

JULY 13, 2022

## KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS



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# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## TABLE OF CONTENTS

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- 1.0 Study Overview
- 2.0 Study Methodology and Building Design
- 3.0 Site Studies
  - 3.1 Site 1 - Building E
  - 3.2 Site 2- Existing Annex Building
  - 3.3 Site 3 - Parking Lot

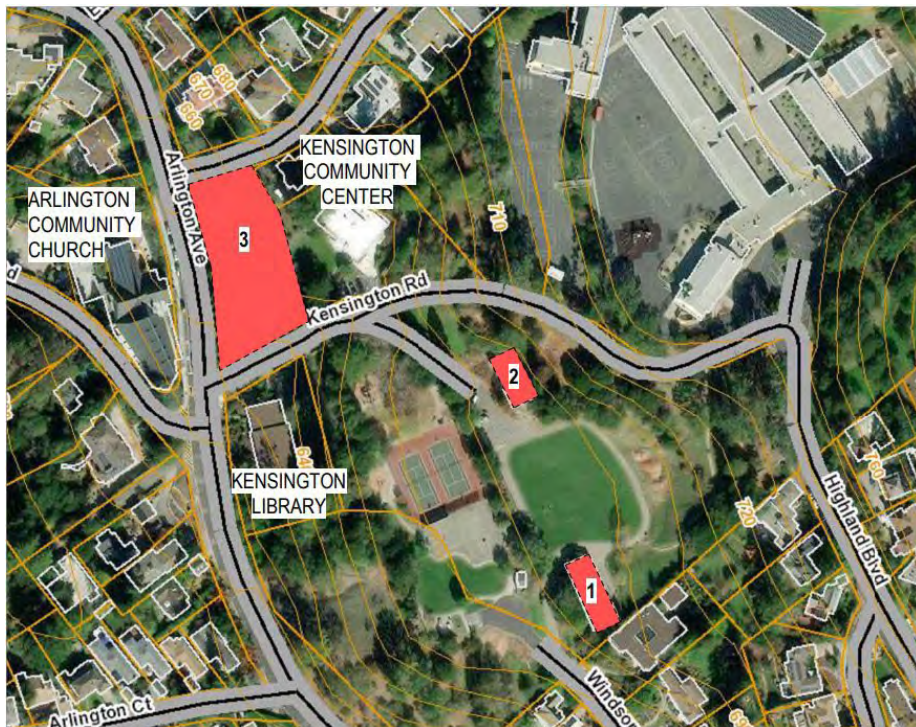
# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW

### 1.0 Study Overview

The purpose of this study has been to perform a preliminary review of 3 specific sites in Kensington to evaluate their physical ability to accommodate the District's Police Dept. and District Offices. As background to this study, Swatt/Miers Architects (SMA) previously prepared a report dated 8/25/21 for the leased commercial space at 303 Arlington. This study evaluated how the Police and District Offices could be located in three different leased suites with patrol parking in the existing parking lot. While the plan required numerous compromises due to the multiple tenant areas, a design was finally agreed upon. However, after extensive negotiations, an acceptable lease could not be agreed upon. Following this, we were requested by the Kensington General Manager in April 2022 to consider other possible sites for the new facility. Initially, the two sites were Building E and the Annex both of which are located within the Community Center park area. Upon commencing our studies, we were then requested to look at the parking lot site between Arlmont Drive and Kensington Road adjacent to the Arlington. All three of these sites are located within the Alquist- Priolo Seismic Hazard zone and, hence each is subject to the same seismic review.

It should be noted that while there are many different criteria by which the suitability of a site can be evaluated, the focus of this study has been the physical characteristics of the site relative to its ability to accommodate the building and parking requirements of the Police and District Offices. We have not tried to evaluate the sites relative to more subjective criteria such as their appropriateness relative to other adjacent land uses.



