

EMERYVILLE PLANNING COMMISSION

STAFF REPORT

Agenda Date: December 13, 2018

Report Date: December 6, 2018

TO: Planning Commission

FROM: Community Development Department
Miroo Desai, Senior Planner

SUBJECT: **Study Session I: Onni Christie Mixed-Use Project (UPDR18-003)**

PROJECT LOCATION: 5801 and 5681 Christie Avenue
(APNs: 49-1494-3-2 and -4-8)

OWNER: 5801 Christie Owner LLC
P O Box 59365
Schaumburg, IL 60159

APPLICANT: Onni Group (Nathan Pitters)
315 W 9th Street, Suite 801
Los Angeles, CA 90015

PROJECT DESCRIPTION: Study session to review a proposed mixed use project on a 3.76-acre site at 5801-5861 Christie Avenue, including a 54-story residential tower with 638 units, a 16-story office tower with approximately 238,000 square feet of office space, about 20,000 square feet of ground floor retail space, and 1,105 parking spaces. The project will include a new half-acre public park fronting Christie Avenue and will retain the existing 87,410 square foot office building occupied by Wells Fargo Bank and other commercial tenants. The existing one-story, approximately 44,000 square foot building that is occupied by Allegro Ballroom and other commercial tenants will be demolished.

GENERAL PLAN: Mixed Use with Residential, Major Transit Hub, and Other Park Opportunity

ZONING DISTRICT: Mixed Use with Residential (MUR); Transit Hub Overlay (TH); and Pedestrian Priority Overlay Zone (PP)

ENVIRONMENTAL STATUS: To be determined

RECOMMENDED

- COMMISSION ACTION:** 1) To hear a presentation of the proposed project.
 2) To provide direction and comment to the applicant and staff

BUILDING SITE AND SURROUNDINGS

The project site consists of two parcels totaling approximately 3.76 acres and is developed with two buildings used primarily as office and commercial space. The site is bounded by Christie Avenue on the east and Interstate 80 on the west. Denny’s restaurant and 76 Gas Station are located on adjacent parcels south of the property; an office building and parking for the Pacific Park Plaza condominium tower are located on the north. There is a north-south access easement running between the southern property line and Powell Street providing direct vehicular access from the property to Powell Street. (See Sheet 0.12: Site Survey). A large surface parking lot currently serves parking needs for office and commercial tenants including the Wells Fargo building and Allegro ballroom. The project site is located about 100 feet north of the Powell Street and Christie Avenue intersection with neighboring areas developed with commercial entities such as Powell Street Plaza, LAZ-Boy, Hyatt House Hotel and Sheraton Four Points Hotel. The Emeryville Public Market is about 500 feet to the northeast.

PROJECT PROPOSAL

The project involves demolition of the existing one-story, approximately 44,000 square foot building that is occupied by Allegro Ballroom and other commercial tenants, retention of the 87,410 square-foot office building occupied by Wells Fargo Bank and other commercial tenants and construction of two new towers and a new half-acre park.

The project will entail construction of 628 rental residential units, 238,000 square-feet of new office space, 20,000 square feet of new ground floor retail and 1,105 parking spaces accommodated in six floors of podium parking. The existing 87,410 building will continue to be used as office space.

The table below provides the division of uses and height of buildings in the proposed development.

	Residential Units (#)	Office Space (sq. ft.)	Ground Floor Retail (sq. ft.)	Height/stories (ft/#)	Parking (spaces)
Residential Tower	638	-	10,000	683’/54	1,105
Office Tower	-	238,000	10,000	202’/16	
Existing Building	-	87,410	-	85’/7	-
TOTAL	638	325,410	20,000		1,105

