street extends west to Second Street but does not connect to the Eastshore frontage road.

The project site has been characterized by heavy industrial uses for over a century, evolving from iron and steel industries to warehouses and foundries. Industries operating within and in the vicinity of the site have environmentally impacted soil and soil vapor. The area has always been vehicle, rail, and heavy truck oriented—no sidewalks, no bike facilities, limited street trees, overhead utility poles, and railroad tracks in the street. Since the closure of Pacific Steel Casting, the area has suffered from neglect.

Most existing buildings are in disrepair, plagued by hazardous materials, and cannot be adaptively reused under current building code requirements and for contemporary R&D needs.

Gilman Street/Berkeley Gateway

<u>Regulatory Context</u>

The project is located within the West Berkeley Plan area and is expected to be regulated by a new zoning district, M-RD.

West Berkeley Plan

The 1993 West Berkeley Plan envisions the Gilman Street gateway as the entry corridor to industrial areas of West Berkeley and to North Berkeley more generally. Unlike the University and Ashby exits, which enter/exit from overpasses, the Gilman interchange delivers vehicles at-grade. With the upcoming completion of the interchange improvement project, the gateway will become multi-modal, with pedestrians, bicyclists, and drivers, enjoying street-level access to distinct facilities. Berkeley Forge matches the quality and multi-modal nature of the City's investments with new sidewalks and bicycle facilities on Second Street and Eastshore Highway, landscaping that softens the environment and improves the quality of the pedestrian experience. These improvements can enable a more walkable environment reforested with trees and other plantings compared to the expanse of pavement and vacant buildings that exist today.

Second Street currently lacks sidewalks, bicycle facilities, and street trees. Illegal dumping, RV parking and tent encampments encompass the lower portion of the street and sidewalks.

The Physical Form Element of the 1993 West Berkeley Plan recognizes the eclectic mix of building forms and architectural styles found in the district as a result of incremental development by different developers over the past 150 years. The Berkeley Forge project proposes a cohesive architectural campus and materials and color palette. At the same time, it proposes variation in building massing, height, and orientation to create visual interest and opportunities for views. It draws inspiration from the rectilinear

forms, window treatments and mix of metal and wood found in the surrounding neighborhood to connect to West Berkeley's existing context, while choosing materials that are more sustainable and durable to last well into the future. As envisioned by the West Berkeley Plan, the primary building fronting Gilman Street faces Gilman Street, providing "eyes" and a facade that orients toward the corridor and creates interest for passersby. The project aims to adapt the Berkeley Forge & Tool crane structure to honor and highlight the long-time steel foundry use and adapt its use for the next era of industrial development.

Consistent with the West Berkeley Plan policies, the Berkeley Forge project integrates within the existing fabric of the neighborhood. Buildings are oriented toward the street, rather than facing inward. Modest building footprints enable porous openings between buildings allowing opportunities for green spaces and a publicly-accessible open space at the Shed structure. Streetscape improvements blend into on-site landscaping and pedestrian amenities, reinforcing the existing street pattern, while creating new opportunities for gathering and walking.

In this way, the project supports the following West Berkeley Plan goals and policies:

- Goal 3 Visually improve the University Ave. gateway and the other entry corridors into West Berkeley, so as to provide a positive image as one enters Berkeley. In addition to the University Ave. gateway, the entry corridors into West Berkeley are Ashby Ave. and Gilman St., and the northern and southern ends of San Pablo Ave.
    - Policy 3.1 Explore ways to improve the visual character of these entry corridors, to highlight the sense of place and image of Berkeley along these corridors.
    - Policy 3.2 Encourage new construction and renovation of existing buildings (those that contribute significantly to the streetscape) and restoration of historic structures to address in a positive manner their location along an entry corridor. New buildings should generally be placed along the front property line to strengthen the urban character of streets, and maintain or strengthen the "streetwall" of buildings along these corridors, while parking should be placed at the side or rear of the lot. Signage and facade design (of features such as doors and windows) should be urban instead of suburban in character, providing visual interest while remaining appropriate to the use(s) of the building.
- Goal 5 Development on major sites of 1 acre or more should be both internally cohesive and sensitively designed on the site's publicly used edges.
    - Policy 5.1 Development on major sites should use building scale, architecture, building placement, landscaping, and other site elements to create the sense of a cohesive development which is integrated with its surroundings.
    - Policy 5.2 Such major projects should—to the greatest degree possible-reinforce the existing street pattern, development pattern, and overall fabric of an area, rather than being isolated from these patterns.
    - Policy 5.3 Major developments should—to the greatest degree possible—be compatible with existing development on the edges of their sites, particularly on those edges which are heavily used by the public.

