FIGURE 1-1

Regional Context

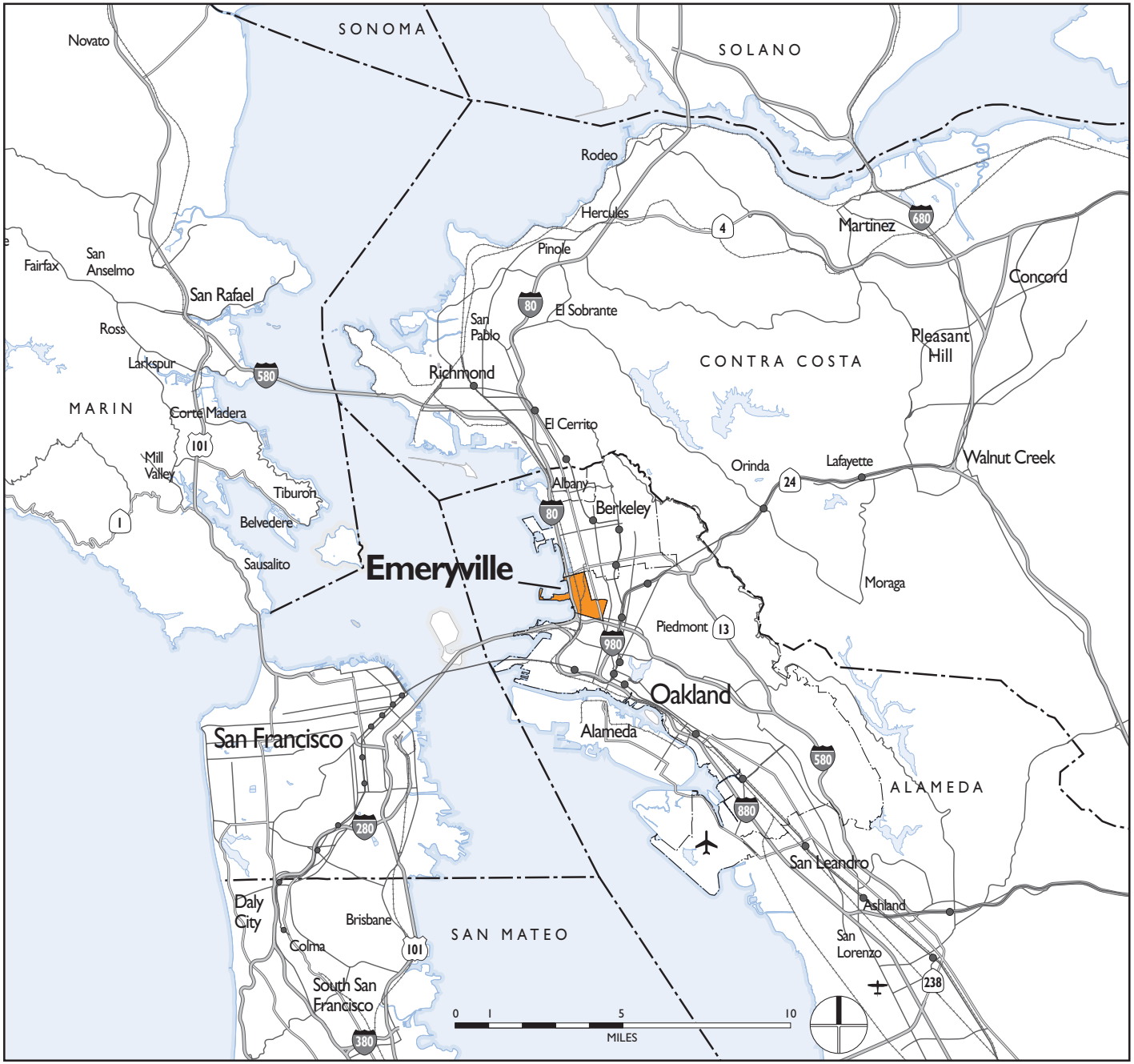


FIGURE 1-2
City Districts

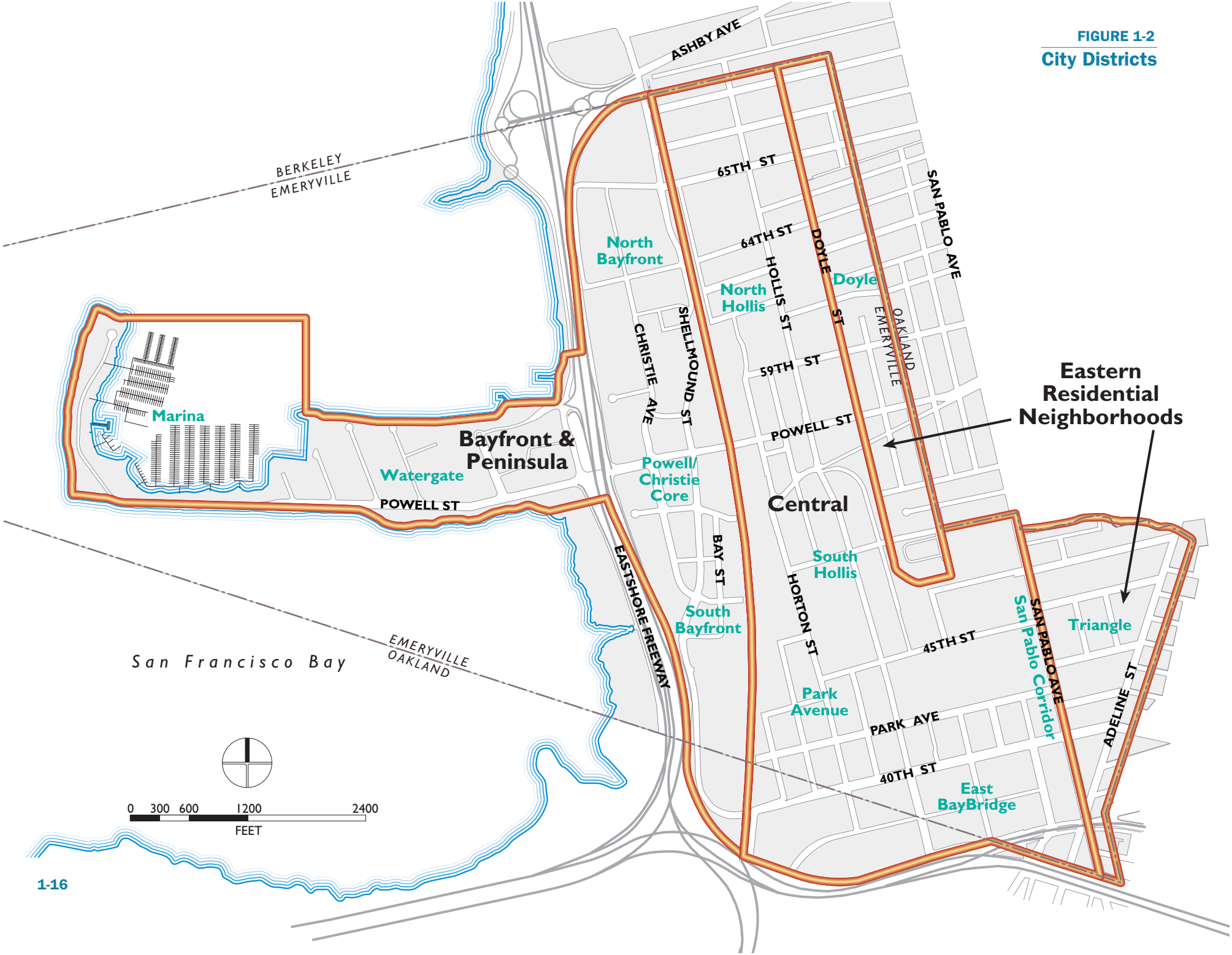


FIGURE 1-3

Existing Plans in Emeryville

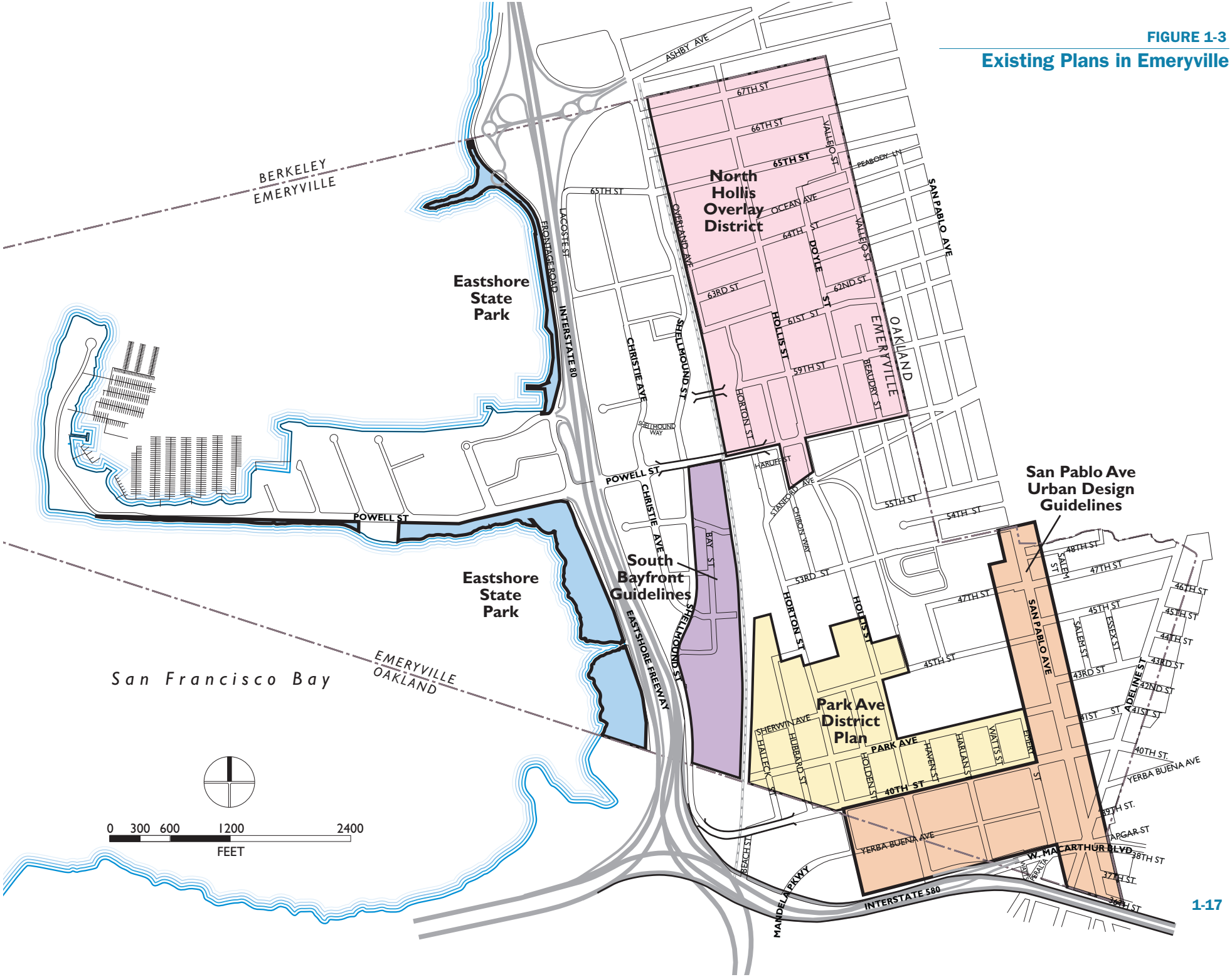


FIGURE 1-4

Redevelopment Project Areas

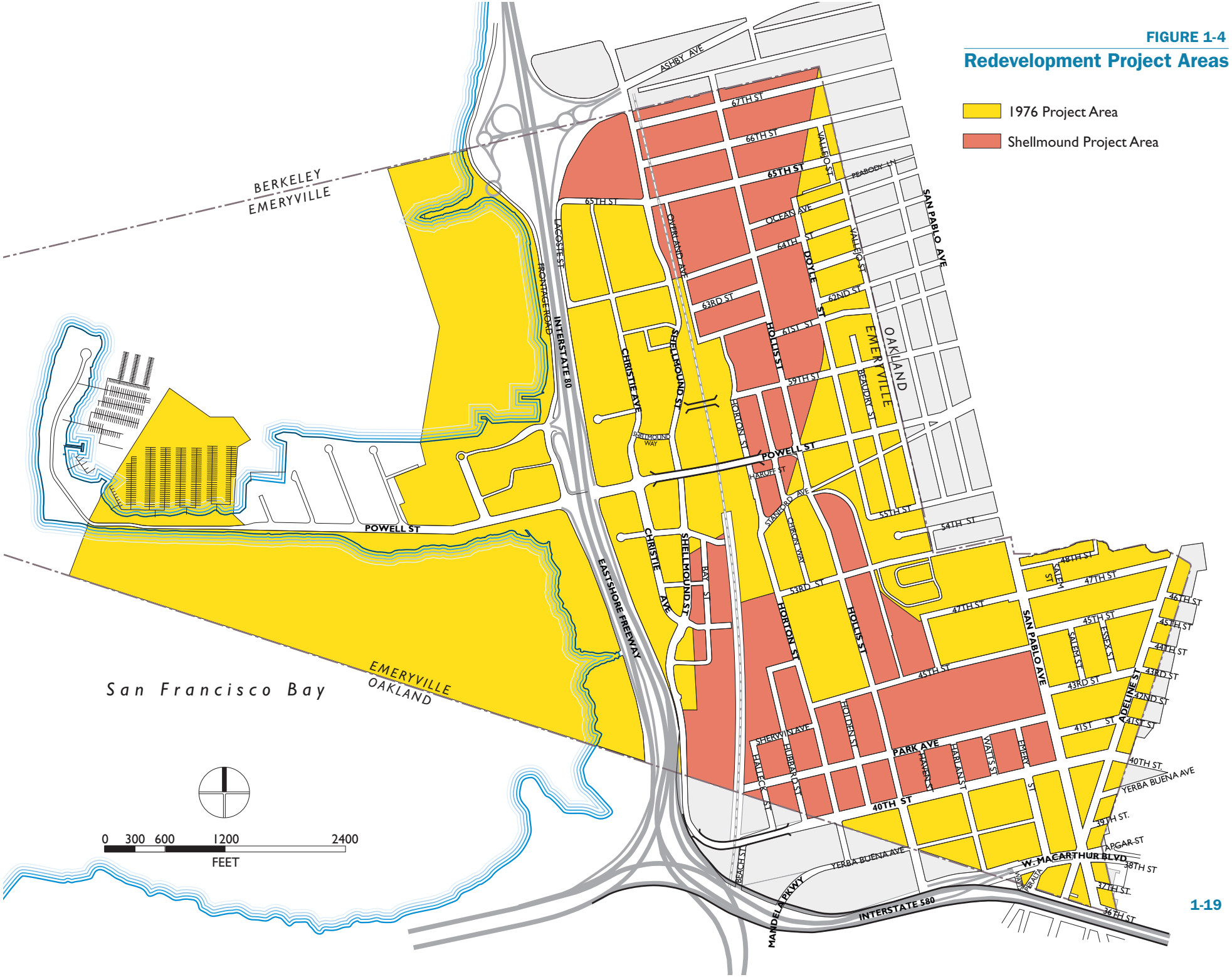


FIGURE 2-1

Areas of Change and Stability – 2009

