

EMERYVILLE PUBLIC MARKET

PARCEL B

FINAL DEVELOPMENT PLAN

JANUARY 9, 2019

**CITY CENTER
REALTY PARTNERS**



HART HOWERTON
NEW YORK • SAN FRANCISCO

BLANK

SUBMISSION SCHEDULE					SHEET INDEX	
10/31/18 11/16/18 12/3/18 1/9/19	FINAL DEVELOPMENT PLAN - FOR STUDY SESSION - DRAFT	OWNER AG CCRP Public Market, L.P. 170 Grant Avenue, 6th Floor San Francisco, CA 94108 (415) 395-2908 Contact: Mark G. Stefan mark@ccrppllc.com	CIVIL ENGINEER BKF Engineers 255 Shoreline Drive, Suite 200 Redwood City, CA 94065 (650) 482 6300 Contact: Tom Morse TMorse@BKF.com	CONSULTING ARCHITECT SmithGroupJJR 301 Battery Street, 7th Floor San Francisco, CA 94111 (734) 780-8298 Contact: William Diefenbach Bill.Diefenbach@smithgroup.com	ARCHITECTURE	
	FINAL DEVELOPMENT PLAN - FOR STUDY SESSION	DESIGN ARCHITECT Hart Howerton One Union St. 3rd Floor San Francisco, CA 94111 (415) 439 2200 Main (415) 439 2201 Fax Contact: Eron Ashley eashley@harthowerton.com	LAND USE COUNSEL Holland & Knight 50 California Street, Suite 2800 San Francisco, CA 9411 (415) 473-6900 Main (415) 473-6910 Fax Contact: Chelsea Maclean Chelsea.Maclean@hklaw.com	TRANSPORTATION PLANNING Nelson Nygaard 116 New Montgomery St San Fransicso, CA (414) 284 1544 Contact: Peter Costa pcosta@nelsonnygaard.com	GENERAL A0.01 A0.02 A1.01 A1.02 A1.03	
	FINAL DEVELOPMENT PLAN - FOR STUDY SESSION - UPDATE	LANDSCAPE ARCHITECT Hart Howerton One Union St. 3rd Floor San Francisco, CA 94111 (415) 439 2200 Main (415) 439 2201 Fax Contact: Todd Pace tpace@harthowerton.com	ENVIRONMENTAL ENGINEER PES Environmental, Inc. 1682 Novato Blvd, Suite 100 Novato, CA 94947 (415) 899 1600 Main (415) 899 1601 Fax Contact: William Mast wmast@pesenv.com	GEOTECHNCIAL ROCKRIDGE GEOTECHNICAL 270 Grand Avenue Oakland, CA 94610 (510) 420-5738 Contact: Craig Shields csshields@rockridgegeo.com	TEAM & CONTENTS PROJECT DESCRIPTION SITE PHOTOS EXISTING SITE PLAN SITE PLAN AT FULL BUILD-OUT	
	FINAL DEVELOPMENT PLAN				SITE LOCATION PLAN SITE PLAN - LEVEL 1 FLOOR PLAN LEVEL 2 FLOOR PLAN LEVELS 3 & 4 FLOOR PLAN LEVEL 5 FLOOR PLAN 6/7/8 ROOF LEVEL PLAN SHADOW STUDIES CAR & BIKE CIRCULATION PEDESTRIAN CIRCULATION VALET CIRCULATION SERVICING PLAN FIRE-FIGHTING ACCESS SITE PLAN DISCARDS COLLECTION PLAN DISCARDS COLLECTION PLAN DETAIL DISTRICT WIDE PARKING RESOURCES	
					ELEVATIONS A3.00.1 A3.00.2 A3.01 A3.02 A3.03 A3.04 A3.05 A3.06 A3.07 A3.08 A3.09 A3.10 A3.11	
					NORTH SITE ELEVATION SOUTH SITE ELEVATION WEST ELEVATION EAST ELEVATION NORTH & SOUTH ELEVATIONS CROSS SECTION 1 CROSS SECTION 2 LONGITUDINAL SECTION ELEVATION DETAIL - WEST ELEVATION ELEVATION DETAIL - EAST ELEVATION STOREFRONT DETAIL STOREFRONT DETAIL STOREFRONT DETAIL	
					VIEWS A6.01 A6.02 A6.03 A6.04 A6.05	
					AERIAL VIEW AT FULL BUILD-OUT PERSPECTIVE VIEW 1 PERSPECTIVE VIEW 2 PERSPECTIVE VIEW 3 3D VIEWS	
					PUBLIC ART A7.00	
					ART CONCEPT	
					EXTERIOR DETAILS A8.01	
					MATERIALS	
	LANDSCAPE					
	L1.01 L1.02 L2.01	LANDSCAPE LANDSCAPE DETAILS LANDSCAPE PALETTE				
	CIVIL					
	C1.01 C1.02 C1.03	GRADING UTILITIES STORMWATER MANAGEMENT				
NOTE: ADDITIONAL PROJECT TEAM T.B.D						

PROJECT DESCRIPTION

PROGRAM DATA

BUILDING AREA SUMMARY							
Level	Research / Lab	Commercial - Retail	Servicing	Vertical Circulation	Parking	Area (GSF)	Rentable
Level 8	48,020	-	3,250	2,230	-	53,500	49,500
Level 7	48,020	-	3,250	2,230	-	53,500	49,500
Level 6	48,020	-	3,250	2,230	-	53,500	49,500
Level 5	-	-	8,490	1,710	29,000	39,200	-
Level 4	-	-	-	2,230	51,270	53,500	-
Level 3	-	-	-	2,230	36,970	39,200	-
Level 2	-	-	-	2,230	49,770	52,000	-
Level 1	2,000	15,800	5,970	2,230	27,500	53,500	17,800
Sub-Total	146,060	15,800	24,210	17,320	194,510		166,300
Total						397,900	

Building Area	179,180
Parking & Servicing	218,720

Parcel Size	SF	ACRES
	71,635	1.64

PROJECT SUMMARY

The current Final Development Plan application describes the following components of Parcel B of the Emeryville Public Market master plan area:

The FDP proposes an new 8-story, mixed-use building with:

- Entrey lobby, bike parking, retail and servicing areas at ground floor.
- 3-4 levels of structured parking for building users and Public Market district patrons.
- Research lab space at the top 3 floors.

The Parcel B site is bounded by the relocated Shellmound Street to the west and north; the UPRR train tracks to the east, and Parcel A to the south.

The project site includes landscape and utilities improvements, and small landscaped open space areas at the north and south ends of the site.

An accessway at the south end of the site provides vehicle entry/exiting for both Parcel B and Parcel A. Parcel A, not a part of this FDP, is expected to follow the completion of Parcel B.

PROGRAM

The major program components for Parcel B are research lab space, commercial retail space and structured parking. Pending development of the design, the retail garage building is planned as a Type IA sprinklered building.

The parking garage is a parking resource for Parcel B and the Public Market district. Of the parking sapces available, 300 are planned for lab tenants, and the remainder provide parking for Parcel B retail, the Public Market, the Marketplace Tower, and the future Parcel A retail.

OPEN SPACE

The site includes 2 small open spaces: a small landscaped and paved area plaza at the south end between the building and the accessway, a small landscaped and paved area plaza at the north end of the building. Each area corresponds to a vertical circulation core.

SIGNAGE

Signage is not part of this application and details have not been provided. Signage will be subsequently submitted to the Planning Commission for review and approval.

ART PROGRAM

This FDP plans for art elements to be included on the east and west sides of the Parcel B building. The art program is being developed per the terms of the Public Market Project Development Agreement by CCRP and Keehn on Art. The art program will subsequently be reviewed by the Emeryville Public Art Committee.

PARKING DATA

PARKING SUMMARY					LEVEL	Parking Spaces	Parking Allocation
USE					R		
Rooftop Mechanical					8		
Research Lab					7		
Research Lab					6		
Research Lab					5	83	Parcel B Lab (est.) 300
Parking	13	30	30	81	4	154	
Parking	13	30	30	81	3	154	Public Market District Uses (est.)
Parking	13	30	30	58	2	131	
Retail & Service			3	35	1	38	260
						560	

CAR PARKING

USE	
RESEARCH & DEVELOPMENT	
AREA (GSF)	160,500 GSF
TABLE 9-4.404 ESTIMATED PARKING DEMNAND	
RATIO	1.5 / 1,000 GSF
SPACES	240.8
PROVIDED PARKING	
RATIO	1.9 / 1,000 GSF
SPACES	300
RETAIL	
AREA (GSF)	15,800 GSF
TABLE 9-4.404 ESTIMATED PARKING DEMNAND	
RATIO	3.0 / 1,000 GSF
SPACES	47.4
PROVIDED PARKING	
RATIO	3.0 / 1,000 GSF
SPACES	47
PARCEL B LOADING SPACES	3
PUBLIC MARKET DISTRICT	210
SURPLUS PARKING FOR DISTRICT RETAIL & OFFICE USES	
TOTAL	560
TOTAL E.V. SPACES (INLUCED IN OVERALL 560 COUNT)	17

BIKE PARKING

Per 9-4.408 Bicycle Parking.	
9-4.408 (e) (3) (ii)	
One (1) short-term bicycle parking space for every ten (10) required automobile parking spaces.	
9-4.408 (f) (3) (ii)	
One (1) long-term bicycle parking space for every ten (10) required automobile parking spaces.	
REQUIRED PARKING SPACES	288.2
REQUIRED SHORT-TERM BICYCLE PARKING SPACES	29
PROVIDED SHORT-TERM BICYCLE PARKING SPACES	29 T.B.D.
REQUIRED LONG-TERM BICYCLE PARKING SPACES	29
PROVIDED LONG-TERM BICYCLE PARKING SPACES	29 MIN.

NOTE: ADDITIONAL PROJECT TEAM T.B.D



AMTRAK OVERPASS



EMERY WEST STATION



SHELLMOUND STREET RECONSTRUCTION



SHELLMOUND VIEW TO PARCEL C



CHRISTIE PARK

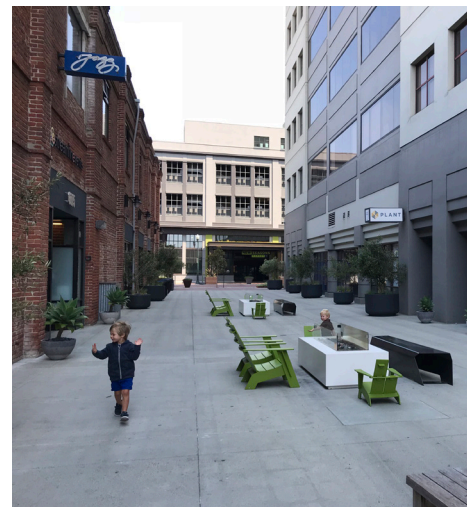
1. EXISTING CONTEXT



PUBLIC MARKET ENTRY



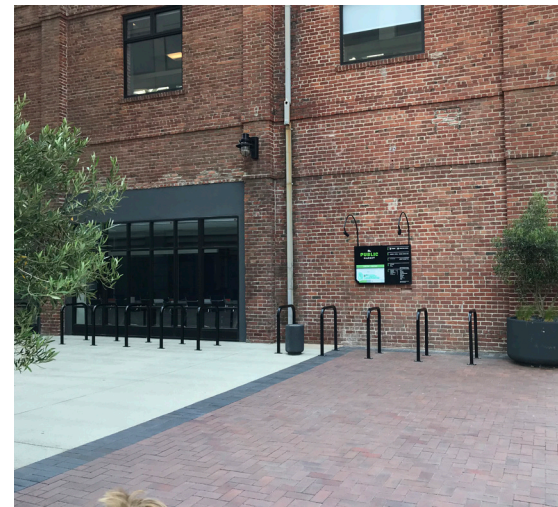
PUBLIC MARKET AND NEW WATERTANK



PUBLIC MARKET ALLEY



SHELLMOUND STREET



MARKET PLACE ALLEY



62ND PLAZA

2. EXISTING PUBLIC MARKET DISTRICT



EMME



PARCEL D



PARCEL C



PARCEL A

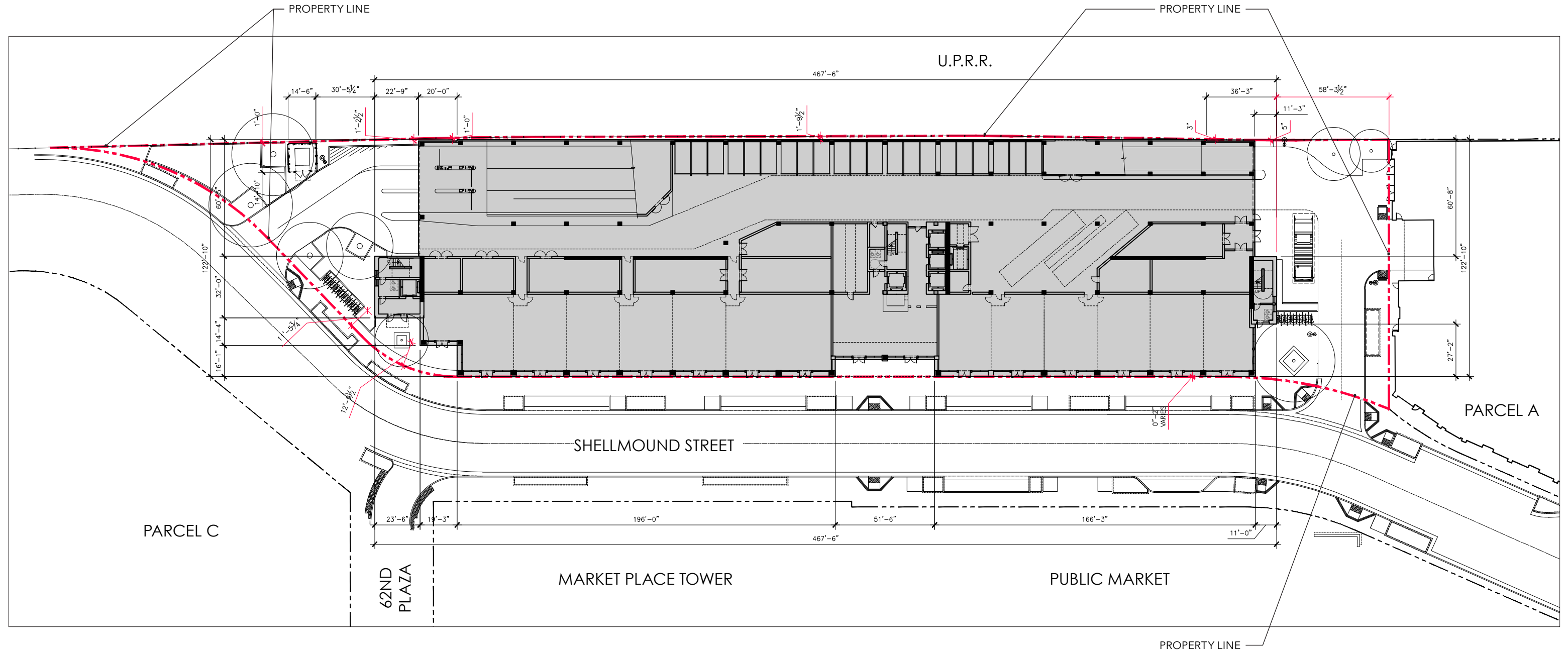


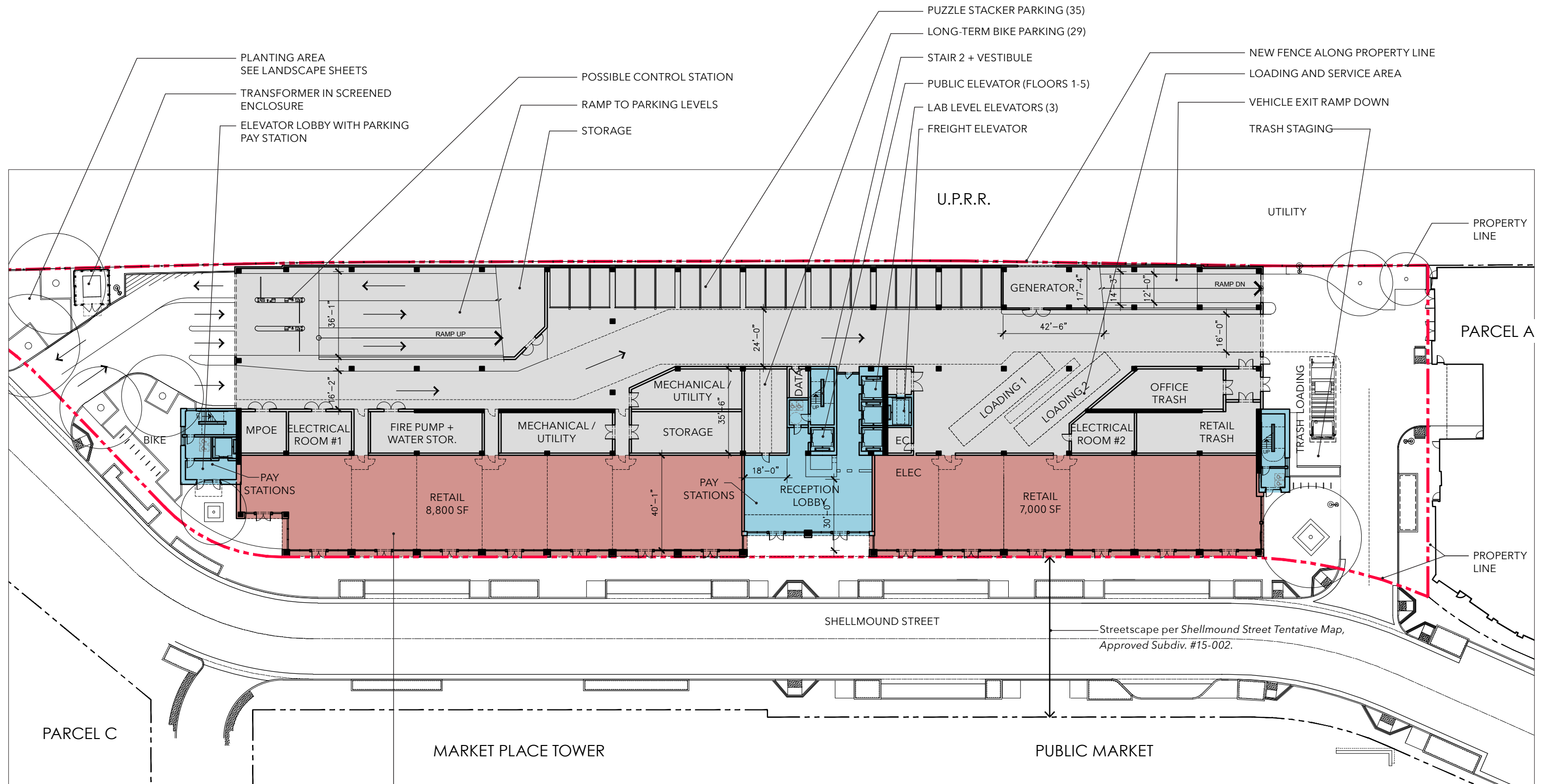
PARCEL F

3. RECENT, APPROVED AND PIPELINE REDEVELOPMENT PROJECTS IN THE PUBLIC MARKET DISTRICT



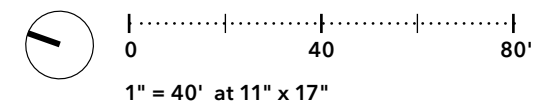


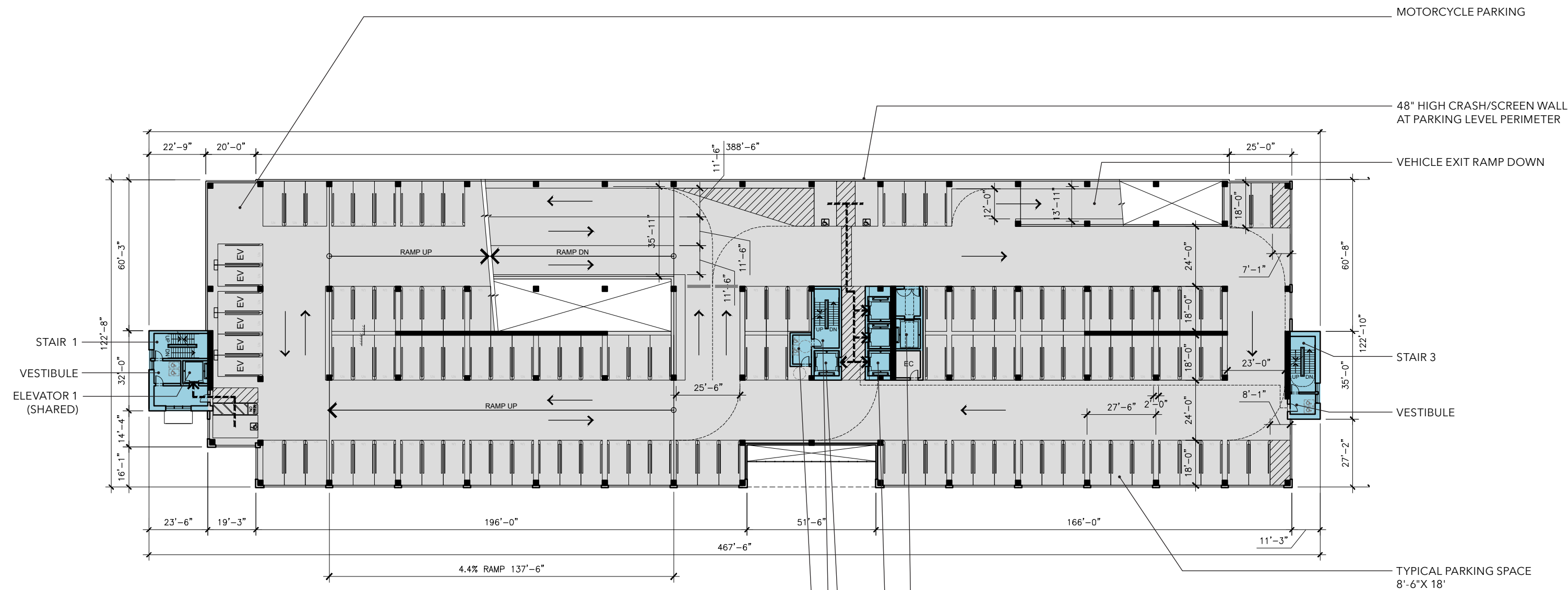









- RETAIL
- STOREFRONT MODULES 27'-6" ON CENTER. POSSIBLE STORE SIZES VARY.
 - TYPICAL RETAIL DEPTH 40'.
 - TYPICAL SHOP COULD BE 1,060 SF @ 26'-6" X 40'.