Site Plan and Circulation: Sheets 1.0 (Site Plan) and 5.4 (Circulation: Vehicular and Parking Access) illustrate the layout of the proposal and how circulation is proposed to work. The 54-story residential tower fronts Christie Avenue occupying the southeast corner of the site, while a half-acre park is sited along the northeast corner. A driveway between the residential tower and the park is the main vehicular access that will lead to the residential parking entry on the west side of the residential tower and commercial parking entry of the new office tower that is sited along the parcel’s northern property line. Additional vehicular access occurs along the southern property line that accommodates loading activities for the residential tower as well as an additional access for vehicles. Sheets 5.4 (Circulation: Vehicular and Parking Access) and 5.5 (Parking Circulation Plan). Sheet 5.3 (Circulation: Pedestrian and Bicycle) shows the pedestrian and bicycle circulation. A 20-foot wide bicycle and pedestrian path is shown running along the site’s northern and western property lines (See Sheet 0.12: Site Survey and Sheet 5.3: Circulation: Pedestrian and Bicycle).

Residential Tower:

The ground/first floor of this 54-story, 683-foot building accommodates 10,000 square feet of commercial space primarily fronting Christie Avenue, a large lobby and entry for residential parking and loading, and other back-of-house uses (See Sheet 1.01: Ground). There is a six-level parking podium that connects the residential tower and the office tower (See Sheet 3.0: Sections); Sheet 1.02 shows the typical parking layout on these levels, and Sheets 5.6 and 5.7 provide more detail.

The building accommodates a total of 638 units. Sheet 0.02B provides a breakdown by each floor. A typical floor (Floor 9 to 49) includes 15 units which is a mix of 3 studios, 6 one-bedroom units, 2 one-bedroom units with a den, 3 two-bedroom units and 1 three bedroom units (See Sheet 1.11: Typ. Resi Twr – Layout A). The top five floors are penthouse units with three “sub-penthouse” floors each accommodating 2 one-bedroom + den units, 1 two-bedroom unit and 4 three-bedroom units, and the top two penthouse floors accommodating a single large three-bedroom unit.

The unit-mix for the project is summarized below:

Type	Count (#)	Percentage of Total (%)
Studios	126	19.7%
One-bedroom Units	246	38.6%
One-bedroom + Den	86	13.5%
Two-bedroom Units	125	19.6%
Three-bedroom Units	55	8.6%
TOTAL	638	100.0%

Sheet 4.1 provides typical layouts for the different unit types.

Residential Amenities: Residential amenities including a children’s play area that occurs on the podium level on the 8th level (See Sheet 1.03: Podium Overall – Level 8, and Sheet L2.0: Landscape Concept Plan – Podium Level 8). The level 8 podium also includes a common lawn

area, a central patio, a covered BBQ area as well as a lounge area with chairs and fire pits. (See Sheets L2.0 and L2.1). On the 19th level there is a “Pool Amenity Deck” bridging between the residential and office towers with a swimming pool and associated outdoor eating and social area, a kitchen area, a sun deck and landscaping (See Sheet L3.0)

Office Tower:

This is a 16-story, 202-foot office building accommodating 238,000 square foot of office space. The ground floor includes 10,000 square foot of commercial space fronting the new park, office lobby and bicycle storage (See Sheet 1.01: Ground). Sheet 1.14 shows a typical office floor. Amenities for the office tower occur on the level 8 podium and include a sunset deck, fitness/yoga area, meeting areas with associated furniture and landscaping (See Sheet L2.0 and L2.1 for details).

Existing Building:

No changes are proposed to the existing, 87,410 square-foot office building that houses Wells Fargo bank and other commercial tenants.

Public Open Spaces:

Sheet L1.0 provides a preliminary landscape plan for the proposed half-acre park along Christie Avenue. This includes an informal lawn area, plaza area with patio seating, and retail frontage with seating. Approximately 15,000 square feet of green area along the western property line fronting Interstate-80 is also proposed where there is currently surface parking. There is an approximately 20-foot wide perimeter multi-use (bicycle and pedestrian) path along the northern and western property lines.

