



CITY OF EMERYVILLE

MEMORANDUM

DATE: January 20, 2015

TO: Sabrina Landreth, City Manager

FROM: Charles S. Bryant, Community Development Director

SUBJECT: Study Session On Proposed Sherwin Williams Mixed Use Project

RECOMMENDATION

After hearing a presentation from the applicant and receiving public testimony, staff requests that the City Council provide comment and direction regarding this project, addressing the issues outlined at the end of this report and any other issues, as appropriate.

PROCESS AND TIMING

The Sherwin Williams Mixed Use Project is a proposed “Planned Unit Development” (PUD). The Planning Regulations define a PUD as “a group of residential, commercial, industrial or institutional buildings, or a mixture thereof, and associated site improvements, designed to encourage the creative development of large sites so as to permit flexibility in physical design, achieve attractive designs which encourage large-scale site planning, and ensure that the applicable provisions of the General Plan are established early in the formation of such development proposals.”

A PUD is approved in two distinct stages: (1) a Preliminary Development Plan (PDP) for the entire site, and (2) one or more Final Development Plans (FDPs) for each phase of development. In this case, the applicants have indicated that they anticipate applying for a single FDP for the entire project. The PDP is approved by ordinance by the City Council, with a recommendation from the Planning Commission, and becomes the zoning and “master plan” for the site. FDPs are approved by the Planning Commission and must “substantially conform” to the PDP approved by the City Council. FDPs are only considered by the City Council if the Planning Commission’s decision is appealed. The attached chart summarizes the content of a PDP and FDP, and what may be required in the approval of each (Attachment 1). Also attached is a timeline summarizing past events and future steps involved in the processing of the proposed Sherwin Williams PUD (Attachment 2).

BACKGROUND

This is a second study session to review and provide comments on the development proposal for the former Sherwin Williams paint factory site located at 1258 Sherwin Avenue (northwest corner of Sherwin Avenue and Horton Street).

The Planning Commission and the City Council previously held study sessions on the Sherwin Williams Mixed Use project on October 24, 2013 and December 2, 2013 respectively. A key comment received from both bodies was a desire to see the Successor Agency owned “railroad” parcel swapped for open space/park area within the project site, with the Successor Agency parcel to be developed with a residential building as part of the project.

Because the timeframe for the parcel’s availability for development is unclear at this time, the applicant has filed an application for two proposals: one that incorporates the Successor Agency owned parcel within the project site (Option A) and a second that develops the parcel as a park in its existing configuration adjacent to the railroad right-of-way (Option B). Both proposals will be processed and analyzed for their compliance with the City’s General Plan and the Planning Regulations, and will be treated as variants of the project for environmental review purposes under the California Environmental Quality Act (CEQA). The Commission and the Council will consider both the options for approval.

The selection of which option to pursue is contingent upon the State’s response to the Long Range Property Management Plan (LRPMP) prepared by the City as Successor Agency to the Emeryville Redevelopment Agency and submitted to the State Department of Finance for approval in February 2014. The LRPMP calls for the parcel to be transferred to the City for park/open space which constitutes an appropriate governmental purpose under applicable state law. Assuming the LRPMP is approved and the parcel is transferred by the Successor Agency to the City, then there remains the hurdle of the developer and the City agreeing on the terms of a land deal that would permit incorporation of the parcel into the development.

The Planning Commission reviewed the project at a second study session on October 30, 2014. Their comments are summarized below.

The Sherwin-Williams Company owned and operated a paint manufacturing plant here since the early 1900’s. Sherwin Williams ceased operations in mid-2006 and site remediation was completed under the state Department of Toxic Substances (DTSC)’s oversight. A “no further action” letter was issued by the DTSC on January 23, 2013. A deed restriction was recorded limiting soil excavation, groundwater extraction, and other site activities that may interfere with the Installed Remedial Features, but no restrictions were put on the type of land use that may occur here.

SRM Associates originally had an option to purchase the property for redevelopment and brought in Thompson Dorfman Residential Partners (dba “TDP-East Bay Partners”) to help develop the site. Recently, Lennar Multifamily Communities (dba “LMC Emeryville I Investor LLC”) took over the project as applicant, with SRM and Thompson Dorfman continuing to participate. ROMA Design Group has been retained for site planning. As required by the Planning Regulations for sites over five acres, the applicants are seeking development entitlements in the form of a Planned Unit Development (PUD) with an associated Preliminary Development Plan (PDP). The purpose of the PUD procedure is to encourage creative development of large sites so as to permit flexibility in physical design, allow for a mix of uses and achieve attractive designs. City Council approval is required for the PUD/PDP, following a recommendation by the Planning Commission. Prior to actually developing the site, Final Development Plans (FDPs) would be required for each phase of development to identify a more detailed building and landscaping design and specifics on the uses of each building. The Planning Commission considers approval of FDPs and the Commission’s decision on an FDP may be appealed to the City Council.

Staff has retained LSA Associates to prepare an Environmental Impact Report (EIR) for the project under the requirements of the California Environmental Quality Act (CEQA). A “Notice of Preparation” (NOP) for the EIR has been issued with a comment deadline of January 30. A scoping meeting on the EIR is also scheduled for January 27. Both the NOP and scoping meeting relate only to the scope and content of the EIR, not to the merits of the project itself. Commenting on the NOP and/or attending the scoping meeting are not prerequisites to commenting in the future on the draft EIR, or on the project itself at Planning Commission and City Council public hearings.

PROJECT DESCRIPTION:

The site is an irregularly-shaped property of about 8.55 acres located north of Sherwin Avenue, between Horton Street and the Union Pacific railroad right-of-way. The eastern portion of the site abuts the Grifols and Novartis properties and the western portion extends north almost to Temescal Creek and abuts the site of the future Horton Landing Park.

The proposal presents a framework for redevelopment of the site. The framework is based on the idea of a village with a central open space similar to that of South Park located between Second and Third Streets in San Francisco. A key feature of the site plan is a central green that is oriented north-south with buildings along the sides and an additional plaza/park area towards the north end of the site adjacent to the railroad track.

As indicated above, the project includes two options: Option A and Option B. The two options are identical in terms of development program and the difference lies in integration of the parcel currently owned by the Successor Agency. Option A integrates

the Successor Agency owned parcel more directly into the development and the location of the park more centrally within the project. Option B assumes that the Successor Agency parcel remains as a separate, but connected open space, adjacent to the development. Both options include privately constructed, publicly accessible streets, greenways and open space areas as well as storm water management features. All of these will be maintained by either the property owner or homeowner's association.

Both options include 540 residential units, 79,600 square feet of office space, and 15,000 square feet of retail and food service uses including residential amenity space, with a total floor area of 715,600 square feet.

Land Use and Massing: The site would be divided into six new parcels for which building heights, residential density and square footage for commercial spaces are outlined (see Page 4 of the attached plans "Site Development Plan Option A" and Page 23 "Site Development Plan Option B"). Except for Parcels C-1 and C-2, the parcels are identical in both options.

Parcel A is created to accommodate the existing 45 foot tall building (74,000 square feet) that will be reused as office space at the corner of Horton Street and Sherwin Avenue. Known as "Building 1-31" (actually two buildings that appear and function as a single building), this building is classified as a "significant structure" in the Planning Regulations and the Park Avenue District Plan.

Parcels B-1 and B-2 are located east of the central green and are proposed to have a maximum height of 75 feet with the height stepping down to 55 feet along Sherwin Avenue and Horton Street. Parcel B-1 would accommodate 175 units with 116 parking spaces. The ground level use will also include 5,000 square feet of restaurant and 7,000 square feet of retail and/or residential amenity space. Parcel B-2 is primarily a parking structure, with 489 parking spaces on seven levels, and 58 units on the east and west sides, plus 5,600 square feet of ground level office space.

Parcel C-1 and C-2 are located west of the central green with a proposed maximum height of 75 feet. Parcel C-1 fronts Sherwin Avenue and the height of the building will step down to 55 feet along the Sherwin Avenue frontage. In Option A, Parcel C-1 will be located adjacent to the railroad on land currently owned by the Successor Agency, swapped for a new open space area to the east of it; in Option B, the properties would not be swapped, the Successor Agency parcel will eventually be developed as open space, and Parcel C-1 will remain on the property currently owned by Sherwin Williams. The programs for Parcels C-1 and C-2 are slightly different between the two options. In Option A, Parcel C-1 contains 106 units and 175 parking spaces, while Parcel C-2 contains 126 units and 103 parking spaces, with 3,000 square feet of ground floor retail. In Option B, Parcel C-1 contains 106 dwelling units and 111 parking spaces, with 3,000 square feet of ground floor retail, while Parcel C-2 contains 126 dwelling units and 114

parking spaces. In Option B, Parcels C-1 and C-2 are connected by a driveway at ground level with a vehicular bridge above, whereas no such connection exists in Option A.

Parcel D accommodates the tallest building (100 feet) and is situated to the north of the central green. This is a residential only building accommodating 80 units and 107 parking spaces.

Circulation: Page 6 and Page 25 of the attached plans provide vehicular circulation diagrams for Option A and Option B respectively. The only difference between the two is with regard to Parcel C-1. In Option A, vehicular access to Parcel C-1 is from Sherwin Avenue near Halleck Street; in Option B, vehicular access to Parcel C-1 is from Parcel C-2 both at ground level and via the overhead bridge. In both options, Parcel B-1 is accessed from Sherwin Avenue. In addition, the central green between Parcels B-1/B-2 and C-1/C-2 is aligned with Hubbard Street on the south, and ends in a roundabout within the site. A new east-west road (“46th Street”) through the central green connects Parcel C-2 to Horton Street and also provides vehicular access to Parcels B-1 and B-2. The Parcel D garage entry lies to the north of the central green that connects to Sherwin Avenue to the south and Horton Street to the east.

Pedestrian and bicycle circulation patterns through the site, including its open space and recreation areas, are the same in both options except around Parcel C-1 and its adjacent open space. (See Pages 7 and 8 of the attached plans for Option A; and Pages 26-27 for Option B).

Open Space: Within the project there are approximately 3.54 acres of publicly accessible open space (including the City-owned parcel) and about 1.07 acres of publicly accessible streets. Pages 5 and 24 indicate the open spaces in the two options. The open space connects on the south to Hubbard Street and beyond to other destinations in the Park Avenue District. To the north, it connects to the Emeryville Greenway via the proposed Horton Landing Park.

“Hubbard Circle” is approximately 128 feet in width and 300 feet in length and has landscaped sidewalks along the perimeter that provide for pedestrian movement and access in the north/south direction. Within the Circle, a “central green” area of approximately .30 acres is proposed as an urban gathering place and a landscape and visual amenity with a diversity of opportunities for “staying” activities. The space will be framed by slightly elevated tree wells planted with ground cover and shrubs adjacent to separated, flow-through planters for stormwater management. Within this space, a variety of materials will be utilized, including potentially renewable hardwood decking, hand-tight stone paving, and panels of turf grass. Artistic elements and kiosks may also be provided to create visual interest and amenity.

Hubbard Circle in both options opens up and connects to the remainder of the open space within the site. The extension of the Emeryville Greenway to the north provides a pedestrian and bicycle linkage to the proposed Horton Landing Park. This Greenway consists of a 20-foot wide area that demarks pedestrian and bicycle spaces and can also serve as an emergency vehicle access in case of emergency. An additional pedestrian/bicycle trail is also provided along the railroad tracks to connect with Halleck Street.

Options A and B illustrate two different ways for the configuration of the City's 1.46 acres of land. In both options, the open space reserves land for the extension of the bicycle/pedestrian trail to Halleck Street. Both options have a meadow for flexible recreational and open space activities and a portion in both options is also set aside for a dog park. These together will complement the recreational activities within the other portions of the open space system to the north that includes a play area for children, adult fitness space, and sports courts. See Pages 11-14 of the attached plans for the preliminary landscape plan for Option A; and Pages 30-32 for Option B.

In Option A, approximately half of the City park/open space land would be traded with one of the development parcels to create a much larger assemblage of open space adjacent to Hubbard Circle. In Option B, the open space would remain on the City's original site and create a separate recreational activity center. It would be connected to Hubbard Circle via a minimum 40-foot wide pedestrian way between the two parcels on the west side of the property. This pedestrian connection will need to be crossed by motor vehicles both at the ground level and second level to interconnect the garage structures of the two adjacent parcels (C-1 and C-2). This is to avoid vehicular access to Parcel C-1 from Sherwin Avenue.

All open and recreations spaces including the sport courts will be accessible to the public.

GENERAL PLAN AND ZONING

Land Use Designation: Most of the site is in the Mixed Use with Residential (MUR) General Plan land use classification and zoning district. The northern portion of the site, about 2.08 acres, is in the PO Park/Open Space district. In addition, the General Plan shows a new "dog-leg" street through the site, going north from Sherwin Avenue along the alignment of Hubbard Street, and turning east to connect with Horton Street between 45th and 53rd Streets (called "46th Street" in the attached plans). The project provides this new street in the form of Hubbard Circle, running north-south, and 46th Street, running east-west, which together occupy about 1.07 acres. Subtracting the 2.08 acres of open space zoning and the new street from the 8.55 acre site leaves about 5.40 acres of developable land in the MUR zone. Calculations of residential density and building intensity (floor area ratio) are based on this amount of developable land.

The proposed project provides the new street as called for in the General Plan. However, a survey would be required to determine the exact area of the site under PO Park/Open Space designation and to confirm that an equivalent amount of open space is provided in the project. Please note that the new street and any access roads will not be included in the calculation of open space within the project.

Mixed Use and PUD: The MUR district requires a mix of uses, one of which must be residential. Other uses must come from the retail, office, hotel, recreational, and/or industrial and agricultural mixed use groups, as listed in the Planning Regulations under Article 8 of Chapter 2 (please see Attachment 3). The exact mix of uses is not specified, but is to be determined by the Planning Commission and City Council as part of the entitlement process.

At this stage the project envisions residential as the major use with a mix of office space (79,600 square feet) and retail space (15,000 square feet).

Residential Density: The maximum allowed residential density is 85 units per acre by right and 100 units per acre with a development bonus. Using 5.40 acres of developable area, this calculates to 459 units by right and 540 units with a bonus. The proposed project includes 540 units, and will therefore require 100 bonus points for residential density.

Building Intensity: The maximum allowed floor area ratio (FAR) is 2.0 by right and up to 3.0 with a development bonus. FAR applies to both residential and non-residential uses, and does not include parking and loading areas. The project proposes 715,600 gross square feet of residential and commercial development, not including parking and loading. Using 5.40 acres, or 235,224 square feet, of developable land, this calculates to an FAR of 3.04 (715,600/235,224); this rounds to 3.0 which is the maximum permitted with 100 bonus points.

Height: The height limit in the southern portion of the site is 55 feet by right, up to 75 feet with a bonus. The height limit in the northern portion of the site is 75 feet by right, up to 100 feet with a development bonus. Buildings on Parcels B-1, B-2, C-1 and C-2 are each proposed to be a maximum of 75 feet, while the building on Parcel D is proposed to be 100 feet. Thus, all of the new buildings would be at the maximum height allowed with a development bonus, which would trigger a requirement of 100 bonus points for height.

Bonus Points: Pursuant to Section 9-4.204 (b)(3), it is not necessary to earn separate points for bonuses in each category, i.e. residential density, FAR, and height, but rather to earn the maximum number of points required in any category. As noted above, the project requires 100 bonus points in all three categories.

The applicant has identified the following categories for bonus points that add to the required 100 points. The project will need to be evaluated against the criteria in Section 9-4.204 of the Planning Regulations to ensure that it meets the requirements for the proposed bonus points.

- Reuse of a significant building – 35 points
- Transportation demand management program to promote walking, bicycling, and transit use – up to 35 points.
 - Bicycle sharing – 15 points
 - Bike lockers – 10 points
 - Electronic transit information signs – 10 points
- Family friendly housing – 5 % of total units to be 3- bedroom: 10 points
- Electric vehicle charging stations (non-residential only; residential is required) – 5 % of non-residential spaces: 20 points.

Parks and Greenway: In addition to a public park of approximately two acres, the General Plan calls for the Emeryville Greenway to traverse this parcel to connect between Horton Landing Park to the north and the Park Avenue District/Bay Trail to the south. The exact alignment is not yet determined, and the pedestrian route and bicycle route could be different.

The project provides a park/open space of approximately two acres within the site. It also envisions extension of the Greenway as a bicycle and pedestrian path between the Horton Landing Park and Halleck Street along the railroad track. (See discussion under Open Space above and Attachment 4 for a plan of Horton Landing Park.)

Park Avenue District: The project is located in the Park Avenue District, which is implemented through the P-A Overlay Zone. One implication of this is the designation of the existing building as a significant structure. The project includes adaptive reuse of the existing “Building 1-31”.

The Park Avenue District Plan also contains development guidelines, including the following:

- Work with surrounding property owners and businesses to time-share parking.
- Residential projects should include units with multiple bedrooms that could accommodate families.
- Development of large sites (1 acre or greater) should include residential or live/work units.

- Encourage new development north of Sherwin Avenue and west of Horton Street (i.e. on the Sherwin Williams site) to include a public park or parks with ample green space.

Except for the time-share parking arrangement, the project complies with the above guidelines.

There are other Park Avenue District Plan guidelines that apply to this project and need to be taken into consideration as the project is further refined. These include:

- Ensure that new buildings are compatible with the architectural patterns of the older brick and concrete industrial buildings.
- Provide varied residential development for a mix of household types, sizes and income levels.
- Provide active uses on the street frontage of buildings.
- Create a cultural arts center or a permanent home for Emeryville Art Exhibition.

The Horton Street and Sherwin Avenue frontages on Parcel A will provide ground floor office use, while the Horton Street frontage of Parcel B-2 will provide ground floor commercial or residential use. Buildings on Parcels B-1 and C-1 fronting Sherwin Avenue will accommodate residential units, lobbies, and retail space, as well as parking entrances and utility space. A cultural arts center or similar use is not being proposed at this time.

Design Guidelines: The Citywide design guidelines will also apply to this project. Provisions applicable to the Sherwin Williams site include:

- Sidewalks and Landscaping
- Parking and Access
- Site Planning
- Building Massing
- Building Form and Articulation
- Architecture and Building Materials
- Open Space
- Signs
- Greenways and Green Streets
- Freeway/Railway Adjacent
- Mixed Use Developments
- Local Streets
- Bicycle Boulevards, Paths and Routes

At this preliminary stage there is not enough information to assess the project's compliance with each of the applicable the Design Guidelines except as noted below.

Pages 19 and 20 of attached plans provide street cross-sections for Option A. Except for the Hubbard Street entrance (Section 4), the sections for Option B on Pages 38 and 39 are identical to Option A. These sections allow an evaluation of the project's compliance with the Design Guidelines for sidewalk areas.

Generally, the Design Guidelines call for a minimum of 11.5 foot wide sidewalk, including 7.5 feet for a pedestrian pathway and 4 feet for a landscaped area between the pedestrian pathway and curb. Additionally, Sherwin Avenue, Hubbard Circle, and Horton Street between Sherwin Avenue and 45th Street are designated "Green Streets" that calls for a 15-foot minimum sidewalk corridor, including 8 feet for a pedestrian pathway, 5 feet for a landscaped area next to the curb, and 2 feet for a landscaped area next to the adjacent property (Figure 3-6 of Emeryville Design Guidelines). Where the Greenway is separate from a street, the Design Guidelines call for a 20 foot minimum corridor including a 10 foot paved pedestrian/bicycle pathway and a 6 foot unpaved path separated by 4 feet of landscaping (Figure 3-5 of Emeryville Design Guidelines). The proposal generally complies with these requirements.

It should be noted that, to comply with the Green Streets guidelines along Horton Street, it will be necessary to remove the existing street trees in order to widen the sidewalk area. The existing trees are large and mature and generally appear to be in good health. For this reason, the applicant proposes to preserve the existing trees. In that case, the Horton Street sidewalk would not comply with the design guidelines for Green Streets. The pedestrian pathway would actually be slightly wider than the 8 feet called for by the guidelines, but the planter strip between the roadway and pedestrian pathway would be too narrow, and there would be no planter strip next to the building. The City's consulting arborist has assessed the existing trees' health and condition. The findings are summarized in the attached report (please see Attachment 5). The arborist conclusion is that "this is an excellent opportunity to remove problematic trees and provide a tree root environment for replacement trees which will carry them long into the future without continual costly pavement repairs." The arborist will be present at the study session to respond to any questions. Based on the tree report and after hearing from the arborist, staff seeks the Council's direction as to whether to preserve the existing trees or remove them and redesign the Horton Street sidewalk to comply with the design guidelines for Green Streets.

Sherwin Avenue between Hubbard and Halleck Street is designated as a Class II/III bikeway in the General Plan, and as a Class III Bicycle Route in the Pedestrian and Bicycle Plan, meaning that the roadway should be designed to be shared with bicycles.

General Plan Amendment. The project will require a General Plan Amendment to reconfigure the Land Use Designation of Park/Open Space at the north end of the

project site, and, in Option A, for the swapped portion of the Successor Agency parcel, to MUR and to redesignate the proposed open space area in the current MUR area to Park/Open Space such that the same amount of land ends up in the PO and MUR zones (i.e. no reduction in the total amount of open space). An amendment to the General Plan “Maximum Residential Densities” map will also be required to show residential use in the re-designated MUR areas, and not in the re-designated open space areas.

PROJECT REVIEW

The development concept was reviewed by the staff-level Development Coordinating Committee (DCC) on October 15, 2014, by the Bicycle Pedestrian Advisory Subcommittee (BPAC) on October 6, 2014, by the Parks and Recreation Committee on October 15, 2014, and by the Planning Commission on October 30, 2014. Comments received are as follows:

DCC comments:

It was confirmed that the applicant would be responsible for design and construction of the park on the Successor Agency-owned parcel adjacent to the railroad track. The applicant could also assist in funding the acquisition and clean-up of “Parcel C” which is part of Phase 2 of Horton Landing Park. (See Attachment 4). This would qualify the project for bonus points.

Staff discussed a desire for the central green to be wider. A suggestion was made to use “grasscrete” or equivalent on Hubbard Circle for 8-10 feet of the roadway that would add to the central green and slow vehicular movement but meet the Fire Department’s requirement for a 20-foot width for the street. The new “46th Street” is considered a local street. The design standard for a local street is a 60-foot wide right-of-way (Section 9-6.609(b)(3)b) while the proposed width is 52 feet. [This change was subsequently made, and the attached plans show a 60-foot width for 46th Street.] Public Works staff commented that the Horton Street frontage would require new curb, gutter and sidewalk that comply with the sidewalk widths in the Design Guidelines. In addition to a suggestion regarding sidewalk treatment along Sherwin Avenue outlined under “Design Guidelines”, it was noted that the plans should include light poles within the project and ensure that their locations are coordinated with the spacing of street trees.

It was noted that the applicant needs to provide more detailed information that shows how proposed streets will comply with Low Impact Development (LID) guidelines for treating stormwater.

It was suggested that since this was primarily a residential project, the applicant should provide a mix of family friendly, affordable, disabled housing and service-enriched

housing. Amenities within the project should include things that support families and non-traditional household units.

It was noted that the EBMUD's reclaimed water line runs up Horton Street and therefore this project should include use of reclaimed water for landscaping and interior non-potable uses for at least commercial spaces.

It was noted that any fence along the railroad edge would need to match corresponding fences along Bay Street and IKEA.

BPAC Comments:

The Committee was generally satisfied with the overall plan and had a preference for Option A. They noted that ground level bicycle parking within each building should be provided. There was some clarifying discussion on the fact that the diverters on Horton Street are a City project and have been included on the plans to acknowledge this project. [The diverter previously shown on the plans on Horton Street between Sherwin Avenue and 45th Street has now been removed.] It was suggested that traffic calming measures should be incorporated in the design of the streets. One community member commented on the need for ground level bike parking and lockers and said that the applicant should consider streetcars as an option instead of Emery Go-Round.