SITE 1: BUILDING E



SITE 2: ANNEX BUILDING

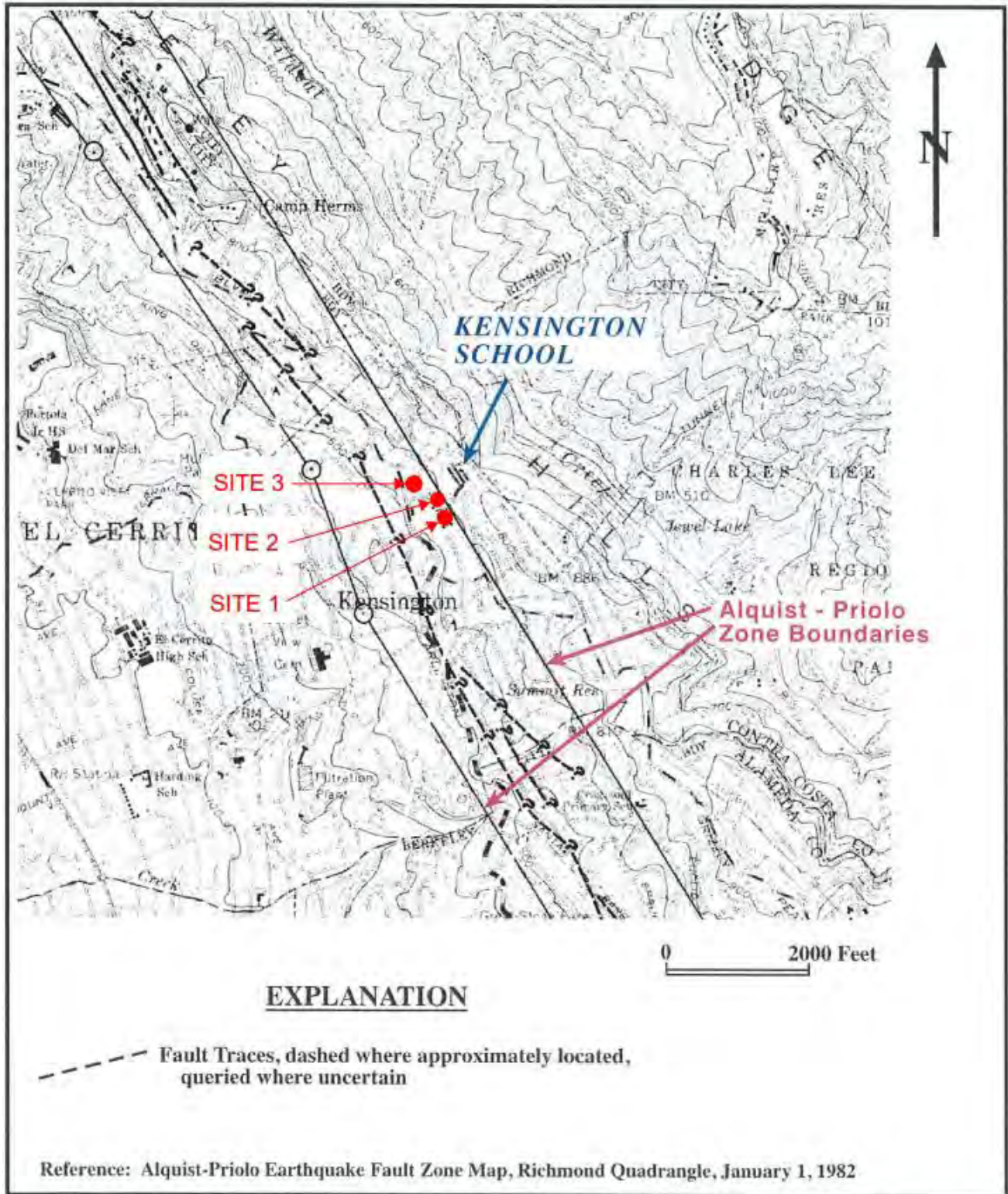


SITE 3: PARKING LOTS



# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW

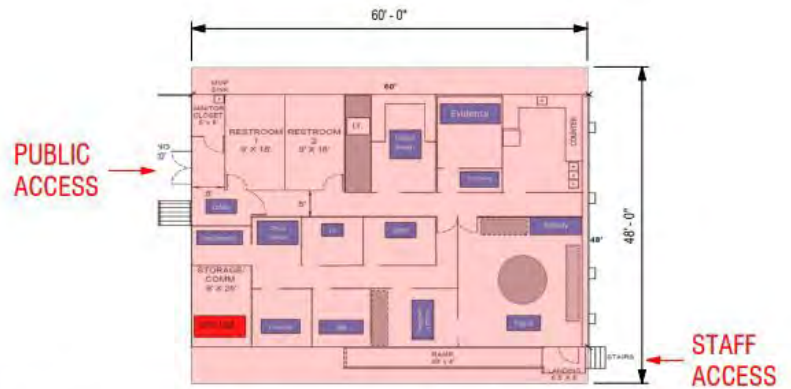


# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

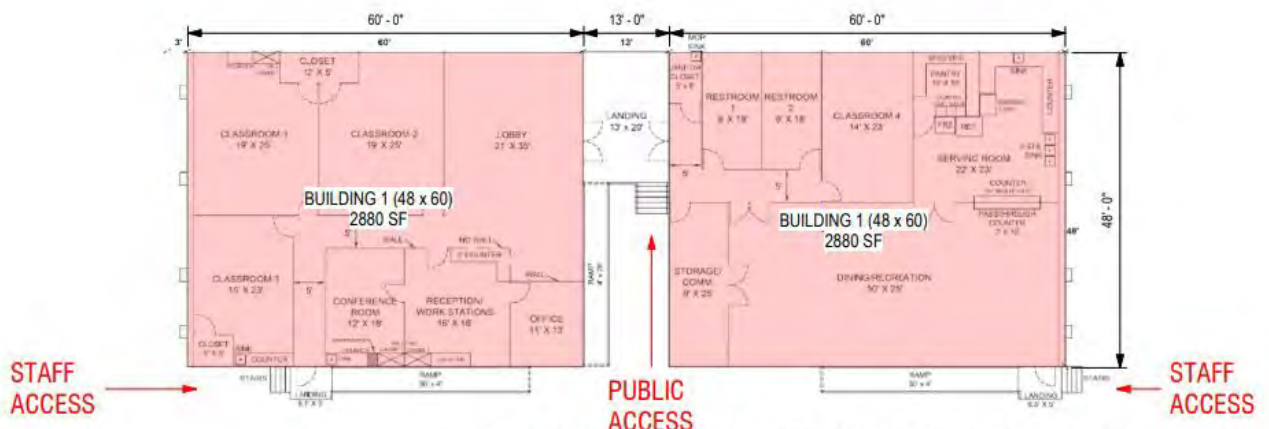
## STUDY OVERVIEW

### 2.0 Study Methodology and Building Design

Given the limited nature of the study, our approach was to tour each site and in regards to the existing buildings on Site 1 Building E and Site 2 Annex, conduct a walkthrough of the building and review available drawings and reports. Since there was no existing topographical information available for sites 2 and 3 (Annex and Parking lot sites) and given the sloped nature of both sites, we requested that a new topographical survey for each be prepared. This work was performed by DMG Engineering and based upon these drawings, we prepared concept plan drawings for each site with a particular emphasis in making sure that parking and building siting was done in relation to existing grades. Due to the importance of the topography, we have placed key grade elevations on each the sketch plans to better highlight the elevation issues. Chief Gancasz provided SMA with a copy of the preliminary floor plan which will be constructed within the existing modular and this is the plan which we have used to test Sites 2 and 3. This modular plan is provided below. It should be noted that the modular is listed at 48'x60' and the plan which we were provided is somewhat smaller than that. We used the larger 48'x60' footprint which is why there appears to be some left over space within the plan.



PRELIMINARY POLICE MODULAR LAYOUT BY POLICE DEPARTMENT: 2880 SF



EL CERRITO MODULARS DUAL 48' x 60' BUILDING: 5760 SF

# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW

3.0 Site Studies - The following sites were studied

### 3.1 Site 1 - Building E

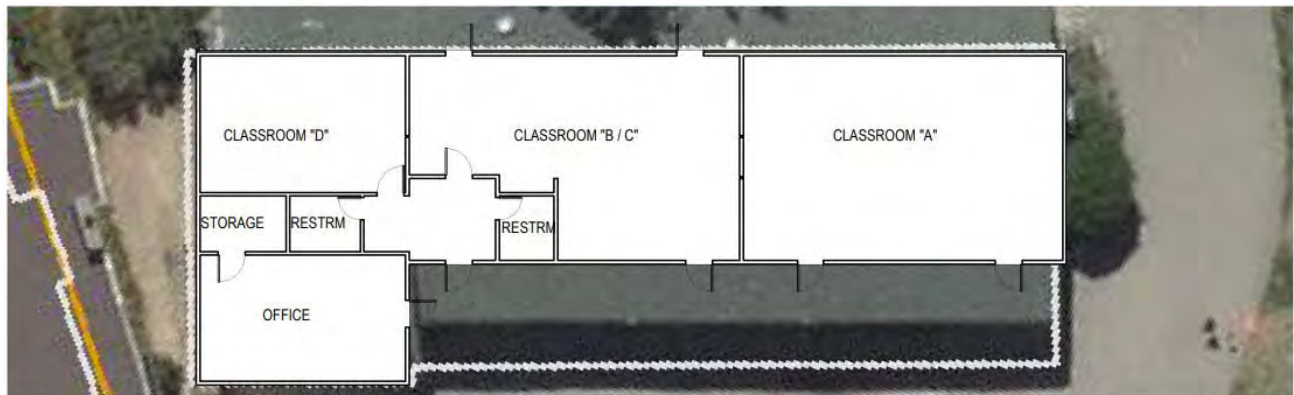
**Background** - This 2605 SF one story wood frame building was once part of a series of school buildings which have since been removed from the site. The history and design of this building are well described in the 3/8/2012 Mueller/Caulfield Community Center Study and we have used that report as our reference for this study. In summary, the building was constructed sometime between 1933-45 and was then upgraded in 1995 by Architect Deborah Lane assisted by Bart Jones. This upgrade was fairly substantial and importantly occurred after the Loma Prieta earthquake. This suggests that the structural upgrades should be close to meeting current codes. Following the upgrade, the Kensington Community Council (KCC) moved into the space from which they continue to operate providing a valuable service to the Kensington Community. Should this site be selected for the Police and District Offices, KCC would need to move out into a new location.



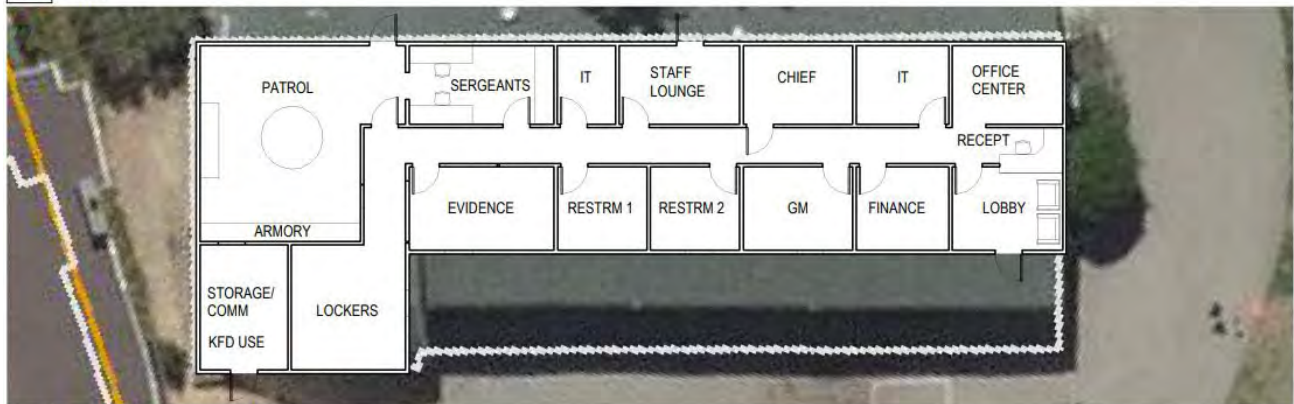
# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW

**Building Suitability** - The building layout is fairly open and its size is close to that of the required building program, thus, from a building reuse perspective, the conversion of the structure to Police and District Offices would be relatively straightforward. However, in order to test this, we prepared a preliminary plan layout which is illustrated below. While this is only a first pass, we feel it demonstrates that the existing building without additions should be able to house the required program areas relatively well.