Design:

The plan set breaks down the methodology by which the current design evolved. Site Context (Sheets 0.03 and 0.04) and Policy Context (Sheets 0.07 to 0.08) are used to arrive at the Design Rationale (Sheets 0.09 and 0.10) in the context of Emeryville’s existing tall buildings (Sheet 0.11). Sheets 0.17A and 0.017B provide concept ideas for Tower Plan and Elevation (Sheets 0.18 and 0.19). Renderings from different viewpoints are shown on Sheets 0.20 to 0.28).

The applicant will provide further details regarding materials and design details at the Study Session presentation.

CONFORMITY TO GENERAL PLAN AND PLANNING REGULATIONS

General Plan

Land Use: The General Plan Land Use Diagram (Figure 2-2) classifies the project site as “Mixed Use with Residential”, which is described as (Section 2.4): “One or more of a variety of residential and non-residential uses including but not limited to offices, retail and hotel.” The project is consistent with this description as it provides multi-unit residential uses, 325,410

square feet of office space and approximately 20,000 square feet of commercial space. The General Plan Land Use Diagram also designates this location as being in a Major Transit Hub and as an Other Park Opportunity site. The former is implemented through the Transit Hub (TH) overlay zone (see below). The latter is implemented through the Parks and Recreation Strategic Plan, which calls for a one-half acre public park at this location.

Zoning District

The base zoning district for the site is “Mixed Use with Residential” (MUR), which allows for a variety of commercial uses as well as multi-unit residential use.

The site is also in the Transit Hub (TH) overlay zone, where all parking requirements are reduced by 50%, and in Pedestrian Priority (PP) overlay zone, which calls for wider sidewalks in compliance with the Emeryville Design Guidelines. This is further discussed below.

Use Classification

Multi-Unit Residential is a by-right use in this district. Small Retail (up to 5,000 square feet) is also a by-right use. Larger retail, restaurants, and other commercial uses are allowed with a conditional use permit. However, as the parcel size is between 1 and 5 acres, a conditional use permit and a mix of uses is required for the entire development pursuant to Section 9-3.303(b)(2)b of the Planning Regulations. Per Section 9-3.303(b)(2)d, the proportional mix of uses is not prescribed, and shall be determined by the Planning Commission through the conditional use permit approval process. The proposed uses are 638 multi-family units, 325,410 square feet of office space and 20,000 square feet of commercial (non-office) space such as retail, restaurant and other uses.

Residential Density

The maximum residential density for the site is 85 units per acre, and can be increased to 170 units per acre with a conditional use permit and the provision of affordable units and community benefits, based on the number of bonus points needed. Based on 3.76-acre site, the permitted base density calculates to 320 units and 639 units with bonus points. The proposed density of 638 units on 3.76 acres calculates to 169.7 units per acre, which rounds to 170 and is allowed with 100 bonus points $((170-85)/(170-85) \times 100)$.

Floor Area Ratio (FAR)

The maximum Floor Area Ratio for the site is 3.0, and can be increased to a bonus FAR of 6.0 with a conditional use permit and the provision of affordable units and community benefits. The permitted base floor area for the 163,706 square foot site calculates to 491,118 square feet and the maximum bonus floor area for the site is 982,236 square feet. The total floor area for the proposed project including the existing office building, proposed residential tower, and proposed office tower is 982,236 square feet. The proposed FAR for the project is therefore 6.0, which will require 100 bonus points $((6.0-3.0)/(6.0-3.0) \times 100)$.

Height

The site falls within the 75-foot height district, which can be increased to a bonus height of 100+ feet with a conditional use permit and the provision of affordable units and community benefits worth at least 100 points. The proposed heights of the two towers are 202 feet and 638 feet, both above 100 feet. Therefore, the project will require 100 bonus points for height.

Bonus Points

Pursuant to Section 9-4.204, the project as proposed requires 100 bonus points, the greatest of the number of points required for residential density (100), FAR (100), and height (100).