Parks and Recreation Committee Comments:

The Committee generally liked the project's open and recreation areas. It was clarified that there would be an 8-foot fence along the railroad edge and that "adult fitness" included exercise stations where parents could work out while watching their children in the adjacent play area. A preference for tennis courts instead of basketball courts was stated, particularly as there are no tennis courts for the general public in the City. It was noted that Hubbard Circle was a social space and it should include tables and chairs. It was recommended that all the green open turf/lawn areas be provided with electrical outlets in order to avoid needing generators for movie screenings and children's play equipment.

Planning Commission Comments:

The Planning Commission reviewed the proposal at a second study session on October 30, 2014. The Commission generally appreciated that the parcel sizes were broken up; however several concerns were expressed. These included a need to do a shadow study to determine impacts on the open space; a need to include affordable and family friendly units in the project; a need to include bike lockers in all buildings; a desire that AC Transit passes be provided to residents and employees; that the project should use reclaimed water; that the applicant should contribute to the Horton Landing Phase 2 project; the general ineffectiveness of ground floor live-work units to activate the street;

and that the applicant should apply for GreenTrip certification. One Commissioner wanted greater height setbacks than proposed while another stated that the height of buildings C-1 and C-2 should be reduced in order to minimize shadows on the central green and make the new 46th Street less dark. All Commissioners expressed a desire to see high quality architecture with non-stucco buildings. One Commissioner expressed the desire to have a better connection with Horton Landing Park while another wanted to see all open areas consolidated to the north adjacent to Horton Landing Park. One Commissioner commented that the “mews” between Parcels A and B-1 was probably not going to be used and that the users of the bike path on the western edge will be looking at garage facades.

Nine community residents spoke at the study session expressing concerns regarding traffic and heights of the buildings fronting the streets. A suggestion was made to increase the heights of buildings in the center of the site so that those fronting the streets could be lower. Option A was the preference of all who spoke. One resident stated that this was a good opportunity to include affordable housing and stated that in-lieu fees were not an effective way of providing such housing. Another resident stated that the project offers an opportunity for small, local businesses in the proposed commercial spaces.

CONCLUSION

After hearing a presentation from the applicant and receiving public testimony, staff requests that the City Council provide comment and direction regarding this project, addressing the following issues, and any other issues, as appropriate:

- Is the proposed siting of parcels and buildings acceptable?
- Is the proposed circulation and layout of the streets appropriate for the site?
- Is the siting and sizes of open spaces acceptable?
- What type of open spaces does the Council wish to see for the central green and the park areas?
- Is the proposed height and massing acceptable?
- Is the mix of uses appropriate for the project site?
- Are the proposed categories for bonus acceptable to the Council?
- Should the existing street trees along Horton Street be retained, or should they be removed so that the sidewalk can be rebuilt to comply with the design guidelines for Green Streets?
- Any other issues or recommendations?

PREPARED BY: Miroo Desai, Senior Planner

**APPROVED AND FORWARDED TO THE
EMERYVILLE CITY COUNCIL**

Sabrina Landreth
City Manager

Attachments:

1. Sherwin Williams PUD Summary Chart
2. Sherwin Williams PUD Timeline
3. Article 8 of Chapter 2 of the Planning Regulations, “Mixed Use Groups”
4. Horton Landing Park 07-11-08 Design showing Phase 2 parcel
5. Tree Report by SBCA Tree Consulting (December 29, 2014)
6. Sherwin Williams PUD Plans

Sherwin Williams Planned Unit Development (PUD) Process

Type of Approval	Decision Authority		Items Covered	What May Be Required (Examples)
	Planning Commission	City Council		
Preliminary Development Plan (PDP)	Makes Recommendation to City Council	Makes Decision by Ordinance	<p>Overall Master Plan and Development Parameters for Entire PUD, including:</p> <ul style="list-style-type: none"> • Locations of buildings, roads, open space, etc. • Building height and bulk • Uses to be permitted • Phasing schedule • Pedestrian, bicycle, motor vehicle circulation • Parking and loading • Utilities • Landscaping and lighting • Stormwater treatment • Waiver or modification of development standards, if any (e.g. private open space requirements) • Public benefits in exchange for bonus points for additional development • Rezoning of site to PUD 	<ul style="list-style-type: none"> • Environmental mitigation measures (including but not limited to land use and planning; population and housing; transportation and circulation; air quality; global climate change; noise; geology, soils and seismicity; hydrology and water quality; hazards and hazardous materials; cultural resources; public services and recreation; utilities and service systems; and visual resources) • Design modifications to any of the proposed elements of the PUD (e.g. building location, pedestrian circulation, parking, landscaping, etc.) • Modifications to proposed phasing • Modifications to proposed uses • Public improvements (must be a “nexus” and proportional to scope of project)
Final Development Plans (FDPs) (One for each phase of development; there may be one or more)	Makes Decision by Resolution	Appellate Body if Planning Commission Decision is Appealed	<p>Detailed design of each building or phase of development. Must “substantially conform” to PDP. Includes items listed above, but in greater detail, such as:</p> <ul style="list-style-type: none"> • Building plans and elevations • Landscape plans • Utilities • Public improvement plans 	Any additional conditions the Commission deems appropriate, consistent with the Council’s approved PDP conditions.

Sherwin Williams Planned Unit Development (PUD) Timeline

Event	Date
Site clean-up completed	March 2012
State Department of Toxic Substances Control (DTSC) issues "no further action letter"	January 23, 2013
Sherwin Williams announces selection of srmErnst-Thompson/Dorfman as developers at Park Avenue District Advisory Committee meeting	February 13, 2013
srmErnst-Thompson/Dorfman provide status report to Park Avenue District Advisory Committee	August 14, 2013
srmErnst-Thompson/Dorfman submits application for Planning Commission study session	September 3, 2013
Review by staff-level Development Coordinating Committee	September 11, 2013
Review by Bicycle/Pedestrian Advisory Subcommittee	October 7, 2013
Community meeting	October 16, 2013
Planning Commission study session	October 24, 2013
Review by Park Avenue District Advisory Committee	November 13, 2013
Review by Parks and Recreation Committee	November 20, 2013
City Council study session	December 3, 2013
City Council approves termination of offer of dedication of previously proposed "Horton Street By-Pass" right-of-way through Sherwin Williams site (optional part of Chiron project that was never built)	March 4, 2014
srmErnst-Thompson/Dorfman identifies Lennar Multifamily Communities as potential development partner	April 2014
Lennar Multifamily Communities submits PUD application	September 27, 2014
Review by Bicycle/Pedestrian Advisory Subcommittee	October 6, 2014
City Council approves contract with LSA Associates for preparation of Environmental Impact Report (EIR)	October 7, 2014
Review by Parks and Recreation Committee	October 15, 2014
Review by staff-level Development Coordinating Committee	October 15, 2014
Planning Commission study session	October 30, 2014
Notice of Preparation (NOP) of EIR issued, with comment deadline of January 30, 2015 (45 days)	December 15, 2014
City Council study session	January 20, 2015
EIR scoping meeting	January 27, 2015
NOP public comment period ends	January 30, 2015
Draft EIR published for 45-day public comment period	Spring 2015
Planning Commission holds public hearing on Draft EIR	Spring-Summer 2015
Final EIR prepared	Summer 2015
Planning Commission considers Final EIR, holds public hearing on Preliminary Development Plan (PDP) and General Plan Amendment, and makes recommendation to City Council	Summer-Fall 2015
City Council certifies Final EIR, holds public hearing on PDP and General Plan Amendment, and introduces ordinance to approve PUD/PDP	Fall 2015
City Council passes ordinance approving PUD/PDP and resolution to amend General Plan	Council meeting following introduction
PUD/PDP ordinance and General Plan Amendment take effect	30 days after final passage
Final Development Plan processed for approval by Planning Commission	Winter-Spring 2016

ARTICLE 8. MIXED USE GROUPS

9-2.801 Purpose.

For purposes of regulating development in the Mixed Use Zones, as stipulated in [Section 9-3.303](#), use classifications are divided into the following mixed use groups: Residential, Retail, Office, Hotel, Recreational, and Industrial and Agricultural. These groups are defined as stipulated in this Article.

9-2.802 Residential Mixed Use Group.

This group is characterized by multiple dwelling units in a single structure or group of structures, and includes the following use classifications:

- Multi-Unit
- Residential Care Facility
- Supportive Housing
- Live/Work Units

9-2.803 Retail Mixed Use Group.

This group is characterized by establishments whose primary function is to serve walk-in customers, with or without advance appointments, and includes the following use classifications:

- Animal Care and Sales
 - Pet Stores
- Arts and Entertainment
 - Gallery
- Banks and Financial Institutions
- Eating and Drinking Establishments
 - Bars/Nightclubs/Lounges
 - Restaurants
- Libraries and Museums
- Offices
 - Walk-in Clientele
- Personal Services
 - Small
 - Large
- Repair Services
- Retail
 - Small Stores
 - Medium Stores
 - Large Stores
 - Food and Beverage Sales

9-2.804 Office Mixed Use Group.

This group is characterized by establishments whose employees spend all or most of the workday at assigned work stations in offices, laboratories, and similar environments whose primary function is not to serve walk-in customers, and includes the following use classifications:

- Animal Care and Sales
 - Veterinary Services
- Health Care
 - Clinics and Medical Offices
- Offices
 - General
 - Government
- Research and Development

9-2.805 Hotel Mixed Use Group.

This group is characterized by hotels and motels that provide commercial lodging services to the general public on a less than monthly basis, and includes the following use classification:

- Lodging
 - Hotels and Motels

9-2.806 Recreational Mixed Use Group.

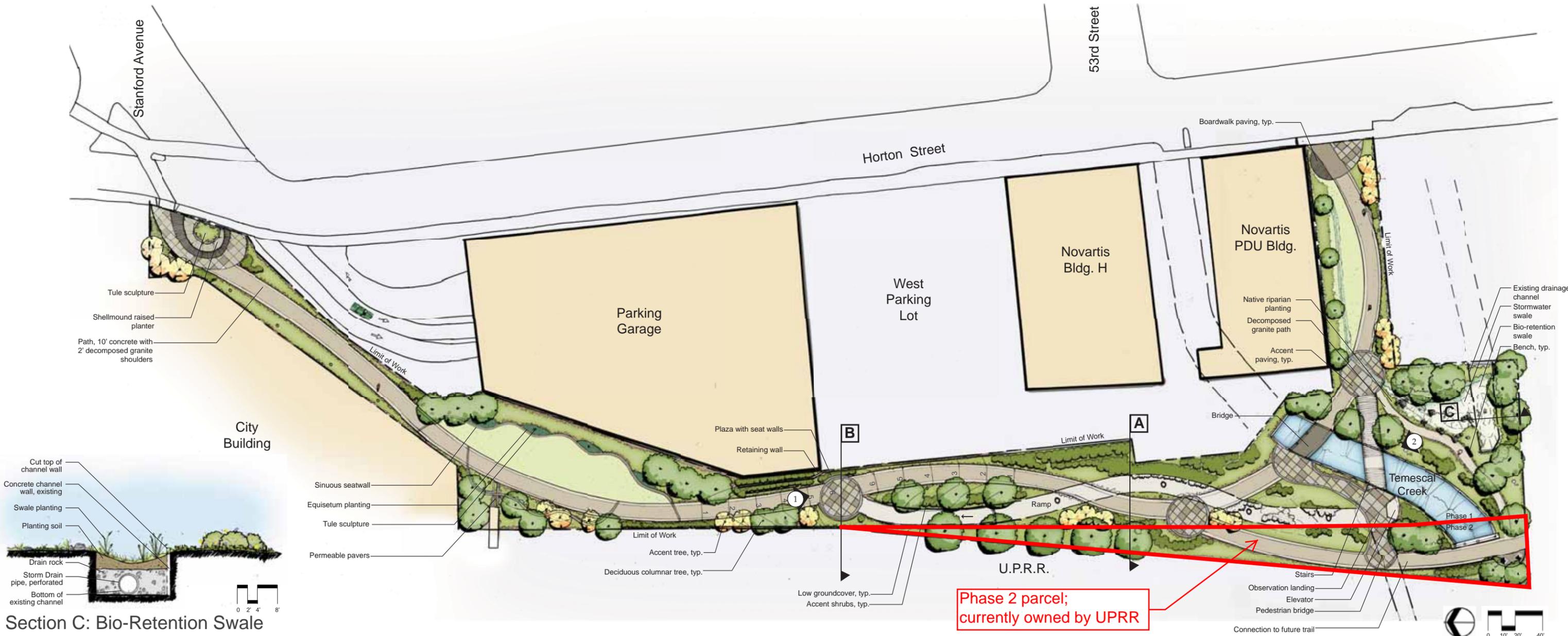
This group is characterized by establishments that provide leisure activities to the general public on a walk-in basis, with or without advance appointments, and includes the following use classifications:

- Arts and Entertainment
 - Indoor Entertainment
- Community Assembly
 - Small
 - Large
- Recreation
 - Indoor

9-2.807 Industrial and Agricultural Mixed Use Group.

This group is characterized by establishments engaged in low-impact industrial and agricultural activities suitable for a mixed use environment, and includes the following use classifications:

- Arts-Industrial
 - Studio-Light
- Commercial Kitchens
- Manufacturing
 - Custom
 - Light
- Community Gardens
- Indoor Agriculture



Section C: Bio-Retention Swale

Phase 2 parcel;
 currently owned by UPRR



Phase 2 parcel;
currently owned by UPRR

STUD
Production

SBCA TREE CONSULTING

1534 Rose Street, Crockett, CA 94525

Phone: (510) 787-3075

Fax: (510) 787-3065

Website: www.sbcatree.com

Steve Batchelder, Consulting Arborist

WC ISA Certified Arborist #228

CUFC Certified Urban Forester #134

CA Contractor License #(C-27) 53367

E-mail: steve@sbcatree.com

Molly Batchelder, Consulting Arborist

WC ISA Certified Arborist #9613A

ISA Tree Risk Assessment Qualified

E-mail: molly@sbcatree.com

Date: December 29, 2014

To: Miroo Desai, Senior Planner
City of Emeryville, Planning Division
1333 Park Avenue
Emeryville, CA 94608

Location: Sherwin Williams Site on Horton St.

Subject: Tree condition and viability for retention.

Assignment: Arborist was asked to review the condition of the street trees bordering the old Sherwin Williams facility on Horton St. and Sherwin Ave. and to provide commentary and recommendations regarding the feasibility of retaining the trees.

Introduction

The tree inspection was undertaken in conjunction with the renovation of the Sherwin Williams Paint facility on Horton Street. Arborists reviewed eleven Japanese Pagoda Trees (*Sophora japonica*) trees on Horton Street, two European Hackberry (*Celtis australis*) located on Sherwin Ave, and one Flaxleaf Paperbark (*Melaleuca linariifolia*) located behind the sidewalk on Sherwin Ave.

Summary

Visual inspection of the *Sophora* and Hackberry trees on Holden found a significant amount of root related displacement of sidewalk and curb, as well as street uplift. If the original surface grades are restored, it is likely that most of the trees will require removal.

If there is a strong desire to retain as many of the trees as possible, a full assessment of each tree after the pavement has been removed will make the final determination. The assessment will determine if the trees can remain safe and healthy after the sidewalk and street repairs have been made. If retained, the soil below the sidewalk will require special mitigation treatments.

The *Melaleuca* tree growing behind the sidewalk is likely a private tree. This tree is doing well.

We feel that this is an excellent opportunity to remove problematic trees and provide a tree root environment for replacement trees which will carry them long into the future without continual costly pavement repairs.

Table of Trees

Table below provides information on the 14 trees reviewed. Tree #1 is located at the north end of the row on Horton. Trees #12, 13 and 14 are located on Sherwin Avenue. The table provides information and comments pertaining to the 14 trees. The species, size, condition and level of hardscape displacement are listed as well as pertinent notes.

	Species	Common Name	DBH ¹	Health	Structure	Hardscape Displacement	Notes
1	<i>Sophora japonica</i>	Japanese Pagoda Tree	8.5"	Fair	Fair	Moderate	Poor pruning, sidewalk uplift
2	<i>Sophora japonica</i>	Japanese Pagoda Tree	11"	Fair-Poor	Fair	Moderate	Sidewalk uplift
3	<i>Sophora japonica</i>	Japanese Pagoda Tree	5"	Poor	Poor	Minor	Not viable
4	<i>Sophora japonica</i>	Japanese Pagoda Tree	7.5"	Fair-Good	Fair	Moderate	Curb/drainage problems
5	<i>Sophora japonica</i>	Japanese Pagoda Tree	8"	n/a	Fair	Major	Sidewalk, curb and street
6	<i>Sophora japonica</i>	Japanese Pagoda Tree	6.5"	Good	Fair	Minor	Sidewalk cracks
7	<i>Sophora japonica</i>	Japanese Pagoda Tree	9"	Fair	Fair	None	
8	<i>Sophora japonica</i>	Japanese Pagoda Tree	7"	Fair	Fair	Major	Sidewalk, curb and street uplift
9	<i>Sophora japonica</i>	Japanese Pagoda Tree	10"	Fair-Good	Fair	Minor	Drainage issues, curb and gutter
10	<i>Sophora japonica</i>	Japanese Pagoda Tree	7.5"	Good	Fair	Major	Oak Root Fungus?, Drainage issues, street uplift
11	<i>Sophora japonica</i>	Japanese Pagoda Tree	11.5"	Good	Fair	Major	Drainage issues, street uplift
12	<i>Melaleuca linariaefolia</i>	Paper Bark Melaleuca	14"	Good	Poor	None	No problems
13	<i>Celtis australis</i>	European Hackberry	11"	Good	Poor	Major	Codominant-Included Bark, sidewalk uplift
14	<i>Celtis australis</i>	European Hackberry	7"	Fair	Fair	Moderate	Small, likely root restrictions. Minor sidewalk uplift.

¹ DBH is tree diameter measured at 54 inches above soil grade.



Discussion

Sophora Trees – Though the *Sophora* trees do provide a significant amenity to the streetscape, there are concerns for the future tree health and the potential for ongoing sidewalk uplift. If they are subjected to excessive root pruning, the trees are likely to decline and die. Though most have reached a fair size, their future value is expected to decline due to the root zone limitations.

Removal and replacement of the trees at the time the hardscape repairs are made will allow for the preparation of planting sites that will allow the trees to thrive with minimal if any hardscape displacement in the future.

Hackberry Trees – The two European Hackberry trees vary significantly in size. The reason for the difference is likely limitations in rooting environment, however unknown. Like the *Sophora* trees, the hackberry roots appear to be on the surface. One or both of the trees could be retained if excessive root loss does not occur when the sidewalk is repaired.

Timing – With the need to make the extensive repairs to the street and sidewalk, it appears that this may be a good time to consider the future. Allowing the existing trees to remain will likely be more expensive in the long term. Tree replacement will allow for the preparation of a suitable planting site that will allow for the replacement trees to thrive and provide amenities to the street for many years.

Recommendations

Remove and replace all *Sophora* and smaller Hackberry. The larger Hackberry is a nice tree and maybe worthy of retention. However, without extensive soil and root mitigation, the hardscape displacement problems are expected to return. It is recommended that a suitable soil environment be provided for the replacement trees at or exceeding City guidelines for soil volumes and the use of structural soil.

Any trees to be retained will require a water jet procedure as well as the use of clean crushed rock below the sidewalk pavement after the necessary root pruning. Specifications for the necessary mitigation treatments can be provided if needed.

End Report



Photo Supplement

Photo 1. Photo to the right shows the aesthetic contribution to the streetscape offered by the trees. Tree # 5 is causing sidewalk pavement uplift and uplift to the gutter sufficient to affect drainage.



Photo 2. Photo to the left shows the sidewalk area having the most significant uplift. Because of the tree lean to the street, cutting the offending root may compromise the tree stability.

Photo 3. Photo to the right shows the Sophora tree closest to the corner of Sherwin St. Along with the sidewalk, the curb and street have been uplifted by the tree roots. Root pruning needed to accomplish the necessary repairs will likely compromise the future health and stability of this, the largest of the Sophora trees..

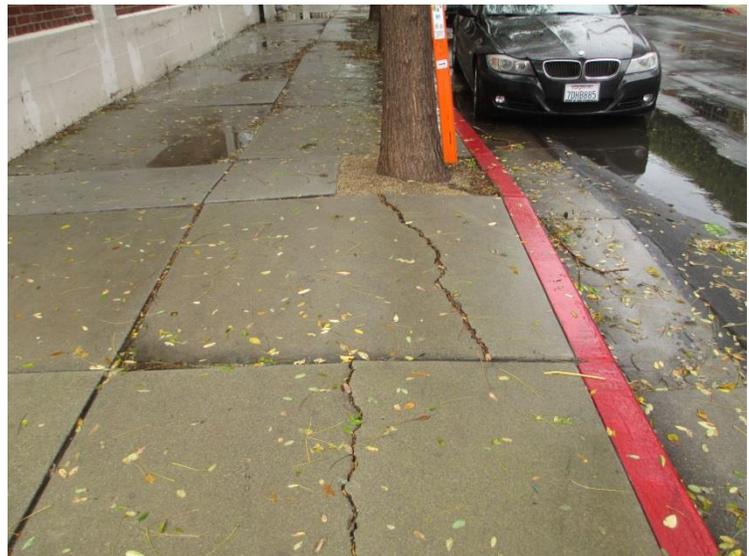




Photo 4. Photo to the left shows the bases of the two hackberry trees looking west with the larger tree in the foreground. The pavement uplift does indicate that the tree roots have developed near the surface, likely due to soil compaction.

Photo 5. Photo shows the hackberry trees looking east with the smaller tree in the foreground. This tree has not thrived, likely due to a restrictive soil environment. There is also sidewalk uplift.

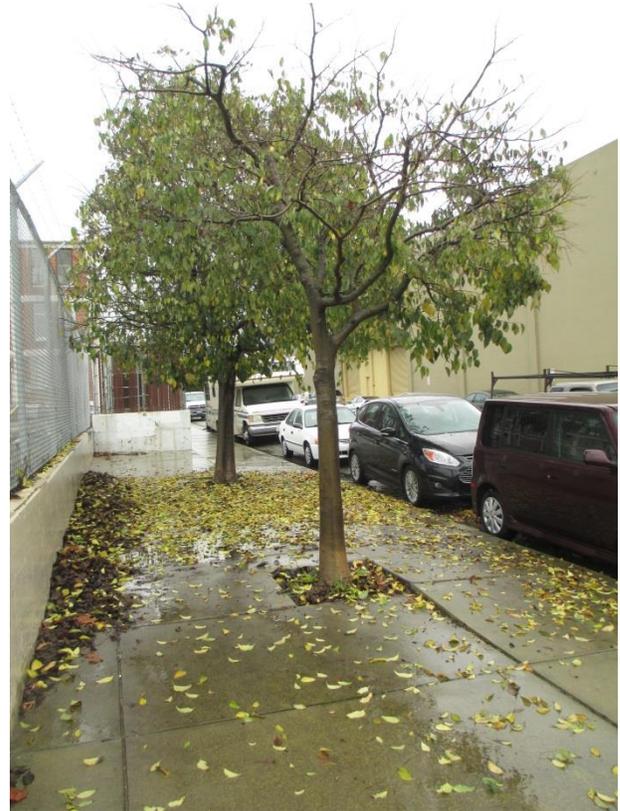


Photo 6. Last photo to the left shows the Melaleuca tree that appears to be growing out of the City R.O.W.