1 BUILDING E EXISTING FLOOR PLAN  
1" = 10'-0"

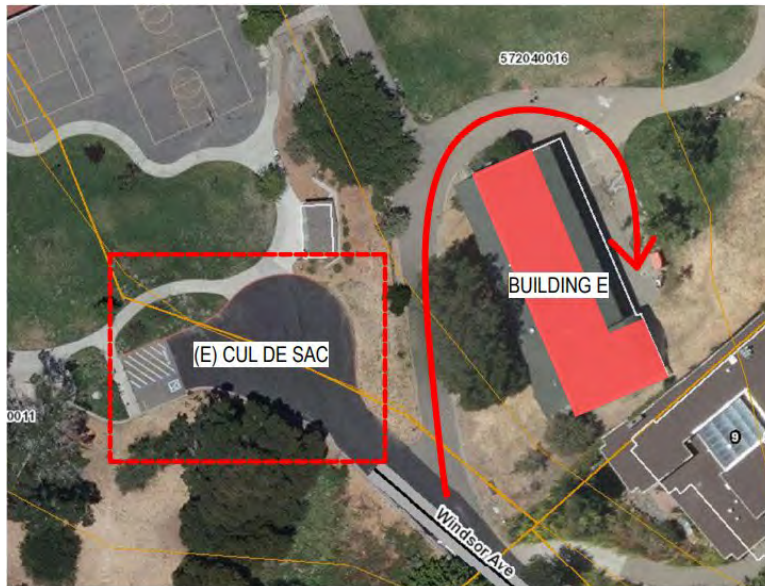


2 BUILDING E CONCEPT PLAN STUDY  
1" = 10'-0"

**Parking Suitability** - Parking, however, especially for the required 7 Patrol cars is a problem. First there is no practical location for parking at grade around the building that would not significantly impact the current Community park uses and the only other police access and possible patrol parking area is a significant distance away (and below) the building at the Windsor Ave. cul-de-sac. This is illustrated in the attached aerial and photos. Additionally, our initial study of the cul-de-sac area clearly shows that there is not adequate room for 7 Patrol cars. Even if they could be made to fit by reworking the surrounding landscape, having all patrol cars at the end of a cul-de-sac means that all patrol car traffic would occur along Windsor - a residential street. This is not a recommended practice for police facilities and the combination of traffic plus sirens could prove to be a significant community concern.

# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW



RAMP TO BUILDING E



### Site Evaluation Pros

- Relatively easy reuse of the existing building

### Site Evaluation Cons

- Inadequate Police and Public Parking
- Requires displacement and relocation of the Kensington Community Council

### 3.2 Site 2 - Existing Annex Building across from the Community Center parking and Tennis Courts

**Background** - The Annex Building is also well described in the above noted Mueller/Caulfield Community Center Study and we have used that report as our reference for this study. The Annex building is an approximate 1772 SF one story wood framed building with a slab on grade. It was constructed sometime between the late 40's and early 50's but there do not appear to be any existing drawings for it that would allow for a better understanding of its foundation design in particular. The building was originally constructed as 2 public school classrooms and later converted to Day Care Use. It is currently not in use. While an older building in need of upgrade, the structure itself appears to be in relatively good condition and as noted in the Mueller/Caulfield Report has not shown significant structural deterioration. Architecturally, the original mid-century commercial design is essentially intact and offers an open floor plan formed by clear span laminated wood arched structural design.





## KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

### STUDY OVERVIEW

**Building Suitability** - The small size of the building is approximately 1000 SF less than what would be needed for the Police and District Offices and, thus, would need a significant addition and remodeling that we do not believe would be cost effective or practical. However, we do feel that it does have the potential to be remodeled and could be of benefit to the Community as an open plan, multi-purpose space. However, should this site be selected for the future Police/District Offices, we would recommend its demolition and installation of either a new structure or the previously discussed Modular building from the El Cerrito Police Facility as discussed above. Since the Modular building appears to be a realistic and cost effective alternative to constructing a new building from scratch which minimizes construction time as well as construction noise and traffic, we have used the existing modular overall design with the proposed interior layout as the basis of the new building footprint. We have attached below our initial concept plan study of the Annex site. As illustrated, we have located the new police modular exactly at the southern and western edges of the existing annex. In doing so, we left the existing walkway so that the building would be no closer to the public parking area than the existing Annex. We also have indicated the existing annex building in grey so one can get a sense of how the new modular compares. As indicated the new modular is shorter but extends quite a bit east further into the hill which will require about an 8' high retaining wall.



**Parking Suitability** - The key to making this site a viable candidate for the Police/District Offices is to provide the required 7 patrol cars with easy and secure access to the building. While there will be the need for 4 to 5 additional spaces for District Office staff, it has been assumed that those spaces would be designated elsewhere amongst the existing Community Center spaces. Due to the relatively steep terrain around the Annex and the need to be assured that at least 7 additional patrol cars could be parked at the site, we requested that the vacant hillside to the north and east of the Annex be surveyed accurately. Based upon the resultant topographical survey, we were able to develop a relatively efficient patrol parking area accessed from the "emergency access" road serving the school to the east. As noted by the elevations on the concept plan we were able to establish the main parking area at the approximate same grade as the annex which means patrol staff can access pretty much on grade from the parking lot into the building. We have also indicated additional approximate grades around the building and parking area to illustrate how such a plan can work and where retaining walls will be needed. While we feel the site can accommodate the 7 Patrol car spaces, it is clear from the study that this is about the maximum additional parking capacity that can be developed here.

# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW



While these concept plans are preliminary in nature, we think the extent of grading and retaining walls are in the ballpark of what can be achieved. While the site costs will certainly be more than that afforded by a flat site, we feel that the additional 7 parking spaces and new building are feasible on this site and could be done so in a manner such that the design fits well into the landscape and topography and is visually integrated with the overall Community Center grounds.