Notes:
1. See Landscape sheets for streetscape design.



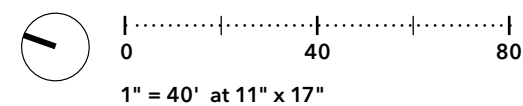


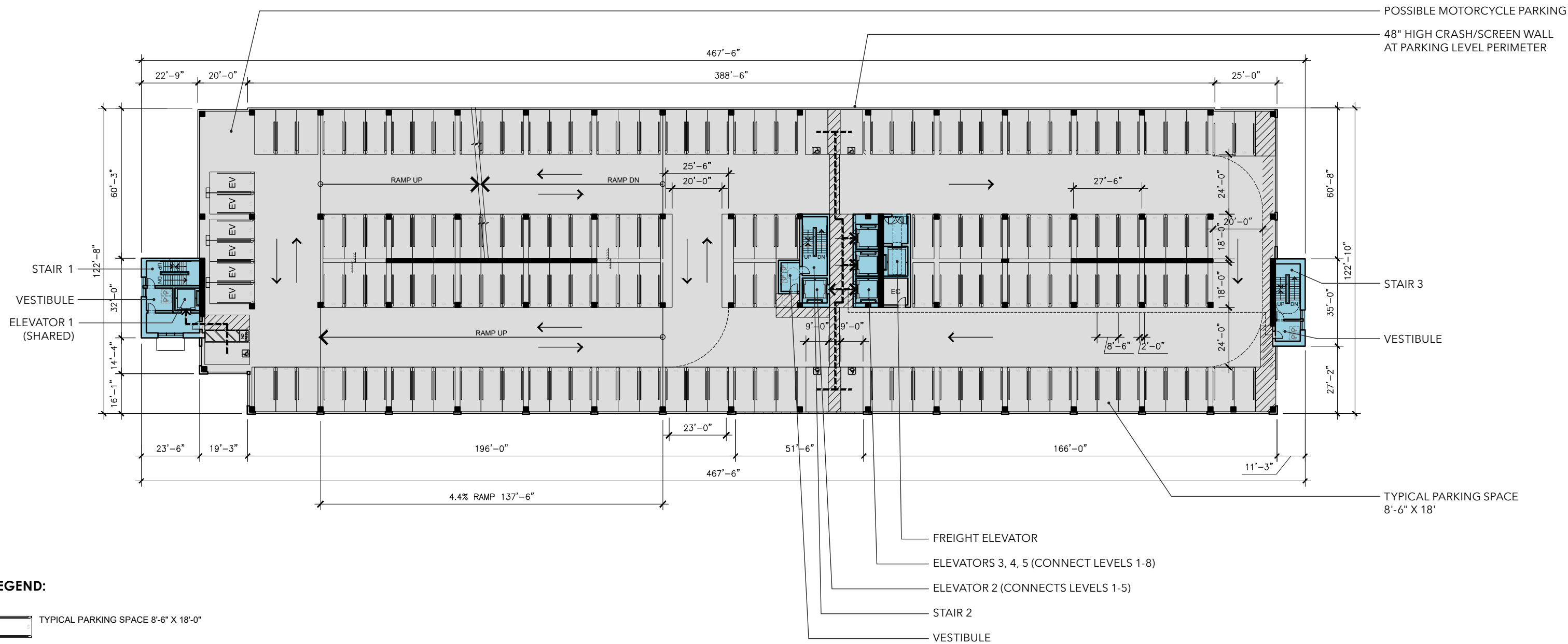
LEGEND:

-  TYPICAL PARKING SPACE 8'-6" X 18'-0"
-  TYPICAL ELECTRIC VEHICLE PARKING SPACE 8'-6" X 18'-0" WITH CHARGING FACILITY
-  TYPICAL ACCESSIBLE PARKING SPACE 9'-0" X 18'-0" WITH 5' WIDE UNLOADING AREA
-  ACCESSIBLE ROUTE TO VERTICAL CIRCULATION
-  DIRECTION OF TRAFFIC FLOW

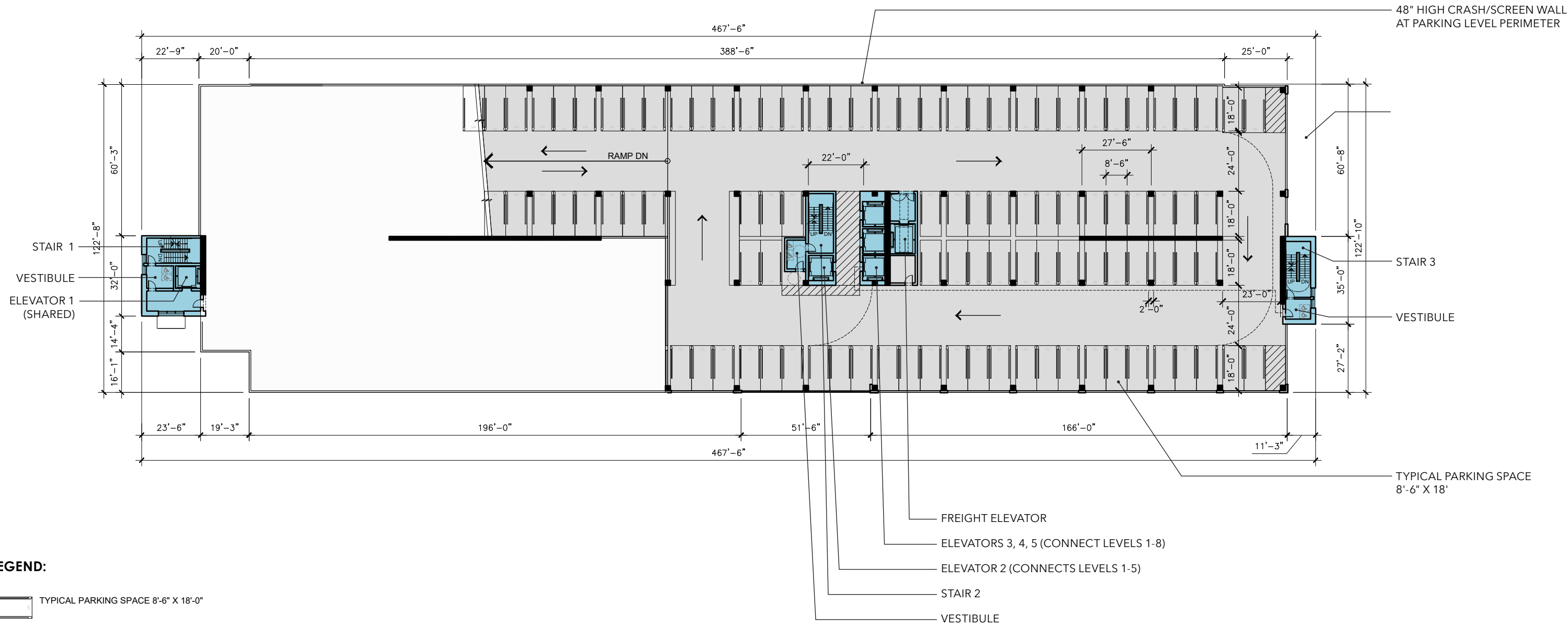
NOTES:

1. Accessible spaces and EV spaces are shown in tentative locations. Final counts and locations shall be determined in the detailed design phase and shall be in conformance with CBC requirements.



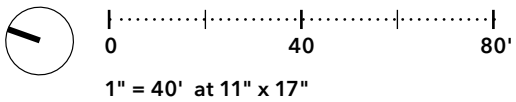


- LEGEND:**
- TYPICAL PARKING SPACE 8'-6" X 18'-0"
 - TYPICAL ELECTRIC VEHICLE PARKING SPACE 8'-6" X 18'-0" WITH CHARGING FACILITY
 - TYPICAL ACCESSIBLE PARKING SPACE 9'-0" X 18'-0" WITH 5' WIDE UNLOADING AREA
 - ACCESSIBLE ROUTE TO VERTICAL CIRCULATION
 - DIRECTION OF TRAFFIC FLOW

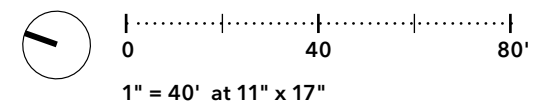


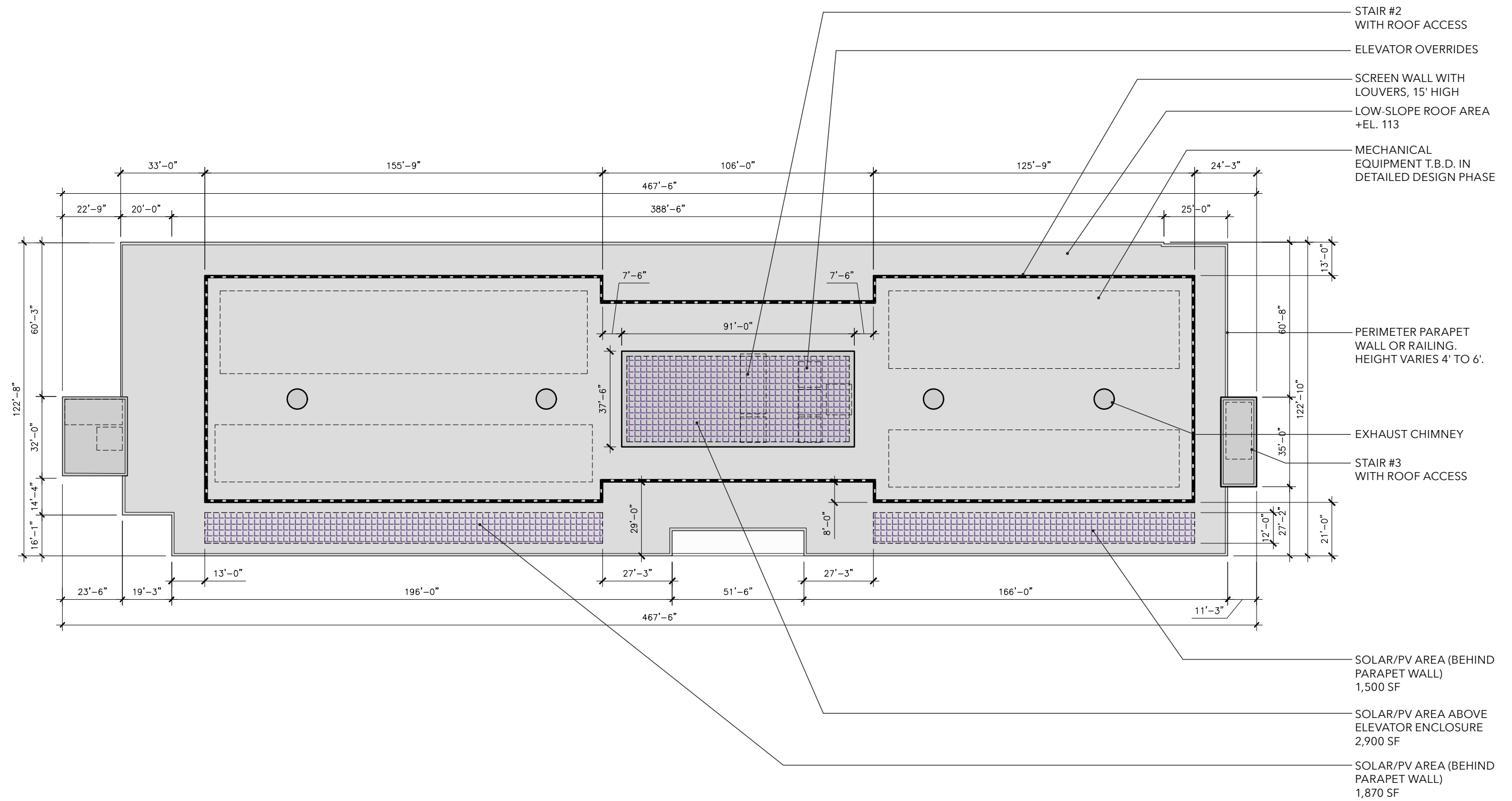
LEGEND:

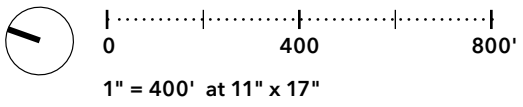
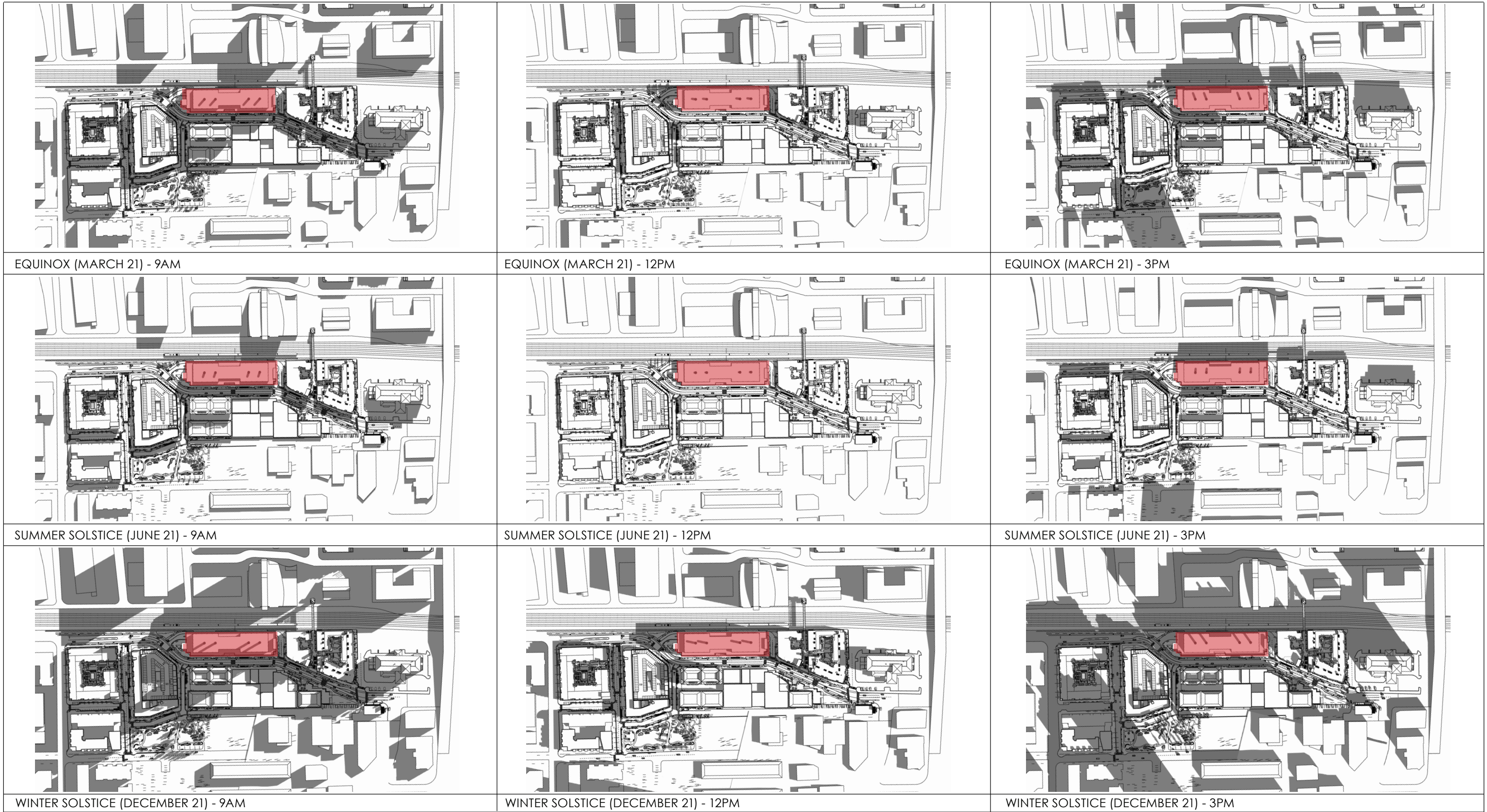
- TYPICAL PARKING SPACE 8'-6" X 18'-0"
- TYPICAL ELECTRIC VEHICLE PARKING SPACE 8'-6" X 18'-0" WITH CHARGING FACILITY
- TYPICAL ACCESSIBLE PARKING SPACE 9'-0" X 18'-0" WITH 5' WIDE UNLOADING AREA
- ACCESSIBLE ROUTE TO VERTICAL CIRCULATION
- DIRECTION OF TRAFFIC FLOW

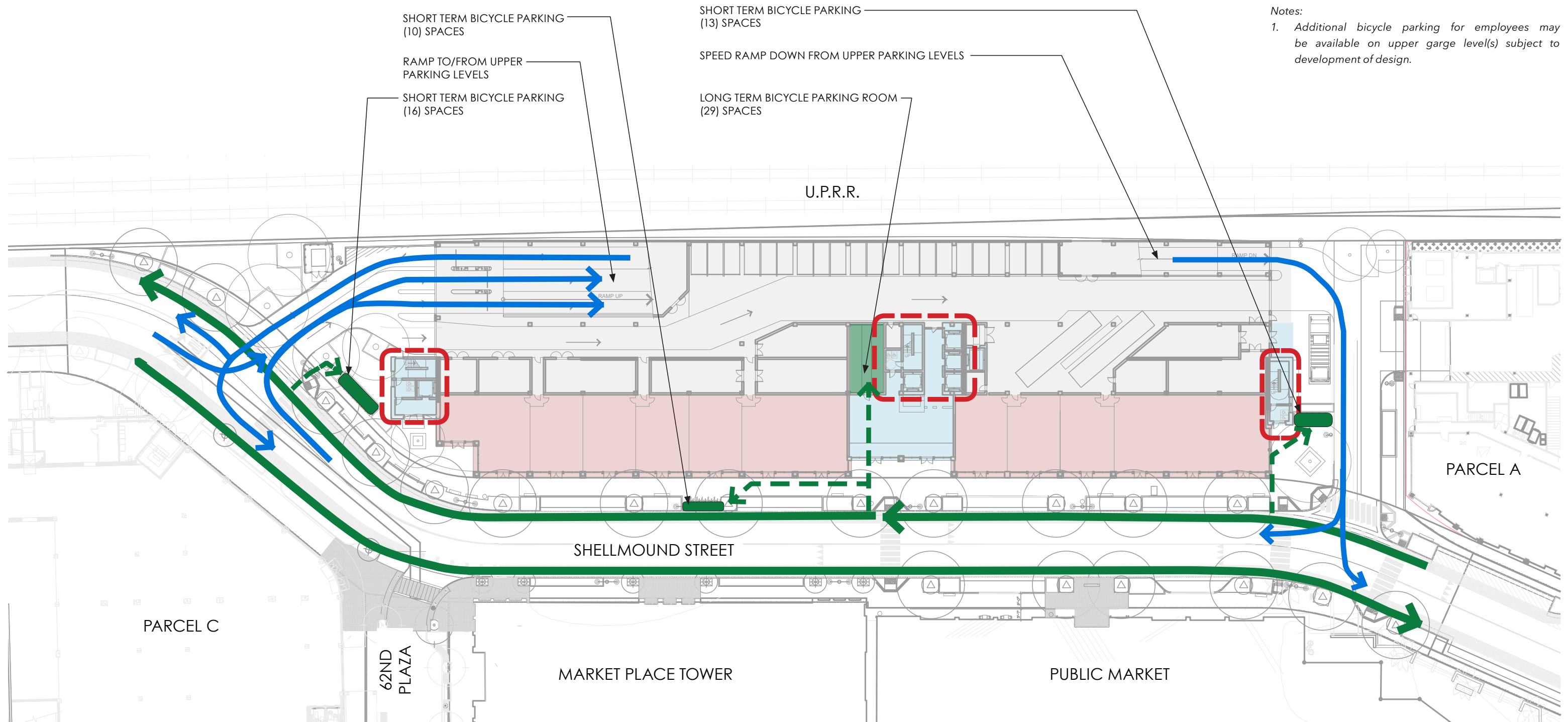


1. Levels 6-8 could have any number of tenants. For example, 1 tenant could occupy all three levels, or each level could have 4 or more tenants.