End Photo Supplement





SHERWIN WILLIAMS PRELIMINARY DEVELOPMENT PLAN

PROJECT GRAPHICS

Submitted by:

Owner: SWACE LLC

Project Sponsor: LMC Emeryville I Investor LLC

Prepared by: ROMA Design Group in association with LPAS and BKF
and in consultation with Sedgwick LLP

January 20, 2015

SHERWIN WILLIAMS PRELIMINARY DEVELOPMENT PLAN

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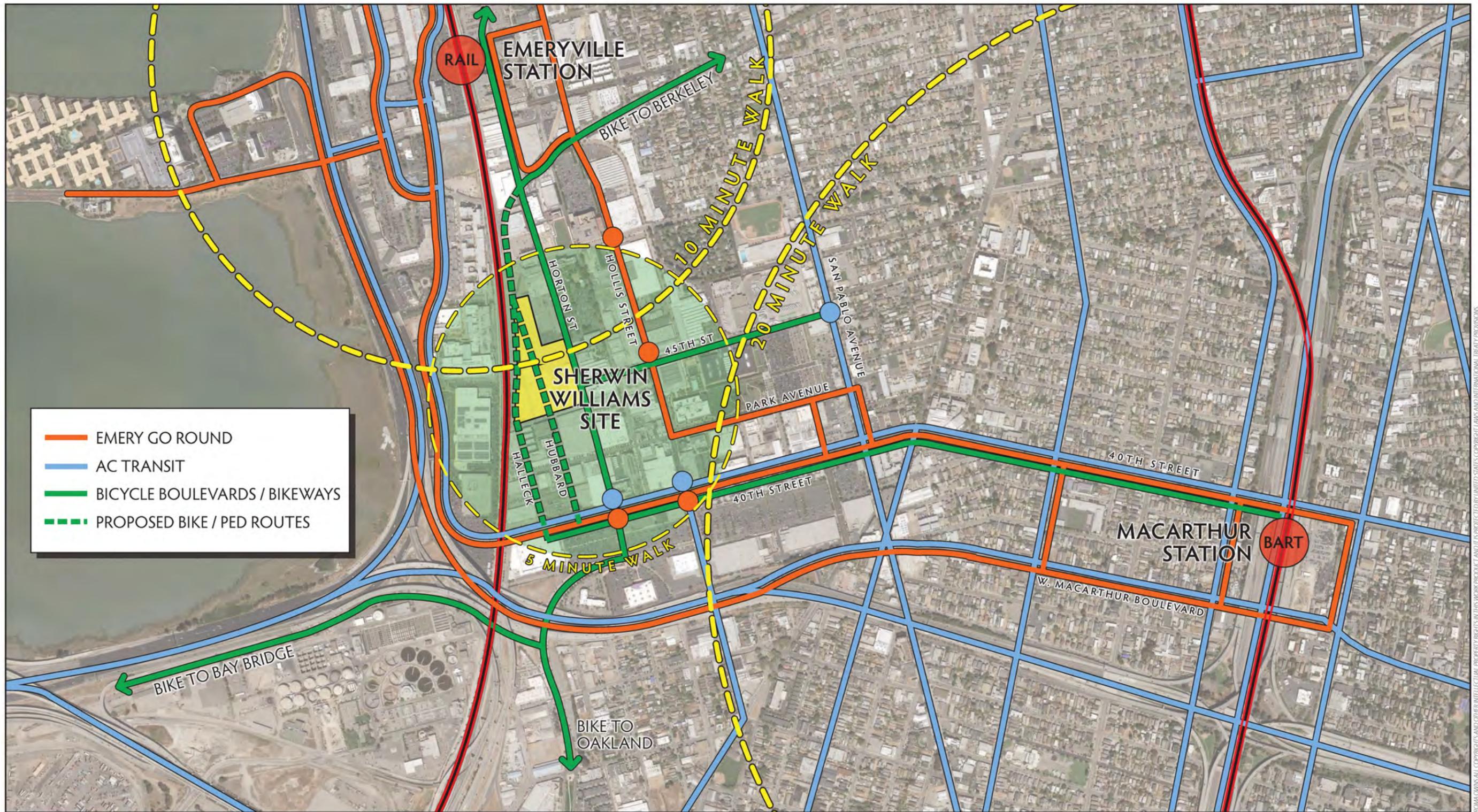
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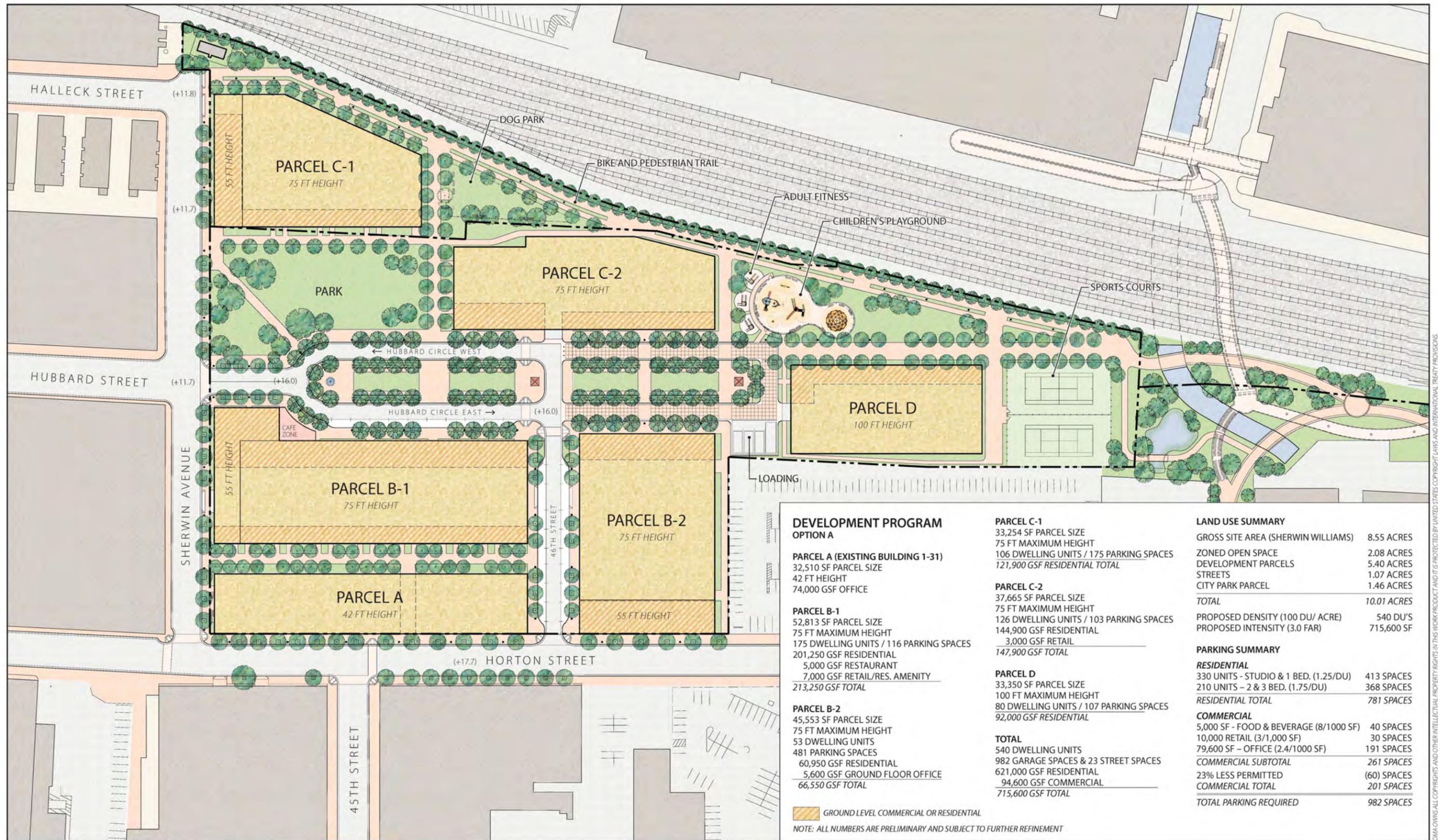


VICINITY MAP



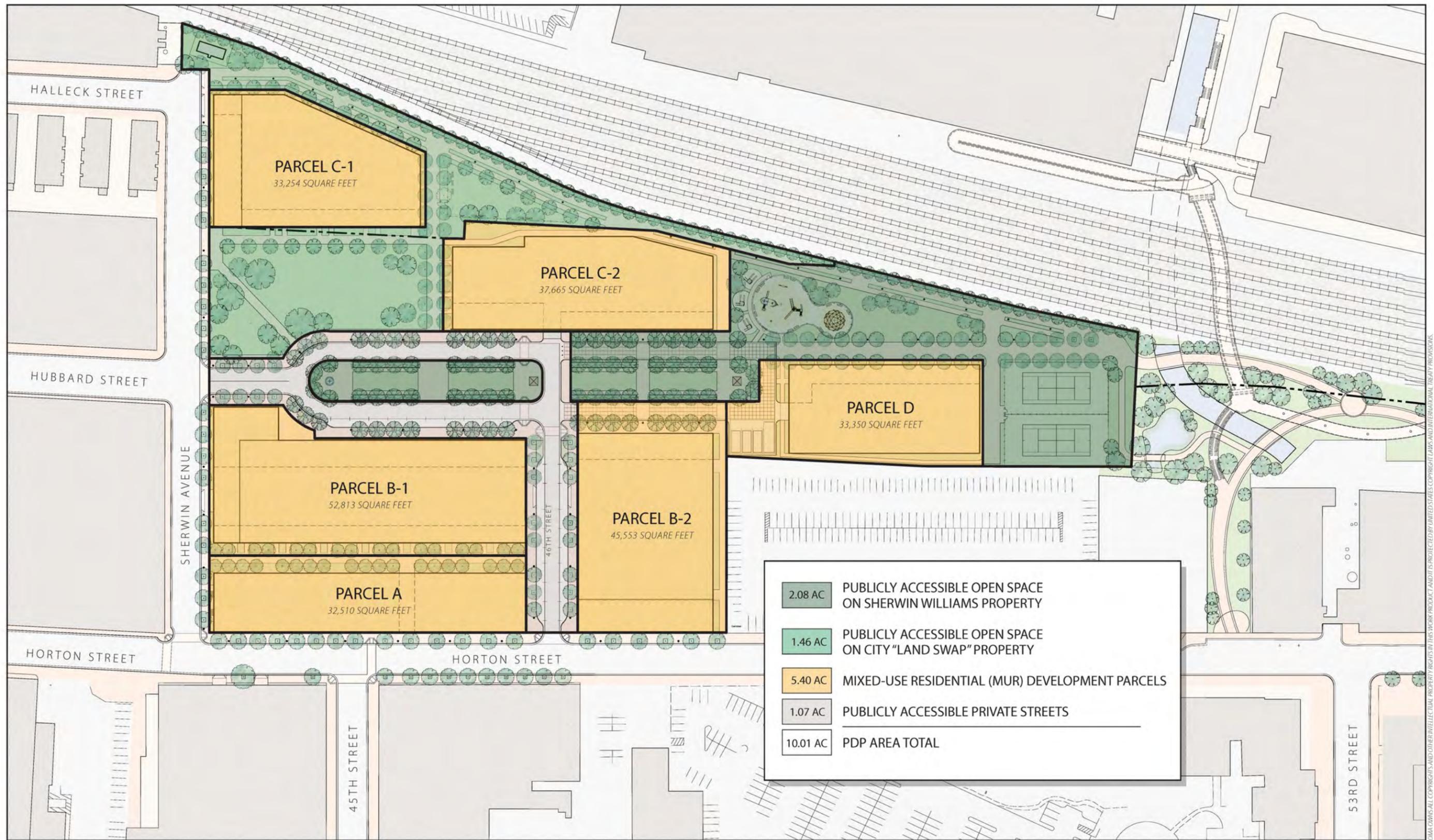
SITE PHOTO



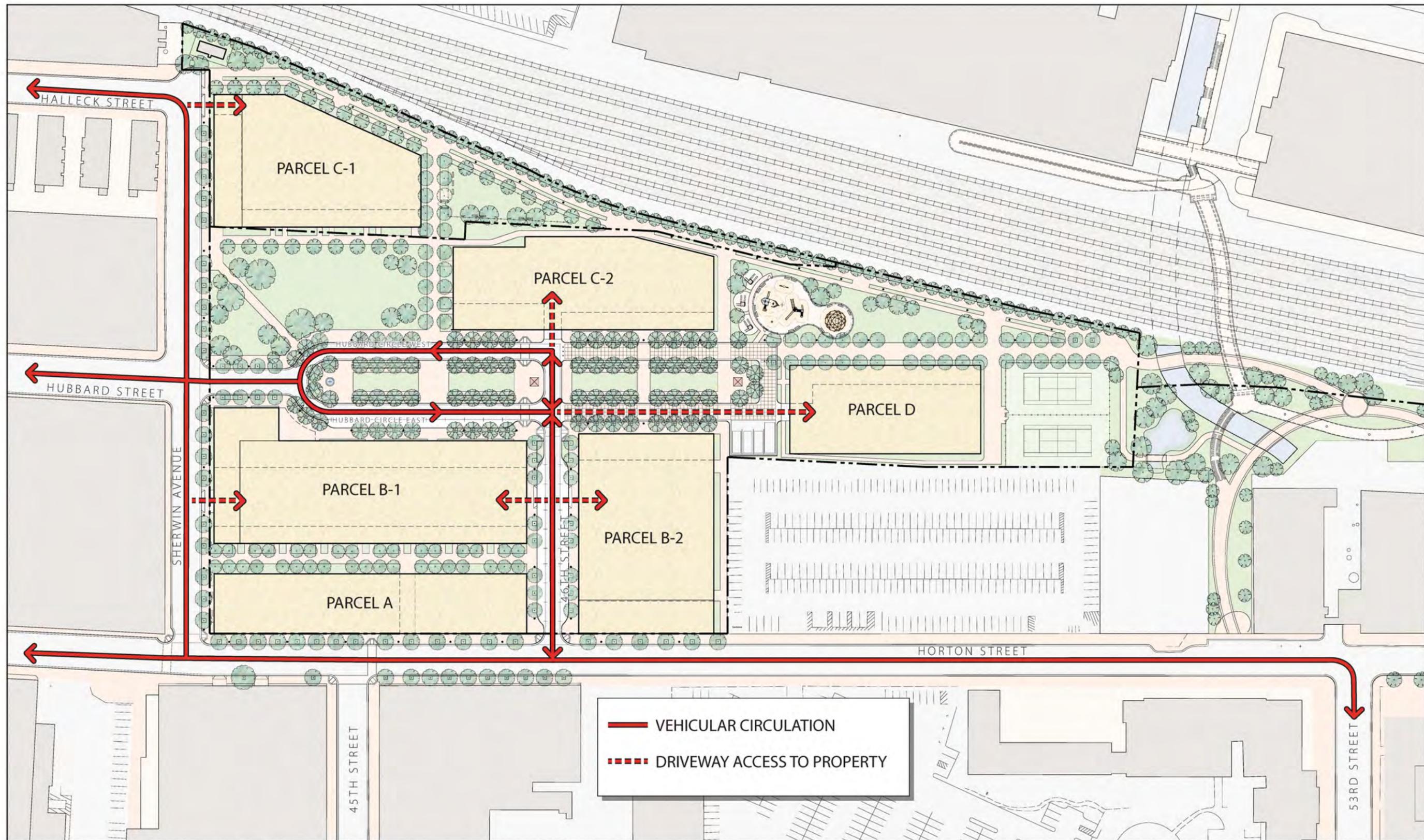


OPTION A: SITE DEVELOPMENT PLAN



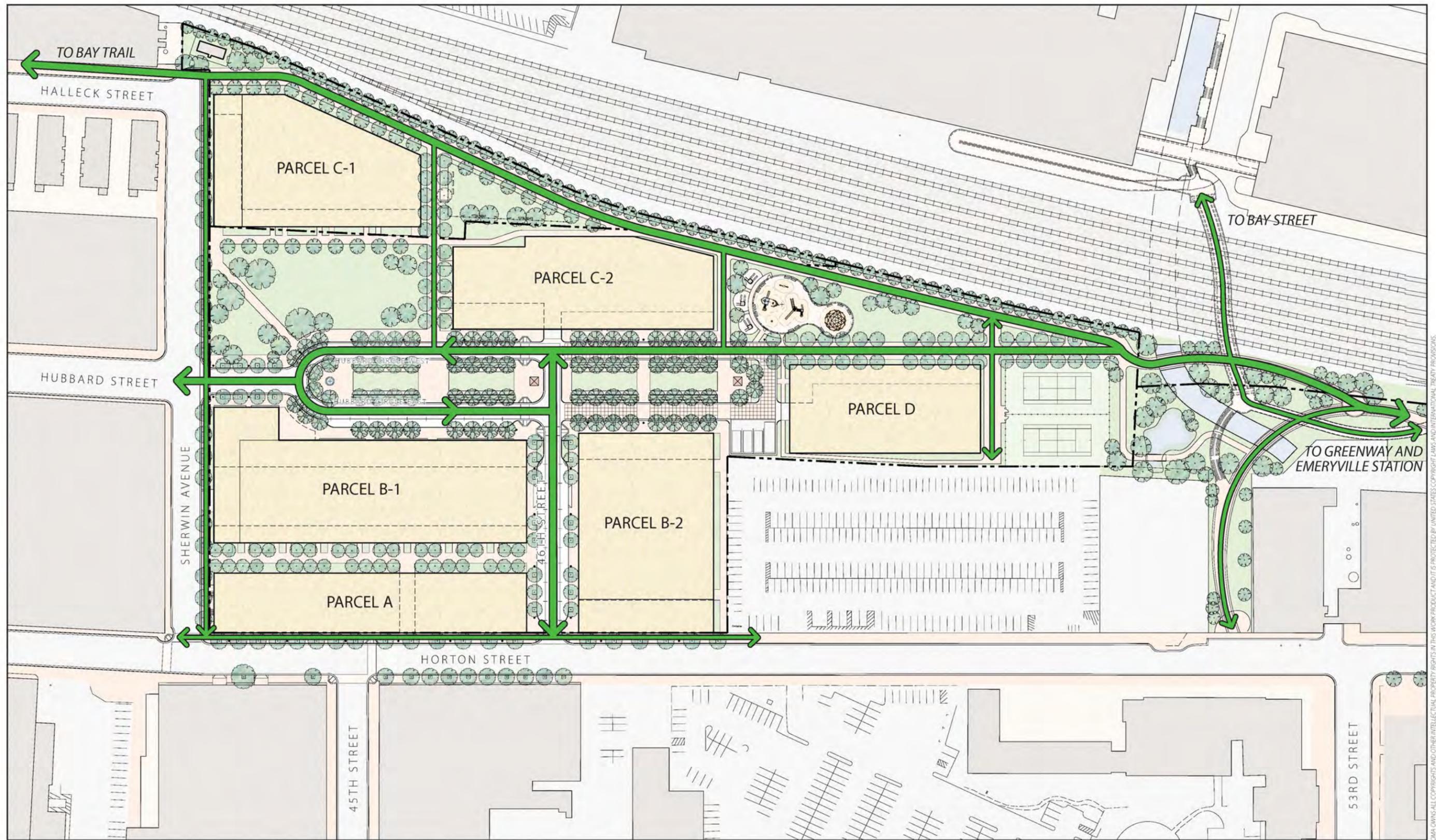


OPTION A: LAND USE DIAGRAM

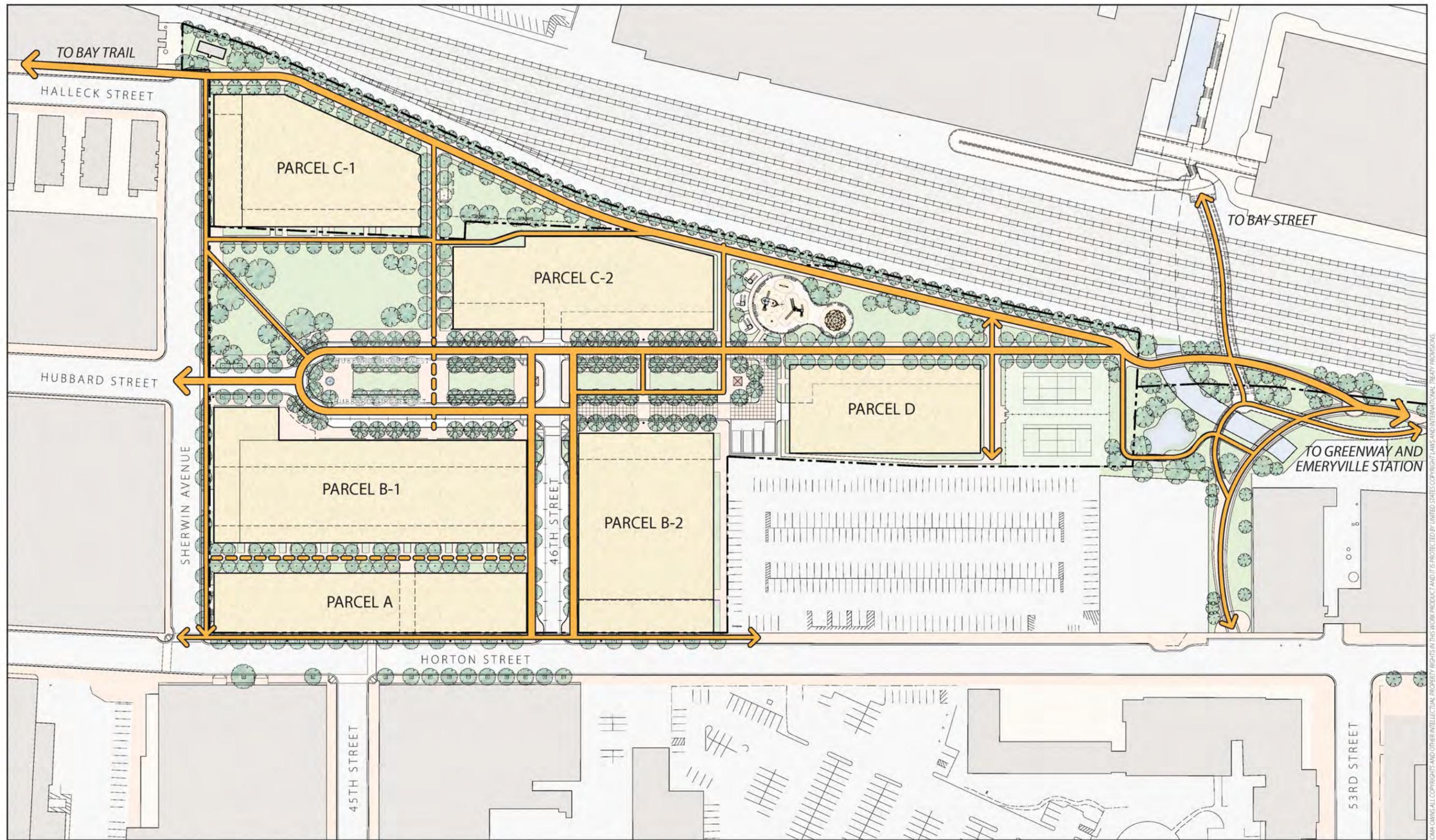


OPTION A: VEHICULAR CIRCULATION





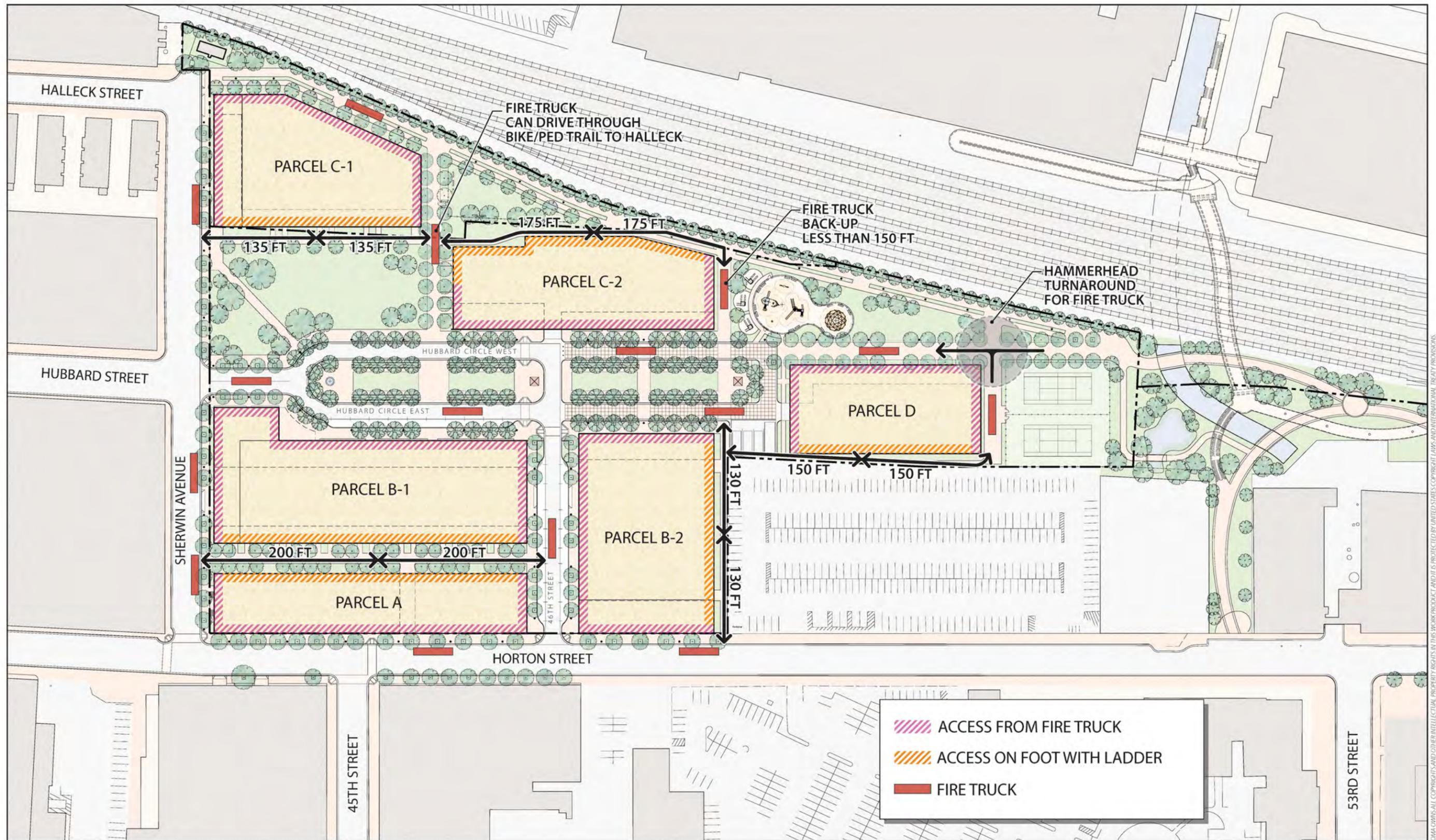
OPTION A: BICYCLE CIRCULATION



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OPTION A: PEDESTRIAN CIRCULATION