### Site Evaluation Pros

- No displacement of existing uses
- Ability to secure and isolate patrol parking
- Patrol vehicles would have two ways out of the site in case of emergencies and street closures
- Good public access

### Site Evaluation Cons

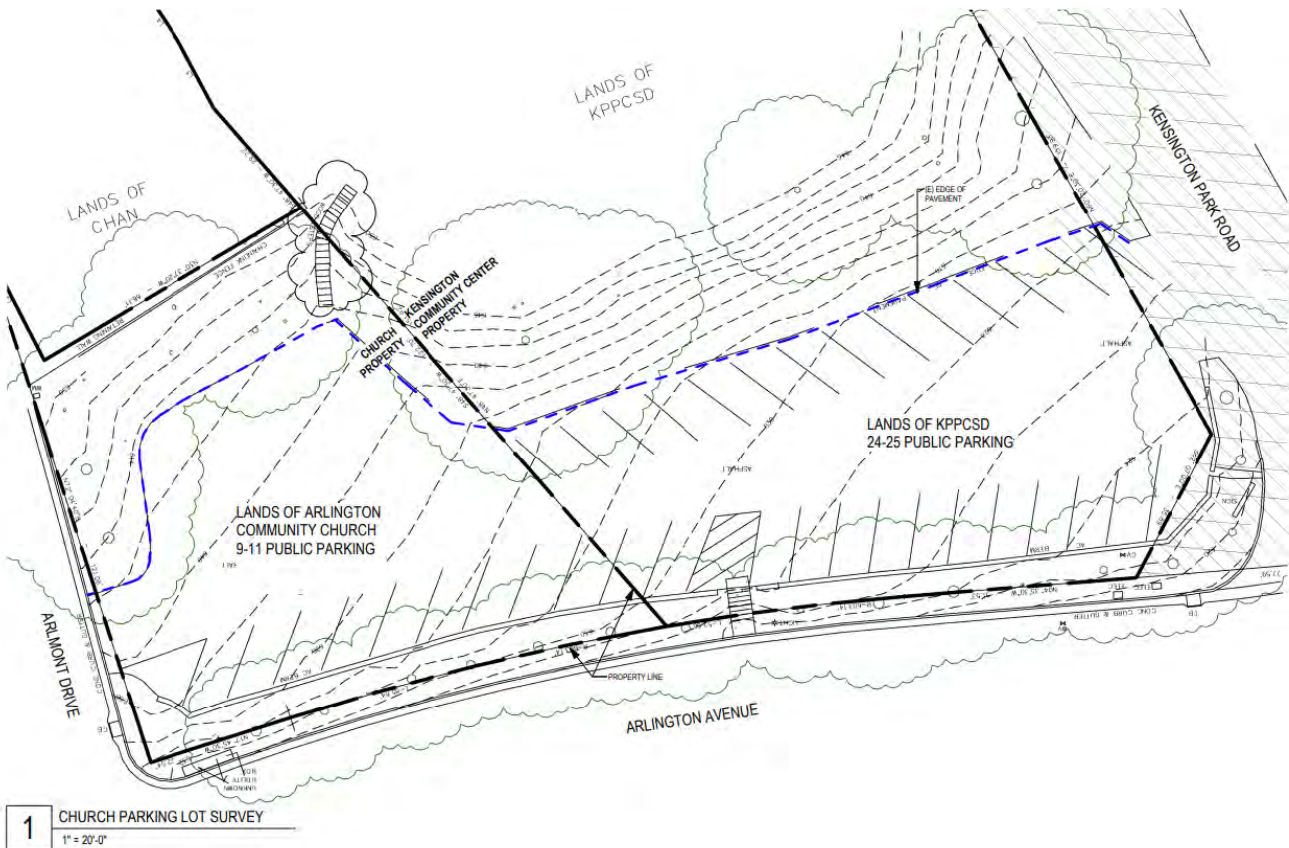
- Steep site requires additional cost for retaining walls
- Use of site requires demolition of an existing building that could possibly offer other Community Benefits

# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW

### 3.3 Site 3 - Parking Lot along Arlington between Arlmont Drive and Kensington Road

**Background** - This site includes two contiguous unbuilt parcels which are currently used for a variety of public and church parking uses. The northern parcel accessed from Arlmont Drive is owned by the Arlington Community Church and appears to provide for about 9-11 angled parking spaces. The southern portion is owned by the District of Kensington and appears to provide for 24-25 angled spaces. From a strictly locational perspective, this site offers the benefit of being directly off the Arlington allowing quick and easy access for patrol cars to the surrounding area. It also offers the benefit of avoiding perceived conflicts with the Community Center Park uses.



**Building Suitability** - The combined parking lot's change of elevation of approximately 14' from one end Kensington Road to Arlmont Drive creates challenges when attempting to both site the buildings meet ADA accessibility criteria. However, we found that by placing the existing modular building (similar to the Annex site) between public and patrol parking areas, it actually assisted in providing ADA accessible access from both sides while also providing for a clear and secure separation of public parking from police parking. While this appears to be the best location for the building's placement, we did look at 3 different options for placing the building which are shown on the drawing below. Placing the building similar to either option 1 or 3 resulted in either less overall parking and the inability to separate police from public parking (option 1) or the

# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW

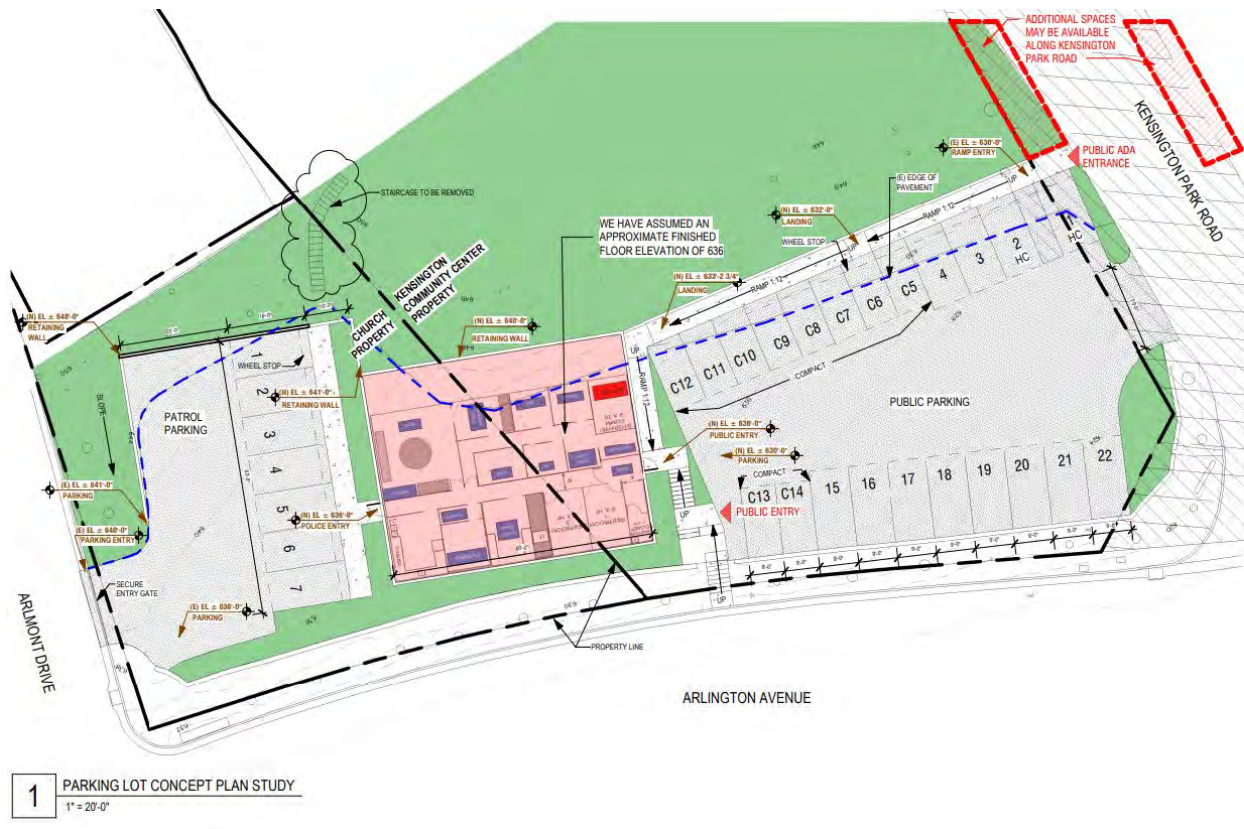
inability to orient the public parking adjacent to the most frequently used public uses such as the library and the Community Center (option 3). For these reasons, we felt that option 2 offered the most overall efficient and beneficial plan. Nevertheless, the building location is tight on the site and requires some cutting into the eastern slope which will require retaining walls at both the building and a lower one at portions of the parking. The building location also could possibly conflict with one of the larger trees. Both of these conditions should be studied further.



