ZONING PROJECT SUBMITTAL
I.C - APPLICANT STATEMENT

By Hand Delivery/ FTP

Mr. Immanuel Bereket
City of Berkeley
2120 Milvia Street
Berkeley, CA 94704

RE: 1500 San Pablo Avenue
Zoning Project Submittal – Applicant Statement
Record No: ZP2015-0043

May 4th, 2016

Project Description
1500 San Pablo is a mixed-used development located along the San Pablo Avenue commercial corridor in West Berkeley. The project is bounded by San Pablo Avenue to the east, Jones Street to the north, 10th Street to the west, and a gas station and residential lots to the south. The proposed project lot is split by a zoning line, with the eastern part of the site in the C-W zone, and the western part of the site in the R-1A zone. Including density bonus units, there will be approximately 170 residential units, consisting of studios, 1-bedroom, 2-bedroom flats, as well as 2.5 – 3 bedroom townhomes.

On the C-W portion of the site, the building will be 4-5 stories. The ground level consists of a residential management and leasing office, lobby, service area, residential and commercial parking, and 10,900 SF of commercial space. The upper 4 stories consist of residential flats arranged around a courtyard. On the R1-A portion of the site, there will be 2-3-story townhouses fronting 10th Street, as well as residential amenity, parking, and service spaces.

The commercial garage is accessed from San Pablo Avenue, and includes 25 parking spaces (including 2 accessible and 2 car-share spaces). The 25 spaces allow us to meet the minimum requirement if ~2,000 SF of the commercial space were to be for restaurant use, which is the most demanding commercial use for parking.

The parking garage for the residential units is accessed from Jones Street. In the garage, there are a total of 143 spaces provided for 159 flat units plus another 5 spaces for townhouse units. An internal ramp connects the basement and level 1 of residential parking. In addition, six of the eleven townhome units have individual private garages on the lower level of the townhome unit. This results in an overall parking ratio of 0.91, and 0.90 parking for the C-W portion. The 0.90 ratio is below the required 1.0 space per unit for the C-W zone, however the site is surrounded by readily accessible bike paths, public transit options and walk-able neighborhood amenities and the 10% reduction in parking is further offset by the inclusion of 184 secure bike parking spaces located inside the project’s perimeter.
Project Summary
C-W Portion:
- 4-5 Stories
- 10,900 SF of commercial area (use undetermined)
- 159 dwelling units (flats)
- 25 commercial parking spaces
- 143 residential parking spaces (basement and level 1)
  o Note that the parking garage is on both the C-W and R-1A portion of the site
- 184 bike parking spaces and on-site bike maintenance room

R-1A Portion:
- 2-3 stories
- 11 townhouse units
- 6 parking spaces in individual private townhouse garages
  o The remaining 5 townhomes will park in the main parking garage, in addition to the 143 parking spaces for the C-W flats
- Portion of residential parking for residential flats
- Portion of residential amenities
- Building service area

Use Permits Requested
(AUP=Administrative Use Permit, UP=Use Permit, ZC=Zoning Certificate)

A. Zoning Permits Required:
   · Use Permit, under BMC Section 23C.08.050.A, to demolish an existing commercial building;
   · Use Permit, under BMC Section 23D.20.030, to construct dwelling units in the R-1A District;
   · Use Permit, under BMC Section 23D.20.050, to allow addition of six or more bedrooms in the
     Administrative Use Permit, under BMC Section 23D.20.070.C, to allow a Main Building to exceed
     the 28 feet in average height limit by 4’ in the R-1A District;
   · Administrative Use Permit, under BMC Section 23E.04.020.C, to allow architectural features to
     exceed the height limit in a commercial district;
   · Use Permit, under BMC Section 23E.64.030, to construct a mixed-use development in the C-W
     District over 20,000 square-feet;
   · Use Permit, under BMC Section 23E.64.030, to construct dwelling units in the C-W District;
   · Use Permit, under BMC Section 23E.64.050.B, for construction of new floor area over 5,000
     square-feet in the C-W District;
   · Use Permit, under BMC Section 23E.64.030.A, to allow a full service restaurant over 2,501
     square-feet in the C-W District;
   · Administrative Use Permit, under BMC Section 23E.64.030.A, to allow a carry-out or a quick-
     service restaurant (not drive-through) in the C-W District; and
   · Administrative Use Permit, under BMC Section 23E.64.080.J, to designate up to 10% of
     automobile parking required for a use for bicycle and/or motorcycle parking.

B. Waivers/Modifications under Government Code Sections 65915 – 65918:
   · To exceed the height/story limit of 50’/4 stories to propose 62’/5 stories in the C-W District;
   · To exceed the Floor Area Ratio (FAR) of 3 to propose a FAR of 3.55 in the C-W District;
   · To exceed maximum lot coverage of 40% in the R-1A district to propose up to 68%;
· Waiver/Modification to construct underground parking to serve the entire residential project, including those located within the C-W district;
· To create 11 units where only 2 units are allowed by transferring 9 dwelling units from the C-W portion of the project to the R-1A portion of the project; and
· To exceed maximum residential density in the R-1A Zoning District to propose 11 dwelling units where 2 dwelling units are allowed.

The proposed design is based off of the implementation of the Density Bonus ordinances, which are described in more detail in the Density Bonus Eligibility Statement (Section III.B of this application).

Sincerely,

1500 San Pablo LLC
Meg Spriggs
NOTES:
1. ALL BUILDINGS BEING SHADOWED ARE SHOWN ON THE DIAGRAMS
2. 2 HOURS AFTER SUNRISE, NOON AND 2 HOURS BEFORE SUNSET
HOUSE AT CORNER OF 10TH & JONES (SHOWN IN PHOTO/3D VIEWS BELOW) WILL BE SHADOWED IN MORNING BY PROPOSED PROJECT, BUT WILL NOT BE IN SHADOW AFTER 12PM.

10TH & JONES (WINTER 921AM PROPOSED)

10TH & JONES (WINTER 1150AM PROPOSED)

10TH & JONES (WINTER 1150AM EXISTING)

SHADOW VERIFICATION STUDY

WINTER 921 AM - EXISTING

WINTER 921 AM - PROPOSED

WINTER 921 AM - DIFFERENCE

WINTER 1200 PM - EXISTING

WINTER 1200 PM - PROPOSED

WINTER 1200 PM - DIFFERENCE

WINTER 254 PM - EXISTING

WINTER 254 PM - PROPOSED

WINTER 254 PM - DIFFERENCE
This diagram shows how the proposed 10th Street Townhomes create a similar streetscape to the existing neighborhood by matching the rhythm of curbs and front yard setbacks.

Bicycles are an important part of the proposed project and greater Berkeley. The site is located near many bike-friendly streets, and has a bike-score of 98.

Availability of clean and secure bike parking, resources, and ease of use, are all aspects of biking we plan to incorporate into the project.

Bicycles will be a primary mode of transportation for many of the residents, which reduces the demand for automobile parking in the building. Due to that fact, we are proposing to reduce the parking space-to-unit ratio to below 1:1.