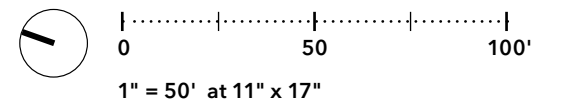


Notes:
1. Additional bicycle parking for employees may be available on upper garage level(s) subject to development of design.

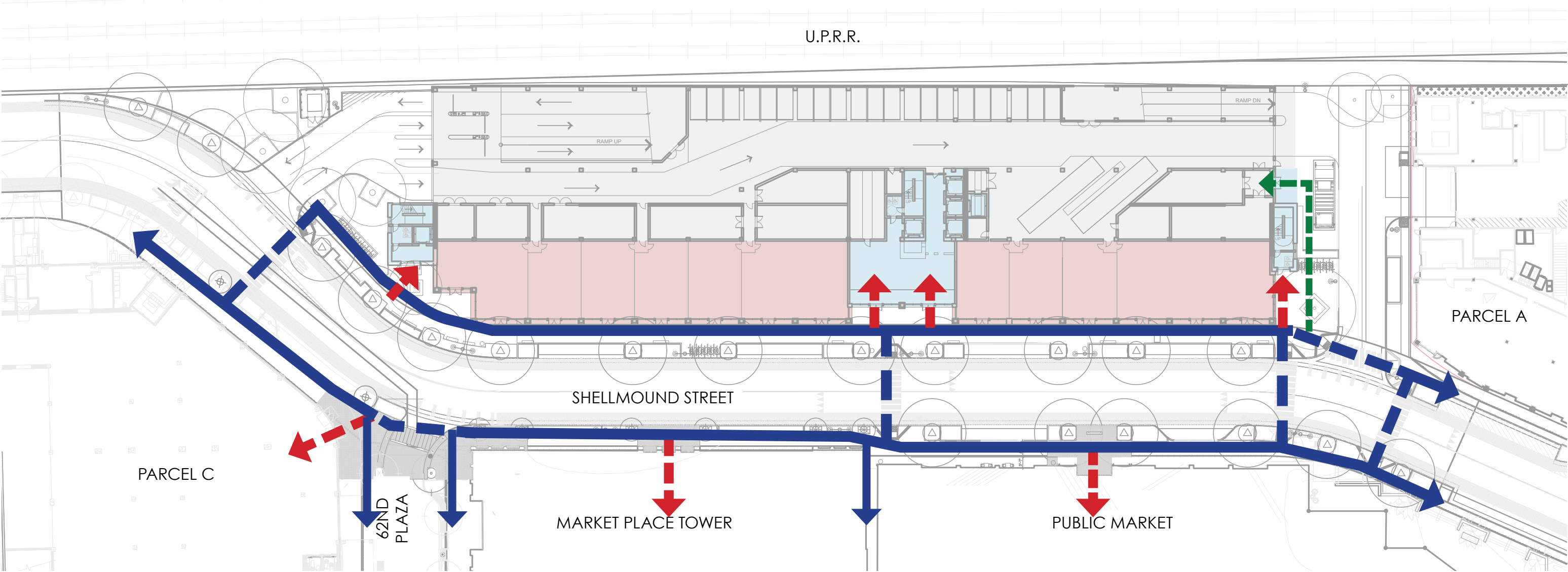
LEGEND:

- BIKE CIRCULATION
- RIDER-BESIDE-BIKE CIRCULATION
- BIKE PARKING
- SECURE EMPLOYEE BIKE PARKING

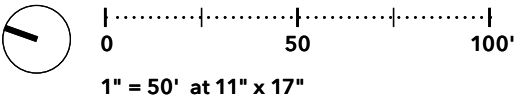
- VEHICLE CIRCULATION
- VERTICAL CIRCULATION TO/FROM PARKING LEVELS



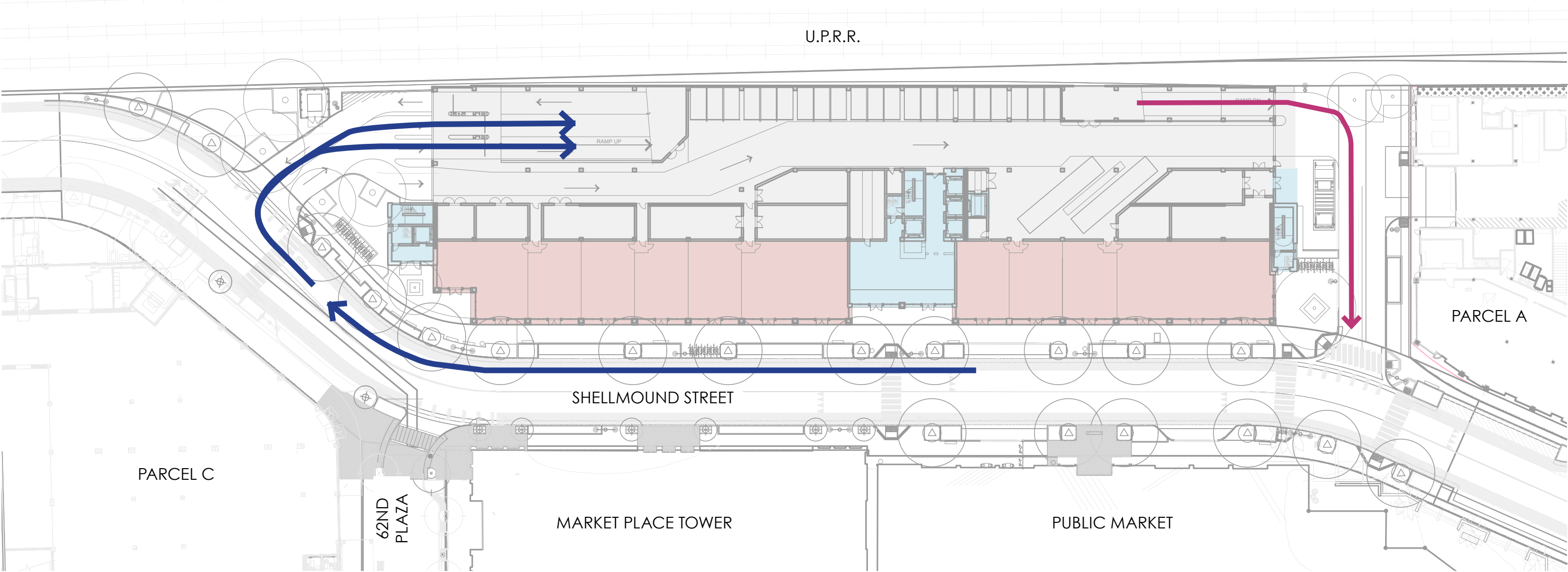
- Notes:
- 1. Pedestrian circulation and design of streetscape elements are consistent with Shellmound Street Tentative Map, Approved Subdiv. #15-002.
 - 2. Shellmound Streetscape is existing.



- LEGEND:
- ← PEDESTRIAN CIRCULATION ROUTE
 - CROSSWALK
 - MAJOR BUILDING ACCESS POINT
 - SECONDARY ACCESS POINT



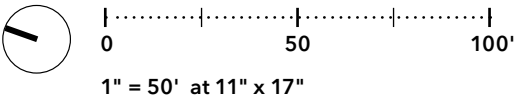
- Notes:
- 1. The valet parking concept is initially a "Valet assist" strategy where drivers drive up into the garage, to the lower 2 levels, and drop off their cars with an attendant, with some park-behind spaces employed as needed. For return, drivers return via elevators to their dropoff location or a possible in-garage valet stand.
 - 2. This is initially planned for the busy lunch hours.
 - 3. A management company will be contracted to operate the valet service as needed.



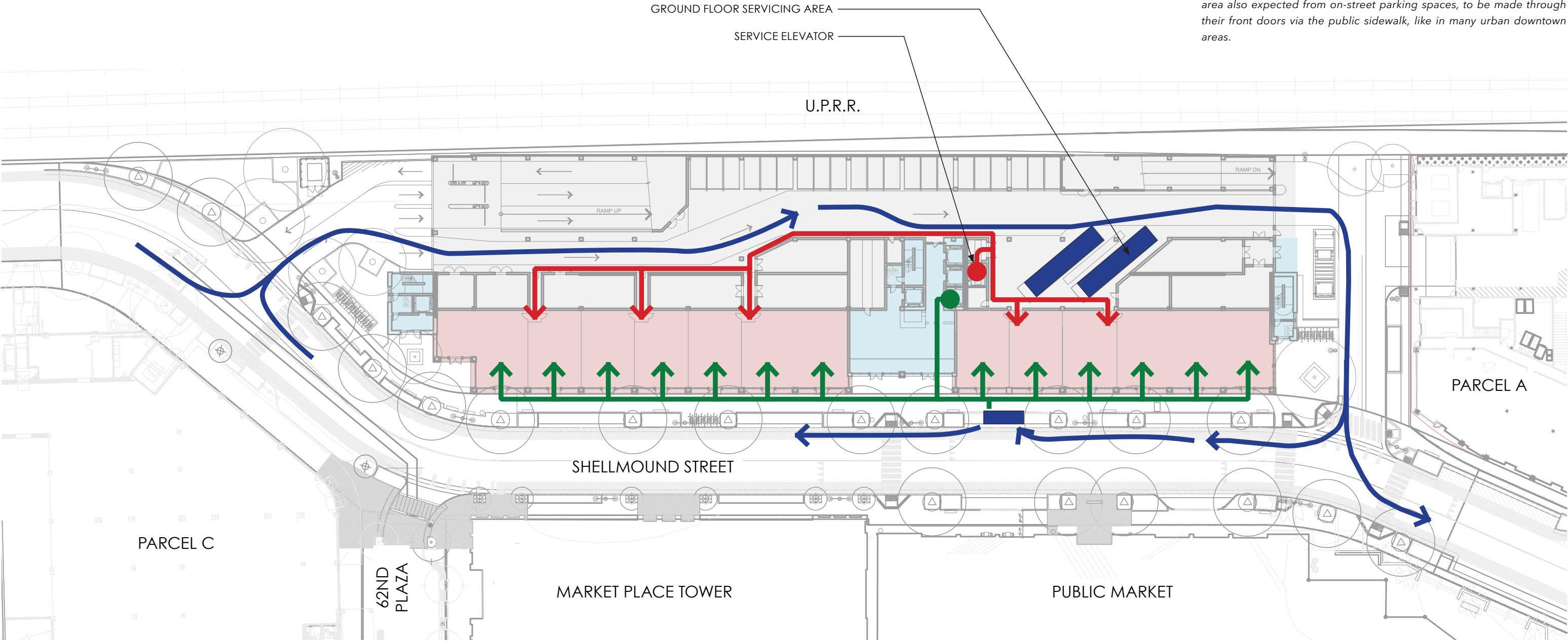
LEGEND:

← VEHICLE DROP-OFF ROUTE

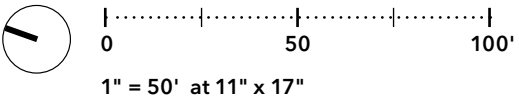
← VEHICLE RETURN ROUTE

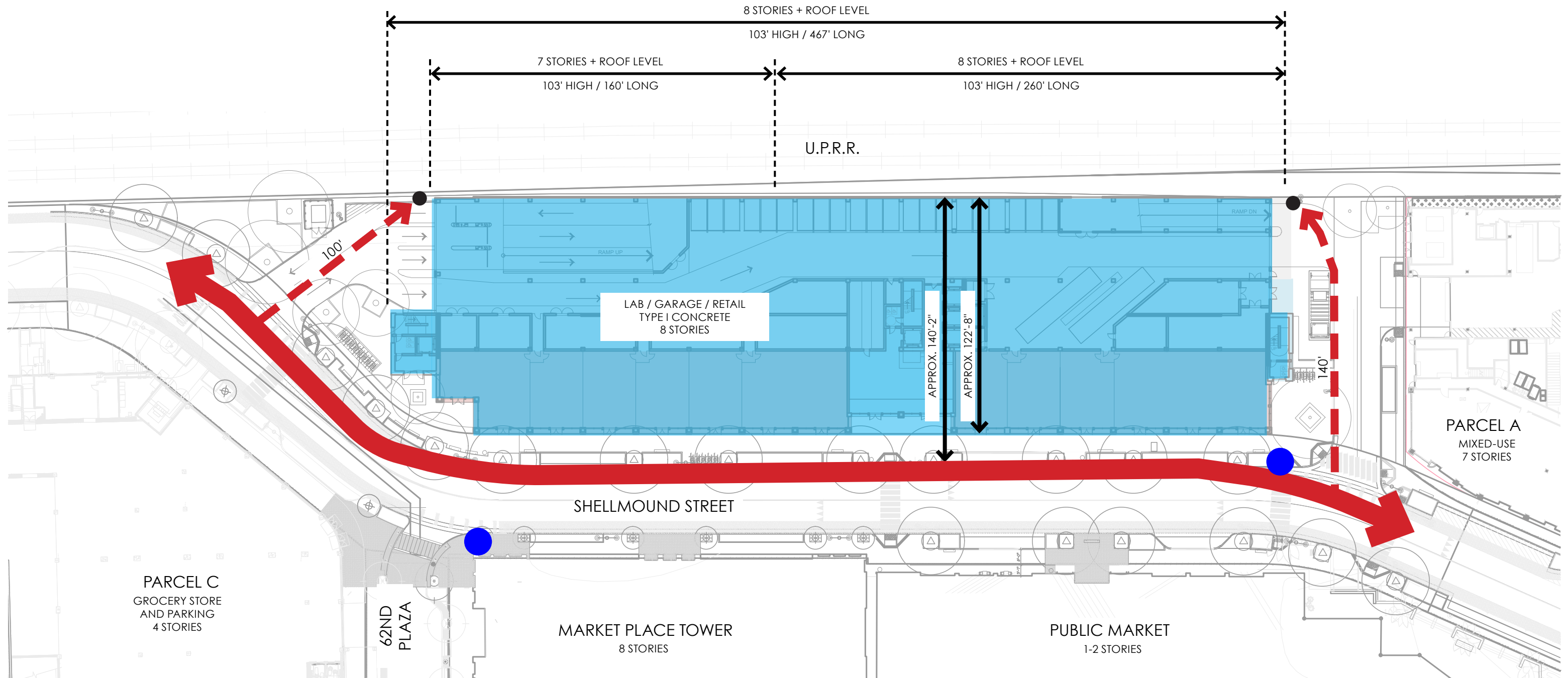


- Notes:
1. Deliveries to the upper floors: Delivery vehicles will park in the Ground Floor service area and deliver materials via the service elevator.
 2. Deliveries to the ground floor mixed uses will be made by service vehicles primarily parked in the Ground Floor service area. Some retail deliveries area also expected from on-street parking spaces, to be made through their front doors via the public sidewalk, like in many urban downtown areas.







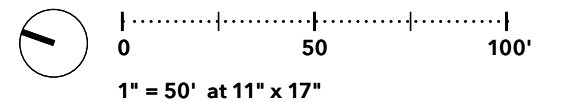
- LEGEND:
- DELIVERY VEHICLE SPACES
 - VEHICLE ROUTE
 - PRIMARY DELIVERY ROUTE INTO STORE
 - SECONDARY DELIVERY ROUTE INTO STORE



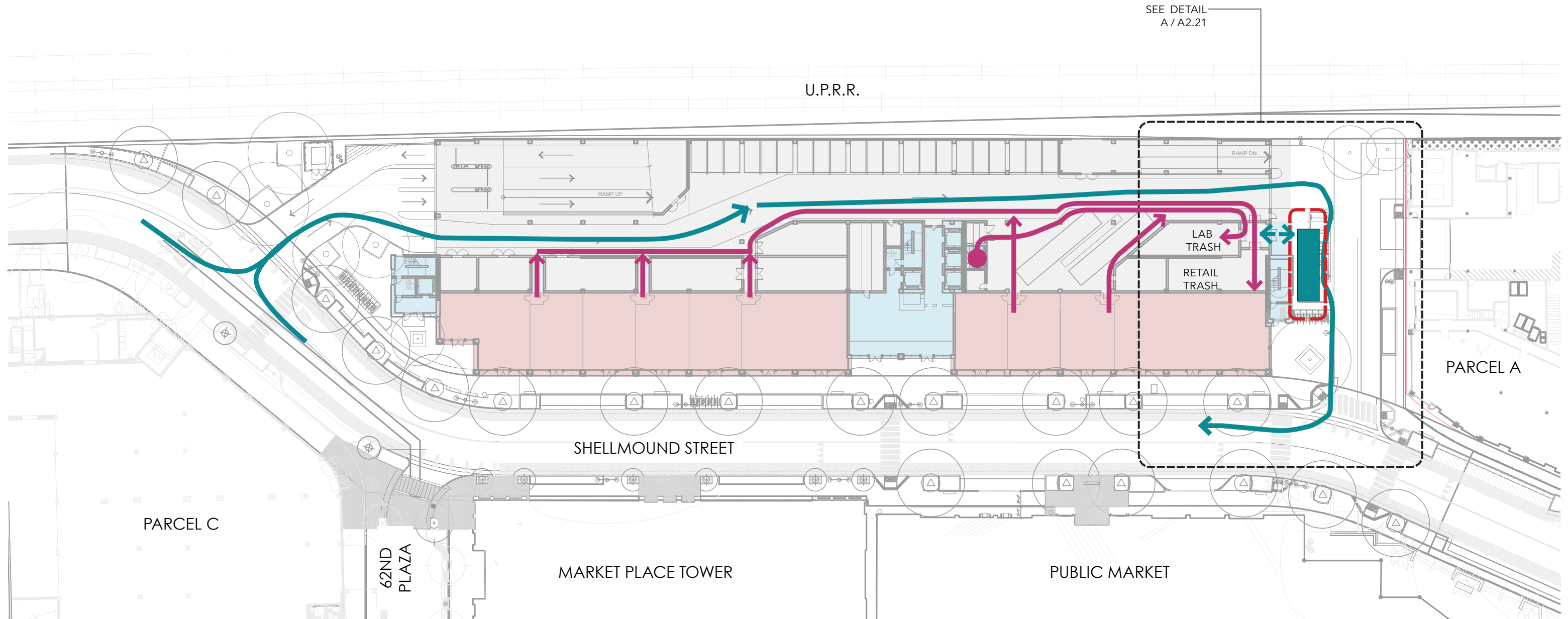


LEGEND:






-  EMERGENCY VEHICLE ACCESS ROUTE ALONG SHELLMOUND
-  E.V.A. ROUTE
-  PROPOSED PARCEL B BUILDING FOOTPRINT
-  EXISTING FIRE HYDRANT TO REMAIN

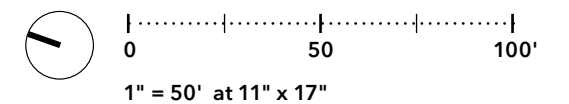


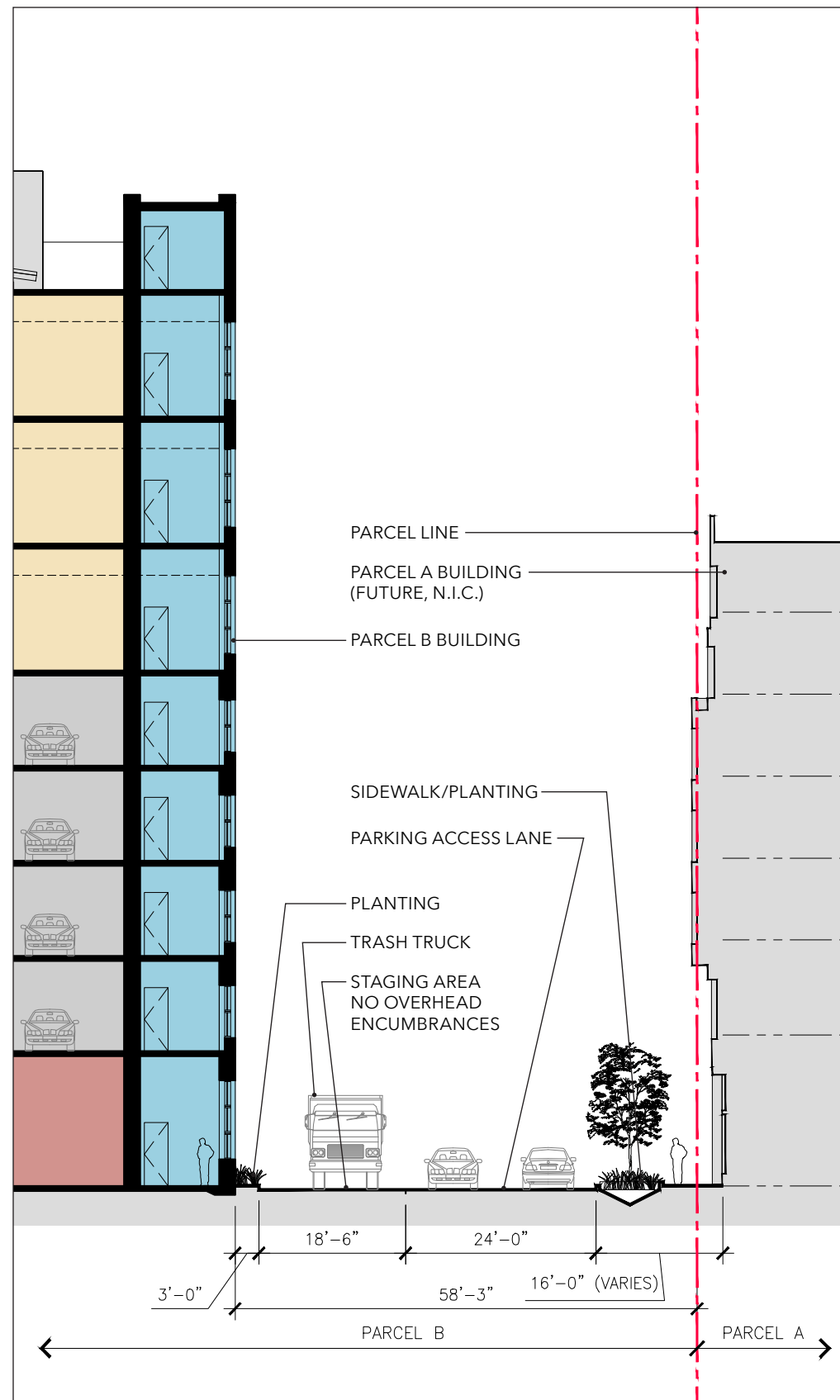
- Notes:
1. See detail on next page.
 2. Discards from upper floor are via service elevator.
 3. Discards from ground floor follow the illustrated route.
 4. On-site staging personnel shall be provided a required per agreement with hauler.



LEGEND:

-  TRASH VEHICLE ROUTE
-  HAULER VEHICLE PARKING/STAGING LOCATION (36' X 11')
-  PATH OF TRAVEL FOR HAULER PERSONNEL TO/FROM TRASH ROOM FOR TRASH LOADING
-  ACCESSIBLE ROUTE TO TRASH ROOM
-  OUTDOOR STAGING AREA

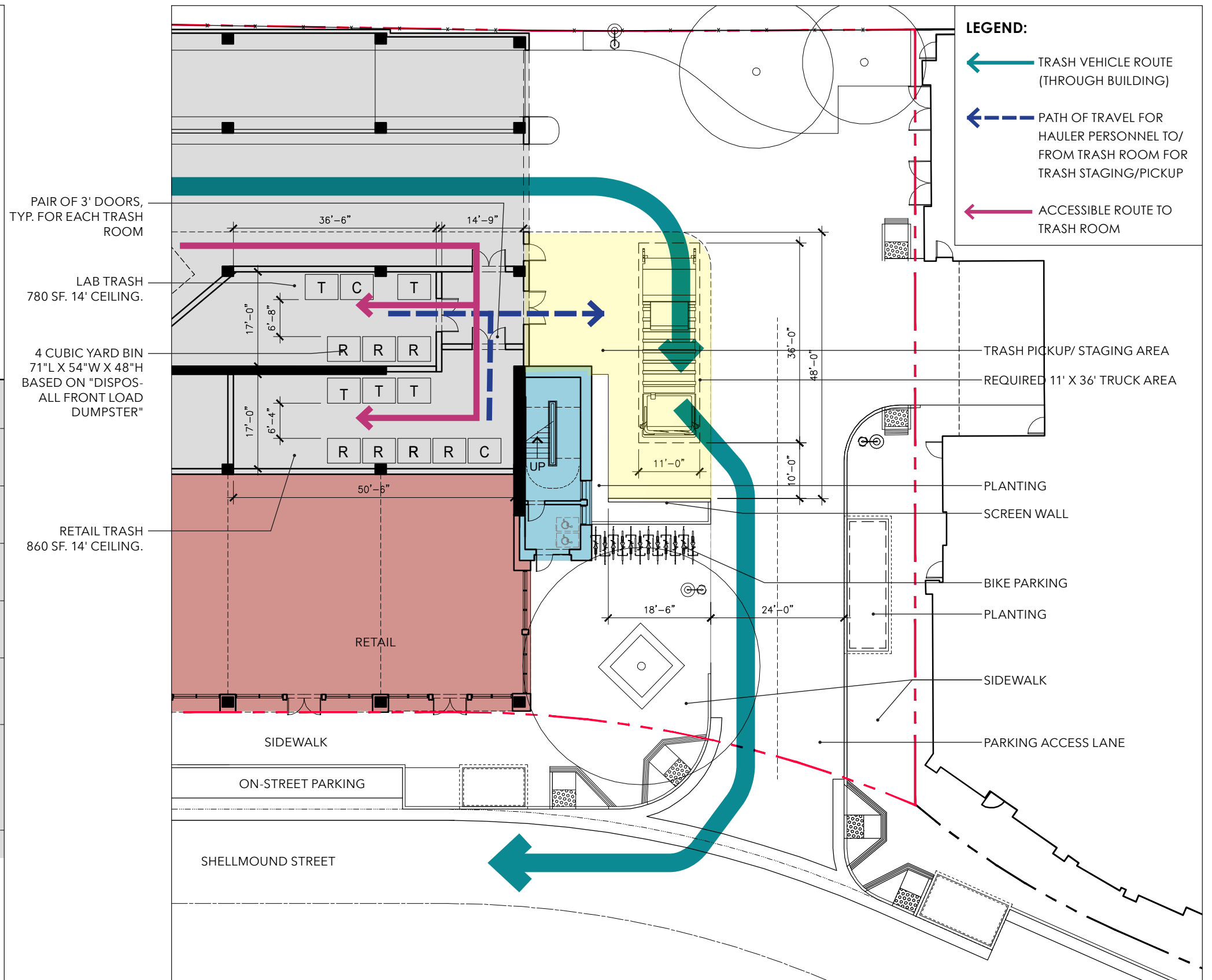




B. SECTION

0 20 40'

1" = 20' at 11" x 17"



A. PLAN

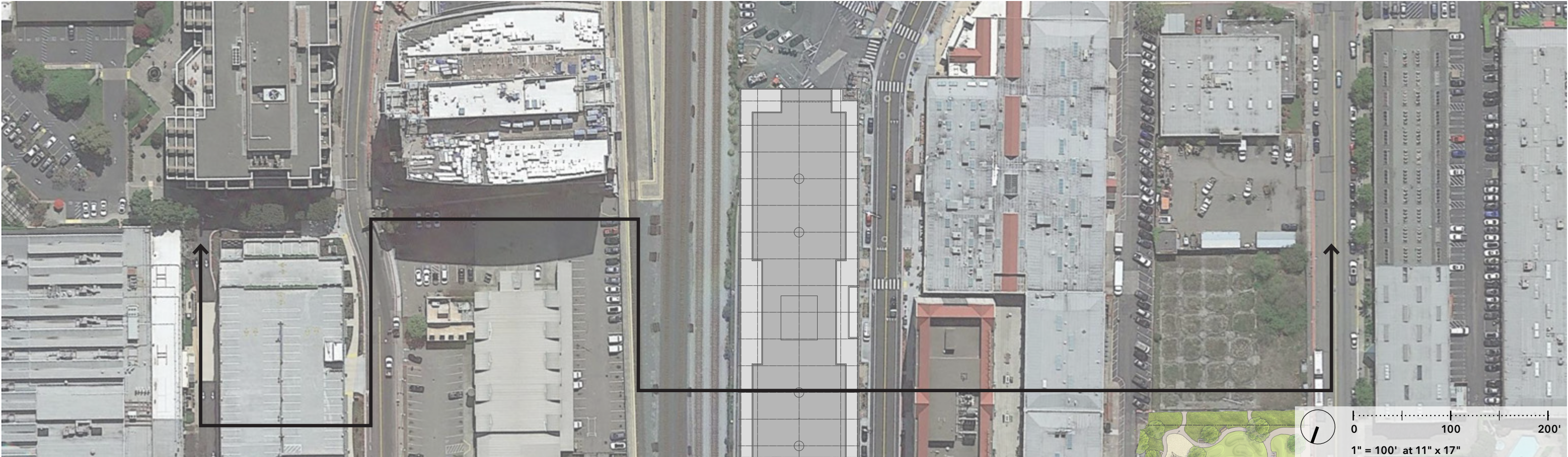
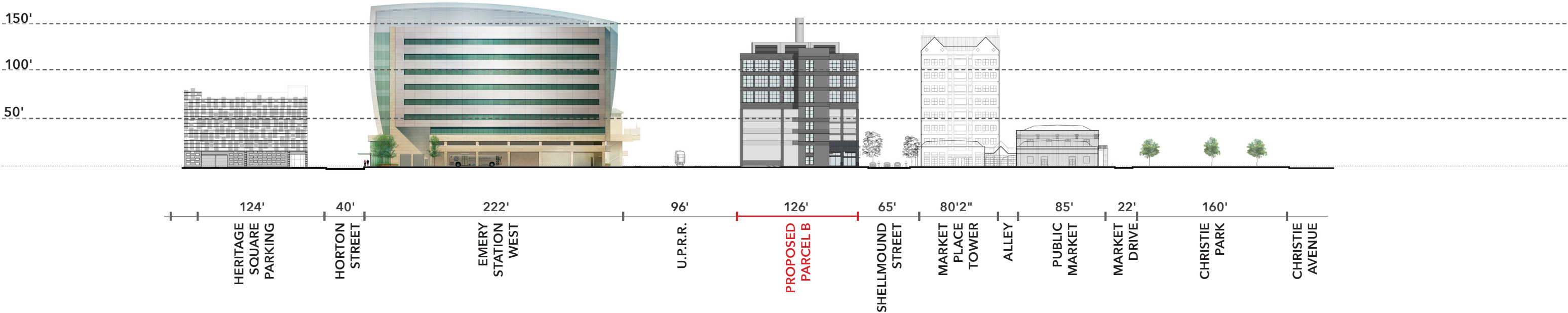
0 20 40'

1" = 20' at 11" x 17"



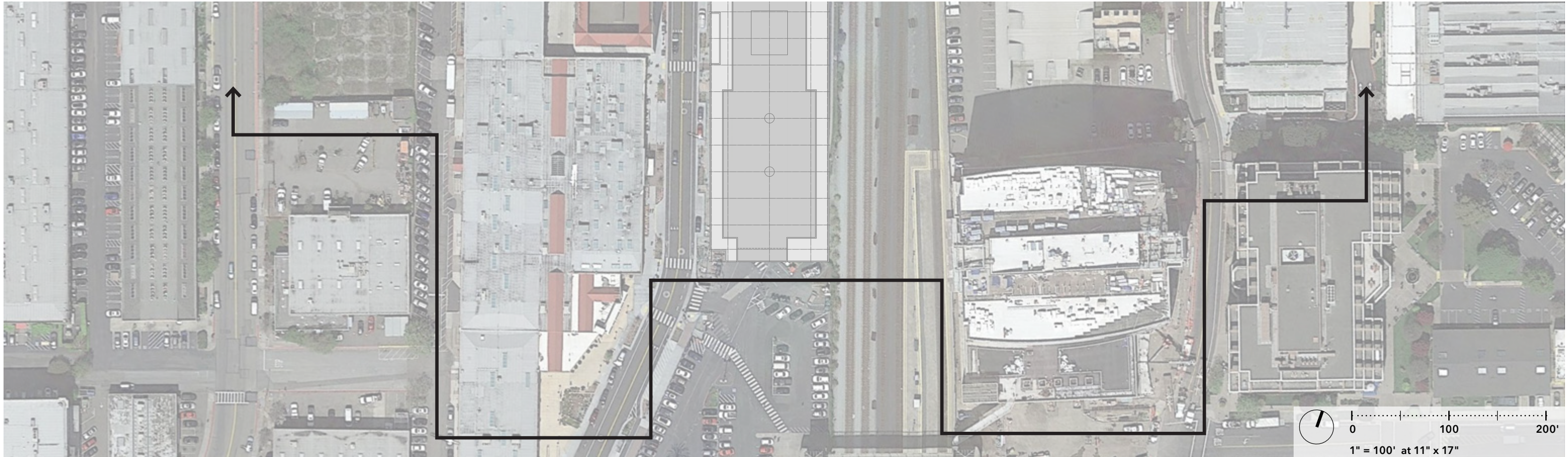
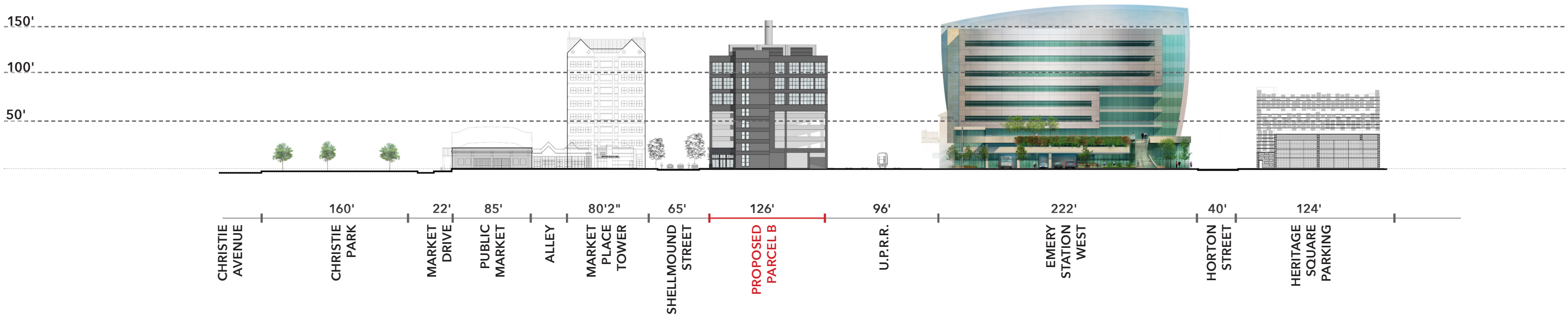
NORTH ELEVATION

Note: The dimensions are approximate.

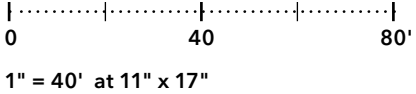
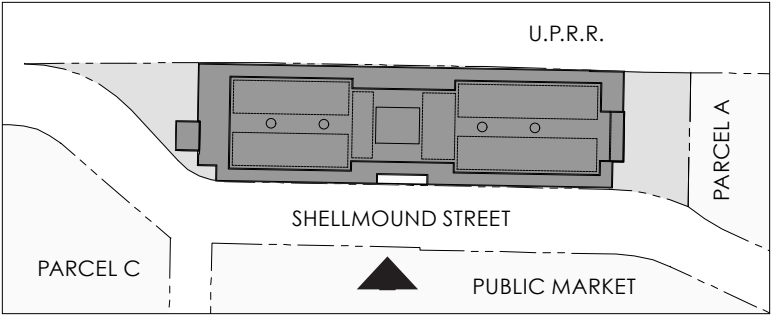
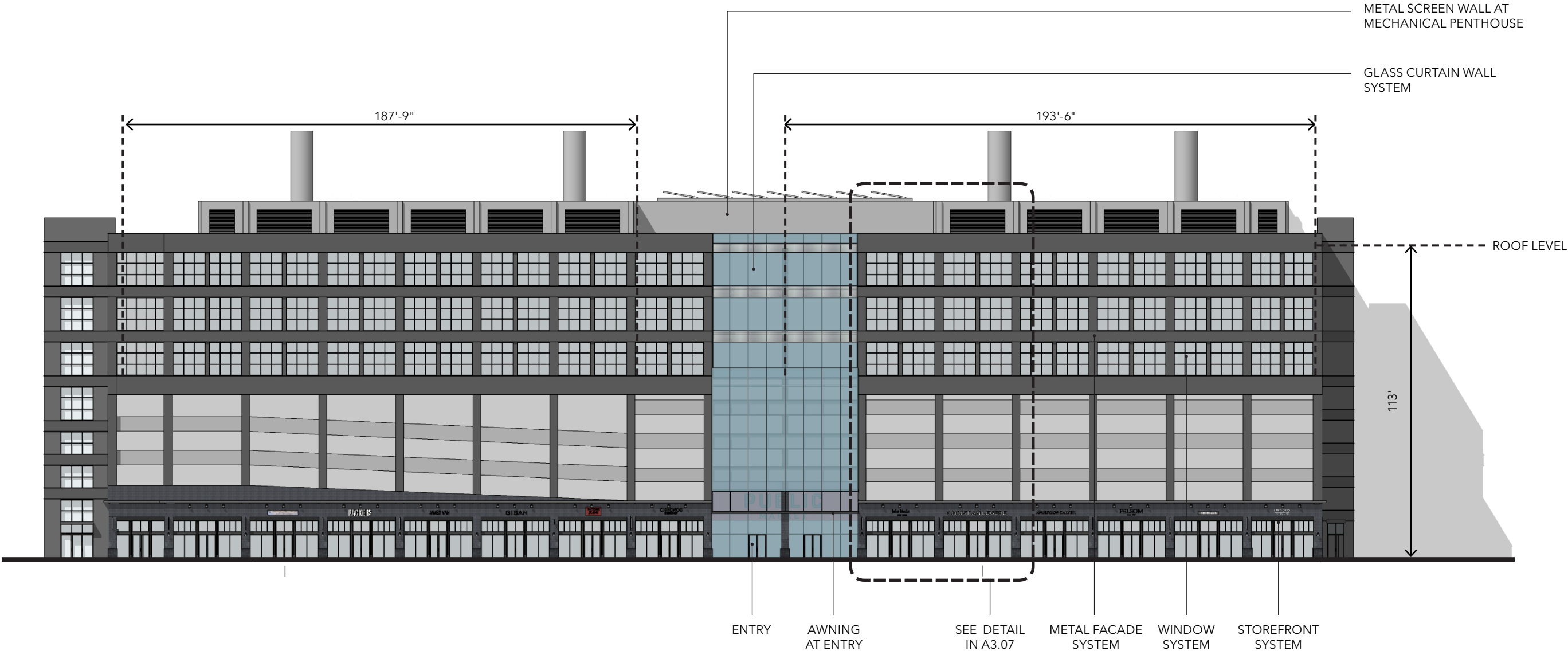