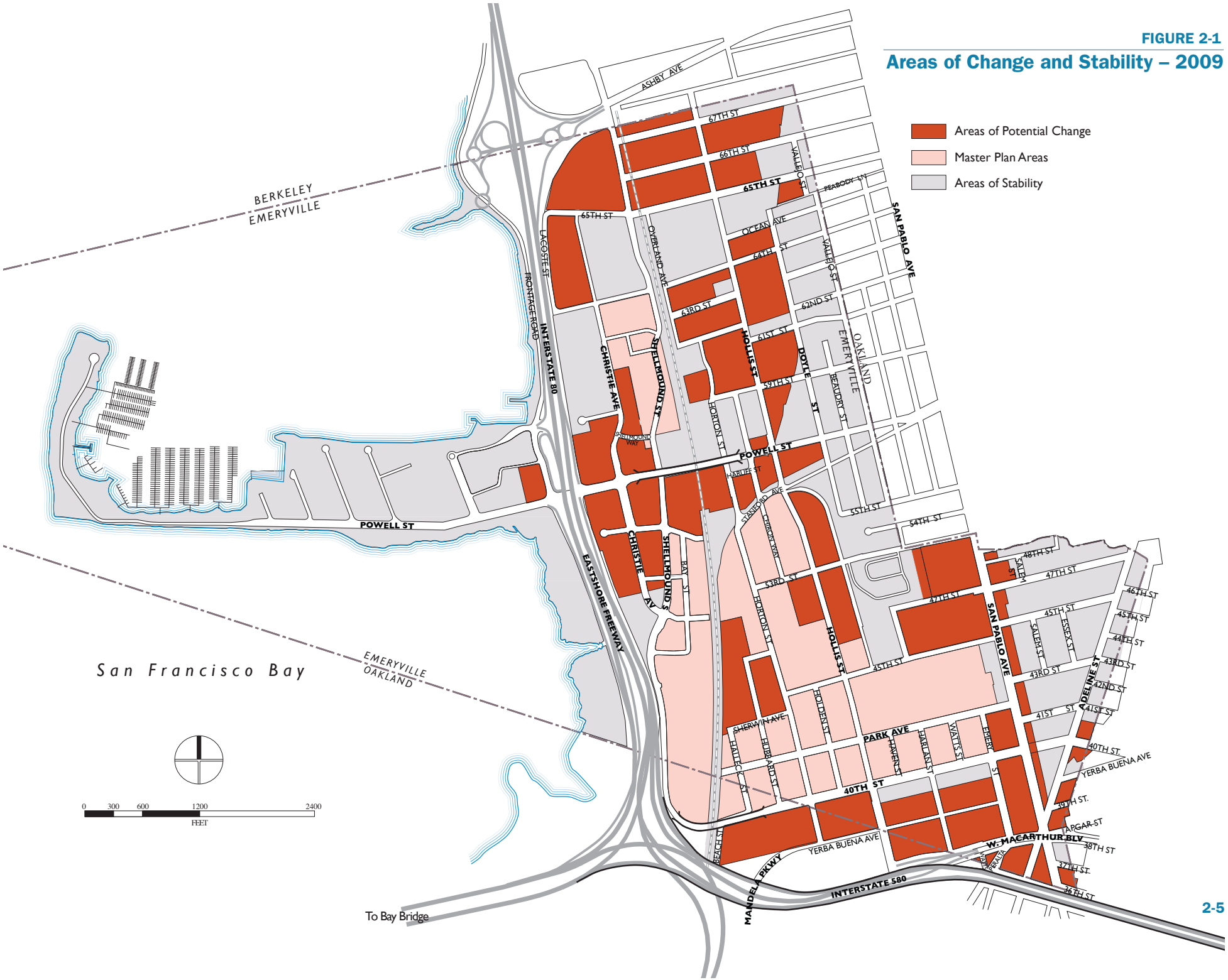


FIGURE 2-2

Land Use Diagram

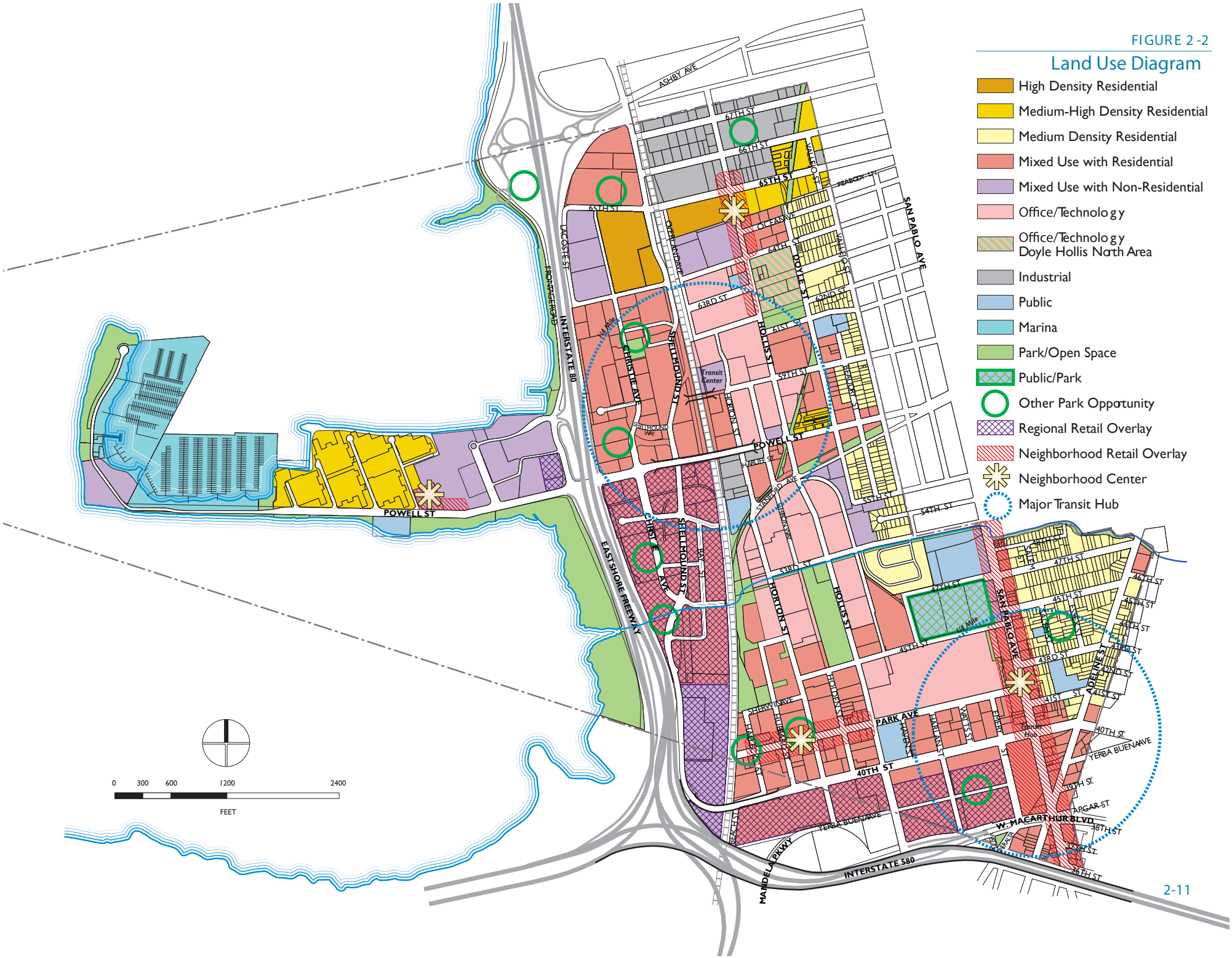


FIGURE 2-3

Maximum Floor Area Ratios

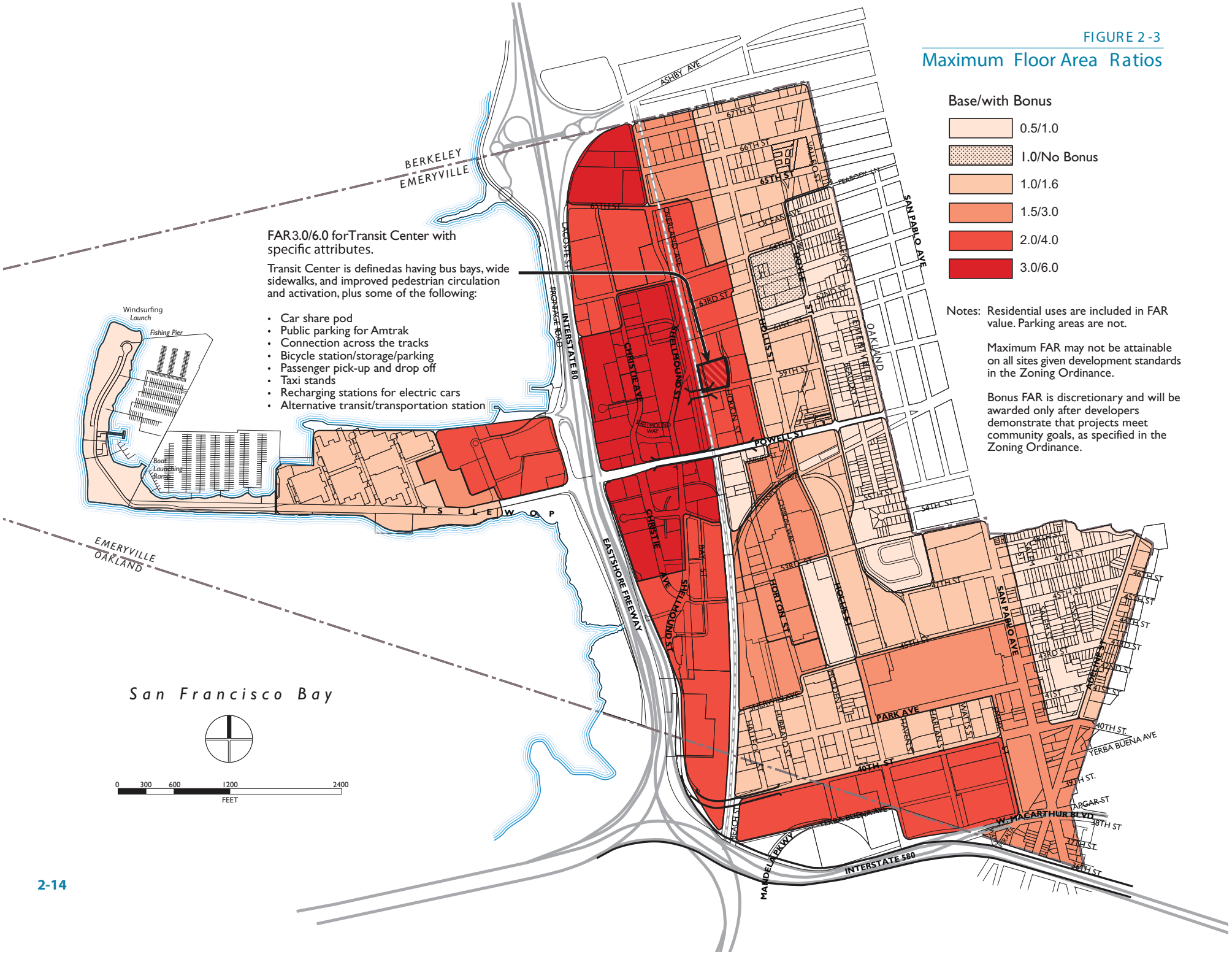


FIGURE 2-4

Maximum Building Heights

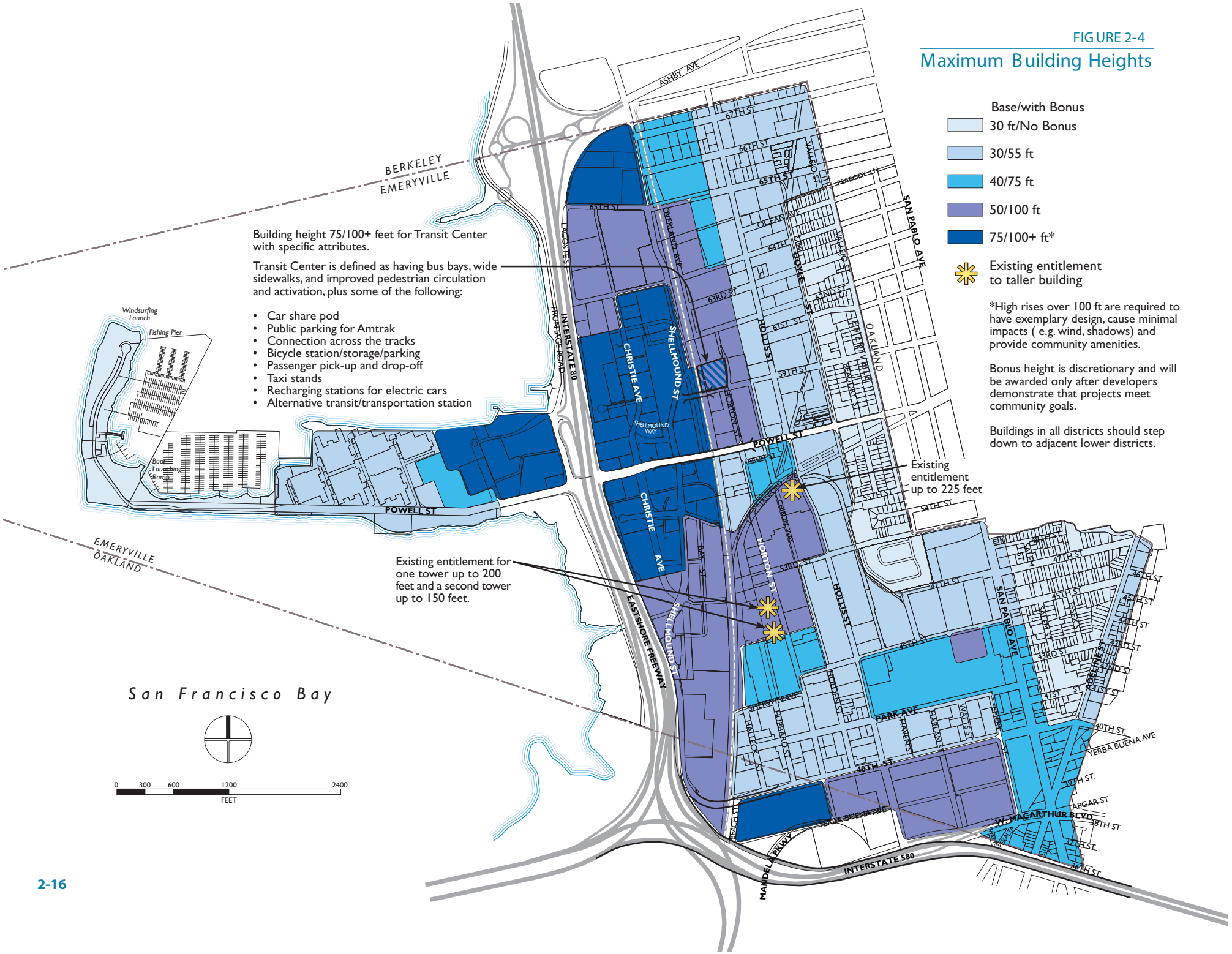
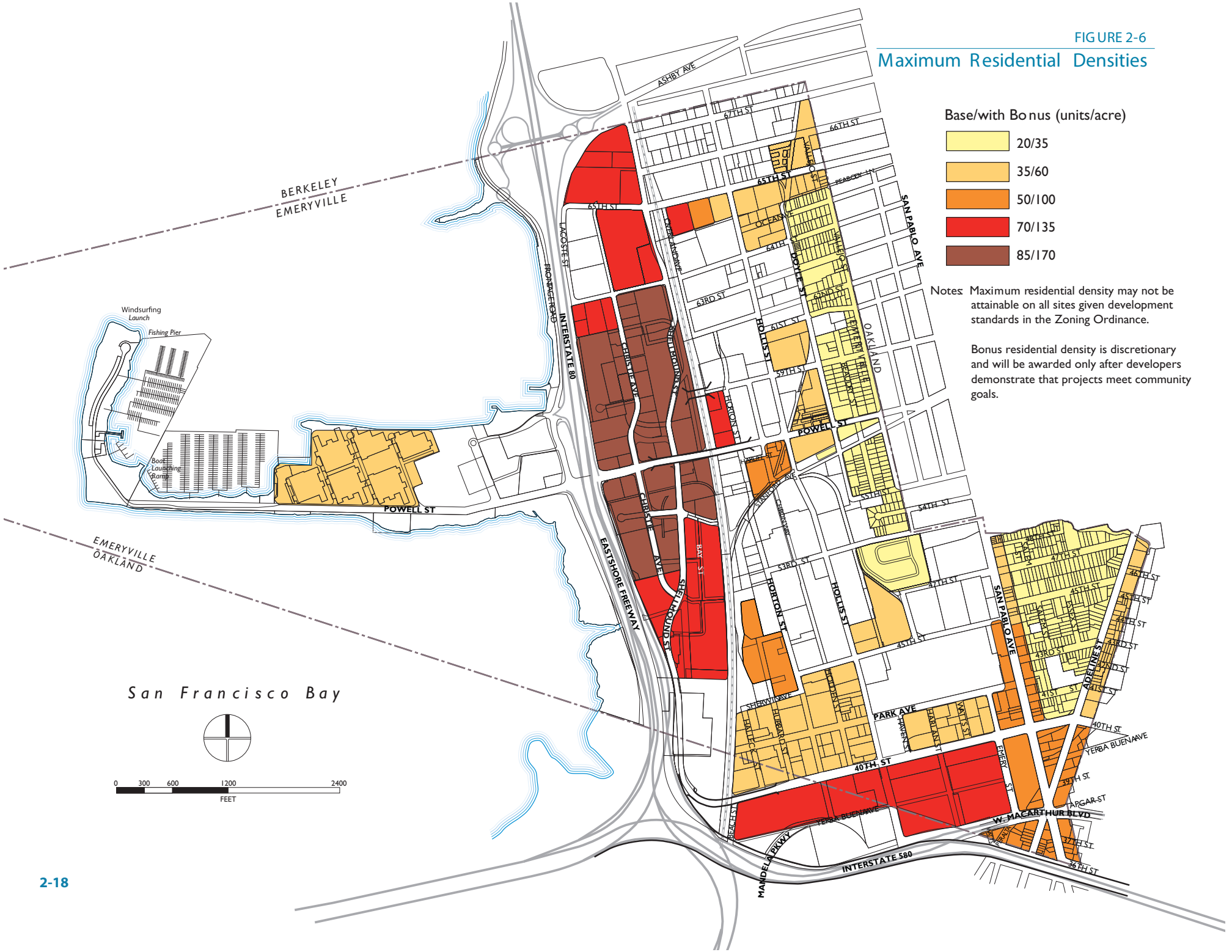
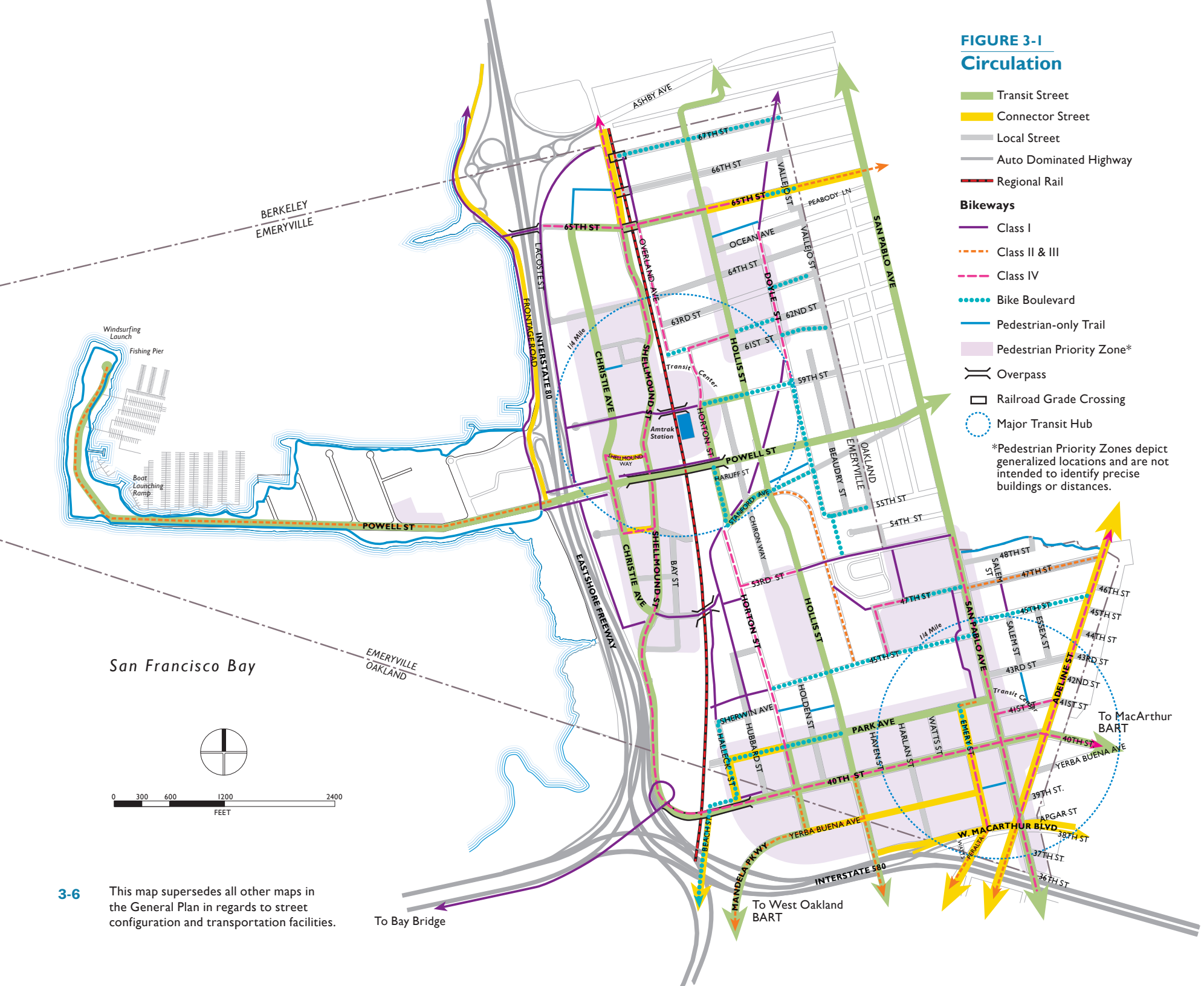