OPTION A: FIRE ACCESS PLAN

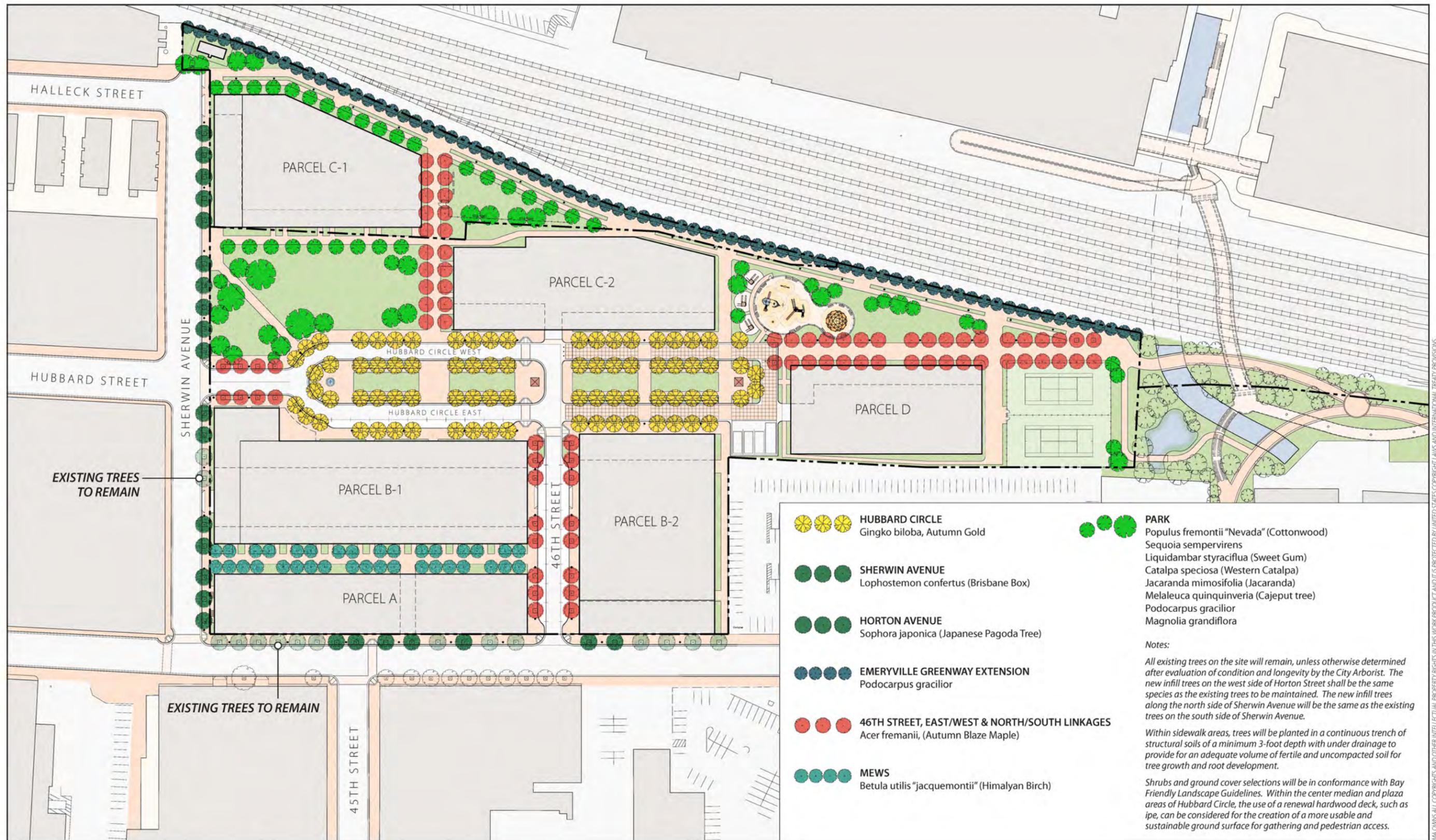


OPTION A: LIGHTING PLAN

SHERWIN WILLIAMS PRELIMINARY DEVELOPMENT PLAN SUBMITTAL

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OPTION A: LANDSCAPE PLAN



Bike / Pedestrian Path



Open Meadow



Dog Park



Sports Courts



Central Plaza



Central Plaza



Children's Playground



Adult Fitness

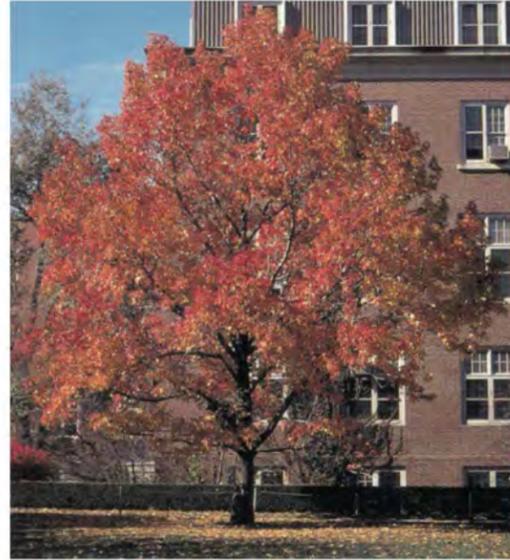
OPTION A: OPEN SPACE PRECEDENTS

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Populus fremontii "Nevada" (Cottonwood)



Liquidambar styraciflua (Sweet Gum)



Jacaranda mimosifolia (Jacaranda)



Betula utilis "jacquemontii" (Himalyan Birch)



Ginkgo biloba, Autumn Gold



Acer fremanii, (Autumn Blaze Maple)

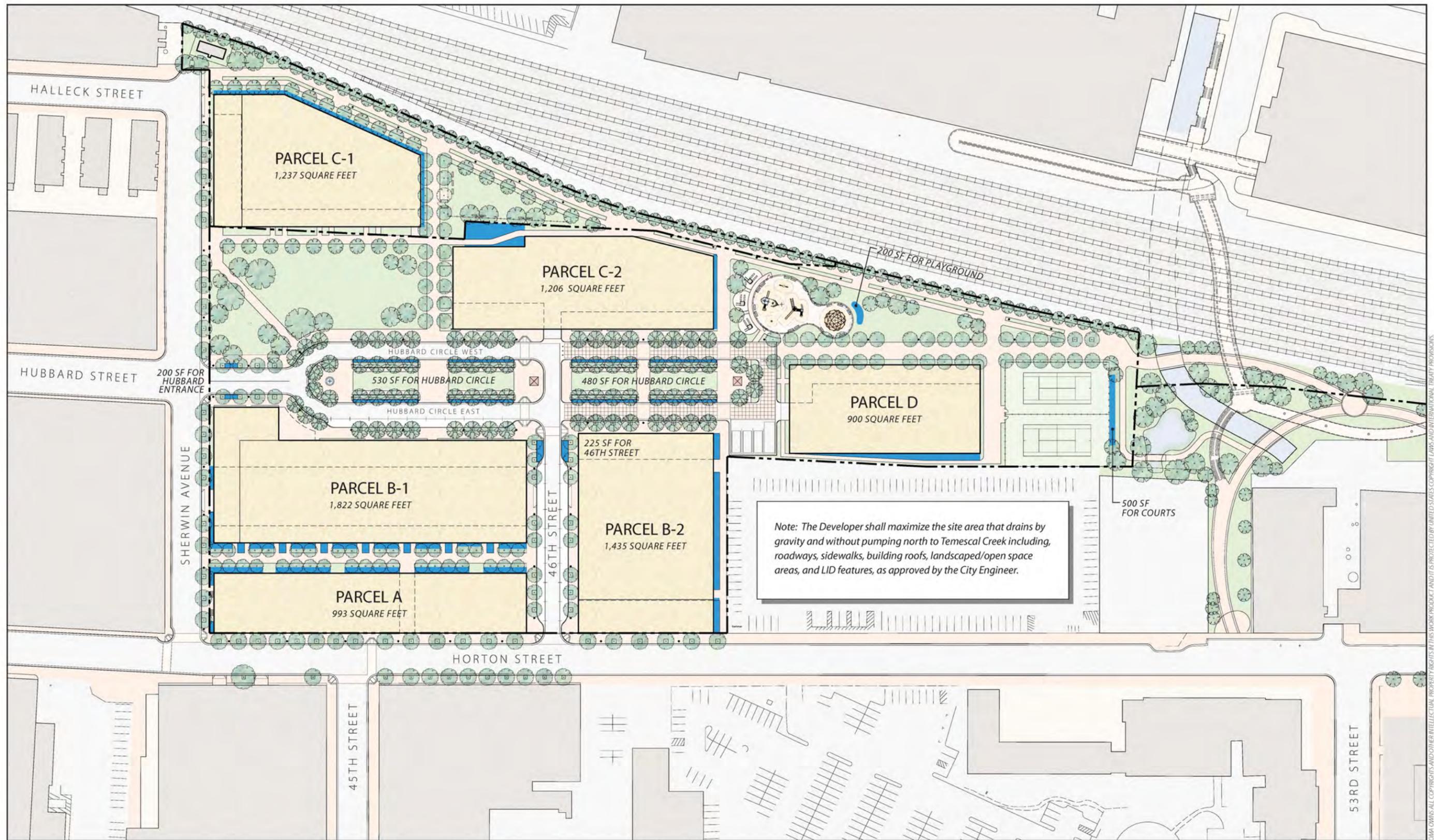


Lophostemon confertus (Brisbane Box)



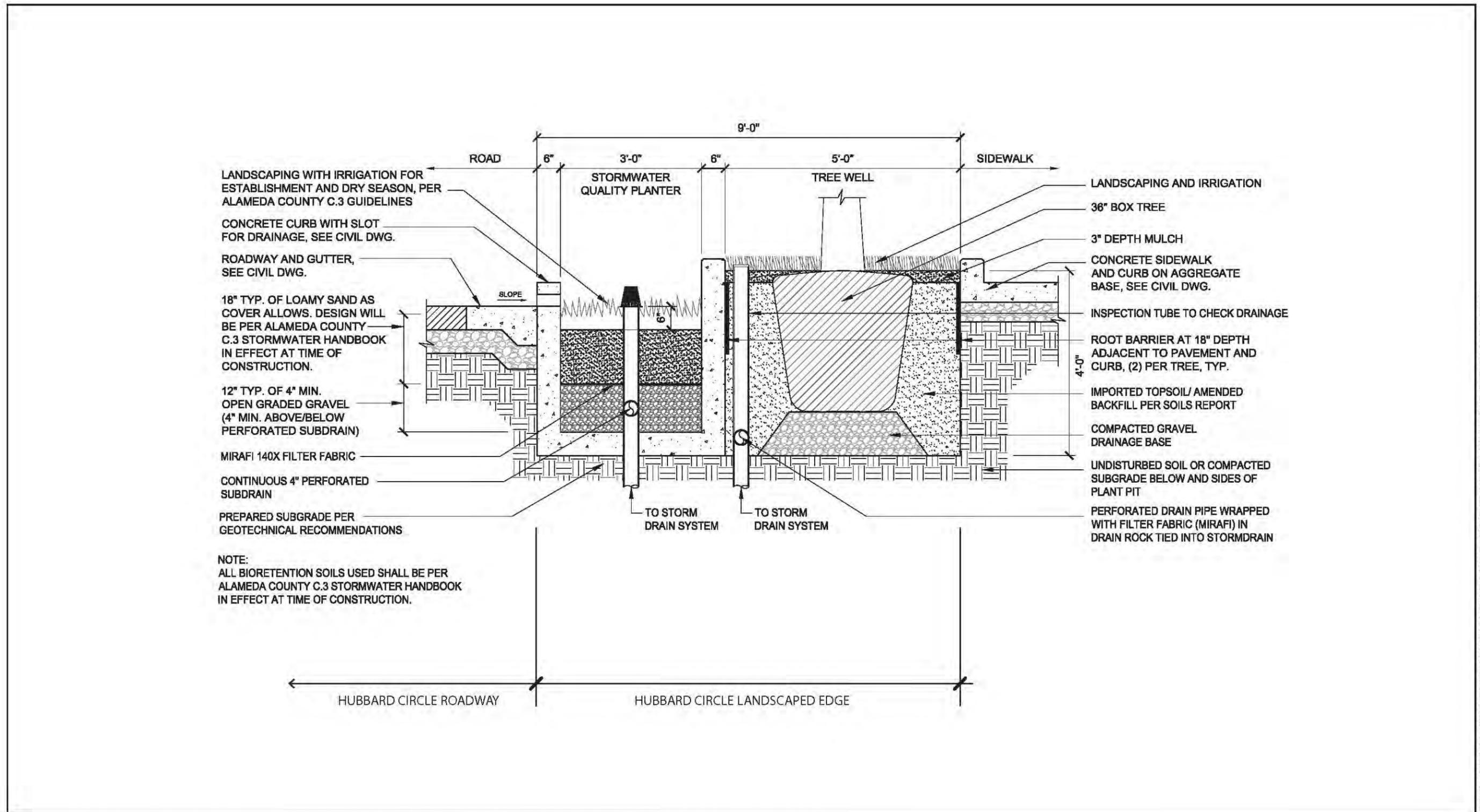
Podocarpus gracilior

OPTION A: LANDSCAPE PRECEDENTS



OPTION A: STORMWATER TREATMENT CONCEPT PLAN





TYPICAL SECTION FOR STORMWATER AND STREET TREE PLANTERS

255 BAYVIEW DR. SUITE 200
REDWOOD CITY, CA 94063
650/482-8300
650/482-8399 (FAX)



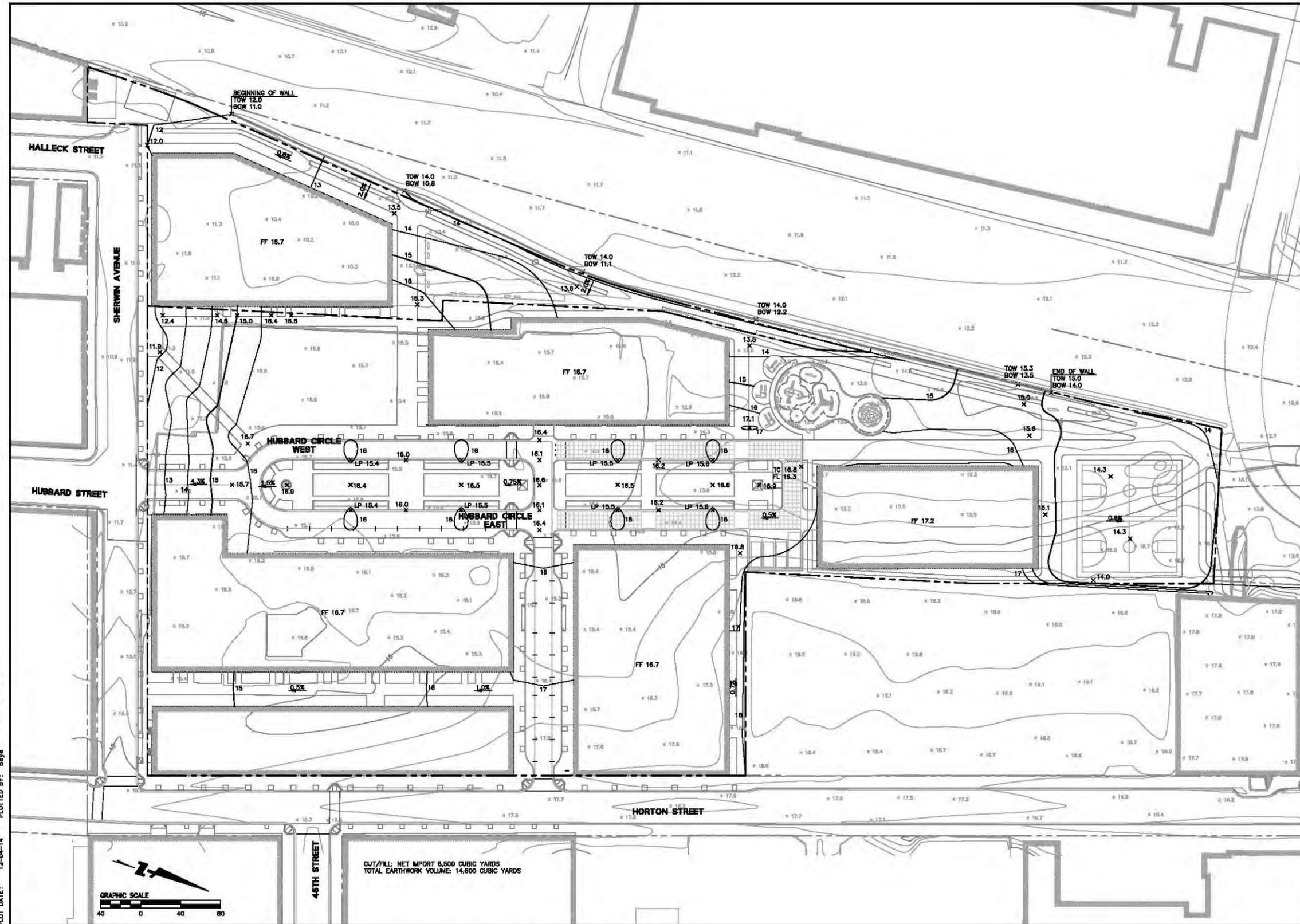
ENGINEERS/SURVEYORS/PLANNERS

CALIFORNIA

SHERWIN WILLIAMS
CONCEPTUAL GRADING PLAN
OPTION A

ALAMEDA COUNTY
CITY OF EMERYVILLE

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Drawn	BRB
Approved	TRM
Job No.	3000004