SOUTH ELEVATION

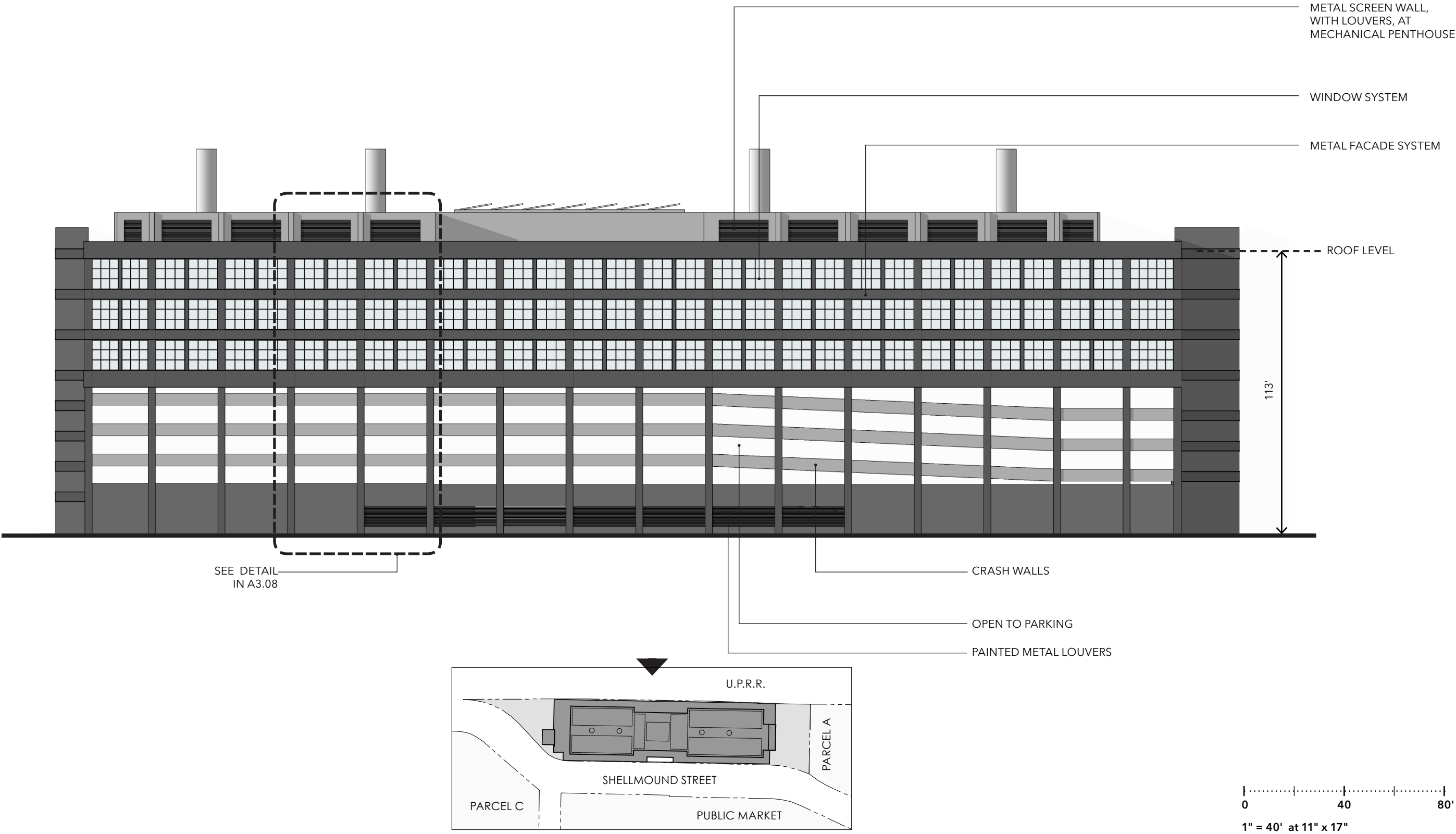
Note: The dimensions are approximate.



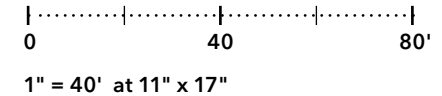
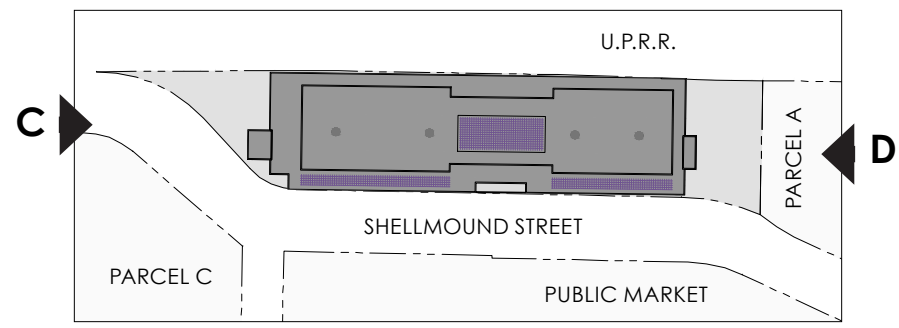
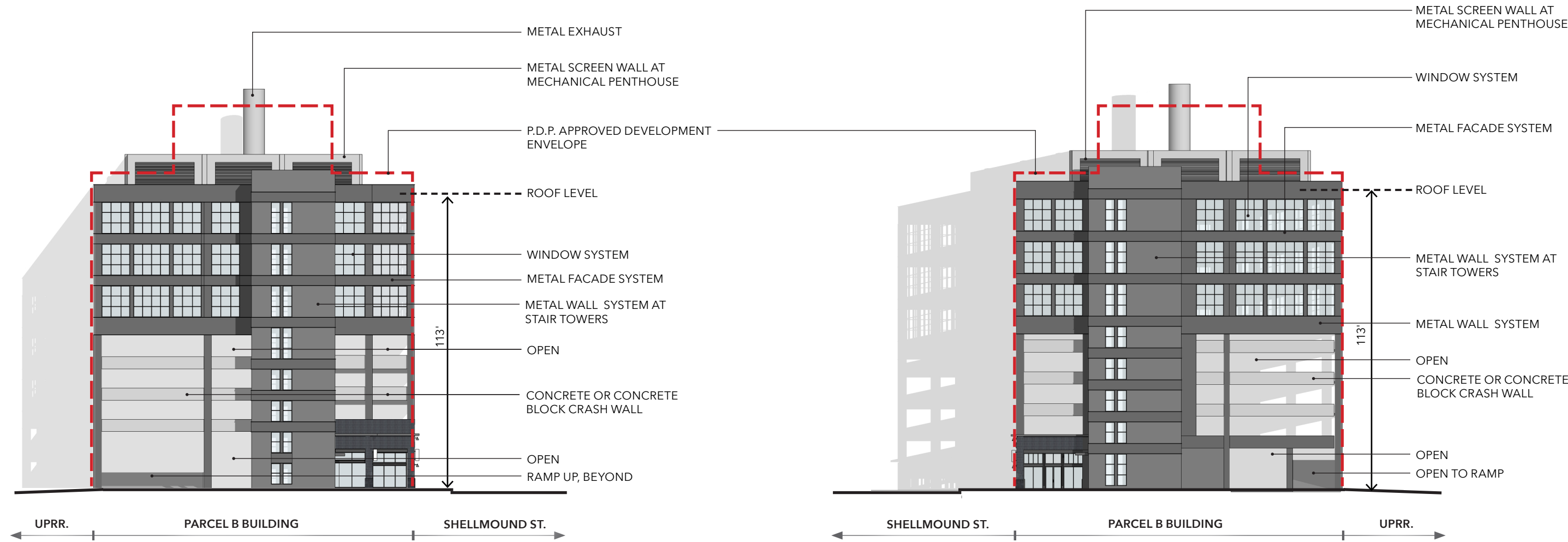
- Notes:
- 1. Street trees and furnishings omitted for clarity.
 - 2. See A7.00 for Art concept.

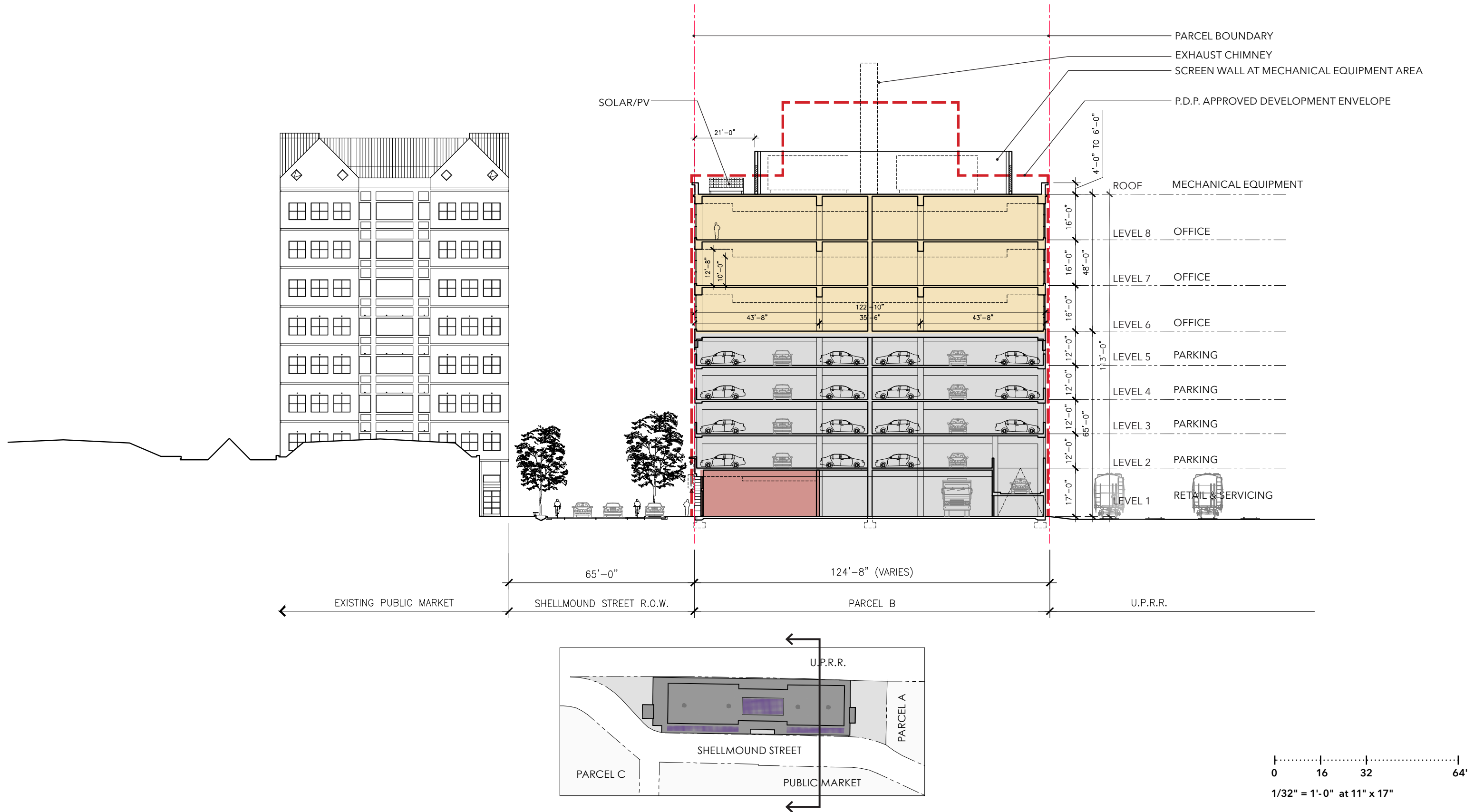


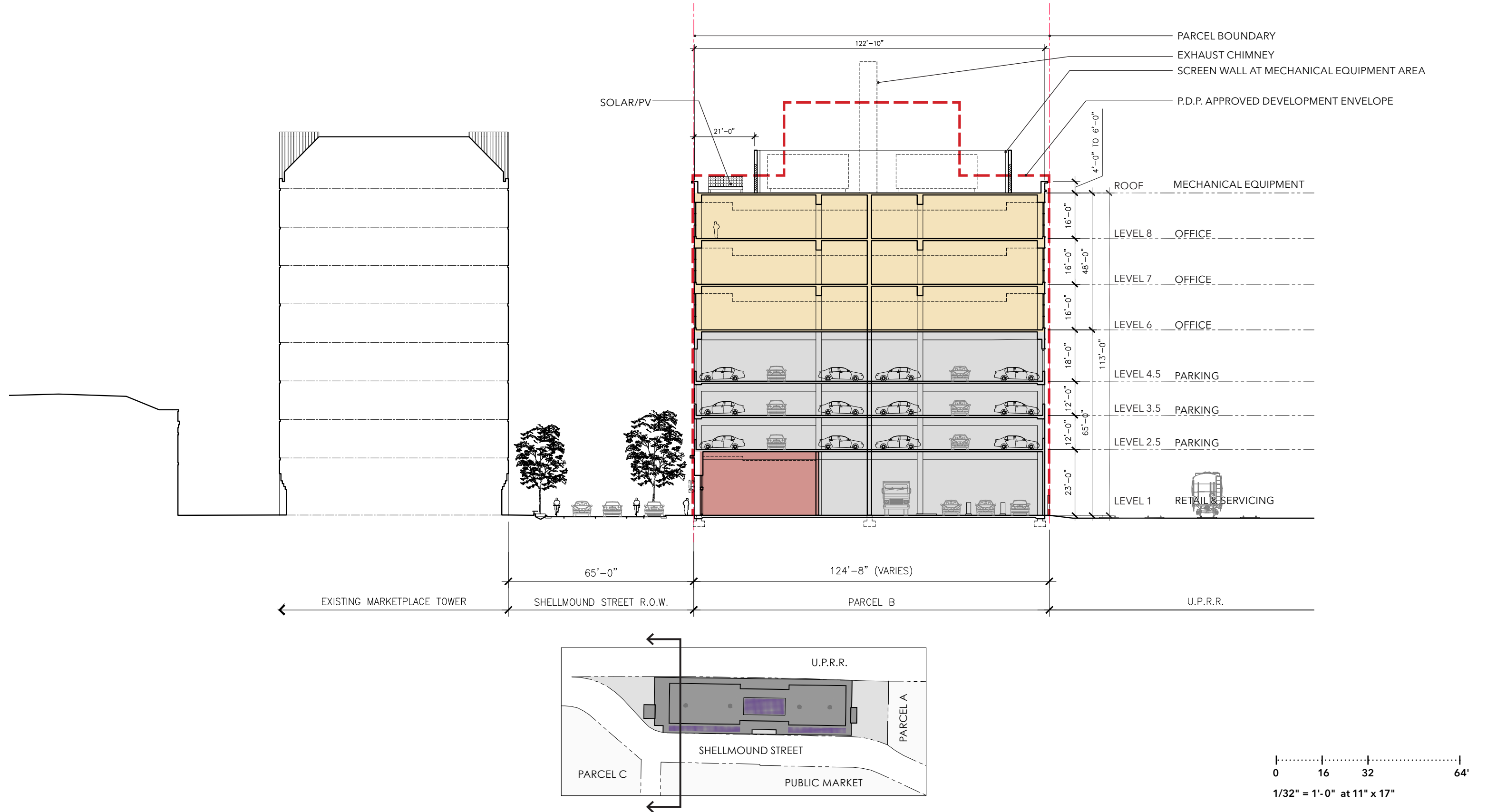
- Notes:
- 1. Street trees and furnishings omitted for clarity.
 - 2. See A7.00 for Art concept.