FIGURE 2-6

Maximum Residential Densities

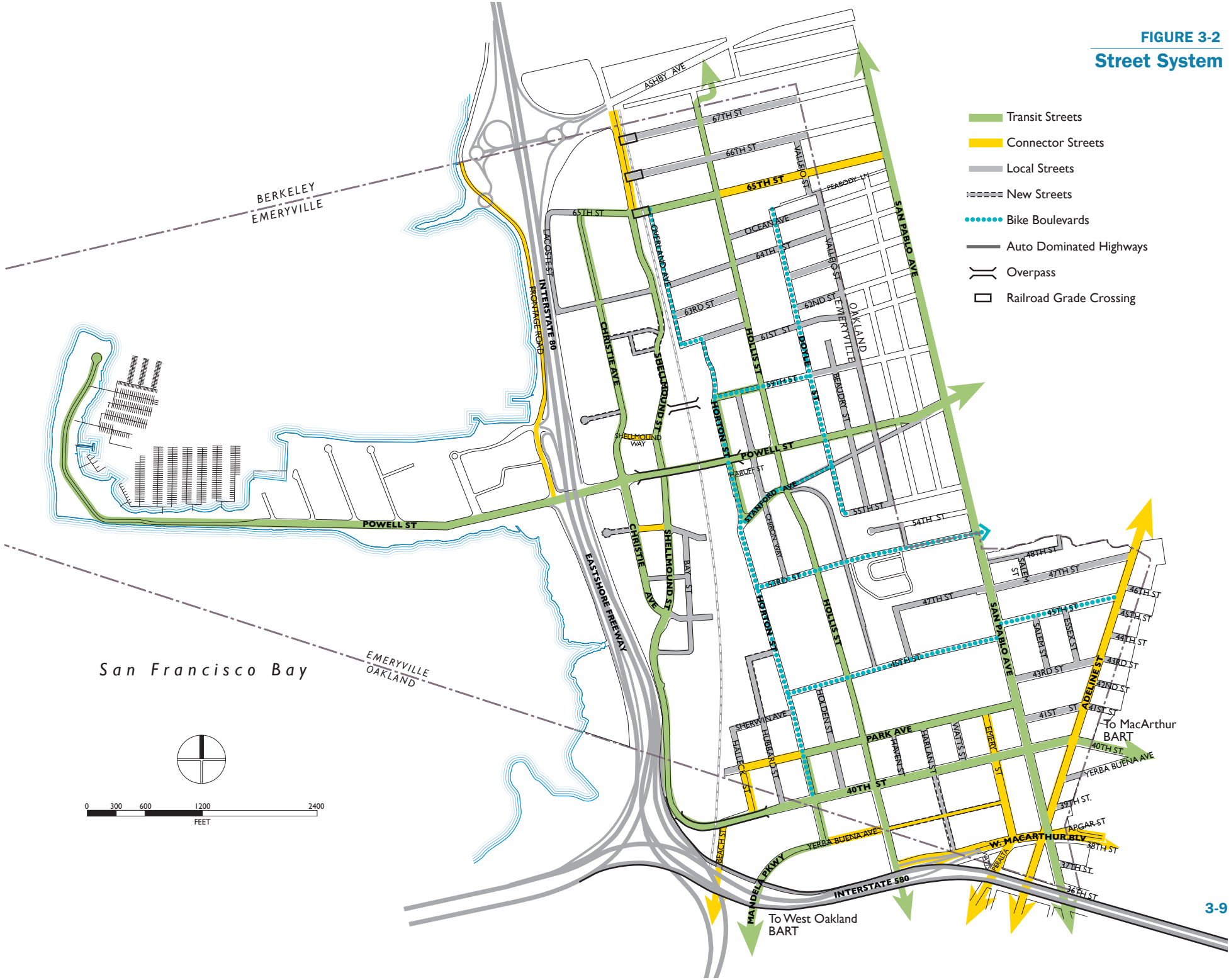




This map supersedes all other maps in the General Plan in regards to street configuration and transportation facilities.

FIGURE 3-2

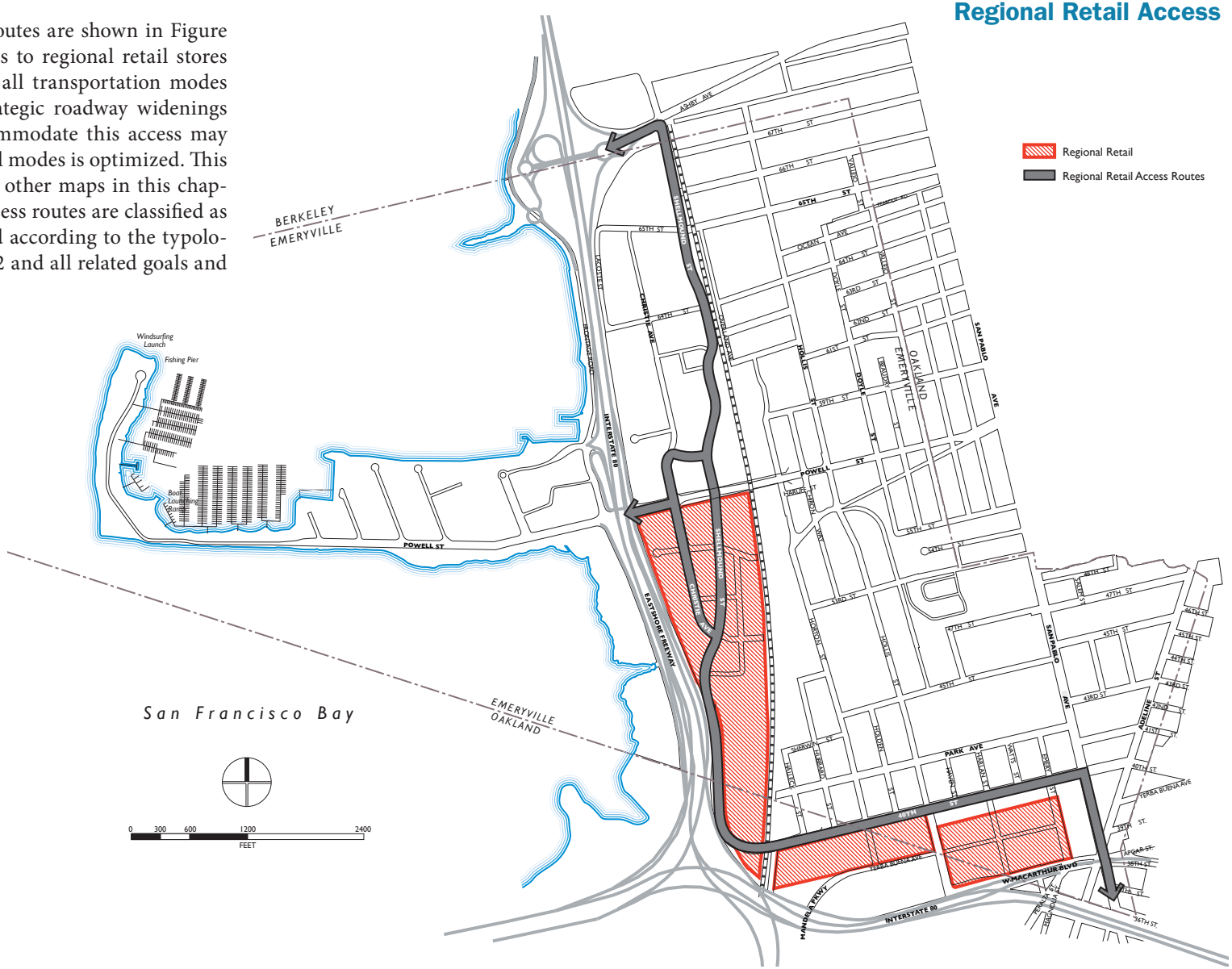
Street System



Regional Retail Access

The regional retail access routes are shown in Figure 3-3. On these streets, access to regional retail stores will be accommodated for all transportation modes including automobiles. Strategic roadway widenings and other changes to accommodate this access may be considered, if travel by all modes is optimized. This map is supplemental to the other maps in this chapter. These regional retail access routes are classified as indicated on Figure 3-2 and according to the typologies discussed in Section 3.2 and all related goals and policies.

