City of Emeryville
CALIFORNIA

MEMORANDUM

DATE: July 19, 2022

TO: Christine Daniel, City Manager

FROM: Charles S. Bryant, Director of Community Development

SUBJECT: **EmeryStation Overland Project**

Resolution Of The City Council Of The City Of Emeryville Approving A Conditional Use Permit And Design Review To Construct A New 300,000 Square Foot Research And Development Building And A Six Level Parking Structure Accommodating 496 Parking Spaces On An Approximately 113,325 Square Foot Site On The Block Bounded By Overland Avenue And 62nd, 63rd And Hollis Streets. (APN: 49-1488-1) (CEQA Status: Exempt Pursuant To State CEQA Guidelines Sections 15332 and 15061(b)(3))

OR

Resolution Of The City Council Of The City Of Emeryville Approving A Conditional Use Permit And Design Review To Construct A New 300,000 Square Foot Research And Development Building And A Parking Structure, And Denying A Conditional Use Permit For Parking Spaces More Than The Maximum Allowed On An Approximately 113,325 Square Foot Site On The Block Bounded By Overland Avenue And 62nd, 63rd And Hollis Streets. (APN: 49-1488-1) (CEQA Status: Exempt Pursuant To State CEQA Guidelines Sections 15332 and 15061(b)(3))

RECOMMENDATION

Staff recommends that the City Council approve one of the above-entitled resolutions to either approve a conditional use permit and design review for a new 300,000 square foot Research and Development building and a new 496-space parking garage, or to approve a conditional use permit and design review for a new 300,000 square foot Research and Development building and a parking structure, and deny a conditional use permit for parking spaces more than the maximum allowed (limiting project parking to no more than 411 spaces).

BACKGROUND

On March 1, 2021, Wareham Development filed an application for a Conditional Use Permit and Design Review for a new 300,000 square foot research and development building and an associated parking garage at 1580 62nd Street. The project requires 100 development bonus points for building height. Wareham proposes to earn some of these bonus points through the "Flexible Community Benefit" by converting a portion of the existing live-work units in the adjacent Hollis Street Building into below market rate (BMR) units. Use of the Flexible Community Benefit requires that the entire project be approved by the City Council. Otherwise, approval of the project could be considered by the Planning Commission and would only be considered by the Council if it were appealed.

On April 22, 2021, the Planning Commission held a study session on the project. The Commission expressed concern about the amount of parking being provided, and requested further analysis from the applicant to justify their request for more parking than the maximum permitted. A majority of the Commissioners agreed that the "Art Walk", while a good component of the project, would not be appropriate for bonus points; instead, they expressed support for undergrounding of utilities on the south side of 63rd Street between Horton Street and Overland Avenue for bonus points. There was general support for staff's suggestion of a "Village Green" cul-de-sac on 63rd Street, with the understanding that it would depend on the details of its design and operation. Concern was expressed regarding the applicant's proposal to obtain bonus points via conversion of a portion of the existing 41 live-work units to affordable units. It was noted that this proposal would not actually add to the number of affordable units in the City, as the applicant stated that these units were already being rented at below market levels. There was also concern expressed regarding potentially displacing existing tenants. A Commissioner suggested having a bicycle and pedestrian path cutting through the site directly from 62nd to 63rd Street, which was supported by most of the other Commissioners. The Commission agreed that stormwater treatment areas should not be counted towards open space requirements. It was noted that bird friendly guidelines needed to be followed and that the design did not mirror the industrial aesthetic. The Commission was clear that all sidewalks need to meet the minimum widths as outlined in the City's Design Guidelines. One Commissioner mentioned that that project did not provide adequate sustainable features.

On July 20, 2021, the City Council held a study session to review the Flexible Community Benefit component of the project. At the study session, the Council requested some additional information in order to determine whether to allow bonus points to be earned through the conversion of live/work units into BMRs via the Flexible Community Benefit.

On November 16, 2021, the City Council held a two-part study session. The first part focused on the developer's proposal to obtain development bonus points through the conversion of existing market rate residential units to BMR units as a Flexible Community Benefit. Staff presented an analysis of this proposal, which included providing 10 BMR units, three of which would be reserved for very low-income households earning up to 50% of the Area Median Income ("AMI"), and seven of which would be for low-income

households earning 51% to 80% of AMI. The City Council indicated agreement with the proposal generally and provided direction to staff on additional business terms relating to the maximum allowed vacancy rate and actions in the event the units are rendered unlivable due to a natural disaster.

Because the Council agreed to incorporate the Flexible Community Benefit into the project, the entire project will require City Council approval. Therefore, the Council went on to hold Part 2 of the study session, which was on the overall project. The Council was supportive of the project, but expressed a desire to revisit the way that the applicant would earn the 20 additional bonus points needed for the project, and indicated that, in order to make the findings required for parking over the maximum, the applicant would need to incorporate enhancements to pedestrian and bicycle circulation into the project, specifically by providing protected bicycle lanes around the site and closing Overland Avenue between 63rd and 64th Streets to create a “village green”.

On March 24, 2022, the Planning Commission reviewed the project at a second study session. Overall, the Commission liked the project and appreciated the inclusion of a mid-block path for bicyclists and pedestrians. Commissioners commented that the width of the proposed “Art Walk” was too narrow. A concern was also expressed regarding the amount of parking proposed. One Commissioner stated that the park space that would be created on Overland Avenue would not be utilized. There was also a concern expressed regarding the proposed vertical curbs along the bike lanes, and ability to keep the bike lanes clear of debris. The Commission was satisfied with the project obtaining a portion of the bonus points by providing additional public open space.

On April 5, 2022, the City Council reviewed the project for a third time. The Council expressed satisfaction with the manner in which the bonus points will be obtained and expressed the ability to make use permit findings for the proposed parking, as the project includes pedestrian and bicycle improvements. In addition, the Council suggested adding more planters on the north wall of the garage building and more landscaping along the Art Walk.

DISCUSSION

Project Description

Project and Surrounding Area:

The project area is bounded by 63rd and 62nd Street on the north and the south respectively and by Hollis Street on the east and Overland Avenue on the west. Across 62nd Street is the Emeryville Post Office and the Heritage Square Development. Across Overland Avenue to the west are the Union Pacific main line railroad tracks. Across 63rd Street to the north are the Alameda County Fire Services Building and a FedEx facility. Across Hollis Street there are a series of small one-story industrial buildings.

The project area is a 3.9-acre single parcel site that is currently developed with 160,000 square feet of buildings. The “Hollis Street Building” is a concrete multi-story, L-shaped building fronting on Hollis Street and containing Ruby’s Café. Forty-one live work units are also located on the upper floors of this 83,000 square foot structure. There are various other older ancillary single story warehouse buildings on the western portion of the site that total approximately 77,000 square feet.

Subdivision of Parcel:

The applicant plans to subdivide the parcel to create two parcels. The one that will accommodate the existing Hollis Street Building will be 59,235 square feet in size. The building will be retained, and no physical changes are being proposed to it. The second parcel will be 113,325 square feet in size, and it currently accommodates one-story warehouse buildings and will be the site for the proposed project described below. Analysis of all development standards for the proposed new Research and Development building and parking structure, including floor area ratio (FAR), open space, landscaping, and bonus point calculations, are based on the proposed new 113,325 square foot parcel. The existing Hollis Street Building, where the live-work units to be converted to BMRs are located, is considered “off-site”.

Project Proposal:

The applicant proposes to demolish all single-story warehouse buildings and construct a new 5-story, 300,000 square foot Research and Development (biotech/lab) building and a new 496 space six level parking garage plus one basement level of parking (See Sheet A0.00: *Existing Site Plan*). The new Research and Development building would be located on the western portion of the parcel. The building would be 80 feet high and shaped in a U-formation with a 10,600 square foot central plaza off of 62nd Street, with the building front oriented towards Horton Street (See Sheet A0.01: *Site Plan*).

The parking garage is proposed on the northeast portion of the site, tucked between the new building and the remaining Hollis Street Building. Access to the garage would be from 63rd Street. A small service yard would be placed between the garage and the new building, also fronting 63rd Street, on the east side of the midblock path. An on-street loading zone would be provided along 63rd Street behind the new building, west of the service yard (See Sheet A1.01: *Level 01 Plan*).

The public will be able to cut through the block between 62nd Street and 63rd Street through a proposed bicycle/pedestrian path that is 23 feet wide. In addition, an L-shaped “Art Walk” is proposed between the new garage building and the existing live-work building that will also provide a walking connection between 62nd Street and 63rd Street. This path varies in width between 9 feet and 11 feet along the east side of the garage, and a minimum of 20 feet along the south side of the garage. (See Sheets A0.01: *Site Plan*, L0.01: *Illustrative Landscape Site Plan* and L1.11: *Art Walk Plan*).

Research and Development Building: Sheets A1.01 to A1.05 provide floor plans for the building. As noted above, the building entry is sited behind a large plaza off 62nd Street. Back of house operations will be along the 63rd Street frontage, including trash holding areas. An enclosed bicycle parking area accommodating 58 long term bicycle parking spaces and showers are also located at this level. (See Sheet A1.01: *Level 01 Plan*).

Sheets A3.01 and A3.02 provide elevations indicating a glass building with a combination of glass with reflective coating, tinted glass, and back painted spandrel glass. Building renderings are shown on Sheets A3.31, A3.32. A3.33, and A3.34. The height of the building is 80 feet and accommodates 5 stories. (See Sheets A3.11 and A3.12: *Building Sections*).

Much of the roof will be taken up with mechanical equipment that will be screened by a 15-foot metal screen. (See Sheet A1.06: *Lower Roof Plan*; Sheet A3.11: *Building Sections*). See also Sheet A3.01: *Building Elevation* to understand how the screen will appear visually. In addition, a portion of the roof will include planting (See Sheets A1.06: *Lower Roof Plan*, L3.02: *Garage Planting Plan* and L3.08: *Planting Materials Green Roof*).

Parking Garage: Sheets A2.0 to A2.7 provide floor plans for the 496-space parking garage. The proposal includes one basement parking level and six above ground levels. Sheet A2.S provides a parking Summation Chart showing the number of accessible parking spaces, standard spaces, and electric vehicle (EV) parking spaces. Forty-five EV spaces are proposed. The attached Conditions of Approval require provision of 50 EV charging spaces and 30 EV capable spaces to bring the proposal in compliance with the Planning Regulations.

Sheets A3.02 and A3.03 provide elevations showing a mix of materials, although the main material is board form concrete. Aluminum slats and board form concrete with color admixture occur in smaller proportions. Planters made of metal are proposed to add interest to the building and a potential location for artwork has also been identified. The height of the building is 55 feet. (See Sheet A3.13: Longitudinal and Transverse Sections). Sheets A3.35 and A3.36 provide renderings for the garage structure.

Landscaping and Tree Removal: Sheet L0.02 indicates removal of 18 street trees: 13 along 62nd Street, three along Overland Avenue and two along 63rd Street in order to accommodate the project. An arborist report has been submitted and provides details on the trees to be removed. The report estimates the value of the trees to be removed to be $146,000. The attached Conditions of Approval require the applicant to pay the replacement value of the trees in addition to replanting of street trees. (Note that the Planning Commission approved the Tree Removal Permit on June 8, 2022 contingent upon City Council approval of the project; the Tree Removal Permit is not before the City Council.)

Sheet L0.01 provides an overall preliminary landscape plan for the project area showing 7 new trees along 62nd Street, 9 new trees along Overland Avenue and 11 new trees along 63rd Street, for a total of 27 new street trees. Sheet L1.01 shows preliminary

landscaping elements for the proposed 10,000 square foot plaza/courtyard area. See Sheets L1.02 to L1.04 for Courtyard Renderings. The plan also indicates landscaping along the "Art Walk" (See Sheet L1.11: *Art Walk Plan*) with Sheets L1.12 to L1.15 illustrating rendered elevations of the Art Walk.

Streetscape sections for 62nd Street, Overland Avenue and 63rd Street are provided on Sheets L2.01, L2.02 and L2.03, respectively. Both 62nd and 63rd Streetscape include a 4-foot landscape strip with an 8-foot sidewalk. On Overland Avenue a 7.5-foot pedestrian pathway is maintained with stormwater planting between the walkway and the building face varying between 0 and approximately 15 feet.

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 "Office/Technology", which is described as (Section 2.4): "Administrative, financial, business, professional, medical and public offices, research and development, biotechnology, and media production facilities." The project is consistent with this description as the new building will house Research and Development and associated uses. The Land Use Diagram also classifies the project site as being within a "Major Transit Hub", which is described as "transfer points where high-volume transit lines intersect. These are located in the Amtrak station with access from both sides of the rail line, and at 40th Street and San Pablo Avenue." The project is consistent with this classification as well (see discussion of Transit Hub Overlay Zone (TH) below).

Zoning District

The base zoning district for the site is "Office/Technology" (O/T), which allows for a variety of commercial uses that include Research and Development as a permitted use.

The site is also in the Transit Hub (TH) overlay zone, where all parking requirements are reduced by 50%. This is further discussed below.

In addition, the site is in the North Hollis Overlay Zone (N-H), which stipulates that the project shall be subject to the Design Guidelines in the North Hollis Area Urban Design Program (Planning Regulations Section 9-3.402(a)(2)). These guidelines include:

- All development should be oriented to public streets and rights-of-way.

- All new development shall be set back from the property line by at least 5 feet or a dimension that results in a sidewalk and landscaping zone of at least 15 feet from the roadway curb to the face of the building. The setback should be treated as an extension of the sidewalk area (where there are ground level commercial uses), or as front yards (where ground level residential uses are proposed.

- Parking should not be permitted within the required setback areas described above. To the maximum extent practicable, parking facilities should be oriented away from the public right-of-way behind, beside, or within building structures. Parking structures along the public right-of-way should, to the maximum extent practicable, include ground level uses that screen the parking and create street activity.

- Loading and service areas shall, to the maximum extent practicable, be located away from public streets and rights-of-way, and visually screened from public view with hedges or vines. No service area shall rely upon the public right-of-way for truck staging or maneuvering that impedes pedestrian or vehicular movement.

- This area [west of Hollis Street] is characterized by larger warehouse and industrial buildings, many of which have been rehabilitated for office and commercial use. The area offers the opportunity for larger floor-plate structures including office, research and development and light industrial uses. The treatment of buildings should reflect the industrial character of the area through strong horizontal expression and roof forms (e.g., monitor roofs, skylights) and use of metal finishes, canopies, and large expanses of glass.

- The existing industrial buildings within the North Hollis area that have architectural or historic value should be preserved and reused to the maximum extent practicable. Key elements of the structures that contribute to the industrial character (e.g., canopies, roof forms, fenestration, materials, etc.) should be retained and/or replicated.

- Street trees shall be selected based on soil and groundwater tests and the table [on page 28 of the North Hollis Plan]. Trees should be planted 20 to 30 feet on center, depending on the likely spread. The tree well sizes specified in the table will provide ample exposed soil areas so that tree roots can thrive.

Staff believes that the project, in conjunction with Conditions of Approval, complies with the above guidelines.

Floor Area Ratio (FAR)

The maximum Floor Area Ratio for the site is 2.0 and can be increased to a bonus FAR of 4.0 with a conditional use permit and the provision of additional affordable housing impact fees and community benefits. As building square footage for parking is not included in the FAR calculation, the proposed 300,000 square foot building will result in an FAR of 2.6 (300,000/113,325). This will require 30 bonus points (0.6/2 x100).

Please note that the eastern portion of the site lies in a lower FAR category (1.5 Base/3.0 Bonus) and the parking garage is partially in this category. However, as parking does not count as square footage, this does not affect the FAR calculation.

Height

The site falls within two height categories as well. The eastern portion of the site is in the 30' (Base)/55' (Bonus) height category and the remaining portion of the site lies in the 50' (Base)/100' (Bonus) category.

The proposed height of the Research and Development building is 80 feet, and it lies in the higher height category of 50 feet being the base height and 100 feet being the bonus height. This will require 60 bonus points (30/50x100).

The proposed height of the parking garage is 55 feet, and the eastern portion of it lies in the lower height category with 30 feet being the base height and 55 feet being the bonus height. This will require 100 bonus points (25/25 x100).

Section 9-4.202 (d) outlines rules for sites that have split heights limits. It states that "if a lot is in two or more height districts on the General Plan Height Map, the height limit indicated on the map shall apply to each portion of the lot, except that the height limit for the entire lot may be increased up to the maximum height limit applicable to any portion of the lot upon the granting of a conditional use permit pursuant to Article 5 of Chapter 7. Such a conditional use permit may be granted only if both of the following conditions are met:

(1) At least fifty percent of the lot area is already covered by the district with the maximum height limit; and

(2) The entire lot could be included in said district by shifting the height district boundary by not more than fifty feet as measured perpendicularly to said boundary at any point.

Although the proposal meets the first condition, it does not meet the second condition, because it would be necessary to shift the height district boundary by approximately 114 feet in order to include the entire lot in the 50'/100' height district. Therefore, the 30'/55' height district applies to the eastern portion of the site, and the project will require 100 bonus points to achieve a parking garage height of 55 feet.

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 FAR (30) and for height (100).

For non-residential projects, pursuant to Section 9-4.204(d), the applicant will need to obtain half of the bonus points (50) by paying an additional affordable housing impact fee. As such, the applicant will need to pay an additional 100 percent of the affordable housing impact fee at the time of building permit issuance. For reference, the current affordable housing impact fee is $4.83 per square foot, so the applicant would need to pay $9.66

per square feet (or about $2.9 million) to obtain 50 bonus points if the building permit were issued today. The actual fee required will be whatever is in effect at the time that the building permit is issued. See Condition of Approval Number VII.A.11, which memorializes the requirement to pay this fee.