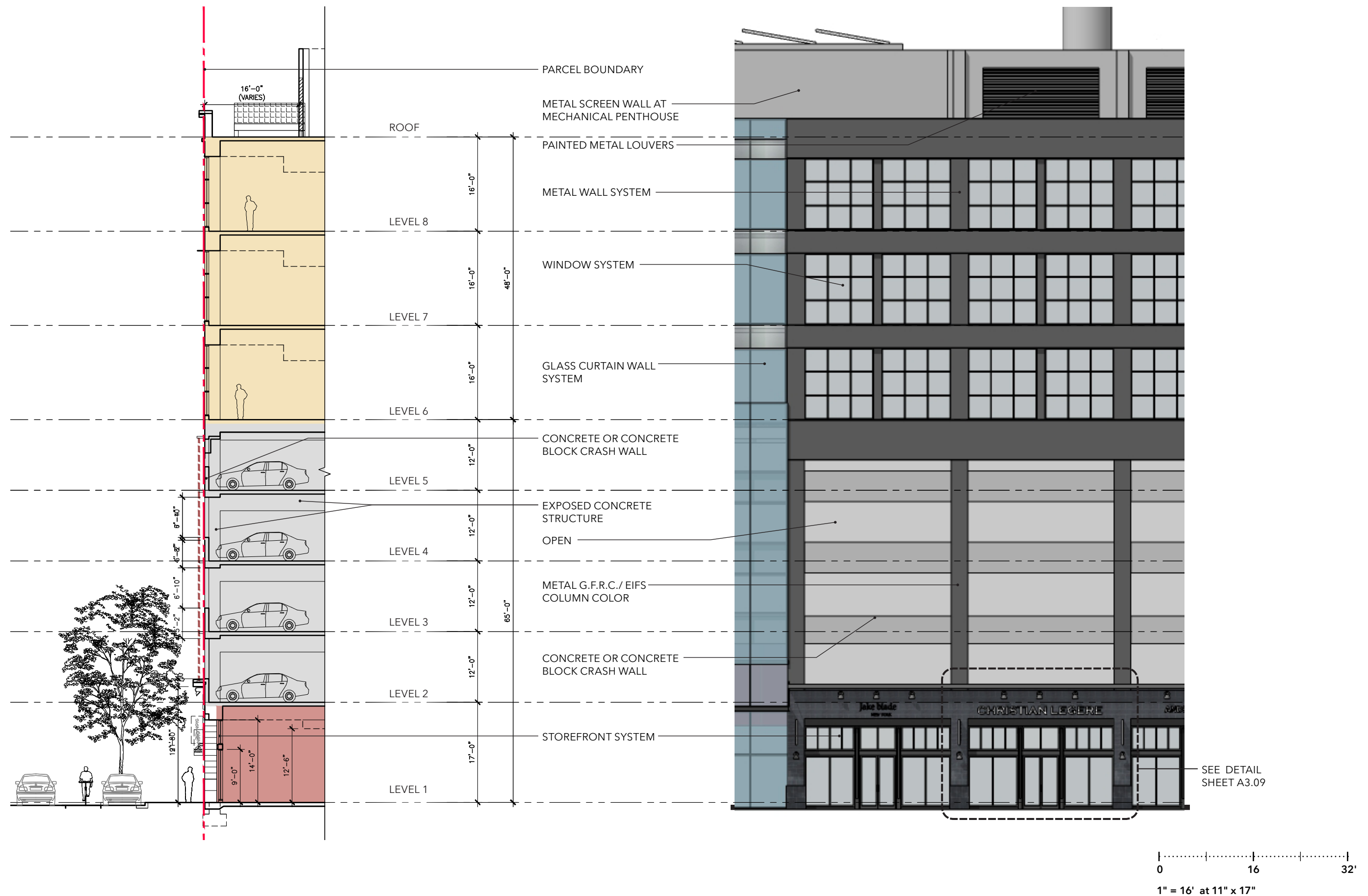


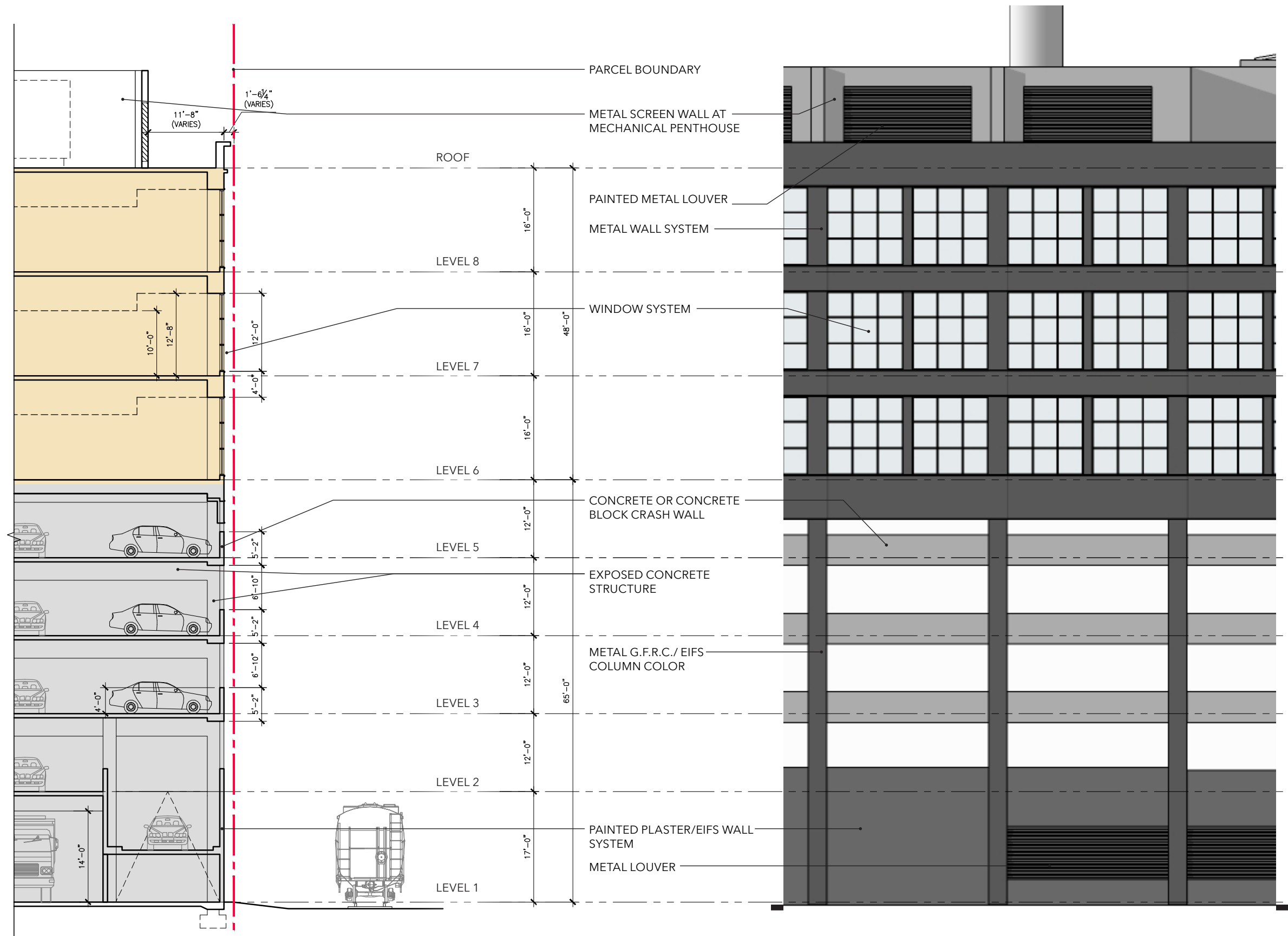
Notes:
Street trees and furnishings omitted for clarity.

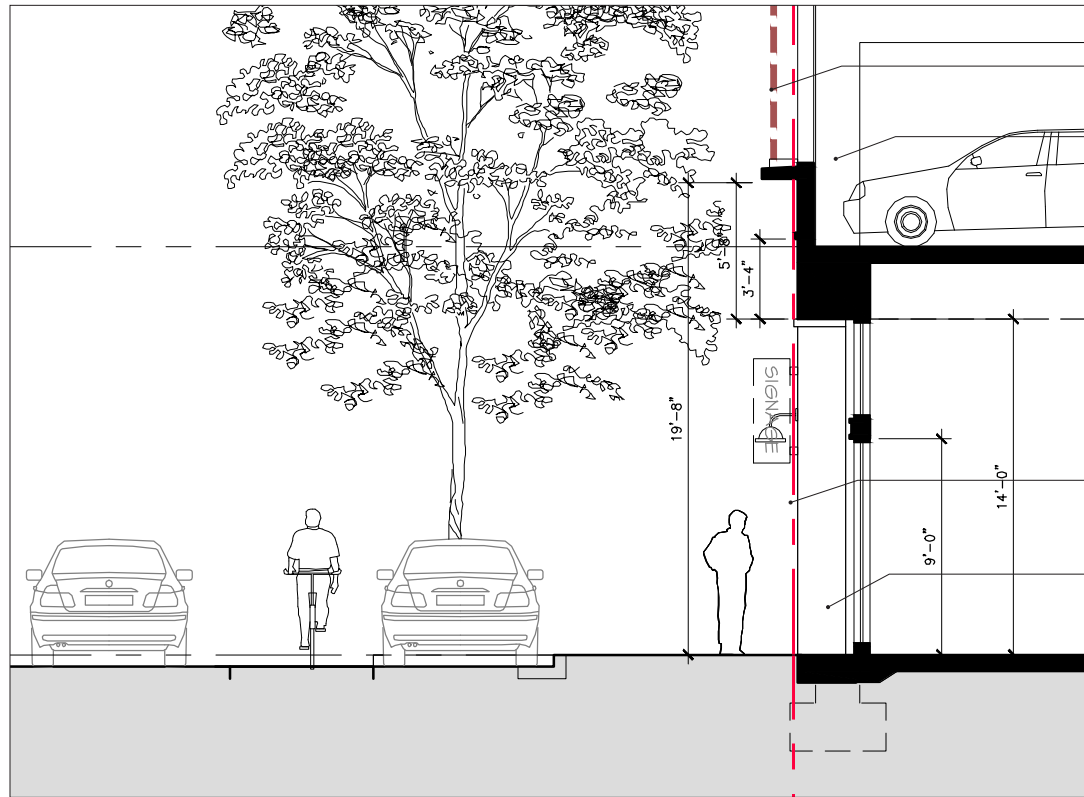












3. SECTION

- POTENTIAL ART SCREEN.
SEE ART CONCEPT SHEETS
- EXPOSED CONCRETE STRUCTURE
- POTENTIAL SIGNAGE ZONES
- STOREFRONT WINDOW SYSTEM
- COLUMN WITH STONE TILE
SURFACE

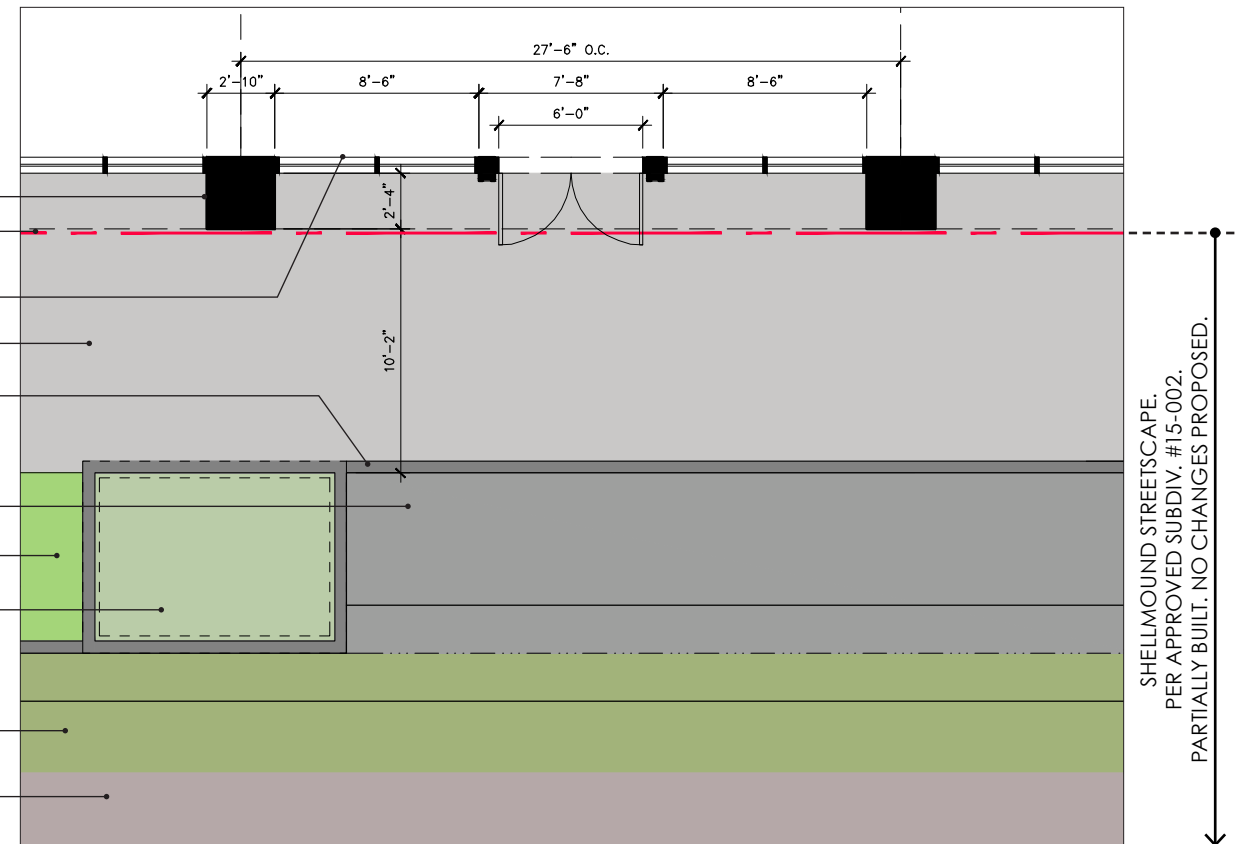


2. ELEVATION

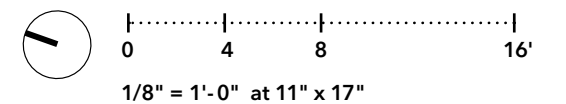


4. VIEW

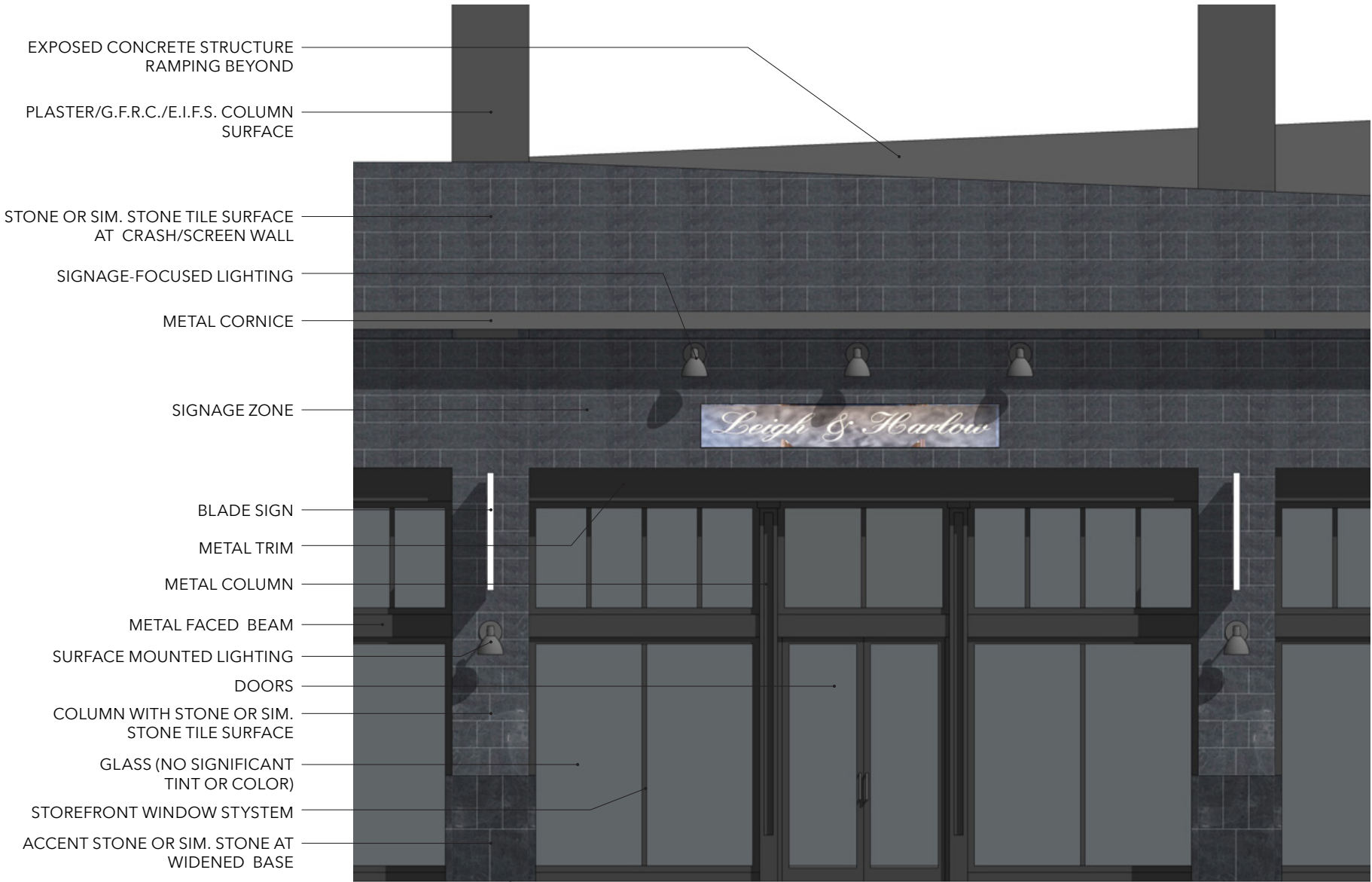
- COLUMN
- PARCEL LINE
- STOREFRONT WINDOW SYSTEM
- PUBLIC SIDEWALK
- CURB
- PARKING ON STREET
- TREE PLANTER
- PLANTER
- BIKE LANE
- STREET



1. PLAN



NOTE: SEE NEXT PAGES FOR DETAILS.

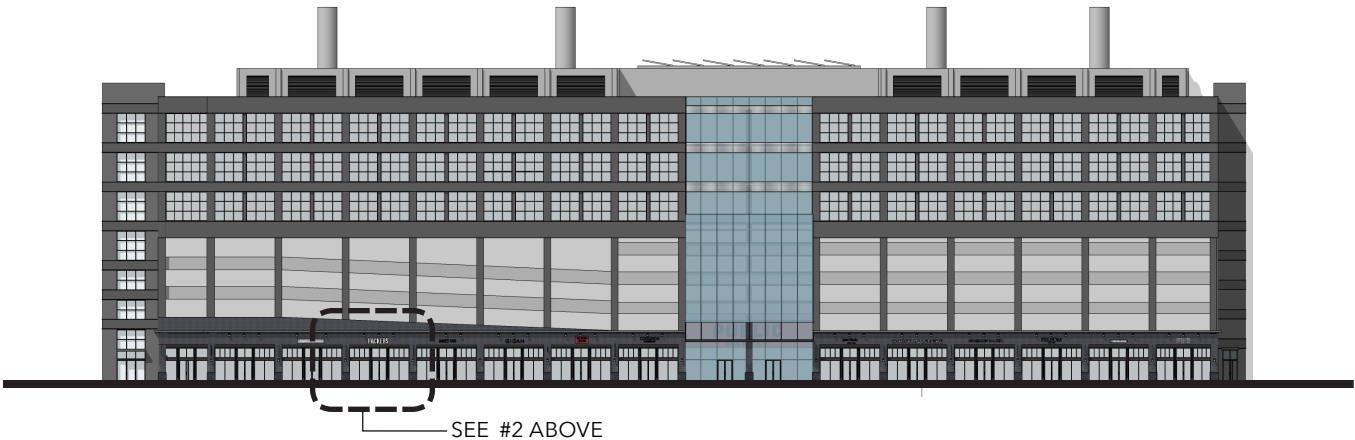


2. ELEVATION

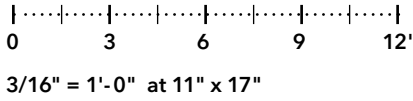


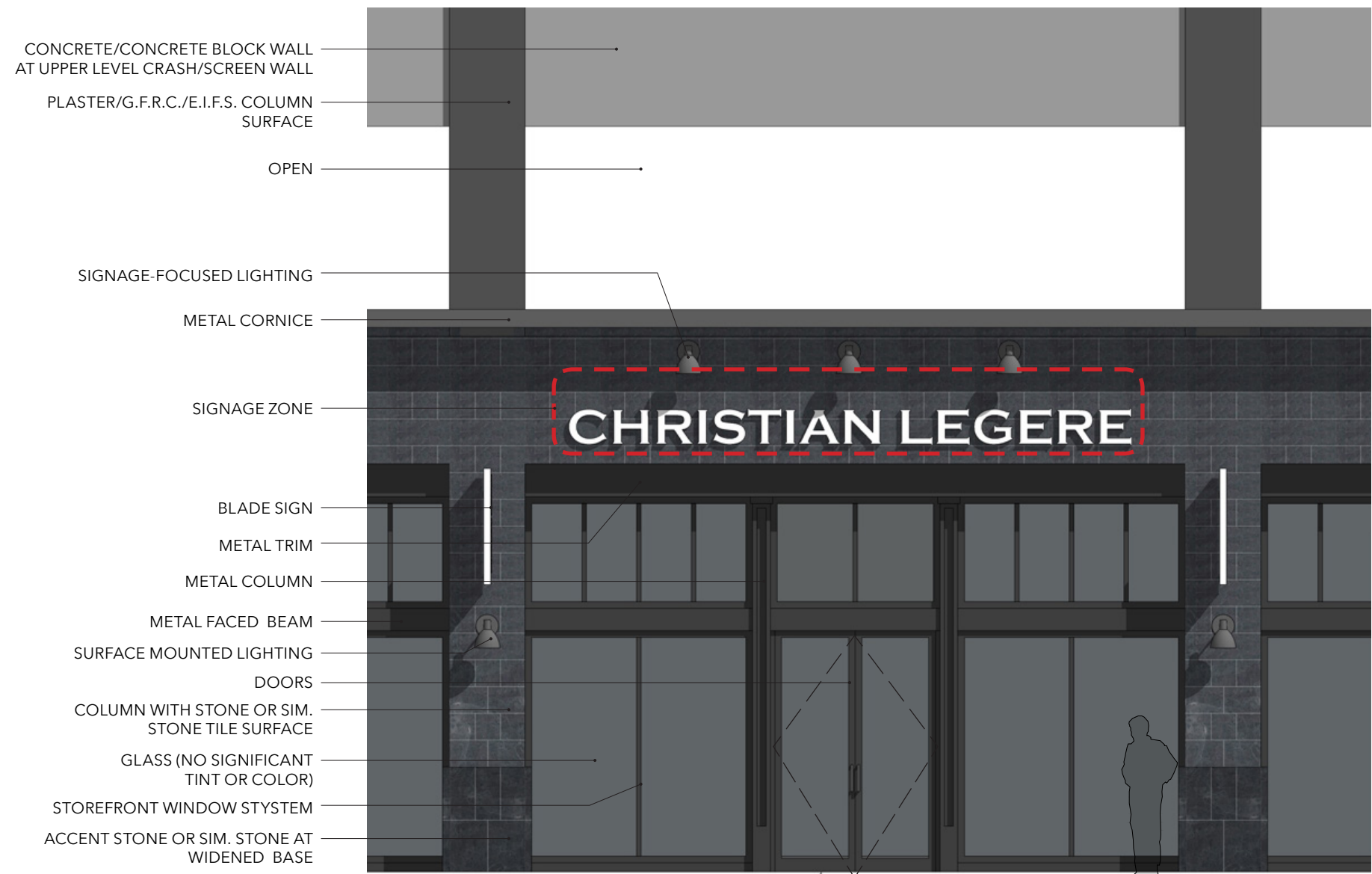
3. 3-D VIEW

NOTE:
 THE PROJECT F.D.P. INCLUDES A
 CONSISTENT, PROTO-TYPICAL STOREFRONT
 DESIGN, ILLUSTRATED HERE. THE DESIGN
 INCLUDES AN EXPECTED SIGNAGE ZONE.
 TENANTS ARE FREE TO DESIGN/INSTALL A
 CUSTOM STOREFRONT DESIGN, AS PART
 OF THEIR "T.I." PROCESS. WE EXPECT THAT
 THE UNIQUE STOREFRONTS WILL ADD
 COLOR AND VARIETY TO THE CONSISTENT
 FRAMEWORK, ALONG SHELLMOUND
 STREET, PROVIDED BY THE BASE BUILDING.