FIGURE 3-3
Regional Retail Access



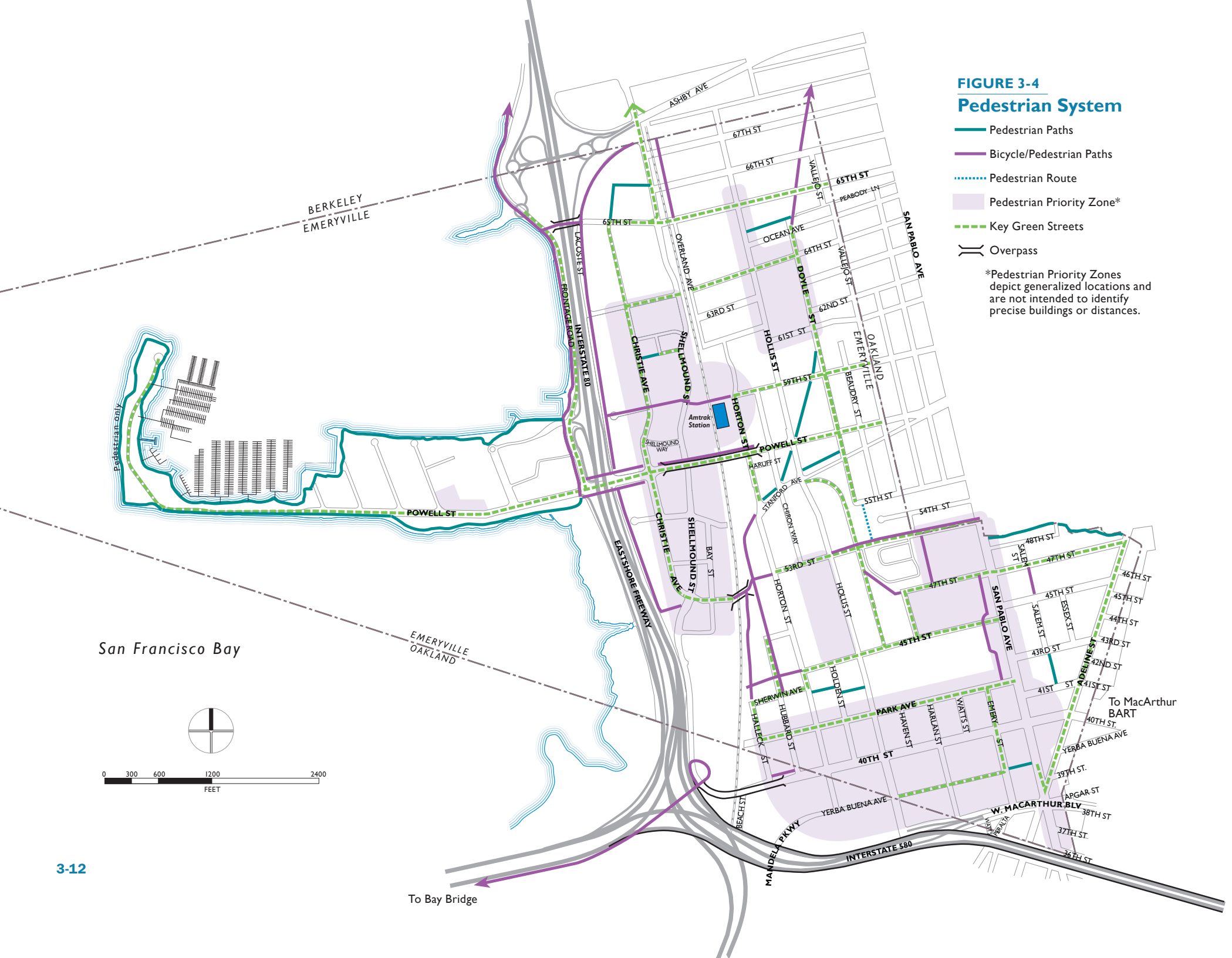
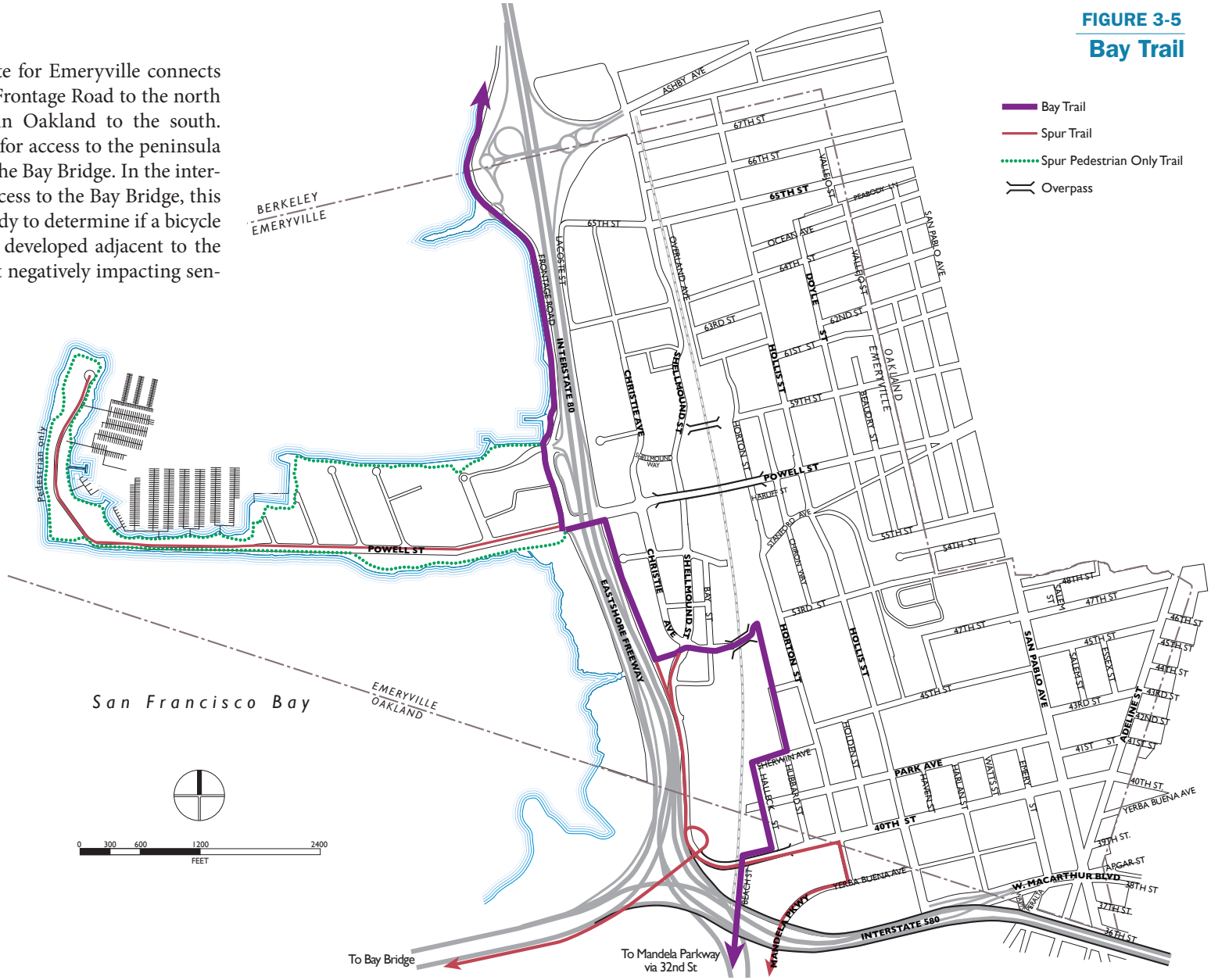


FIGURE 3-4
Pedestrian System
Pedestrian Paths
Bicycle/Pedestrian Paths
Pedestrian Route
Pedestrian Priority Zone*
Key Green Streets
Overpass
*Pedestrian Priority Zones depict generalized locations and are not intended to identify precise buildings or distances.
BERKELEY
EMERYVILLE
ASHBY AVE
67TH ST
66TH ST
65TH ST
PEABODY LN
VALLEJO ST
OCEAN AVE
64TH ST
SAN PABLO AVE
OVERLAND AVE
63RD ST
62ND ST
DOYLE ST
61ST ST
HOLLIS ST
OAKLAND
EMERYVILLE
59TH ST
BEAUDRY ST
CHRISTIE AVE
SHELLMOUND ST
FRONTAGE ROAD
INTERSTATE 80
LACOSTE ST
Amtrak Station
SHELLMOUND WAY
HORTON ST
POWELL ST
HARUFF ST
STANFORD AVE
CHIRON WAY
55TH ST
54TH ST
Pedestrian only
POWELL ST
CHRISTIE AVE
SHELLMOUND ST
BAY ST
EASTSHORE FREEWAY
53RD ST
48TH ST
SALEM ST
47TH ST
47TH ST
HORTON ST
HOLLIS ST
SAN PABLO AVE
45TH ST
ESSEX ST
SALEM ST
45TH ST
44TH ST
43RD ST
43RD ST
42ND ST
41ST ST
41ST ST
ADELINE ST
46TH ST
San Francisco Bay
EMERYVILLE
OAKLAND
45TH ST
SHERWIN AVE
HOLDEN ST
PARK AVE
HALLECK ST
HUBBARD ST
HAVEN ST
HARLAN ST
WATTS ST
EMERY ST
40TH ST
40TH ST.
YERBA BUENA AVE
39TH ST.
APGAR ST
38TH ST
W. MACARTHUR BLV
37TH ST
36TH ST
BEACH ST
MANDELA PKWY
YERBA BUENA AVE
INTERSTATE 580
To MacArthur BART
To Bay Bridge
0 300 600 1200 2400
FEET

Regional Bay Trail

The preferred Bay Trail route for Emeryville connects with Berkeley's route along Frontage Road to the north and to Mandela Parkway in Oakland to the south. There are several spur trails for access to the peninsula and to cross I-580 to access the Bay Bridge. In the interest of providing shoreline access to the Bay Bridge, this Plan calls for a feasibility study to determine if a bicycle and pedestrian path can be developed adjacent to the Emeryville Crescent without negatively impacting sensitive habitat.

FIGURE 3-5
Bay Trail



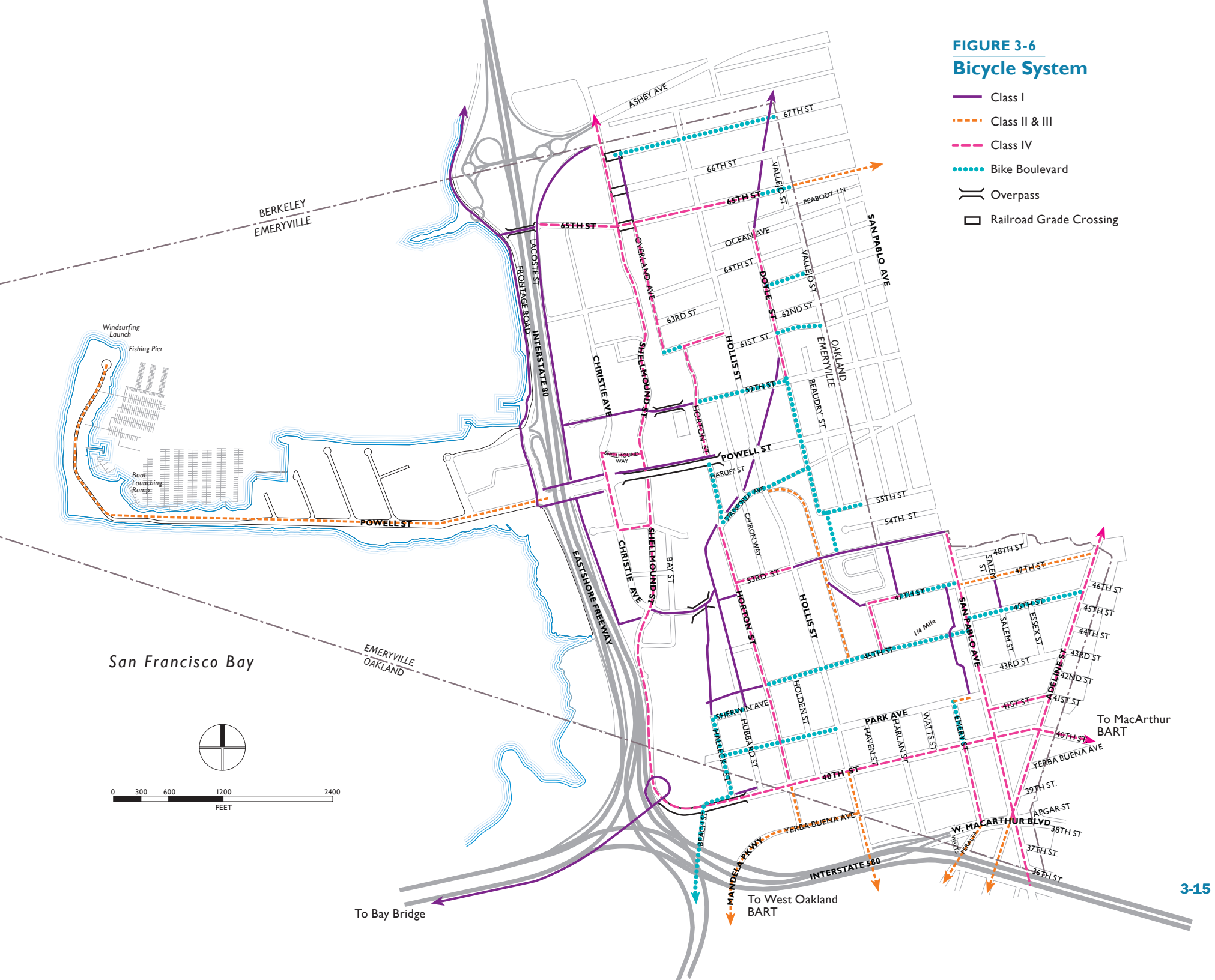
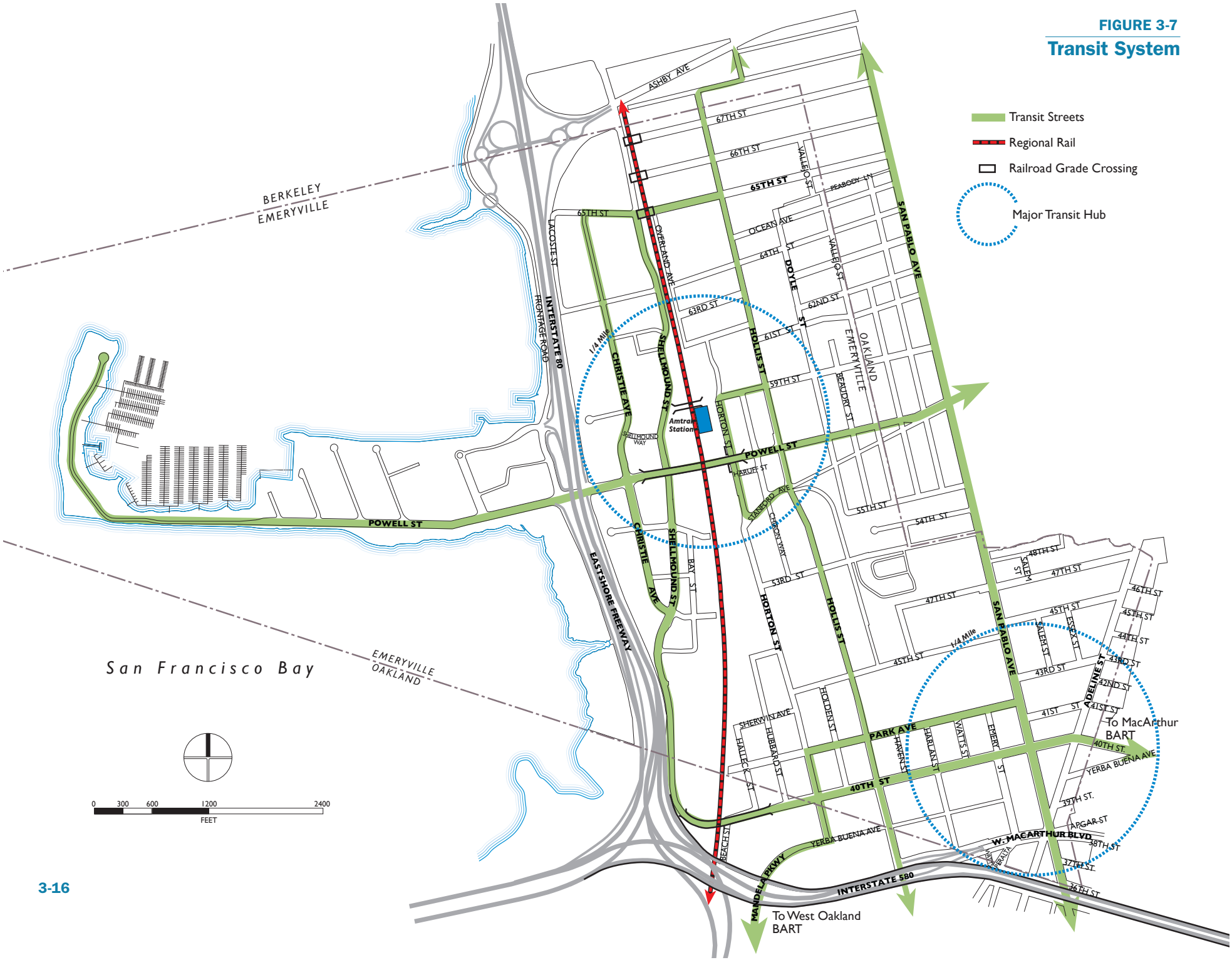


FIGURE 3-6
Bicycle System
Class I
Class II & III
Class IV
Bike Boulevard
Overpass
Railroad Grade Crossing
BERKELEY
EMERYVILLE
Windsurfing Launch
Fishing Pier
Boat Launching Ramp
POWELL ST
San Francisco Bay
EMERYVILLE
OAKLAND
ASHBY AVE
67TH ST
66TH ST
65TH ST
64TH ST
63RD ST
62ND ST
61ST ST
59TH ST
55TH ST
54TH ST
53RD ST
48TH ST
47TH ST
46TH ST
45TH ST
44TH ST
43RD ST
42ND ST
41ST ST
40TH ST
39TH ST.
38TH ST
37TH ST
36TH ST
LACOSTE ST
FRONTAGE ROAD
INTERSTATE 80
OVERLAND AVE
CHRISTIE AVE
SHELLMOUND ST
SHELLMOUND WAY
HORTON ST
HOLLIS ST
DOYLE ST
VALLEJO ST
PEABODY LN
OCEAN AVE
SAN PABLO AVE
OAKLAND
EMERYVILLE
BEAUDRY ST
POWELL ST
HARUFF ST
STANFORD AVE
CHIRON WAY
BAY ST
EASTSHORE FREEWAY
1/4 Mile
SALEM ST
ESSEX ST
ADELINE ST
HOLDEN ST
SHERWIN AVE
HALLECK ST
HUBBARD ST
PARK AVE
HAVEN ST
HARLAN ST
WATTS ST
EMERY ST
YERBA BUENA AVE
BEACH ST
MANDELA PKWY
INTERSTATE 580
W. MACARTHUR BLVD
APGAR ST
To Bay Bridge
To West Oakland BART
To MacArthur BART
0 300 600 1200 2400
FEET

FIGURE 3-7

Transit System



3.9 GOODS MOVEMENT

Goods movement is an important component of the city's circulation system, serving industrial, commercial, and retail uses. A street system that accommodates trucks is essential to ensure the safe and efficient movement of goods between business centers and the freeways. Trucks routes exist along San Pablo Avenue, Hollis Street, and Powell Street, and are proposed to serve regional retail destinations along 40th and Shellmound Streets and Christie Avenue. Policies in this section support the movement of goods and also seek to reduce the impacts of truck operations on city streets and adjacent land uses.