The Berkeley Forge project fulfills the goals of the West Berkeley Plan to facilitate development of multi-parcel sites, attract emerging business sectors, and retain and promote economic diversity in West Berkeley. By restoring derelict, environmentally blighted properties to productive industrial use, creating jobs and tax base in West Berkeley, the Berkeley Forge project will implement the vision of the West Berkeley Plan to maintain and improve the quality of urban life for West Berkeley residents and workers.

The project will offer substantial economic, social, and environmental benefits to the City and, specifically, the West Berkeley community. In this way, the project fulfills the objectives of the West Berkeley Plan of creating City-wide benefits from industrial and light-industrial activities in West Berkeley, while offering a safe, contemporary industrial approach to economic diversity that is responsive to market demands and trends. These enhancements will help drive environmental improvements across West Berkeley in the form of improved air quality, social equity, environment, bicycle and pedestrian access, and flooding resilience. The project will also help to strengthen the identity of the corridor, providing an improved sense of place.

Zoning Regulations

As reviewed by the Planning Commission in March 2023, the new M-RD zoning district is expected to accommodate the new area of industrial uses, such as Research & Development, laboratories and life sciences. The proposed M-RD district reflects this evolution in industries, allowing heights up to 105 feet (increased from 45'), lot coverage of 80% (decreased from 100%), as shown in Table 1. However, the FAR of 2.0 is unchanged from the typical maximum in West Berkeley, so the overall amount of floor area already permitted for the site is maintained as it exists today.

Table 1: Development Standards, by Project Block

Block	*Maximum FAR*	*Maximum Height*	*Maximum Lot Coverage*	*Minimum Vehicle Parking*	*Minimum Bicycle Parking*	*Minimum Loading*
Block A	2.4	66'-9" - 105'	78.0%	690	196	6
Block B	2.1	68' - 89'	80.3%	568	128	4
Block C	1.6	46'-9" - 72'-4"	70.4%	618	180	5
Total	2.0	46'-9" - 105"	75.2%	1,876	504	15
City M-RD Standards	2.0	105 ft.	80.0%	891 - 1 space/ 1,000 sq. ft.	456 - 1 space/ 2,000 sq. ft.	TBD

The project site has some unique features based on its size, adaptive reuse of an existing structure, and desire to maintain view corridors and sunlight for the community and the project. The project meets the zoning standards and exhibits variation by block that helps create visual interest for pedestrians at the ground-level and for the skyline when viewed from the rest of the city.

Design Vision

Urban Design and Public Realm

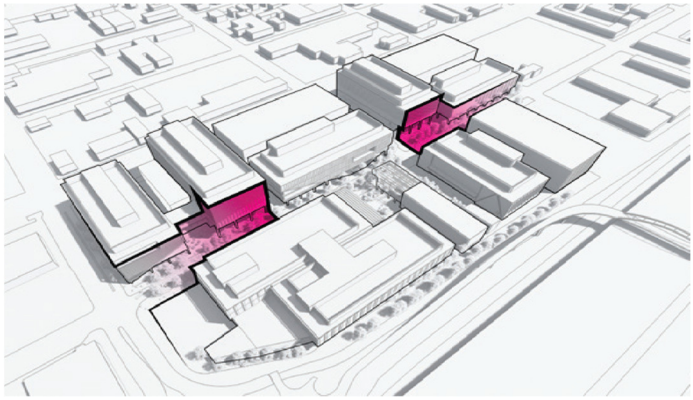
The proposed project encompasses the majority of three city blocks, with Second Street serving as the north/south connector for the enlivened campus. A significantly redesigned streetscape adds courtyards, street trees, landscaping, benches, bicycle facilities, public art and retail amenities to define the public realm at a pedestrian-scale.

Second Street acts as the central connector of the campus, with key pedestrian, bicycle, transit, and stormwater infrastructure.