1. KEY ELEVATION



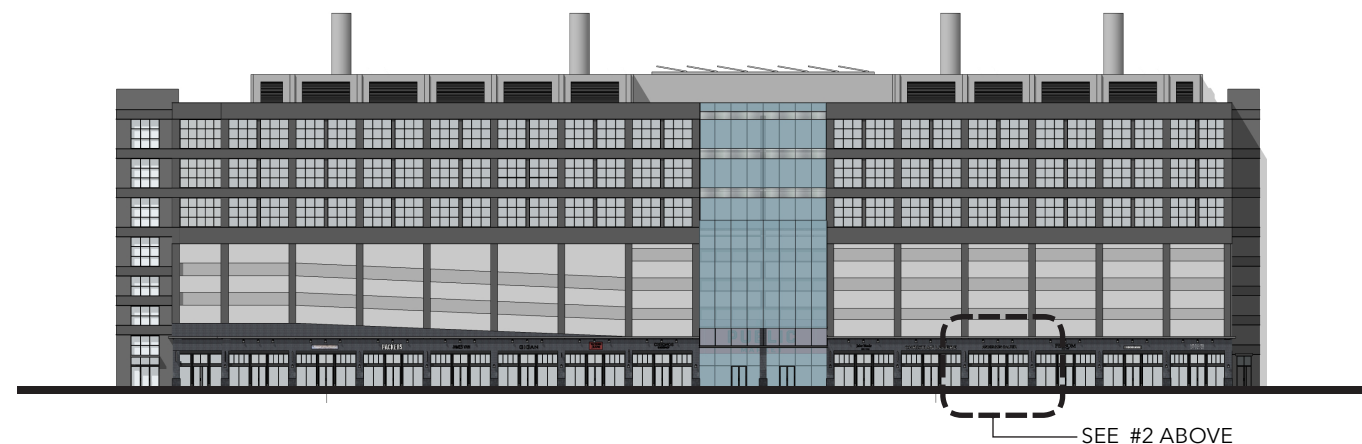


2. ELEVATION



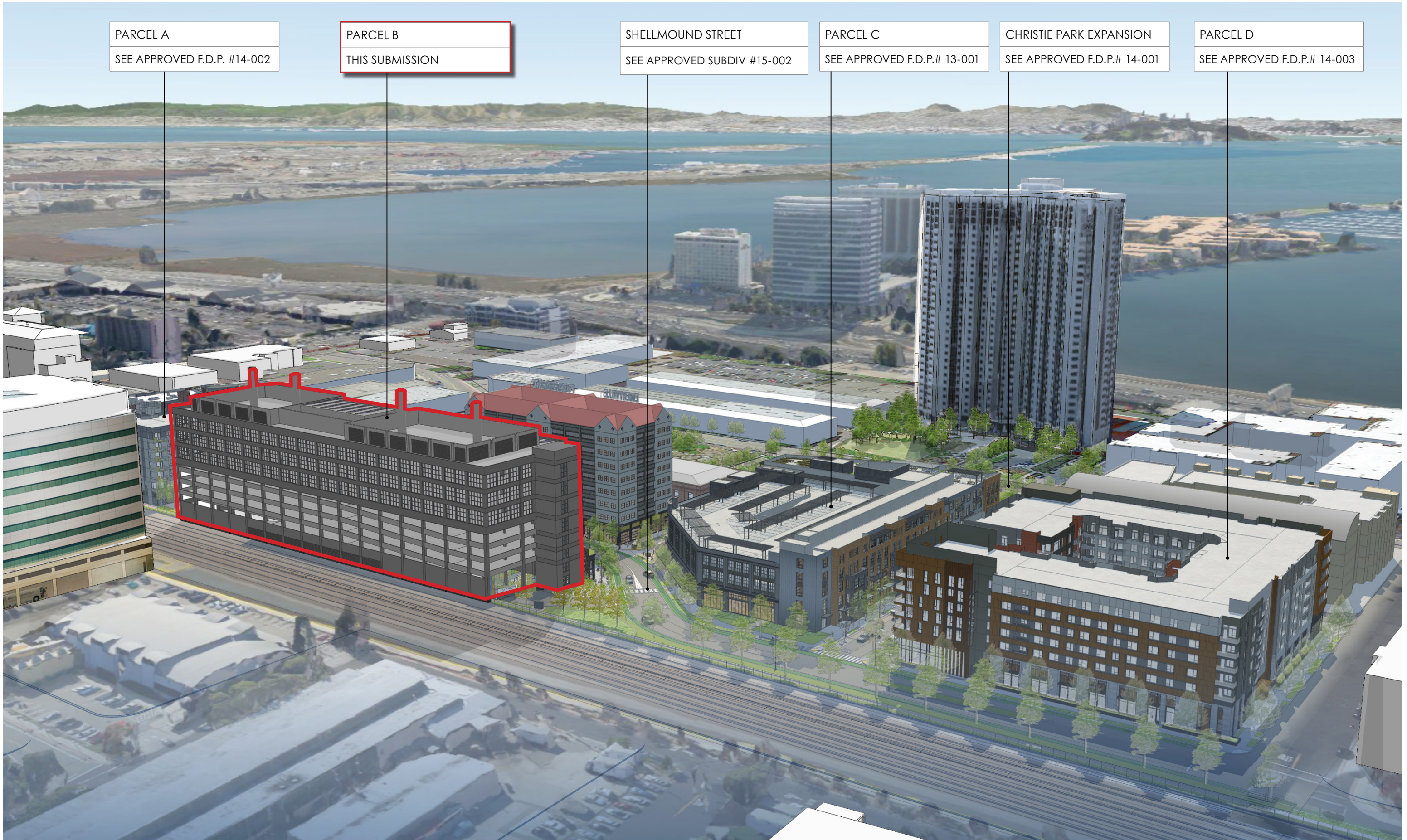
3. 3-D VIEW

NOTE:
THE PROJECT F.D.P. INCLUDES A
CONSISTENT, PROTO-TYPICAL STOREFRONT
DESIGN, ILLUSTRATED HERE. THE DESIGN
INCLUDES AN EXPECTED SIGNAGE ZONE.
TENANTS ARE FREE TO DESIGN/INSTALL A
CUSTOM STOREFRONT DESIGN, AS PART
OF THEIR "T.I." PROCESS. WE EXPECT THAT
THE UNIQUE STOREFRONTS WILL ADD
COLOR AND VARIETY TO THE CONSISTENT
FRAMEWORK, ALONG SHELLMOUND
STREET, PROVIDED BY THE BASE BUILDING.



1. KEY ELEVATION

0 3 6 9 12'
3/16" = 1'-0" at 11" x 17"



PARCEL A
SEE APPROVED F.D.P. #14-002

PARCEL B
THIS SUBMISSION

SHELLMOUND STREET
SEE APPROVED SUBDIV #15-002

PARCEL C
SEE APPROVED F.D.P.# 13-001

CHRISTIE PARK EXPANSION
SEE APPROVED F.D.P.# 14-001

PARCEL D
SEE APPROVED F.D.P.# 14-003



VIEW LOOKING NORTH UP SHELLMOUND STREET



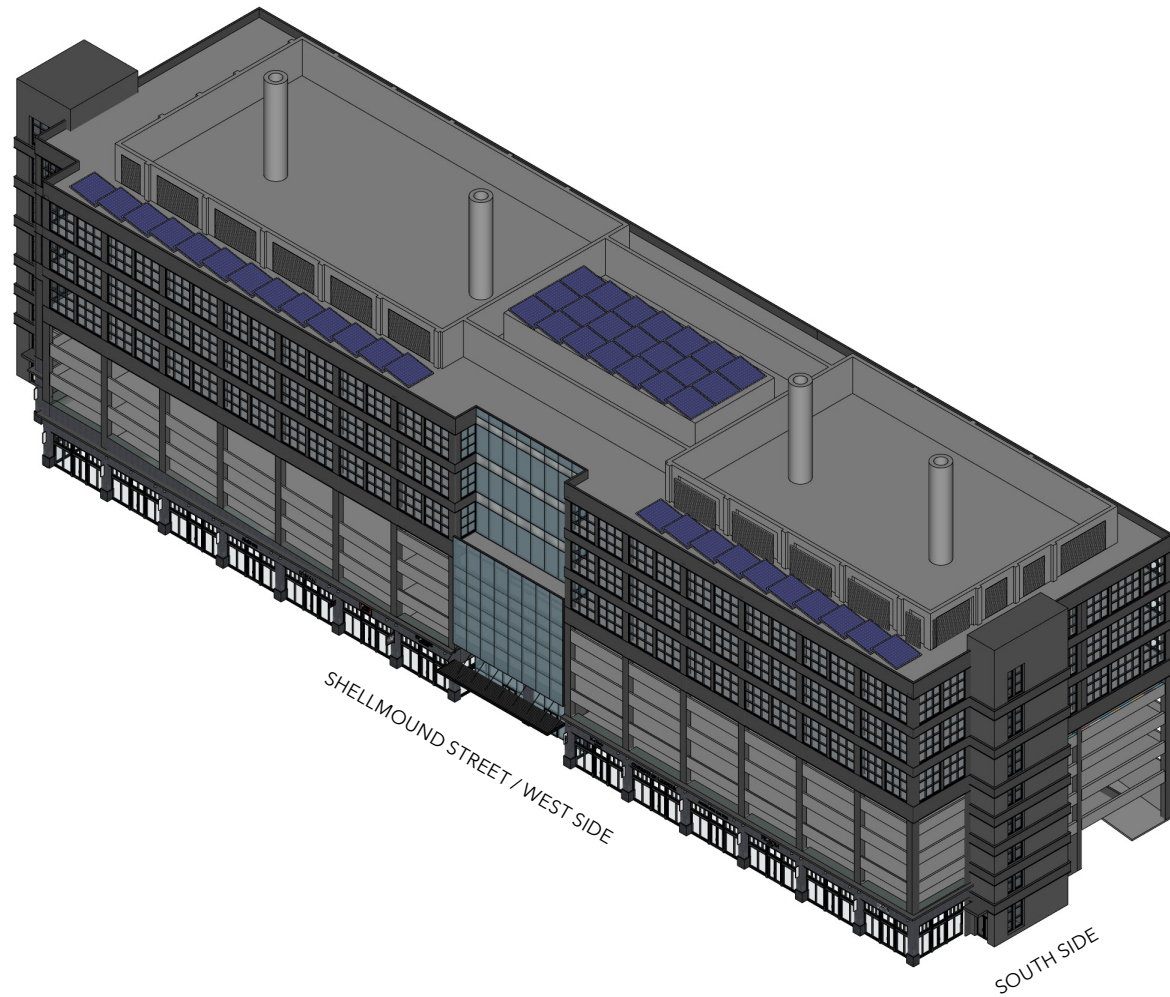
VIEW OF SHELLMOUND RETAIL



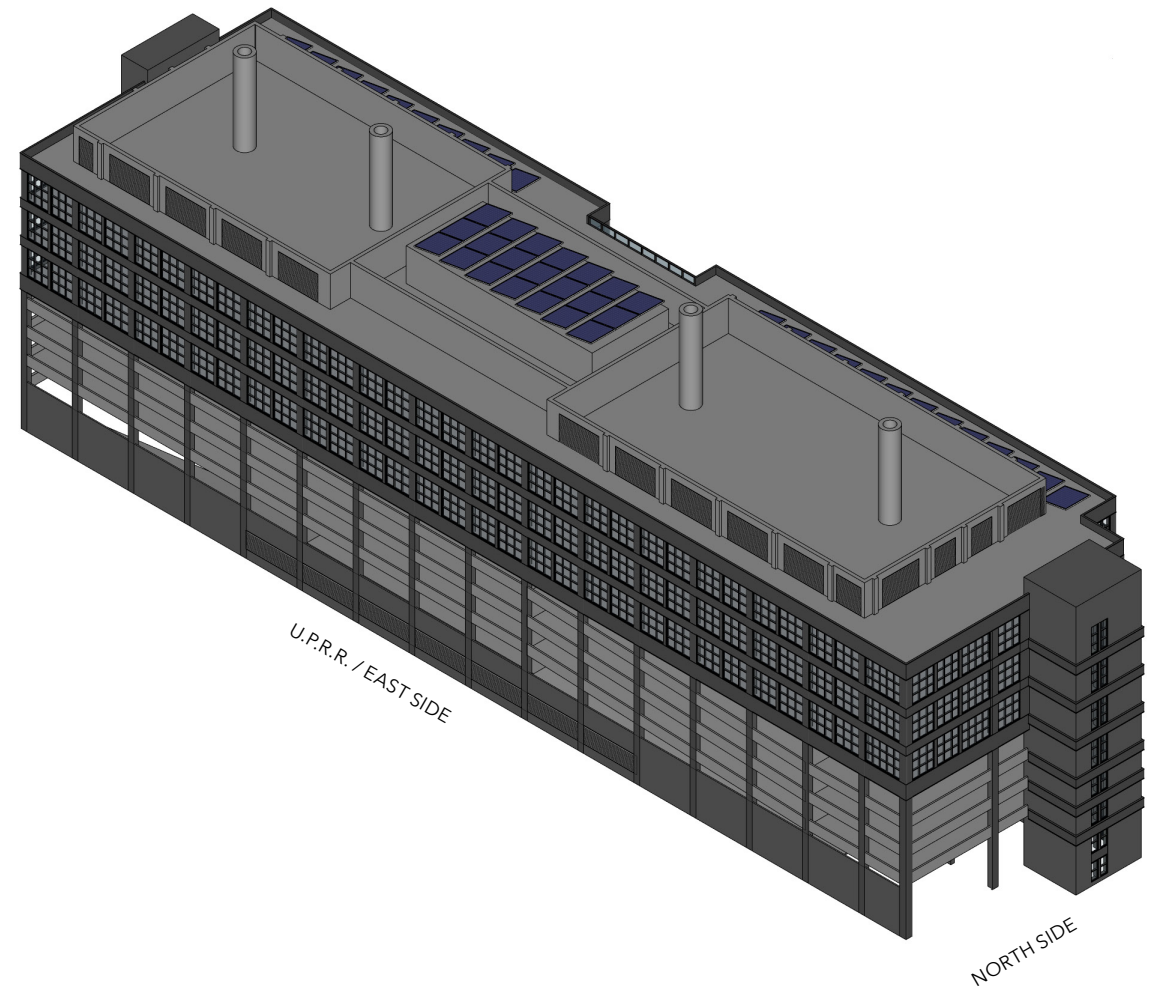
VIEW LOOKING SOUTH ON SHELLMOUND FROM 64TH STREET

EMERYVILLE PUBLIC MARKET - PARCEL B

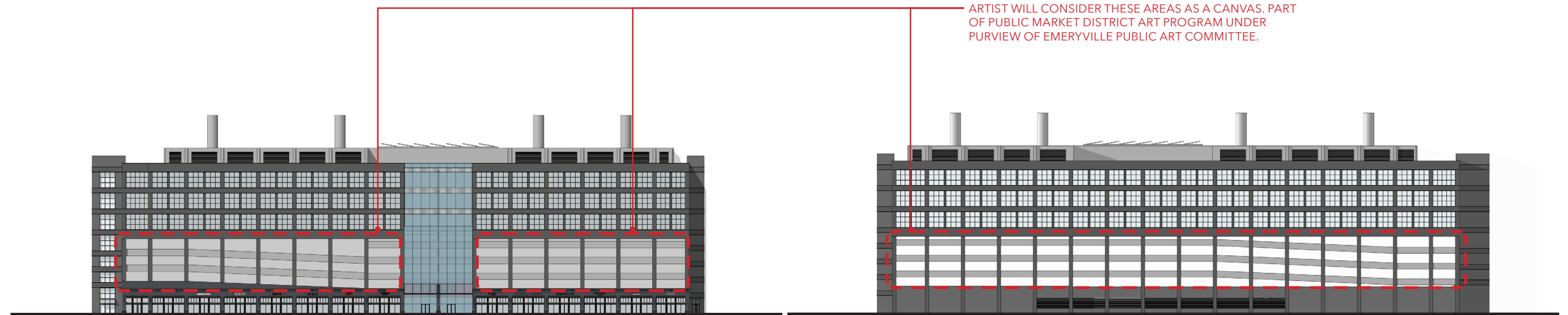
Emeryville, California



1. 3-D VIEW FROM THE SOUTHWEST



2. 3-D VIEW FROM THE NORTHEAST



ARTIST WILL CONSIDER THESE AREAS AS A CANVAS. PART OF PUBLIC MARKET DISTRICT ART PROGRAM UNDER PURVIEW OF EMERYVILLE PUBLIC ART COMMITTEE.