**Parking Suitability** - Locating the 60x48 prefab structure on this site as illustrated in plan does allow for a dedicated perpendicular public parking lot of about 22 spaces including 2 HC spaces and ADA access to the police lobby. Additionally, these spaces can easily enter and leave off of Kensington Road. Similarly, we are able to achieve an efficient secure police parking lot for 7 patrol cars off of Arlmont Drive. Relative to grades, and as noted above, there is a drop of about 14' from the existing parking entrances along Kensington Drive (EL. 626) to Arlmont Drive (EL. 640). The Public parking area slopes up to the building so as we approach the building, we gain 4-5' while the site slopes down to the building on the police side about 2'-3'. However, this still leaves a difference in elevation from one end of the building to the other of about 8' or so. To address this, we have initially placed the building at elevation 636 which with some minor grading should allow direct access on the police side. On the public side, we will need to provide ADA compliant ramping and stairs as noted. These are obviously preliminary and need further study but we feel that with adequate study, the grades and ADA access can be improved.

# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATIONS

## STUDY OVERVIEW



1 PARKING LOT CONCEPT PLAN STUDY  
1" = 20'-0"

We understand that this site was studied as a possible Fire Department building site and not pursued because the site was felt to be too small. While we were not part of that evaluation, the Fire Department building is quite a bit larger than the proposed Police and District office with a greater parking requirement and hence it is not surprising that they reached that conclusion. We feel that the concept plan below illustrates that the proposed one story building and parking can work on this site but a larger building and additional parking would not be feasible without an added level.

### Site Evaluation Pros

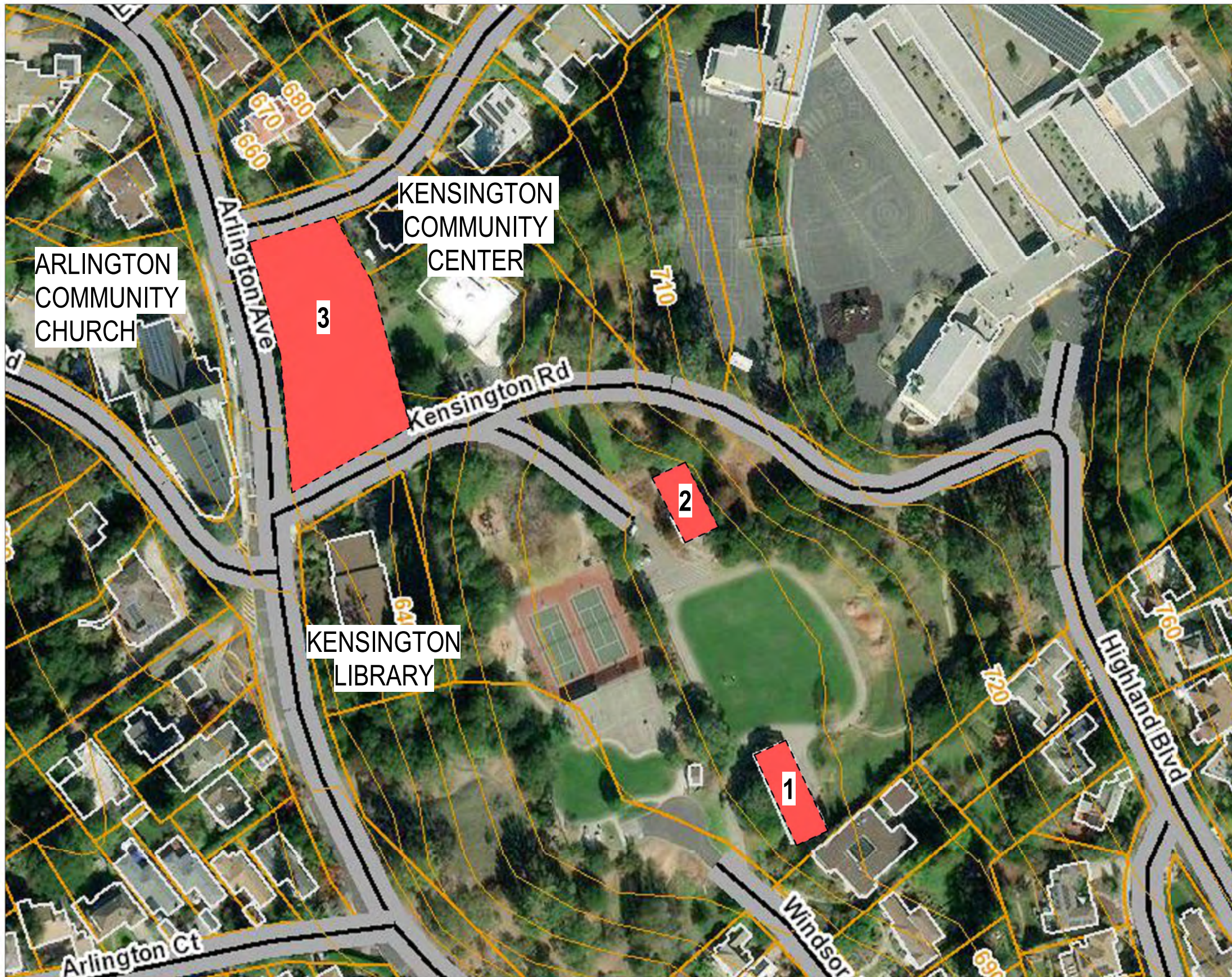
- Excellent patrol vehicular access to the City due to its adjacency to Arlington
- No displacement of existing building uses
- Ability to secure and isolate patrol parking from public parking
- Opportunity to upgrade the existing parking lot in terms of ADA access, lighting and overall safety
- Easy building access from the Community
- Minimizes perceived conflicts with the Community Center Park area.

### Site Evaluation Cons

- Limited flat site area requires parking and building to extend into sloped areas resulting in some retaining walls
- Some reduction in surface parking. The current lot appears to have approximately 35 spaces. A new code compliant parking lot would provide approximately 22 to possibly 24 spaces in addition to the 7 Patrol vehicles.