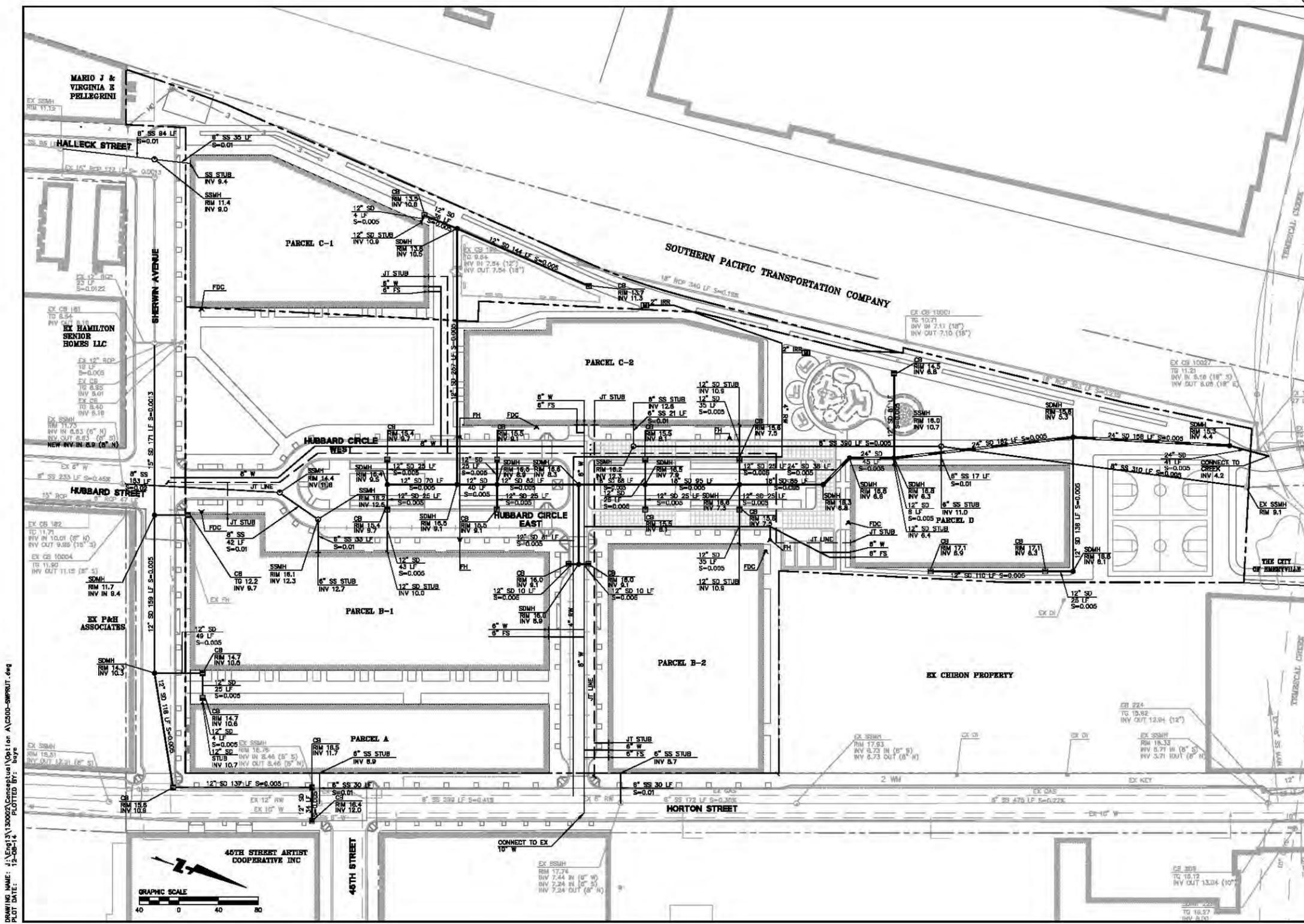


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PLOTTED BY: boyo

OPTION A: CONCEPTUAL GRADING PLAN

Revision	Date	By	Check

Drawing Number: 12-04-2014

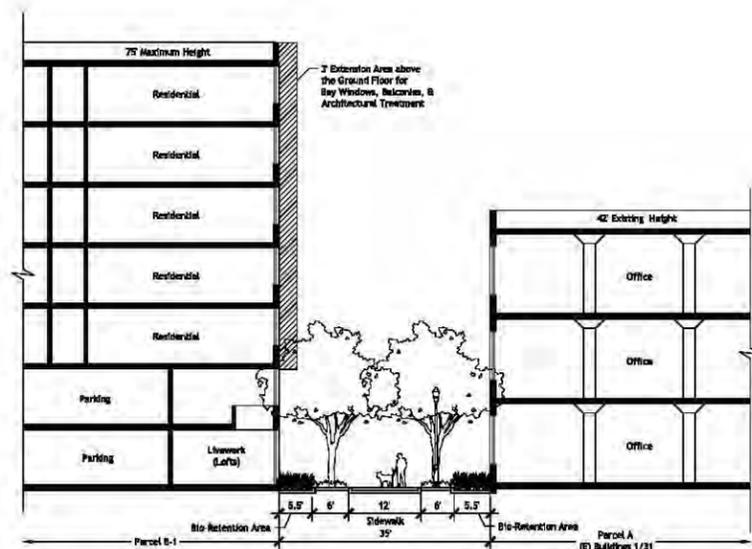


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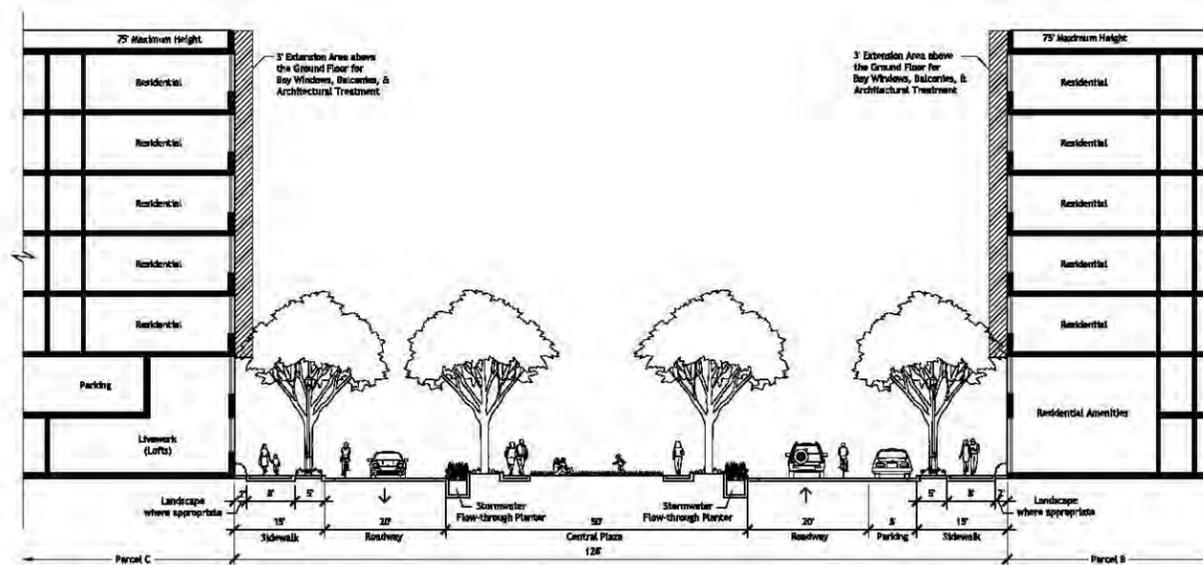
OPTION A: UTILITIES



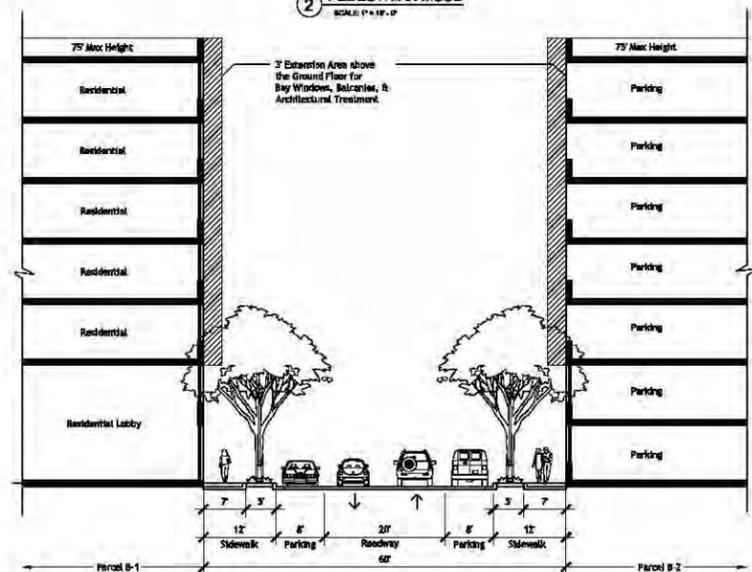
OPTION A: ILLUSTRATIVE DEVELOPMENT CONCEPT



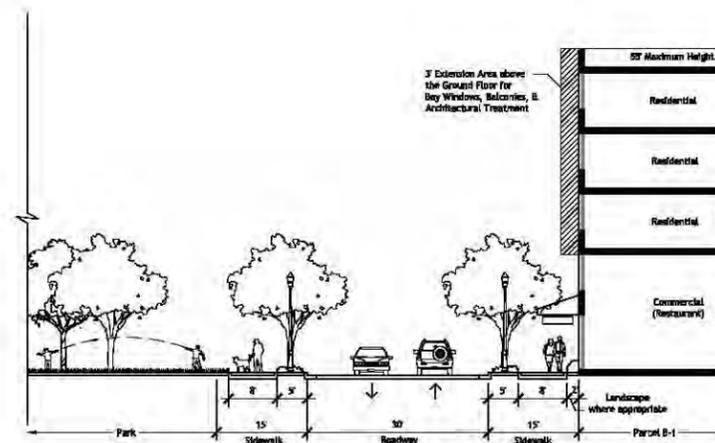
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3 HUBBARD CIRCLE
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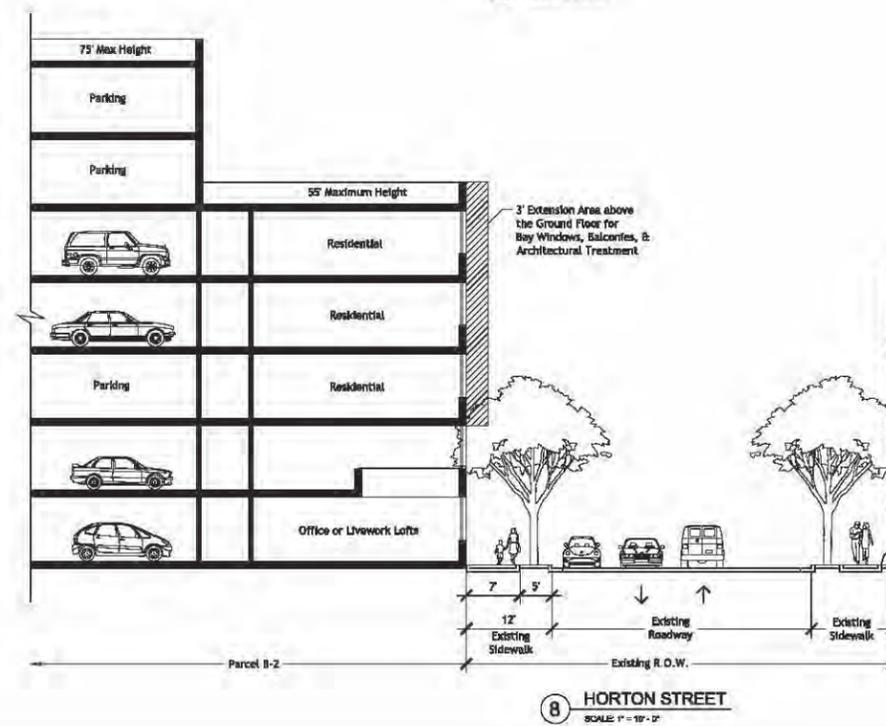
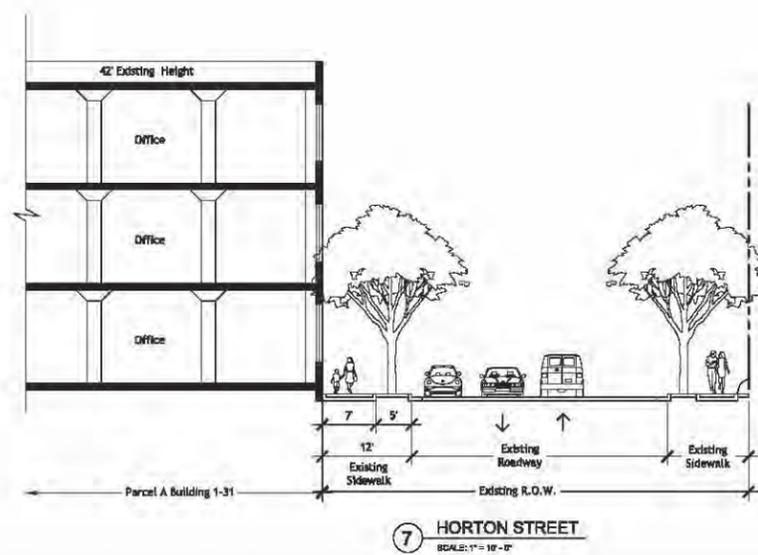
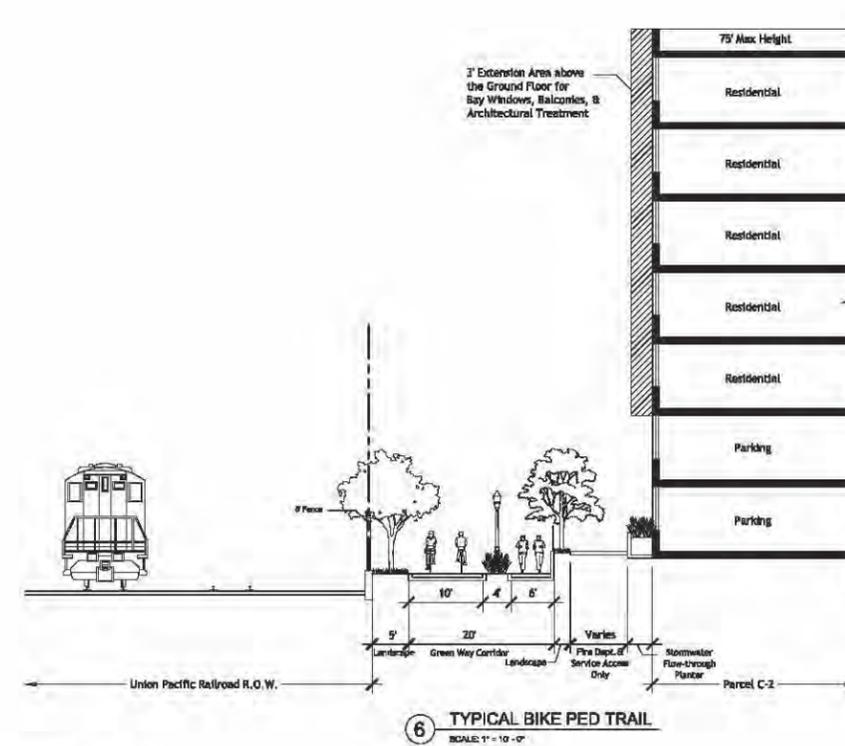
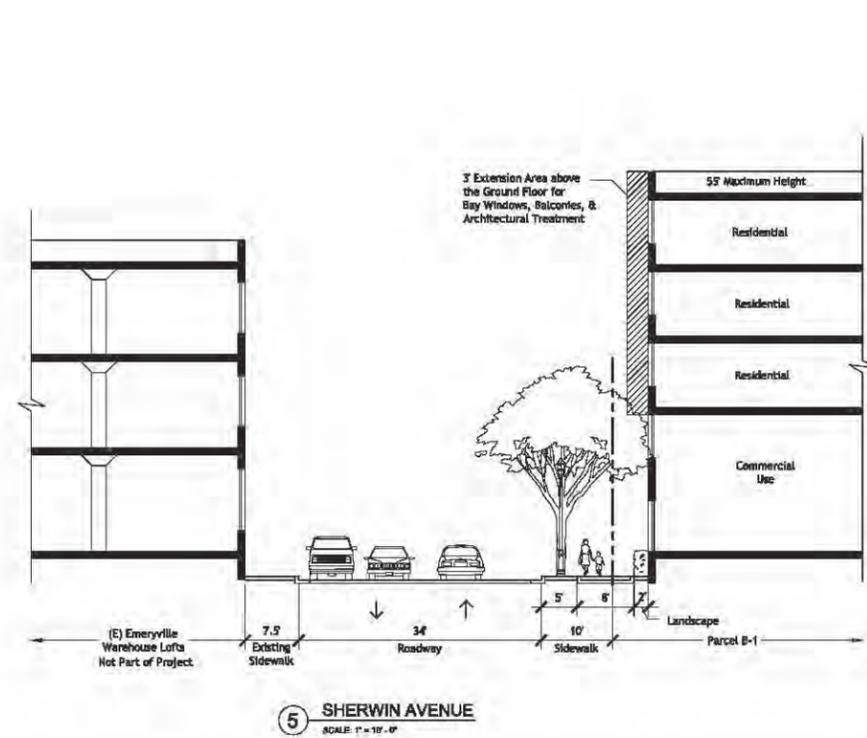


1 46TH STREET ENTRANCE
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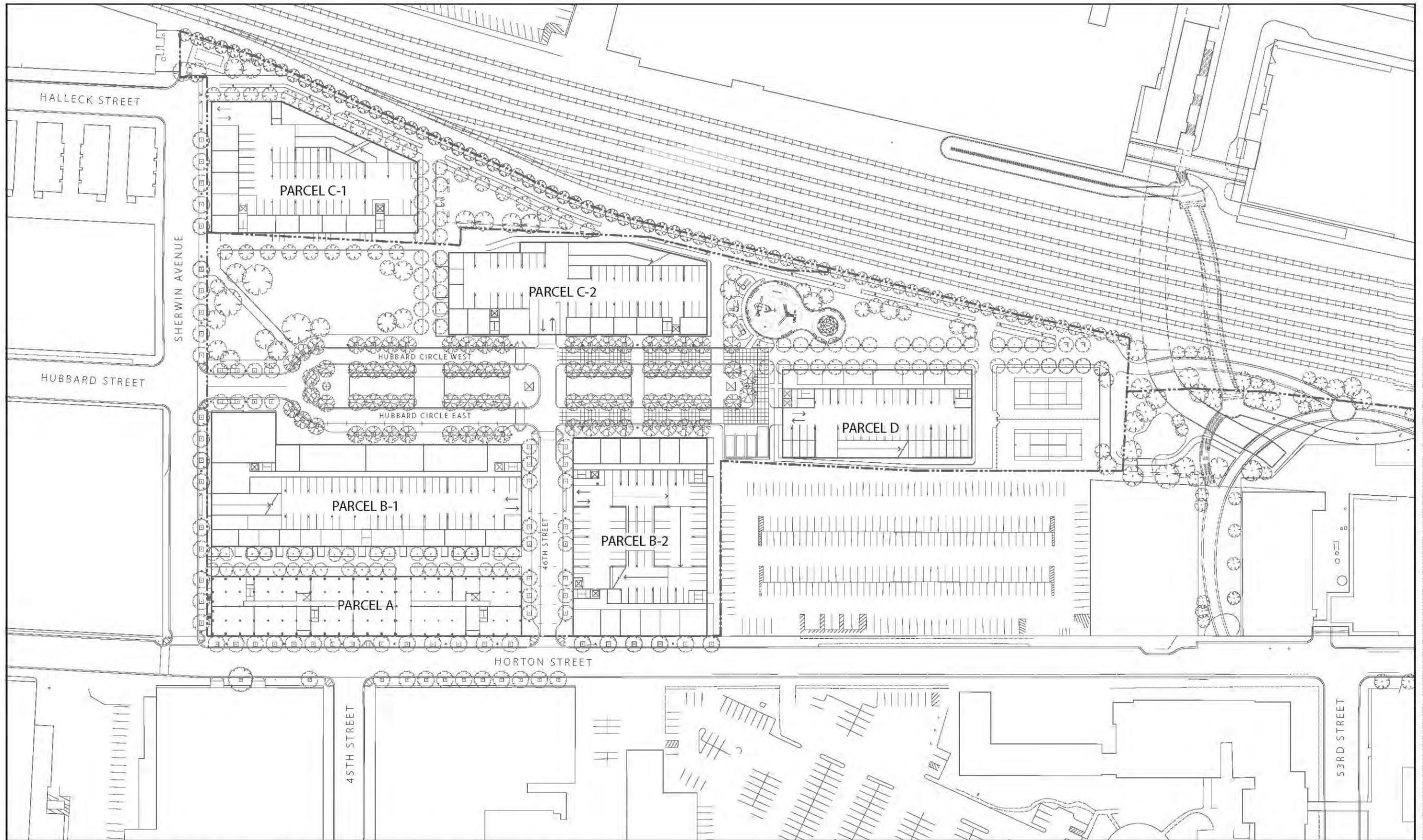


4 HUBBARD STREET ENTRANCE
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OPTION A: STREET SECTIONS (INTERNAL)



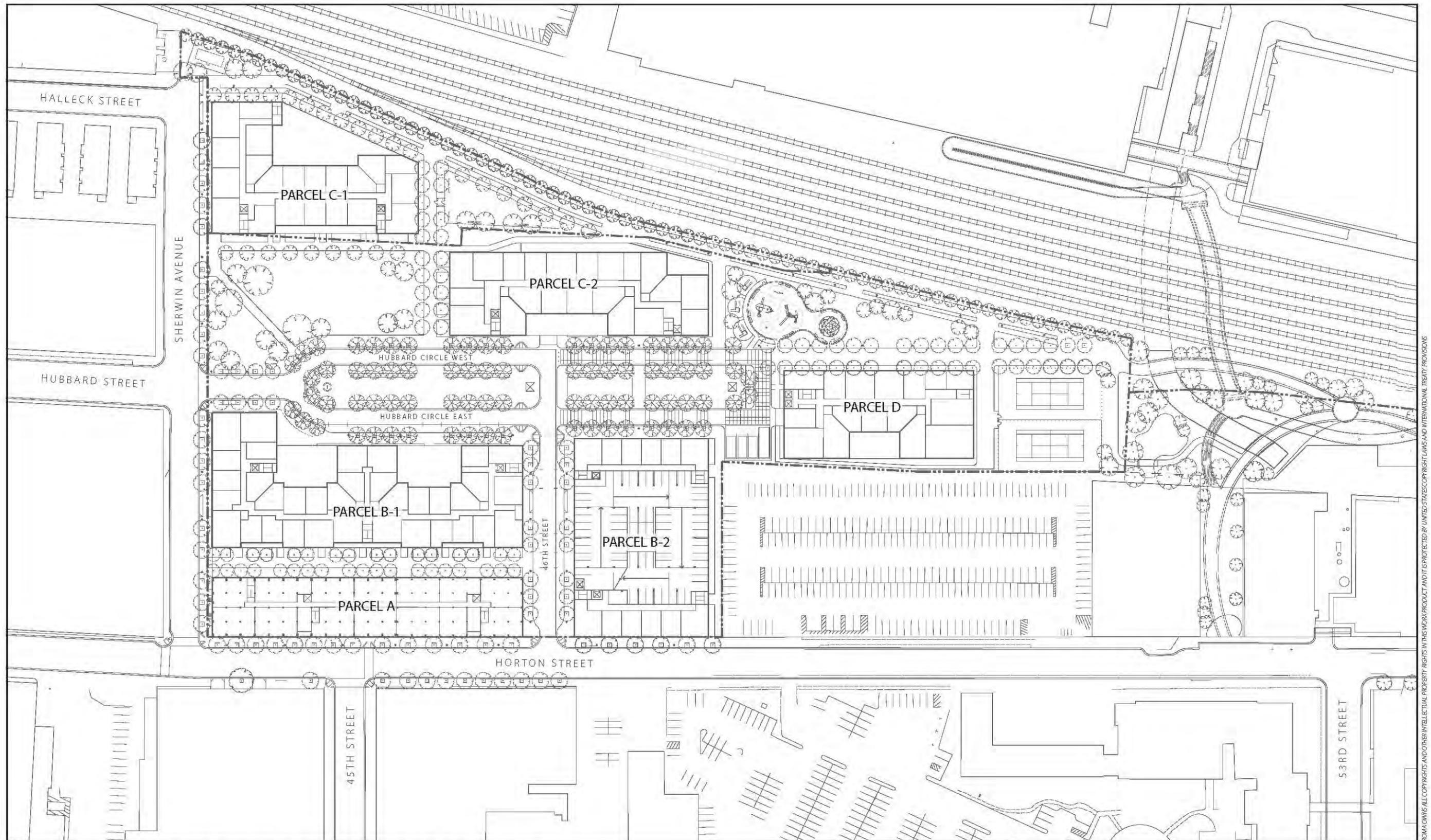
OPTION A: STREET SECTIONS (PERIMETER)



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OPTION A: ILLUSTRATIVE GROUND LEVEL PLAN