Pursuant to Section 9-4.204(d), the applicant will need to obtain half of the bonus points, rounded up to the next increment of five, by providing affordable units in the project. For the project as proposed, requiring 100 bonus points, this equates to 50 bonus points to be earned from affordable units. In order to obtain 50 bonus points the project will be required to include 17% affordable units, consisting of 3.9% Very Low Income, 5.9% Low Income, and 7.2% Moderate Income units. This equates to 108.46 or 108 affordable units, including 24 Very Low Income, 38 Low Income, and 46 Moderate Income units.

The remaining bonus points must be earned through the provision of community benefits, pursuant to Section 9-4.204(e). Possible benefits include additional public open space, zero net energy, public improvements, additional family friendly units, and a contribution to the City's small business fund. The applicant has not yet specified how the community benefit bonus points will be obtained.

Unit Mix and Family-Friendly Design

Section 9-5.2003 requires that Multi-Unit Residential developments of 10 units or more must provide at least 50% of units with two or more bedrooms, including at least 15% of units with three or more bedrooms, and no more than 10% studio units. The proposed mix of this 638-unit project is 126 studios (19.7%), 332 one-bedroom units (including one-bedroom with den) (52.1%), 125 two-bedroom units (19.6%) and 55 three-bedroom units (8.6%). The proposed mix does not comply with the unit mix requirement. The proposal exceeds the number of studios permitted, contains only 28% two and more bedroom units instead of the required 50%, and provides only 8.6% three-bedroom units instead of the required 15%. A preliminary review of the two- and three-bedroom unit plans indicate that they may need to be revised in order to comply with the Family Friendly Design Guidelines.

Section 9-5.2005 provides for an exception to the unit mix and design requirements. This requires that the entire project be approved by the City Council upon a recommendation from the Planning Commission, based on a finding that "There is a demonstrated need for a housing type or types that deviate from the unit mix and/or design requirements of this Article. The importance of meeting this need outweighs the importance of compliance with these requirements."

Ownership Housing

Section 9-5.2007 requires that Multi-Unit Residential projects seeking development bonuses must have a condominium map recorded for the project, although it may be operated as a rental project with the developer retaining ownership of all units. If the developer elects to sell the individual units and operate it as an ownership project, additional requirements will apply.

Transportation Demand Management (TDM)

Section 9-5.2008 requires the applicant to submit a TDM plan for the approval of the Planning Commission, to ensure that the average Vehicle Miles Traveled (VMT) by residents of the development is less than the average citywide VMT. Alternatively, if the development obtains GreenTRIP Certification from TransForm, or other equivalent certification, the TDM requirement is deemed to have been met. The applicant has not yet submitted a proposed TDM plan or evidence of GreenTRIP Certification.

Parking and Loading

Vehicular Parking: The 638-unit project will trigger an estimated parking demand of 638 resident spaces (1 space per unit), 128 guest spaces (0.2 spaces per unit). For the office space the estimated demand is 773.8 spaces (2.4 spaces per 1,000 square feet of office space excluding the first 1,500 square feet of both the existing and new office buildings), $((325,410-3,000) \times 2.4/1000)$; and for other non-office commercial spaces the estimated demand is 55.5 spaces $((3 \text{ spaces per } 1,000 \text{ square feet of commercial space excluding the first } 1,500 \text{ square feet}), ((20,000-1,500) \times 2.4/1000)$.