The Berkeley Forge & Tool crane structure, at 1331 Eastshore Highway, is proposed for reuse as the "Shed" and is the centerpiece of the on-site open space strategy. Originally constructed between 1924 and 1928 for the Berkeley Steel Construction Company, this central foundry is a three-story open warehouse with a five-ton central crane beam. The project team is actively working with structural engineers and architects to determine how much of the structure can be retained, while also meeting current Building Codes and fire/life safety requirements. Portions of the Shed may be rebuilt with existing materials, while other portions may be replaced in kind to ensure safety and structural integrity.

Redevelopment of the former Berkeley Steel Construction Company central foundry building supports a sense of place and opportunities for art, biodiversity, and gathering.

The Shed building will serve as an amenity and meeting space for the campus. A major courtyard will surround the Shed, allowing the community and tenants to congregate, meet, relax at the center of the campus amongst a revitalized and diverse habitat of flora and fauna. The redevelopment of the foundry building bridges the area's historical manufacturing with a new era of innovation in West Berkeley.

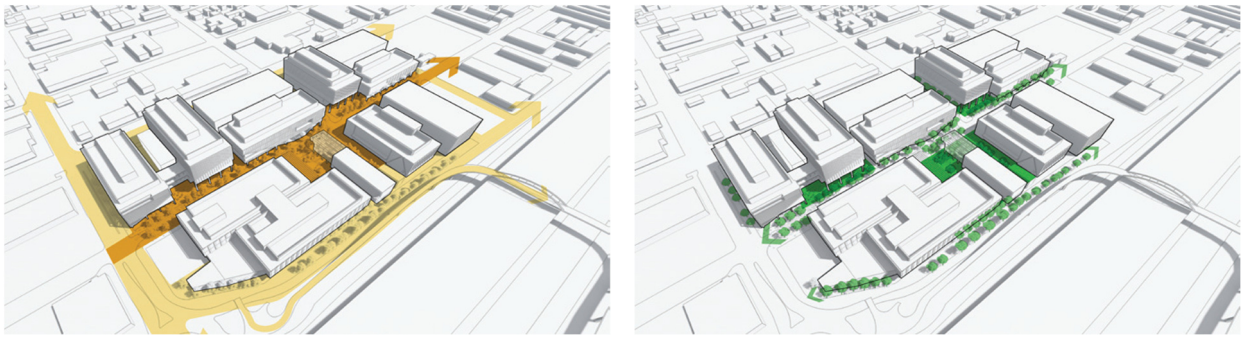


Active uses, a proposed shuttle, and open space features create two gateways along Second Street, representing opportunities for gathering and supporting the identity of the campus.

The open space network represents the nucleus for the site plan. The emphasis is on making meaningful use of "in-between" spaces to create porous and useful people zones, woven into the urban and 100% native reforested fabric throughout the site. The new pedestrian bridge over I-80 and the planned roundabouts will land at the project perimeter, leading pedestrians and bicyclists into a newly landscaped public realm.

Site Circulation

The I-80 interchange project, currently under construction, results in improvements for all modes that this project aims to support and further enhance. The proposed plans document the planned improvements and reveal areas that will require further coordination and design with the City. For example, the intersection at Gilman Street and Third Street, will require further refinement to ensure safety and avoid conflicts between various transportation modes.

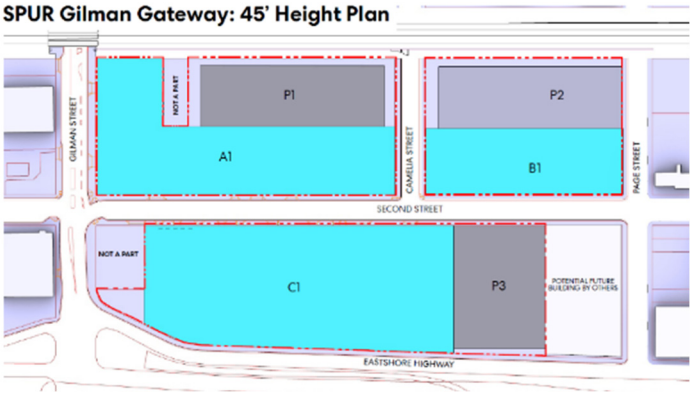


Streetscape improvements along the perimeter of the site (left) complement the I-80 interchange project improvements for pedestrians and cyclists. Urban reforestation (right) of streets trees and on-site landscaping improve stormwater management and flood resilience while also contributing beauty and identity to the project site and public realm.

