JANUARY 2015

TO: CITY OF BERKELEY DESIGN REVIEW COMMITTEE

FR: EMILY MARTHINSSEN, ASSISTANT VICE CHANCELLOR, PHYSICAL & ENVIRONMENTAL PLANNING
/prepared by J. McDougall

RE: UNIVERSITY OF CALIFORNIA BERKELEY WAY WEST BUILDING

Attached please find a project description and site plan.

We look forward to sharing additional information, and to our discussion of this project with the committee on January 15.

Attachments

A. Site plan illustration
B. Project description
PROJECT OVERVIEW

The University of California, Berkeley would construct a new academic building of up to 325,000 gross square feet (GSF) upon the western portion of the block bounded by Oxford, Shattuck, Hearst and Berkeley Way in the City of Berkeley, CA. The proposed project, referred to as Berkeley Way West, would replace existing Tolman Hall on the core campus of UC Berkeley, a 247,000 GSF (138,600 assignable square feet, or ASF) concrete academic building that has a seismic rating of poor and is the campus’ most urgent priority for seismic remediation. Upon completion and occupancy of space at Berkeley Way West, Tolman Hall would be demolished. A former state-owned laboratory and office building at the site was demolished in 2010 and surface parking for the University has been a temporary interim use of the site. Approximately 188 parking spaces serving UC Berkeley affiliates, including 135 striped parking spaces, will be removed by construction of the project.

The new building will house the School of Education and the Department of Psychology, currently housed in Tolman Hall. The new building will also house the School of Public Health, currently located in interim space in University Hall. The program for these units totals 230,000 GSF and is comprised of classrooms, offices, open workstations, and collaborative space. Daily average occupancy of the new building may be approximately 900 people.

The University proposes to maximize the development potential of the site to provide for potential future University needs. The building area beyond that required to meet the University's current needs would be leased by the University or private developer to private office tenants — ideally tenants with an affiliation with the University. The private tenant occupancy for an interim period would allow the University to afford the expanded space, capitalizing on an opportunity to meet space demand despite limited funding. Once revenue goals are met, the space would revert to University occupancy.

To activate the pedestrian environment along Shattuck Avenue the building will provide approximately 7,000 to 7,500 ASF of retail space on the western edge of the ground floor of the building.

Construction of the five-story, 113,200 GSF Energy Biosciences Building (EBB) was completed in 2012 at the northeast portion of the site; that project was developed to 100’ height to top of parapet, and also developed a pedestrian path connecting Walnut Street to the north and south and a landscaped open area on Berkeley Way. A five-story, privately owned and developed apartment building at 1910 Oxford completes the block. Combined with the EBB building, the proposed project would result in 438,200 GSF of University development at the block. When this total is added to the net new square footage for the downtown Berkeley Art Museum and Pacific Film Archive (37,500 GSF, BAM/PFA Addendum page 11), the University would have added 475,700 GSF to the downtown area, well within the LRDP projection of 800,000 net new gross square feet of academic and support space in the Adjacent Blocks West.
Planning for the Project is guided by both the UC Berkeley 2020 LRDP and the City of Berkeley Downtown Area Plan, developed by both a citizen advisory group and the city’s Planning Commission and adopted by the Berkeley city council in 2012. Under the framework established in the UC Berkeley 2020 Long Range Development Plan, the site is within the City Environments - Adjacent Blocks West. The Project is also consistent with the UC Berkeley Physical Design Framework, presented to the University of California Regents in November 2009: the orthogonal forms of the building reinforce the urban fabric; the façade is finished in a tripartite expression; the building aims to blend concepts of civic and campus expression; the site plan implemented by the project creates public and protected places of interaction; the materials for the site and building are sympathetic to their context.