The remaining 50 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, utility undergrounding, and a contribution to the City's small business fund. The applicant is requesting 20 bonus points from the Public Open Space community benefit and would develop an equivalent of 5% of the project site area (beyond that required by code) for public open space. See Sheet APP-00.01: *Open Space Area Plan*. At the building permit stage, staff will ensure that the plans comply with Sheet APP-00.01.

The project is also requesting 30 bonus points from the Flexible Community Benefit category by creating affordable housing units by converting a portion of the existing 41 live/work units in the Hollis Street Building into a combination of very low-, low-, and moderate-income housing. The negotiated terms for providing a Flexible Community Benefit of providing ten BMR units at the Hollis Building is calculated at a value of approximately $4,920,000, or 3% of construction valuation (10 bonus points per 1% of construction valuation). Condition of Approval Numbers II. B.6 and II.C.6 ensures that this community benefit is provided in a timely manner.

Parking and Loading

Vehicular Parking:

New Uses: Typically research and laboratory businesses need space for laboratory and office on a half and half basis, and the City has used this criterion for other such projects including the recently approved BMR Emeryville Center of Innovation project.

The estimated demand for parking for the office space (150,000 square feet) is 357 spaces (2.4 spaces per 1,000 square feet of office space excluding the first 1,500 square feet of new office buildings), ((150,000 -1,500) x 2.4/1000); and for Research and Development space the estimated demand is 223 spaces ((1.5 spaces per 1,000 square feet excluding the first 1,500 square feet), ((150,000-1,500) x 1.5/1000). As the project lies in the Transit Hub Overlay Zone, the parking demand estimates are reduced by half. This calculates to an estimated parking demand for the office portion of 178.5 spaces, and 111.5 spaces for the Research and Development portion, for a total of 290 spaces.

Existing Uses: The existing building on Hollis Street that will be retained includes 35,500 square feet of office space, 7,463 square feet of warehouse space, 4,265 square feet of restaurant space and 41 live-work units. After subtracting 1,500 square feet for each non-residential use and applying the 50 per cent reduction for the Transit Hub Overlay, the total estimated parking demand for these uses is 84 spaces. The applicant is proposing to assign 68 spaces for existing uses in the new garage building.

Thus, the total estimated parking demand for the existing and proposed new buildings is 374 spaces (290 spaces for the new Research and Development building plus 84 spaces for the existing building).

There is no minimum parking requirement and the maximum allowed is 10% more than the estimated demand. So, the maximum parking permitted is 411 spaces (374 + 10%). Pursuant to Section 9-4.404(h), the maximum may be exceeded upon the granting of a conditional use permit.

The applicant is proposing a 496-space parking garage which is 85 more parking spaces than the maximum allowed. The project will therefore require a conditional use permit to allow parking above the maximum. For such a use permit to be approved, the following findings would need to be made:

(1) That the applicant has convincingly demonstrated that the additional parking is required to meet the anticipated parking demand of the proposed uses.

(2) That the provision of the additional parking will not result in an overdependence on automobiles and will not adversely affect transit, bicycle, or pedestrian access to the site or other adjacent uses.

The project applicant retained CHS Consulting to conduct a parking demand study for the project (See Attachment 3). This study concluded that the project would generate more parking demand than the proposed parking supply and that the implementation of a transportation demand management (TDM) plan could reduce parking demand to the level of the proposed parking supply. Fehr & Peers conducted a peer review assessing the data sources, methodology, and findings of this analysis and concurred that parking demand would be greater than the proposed parking supply, with the potential for TDM measures to reduce parking demand. (See Attachment 4).

Based on data provided in the Census Transportation Planning Product (CTPP, 2012-2016) collected by the United States Census Bureau, approximately 73 percent of existing workers in the project area drive alone to work and eight percent carpool, which results in an estimated parking demand of 0.77 spaces per worker. According to the project applicant, the project is expected to contain between 900 and 1,200 employees. Therefore, the project would be expected to generate parking demand of 690 to 930 spaces, which is greater than the 428 parking spaces provided by the project to serve the new lab/office land uses.

The Fehr and Peers peer review states that the expected parking demand can be reduced with the implementation of transportation demand management (TDM) strategies, such as providing a limited parking supply, that discourage driving alone and encourage travel by walking, bicycling, and transit. However, the utilization of nearby public parking garages can limit the effectiveness of a TDM strategy to provide less parking than demanded. The study recommends submission of a TDM plan that restricts the use of

valet parking that parks vehicles outside the garage. See Condition of Approval Number VI.B.3.

The applicant is also proposing pedestrian and bicycle improvements that include construction of vertical barriers for bicycle lanes along both sides of Horton Street from Powell Street to 62nd Street; and creation of a two-way protected bicycle lane on 62nd Street west of Hollis Street that would extend up Overland Avenue to 63rd Street; and closing Overland Avenue between 63rd and 64th Streets to create a public linear park, with retractable bollards and a 20-foot-wide asphalt surface for emergency vehicles, bicycles and pedestrians. See Sheets APP-00.3A to APP-00.3F.

Bicycle Parking: The project will trigger one short-term and one long-term bicycle parking space for every ten automobile parking spaces indicated as the estimated parking demand. As the estimated demand is 580 spaces, 58 long-term bicycle parking and 58 short-term parking spaces will be required. (Note that there is no Transit Hub Overlay reduction for bicycle parking since the intent of this overlay zone is to encourage alternative transportation such as bicycles.)

The applicant shows 30 short-term bicycle parking along the bicycle/pedestrian path; 8 spaces in the plaza area; and 20 spaces inside the garage for a total of 58 spaces (See Sheet L0.01). Section 9-4.408(e)(1) states that all short-term parking "shall be provided within a convenient distance of, and clearly visible from, the main entrance to the building". The project provides 22 short-term bicycle parking in the courtyard fronting 62nd Street and 36 spaces are provided along the southern end of the mid-block path.

A bicycle storage room on the ground floor level of the Research and Development building accommodates 58 long-term bicycle spaces. The project meets the bicycle parking requirements.

Electric Vehicle Charging. Section 9-4.406(l) stipulates that "Electric vehicle (EV) charging stations and EV capable parking spaces shall be provided for all new construction." Condition of Approval Number VI.A.1(d) ensures that the project is in compliance with this requirement by installing 50 EV charging stations and 30 EV capable spaces.

Loading: The project will trigger 2 medium loading spaces (12' x 35' x 14' high) and 1 large loading space (12' x 50' x 14' high). The plans show three large sized loading spaces on the ground floor in back-in loading docks accessed from 63rd Street. Note that Section 9-4.409(c) stipulates that, in approving a project, the Planning Commission or City Council, as the case may be, may modify the number and size of required loading spaces because of the nature of the use or the design of the project. In this case, such modifications are not necessary because the project meets the loading requirements.

Open Space

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 project this equals 15,000 square feet of open space, including a minimum of 3,000 square feet of POPOS.

The project provides 15,021 square feet of common open space in the form of the building courtyard (6,352 sq. ft.) of which 3,000 sq. ft is designated as POPOS; a north lobby (456 sq. ft.); west Overland frontage (1,816 sq. ft.); and the "Art Walk" (6,397 sq. ft.). Please see Sheet APP-00.01.

The applicant also proposes to earn 20 development bonus points by providing additional public open space. Item (1) in Table 9-4.204(e) of the Planning Regulations provides that 20 bonus points may be earned by providing 5% of the site area, or 1,000 square feet, whichever is greater, as public open space, which must be accessible to the public at all times. For the 113,325 square foot project site, this equates to 5,666 square feet. The applicant is proposing to provide this open space as 3,081 square feet of the 62nd Street Courtyard, and 4,845 square feet in the mid-block passage, which totals 7,926 square feet (or 7% of the site area), thereby meeting the requirement for 20 bonus points.

Design Guidelines

As part of the required Design Review approval for the project, it must be evaluated for conformance to the Emeryville Design Guidelines and any other applicable design guidelines or criteria (Section 9-7.406), which in this case would include the design guidelines of the North Hollis Area Urban Design Plan mentioned above.

Concerning the Emeryville Design Guidelines, the proposal meets minimum sidewalk widths of 7.5 feet of unobstructed pedestrian pathway with four feet of landscaping, as called for in Guidelines A-2 and A-3, on all three street frontages. The project also meets Guideline J-16 that recommends design of the floor-to-ceiling height of the first floor to be adequate for non-office use (generally a minimum of 14 feet) by proposing a 15 feet 8 inches first floor height of the Research and Development building. Other Office/Technology related Design Guidelines J-17, J-18, and J-20 are met by using vertical elements to break up horizontal architecture, incorporating landscaping elements along street facing facades, and articulating the building base with a change in materials, color and finishes and emphasizing the building entrance.

Concerning the North Hollis Area Urban Design Program, the project appears to generally conform to the design guidelines for street orientation, parking, loading, industrial character, and preservation of architecturally significant buildings (the existing Hollis Street Building).

Stormwater and WELO Plans

The applicant has included preliminary stormwater quality control plans in compliance with the applicable standards. Condition of Approval Number VII.A.12 requires the project submit and show compliance with the Water Efficient Landscaping Ordinance (WELO) in the building permit application.

Transportation Assessment Report

Fehr and Peers conducted a Transportation Assessment for the project and concluded that there would be no major impacts on traffic as a result of the project (See Attachments 4 and 5). The report does include a number of recommendations regarding site circulation, auto and bicycle parking and loading that have been included as Conditions of Approval VI.A.1 and VI.A.2 and can be seen graphically in Figure 3 of the Fehr and Peers Non-CEQA memo.

Environmental Review

This project is exempt from environmental review under State CEQA Guidelines Section 15332, which applies to infill development projects. The exemption at Section 15332 requires that:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services.

The project complies with these requirements as no General Plan amendments or modifications to the Planning Regulations are proposed; the site is within an urban area and is less than five acres; the site is developed with an existing building that covers the entire parcel thereby ensuring that that it cannot serve as a habitat for endangered, rare or threatened species and that there is no potential for impacts to water quality; the transportation assessment memo prepared for the project identifies no significant impacts to traffic and therefore there are no associated adverse impacts to air quality; the project includes standard condition of approval regarding noise that ensures that there are no noise impacts; and the project site is in an urban area that is already served by adequate utilities and public services.

In addition, the project is exempt from environmental review under the “common sense exemption” at Section 15061(b)(3) of the State CEQA Guidelines because it can be seen

with certainty that there is no possibility that the proposal may have a significant effect on the environment.

Planning Commission Action

The Planning Commission considered the project at a special meeting on June 8, 2022, and voted to recommend that the City Council approve the conditional use permit and design review for the new 300,000 square foot Research and Development building and a parking structure, and deny the conditional use permit for parking spaces more than the maximum allowed (thereby limiting the project parking to a maximum of 411 spaces). The Commission also approved the Tree Removal Permit contingent on Council approval of the conditional use permit and design review for the project.

FISCAL IMPACT

This is a proposal by a private developer who will use private funds to construct the project. There is no fiscal impact to the City.

STAFF COMMUNICATION WITH THE PUBLIC

The project was reviewed at public meetings by the Bicycle/Pedestrian Advisory Committee on March 7, 2022, and April 4, 2022; by the Planning Commission on April 22, 2021, March 24, 2022, and June 8, 2022; and by the City Council on July 20, 2021, November 16, 2021, and April 5, 2022.

CONFLICT OF INTEREST

None.

CONCLUSION

After hearing a presentation from the applicant and receiving public testimony, staff recommends that the City Council either approve the conditional use permit and design review for a new 300,000 square foot Research and Development building and a new 496-space parking garage or approve the conditional use permit and design review for a new 300,000 square foot Research and Development building and deny the conditional use permit for parking spaces more than the maximum allowed.

PREPARED BY: Miroo Desai, Senior Planner

APPROVED AND FORWARDED TO THE CITY COUNCIL OF THE CITY OF EMERYVILLE:



_____
Christine Daniel, City Manager

ATTACHMENTS:

- 1. Project Plans
- 2. Arborist Report prepared by SBCA Tree Consulting dated August 31, 2021
- 3. CHS Parking Study dated October 26, 2021 (submitted by applicant)
- 4. Fehr and Peers Non-CEQA Memo dated April 19, 2022
  (Only Attachments F - Recommendation 3 Conceptual Cross Sections and Attachment G – Parking Study Peer Review Memorandum to Fehr and Peers memo are attached. Due to the size, the remaining attachments can be accessed here: EmeryStation Overland Non-CEQA Transportation Appendices
- 5. Fehr and Peers CEQA Memo dated April 19, 2022
- Draft Resolution to Approve Project
- Draft Resolution to Approve Lab Building and Deny Parking Over Maximum

EMERYSTATION OVERLAND

1550 62ND STREET, EMERYVILLE, CALIFORNIA

20 APRIL 2022

Attachment 1

DRAWING INDEX

	SHEET NAME	2020.12.24	2021.08.31	2022.01.10	2022.03.07	2022.04.11
	X: SUBMITTED WITH NO CHANGE A: AMENDED N: NEW					
G0.00	COVER PAGE	X	X	X	X	X
G0.01	PROJECT TEAM AND DRAWING INDEX	X	X	X	X	A
G0.02	LOCATION PLAN AND PROJECT SITE	X		X	X	X
G0.03	EXISTING SITE CONDITIONS	X		X	X	X
G0.04	EXISTING NEIGHBORING BUILDINGS	X		X	X	X
G1.02	PROJECT DATA	X		X	X	A
G1.03	ZONING DIAGRAMS	X		X	X	A
A0.00	EXISTING SITE PLAN			X	X	X
A0.01	SITE PLAN	X	X	X	X	X
A0.02	SITE AERIAL	X		X	X	X
A0.03	SITE AERIAL- BUILDING HEIGHTS	X		X	X	X
A0.04	SITE AERIAL - BUILDING HEIGHTS	X		X	X	X
A1.01	LEVEL 01 PLAN	X	X	X	X	A
A1.02	LEVEL 02 PLAN	X	X	X	X	X
A1.03	LEVEL 03 PLAN	X	X	X	X	X
A1.04	LEVEL 04 PLAN	X	X	X	X	X
A1.05	LEVEL 05 PLAN	X	X	X	X	X
A1.06	LOWER ROOF PLAN	X	X	X	X	X
A1.07	OVERALL ROOF PLAN	X	X	X	X	X
A2.00	BASEMENT LEVEL B2 PARKING PLAN		X	X	X	X
A2.0.	PARKING SUMMARY CHART	X			X	X
A2.0S	PARKING SUMMARY CHART		X	X	X	X
A2.1	BASEMENT LEVEL B1 PARKING PLAN	X	X	X	X	X
A2.2	LEVEL 1 PARKING PLAN	X	X	X	X	A
A2.3	LEVEL 2 PARKING PLAN	X	X	X	X	X
A2.4	LEVEL 3 PARKING PLAN	X	X	X	X	X
A2.5	LEVEL 4 PARKING PLAN	X	X	X	X	X
A2.6	LEVEL 5 PARKING PLAN	X	X	X	X	X
A2.7	LEVEL 6 PARKING PLAN	X	X	X	X	X
A3.01	BUILDING ELEVATION	X	X	X	X	X
A3.02	BUILDING ELEVATION	X	X	X	X	X
A3.03	BUILDING ELEVATIONS	X	X	X	X	X
A3.11	BUILDING SECTIONS	X	X	X	X	X
A3.12	BUILDING SECTIONS	X	X	X	X	X
A3.13	GARAGE SECTIONS	X	X	X	X	X
A3.21	BUILDING MATERIAL BOARD	X		X	X	X
A3.22	GARAGE MATERIAL BOARD	X		X	X	X
A3.25	TERRACE DETAIL			X	X	X
A3.31	BUILDING RENDERING	X	X	X	X	X
A3.32	BUILDING RENDERING	X	X	X	X	X
A3.33	BUILDING RENDERING	X	X	X	X	X
A3.34	BUILDING RENDERING	X	X	X	X	X
A3.35	BUILDING RENDERING	X	X	X	X	A
A3.36	BUILDING RENDERING	X	X	X	X	X

DRAWING INDEX

	SHEET NAME	2020.12.24	2021.08.31	2022.01.10	2022.03.07	2022.04.11
	X: SUBMITTED WITH NO CHANGE A: AMENDED N: NEW					
L0.01	ILLUSTRATIVE LANDSCAPE SITE PLAN	X	X	X	X	A
L0.02	STREET TREE REMOVAL PLAN	X	X	X	X	X
L1.01	COURTYARD PLAN	X		X	X	X
L1.02	COURTYARD RENDERING	X		X	X	X
L1.03	COURTYARD RENDERING	X		X	X	X
L1.04	COURTYARD RENDERING	X		X	X	X
L1.11	ART WALK PLAN	X	X	X	X	A
L1.12	ART WALK RENDERING	X		X	X	A
L1.13	ART WALK RENDERING	X		X	X	A
L1.14	ART WALK RENDERING	X		X	X	A
L1.15	ART WALK RENDERING	X		X	X	A
L2.01	62ND STREETSCAPE	X	X	X	X	A
L2.02	OVERLAND STREETSCAPE	X	X	X	X	A
L2.03	63RD STREETSCAPE	X	X	X	X	A
L3.01	PRELIMINARY PLANTING PLAN			X	X	A
L3.02	GARAGE PLANTING PLAN			X	X	X
L3.03	PLANTING SCHEDULE	X		X	X	X
L3.04	PLANTING MATERIALS-STREETSCAPE	X		X	X	X
L3.05	PLANTING MATERIALS-COURTYARD	X		X	X	X
L3.06	PLANTING MATERIALS-ART WALK	X		X	X	X
L3.07	PLANTING MATERIALS-BIORETENTION	X		X	X	X
L3.08	PLANTING MATERIALS-GREEN ROOF			X	X	X
L3.09	PLANTING MATERIALS-GARAGE			X	X	X
L4.01	HARDSCAPE MATERIALS			X	X	X
C1.0	TOPOGRAPHIC SURVEY	X	X	X	X	X
C2.0	PRELIMINARY GRADING AND DRAINAGE PLAN	X		X	X	X
C2.1	PRELIMINARY SECTIONS	X		X	X	X
C3.0	PRELIMINARY UTILITY PLAN	X		X	X	X
C4.0	PRELIMINARY STORM WATER QUALITY PLAN	X		X	X	X
APPENDIX						
APP-00.01	OPEN SPACE AREA PLAN	X		X	X	A
APP-00.02A	SITE CIRCULATION DIAGRAM		X	X	X	A
APP-00.02B	OFF SITE IMPROVEMENT FOR BICYCLE AND PEDESTRIAN ACCESS					N
APP-00.3A	OVERLAND AVE LINEAR PARK					N
APP-00.3B	OVERLAND AVE LINEAR PARK					N
APP-00.3C	OVERLAND AVE LINEAR PARK					N
APP-00.3D	OVERLAND AVE LINEAR PARK					N
APP-00.3E	OVERLAND AVE LINEAR PARK					N
APP-00.3F	OVERLAND AVE LINEAR PARK					N
APP-00.04	FIRE APPARATUS ACCESS			X	X	X