FIGURE 3-8
Truck Routes

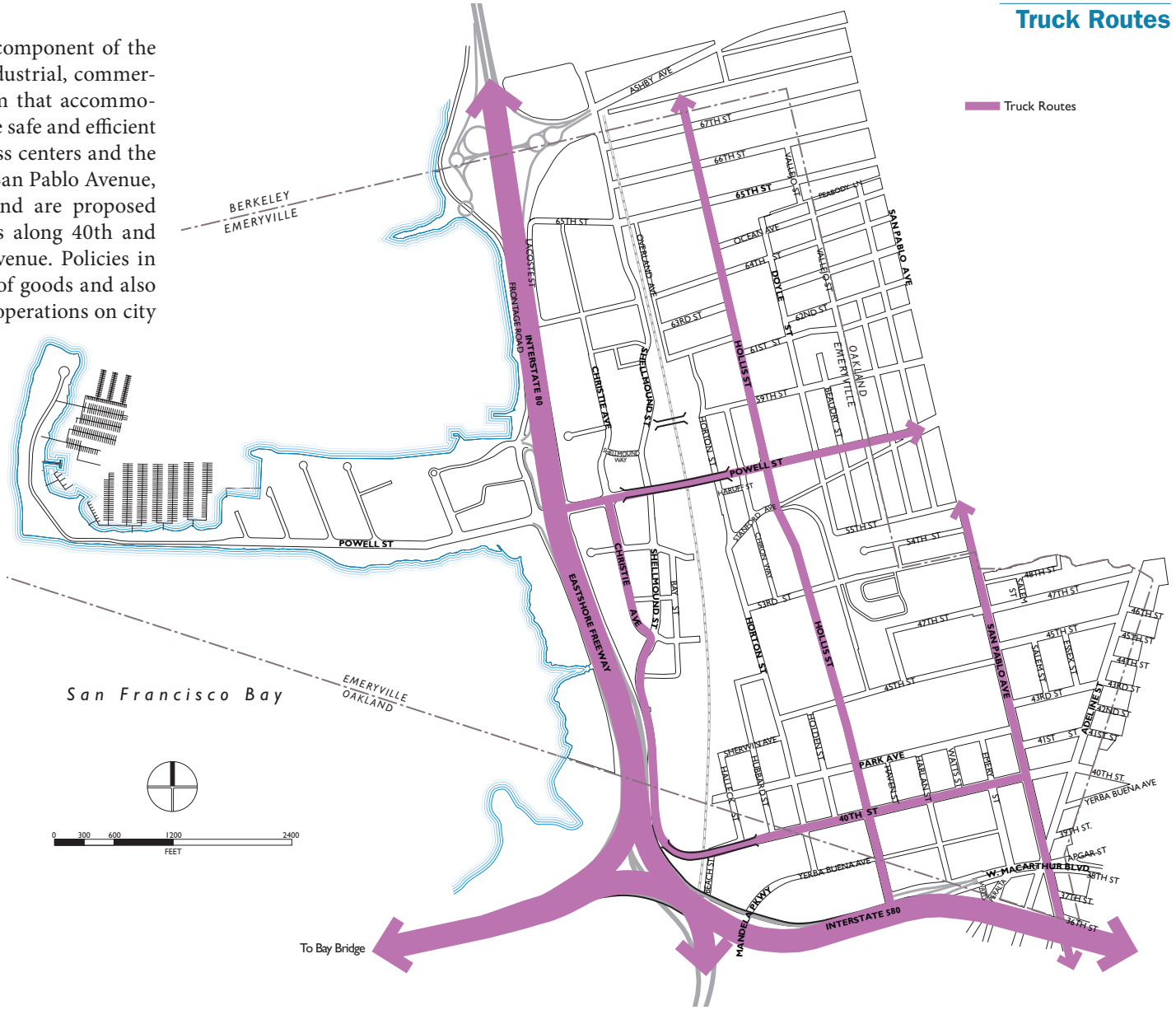
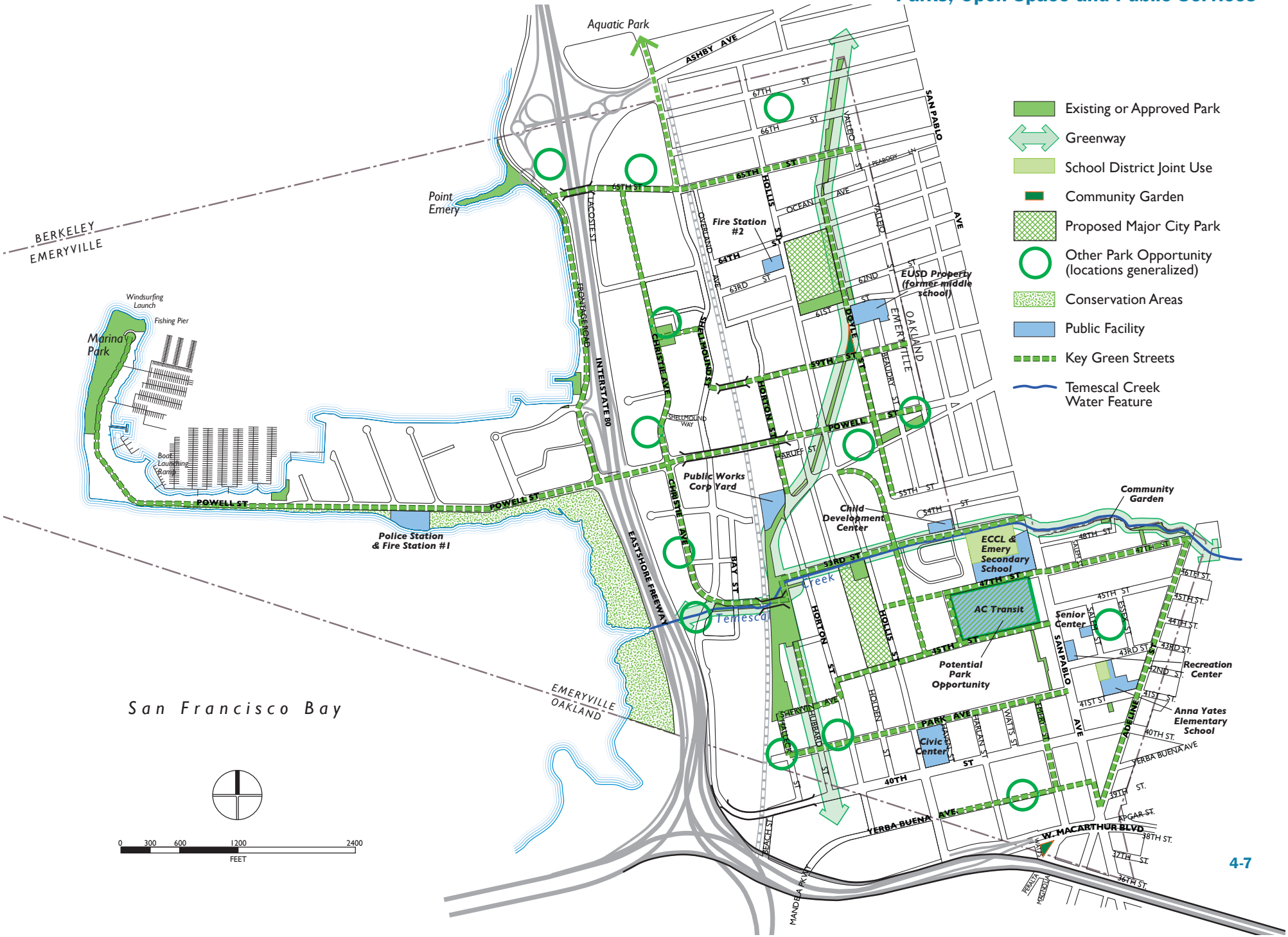


FIGURE 4-1

Parks, Open Space and Public Services



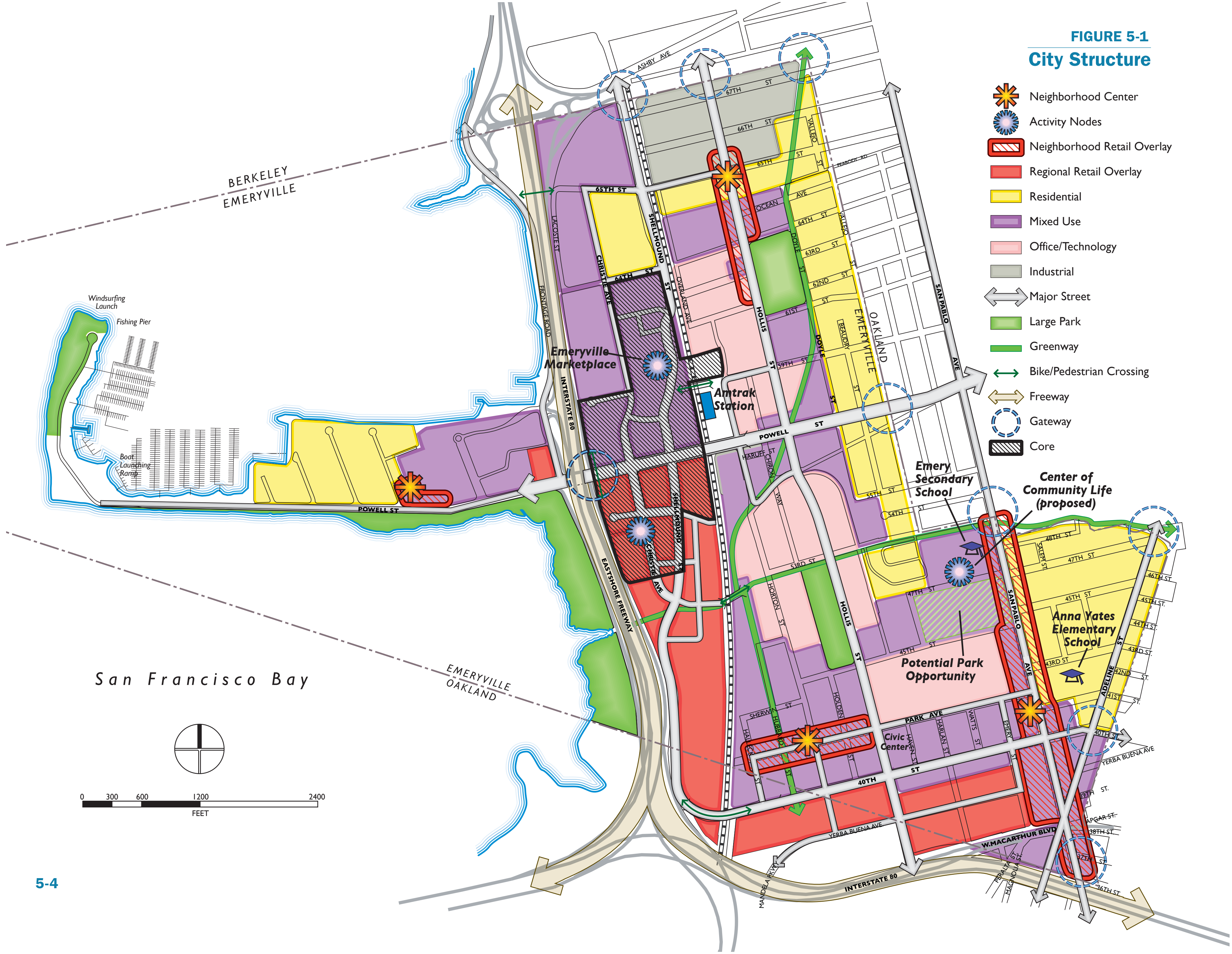


FIGURE 5-1
City Structure
Neighborhood Center
Activity Nodes
Neighborhood Retail Overlay
Regional Retail Overlay
Residential
Mixed Use
Office/Technology
Industrial
Major Street
Large Park
Greenway
Bike/Pedestrian Crossing
Freeway
Gateway
Core
BERKELEY
EMERYVILLE
EMERYVILLE
OAKLAND
San Francisco Bay
Windsurfing Launch
Fishing Pier
Boat Launching Ramp
Emeryville Marketplace
Amtrak Station
Emery Secondary School
Center of Community Life (proposed)
Anna Yates Elementary School
Potential Park Opportunity
Civic Center
POWELL ST
INTERSTATE 80
EASTSHORE FREEWAY
HOLLIS ST
SAN PABLO AVE
40TH ST
PARK AVE
W.MACARTHUR BLVD
0 300 600 1200 2400
FEET

5.2 AREAS AND DISTRICTS

The city can be understood in relation to three large areas—north-south swaths—in which the city is divided (see Figure 5-2). They are:

1. **Bayfront and Peninsula:** West of the railroad, this area includes the central development core, Marina and Watergate districts.
2. **Central Emeryville:** Between the railroad on the west and the lower density neighborhoods on the eastern edge.
3. **Eastern Residential Neighborhoods:** Including the Doyle Street and Triangle neighborhoods.