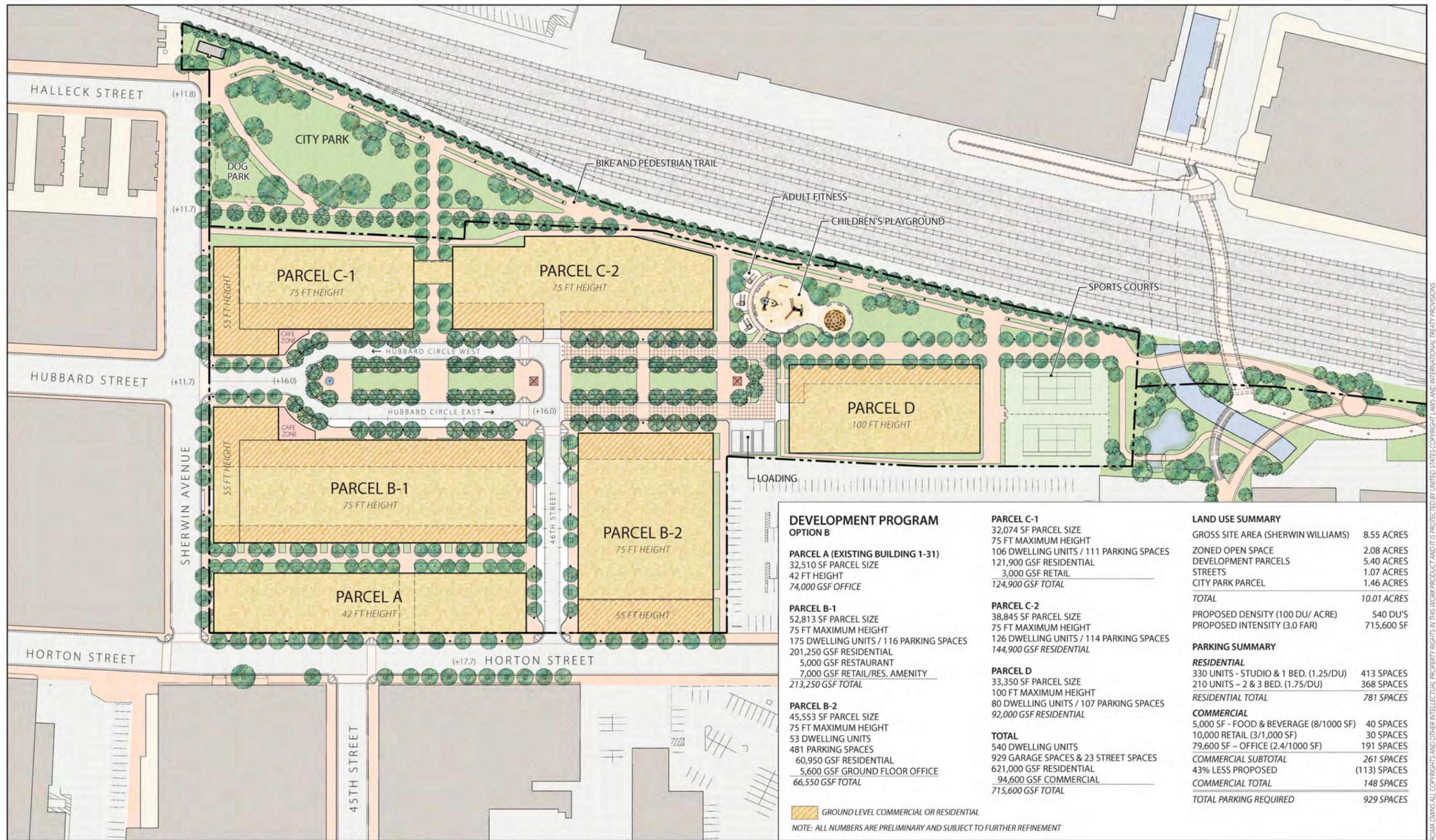




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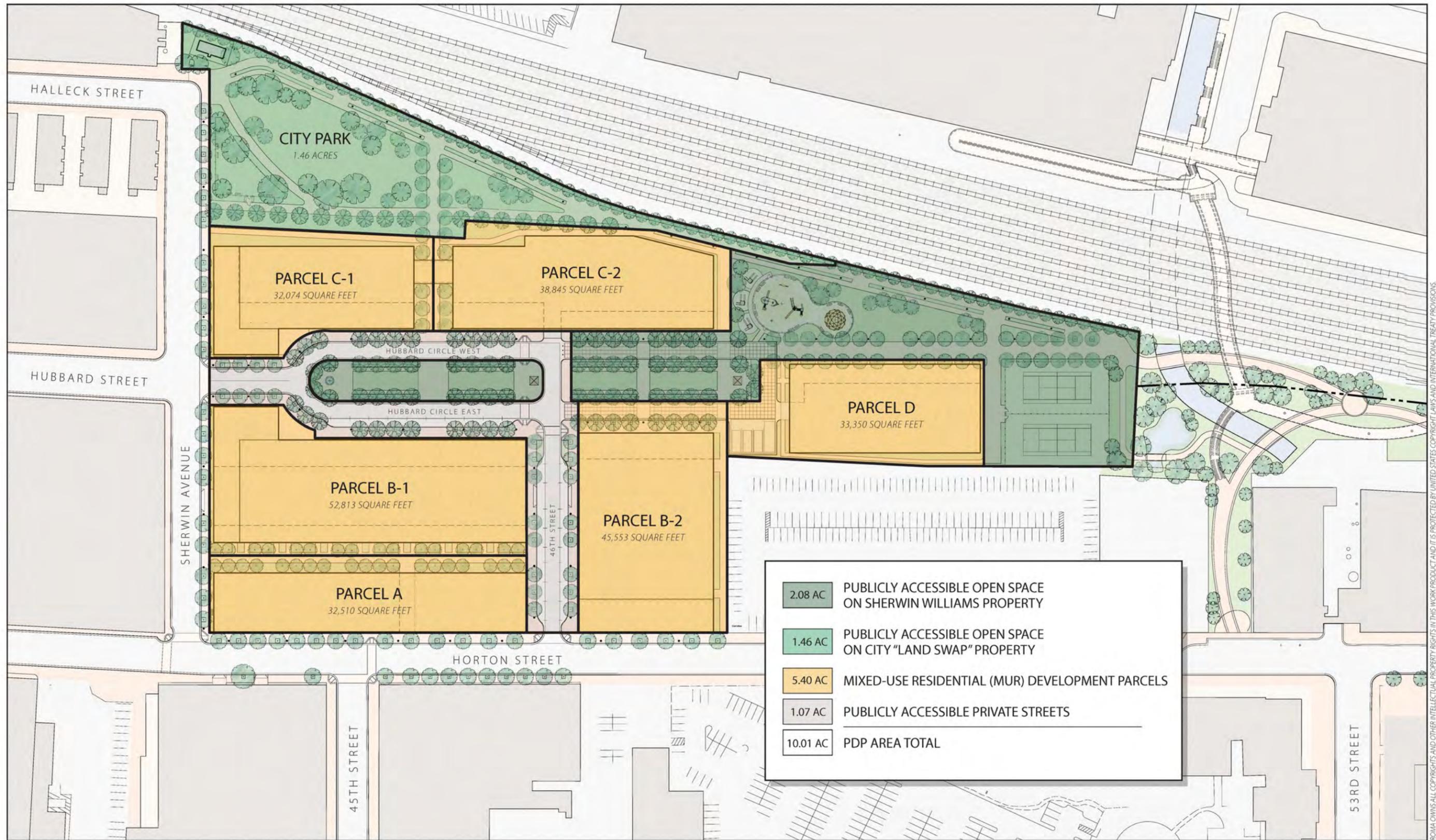
OPTION A: ILLUSTRATIVE UPPER LEVEL PLAN





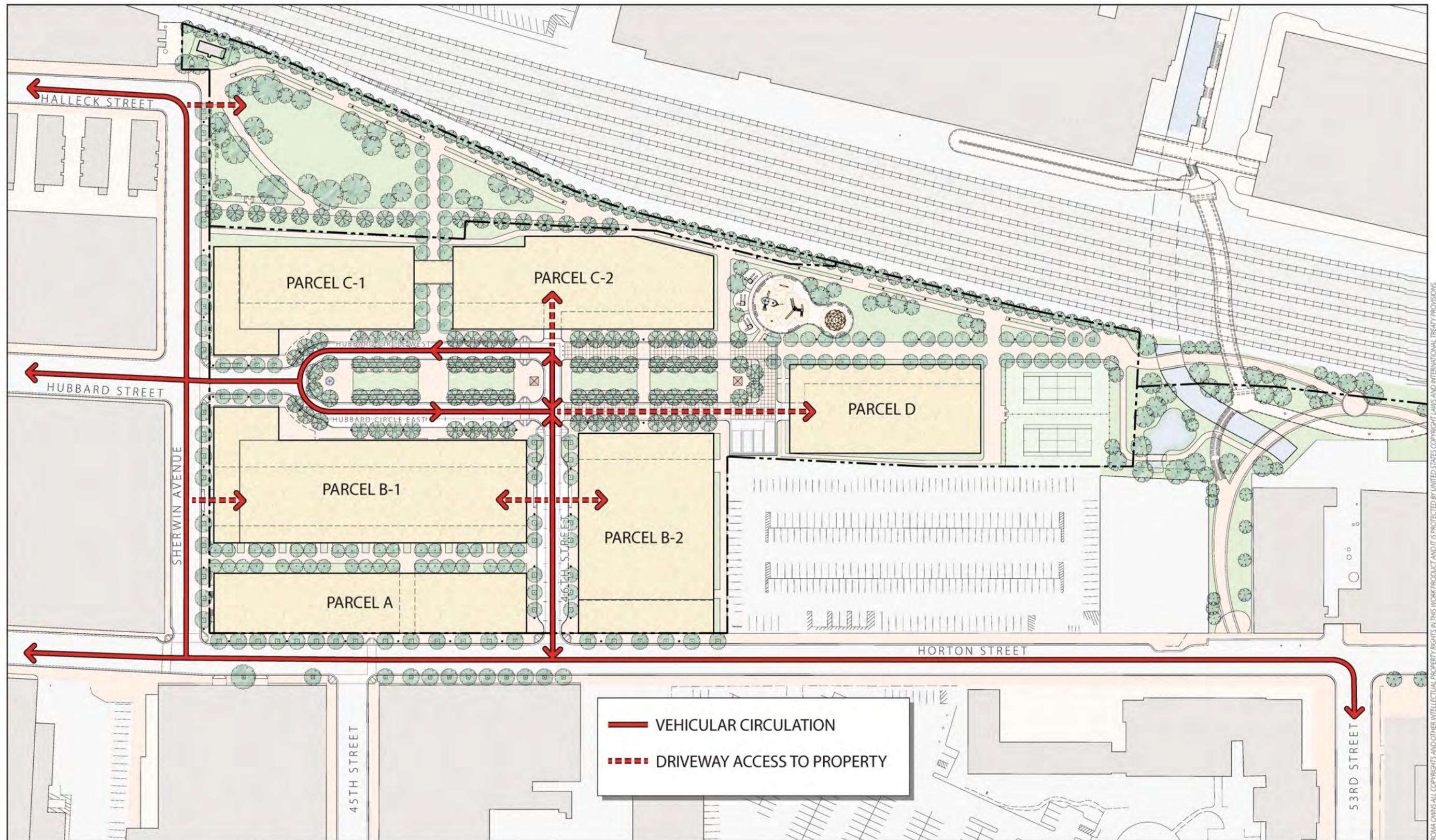
OPTION B: SITE DEVELOPMENT PLAN





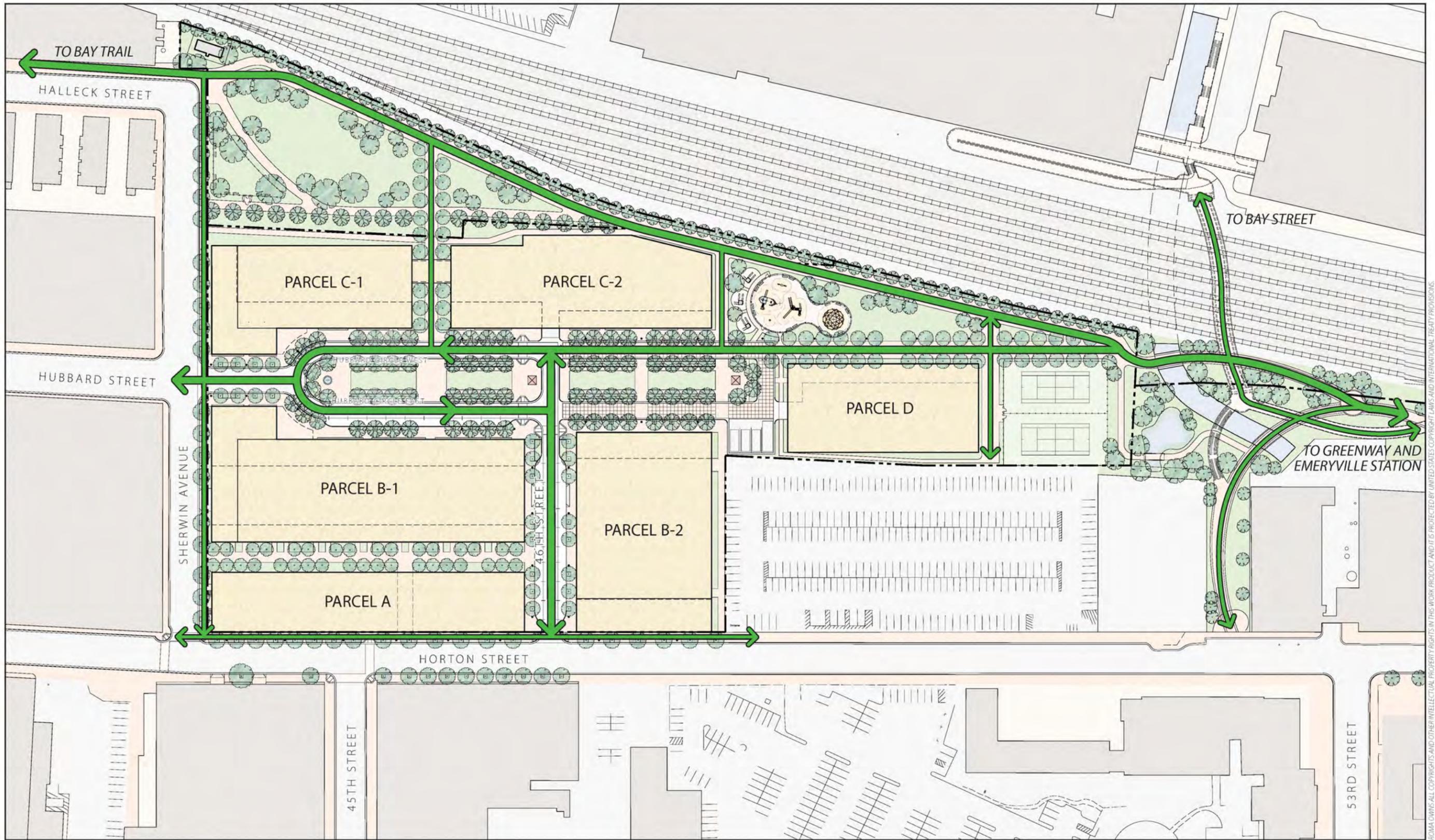
OPTION B: LAND USE DIAGRAM





OPTION B: VEHICULAR CIRCULATION

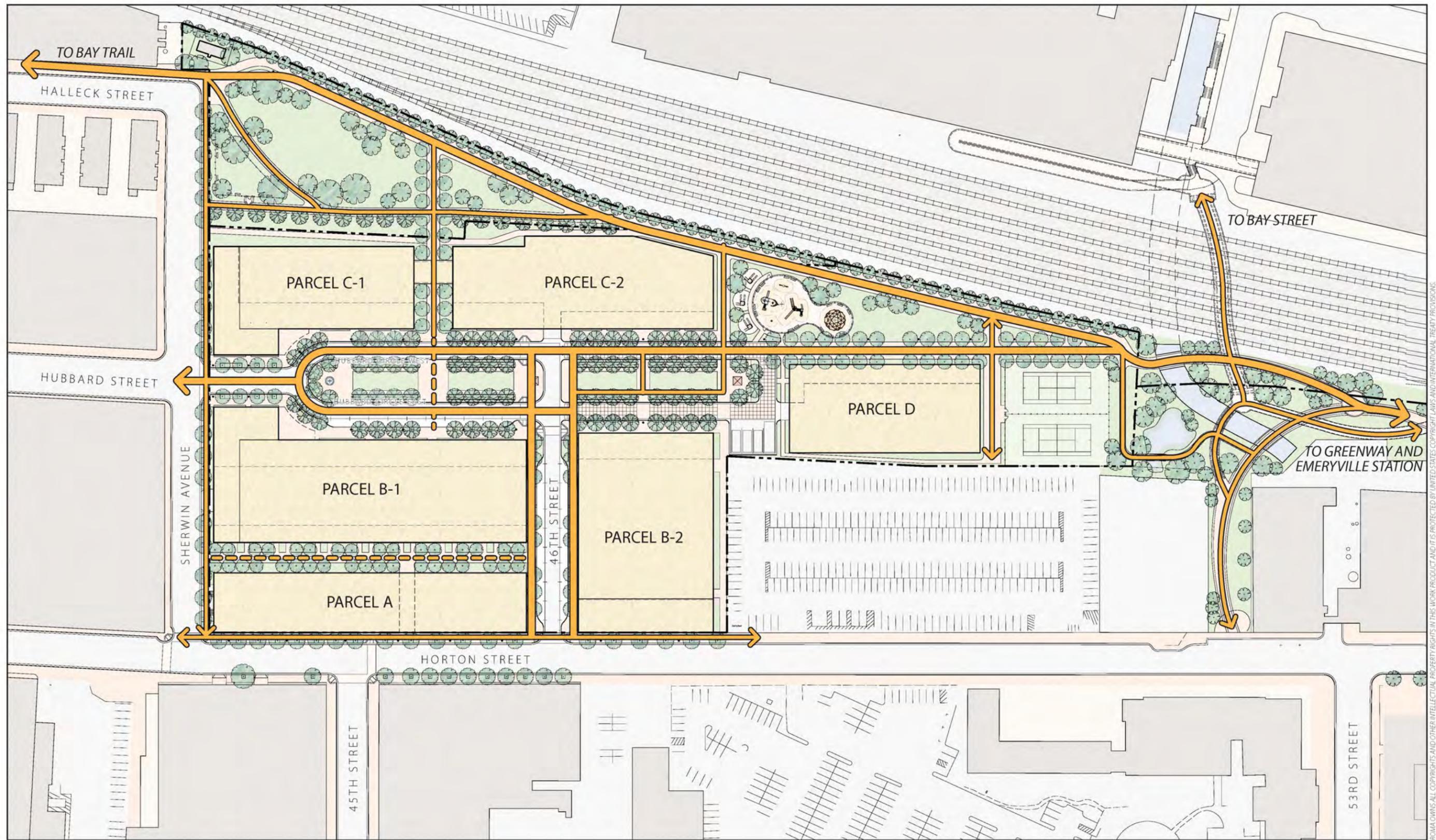




OPTION B: BICYCLE CIRCULATION

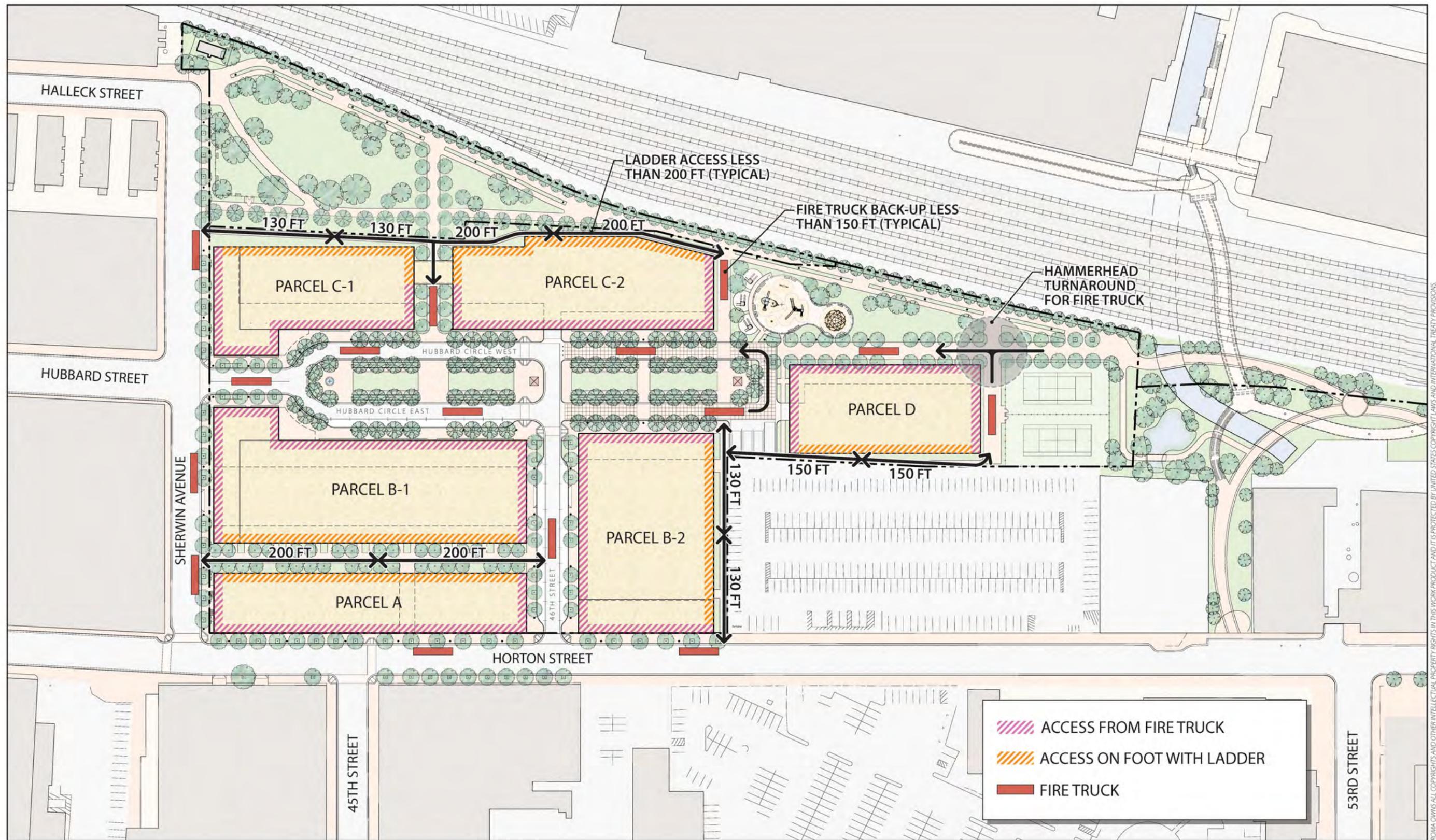


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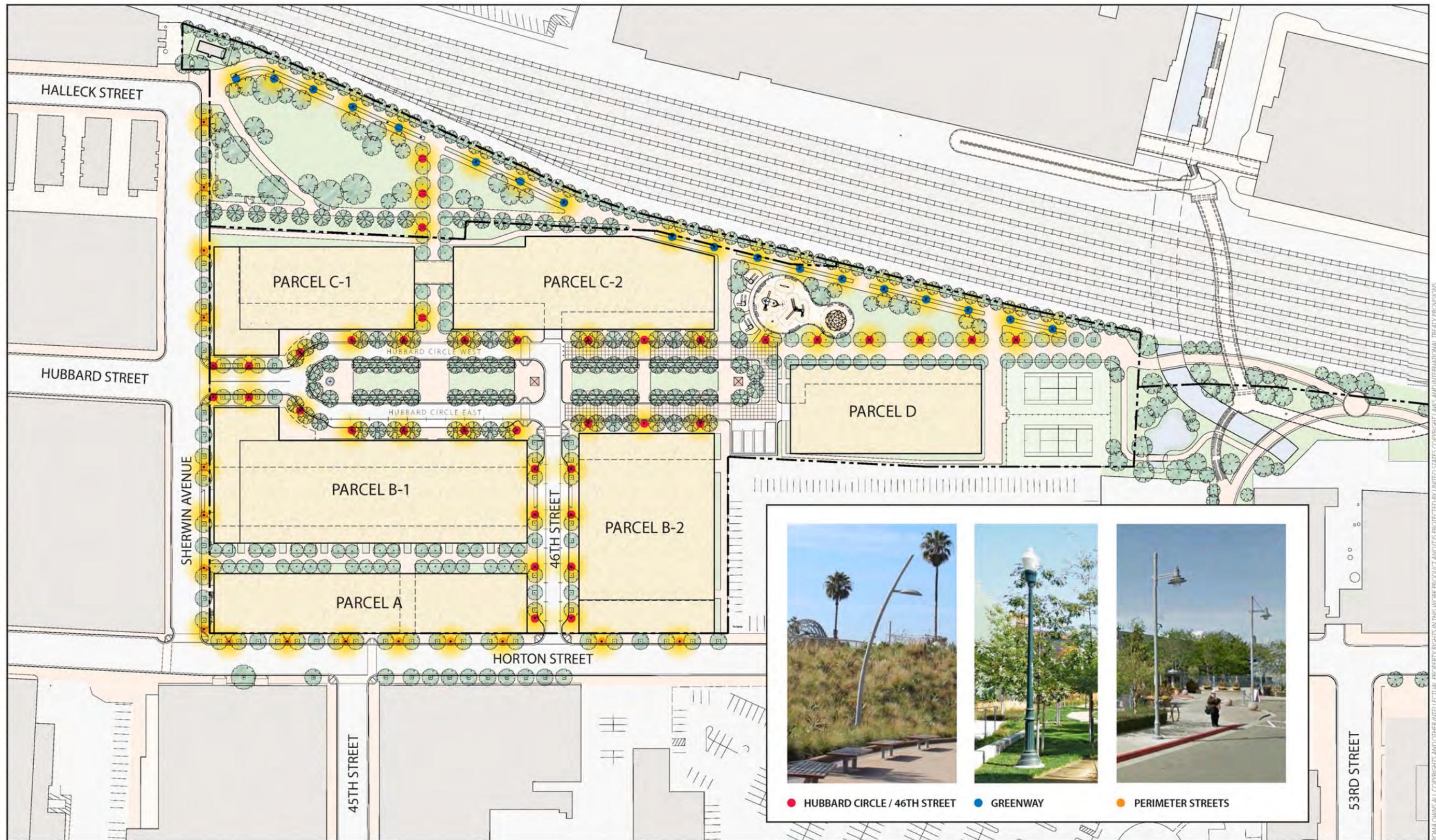