The minimum parking requirement is 33% less than the estimated demand and the maximum allowed is 10% more than the estimated demand. However, the project is in the Transit Hub (TH) overlay zone that reduces all required parking by 50 per cent. Below are parking demand estimates and required parking including the 50% reduction mandated by the TH zone:

Residential Parking Estimate:	638 spaces
Residential Guest Parking Estimate:	128 spaces
Residential Parking Requirement:	213 – 351 spaces
Residential Guest Parking Requirement:	43 – 70 spaces
Total Residential Parking Requirement:	256 – 421 spaces
Commercial (Office) Parking Estimate:	774 spaces
Commercial (Non-Office) Parking Estimate:	56 spaces
Commercial (Office) Parking Requirement:	258 – 426 spaces
Commercial (Non-Office) Parking Requirement:	19 – 31 spaces
Total Commercial Parking Requirement:	277 – 457 spaces
Total Parking Requirement:	533 – 878 spaces

The project provides 1,105 parking spaces, including 690 residential spaces and 415 office/commercial spaces. Thus, the proposed residential parking exceeds the maximum, while the office/commercial parking is within the allowable range. Section 9-4.404 (h) allows the applicant to propose parking that is above the maximum subject to a conditional use permit. To grant a such a conditional use permit, the Commission must make findings that the applicant has demonstrated that the additional parking is required to meet the anticipated demand and that provision of more parking will not adversely affect transit, bicycle or pedestrian access to the site and will not result in an over dependence on automobiles.

Bicycle Parking: The residential use will trigger 11 - 18 short term bicycle spaces (one per every four guest automobile parking spaces) and 638 long term residential bicycle spaces (one covered space for each dwelling unit). The commercial (office) space will trigger 26 to 43 short term and 26 – 43 long term bicycle spaces (one short-term space and one long-term space for every 10 automobile parking spaces for the commercial use); and the commercial (non-office) space will 2 – 3 long term spaces and 2 – 3 short spaces.

The note on Sheet 0.02C indicates that the project will provide 638 long term residential bicycle parking spaces, 31.9 short term residential bicycle spaces, 82.9 long term commercial bicycle spaces and 63.8 short term bicycle spaces. These numbers meet the minimum bicycle parking requirements. However, the location of the short term and long term residential and commercial spaces has not yet been delineated. “Bicycle storage” space is shown on the ground level of the office parking. Long term residential parking will need to be accommodated in the residential tower and short-term parking spaces will need to be spread between the entrances and around the ground level open spaces.

Loading: The project will trigger 2 small and 2 medium loading spaces for residential development. The office space will trigger 2 medium spaces and 1 large space, and the non-office commercial space will trigger 1 small loading space. Sheet 1.01 shows loading areas in both the towers but it is not clear whether it meets the required number with the required dimensions. Note that Section 9-4.409(c) stipulates that, in approving a project, the Planning Commission may modify the number and size of required loading spaces because of the nature of the use or the design of the project.

Tower Separation:

Section 9-4.202(f) of the Planning Regulations states that in the 100+ height district, buildings over 100 feet in height shall be separated from each other by a minimum horizontal distance equal to no less than the height of the taller building. The height of the taller building on the project site is 683 feet whereas the distance between the two towers is approximately 100 feet. The project, therefore, does not meet this requirement.

Open Space

Proposed open space is illustrated on Sheet 4.2, although no dimensions, square footages, or design details are given. The requirements for the residential and commercial uses are discussed below.

Multi-Unit Residential Uses: Section 9-4.303(a)(2) requires new Multi-Unit Residential buildings to provide a minimum of 60 square feet of open space per dwelling unit or live/work unit, consisting of 40 square feet of private open space and 20 square feet of common open space. Where infeasible to provide private open space, common open space may be substituted for private open space at a ratio of 2:1, or 80 additional square feet of common open space per non-compliant unit. Enough information has not been provided at this stage to determine the project's compliance with the open space requirements, although the plans appear to indicate that the open space requirements will be met through private balconies, common terraces, and the podium spaces.