PROJECT TEAM

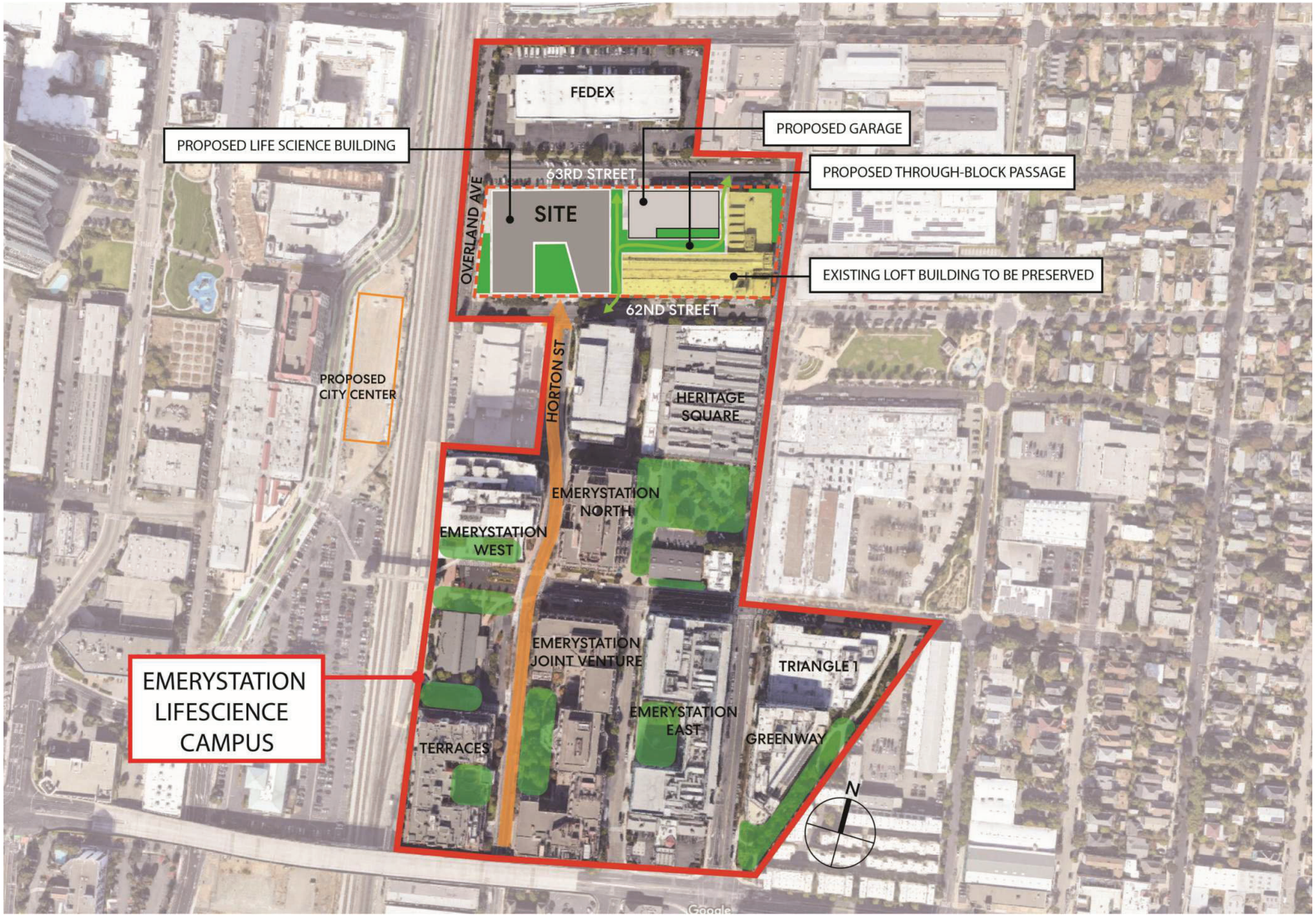
OWNER
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1120 Nye Street, Suite 400
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415.457.4964
Contact: Geoff Sears
Gsears@warehamdevelopment.com

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Daniel.lam@perkinswill.com

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avera@kierwright.com

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LANDSCAPE DESIGNER
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matt.malone@perkinswill.com



WAREHAM DEVELOPMENT

Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

LOCATION PLAN AND PROJECT SITE

20 APRIL 2022 | G0.02



1) VIEW FROM HORTON STREET | 2020.11.09



2) VIEW FROM 62ND ST LOOKING WEST FROM NE CORNER OF HORTON STREET | 2020.11.09



3) VIEW FROM 62ND ST LOOKING AT SW CORNER OF EXISTING TWO AND THREE STOREY BUILDING TO BE PRESERVED | 2020.11.09



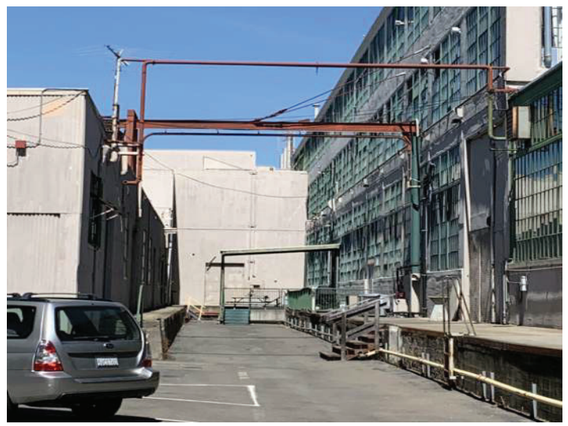
4) VIEW FROM 62ND STREET LOOKING EAST AT EXISTING TWO AND THREE STOREY BUILDING TO BE PRESERVED | 2020.11.09



5) VIEW FROM OVERLAND AND 62ND STREET LOOKING NORTH | 2020.11.09



6) VIEW OF EXISTING RAIL SPUR | 2020.11.09



7) VIEW FROM RAIL SPUR BETWEEN EXISTING BUILDINGS | 2020.07.13



8) VIEW OF EXISTING BUILDINGS FROM 63RD ST LOOKING EAST | 2020.11.09



9) VIEW OF EXISTING SURFACE PARKING FROM 63RD ST LOOKING WEST | 2020.11.09



10) VIEW FROM 63RD ST AND OVERLAND AVE LOOKING SOUTH | 2020.11.09



KEY PLAN

WAREHAM DEVELOPMENT | Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

EXISTING SITE CONDITIONS

20 APRIL 2022 | G0.03



1) FEDEX BUILDING | 2020.11.25
NORTH OF 63RD STREET| FEDEX BUILDING



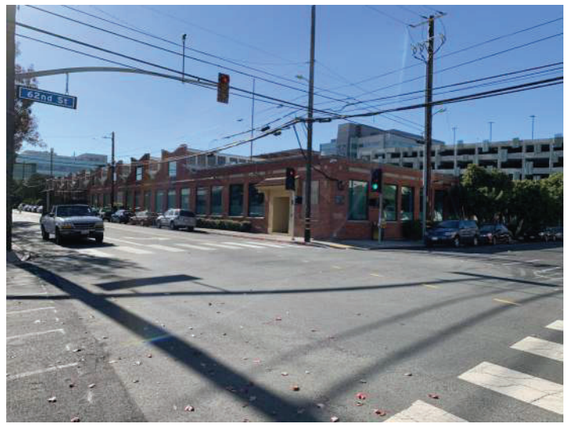
2) ALAMEDA COUNTY FIRE STATION NO. 35 | 2020.11.25
NORTH-EAST CORNER OF 63RD STREET AND HOLLIS STREET



3) EXISTING BUILDING | 2020.11.25
NORTH-WEST CORNER OF 63RD STREET AND HOLLIS STREET



4) EXISTING BUILDING | 2020.11.25
SOUTH- WEST CORNER OF 63RD STREET AND HOLLIS STREET



5) HERITAGE SQUARE | 2020.11.25
SOUTH-EAST CORNER OF 62ND STREET AND HOLLIS STREET



6) EXISTING BUILDING ON SITE TO BE PRESERVED | 2020.11.25
VIEW FROM HOLLIS STREET LOOKING WEST



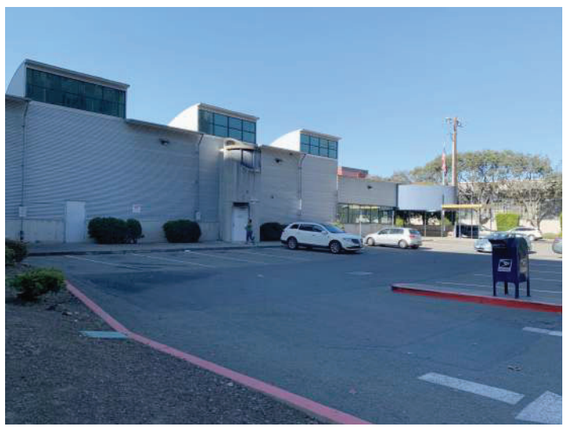
7) EXISTING BUILDING ON SITE TO BE PRESERVED | 2020.11.25
NORTH- EAST CORNER OF 62ND AND HOLLIS STREET



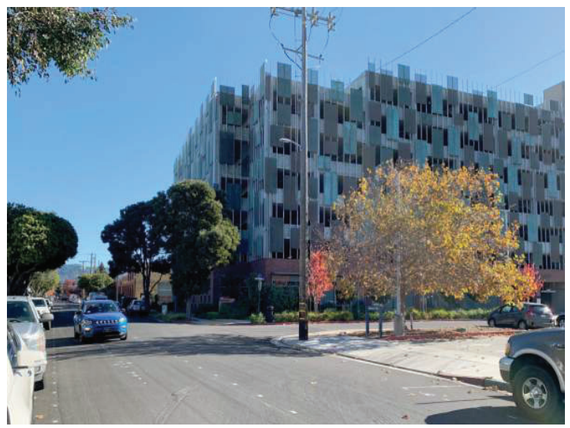
8) EXISTING BUILDING | 2020.11.25
NORTH- WEST CORNER OF 62ND STREET AND HOLLIS STREET



9) UNITED STATES POST OFFICE | 2020.11.25
VIEW FROM 62ND AND HORTON STREET LOOKING SOUTH



10) UNITED STATES POSTAL SERVICE | 2020.11.25
SOUTH-WEST CORNER OF 62ND AND HORTON STREET



11)HERITAGE SQUARE GARAGE | 2020.11.25
SOUTH- EAST CORNER OF 62ND STREET AND HORTON STREET



KEY PLAN

WAREHAM DEVELOPMENT

Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

EXISTING NEIGHBORING BUILDINGS

20 APRIL 2022

G0.04

PROJECT DATA:

SITE ADDRESS	SITE ADDRESS: 1550 62ND STREET, EMERYVILLE, CA	
	PROPOSED BUILDING	**PROPOSED GARAGE**
AREA	300,000 SF	194,392 SF
HEIGHT	80 FT	55 FT
PARKING SPACES IN GARAGE *	**PROPOSED BUILDING**	**EXISTING HOLLIS ST BLDG & LIVE/WORK UNITS**
	428	68
	TOTAL: 496 SEE DRAWING A2.S PARKING SUMMATION CHART FOR BREAK DOWN OF SPACE TYPES.	
BICYCLE PARKING	SHORT TERM PARKING	LONG TERM PARKING
	58	58
	SEE APPENDIX APP-00.01 OPEN SPACE AREA FOR CALCULATIONS	
COMMON OPEN SPACE	15,021 SF	
LOADING	MEDIUM SPACES (12' X 35')	LARGE SPACE (12' X 50')
	2	1

* AS SET FORTH IN CITY POLICY, PARKING FOR THE PROJECT WILL BE UNBUNDLED; IT IS NOT AUTOMATICALLY DESIGNATED OR ATTACHED TO A SPECIFIC TENANT OR USE IN EITHER THE NEW LAB/OFFICE BUILDING OR THE HOLLIS STREET BUILDING. PARKING WILL BE MADE AVAILABLE TO EXISTING HOLLIS STREET COMMERCIAL AND LIVE/WORK TENANTS BASED ON PRIOR LEASE AGREEMENTS. NEW COMMERCIAL TENANTS IN THE HOLLIS STREET BUILDING WILL BE ASSIGNED PARKING BASED ON LEASE AGREEMENTS. PARKING FOR NEW LIVE/WORK TENANTS WILL BE MADE AVAILABLE AT 1 SPACE/UNIT. TENANTS IN THE NEW LAB/OFFICE BUILDING WILL HAVE PARKING MADE AVAILABLE TO THEM THROUGH LEASE AGREEMENTS.

AT THIS TIME THE APPLICANT DOES NOT HAVE SPECIFIC LOCATIONS IDENTIFIED WITHIN THE PARKING STRUCTURE FOR THE HOLLIS STREET COMMERCIAL AND RETAIL TENANTS, THE LIVE/WORK UNITS OR NEW BUILDING USERS. AS WITH THE OTHER EMERYSTATION CAMPUS GARAGES, PARKING SPACES WILL BE CAREFULLY MANAGED, WITH SOME SHORT-TERM AND VISITOR PARKING IN ADDITION TO REGULAR USERS. IN THIS WAY, THE PARKING SUPPLY WILL BE FLEXIBLE, EFFICIENT AND MEET TENANTS' NEEDS.

BUILDING REQUIREMENT:

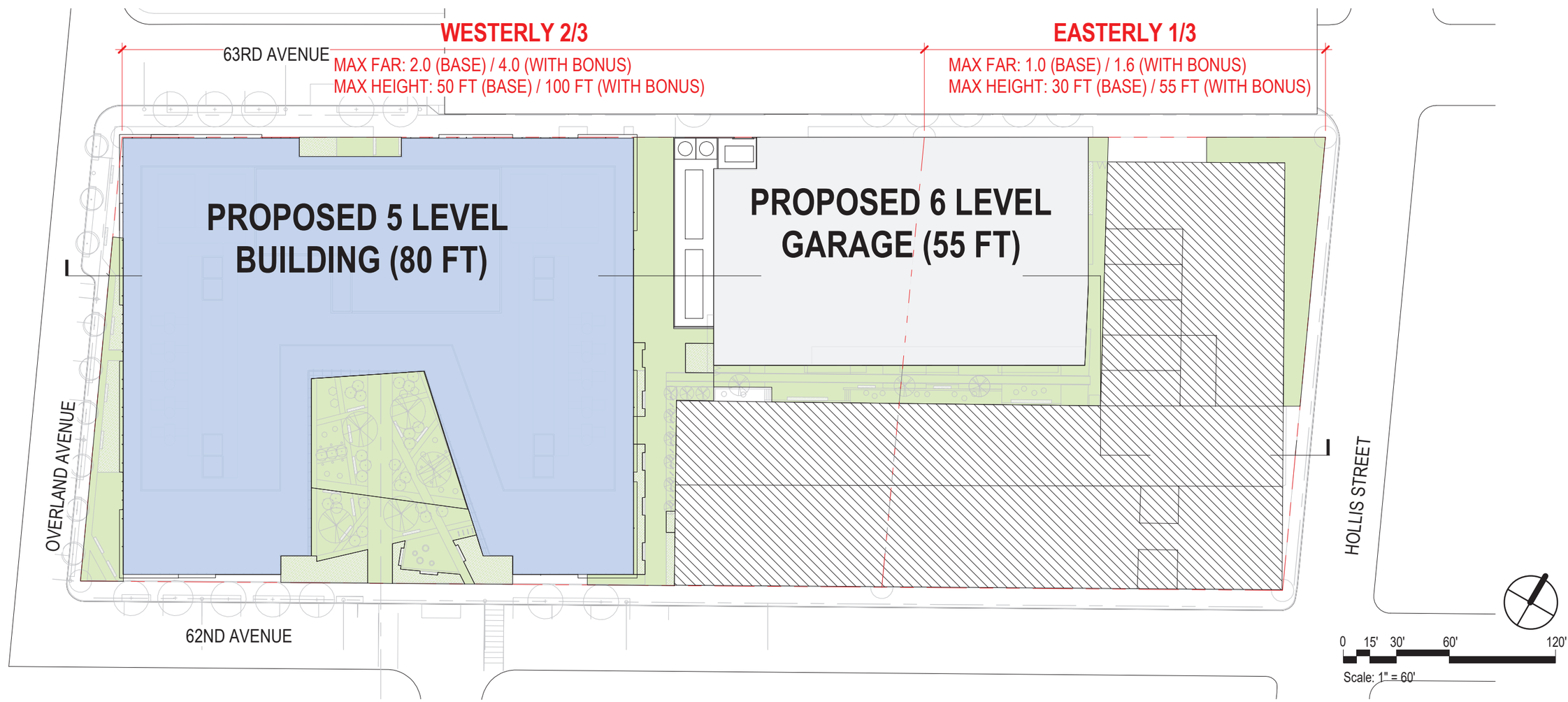
CODES/ LAWS:
CITY OF EMERYVILLE MUNICIPAL CODE
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA GREEN BUILDING STANDARD CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA FIRE CODE