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OPTION B: PEDESTRIAN CIRCULATION

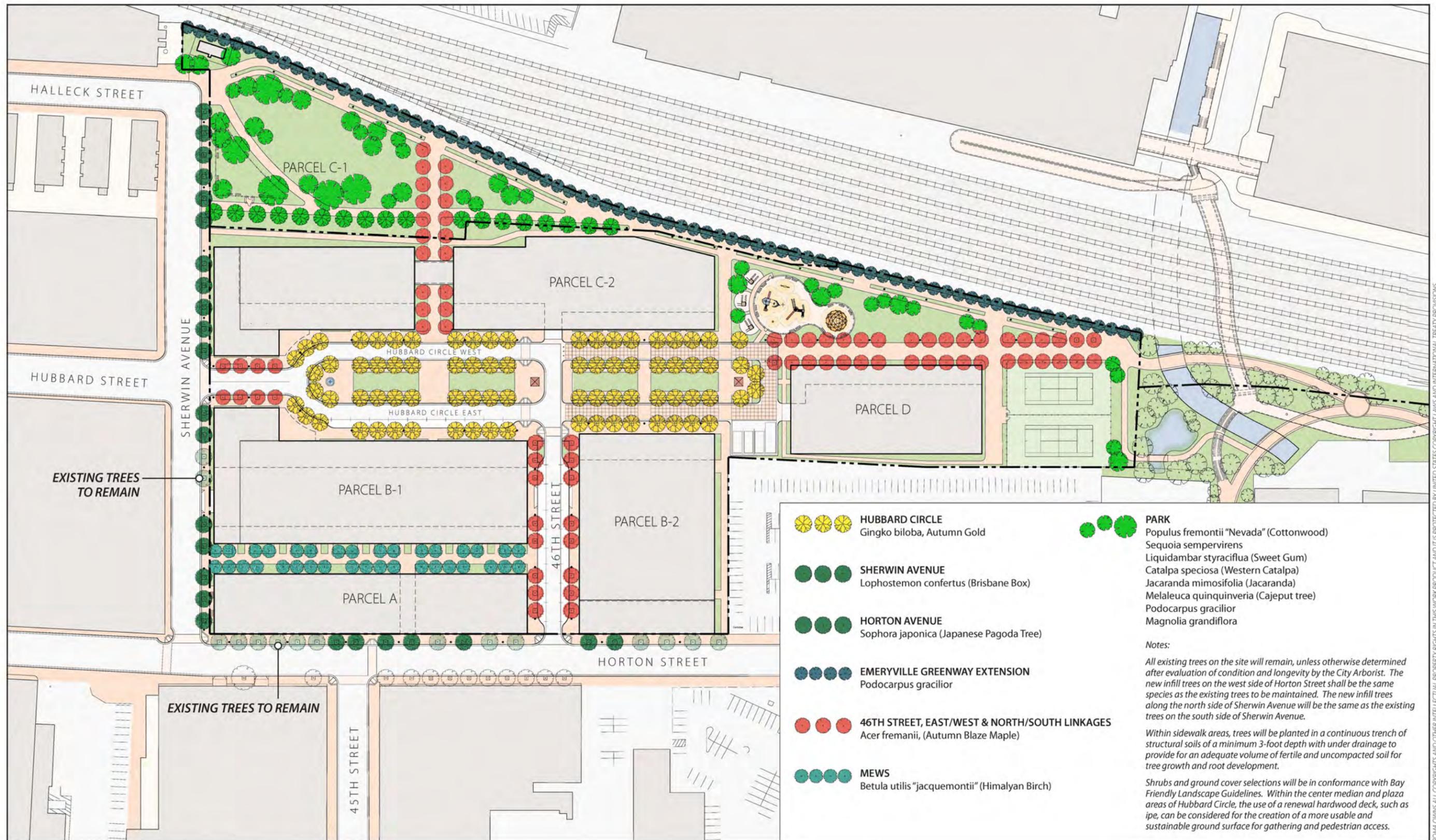


OPTION B: FIRE ACCESS PLAN



OPTION B: LIGHTING PLAN





OPTION B: LANDSCAPE PLAN



Bike / Pedestrian Path



Open Meadow



Dog Park



Sports Courts



Central Plaza



Central Plaza



Children's Playground



Adult Fitness

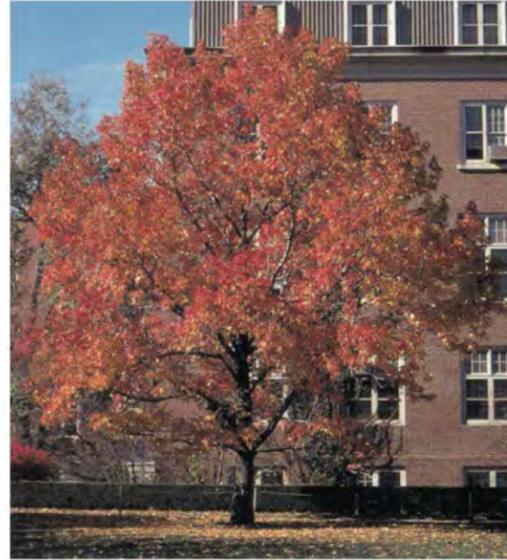
OPTION B: OPEN SPACE PRECEDENTS

SHERWIN WILLIAMS PRELIMINARY DEVELOPMENT PLAN SUBMITTAL

JANUARY 20, 2015 • PREPARED FOR LMC EMERYVILLE | INVESTOR LLC BY ROMA DESIGN GROUP IN ASSOCIATION WITH LPAS AND BKF



Populus fremontii "Nevada" (Cottonwood)



Liquidambar styraciflua (Sweet Gum)



Jacaranda mimosifolia (Jacaranda)



Betula utilis "jacquemontii" (Himalyan Birch)



Ginkgo biloba, Autumn Gold



Acer fremanii, (Autumn Blaze Maple)

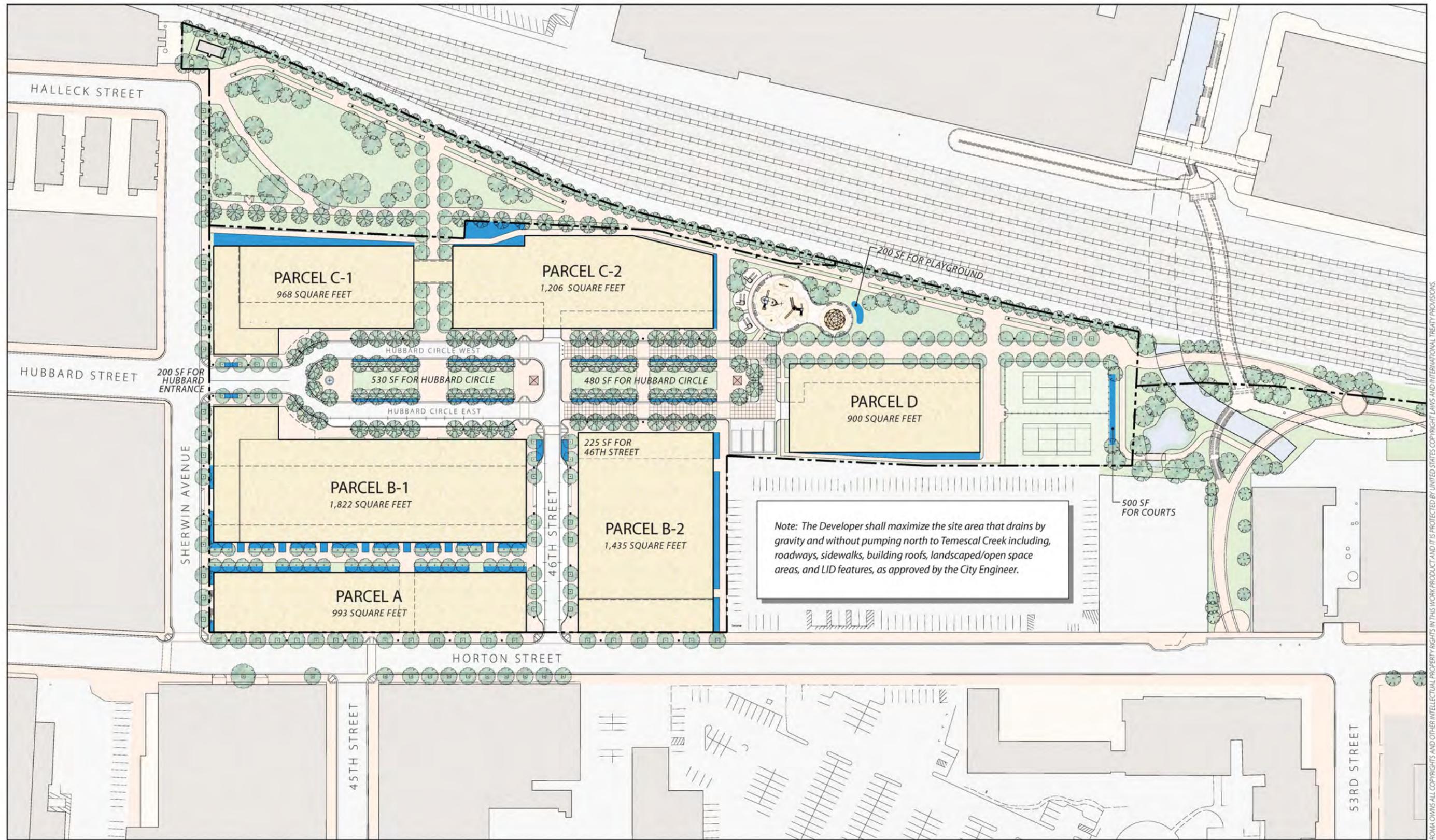


Lophostemon confertus (Brisbane Box)



Podocarpus gracilior

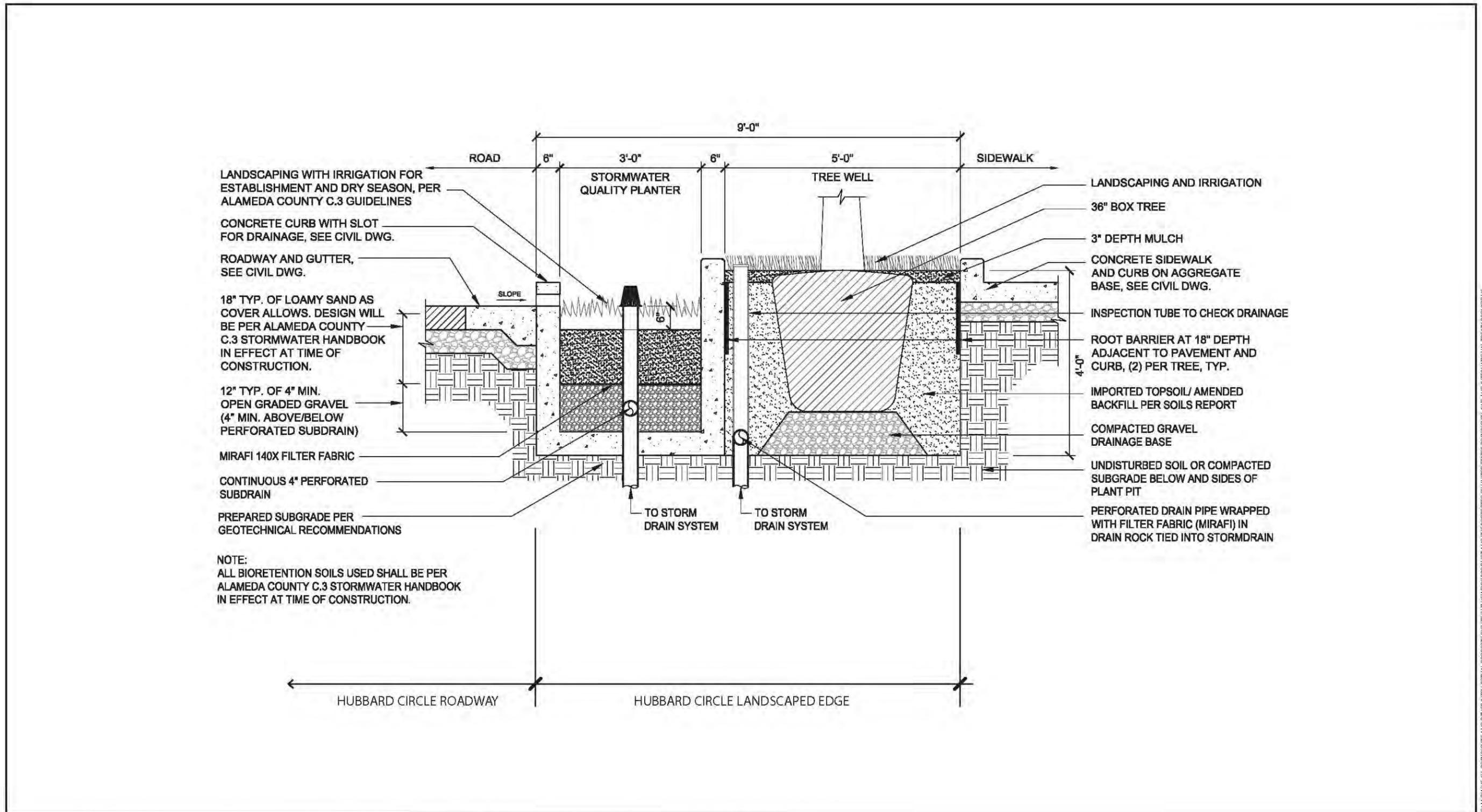
OPTION B: LANDSCAPE PRECEDENTS



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OPTION B: STORMWATER TREATMENT CONCEPT PLAN





TYPICAL SECTION FOR STORMWATER AND STREET TREE PLANTERS



255 SHORELINE DR. STE. 200
REDWOOD CITY, CA 94065
650/426-5300
650/426-5306 (FAX)

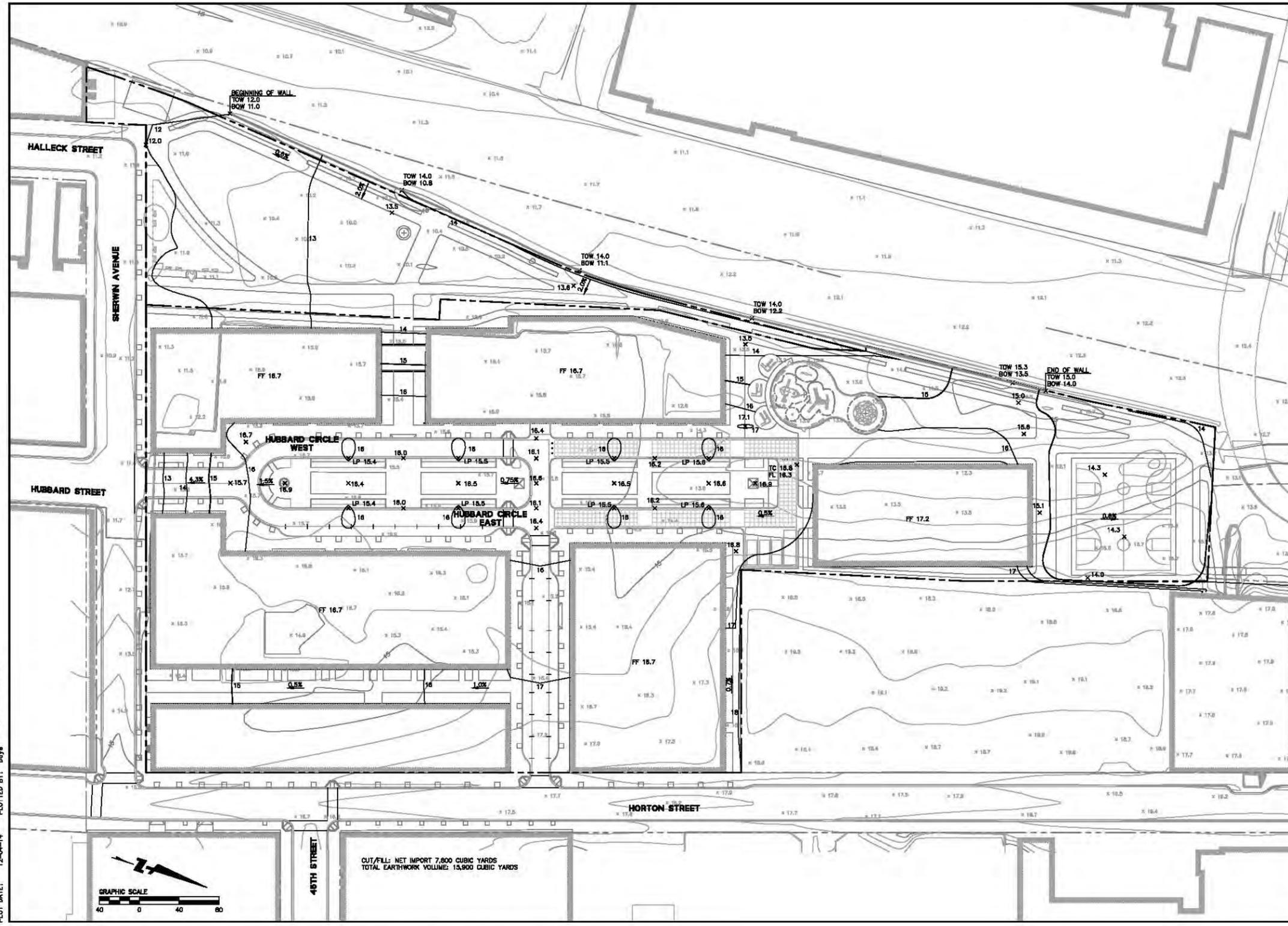
CALIFORNIA

SHERWIN WILLIAMS
CONCEPTUAL GRADING PLAN
OPTION B

ALAMEDA COUNTY

CITY OF EMERYVILLE

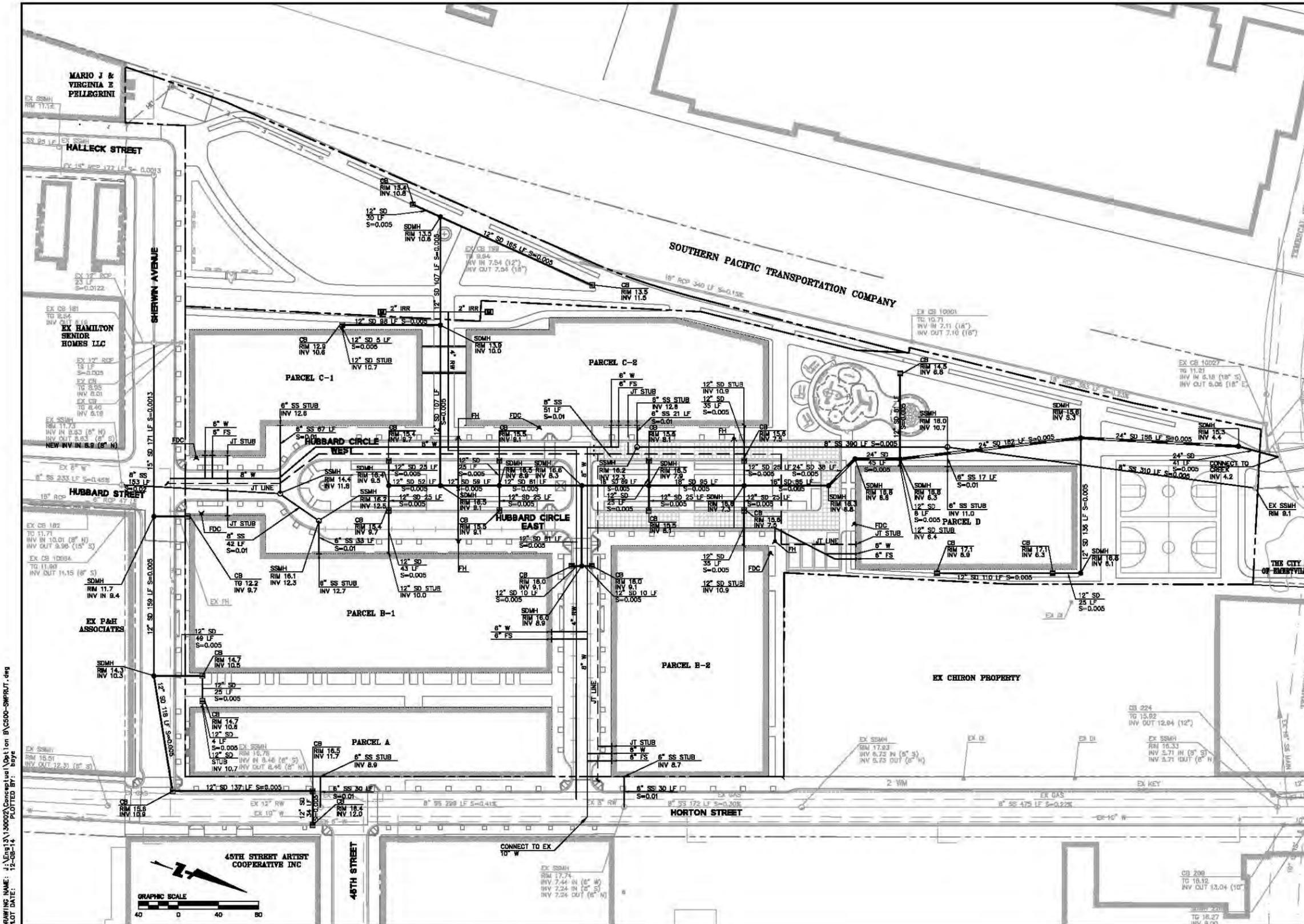
DRAWING NAME: J:\Projects\130002\Conceptual\Opt B\CA100-Sherwin.dwg
PLOT DATE: 12-04-14
PLOTTED BY: boys



CUT/FILL: NET IMPORT 7,800 CUBIC YARDS
TOTAL EARTHWORK VOLUME: 13,900 CUBIC YARDS

Revision	
No.	
Date	12/04/2014
Scale	1" = 40'
Design	RGB
Drawn	MOT
Approved	TRM
Job No	20130002
Drawing Number:	Q

OPTION B: CONCEPTUAL GRADING PLAN



BKF
ENGINEERS/SURVEYORS/PLANNERS

255 SHARLINE DR. STE. 200
REDWOOD CITY, CA 94063
650/482-8300
650/482-8388 (FAX)

CALIFORNIA
SHERWIN WILLIAMS
CONCEPTUAL UTILITY PLAN
OPTION B
ALAMEDA COUNTY
CITY OF EMERYVILLE

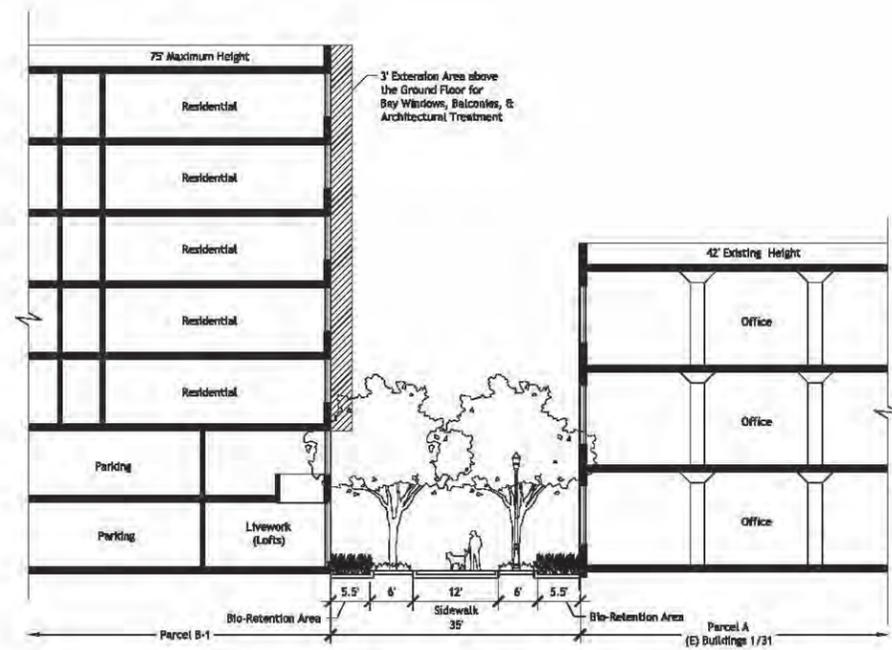
Revision	
No.	
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Scale	1" = 40'
Design	RWB
Drawn	BPS
Approved	TRW
Job No.	2014002
Drawing Number:	