Site Massing

The proposed massing and site plan create opportunities for placemaking, views, and sunlight. Taller building heights of 72.5 feet (4 stories) to 105 feet (6 stories) are placed on the eastern block and transition down to 4-story buildings and the Shed on the west block, which is closer to the Bay. This transition highlights views and creates visual interest from the pedestrian-level within the site. The taller buildings maintain east-west orientations to maintain view corridors from the east and encourage sunlight access.

Without the height increase, the project will not be feasible as a modern research and development campus. The current height restrictions would require two-story buildings that would cover nearly all of the site area, limiting opportunities for environmental improvements, retention of existing structures, and public open space. Moreover, the floor plates would be unusable and unleasable up to 95,000 sq. ft. and 144,000 sq. ft. and still only achieve an FAR of 1.3, well below what is allowed for the zoning district.



Alternatively, a project that meets the 45-foot height limit is limited to 2 stories and 1.3 FAR, and cannot provide benefits in terms of public open space and potential retention of existing structures.

Lower heights adjacent to the Shed highlight this unique structure as a focal point for the project site's identity and provide more natural lighting to this central open space feature.

Compared to existing conditions, the proposed massing is more sustainable compact building forms, with varying height buildings in smaller footprints, that highlight views and open up the ground plane for other uses. Less impactful on the land, these compact forms allow opportunities for on-site public open space, landscaping, and street trees; bioswales to capture stormwater; and new sidewalks and bicycles facilities—none of which currently exist on the site.

Architectural Details and Materials

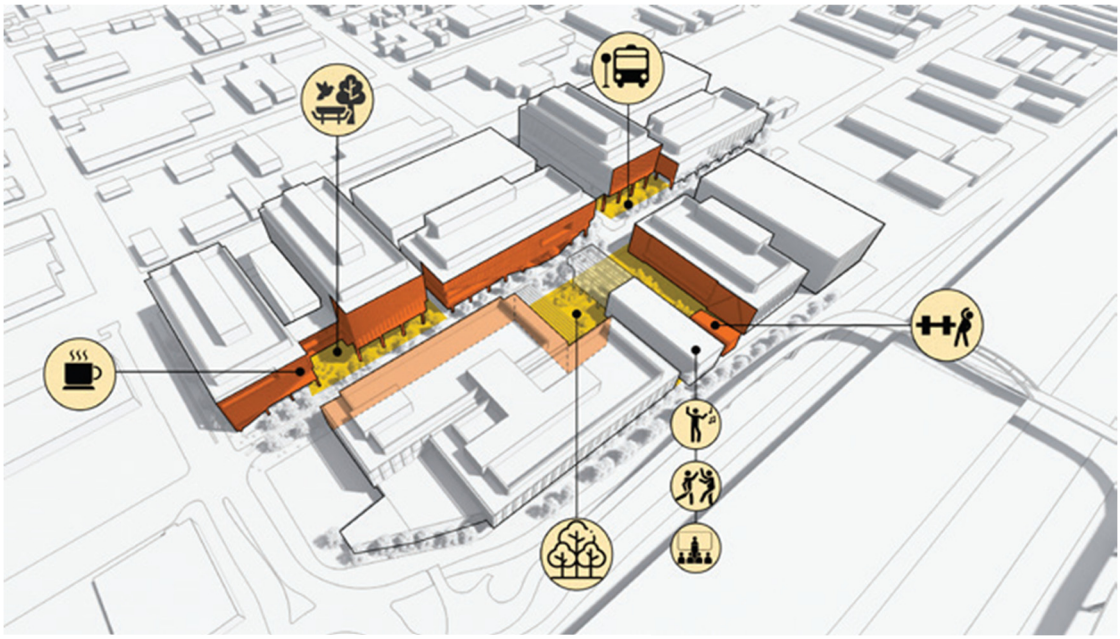
The project proposes high-quality and timeless materials that reflect the best-of vernacular materials found in West Berkeley. Industrial Heritage Metal panels, precast brick facades, and warming wood-like veneer panels intersperse with mostly punched window systems and some more modern glass curtain walls. This palette evokes the materials palette of past industries, but elevates materials for durability and adds warmth in earth tones to add a human element that is currently missing in the neighborhood and that better reflects the density of employment expected compared to manufacturing industries of the past. The warm precast brick facades clad two buildings at both the north and south entrances to the site. This common material language supports the urban gateway moments and the identity of the campus.