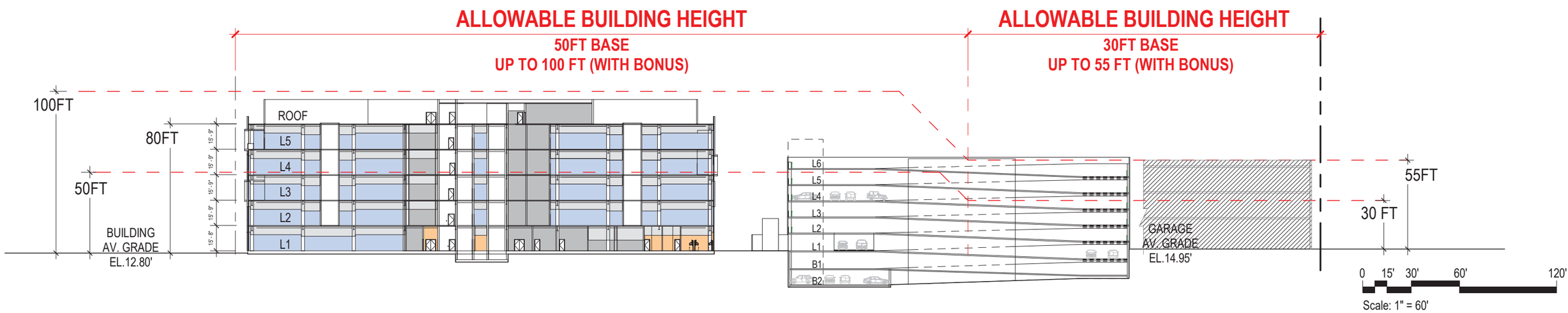
PROPOSED 5 STOREY BUILDING:

OCCUPANCY CLASSIFICATIONS:	B: BUSINESS L: LAB
CONSTRUCTION TYPE:	TYPE IA, FULLY SPRINKLERED WITH EMERGENCY VOICE/ ALARM SYSTEM
ALLOWABLE HEIGHT:	UNLIMITED (CBC TABLE 504.3)
ALLOWABLE STORIES:	20 (CBC TABLE 504.4)
BASE ALLOWABLE FLOOR AREA:	UNLIMITED (CBC TABLE 506.2)

PROPOSED 5 STOREY GARAGE:

OCCUPANCY CLASSIFICATIONS:	S-2: PARKING GARAGE
CONSTRUCTION TYPE:	TYPE IIA, FULLY SPRINKLERED
ALLOWABLE HEIGHT:	85 FT(CBC TABLE 504.3)
ALLOWABLE STORIES:	6 (CBC TABLE 504.4)
BASE ALLOWABLE FLOOR AREA :	117,000 SF (CBC TABLE 506.2)





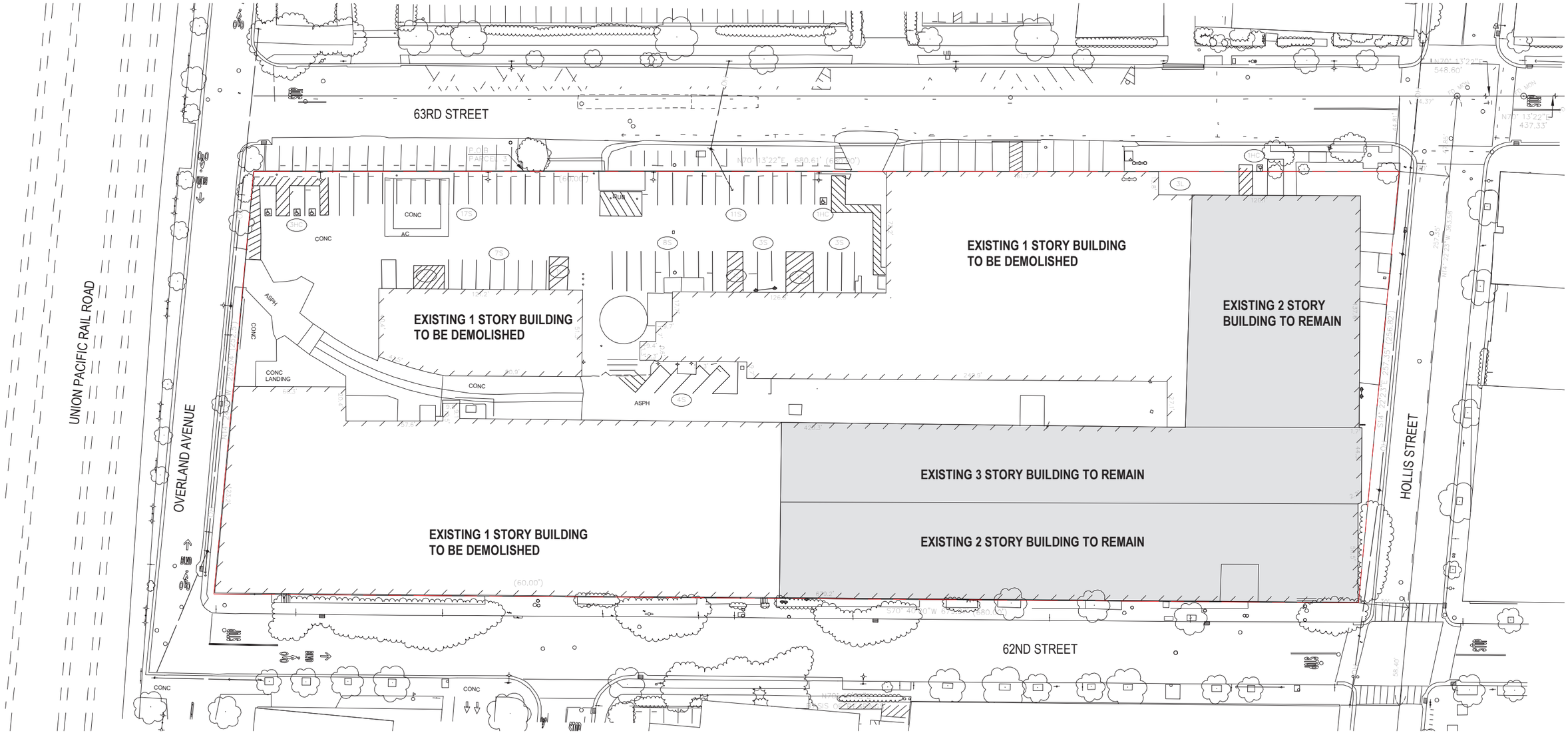
WAREHAM DEVELOPMENT | Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

ZONING DIAGRAMS

20 APRIL 2022 | G1.03



WAREHAM DEVELOPMENT

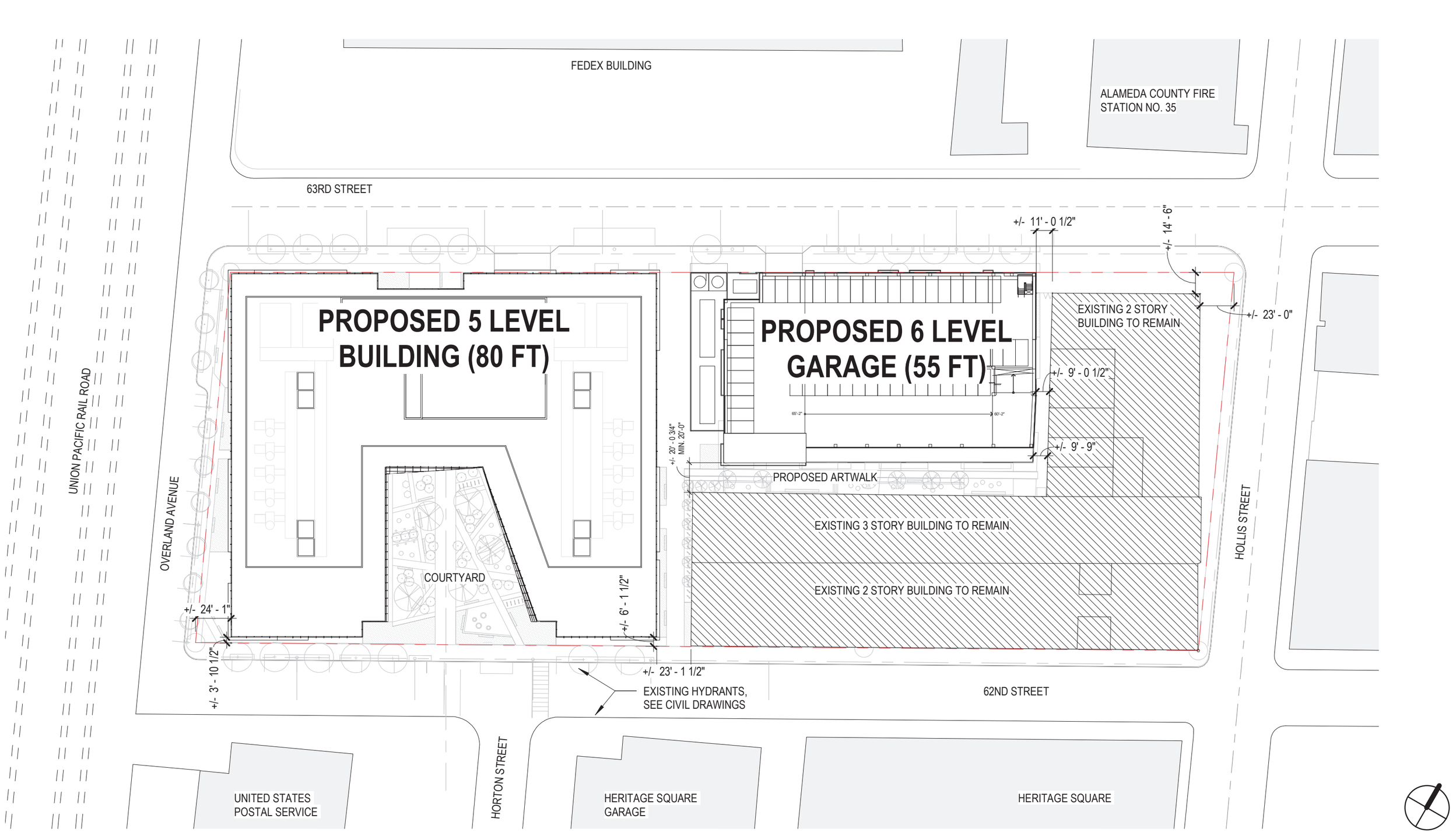
Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

EXISTING SITE PLAN

20 APRIL 2022 | A0.00



WAREHAM DEVELOPMENT

Perkins&Will

EMERYSTATION OVERLAND

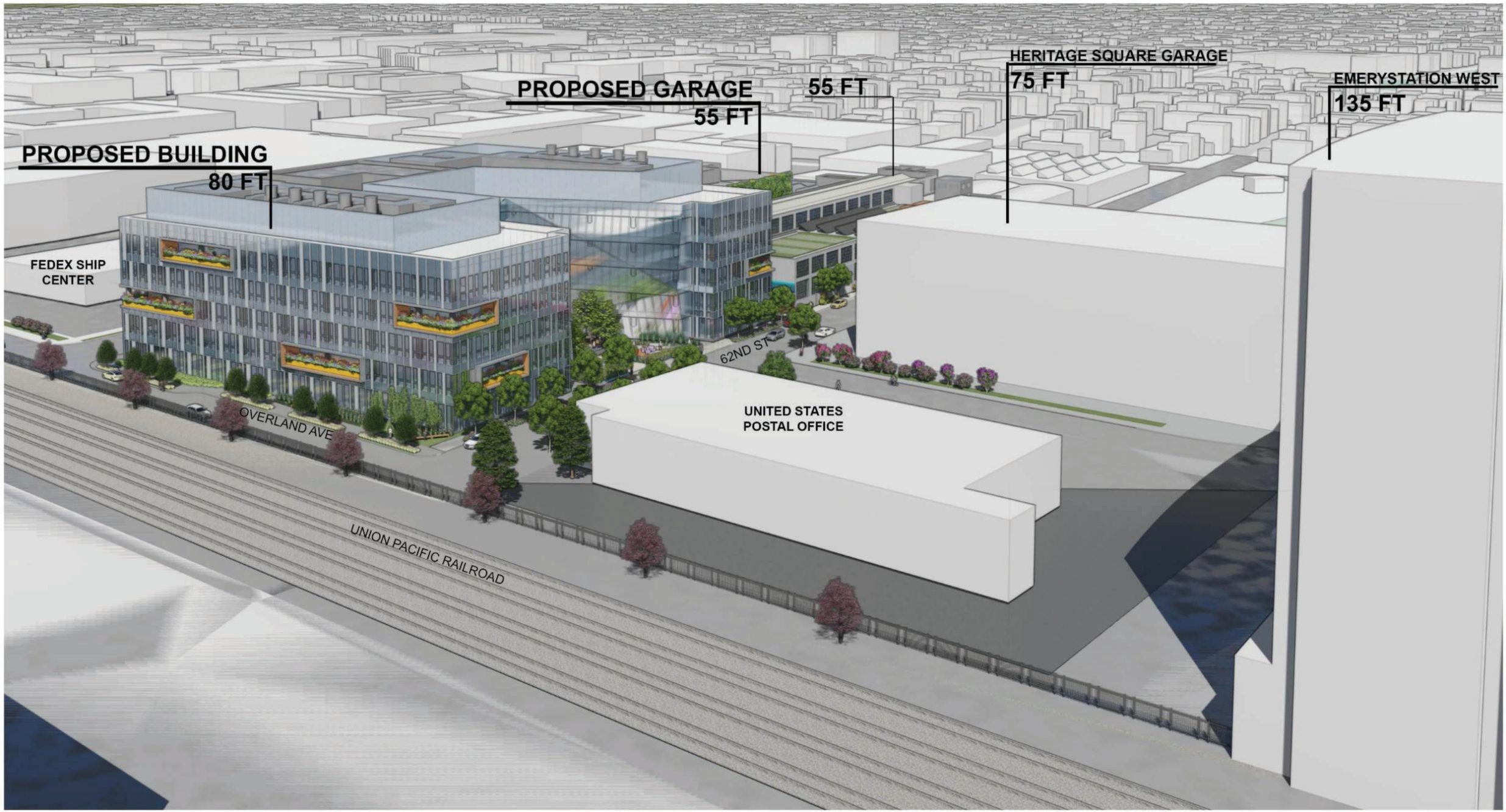
1550 62nd Street, Emeryville, California

20 APRIL 2022

SITE PLAN

A0.01


PROJECT SITE



WAREHAM DEVELOPMENT

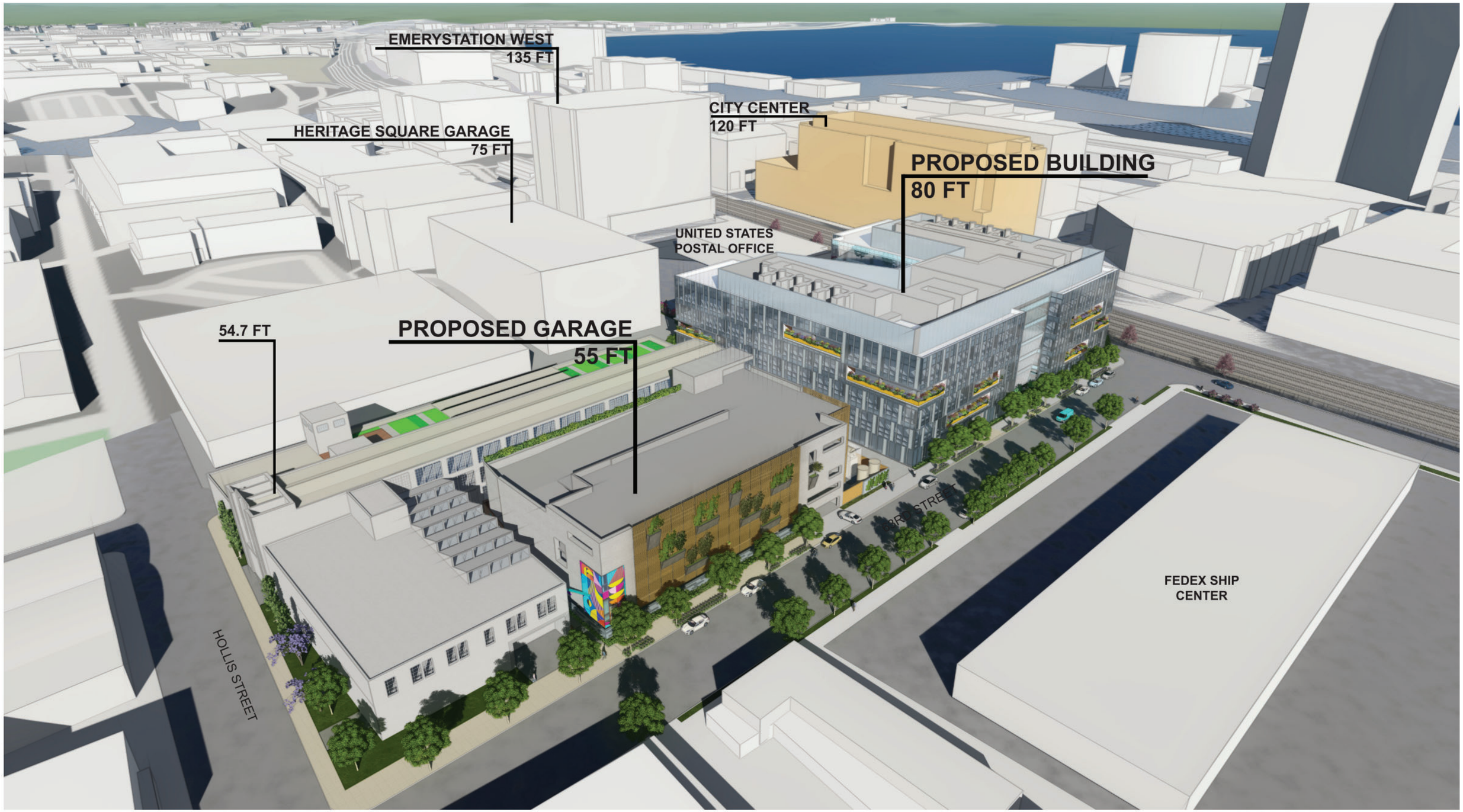
Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

SITE AERIAL- BUILDING HEIGHTS

20 APRIL 2022 | A0.03



WAREHAM DEVELOPMENT

Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

SITE AERIAL - BUILDING HEIGHTS

20 APRIL 2022 | A0.04

NOTES:

1) LONG TERM BIKE SPACES: SIDE-STAGE FREE STANDING RACKS OR SIM.
2) SHORT TERM BIKE SPACES:
GARAGE: OFFSET VERTICAL BIKE RACKS/ OFF SET XL OR SIM.
OPEN SPACE: HORSESHOE RACK OR SIM.