Commercial Uses: Section 9-4.303(a)(3) requires new commercial buildings or additions that exceed 100,000 square feet to provide a minimum area of common open space and/or Privately Owned Public Open Space (POPOS) that totals at least five percent of the gross floor area. Included in this requirement, the developer must provide a minimum area of POPOS that totals at least one percent of the gross floor area. For the proposed 238,000 square feet of new office space and 20,000 square feet of new retail space, this equals 12,900 square feet of open space, including a minimum of 10,320 square feet of common open space and a minimum of 2,580 square feet of POPOS. Enough information has not been provided at this stage to determine the project's compliance with these requirements, although the plans appear to indicate that the common open space requirement can be met through the podium office amenity spaces. Sheet L1.0 identifies the proposed multi-use paths along the north and west property lines as "POPOS' Multi-Use Path"; alternatively, the POPOS requirement might be met through the proposed ground level common green space, also shown on Sheet L1.0. Note that the half-acre public park, required by the General Plan and Parks and Recreation Strategic Plan, cannot be counted towards the POPOS requirement.

Design Guidelines

The General Plan designates the project site area as a Pedestrian Priority Zone, and Christie Avenue as a Green Street. Pursuant to the Emeryville Design Guidelines, Green Streets take priority over Pedestrian Priority Zones. Therefore, Christie Avenue frontage must comply with the provisions for Greenways and Green Streets (Guidelines I-19 through I-28), which require a 15-foot wide sidewalk corridor with a minimum 8-foot clear pedestrian pathway, a 5-foot landscaped area, and a 2-foot building entry/public space between the pedestrian pathway and the adjacent private property. Other applicable design guidelines include that building and unit entrances should front the public pathway, public-oriented uses should be located at ground level, and parks and plazas should be located along the street to allow places to linger, sit, and contemplate. Enough information has not been provided at this stage to determine the project's compliance with these design guidelines.

In addition, the project is subject to other applicable provisions of the Emeryville Design Guidelines in conjunction with the Design Review process. These include, but are not limited to, guidelines for sidewalks and landscaping; parking and access; site planning; building massing; building form and articulation; architecture and building materials; open space; mixed use developments; retail uses; office and residential building types.

Public Park

As noted above, the General Plan, Figure 2.2: Land Use Diagram designates the project site as “Other Park Opportunity”. The City’s Parks and Recreation Strategic Plan envisions a half-acre park at this location that accommodates play for children, socializing and relaxing, picnicking and as a lunch area. The Plan’s Site Recommendations include a plaza park with “central fun and beautifying feature”, with the central feature being an art feature or a decorative and interactive fountain. The recommendations also include seating walls and flexible seating and tables. Attached is the full description of this park site outlined in the Parks and Recreation Strategic Plan.

The proposal includes a half acre park and the preliminary plan includes a plaza and lawn area with seating (See Sheet L1.0).

Stormwater and WELO Plans

The project will need to submit stormwater plans and show compliance with the Water Efficient Landscaping Ordinance (WELo).

ENVIRONMENTAL REVIEW

A traffic report and visual simulations will be prepared for the project. At this time, we do not have enough information to determine the project’s CEQA status, although an Environmental Impact Report is anticipated for this project.

STAFF COMMENTS

The project was reviewed at the October 31, 2018 Development Coordinating Committee meeting. The Committee generally liked the overall design of the project and had the following comments. It was suggested that the architecture of the residential tower be brought down to the ground level to break up the massing of the podium structure. It was noted that the parking podium reached a height of nearly 85 feet and would appear massive at the pedestrian/street scale, particularly at the residential tower which is closer to the street. It was noted that the loading functions at both the towers would need to be closely examined to ensure functionality. Treatment of the driveway and plaza areas will need to be designed carefully to ensure that all users – residential tenants, office workers, retail customers and park users – feel welcome, particularly if they arrive by foot or bicycle. It was also noted that additional information was needed regarding the north-south easement running between the southern property line and Powell Street in terms of its width and usability for the project site. It would reduce congestion if a portion of project traffic could use this easement.