# KENSINGTON POLICE DEPARTMENT AND DISTRICT OFFICE SITE EVALUATION PRESENTATION

July 14, 2022



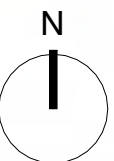
**SITE 1: BUILDING E**



**SITE 2: ANNEX BUILDING**



**SITE 3: PARKING LOTS**



**KENSINGTON POLICE FACILITY STUDY**

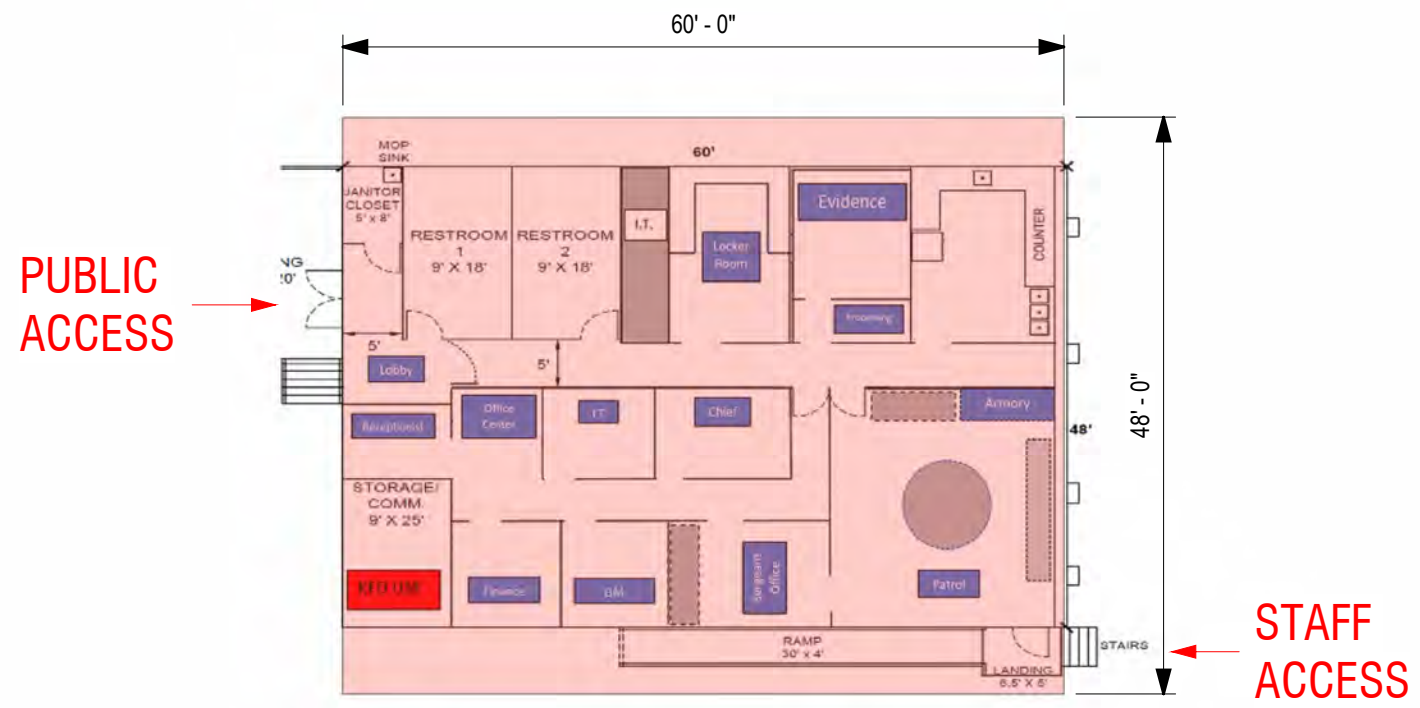
OVERALL SITES

07.12.22

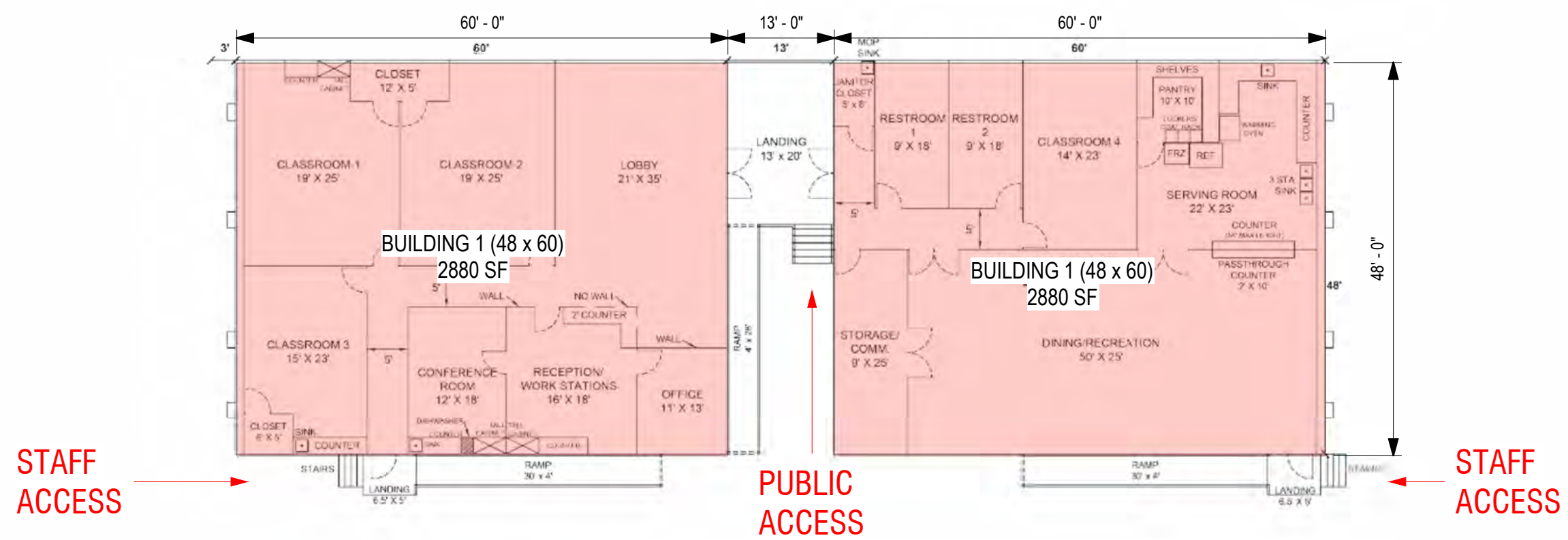
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PRELIMINARY POLICE MODULAR LAYOUT BY POLICE DEPARTMENT: 2880 SF



EL CERRITO MODULARS DUAL 48' x 60' BUILDING: 5760 SF

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### Building E

#### History and Current Conditions

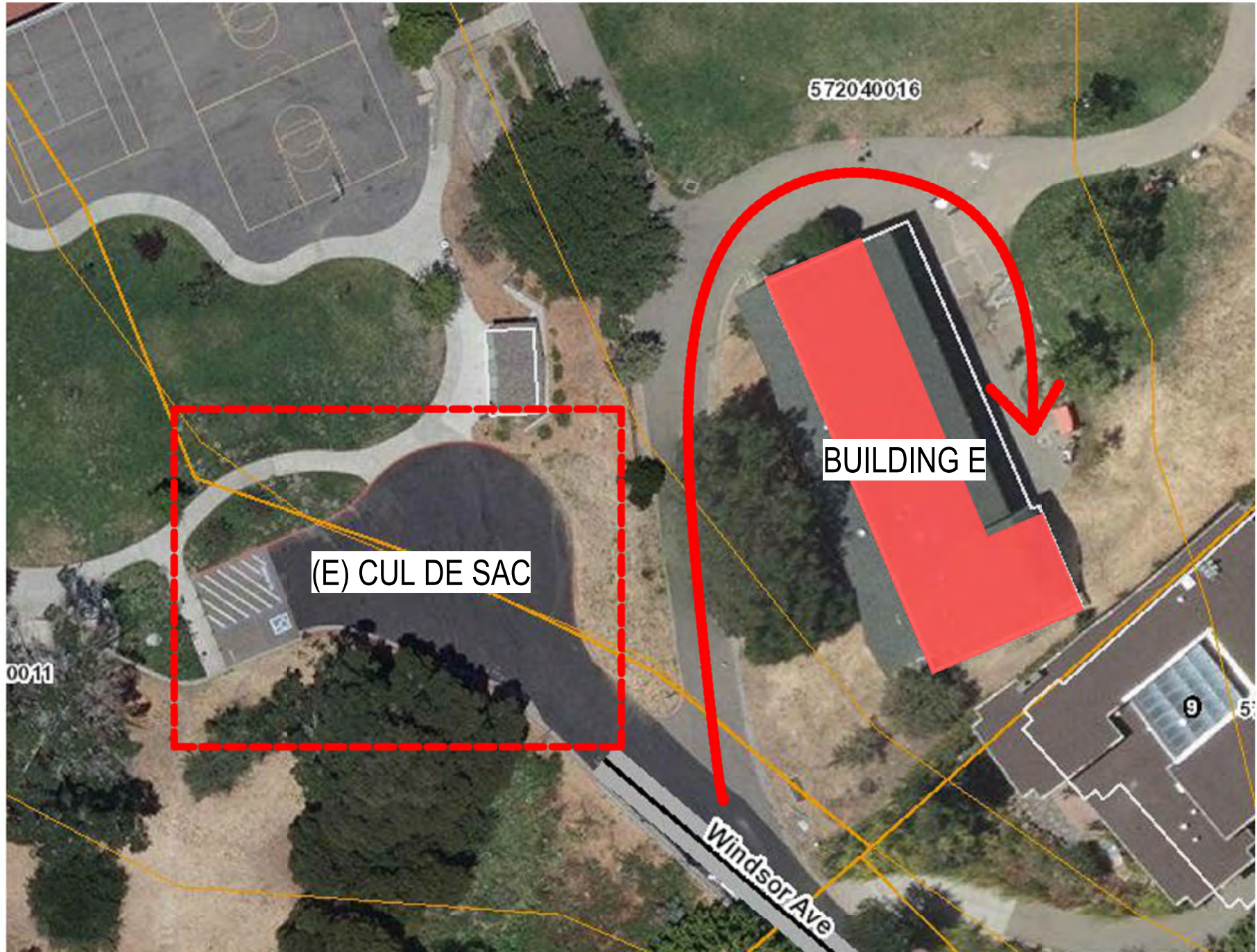
Building E is currently leased and used exclusively by the Kensington Community Council (KCC), a non-profit organization which publishes the **Outlook** and runs the Kensington After School Enrichment Program (KASEP) as well summer day camp and other classes for adults and children. The building contains the KCC office as well as three classroom spaces.