63RD AVENUE

1 A3.11

2 A3.11

55' - 0"

12' - 0"

LOADING ZONE

55' - 0"

12' - 0"

LOADING ZONE

1 A3.02

ENTRY/ EXIT TO PARKING FROM 63RD

2 A3.12

16' - 7 3/4"

TRASH HOLDING AREA TO BE SIZED AND DESIGNED TO MEET CITY'S RECYCLING AND WASTE MANAGEMENT REQUIREMENT.

FW

DW

12' - 0"

27' - 9"

LOADING 3217 SF

53' - 5"

TRANSF RM 2 683 SF

TRANSF RM 1 669 SF

TRASH HOLDING AREA 534 SF

EL 14.13'

MPOE 488 SF

E. ELEC 533 SF

SWITCH GEAR 1397 SF

GARAGE
SEE PARKING DRAWINGS

1 A3.03

1 A3.02

ELEC

IDF

F 227 SF

STR 215 SF

FCC 252 SF

MAILRM 239 SF

BOH 623 SF

SHWR

BIKE STOR 929 SF

58 LONG TERM BIKE SPACES

15' - 0"

LOBBY 5730 SF

EL 14.13'

M TOILET 488 SF

W TOILET 499 SF

BUILDING ENTRY

EL 14.13'

2 A3.03

EL 12.5'

2 A3.02

PROPOSED ART WALK

3 A3.03

2 A3.01

BUILDING ENTRY

+/- EL 14.13'

36 SHORT TERM BIKE SPACES

TENANT 25698 SF

22 SHORT TERM BIKE SPACES.

COURTYARD

TENANT 11800 SF

OVERLAND AVENUE

EXISTING BUILDING TO REMAIN

62ND AVENUE

1 A3.01

0 10' 20' 40' 80'

Scale: 1" = 40'

WAREHAM DEVELOPMENT

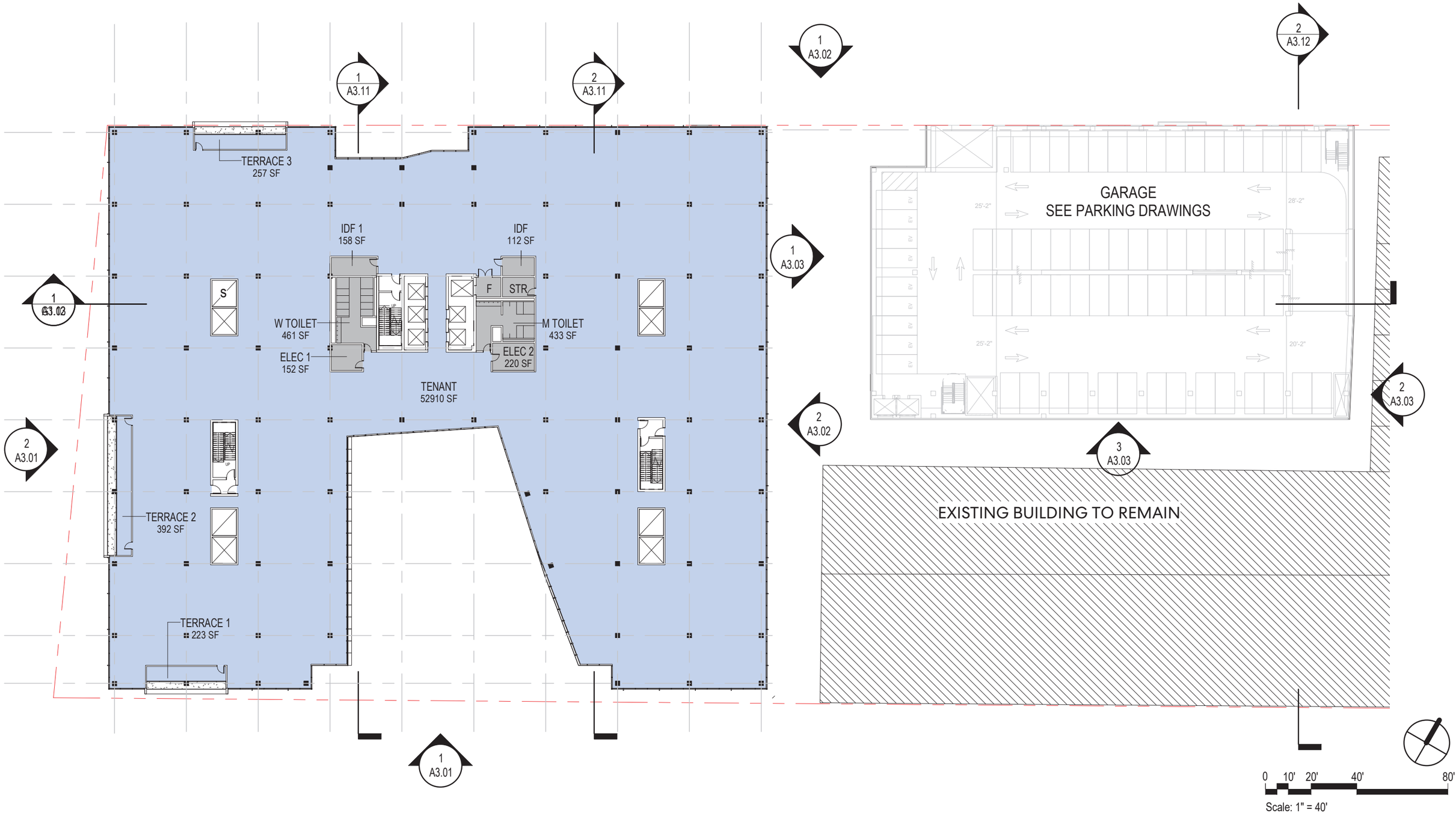
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EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

LEVEL 01 PLAN

20 APRIL 2022 | A1.01



WAREHAM DEVELOPMENT

Perkins&Will

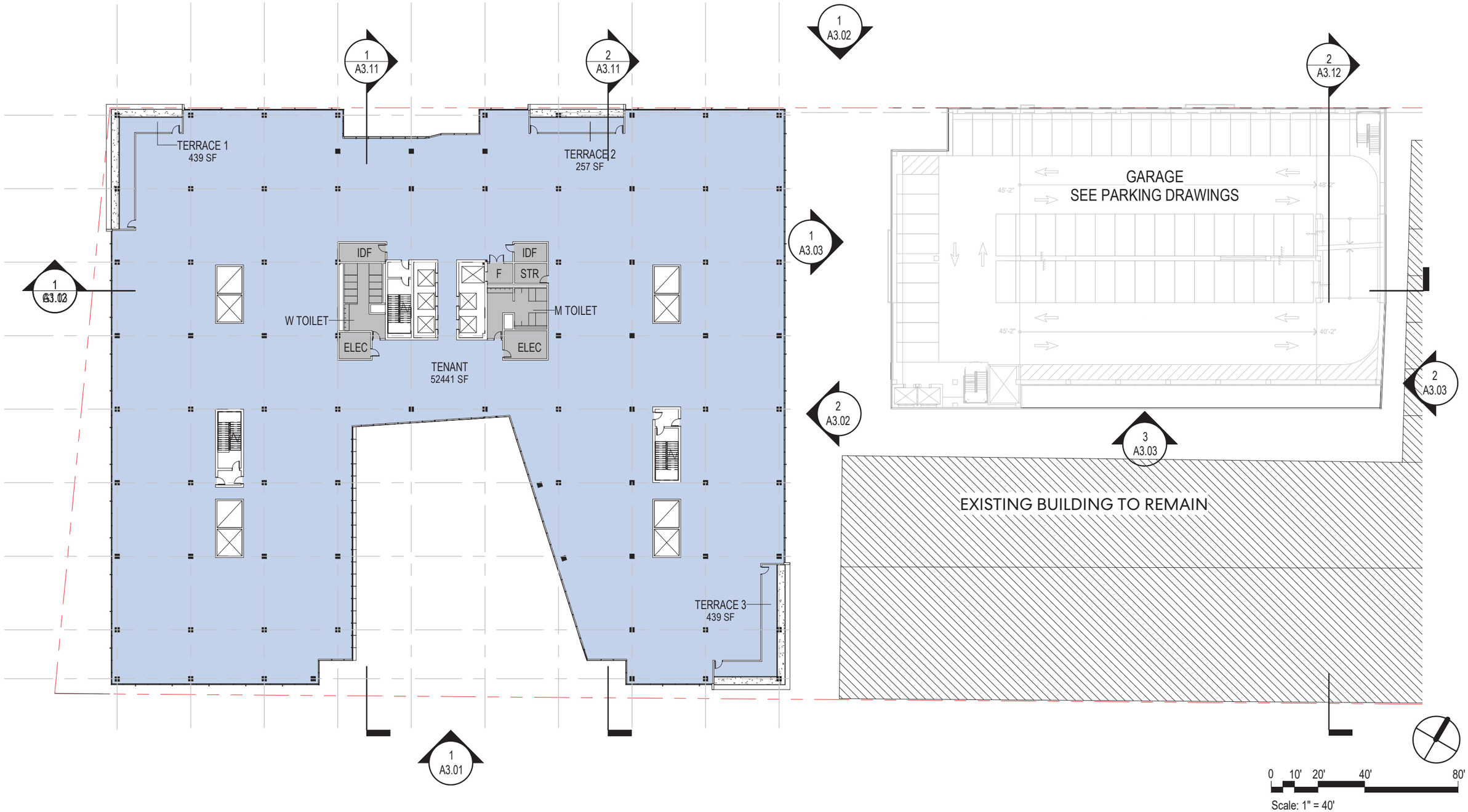
EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

LEVEL 02 PLAN

20 APRIL 2022

A1.02



WAREHAM DEVELOPMENT

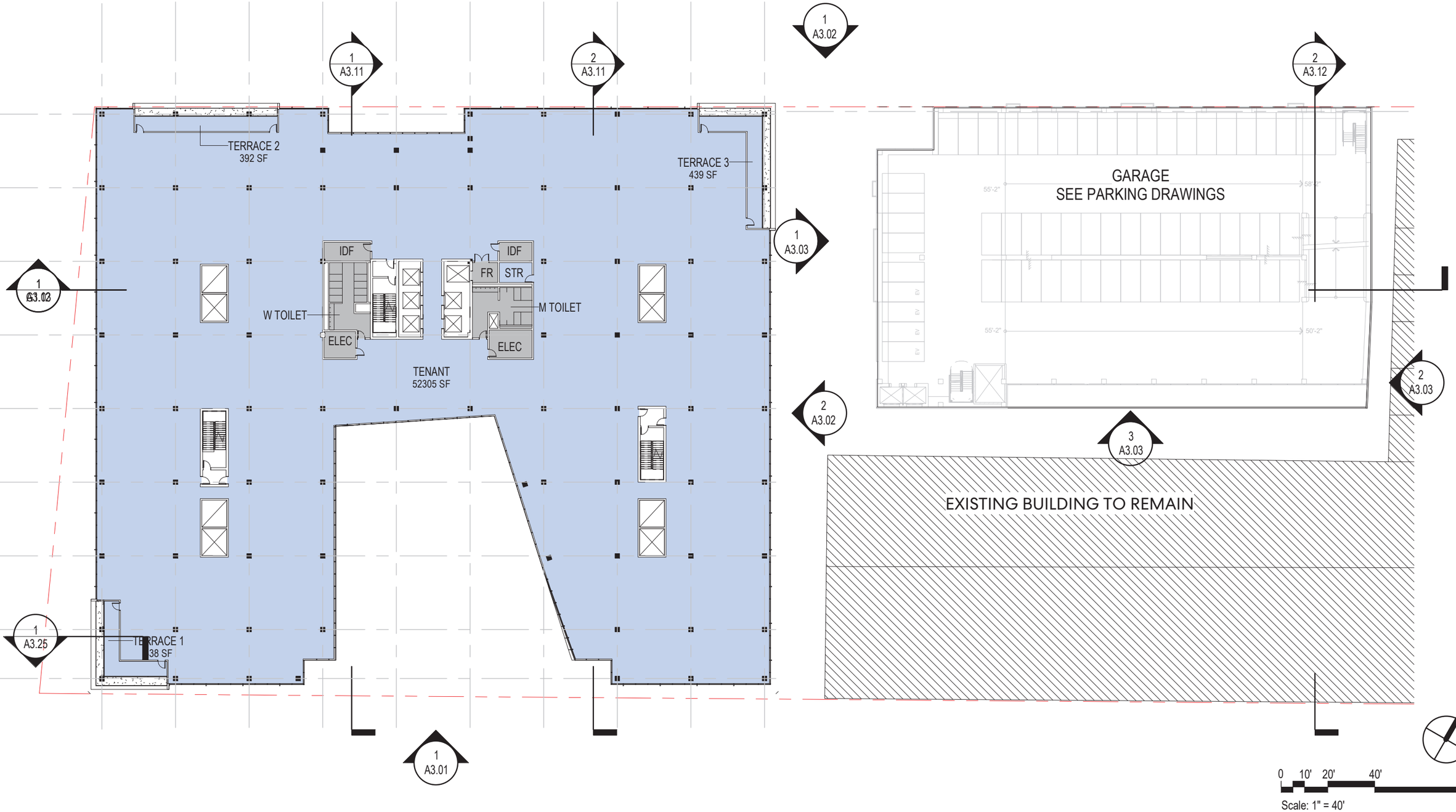
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EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

LEVEL 03 PLAN

20 APRIL 2022 | A1.03



WAREHAM DEVELOPMENT

Perkins&Will

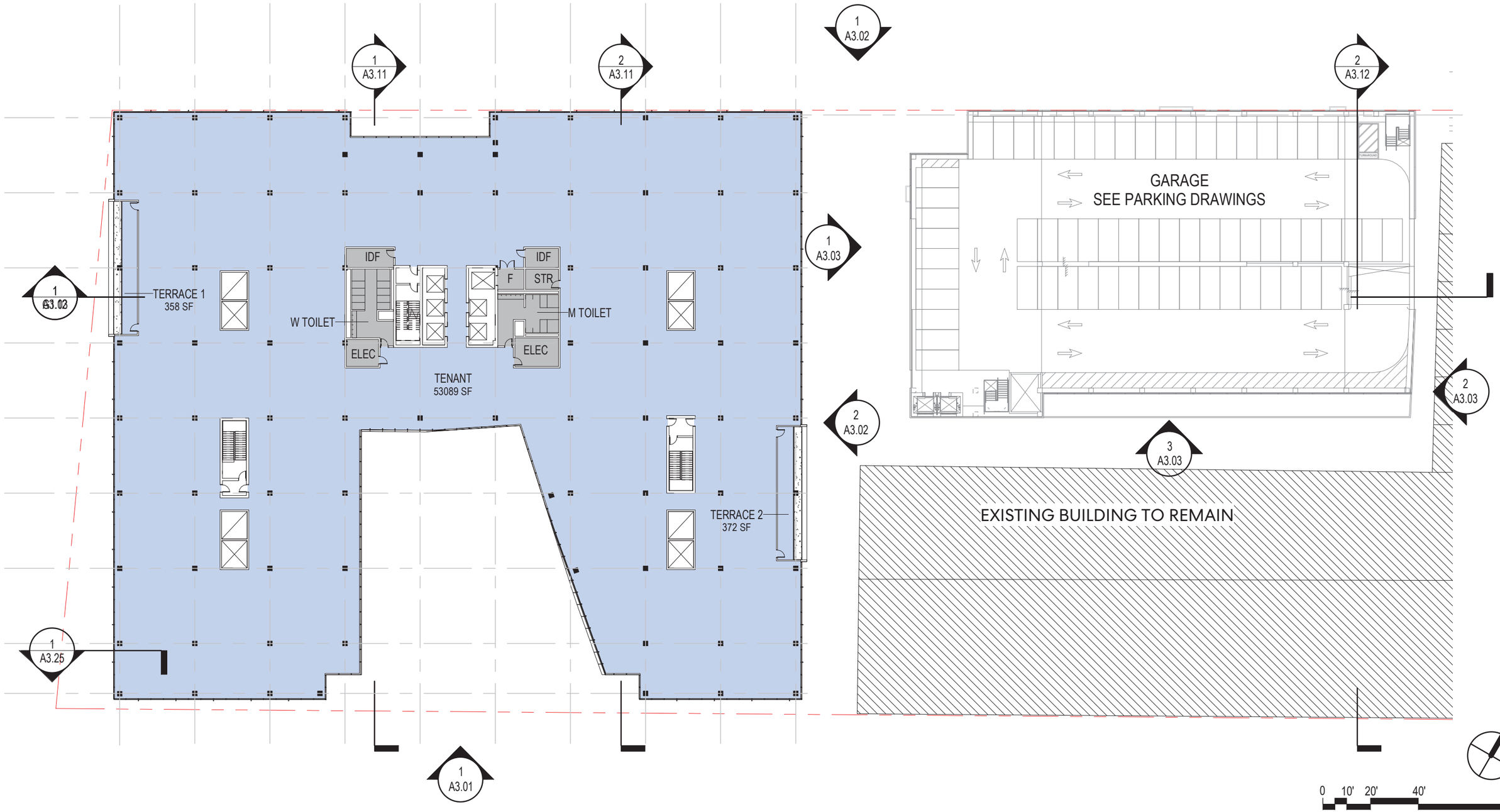
EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