Proposed massing for new Research and Development/Life Science Innovation campus. The project proposes a range of building heights to create visual interest, highlight key site features and open space, and maintain views.

The project will meet the City's new Bird Safe Building Ordinance with compliant glazing and opaque materials, in addition to overhangs and other design features that create shadows to prevent bird strikes.

Building design and proposed uses aim to activate the ground-level. Active uses, including a potential café space and other amenity spaces help create a vibrant pedestrian experience along the sidewalk. Inset and transparent glazing at the ground-level provides a more welcoming and engaging connectivity to the neighborhood.

Architectural design and the material and color palette reflect both the industrial vernacular in West Berkeley and warmer colors found in the greater community.



Amenities and active uses enliven Second Street.

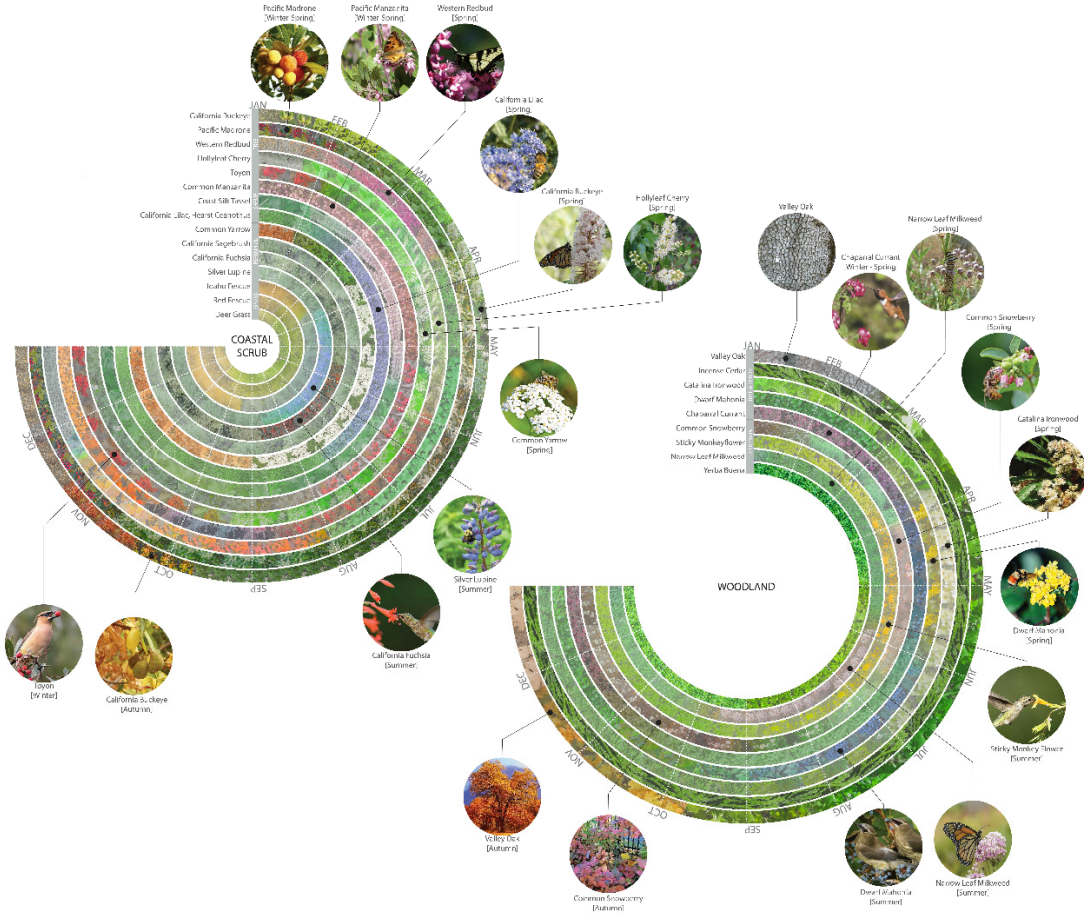
Landscape Design

The proposed urban forest fights climate change, improves air quality, controls storm water runoff, reduces noise pollution, provides wildlife habitat, adds beauty and boosts happiness. West Berkeley has a lower percentage of trees than the rest of Berkeley. An urban reforestation approach will introduce a significant number of trees to the site and the neighborhood. The landscape plan stitches together the ecosystem of waterfront to the west and the existing canopy in the residential neighborhoods to the east. This ecological bridge can help attract birds, wildlife and pollinators, while also creating identity and color at different times of year.

The majority of the surface area in West Berkeley is paved. The combination of hardscape and aging infrastructure leads to neighborhood flooding during rain events. Increasing permeability across the site will reduce runoff volume and filter pollutants.

Urban artifacts, such as salvaged forge equipment, create unique moments and a sense of place. Plant palettes are Coastal Scrub and Woodland, both naturally occurring in the area, and are part of the 100% native plant palette. The installation of silva cells at street tree and large tree locations at paved areas allow adequate room for root growth.

Open space areas include landscaping and seating that would be publicly accessible during daytime hours.



The landscape plan creates identity for the campus, and habitat for birds and insects through a generous and diverse plant palette, with varying color and textures at different times of year.

Community Outreach