The date of original construction of Building E is unknown. An educated guess would put the construction between 1933 and 1945, based on the fact that diagonal wood boards were used instead of plywood. The 1999 plans label the former use of the rooms as a library and school offices.

The building was essentially rebuilt when it was remodeled in 1999-2000. KCC reports that the building is currently "very functional", with only some minor problems with the floor tiles.

Construction date	Unknown. Educated guess: 1933-1945.
Architect	Unknown original architect. Deborah Lane, 1999 remodel (assisted by volunteer architect Bart Jones).
Building size	2605 sq. ft. one-story
Meeting/ activity rooms	840 sq ft classroom "A" (23' x 36.5') 670 sq ft classroom "B/C" 345 sq. ft. classroom "D" 321 sq ft office.
Occupancy	E (education)
Floor structure	Wood frame over crawl space.
Floor finishes	Vinyl tile typical.
Walls	Stud construction.
Wall finishes	Exterior horizontal wood siding. Interior: Painted gypsum wall board.
Roof	Composition shingles.
Roof structure	Wood frame. Small attic space.
Ceiling	Flat gyp board, 12' high
Heating	2- forced air furnaces in attic space.
Insulation	Insulated. Plans specify R-11 walls, R-18 ceiling, R-19 floors.
Ventilation	Operable windows Furnaces provide ventilation.
Windows	Aluminum framed, double glazed.
Exterior doors	

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**1** SITE 1\_BUILDING E ENLARGED SITE PLAN  
1" = 30'-0"

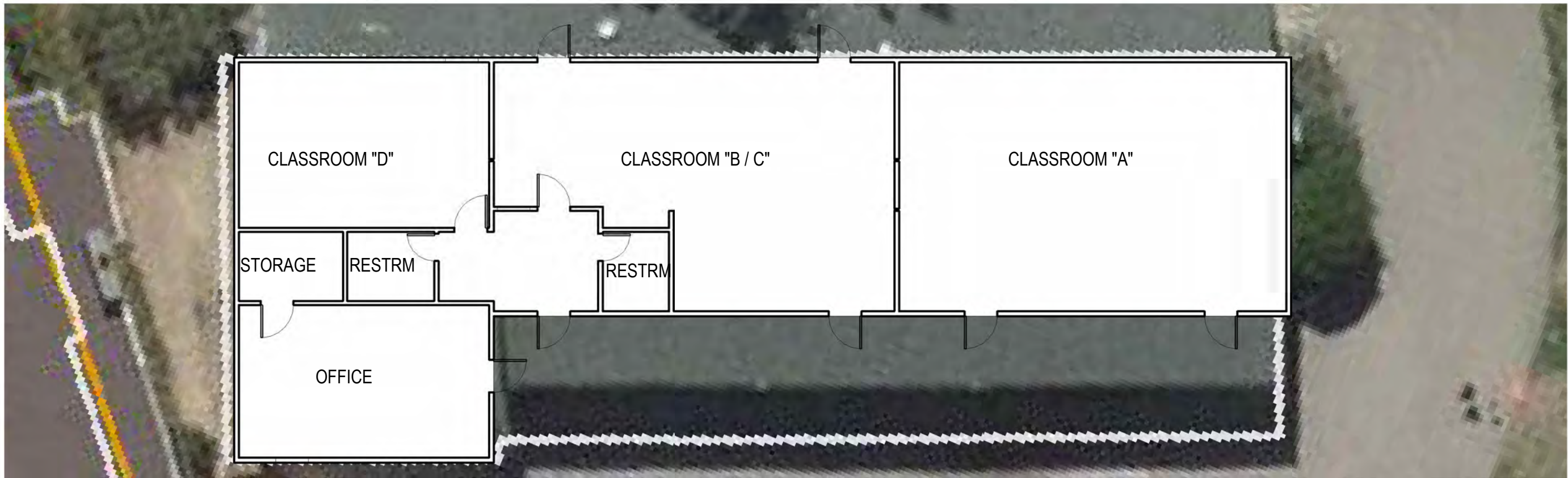


RAMP TO BULIDING E

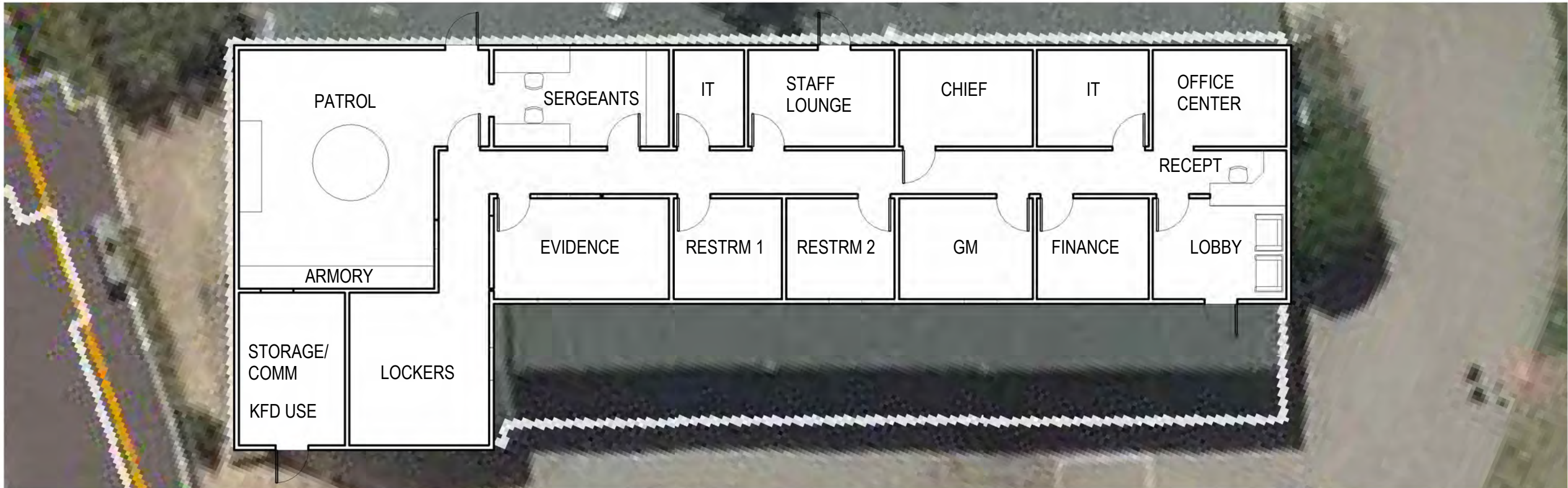


RAMP TO BULIDING E

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**1** BUILDING E EXISTING FLOOR PLAN  
1" = 10'-0"