LEVEL 04 PLAN

20 APRIL 2022

A1.04



WAREHAM DEVELOPMENT

Perkins&Will

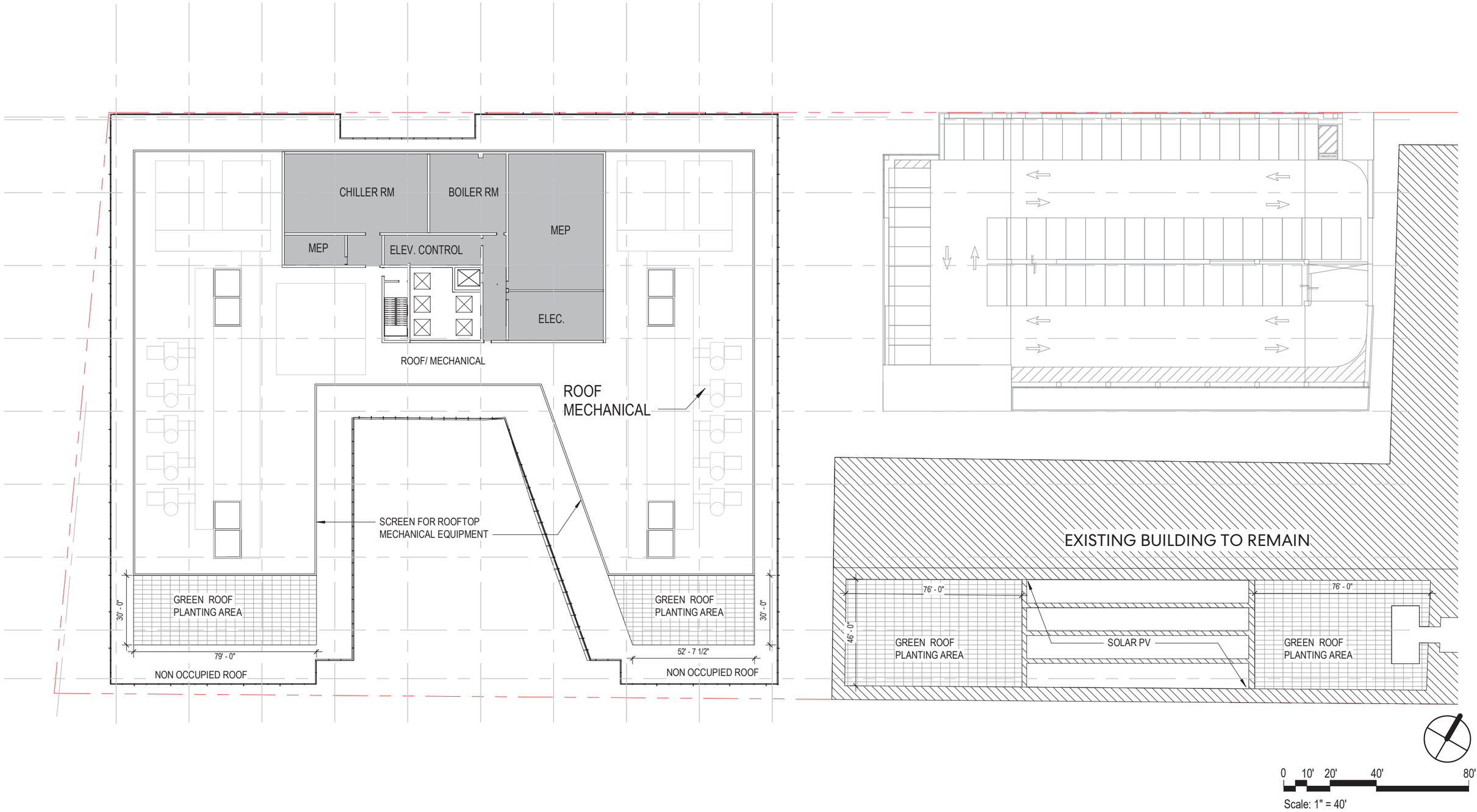
EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

LEVEL 05 PLAN

20 APRIL 2022

A1.05



WAREHAM DEVELOPMENT

Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

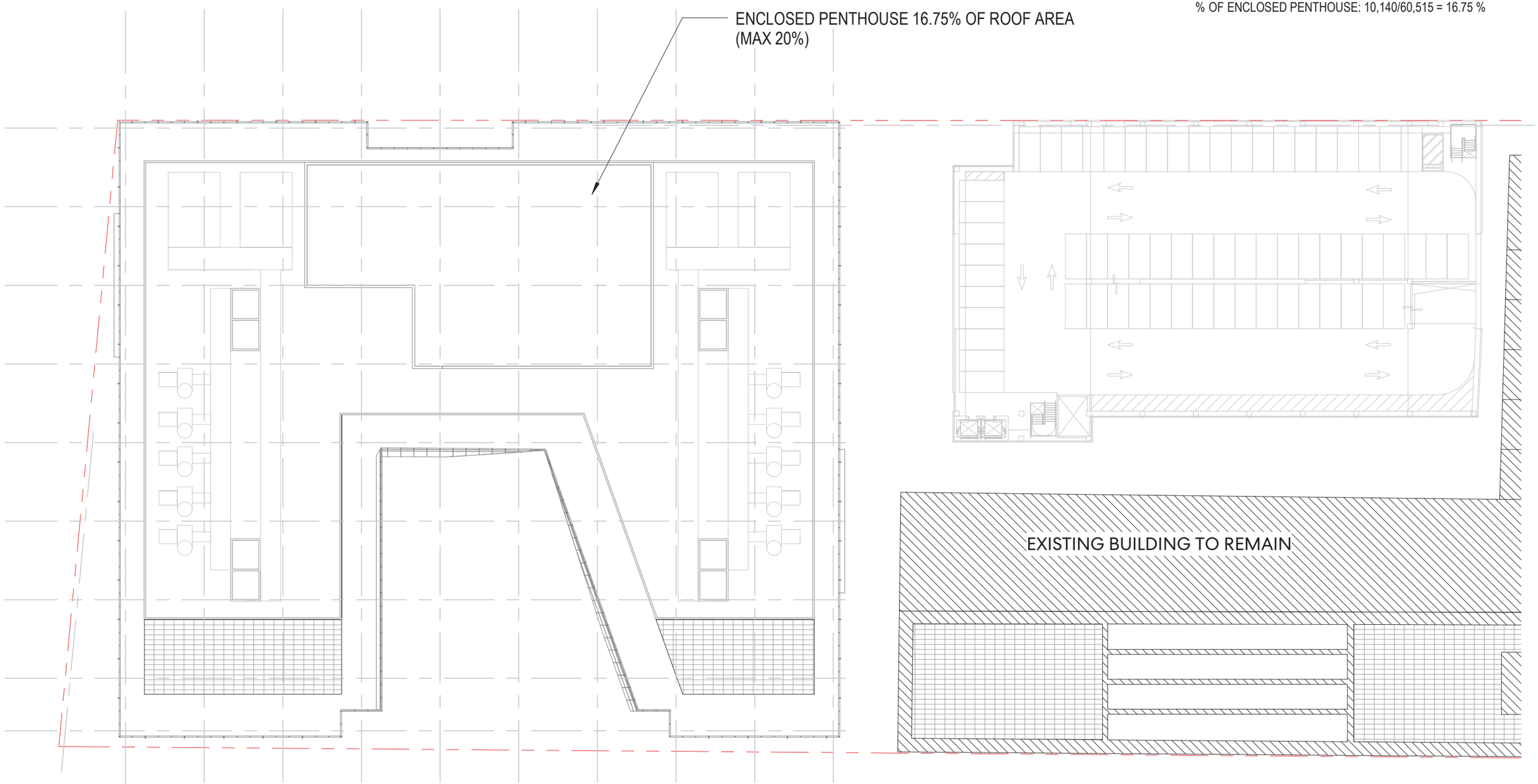
LOWER ROOF PLAN

20 APRIL 2022

A1.06

NOTES:

ROOF AREA: 60,515 SF
ENCLOSED PENTHOUSE AREA: 10,140 SF
% OF ENCLOSED PENTHOUSE: 10,140/60,515 = 16.75 %



WAREHAM DEVELOPMENT

Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

OVERALL ROOF PLAN

20 APRIL 2022 | A1.07



ADA VAN STALL
(9'-0"x18'-0")



ADA STALL
(9'-0"x18'-0")



ELECTRIC VEHICLE
STALL
(8'-6"x18'-0")



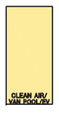
ELECTRIC VEHICLE
ADA STALL
(9'-0"x18'-0")



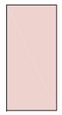
ELECTRIC VEHICLE
AMBULATORY STALL
(10'-0"x18'-0")



ELECTRIC VEHICLE
ADA VAN STALL
(12'-0"x18'-0")



CLEAN AIR/
VAN POOL/EV
(8'-6"x18'-0")



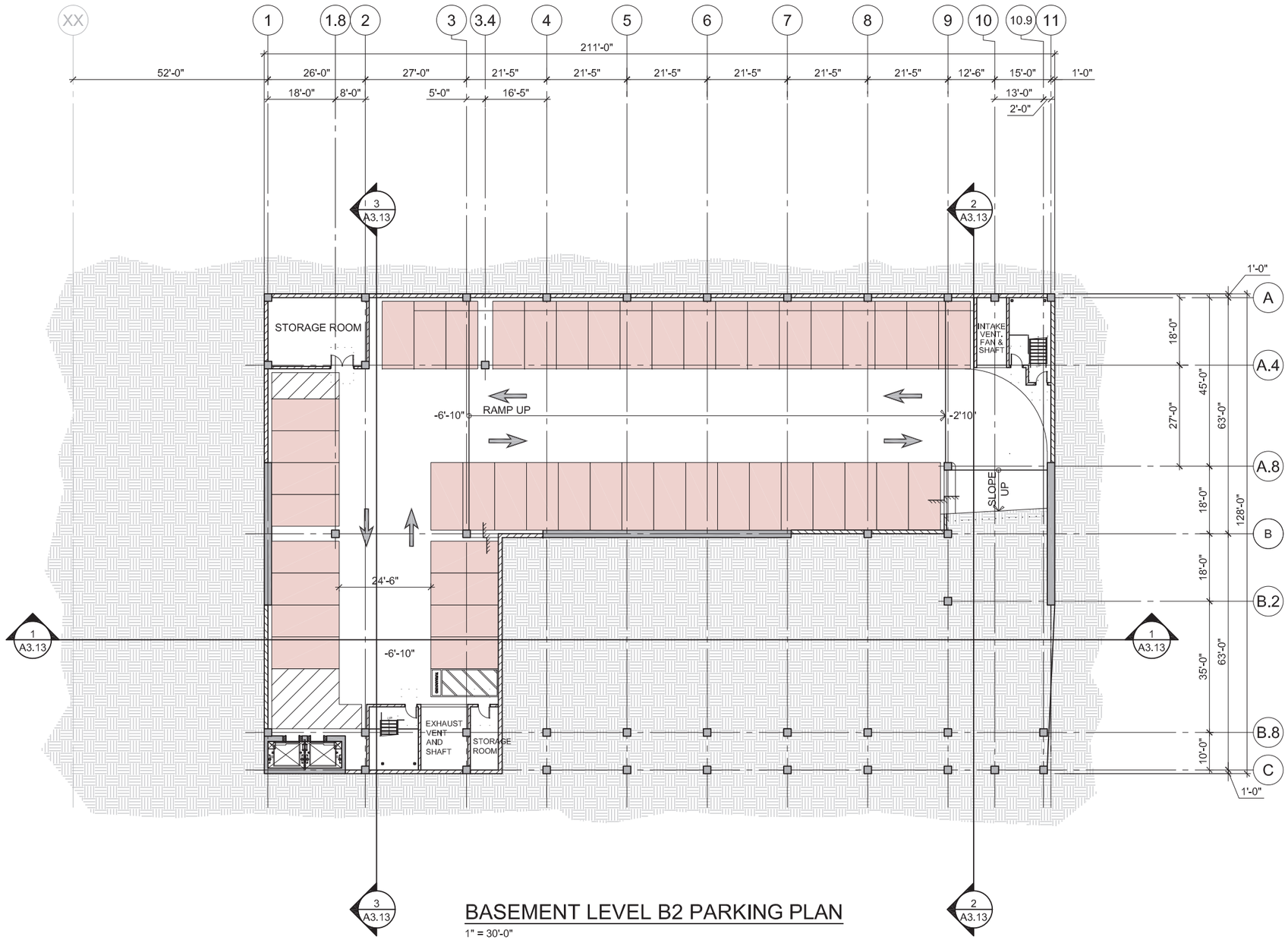
STANDARD STALL
(8'-6"x18'-0")

SUMMATION CHART (PARKING GARAGE)

LEVEL	VAN ACCESSIBLE (9'-0" x 18'-0")	ACCESSIBLE (9'-0" x 18'-0")	EV (8'-6" x 18'-0")	EV (9'-0" x 18'-0")	EV AMBULATORY (10'-0" x 18'-0")	EV VAN (12'-0" x 18'-0")	CLEAN AIR/ VANPOOL/EV (8'-6"" x 18'-0")	STANDARD (8'-6" x 18'-0")	TOTAL	SQ. FOOTAGE	SQ. FEET PER STALL
LEVEL 06	0	0	0	0	0	0	0	64	64	24,720	386
LEVEL 05	0	0	4	0	0	0	0	57	61	24,709	405
LEVEL 04	0	0	9	0	0	0	0	52	61	24,709	405
LEVEL 03	0	0	9	0	0	0	0	52	61	24,714 (WITH PLANTER)	405
LEVEL 02	0	0	9	0	0	0	0	62	71	25,700	362
LEVEL 01	1	5	14	0	0	0	9	36	65	25,853	398
BASEMENT B1	1	2	0	1	1	1	0	61	67	26,520	396
BASEMENT B2	0	0	0	0	0	0	0	46	46	17,469	380
TOTAL:	2	7	45	1	1	1	9	430	496	194,394	392

EV DATA:

1. Cal Green design spaces - 12%
2. EV chargers - 10%



BASEMENT LEVEL B2 PARKING PLAN

1" = 30'-0"

0 5' 15' 30' 60'

Scale: 1" = 30'

WAREHAM DEVELOPMENT

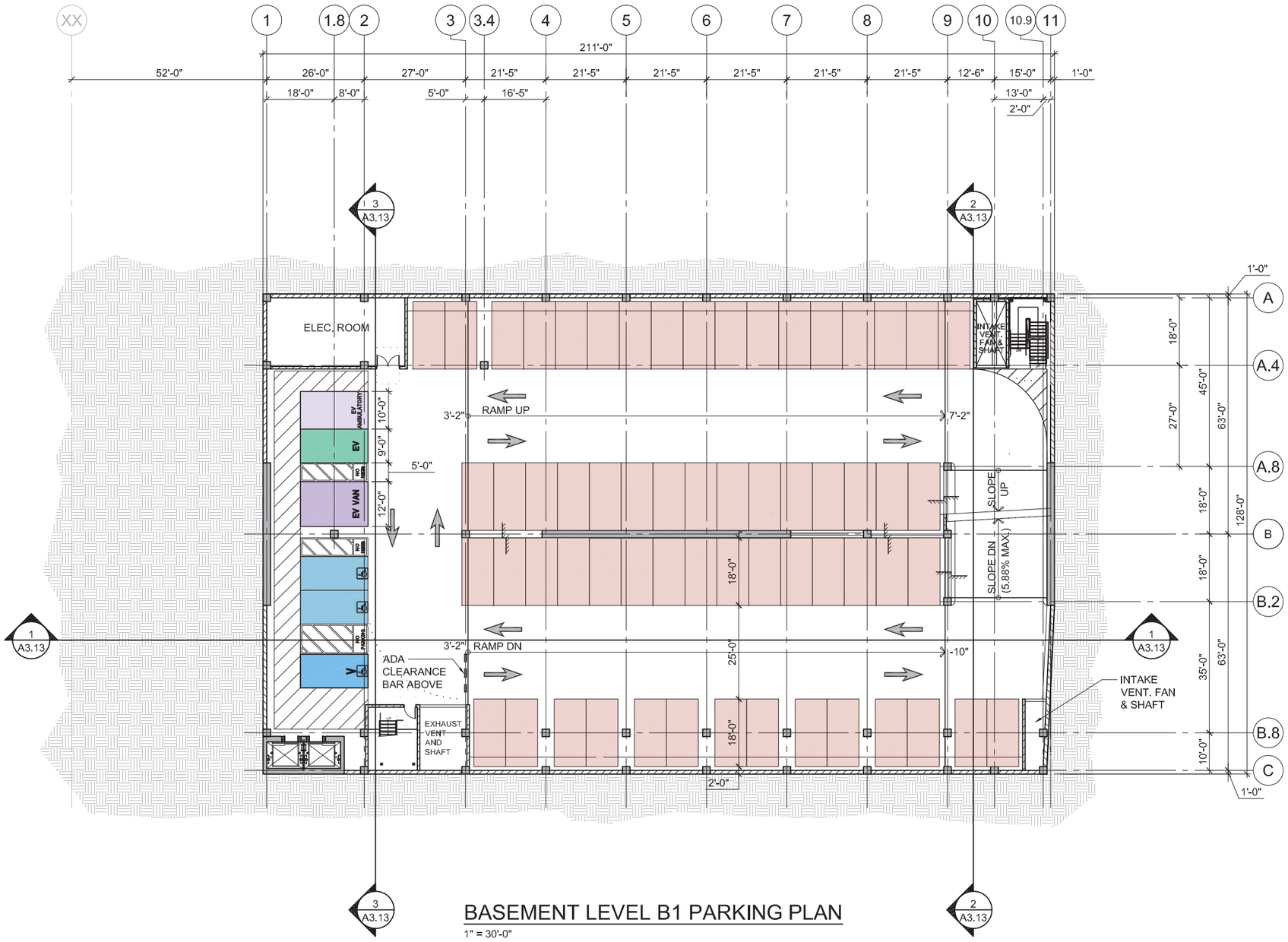
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BASEMENT LEVEL B2 PARKING PLAN