FIGURE 5-2
Areas and Districts

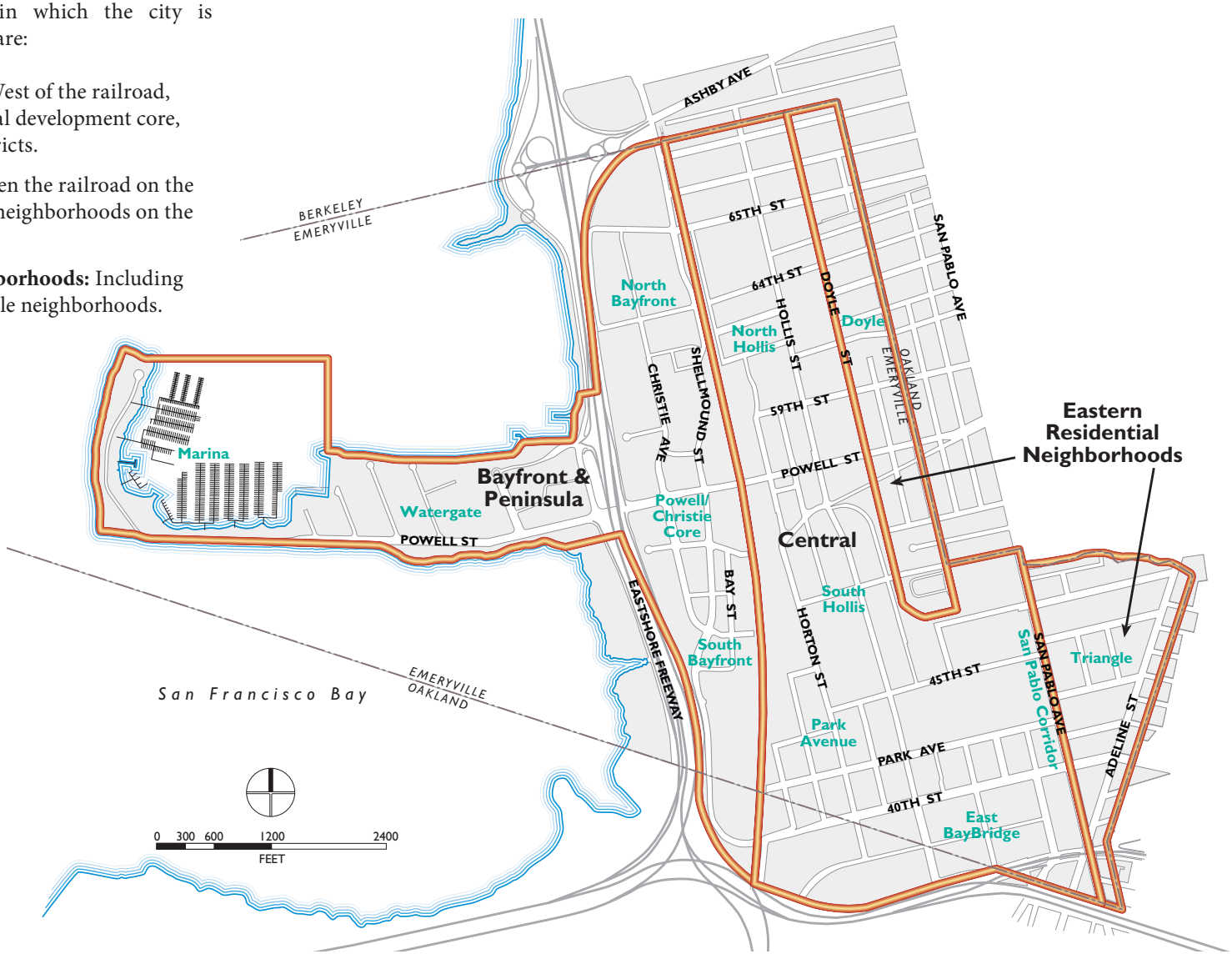


FIGURE 5-3

Bicycle and Pedestrian Connectivity

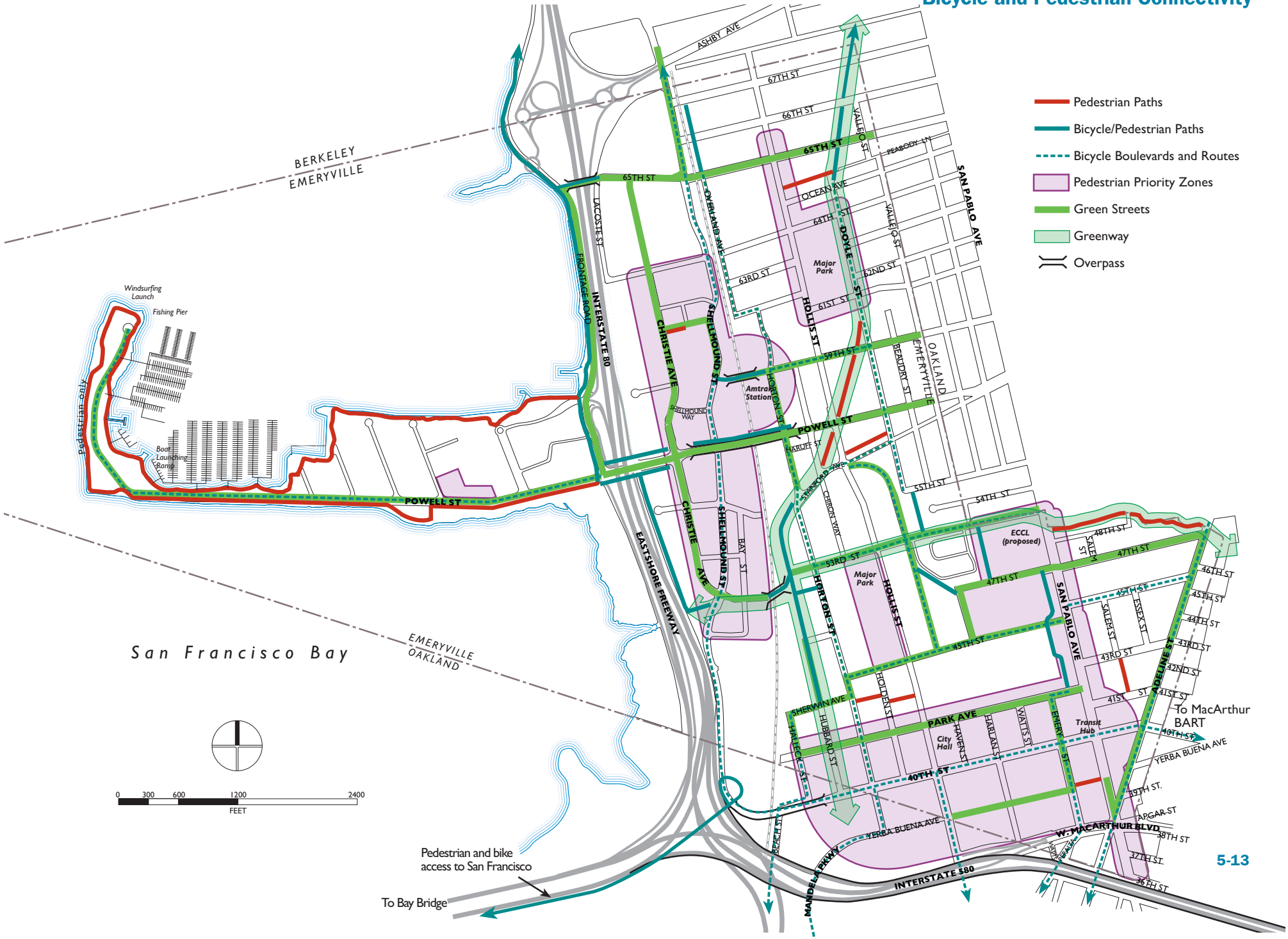


FIGURE 5-7

Utility Undergrounding Progress

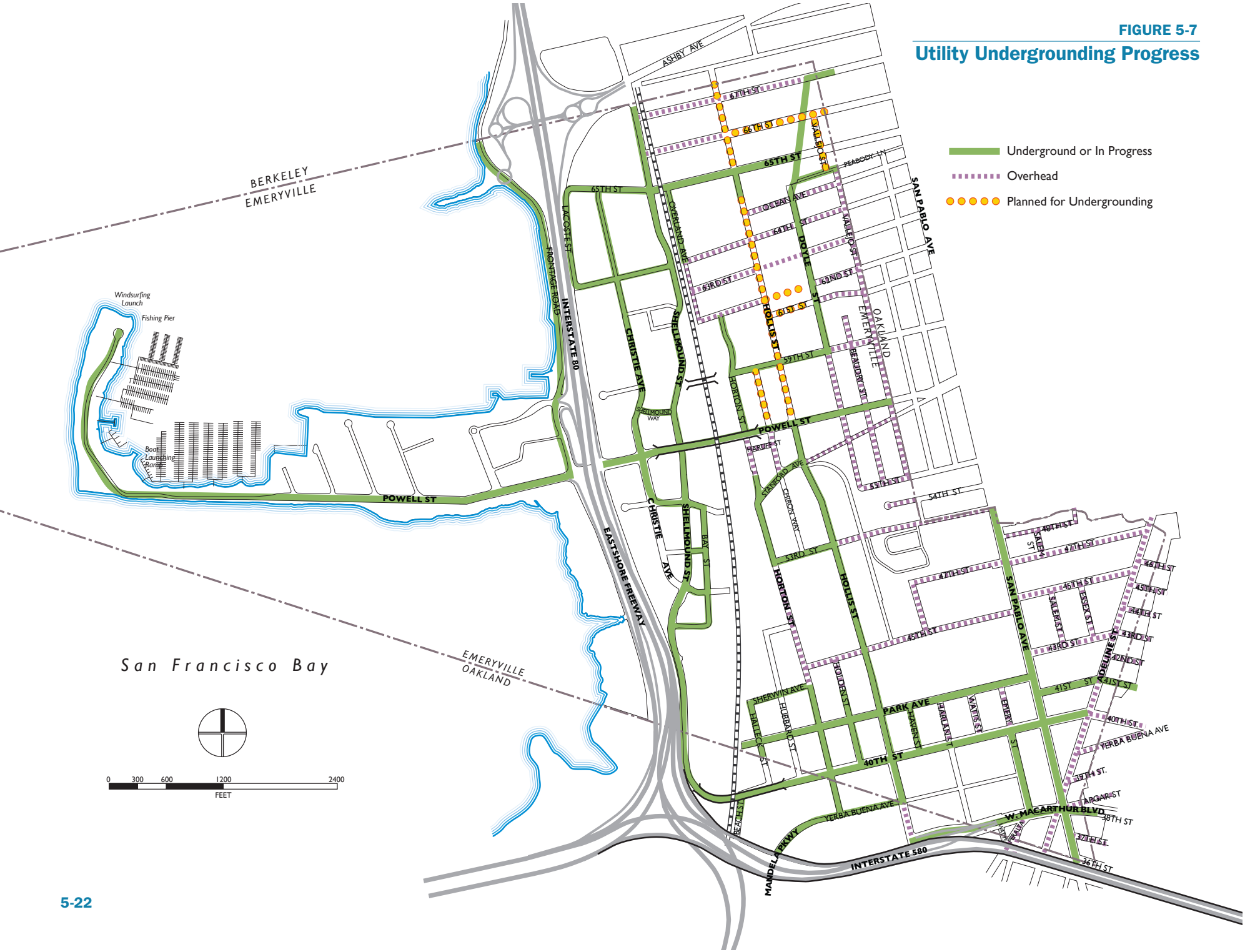


FIGURE 5-10

Neighborhood Centers

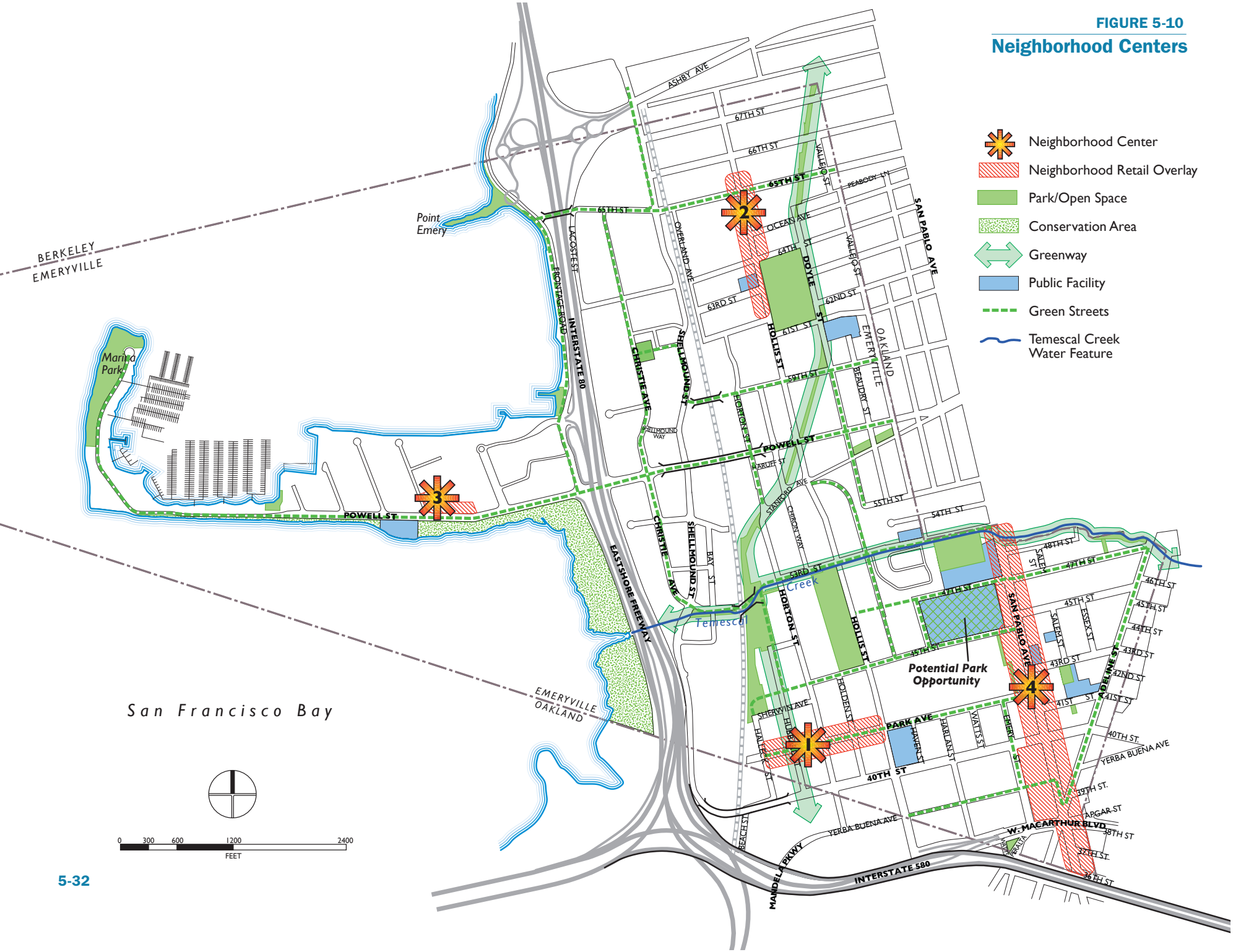


FIGURE 6-1

Historic Resources

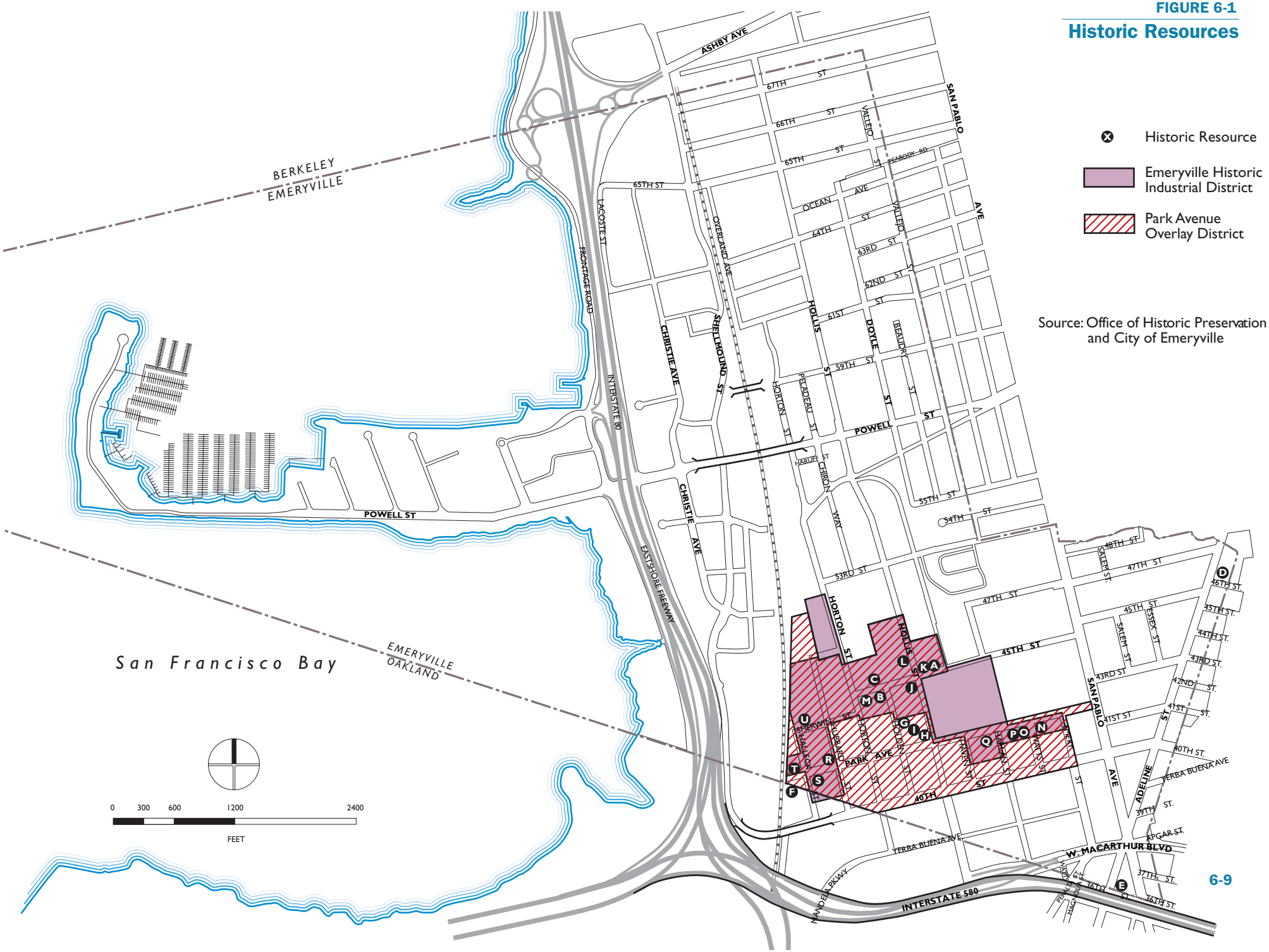
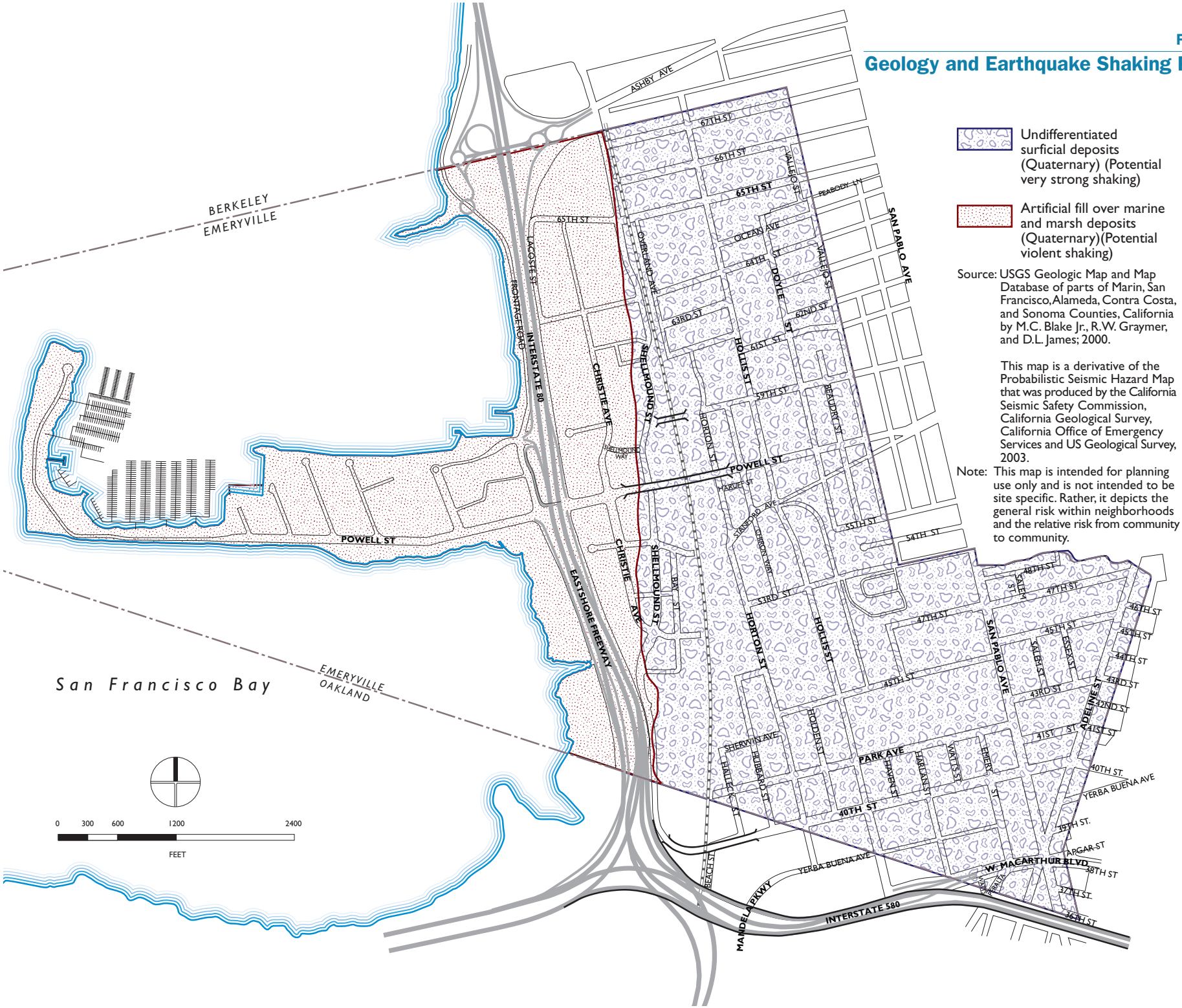


FIGURE 6-2

Geology and Earthquake Shaking Potential



Undifferentiated surficial deposits (Quaternary) (Potential very strong shaking)

Artificial fill over marine and marsh deposits (Quaternary)(Potential violent shaking)

Source: USGS Geologic Map and Map Database of parts of Marin, San Francisco, Alameda, Contra Costa, and Sonoma Counties, California by M.C. Blake Jr., R.W. Graymer, and D.L. James; 2000.