Table 1 below outlines provisions of the Downtown Area Plan and the proposed project.
### Table 1

#### BUILDING HEIGHT

<table>
<thead>
<tr>
<th>Downtown Area Plan</th>
<th>Citation</th>
<th>Proposed project</th>
<th>UC response</th>
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<tbody>
<tr>
<td>UC allowed two 120 foot tall buildings within “core” or “outer core”.</td>
<td>DAP Table LU-1</td>
<td>Proposed 112’-3” foot building height at Berkeley Way and Shattuck, southwest corner of site, northeast corner of intersection</td>
<td>Proposed project, in “outer core”, would be first of two buildings over 100 feet allowable to UC under the DAP.</td>
</tr>
<tr>
<td>“Buffer” and “Corridor” designation at site along Hearst Avenue to vary height; 60 feet (in buffer) and 75 feet (in corridor) height allowable with use permit.</td>
<td>DAP Table LU-1</td>
<td>Proposed 74’ height for lower portion of building at north of site.</td>
<td>Proposed project is eight stories at south edge, stepping to five stories then four stories on Hearst Avenue closest to the Walnut pedestrian walk.</td>
</tr>
<tr>
<td>Stepback to avoid abrupt transitions to “residential-only” neighborhoods (Policy LU-7.2)</td>
<td>DAP Figure LU-1</td>
<td>Proposed 60’ height closest to Walnut</td>
<td>Proposed project height consistent with Shattuck commercial edge, stepping downward at east across from residential properties.</td>
</tr>
<tr>
<td>As analyzed in DAP EIR: 65 feet along the southern edge of Hearst Ave btwn Walnut Street and Shattuck Ave</td>
<td>DAP EIR page 3-19</td>
<td>Proposed 74’ foot building height in this area</td>
<td>Proposed project partially exceeds 65’ analyzed along Hearst. Shadow studies indicate the difference has minimal impact.</td>
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#### BUILDING TYPE

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<td>Non-residential floor space analyzed up to 1,000,000 square feet</td>
<td>DAP EIR page 3-19</td>
<td>Adds 325,000 GSF of non-residential floor space.</td>
<td>Total new non-residential development, proposed project plus EBB plus BAM/PFA = 475,700, well below anticipated 1 million square feet analyzed.</td>
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#### BUILDING DENSITY

<table>
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</thead>
<tbody>
<tr>
<td>No provisions specific to Berkeley Way site in DAP or DAP EIR</td>
<td></td>
<td></td>
<td>Proposed project offers over 9,000 sf of combined public plazas and landscaped areas.</td>
</tr>
</tbody>
</table>
Berkeley Way West will achieve LEED Silver certification and will strive to achieve LEED Gold certification, dependent on budget constraints, in accordance with Downtown Area Plan and University of California policy.

BUILDING DESIGN

The project location is a critical moment along Shattuck Avenue as it begins to mark the transition from the more residential areas to its north and the core of downtown Berkeley to its south. The building responds to this in its massing in concept by interconnecting two ‘L’ shaped forms, each responding to its context. The first portion reaches to eight stories or 112 feet at the south west corner gesturing to the core of downtown. The second portion houses five stories, stepping down to four stories at the northeast corner to address the lower scale residential across Hearst.

Housed in the interstitial space between the two ‘L’ shaped forms is an open forum space that connects various levels of the building together and provides a central gathering space for the building occupants. A connective passageway extends through the ground floor which presents itself at the exterior as the two main entrances. The entrance on Shattuck Avenue sits mid-block flanked by retail space on either side, which extend to the corners at Heart to the north and Berkeley Way to the south. The articulation of the base of the building along Shattuck is a rhythmic series of pilasters infilled with glazing to create traditional retail frontage. The placement of the entrance mid-block along the pilaster expression begins to evoke a civic presence to the building for the community beyond. The entrance facing to the east and campus is set back from Berkeley Way at the intersection of the Walnut Street pedestrian walk and fronted by a landscaped public plaza. The entrance is recessed and rendered almost entirely in glass to emphasize the interconnection of the plaza with the activity just inside the doors, and provide a space that promotes its use as a place for casual seating and relaxation for both building occupants and the general public. Similarly, the student lounge space sits on the second floor overlooking the plaza and garden space of the adjacent Energy Biosciences Building and creates a deeper connection of the occupants with the public plaza.