20 APRIL 2022 | A2.0



BASEMENT LEVEL B1 PARKING PLAN

1" = 30'-0"

0 5' 15' 30' 60'

Scale: 1" = 30'

WAREHAM DEVELOPMENT

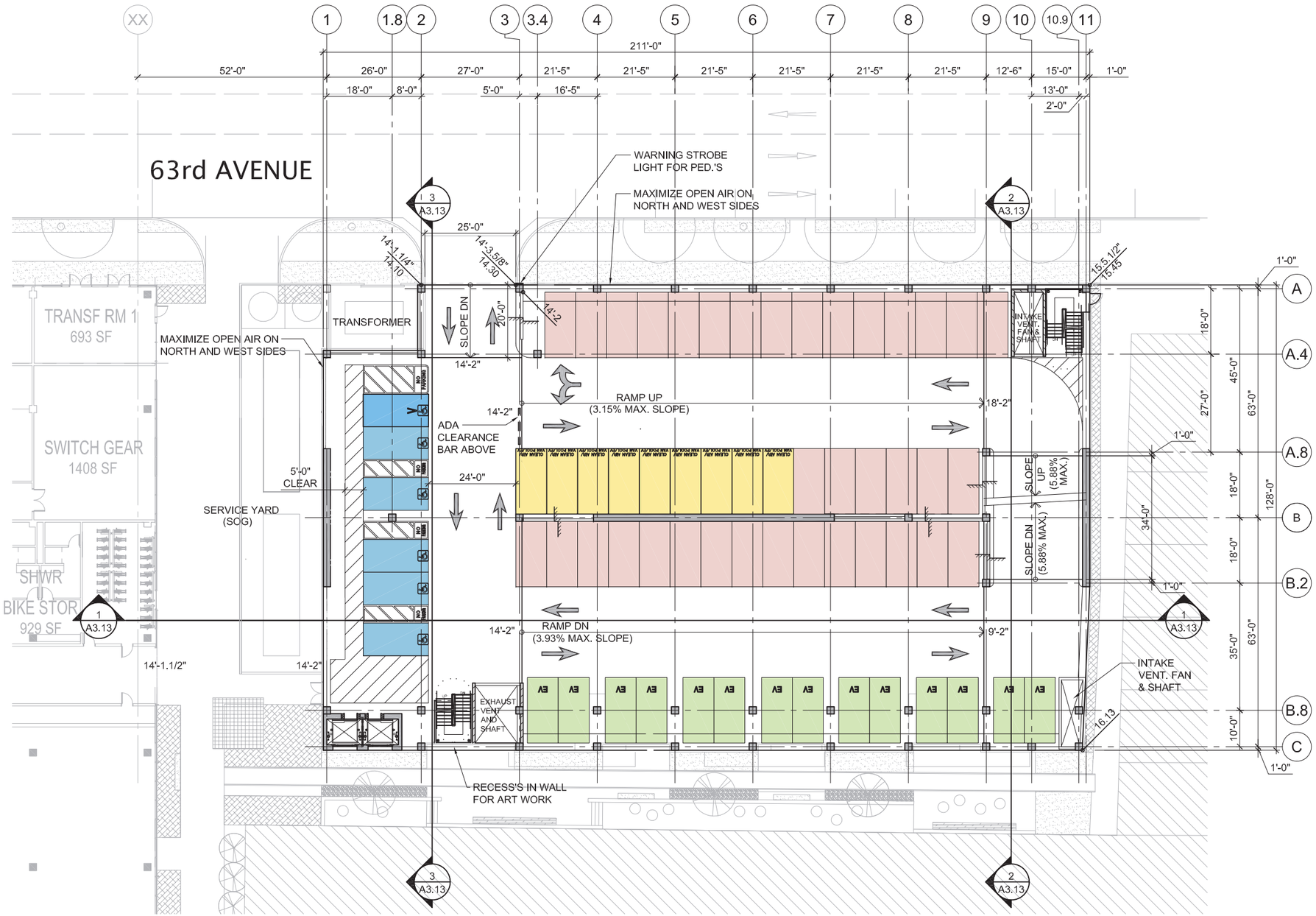
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1550 62nd Street, Emeryville, California

BASEMENT LEVEL B1 PARKING PLAN

20 APRIL 2022 | A2.1



LEVEL 01 PARKING PLAN

1" = 30'-0"

0 5' 15' 30' 60'

Scale: 1" = 30'

WAREHAM DEVELOPMENT

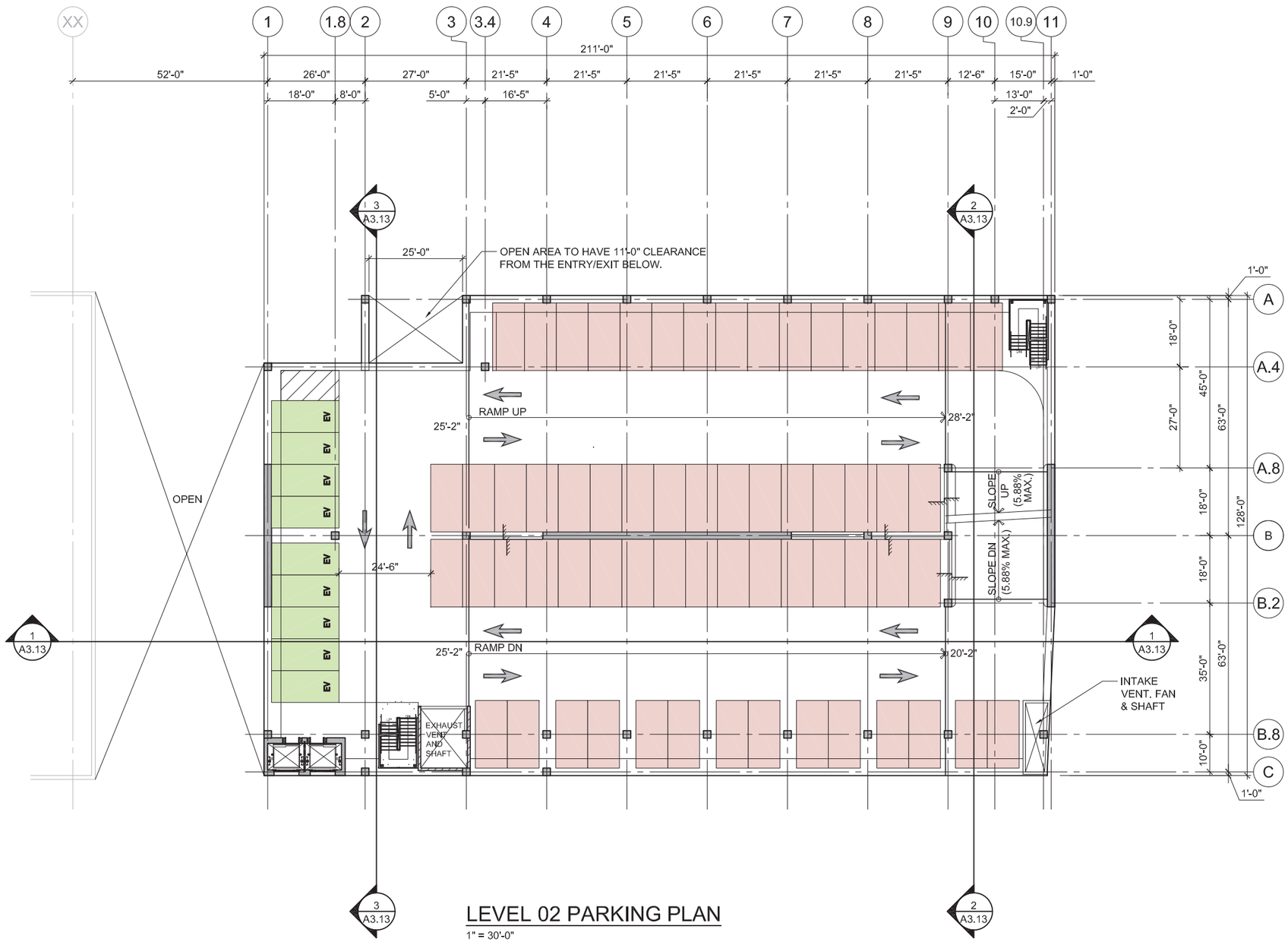
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LEVEL 01 PARKING PLAN

20 APRIL 2022 | A2.2



LEVEL 02 PARKING PLAN

1" = 30'-0"

0 5' 15' 30' 60'

Scale: 1" = 30'

WAREHAM DEVELOPMENT

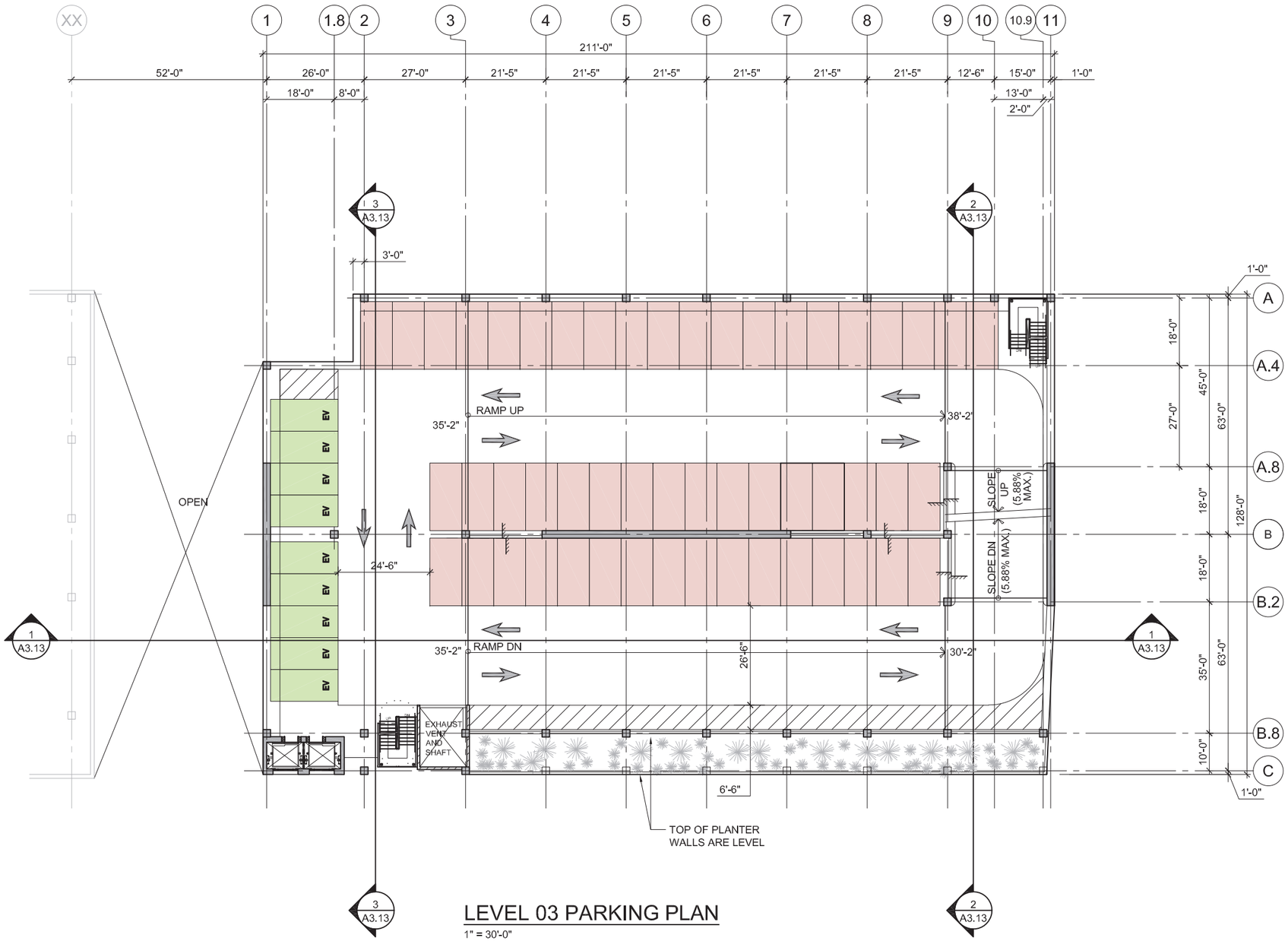
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LEVEL 02 PARKING PLAN

20 APRIL 2022 | A2.3



LEVEL 03 PARKING PLAN

1" = 30'-0"

0 5' 15' 30' 60'

Scale: 1" = 30'

WAREHAM DEVELOPMENT

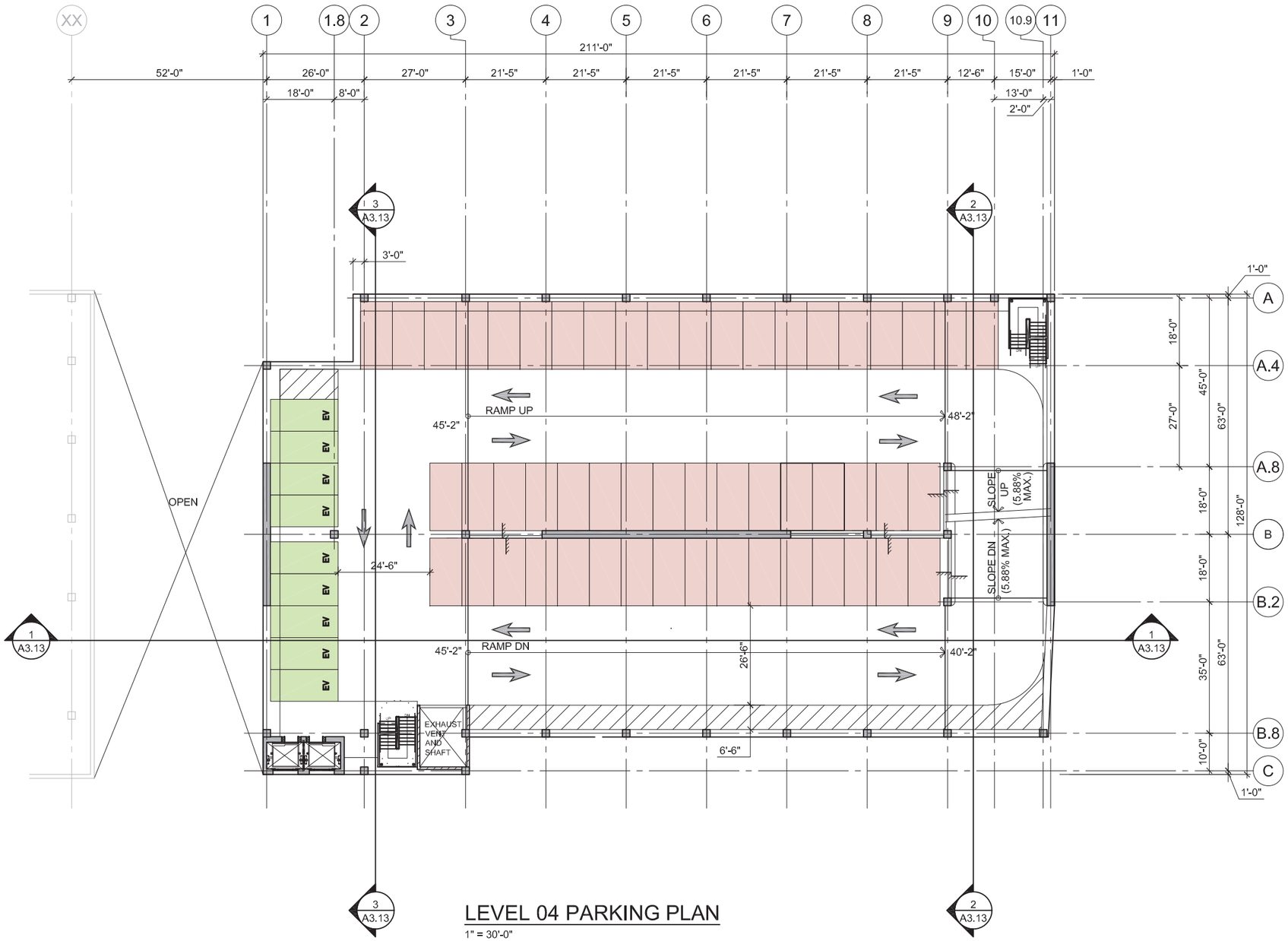
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LEVEL 03 PARKING PLAN

20 APRIL 2022 | A2.4



LEVEL 04 PARKING PLAN

1" = 30'-0"

0 5' 15' 30' 60'

Scale: 1" = 30'