The project team continues to engage the local community through various outreach methods. Recent activities have included:

- Community Meetings: In October 2022, the team held a community meeting via Zoom, to explain the rezoning proposal, provide an overview of the project, and answer questions. In January 2023, the team held another meeting at the Gilman Brewery to provide a project update in advance of Planning Commission meetings on the rezoning.
- Gilman BID: The team has met several times with the burgeoning Gilman BID to support ongoing efforts, explain the timing of the project, and answer questions.
- Gilman Street Fair: In April 2023, the team funded a booth at the Gilman Street Fair to provide information about

The project team spoke to over 100 community members about the proposed project at the Gilman Street Fair in April 2023.

the project and solicit feedback on ideas about how the project can best engage with Gilman Street neighbors.

- Berkeley Design Advocates/East Bay AIA: In June 2023, the team previewed urban design and architectural plans contained in this pre-application. In August 2023, Groundworks Office hosted an open house and visioning discussion about West Berkeley as a whole and this project specifically.
- Stakeholder Meetings: The project team has met with abutting neighbors, including live/work studio tenants and industrial/commercial neighbors several times to provide updates about the project and answer questions.
- DTSC Public Participation Plan: Public participation letter and survey were mailed out to neighboring community members in May 2023, notifying them about the intended site environmental clean-up efforts and establishing a database and channel for the project team to provide updates and answer questions.

Community Benefits

Development of the project offers numerous financial, social, and environmental benefits to the City and local community in West Berkeley.

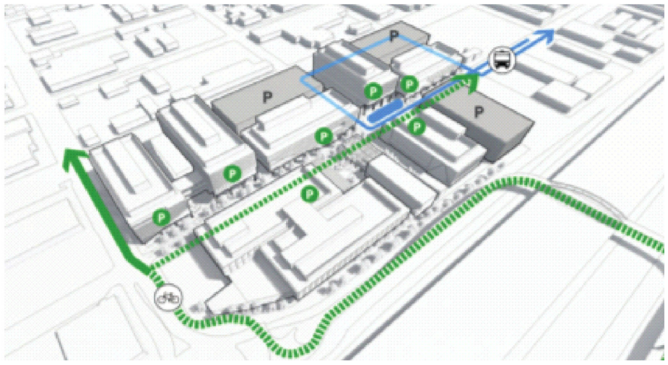
Pension Funding: Following the bankruptcy of Pacific Steel Casting in 2014, the company was purchased by a private equity firm. That buyer assumed about $24 million in pension liabilities and health care benefits. That buyer intended to keep the business in operation, but a series of business decisions and macroeconomic forces led to layoffs and the closure of the plant in 2018. Ultimately, that buyer did not fulfill the pension payments. The sale of the land to the sponsor of the project will fund the unpaid pensions of the former workers of Pacific Steel Casting. This commitment of resources for the benefit of the former workers will make good on the promises made to the workers who have been denied their earned pensions.