The articulation of the building starts with a clear ground floor expression, rendered in robust materials that anchor the building to the site. Strong vertical pilasters and glazing along Shattuck Avenue emphasize transparence, engagement with the street, and the importance of the retail component of the program. The north and south sides house much of the services for the building, and will present a more solid feel with some louvers and doors as required for building functions, which primarily face Berkeley Way. The east portion of the ground floor opens up to the plaza, gardens and campus beyond, and is composed primarily of glass until the building begins to bury into the site at the northeast corner.
The upper floors open up with an increased amount of glazing to provide maximum daylight views for building occupants. However, the amount of openness varies to the different solar exposures to mitigate thermal heat gain. The materials will include a mixture of a strong framework of rich materials that host openings of high performance glazing and decorative spandrels panels. The top floor of both ‘L’ shaped forms will be considered an “attic story” that becomes rendered in lighter materials that help transition the building to the sky and emphasize a clear base, middle and top elevation scheme. The building will be topped with a mechanical penthouse wrapped in light grey metal panel set back from the building edge to minimize visual impact.

The exterior lighting will take into consideration the safety and comfort of the user and the appearance of the exterior environment. Strong shadows, hot spots and glare will be minimized. The perimeter of the building, pedestrian/egress paths and featured landscape elements will be well illuminated to help the user easily see and navigate the area. The lighting design will take into account dark sky considerations by directing light downward and minimizing uplight. Exterior lighting control will use a combination of photo sensor and automated time switch to increase energy savings. Light levels will be dimmed in certain areas later at night within the comfort levels of pedestrians.

The building is expected to house many different people, programs and sensibilities over an institutional time horizon. The building is a highly flexible and adaptable design – one that will require minimal investment of labor, materials and systems to accommodate future change. With a concrete structural frame, raised floors and a modular approach to interior planning, the building will allow for quick and easy reconfiguration of mechanical, electrical and IT systems.

**SUSTAINABILITY**

The Berkeley Way West building will achieve LEED Silver certification and will strive to achieve LEED Gold certification in accordance with Downtown Area Plan and University of California policy, dependent on budget constraints.

Due to the importance of the Ohlone Greenway extension, an important regional bicycle facility connecting the UC Berkeley campus with North Berkeley, Albany, El Cerrito and Richmond, the building design has placed building services along Berkeley Way to minimize impacts to bicycle traffic along Hearst. Furthermore, the project has included a bicycle-specific entrance along Hearst with access to interior secure bicycle parking and showers for building occupants.
Development of the site is expected to promote alternatives to car commuting, placing people closer to the BART and AC Transit hubs in downtown Berkeley. Two primary considerations drive the sustainability approach for the design:

1. Conserving resources, with a focus on reducing energy and materials resource consumption (in the short term and in light of future modifications to the building).

2. Creating the best possible interior environment, one in which occupants will be comfortable for long stretches of time, doing the critical work they do with the right amount of light, at the right temperature and with good acoustics. Key to this strategy is providing occupants with individualized adaptability and control over their work environments. In addition to creating space that promotes productivity and comfort, the design underscores UC Berkeley’s mission of health promotion, with indoor spaces that are well ventilated, infused with daylight, and intended to support the overall well-being of the people who work and learn there. Sustainable design has been integral to planning for the Project.

Concepts under development (subject to further review and feasibility analysis) in the project include:

- High performance thermal envelope.
- Heat recovery systems and high efficiency mechanical equipment.
- Raised access floor system allowing for long term flexibility along with underfloor air distribution that has increased energy efficiency and health benefits.
- The existing site is near 100% impermeable with existing hardscapes. New landscape areas will be integrated into the stormwater management plan to reduce runoff into storm drain system.
- Bicycle storage and on-site showers and lockers are planned.
- Reduction of heat island effect for non-roof areas by specifying light colored paving and cool roofs where possible.
- Use of low flow plumbing fixtures.
- Commissioning of building systems.
- Use of materials with recycled content as well as rapidly renewable materials (such as bamboo) are planned.
- The site is well served by transit, with the Downtown Berkeley BART station and Downtown Berkeley AC Transit hub located less than 1,000 feet from the project. AC Transit line F also stops on the north side of the building. No parking is added by the Project.
LANDSCAPE DESIGN
The existing landscape consists of a large asphalt parking lot surrounded by a landscape border. The landscape border varies along the four edges of the parking lot. Along the Berkeley Way and Hearst Street frontages, the landscape border consists of an unplanted, mulched area. Along Shattuck Avenue, an unmaintained landscape border includes unidentified shrubs as well as five (5) Bottle Brush trees and two Magnolias, neither of which are considered significant or specimen trees. There are existing street trees in the public right-of-way along Shattuck Avenue and no street trees along Berkeley Way or Hearst Avenue. The eastern edge of the property consists of an unplanted and mulched border that abuts the newly installed improvements along the Walnut pedestrian connector. The elevation on the site raises about 15 feet from the SW corner to the NE corner. Along both the Berkeley Way and Shattuck Avenue edges of the property the grade change is roughly six feet from east to west and north to south.

New investments will center around a new plaza on the south east corner of the site, which will integrate with the existing Walnut Pedestrian Connector and landscape improvements at the Energy Biosciences Building. Other enhancements will include the widening of the existing sidewalk with new street trees complying with SOSIP requirements along Berkeley Way and expanded paving and sidewalk extension along Shattuck Avenue. A five foot landscaped border integrated with the extension of the Ohlone Greenway and new street trees will be planted along Hearst Street, coordinated with the City-led Hearst Avenue Complete Streets project. The project will increase the amount of impervious surface by 3,565 square feet from existing conditions. Per MS4 stormwater guidelines, the net increase will be treated onsite in the landscape bioretention areas. Additional stormwater will be removed from site into City stormwater system.

The project has two main entries to the building, a more public-facing entrance on Shattuck Avenue centered mid-block, and a more campus-oriented entrance at the east edge of the site nestled within a public plaza just north of Walnut Street. The plaza is adjacent to the Walnut Way pedestrian walk that crosses the block, where a crosswalk on the south side of the site was added as part of the EBB project street improvements. The main point of entrance for loading and delivery access for the project is located on Berkeley Way roughly in the middle of the parcel, providing adequate distance from Shattuck Avenue to minimize traffic disruption.

Exterior bicycle racks will be located in close proximity to all building entrances. Main entrances on Shattuck and Berkeley Way will have a combination of 144 bicycle spaces. In addition, the building will contain another 100 secure indoor parking spaces with showers.

Service entrance for loading and delivery access for the project is located on Berkeley Way roughly in the middle of the parcel, providing adequate distance from Shattuck Avenue to minimize traffic disruption.
PARKING SUPPLY

The approximately 188 parking spots at the Berkeley Way location have been a temporary, interim use of the site. No parking would be provided to serve the buildings on this block, which is well served by transit. University permit parking remains available across Oxford at the Genetics garage. A new parking garage located at the east side of campus (beneath Maxwell Field), serving the public and the University and providing approximately 450 spaces, will open in early 2015; a garage closed during construction of the Lower Sproul project is also expected to reopen in the fall of 2015, providing approximately 100 parking spaces.

The 2020 LRDP includes the policy:

‘Partner with the City and LBNL on an integrated program of access and landscape improvements at the Campus Park edge’

As a result of the 2020 LRDP settlement agreement with the City of Berkeley, UC Berkeley agreed that ‘As part of the [Downtown Area Plan], the City and University will seek to maximize the integration of any UC parking into the overall supply of parking in the downtown area and encourage its use by the public at off-peak times when not required for University needs with appropriate pricing and signage.’ The University has discussed a possible future parking structure at a site on University Avenue between Shattuck and Oxford, a concept endorsed in all versions of the Downtown Area Plan.

ANTICIPATED SCHEDULE

UC Berkeley expects to submit the design of the Project to the Regents for their consideration in March 2015, with a goal of building occupancy by August 2017.