This map is a derivative of the Probabilistic Seismic Hazard Map that was produced by the California Seismic Safety Commission, California Geological Survey, California Office of Emergency Services and US Geological Survey, 2003.

Note: This map is intended for planning use only and is not intended to be site specific. Rather, it depicts the general risk within neighborhoods and the relative risk from community to community.

FIGURE 6-3

Regional Faults

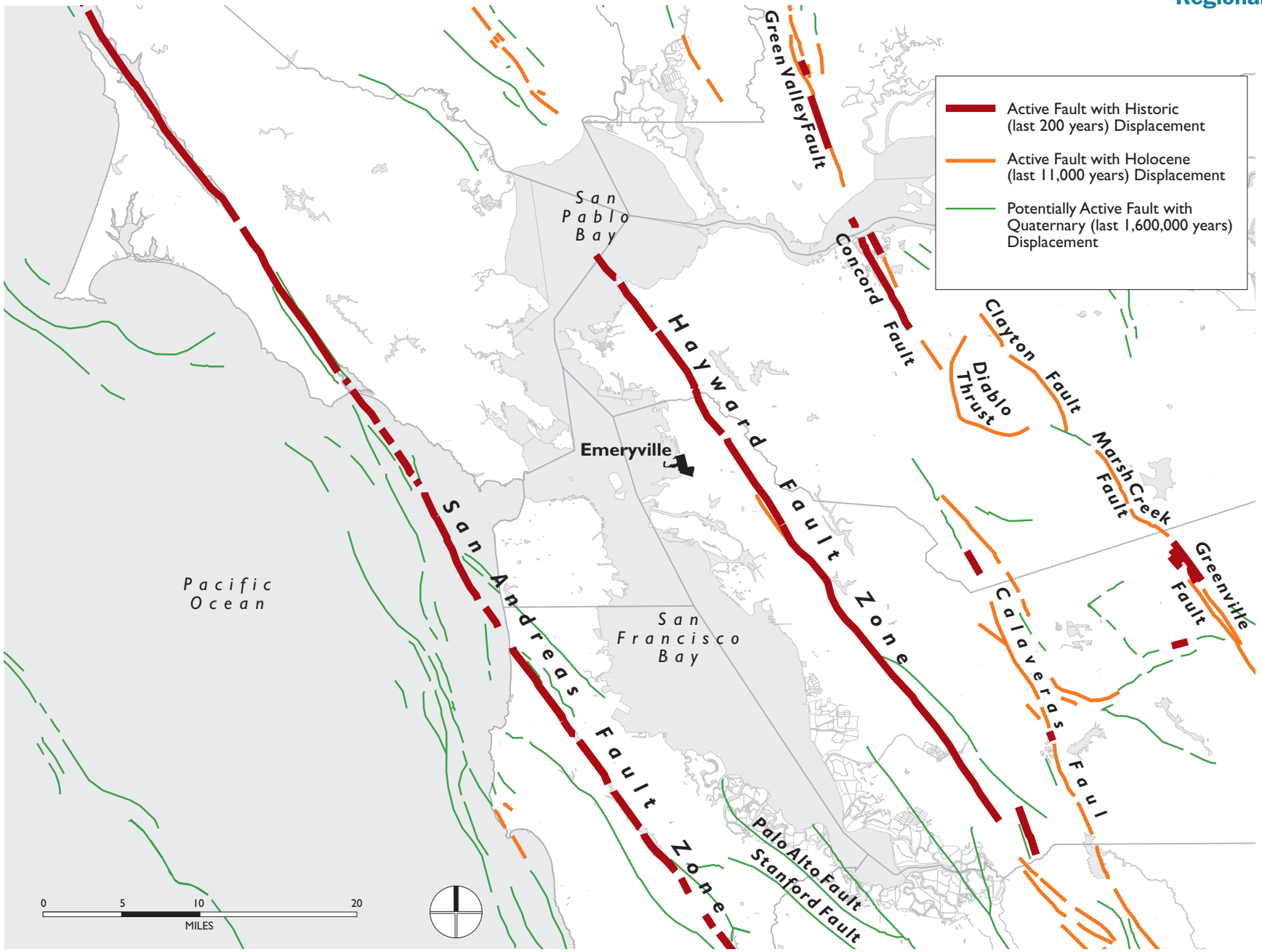
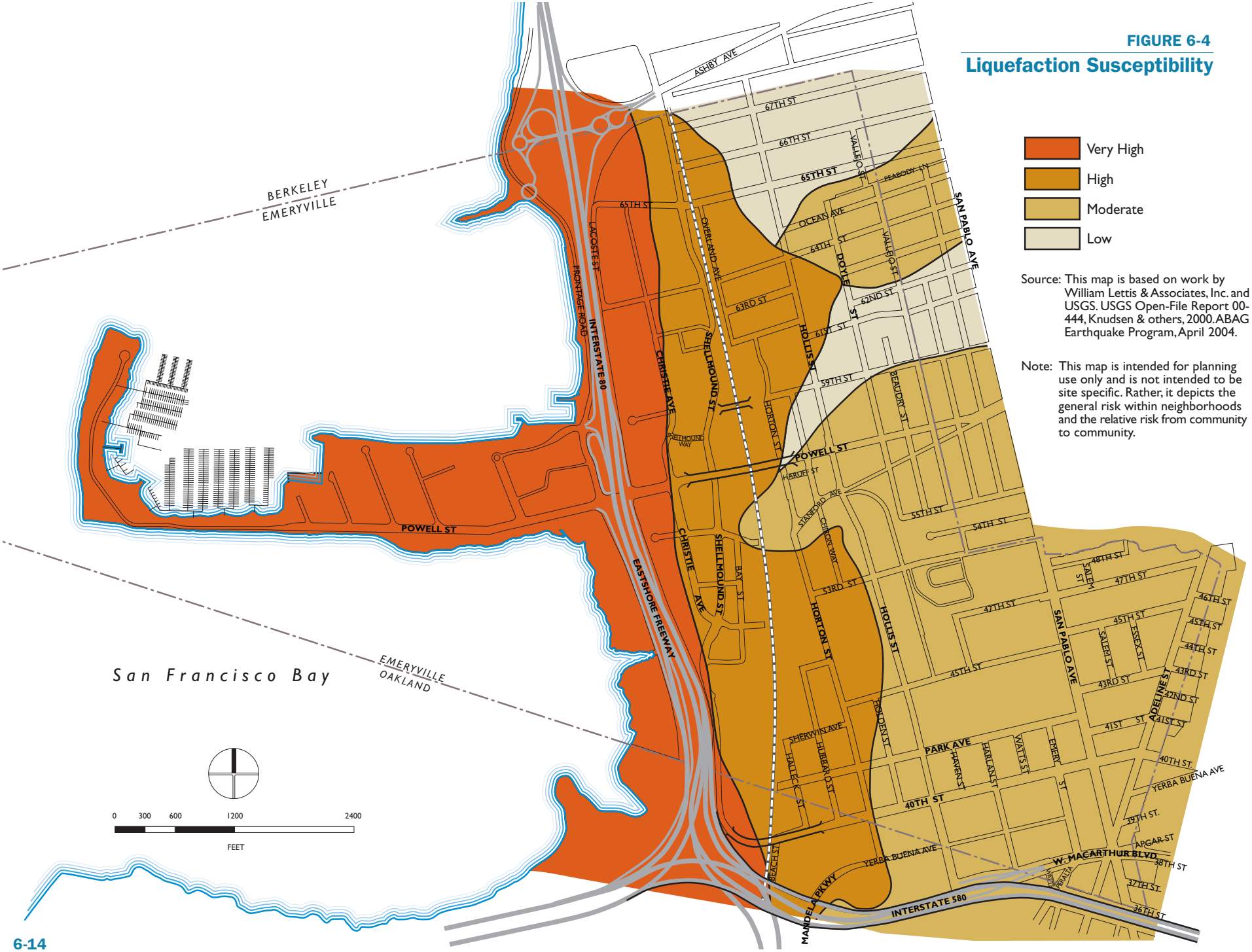


FIGURE 6-4

Liquefaction Susceptibility

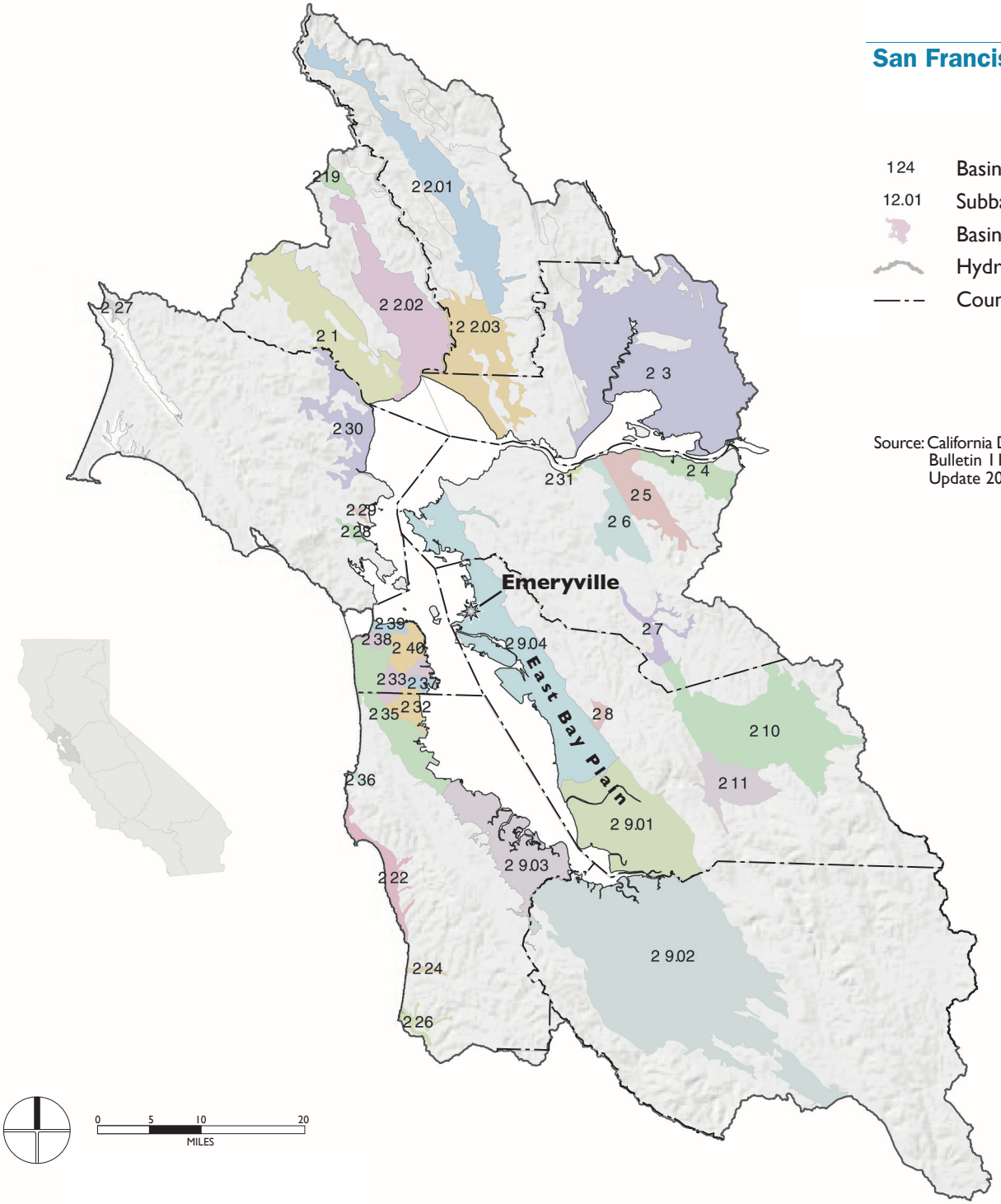


Source: This map is based on work by William Lettis & Associates, Inc. and USGS. USGS Open-File Report 00-444, Knudsen & others, 2000. ABAG Earthquake Program, April 2004.