**2** BUILDING E CONCEPT PLAN STUDY  
1" = 10'-0"

**KENSINGTON POLICE FACILITY STUDY**

SITE 1\_BUILDING E CONCEPT PLAN STUDY

07.12.22

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## Site 1 Evaluation Pros

- Relatively easy reuse of the existing building

## Site 1 Evaluation Cons

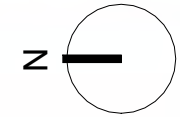
- Inadequate Police and Public Parking
- Requires displacement and relocation of the Kensington Community Council

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OF PROTECTION  
ICES DISTRICT

**1** ANNEX BUILDING TOPOGRAPHIC SURVEY  
1" = 20'-0"



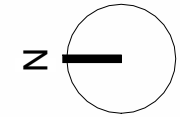
**KENSINGTON POLICE FACILITY STUDY**

SITE 2\_ ANNEX BUILDING TOPOGRAPHIC SURVEY  
05.26.22

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**1** PARKING LOT CONCEPT PLAN STUDY  
 1" = 20'-0"



**KENSINGTON POLICE FACILITY STUDY**

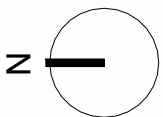
**SITE 2\_ ANNEX BUILDING CONCEPT PLAN STUDY**

05.31.22

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**1** ANNEX BUILDING CONCEPT PLAN STUDY  
1" = 20'-0"



# KENSINGTON POLICE FACILITY STUDY

SITE 2\_ ANNEX BUILDING CONCEPT PLAN STUDY

05.31.22

**SWATT MIERS**

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## Site 2 Evaluation Pros

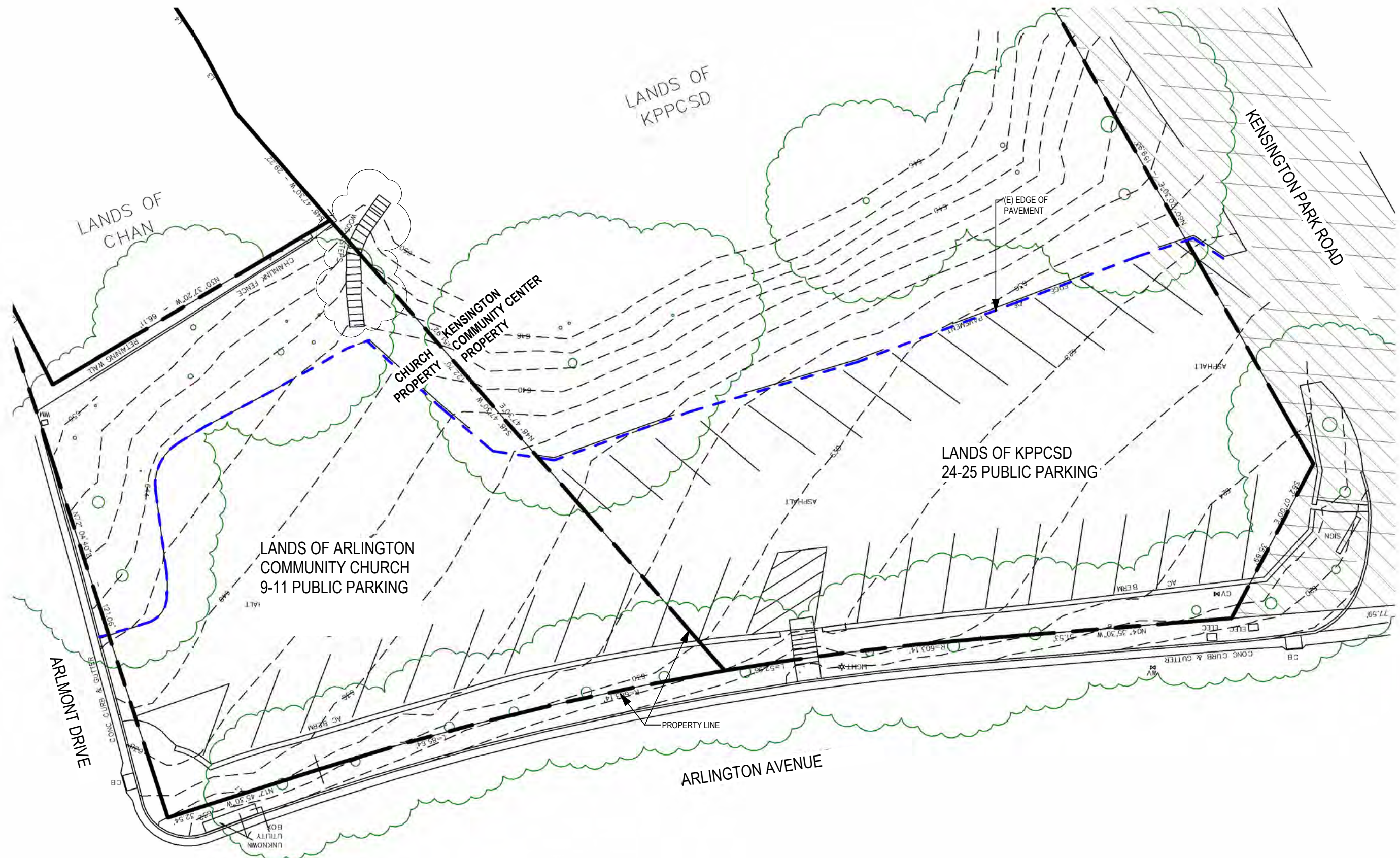
- No displacement of existing uses
- Ability to secure and isolate patrol parking
- Patrol vehicles would have two ways out of the site in case of emergencies and street closures
- Good public access

## Site 2 Evaluation Cons

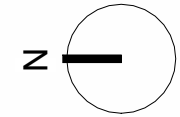
- Steep site requires additional cost for retaining walls
- Use of site requires demolition of an existing building that could possibly offer other Community Benefits



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**1** PARKING LOT TOPOGRAPHIC SURVEY  
 1" = 20'-0"



**KENSINGTON POLICE FACILITY STUDY**

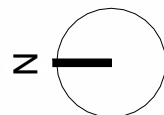
**SITE 3\_ PARKING LOT TOPOGRAPHIC SURVEY**

05.26.22

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**1** PARKING LOT CONCEPT PLAN STUDY  
1" = 20'-0"



# KENSINGTON POLICE FACILITY STUDY

SITE 3\_ PARKING LOT CONCEPT PLAN STUDY

05.26.22

## Site 3 Evaluation Pros

- Excellent patrol vehicular access to the City due to its adjacency to Arlington
- No displacement of existing building uses
- Ability to secure and isolate patrol parking from public parking
- Opportunity to upgrade the existing parking lot in terms of ADA access, lighting and overall safety
- Easy building access from the Community
- Minimizes perceived conflicts with the Community Center Park area.

## Site 3 Evaluation Cons

- Limited flat site area requires parking and building to extend into sloped areas resulting in some retaining walls
- Some reduction in surface parking. The current lot appears to have approximately 35 spaces. A new code compliant parking lot would provide approximately 22 to possibly 24 spaces in addition to the 7 Patrol vehicles.

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# KENSINGTON POLICE FACILITY STUDY

## SITE 3\_ PARKING LOT OPTIONAL LOCATIONS

07.12.22

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