Other comments included using the Development Agreement as a potential tool to optimize the public art component of the project; considering making the buildings 100 per cent electric with no use of gas for heating purposes; ensuring at this early stage that the project met the 10 per cent requirement for landscaping; and that improvements be made on the access road from the site to Powell Street that exists between the gas station and Denny’s. The Fire Marshal’s comments are attached to the staff report.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) COMMENTS

The BPAC has not yet reviewed the project. However, at the November 5, 2018 meeting, Committee member John Scheuerman gave a presentation regarding the need for a future pedestrian and bicycle path over Interstate 80 and his desire for this project to accommodate this path as the proposed bridge lands on the east side of the highway onto the project site. (attached).

The Committee unanimously voted that the Planning Commission and the City Council require, as part of the planned development at this site, that a green space be allocated at the north edge of the project for a future pedestrian-bicycling bridge (over I-80 freeway) connection.

The project includes a 20-foot wide path along the northern and western perimeter of the project site. (See Sheet 1.01)

ISSUES TO BE CONSIDERED

1. Mix of Uses

Is the Commission satisfied with the proposed mix of uses: 638 rental residential units, 325,410 square feet of office space (including 238,000 square feet of new space and 87,410 square feet in the existing building) and 20,000 square feet of commercial space?

2. Unit Mix

The project contains more studios units than allowed, and fewer two- and three-bedroom units than required. Does the Commission feel that the required finding can be made for the City Council to approve an exception to the unit mix and design requirements for this project? [Note that a separate study session item on the Commission's December 13, 2018 agenda will explore the possibility of modifying these requirements for high-rise buildings.]

3. Parking

The project provides more residential parking than the maximum permitted and will require a Use Permit. Does the Commission feel that the required finding can be made to approve this Use Permit?

4. Height

Does the Commission have any concerns about the proposed building heights of 638 feet (54 floors) for the residential tower and 202 feet (16 floors) for the office tower?

5. Design and Other Issues

Does the Commission have any comments on the preliminary design concept including recommendations for the public park?

6. *Bonus Points*

Does the Commission have any suggestions as to the type of community benefits that the project should provide to obtain bonus points?

NEXT STEPS

Staff will request that the applicant hold a community meeting to solicit comments followed by review of the project by various committees including BPAC, Parks and Recreation Committee, and the Housing Committee. It is anticipated that there will be several study sessions prior to the decision-making public hearings. An environmental document will also be prepared once the project description and site circulation are finalized.

PERMITS AND PROCESS

Permits Required: The project will require a conditional use permit for a development on a site of between one and five acres in the MUR Zone, and for bonus density, FAR, and height. A design review permit for new construction will also be required, based on an evaluation of the project's conformance with the Emeryville Design Guidelines.

Process: Regardless of comments received at the study session, the project will need to undergo a permit review process, including environmental review. Submission of a formal application and additional project information and analysis may raise issues not identified in this report. These will be identified and addressed in the staff report when the project is brought back to the Commission for a hearing and decision.

RECOMMENDATION:

After hearing a presentation from the applicant and receiving public testimony, staff requests that the Planning Commission provide comment on the issues noted above and any other issues identified by the Commission.

Attachments:

1. Fire Marshal's Comments
2. Excerpts from Parks and Recreation Strategic Plan
3. Project Plans



Alameda County Fire Department

Fire Prevention Bureau

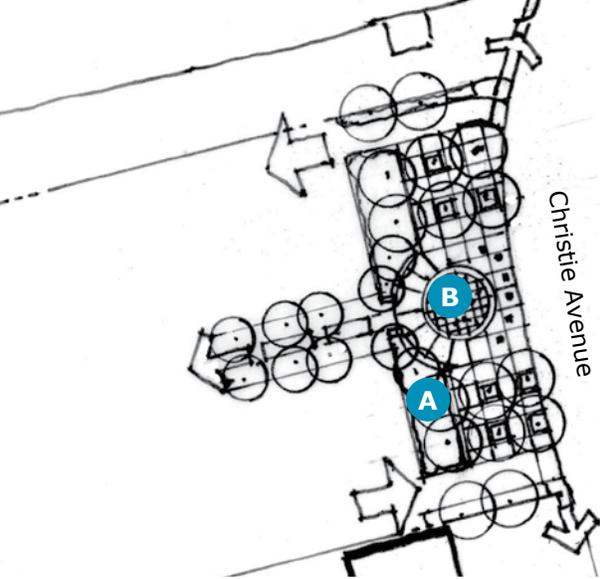
Plan Review Comments

1333 Park Av, Emeryville, California 94608 (510) 596-3759 Fax (510) 450-7812

Address	5801 – 5861 Christie Ave.	PLN #	Pre-app		
Business	Onni				
Job Description	Concept high rise buildings.				
Reviewed By	Cesar Avila, Deputy Fire Marshal	Date	11/27/2018		Review 1

Review of Planning pre-application referrals are usually based on information and plans that lack sufficient information and details for specific comments. The primary focus of our review is to assure fire access to the site. Specific fire and building code issues will be addressed during the regular building permit submittal and review process.

1. Fire Hydrant locations exceed 400 feet to all exterior walls at ground level. Plans shall demonstrate location of fire hydrants. Fire Hydrants shall be located within 400 feet of all exterior walls of all buildings, carports, parking structures.
2. Plans shall indicate how fire access will allow fire hose pull not to exceed 150’ to all ground level exterior walls of buildings, carports, car parking structures.
 1. Show location of fire hydrant/s located within 100 feet of building Fire Department Connections.
 2. Access road exceeds 150 feet without a turnaround. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the fire code requirements and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
 3. Describe location/operation of fire and life safety systems including, fire sprinkler system, fire alarm system, fire command center, street water supply, reservoir water supply, smoke control system, fire pumps, elevators, egress plan, emergency power, standpipe system.
 4. Emergency responder radio system required.
 5. A minimum of two water supplies from diferent streets are required.
 6. A minimum of two redundant fire pumps will be required.
 7. Fire Department key boxes will be required.



Site D Concept, Illustrative Only



Example: Interactive plaza fountain

SITE D

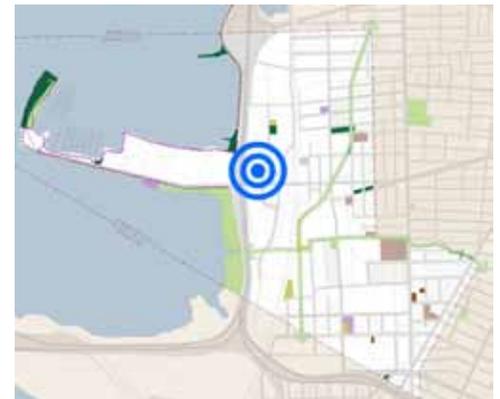
DESCRIPTION

This site is envisioned to serve a redeveloped area near the intersection of Christie Avenue and Powell. The existing commercial buildings and parking are anticipated to redevelop as a mix of commercial and residential properties.

SITE RECOMMENDATIONS

- This site is suited for a slightly different type of park setting to serve most of the basic needs of future residents. The higher traffic area and the strong potential for employee, visitor and local resident use creates a site suited for a plaza park with a central fun and beautifying feature.
- The plaza should be located in a high visibility area. The concept design places it squarely in at the intersection of Shellmound Way and Christie Avenue.
- Seating walls or features (a) should be included at the edges of the site with flexible seating and tables available to move where park users want them.
- The central feature (b) could be an art feature or a decorative and interactive fountain.
- A zero depth fountain creates the opportunity to clear the central space by turning off the water and use the entire plaza for special events.

Note: Site E & F are included in the Stanford Avenue Park Profile.



Recommended Park Program

Play for Children
Socializing, Relaxing
Picnicking/Lunch

Potential Program Elements

Special Events
Viewing Art