Note: This map is intended for planning use only and is not intended to be site specific. Rather, it depicts the general risk within neighborhoods and the relative risk from community to community.

FIGURE 6-5

San Francisco Bay Hydrologic Region



Source: California Department of Water Resources, Bulletin 118, California Groundwater Update 2003.

FIGURE 6-6

Water Features in Emeryville

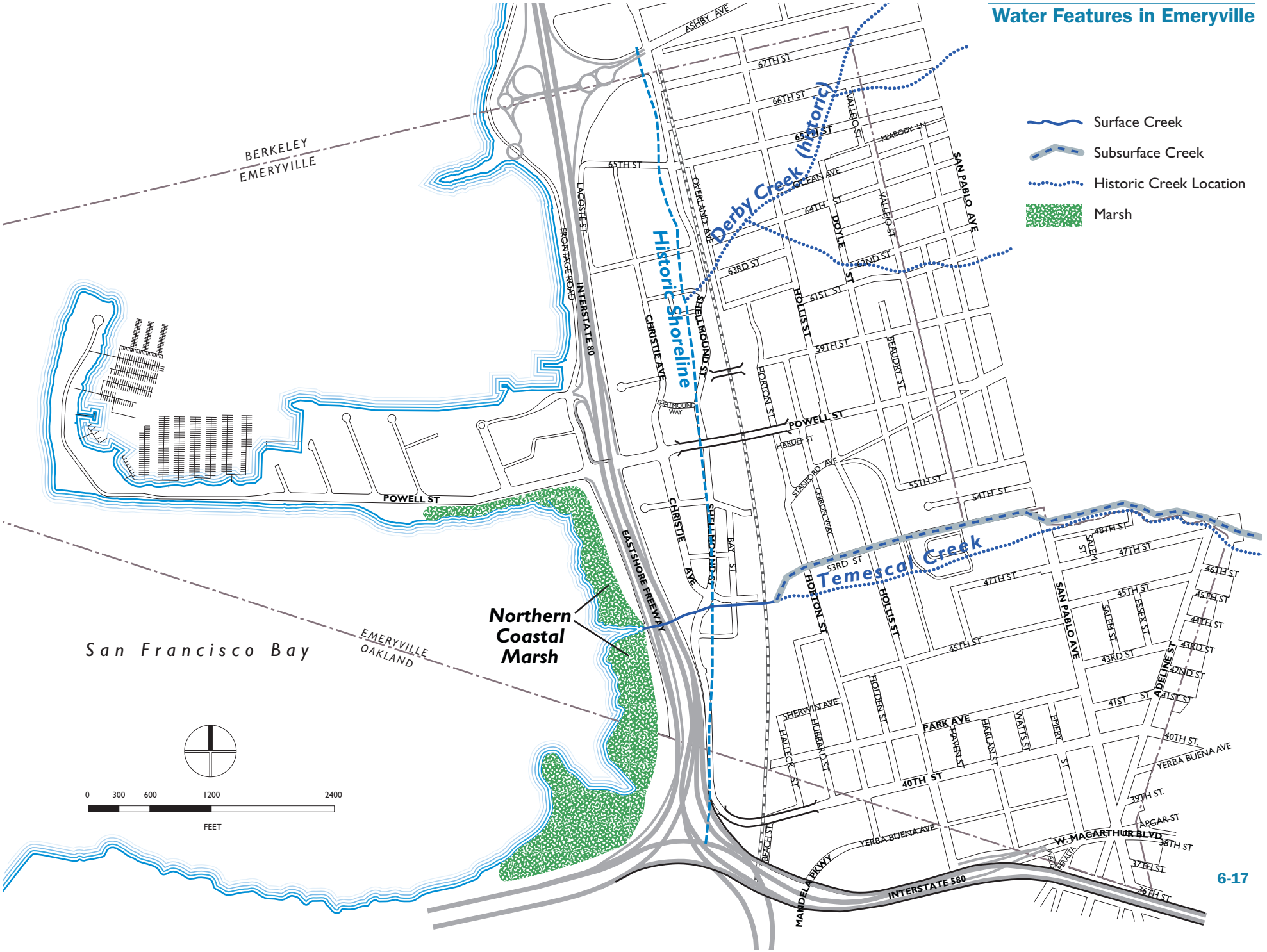


FIGURE 6-7

Coastal Flood Zone and Dam Failure Inundation Hazard Area

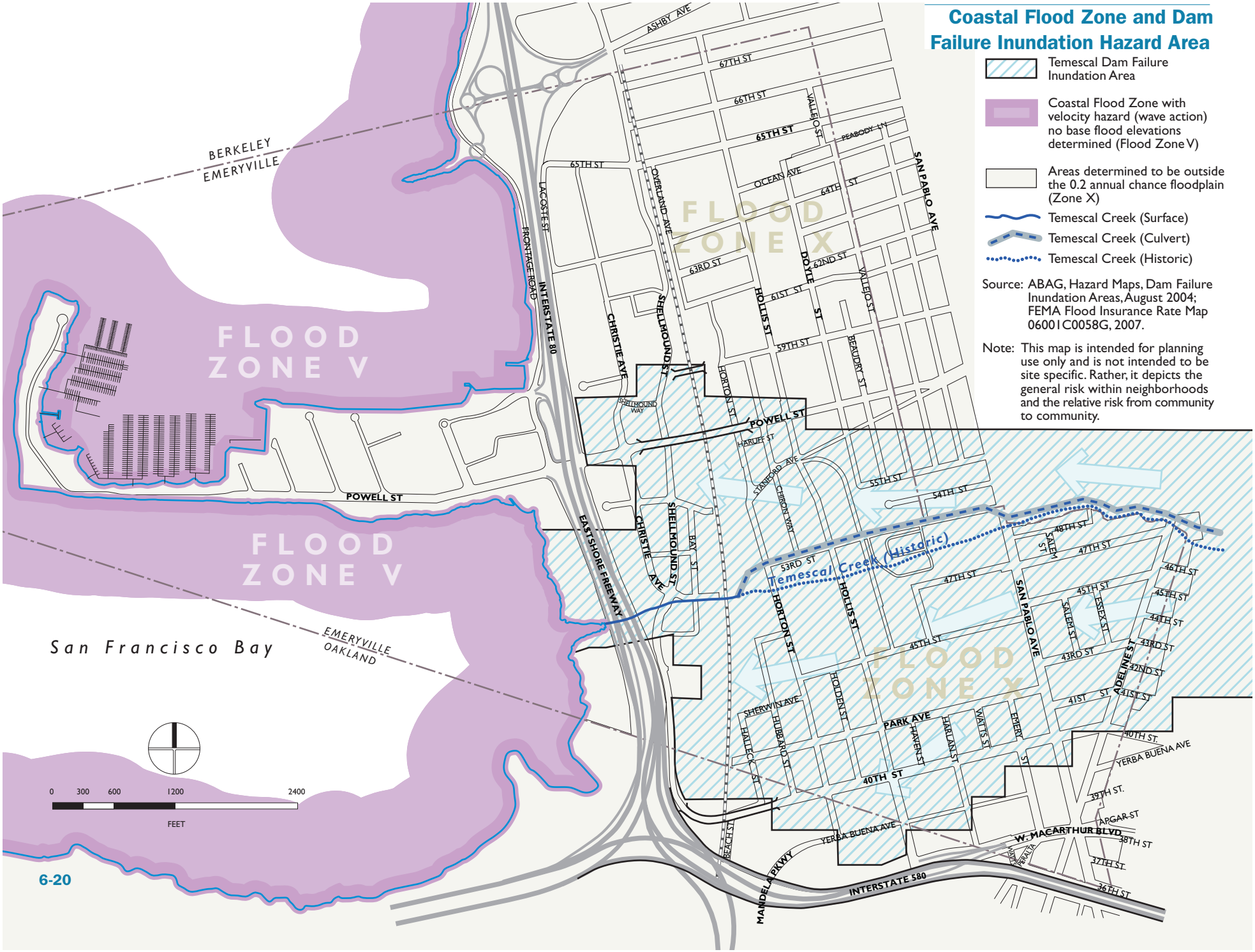
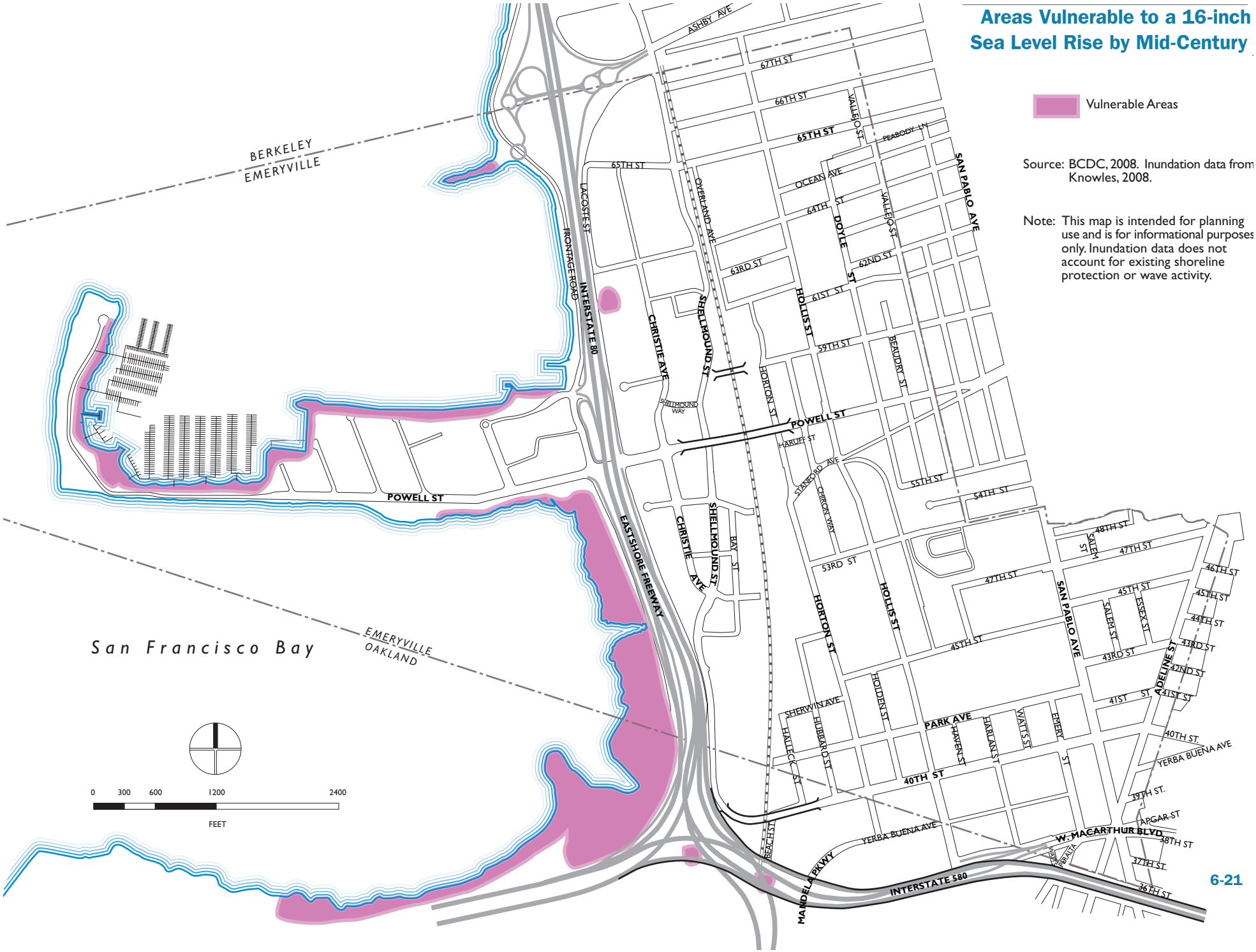


FIGURE 6-8

Areas Vulnerable to a 16-inch Sea Level Rise by Mid-Century

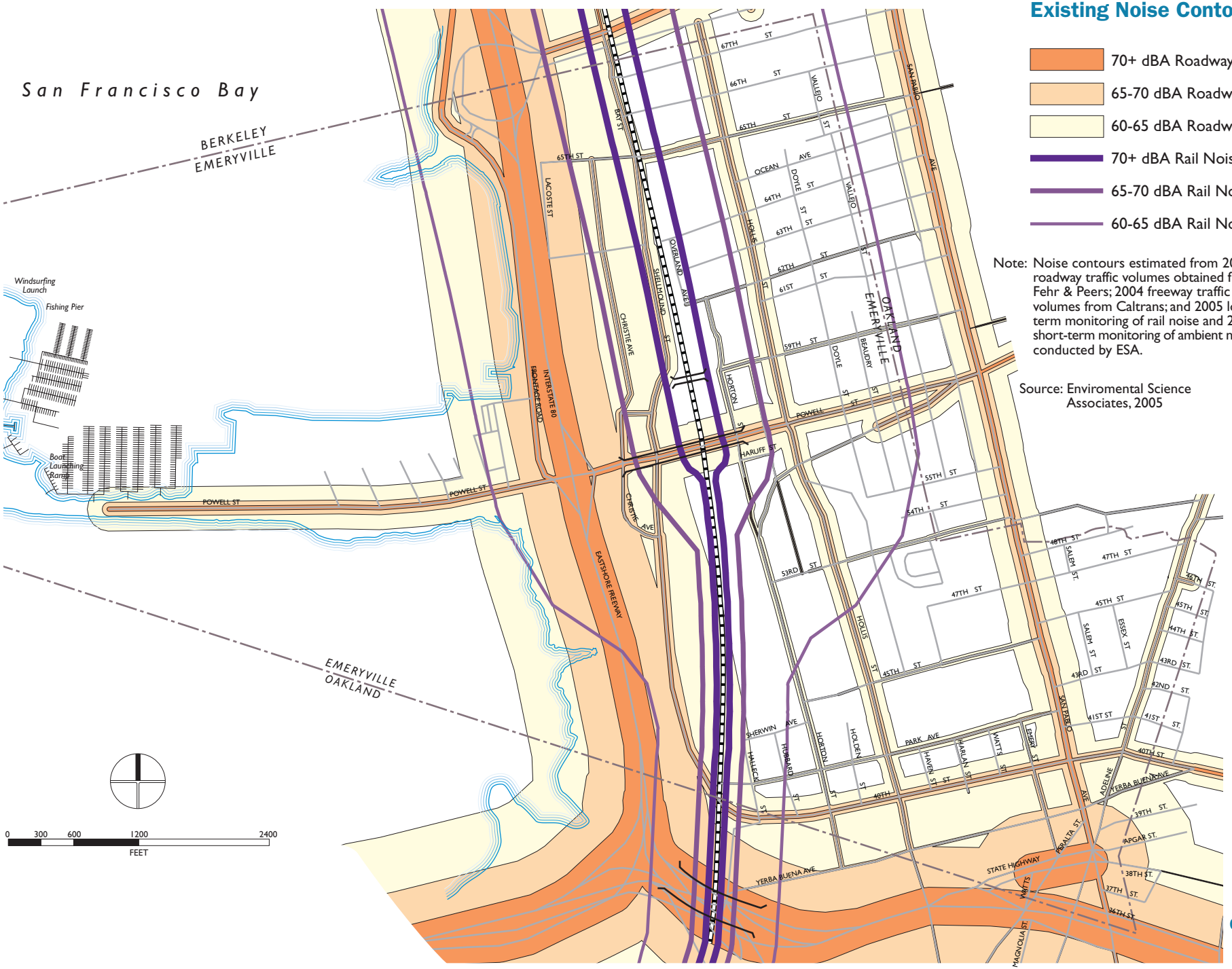


Source: BCDC, 2008. Inundation data from Knowles, 2008.

Note: This map is intended for planning use and is for informational purposes only. Inundation data does not account for existing shoreline protection or wave activity.

FIGURE 6-9

Existing Noise Contours



Note: Noise contours estimated from 2005 roadway traffic volumes obtained from Fehr & Peers; 2004 freeway traffic volumes from Caltrans; and 2005 long-term monitoring of rail noise and 2005 short-term monitoring of ambient noise conducted by ESA.

Source: Enviromental Science Associates, 2005

FIGURE 6-10

Projected Noise Contours