A. WEST ELEVATION

B. EAST ELEVATION

C. SHORTLISTED ARTISTS:



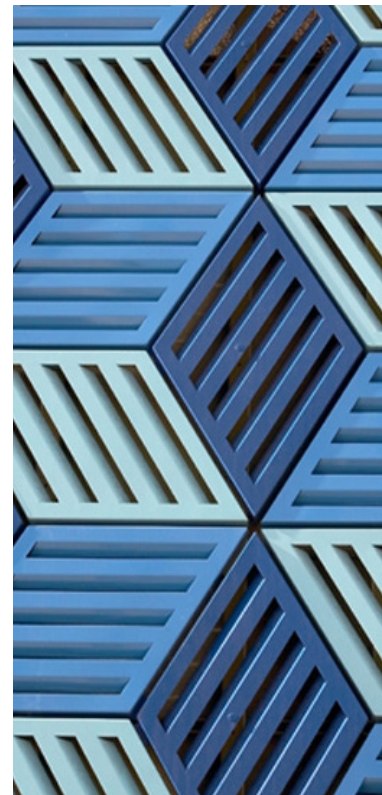
Christian Moller



Erwin Redl



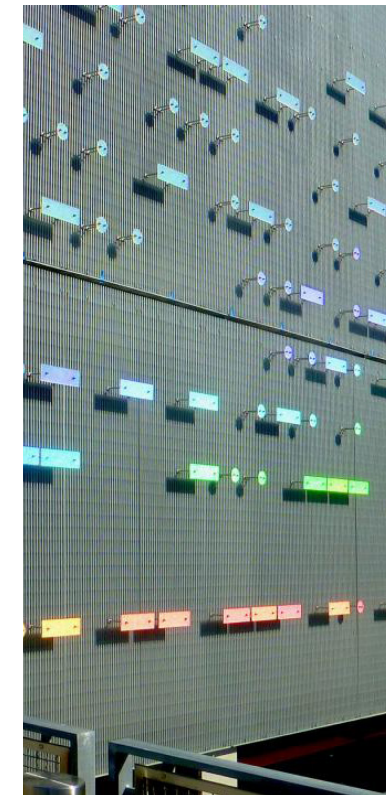
Jacob Hashimoto



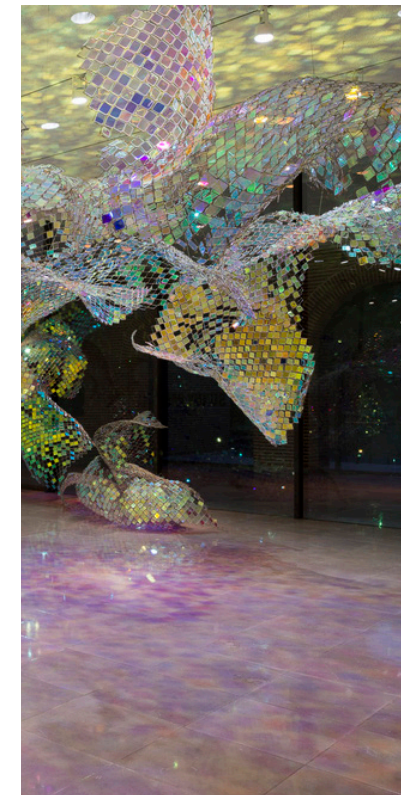
Jim Isermann



Mark Reigelman







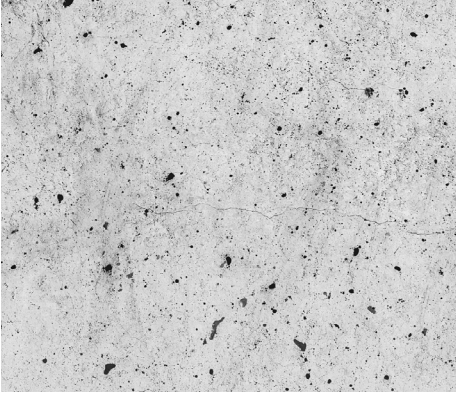





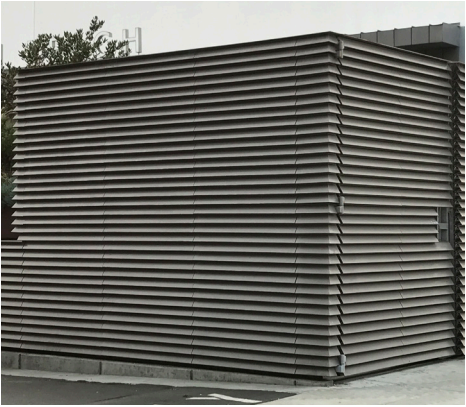

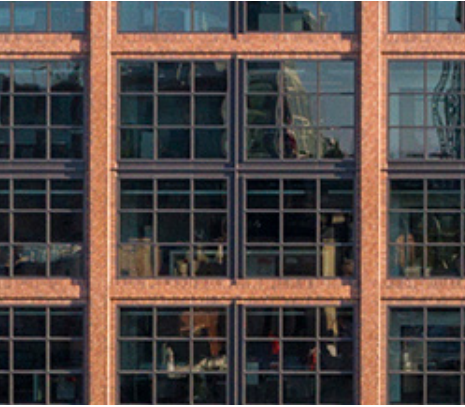




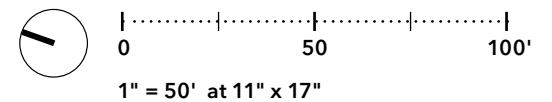
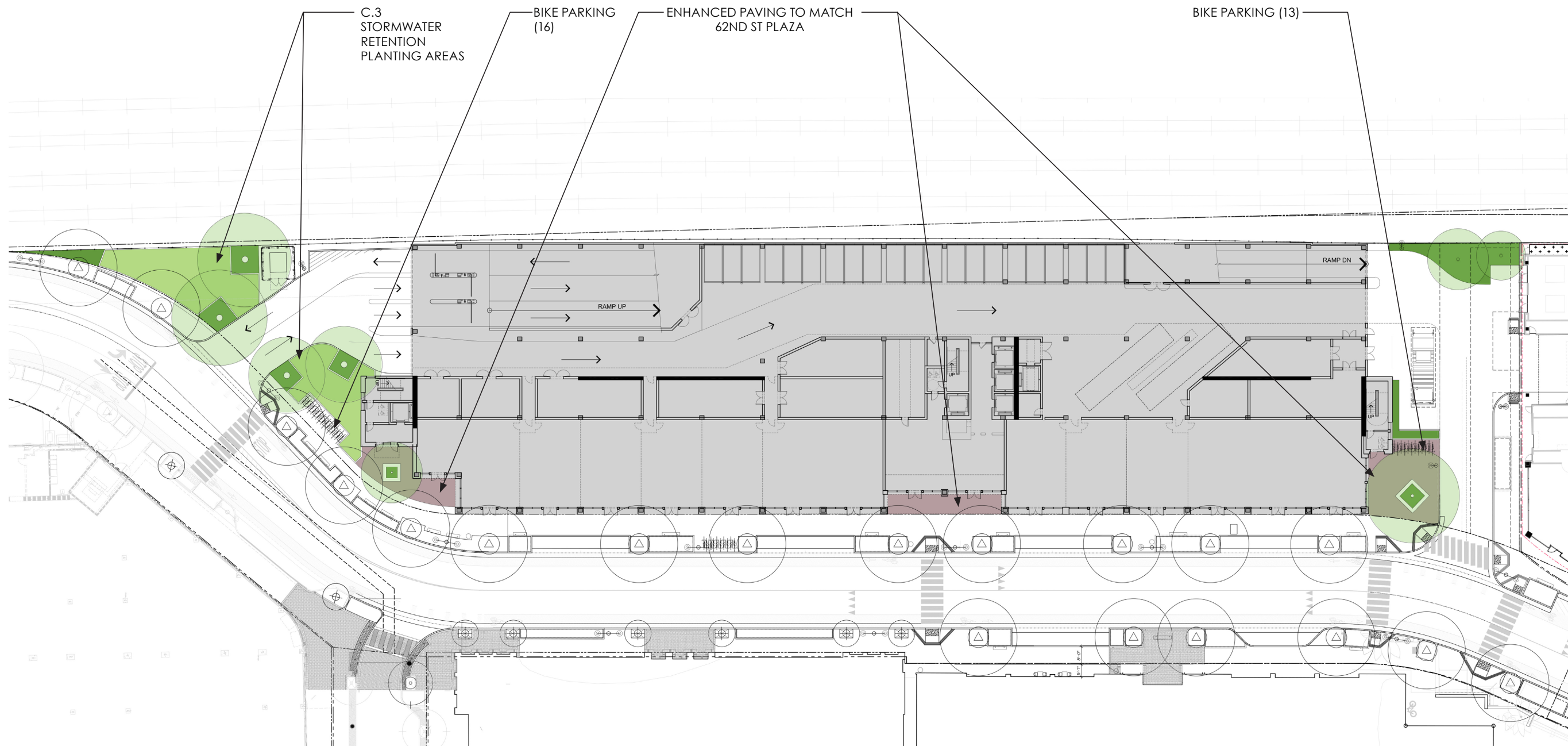
Ray King

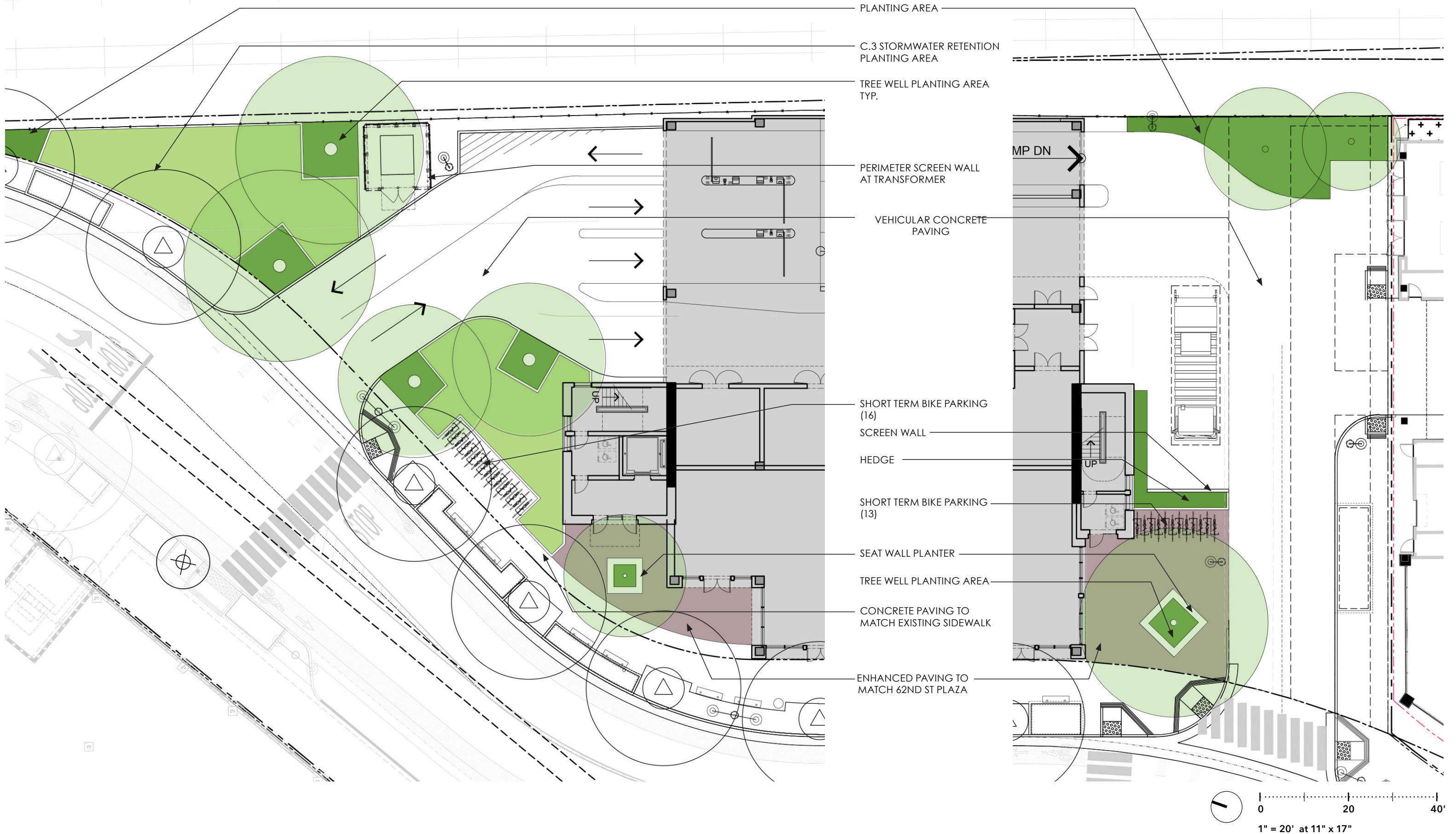








Soo Sunny Park

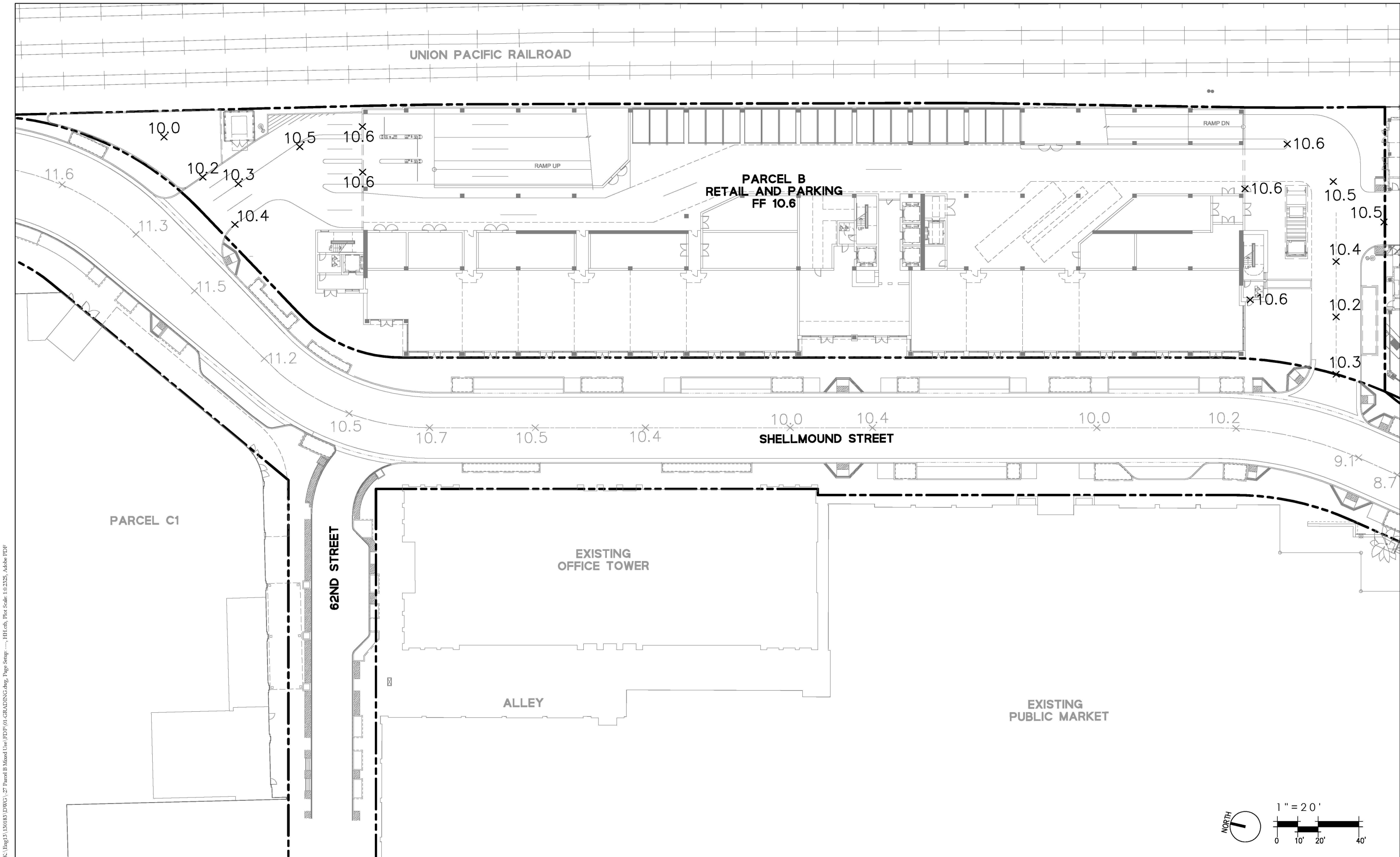
NOTE: SEE "EMERYVILLE PUBLIC MARKET FINAL ART MASTER PLAN"

					
GLASS AT STOREFRONTS AT LAB LEVELS AT STAIRS AND LOBBIES	PAINT COLOR TO MATCH "CITYSCAPE" (SW 7067) AT ROOFTOP MECHANICAL SCREEN WALLS	PAINT COLOR TO MATCH "GRIZZLE GRAY" (SW 7068) AT METAL FACADE ELEMENTS	PAINT COLOR TO MATCH "IRON ORE " (SW 7069) AT METAL FACADE ELEMENTS	PAINT COLOR TO MATCH "DARK BRONZE" (ANODIZED) AT STOREFRONTS	PAINT COLOR TO MATCH "CLASSIC BRONZE" AT STOREFRONTS
FINISHES + MATERIALS					
					
STRUCTURAL CONCRETE (NOT "BOARD-FORMED") AT CRASH WALLS	CONCRETE BLOCK AT CRASH WALLS	PAINT TO MATCH "SLATE GRAY #18" BY CENTRIA AT LOUVERS	"STONE" TILE 3 ACCENT AT RETAIL BASE	"STONE" TILE 2 AT RETAIL BASE	"STONE" TILE 1 COLUMN ACCENT AT RETAIL BASE
FINISHES + MATERIALS					
					
	METAL SCREEN WALL AT TRANSFORMER ENCLOSURE	METAL SCREEN WALL AT ROOF LEVEL LOUVERS AT ROOF AND BASE LEVELS METAL CHIMNEY	METAL AND GLASS WINDOW AND WALL SYSTEM	CURTAIN WALL SYSTEM AT ENTRY NOTCH	STOREFRONT SYSTEM ALONG SHELLMOUND STREET
WALL SYSTEMS					



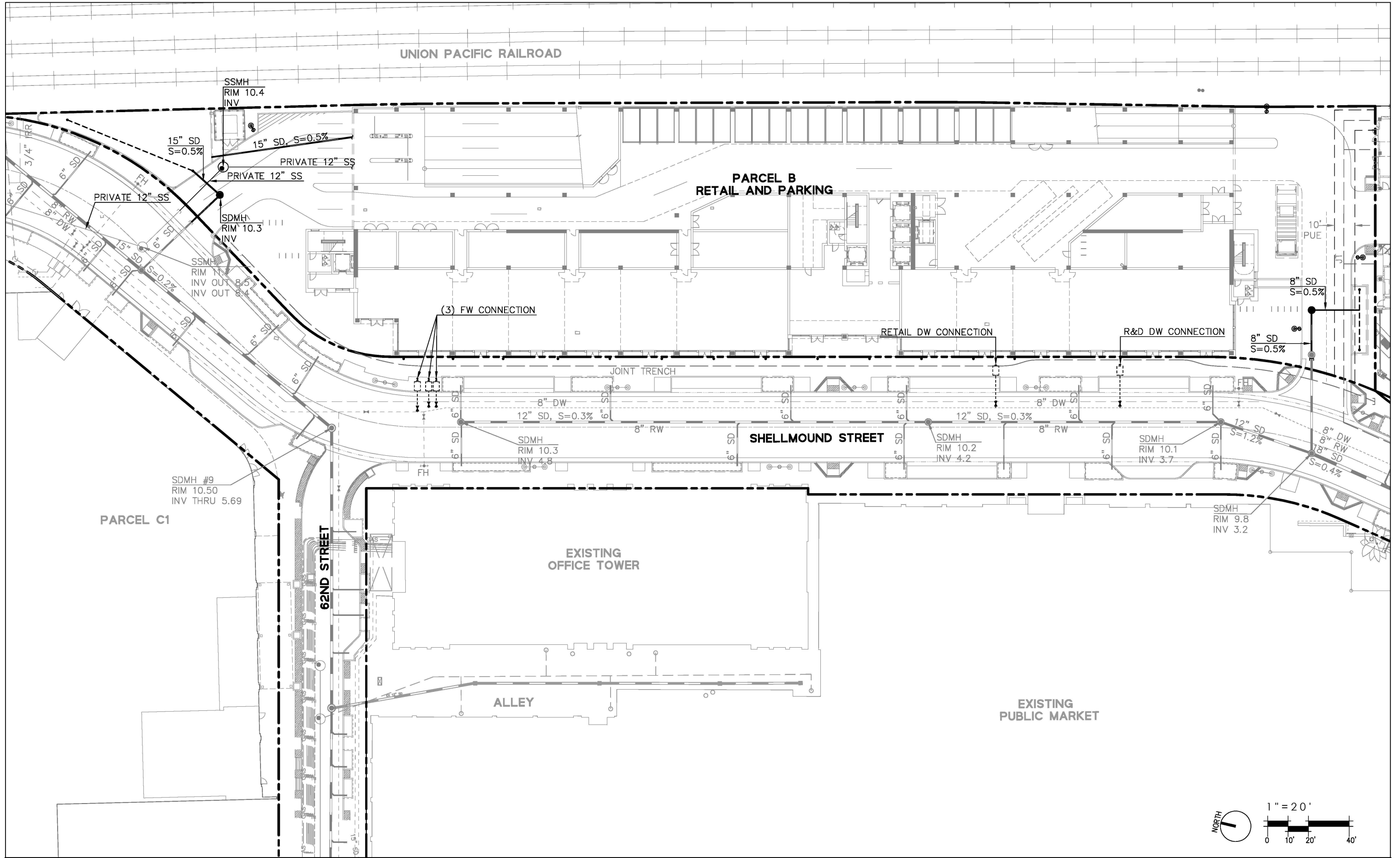


					
					HARDSCAPE
					
					PLANTING
					
					STREET FURNITURE



K:\Eng\13\130183\DWG\130183-27 Parcel B Mixed Use PDP\01 GRADING.dwg, Page Setup: 11/1/13, Plot Scale: 1/8"=1'-0", Plot Date: 1/9/2018, Plot Time: 10:23:25, Adobe PDF

K:\Eng\150483\DWG\27 Parcel B Mixed Use\PDF\02 UTILITIES.dwg, Page Setup: 1, H1.ctb, Plot Scale: 1:0.225, Adobe PDF



K:\Eng\13\130183\DWG\27 Parcel B Mixed Use\PDF\03-SWQ.dwg, Page Setup: ..., 11L.ctb, Plot Scale: 1/8"=1'-0", Adobe PDF