Environmental Health/Clean-up of Hazardous Materials: The project will spend millions of dollars to address impacted soils and soil vapor, and abate hazardous materials in the existing structures prior to site demolition and grading. Site remediation and the cessation of high intensity combustion activities associated with the site former use will reduce, control and minimize risks posed by historical releases to the soil and substantially eliminate environmental area wide risk posed by chemicals released to the air. It will also substantially reduce the site's carbon footprint.

Water Quality, Flooding Resilience & Stormwater Management: The introduction of high-quality stormwater management techniques will greatly reduce run-off and improve water quality and groundwater recharge. The 10-acre property is composed of nearly 100% impervious surfaces and does not currently have any stormwater management in place. As a result, when it rains, stormwater runs off buildings and is exposed to potentially toxic hazardous materials before entering the Bay. Pre-development remedial

Bioretention basins, silva cells, and permeable joints improve flood resilience and manage stormwater.

activities and subsequent development will replace asphalt, concrete and contaminated soils with state-of-the art buildings, public open space landscaped with clean soil, and stormwater management treatments designed to capture and treat stormwater on-site. These development plans will both avoid continuation of negative impacts and improve water quality in the Bay.



The project will support and integrate with the planned pedestrian and bikeway improvements on Gilman by providing new sidewalks, landscaping, street trees, and a new destination in West Berkeley.

Public Health & Safety: According to the Fire Department, they have fought over 70 fires at the project site since the closure of Pacific Steel Casting. The abandonment of that portion of the site represents a public nuisance, use of public Fire funds, and a danger to firefighters, homeless persons living in the area, and workers who still remain on the site.

Pedestrian & Bicycle Connections: The proposed project is timely to coordinate with the under-construction Gilman interchange project. With the addition of new sidewalk and bicycle facilities, the project will support community pedestrian and bike travel across the new flyover and provide access to the San Francisco Bay, and highly significant amenities such as the Bay Trail and Tom Bates Fields. The sponsor will continue to work with the City to design new circulation facilities that ensure safe travel for all modes.

The secondary sales tax benefits of West Berkeley employees have proven to be one of the City's largest revenue sources. We expect workers at this future campus to support Gilman District businesses during the workday and after hours.

Property Tax and Community Value: The sales of the land to the project's sponsor and construction of the project will result in significant increases in property taxes, new community investments, and other business tax revenue generation for the City, including sales tax due to food and beverage spending on Gilman Street and elsewhere in Berkeley. The project will also contribute over $6 million in dedicated special assessments to be used for affordable housing, childcare, schools, and public art. The project has an opportunity to contribute to the nascent Gilman District Business Improvement District (BID), which may provide beautification and security improvements to support local businesses, shopping, and community gathering.

Support for Manufacturing/Growth of Other Local Businesses: R&D is a necessary part of the manufacturing process that West Berkeley is trying to preserve, as called out in the West Berkeley Plan. Indeed, the project requires no modification of the general plan. This project can take advantage of local talent support such companies to continue to grow and expand here in Berkeley, so that jobs, businesses,