DRAWING NAME: I:\Eng\1\30002\Conceptual\Option B\CONCEPTUAL.dwg
PLOT DATE: 12-08-14 PLOTTED BY: baye

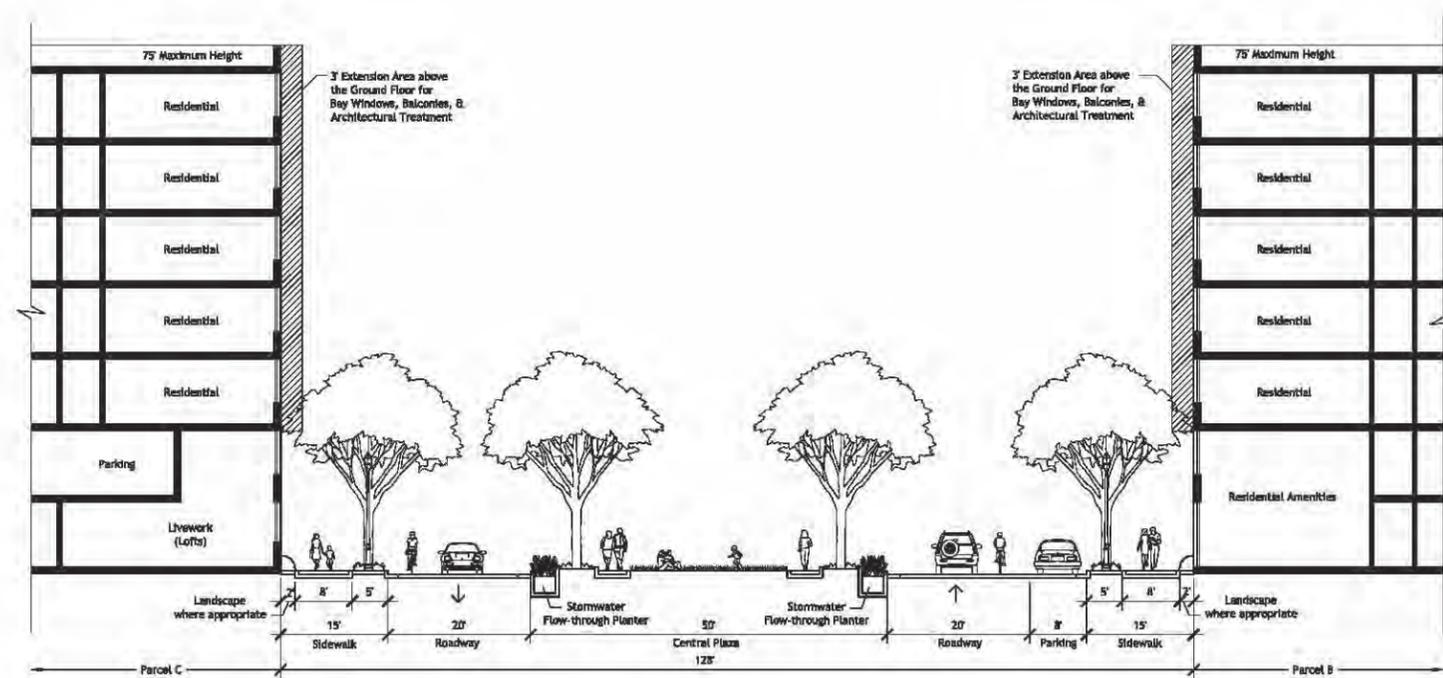
OPTION B: CONCEPTUAL UTILITY PLAN



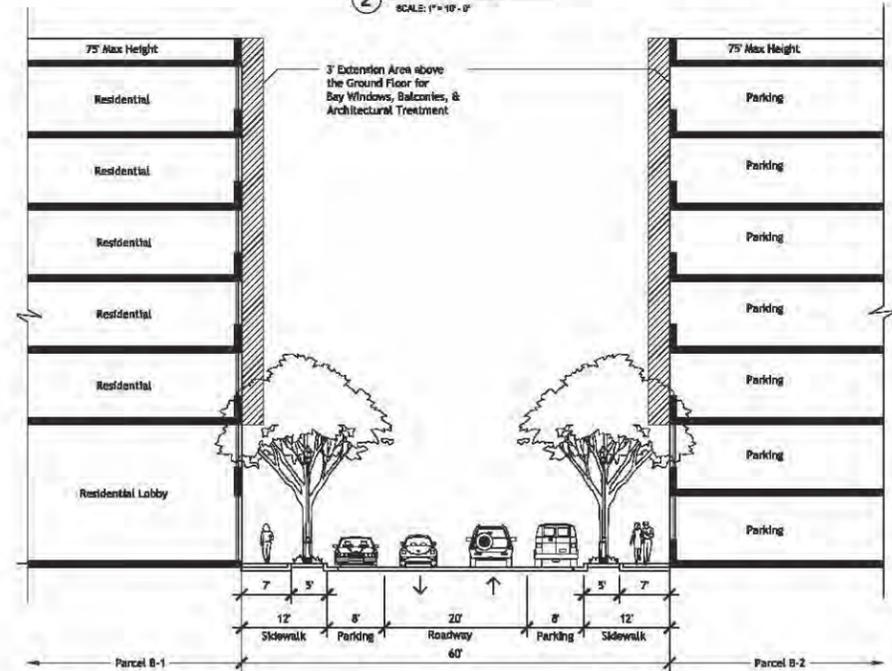
OPTION B: ILLUSTRATIVE DEVELOPMENT CONCEPT



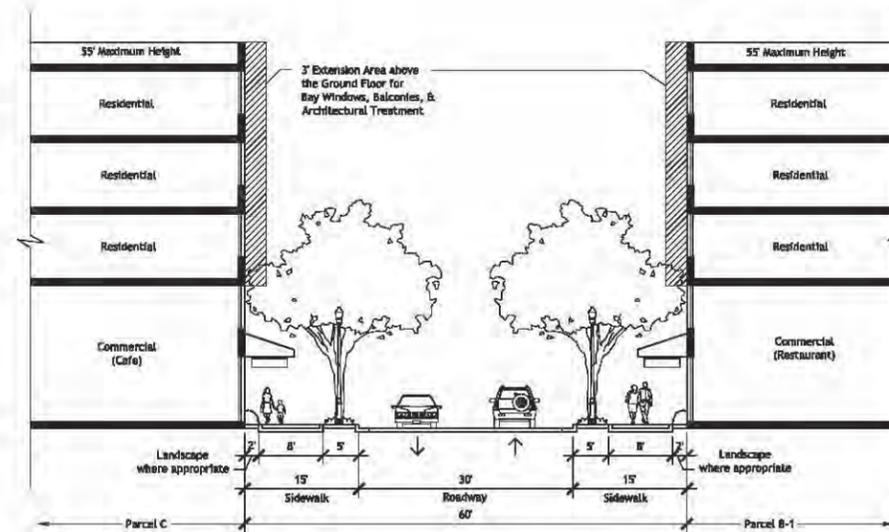
2 PEDESTRIAN MUSE
SCALE: 1" = 10' - 0"



3 HUBBARD CIRCLE
SCALE: 1" = 10' - 0"

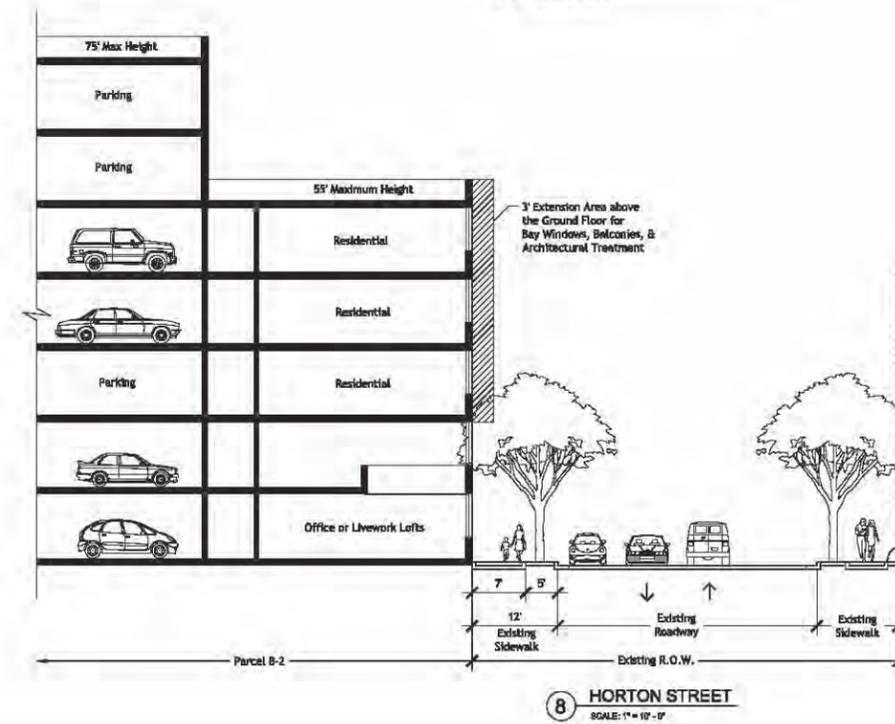
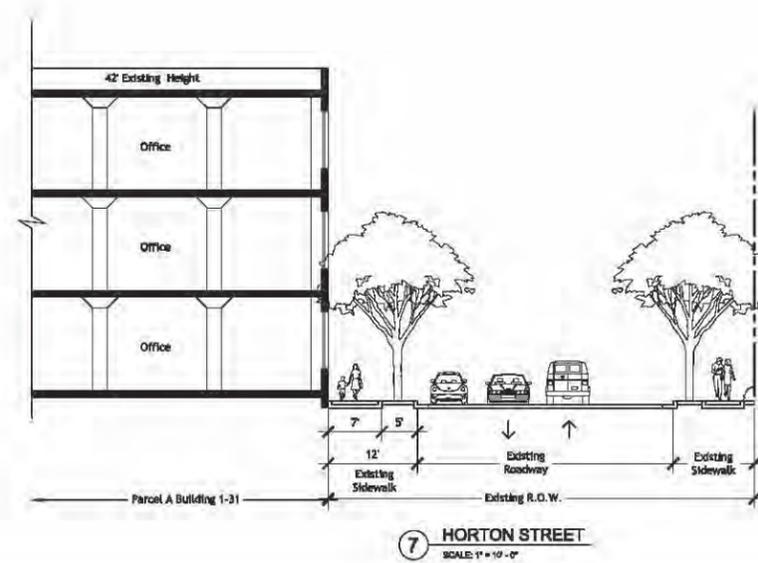
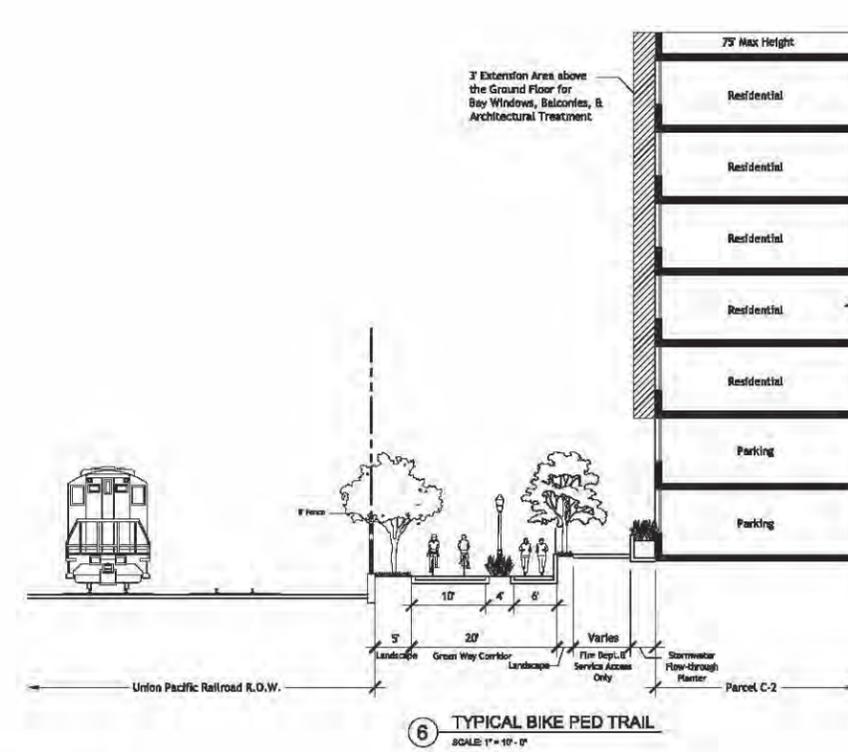
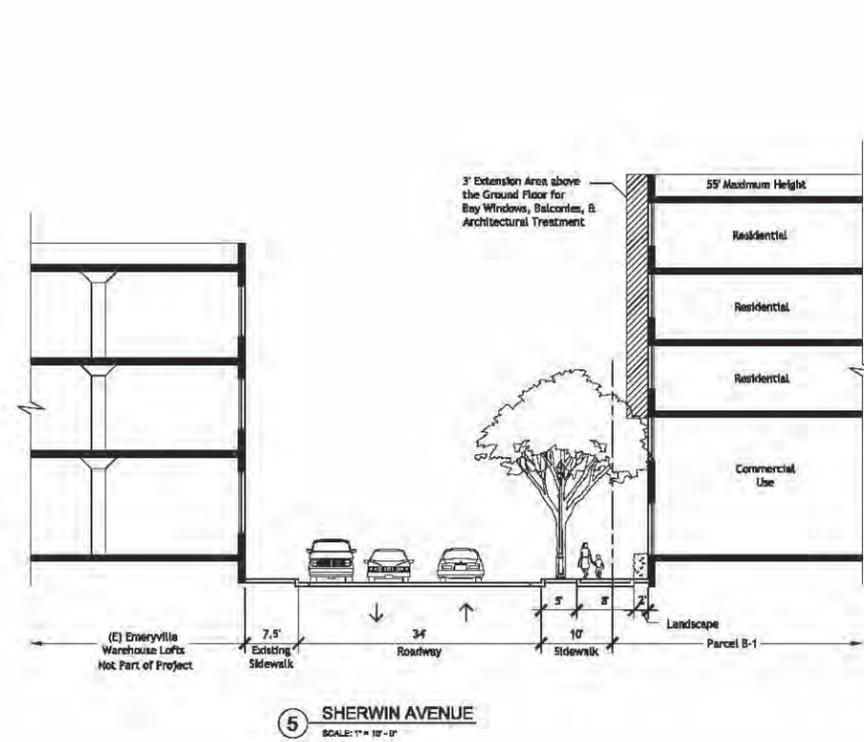


1 46TH STREET ENTRANCE
SCALE: 1" = 10' - 0"



4 HUBBARD STREET ENTRANCE
SCALE: 1" = 10' - 0"

OPTION B: STREET SECTIONS (INTERNAL)

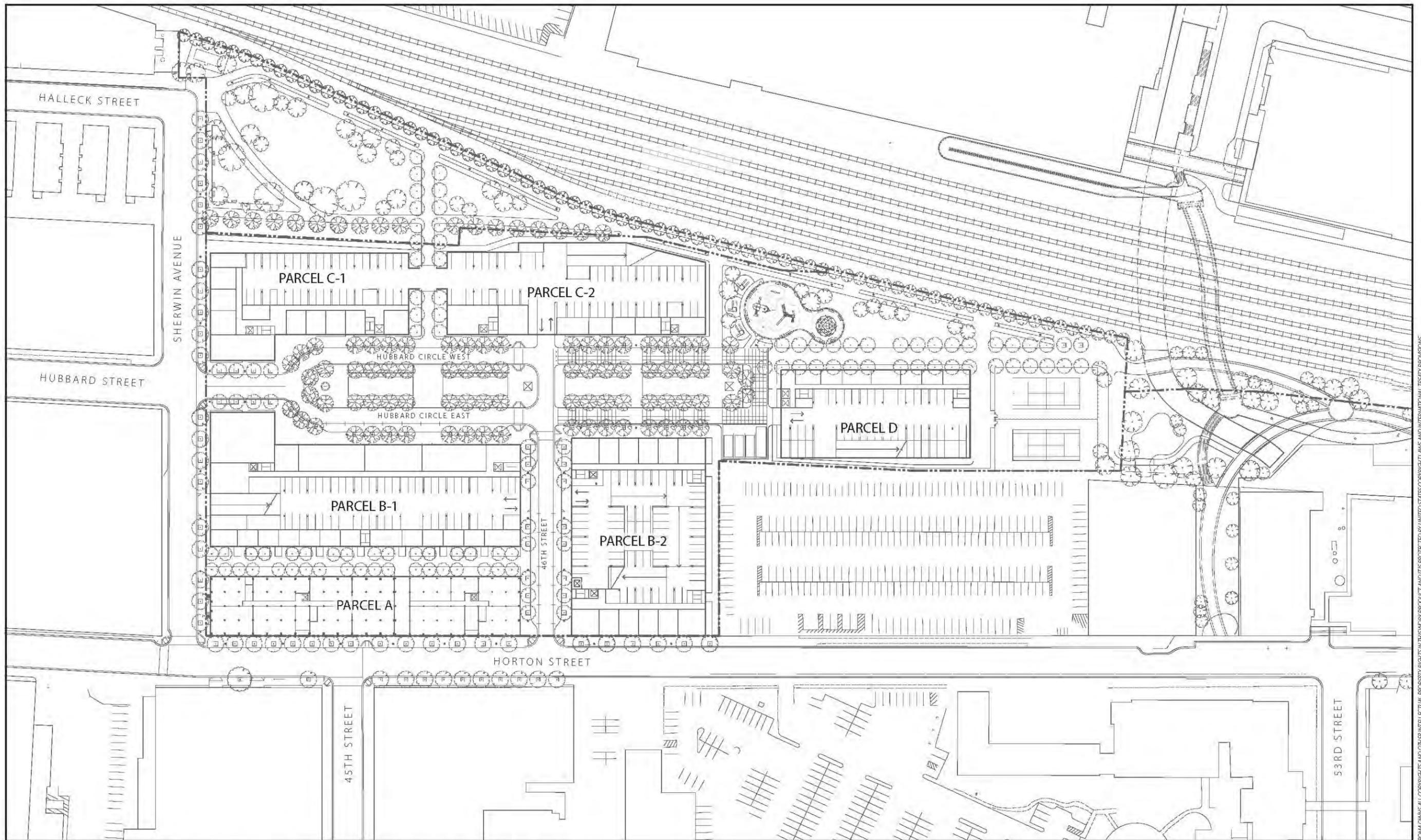


OPTION B: SITE DEVELOPMENT PLAN (PERIMETER)

SHERWIN WILLIAMS PRELIMINARY DEVELOPMENT PLAN SUBMITTAL

JANUARY 20, 2015 • PREPARED FOR LMC EMERYVILLE | INVESTOR LLC BY ROMA DESIGN GROUP IN ASSOCIATION WITH LPAS AND BKF

PROJECT GRAPHICS: PAGE 39



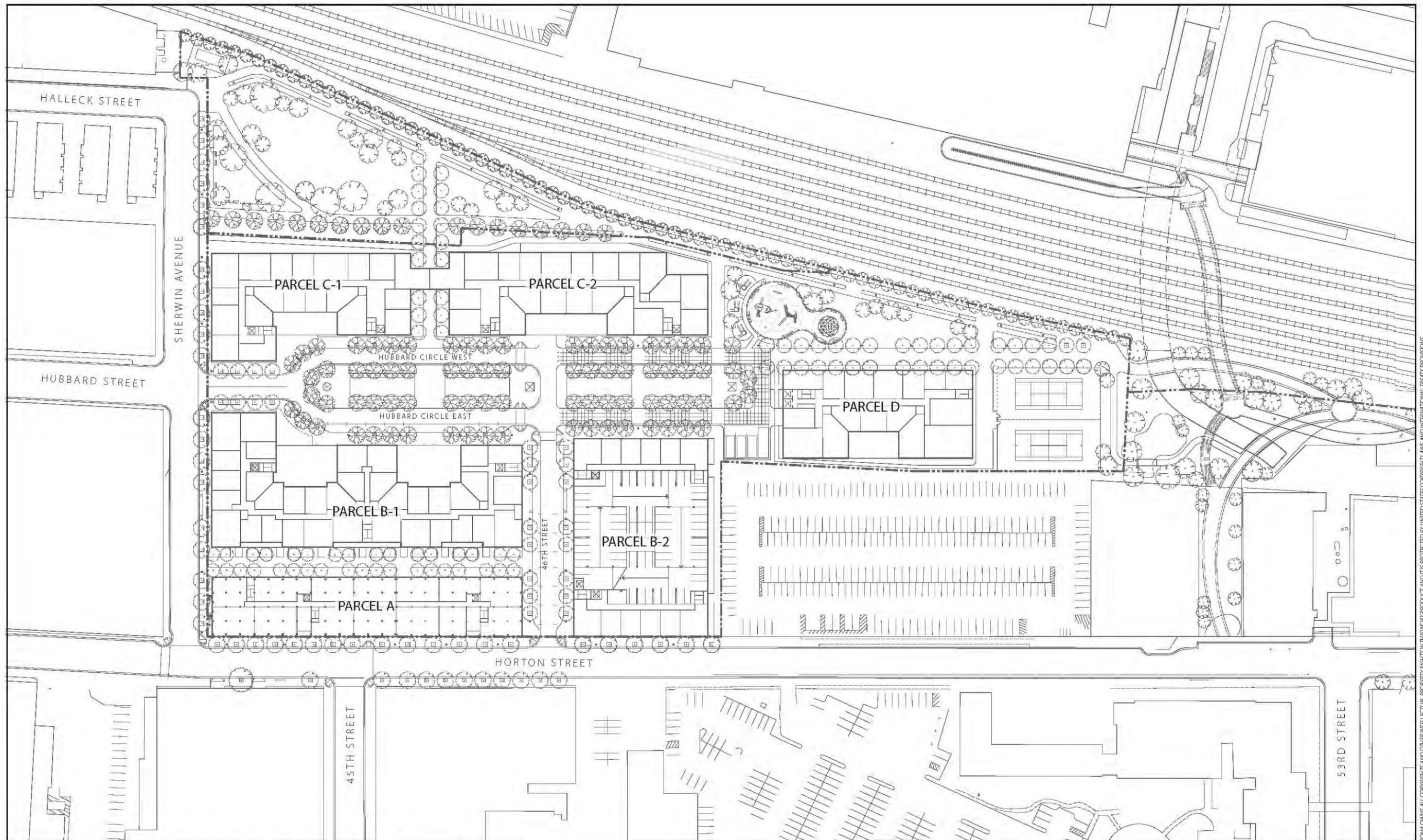
OPTION B: ILLUSTRATIVE GROUND LEVEL PLAN

SHERWIN WILLIAMS PRELIMINARY DEVELOPMENT PLAN SUBMITTAL

JANUARY 20, 2015 • PREPARED FOR LMC EMERYVILLE I INVESTOR LLC BY ROMA DESIGN GROUP IN ASSOCIATION WITH LPAS AND BKF

PROJECT GRAPHICS: PAGE 40

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OPTION B: ILLUSTRATIVE UPPER LEVEL PLAN