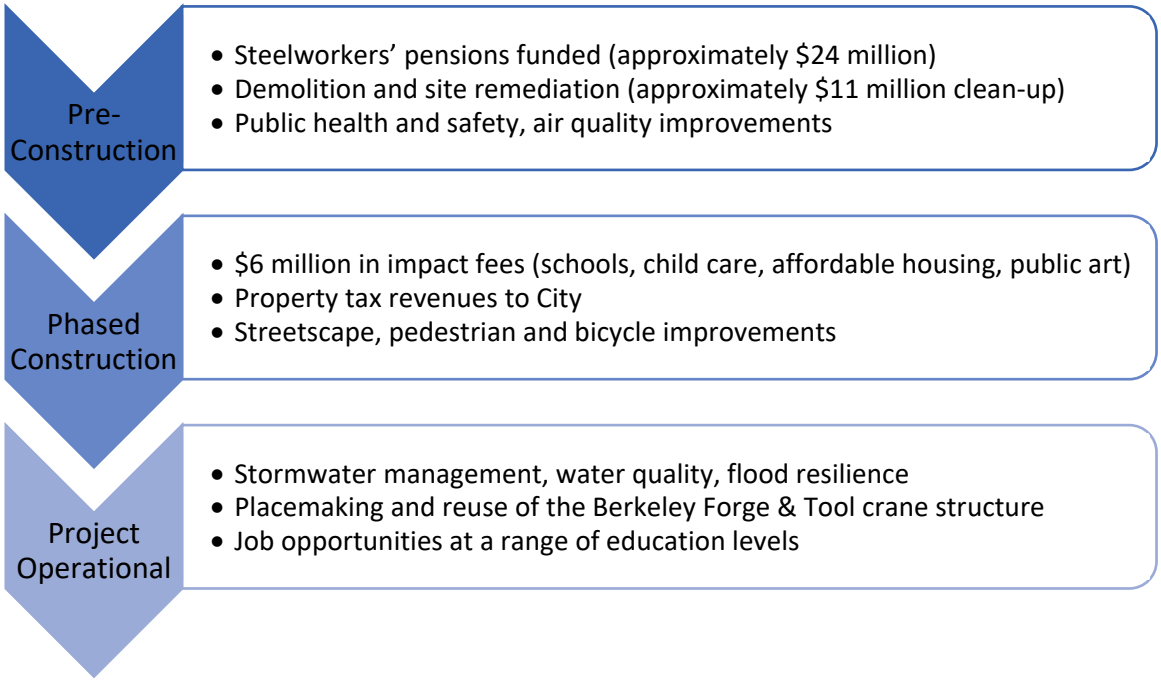
and revenue are not exported to South San Francisco or other hubs for life science and R&D uses. The project will consist of a range of buildings and leasable spaces, allowing for diversity of tenants and providing a campus for the earlier stage local life science companies.

Education Opportunities & Diverse Labor Force: This new employment destination is anticipated to have a range of job needs which includes an estimate of over 2,700 life science related jobs being created, with an additional ~15% supporting and servicing employment and several hundreds of construction jobs during the development phase that do not require college degrees.

Placemaking: Finally, all of the project's improvements (identified above) contribute to a sense of community that is currently lacking in the neighborhood. Combined with the City's investment in the Gilman multimodal interchange project, the project's proposal to reforest the site, add publicly-accessible open space, redevelop the Berkeley Forge & Tool crane structure referred to as the "Shed", and invest in jobs at a range of education levels, invites a new era of industry in Berkeley and a strengthened sense of community.

In summary, the project provides numerous community benefits, with the majority of the benefits occurring before construction of the project even begins, as shown in Figure 1.

Figure 1: Community Benefits, by Phase



Addendum: Rezoning Strategy, CEQA Analysis and Project Status

In 2021, the City Council approved a Council referral to the Planning Commission to create a zoning overlay at the subject property. The referral called for rezoning of the project area to allow a broader set of research & development uses. This overlay was intended as an incentive to attract a buyer of the property, which had sat vacant and in limbo, beginning with Pacific Steel Casting's layoffs in 2011 and ending with its declaring bankruptcy in 2014 and closure in 2018.

In 2022, the City Council adopted the rezoning of the Pacific Steel Casting property as its #1 priority out of 46 Council referrals. This action emphasizes the City's support for rezoning, redevelopment of vacant obsolete buildings, environmental clean-up, and sale of the property, which will also aid in the pension payout. In turn, the Council adopted a budget item in its 1st tier of budget priorities to fund City staff positions to assist with project review and approval, and preparation of an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA).

Consistent with the Council referral, the Berkeley Forge project team submitted an application for rezoning in 2022. The Planning Commission and Landmarks Preservation Commission held study sessions to review the preliminary rezoning application in February and March 2023, and generally supported the proposed rezoning. CEQA review of the proposed rezoning is currently underway. The team expects that the Planning Commission and City Council will formally consider the EIR and rezoning in Winter 2024.

Rezoning Request: Zoning map amendment as identified and supported by the 2021 City Council referral. City staff are preparing a new zoning district—Manufacturing Research & Development (M-RD) to allow:

- 105 feet height maximum
- 2.0 FAR in total (individual parcels may vary)
- 80% lot coverage (individual parcels may vary)
- Broader uses, including Research & Development