WAREHAM DEVELOPMENT

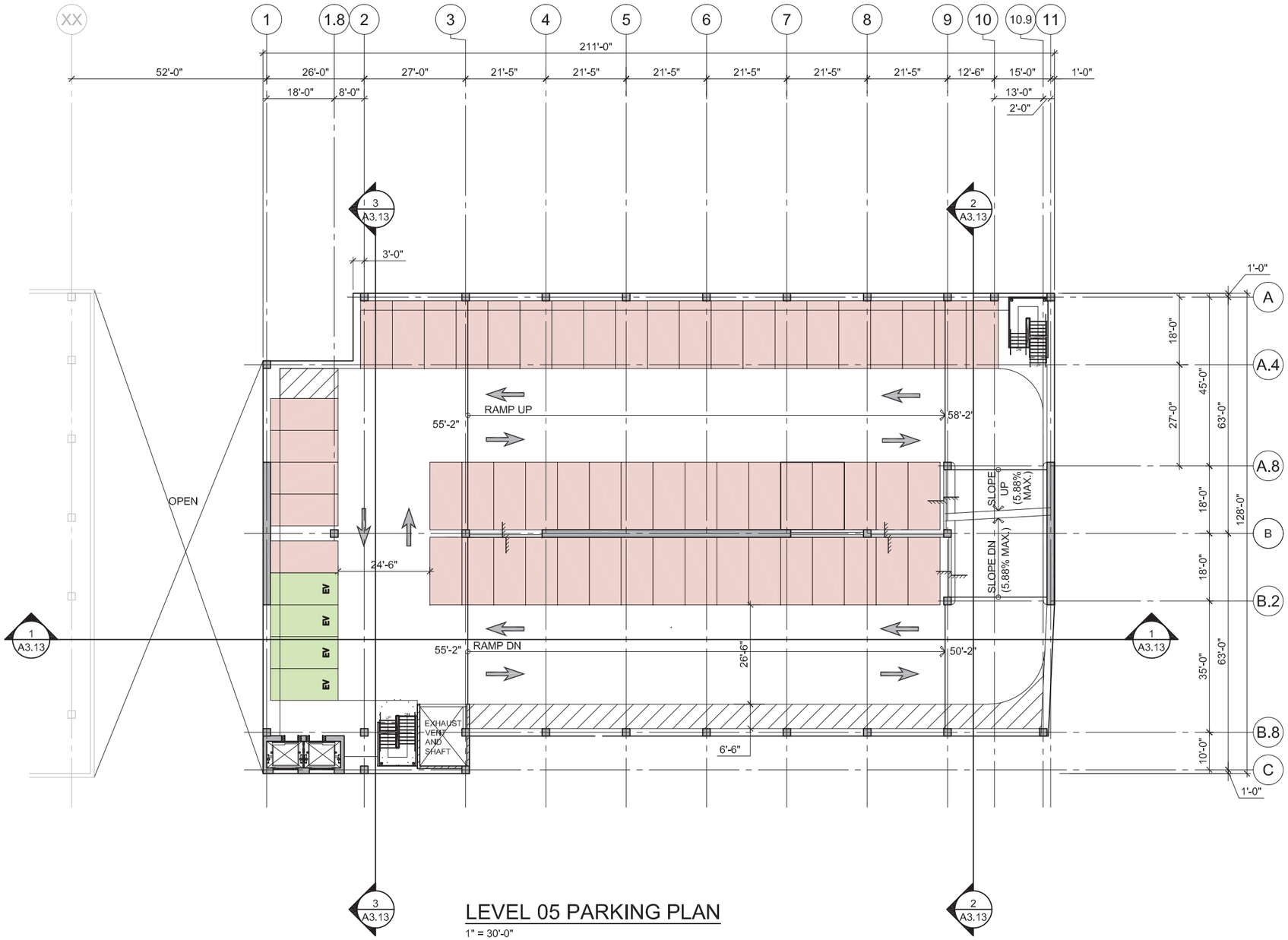
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1550 62nd Street, Emeryville, California

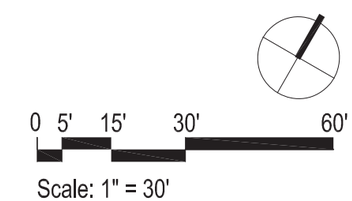
LEVEL 04 PARKING PLAN

20 APRIL 2022 | A2.5



LEVEL 05 PARKING PLAN

1" = 30'-0"



Scale: 1" = 30'

WAREHAM DEVELOPMENT

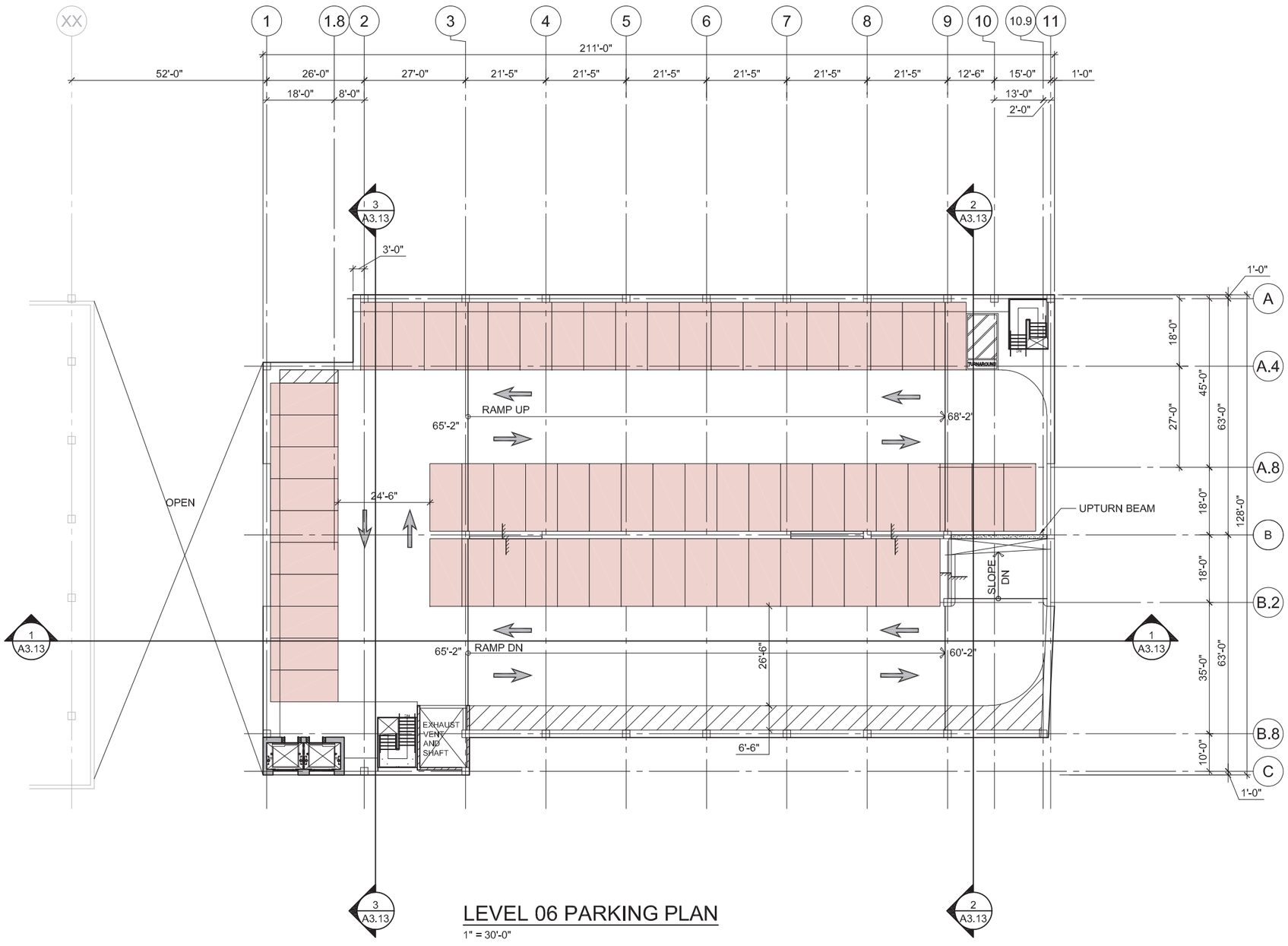
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LEVEL 05 PARKING PLAN

20 APRIL 2022 | A2.6



LEVEL 06 PARKING PLAN

1" = 30'-0"

0 5' 15' 30' 60'

Scale: 1" = 30'

WAREHAM DEVELOPMENT

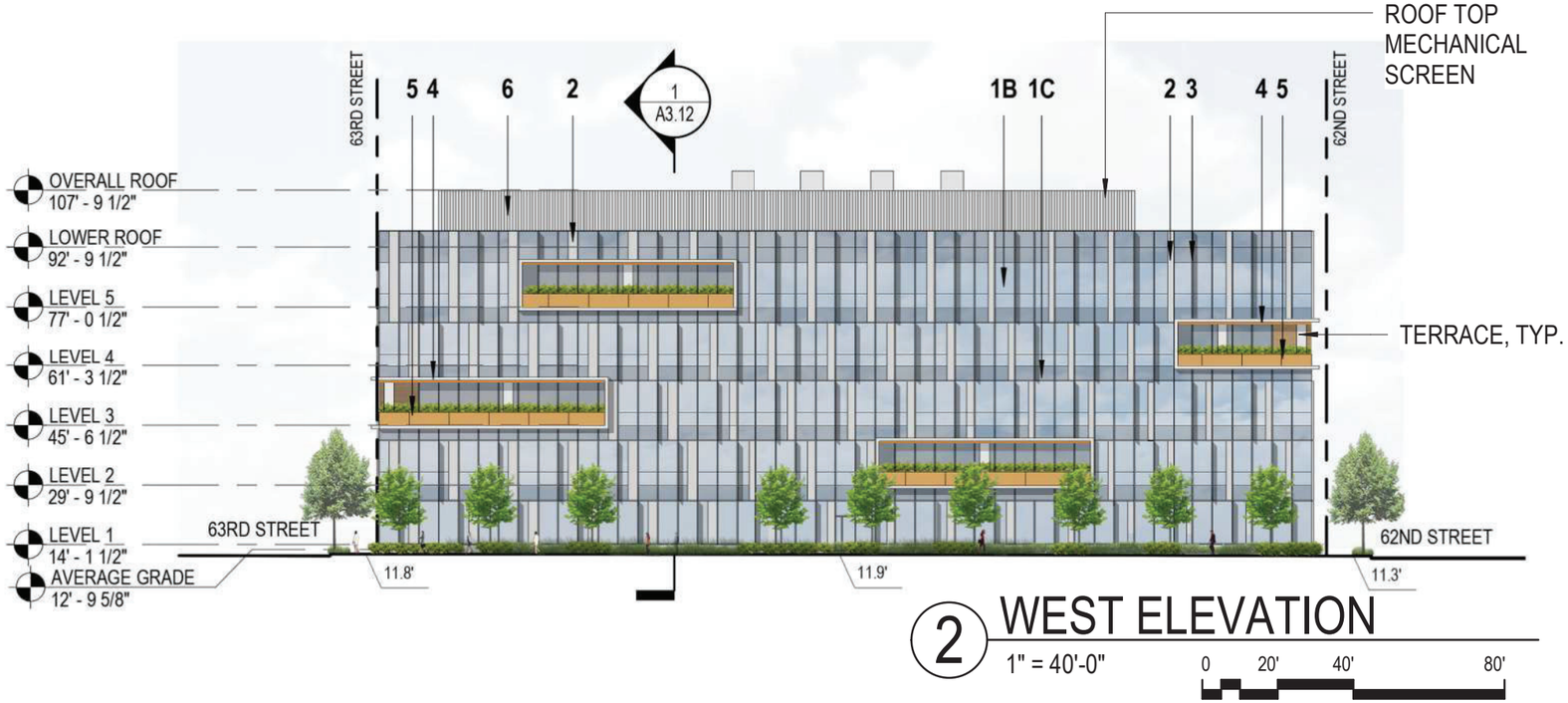
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1550 62nd Street, Emeryville, California

LEVEL 06 PARKING PLAN

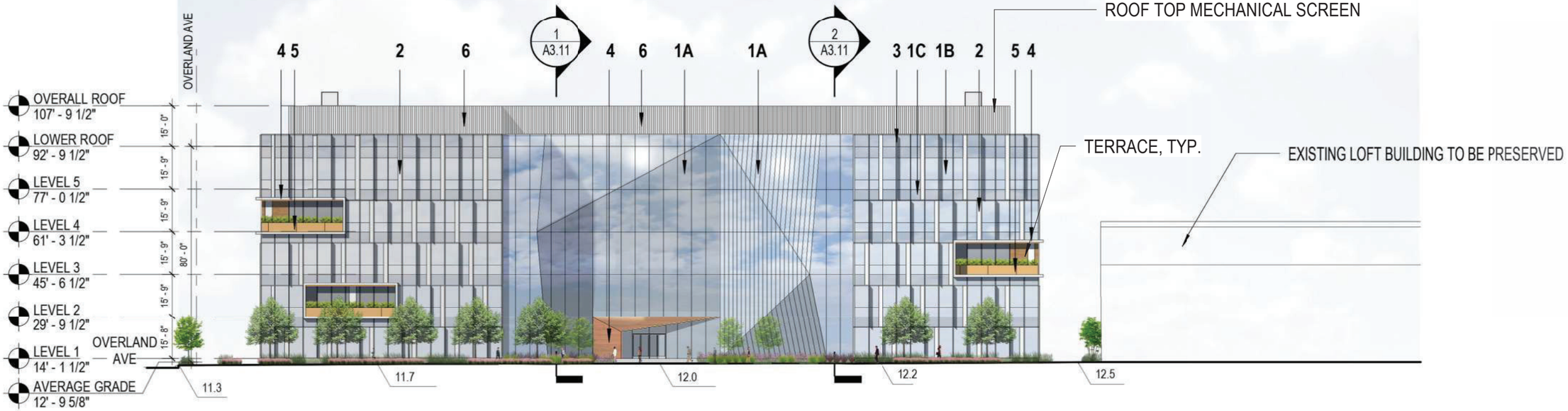
20 APRIL 2022 | A2.7



2 WEST ELEVATION

1" = 40'-0"

0 20' 40' 80'



1 SOUTH ELEVATION

1" = 40'-0"

0 20' 40' 80'

MATERIAL LEGEND

BUILDING FACADE MATERIALS

1A 4 SIDED SSG CURTAIN WALL SYSTEM, GLASS WITH REFLECTIVE COATING

1B FULLY CAPTURED/ 3 OR 2 SIDED SSG CURTAIN WALL SYSTEM, TINTED GLASS

1C BACK PAINTED SPANDREL GLASS

2 GLAZED IN METAL PANEL, SILVER GRAY COLOR OR SIM.

3 VERTICAL METAL FIN CAP, SILVER GRAY COLOR OR SIM.

4 METAL SURROUND WITH PARKLEX OR SIM. WOOD-LIKE EXTERIOR SOFFIT PANEL

5 METAL PLANTER

6 MORIN MATRIX SERIES OR SIM. METAL SCREEN

GARAGE FACADE MATERIALS

11A BOARD FORM CONCRETE

11B BOARD FORM CONCRETE WITH AUTUMN GOLD COLOR ADMIXTURE

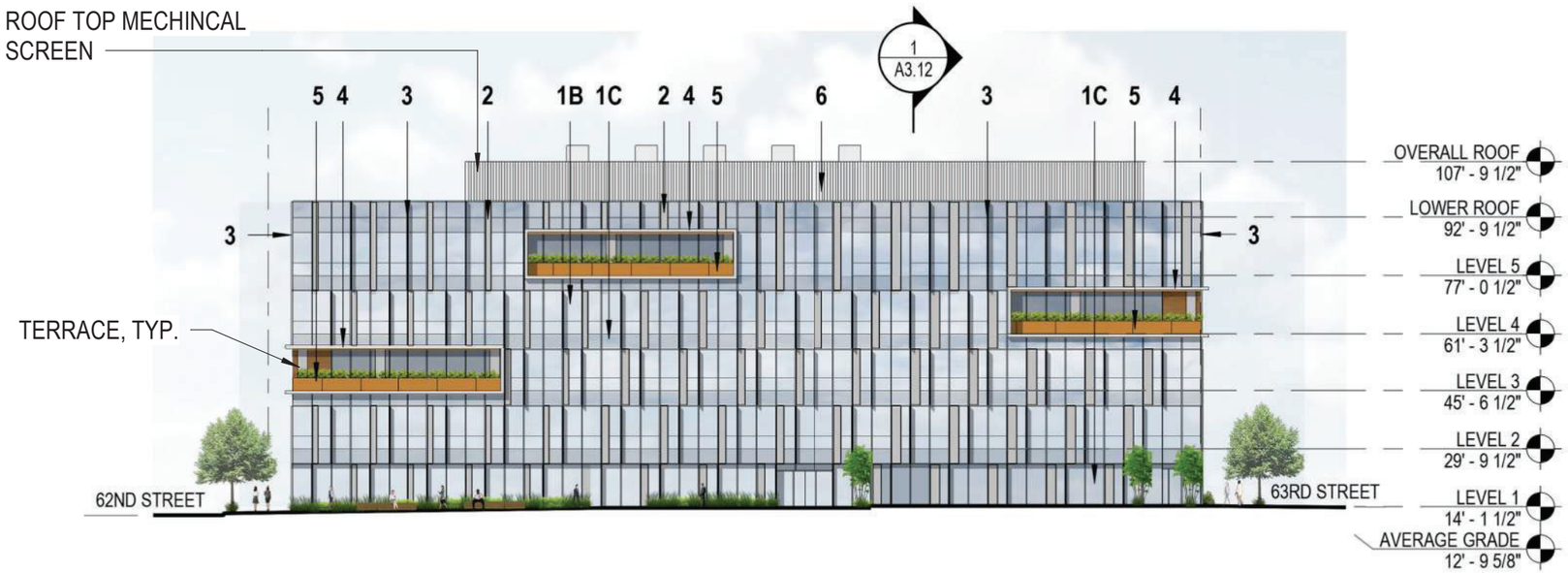
12 ALUMINUM SLATS

13 MASONARY WALL WITH COLOR GLASS INSERTS

14 FORMED METAL OR PRECAST PLANTER

15 POSSIBLE LOCATION FOR POTENTIAL ART WORK, SHOWN FOR ILLUSTRATIVE PURPOSE ONLY

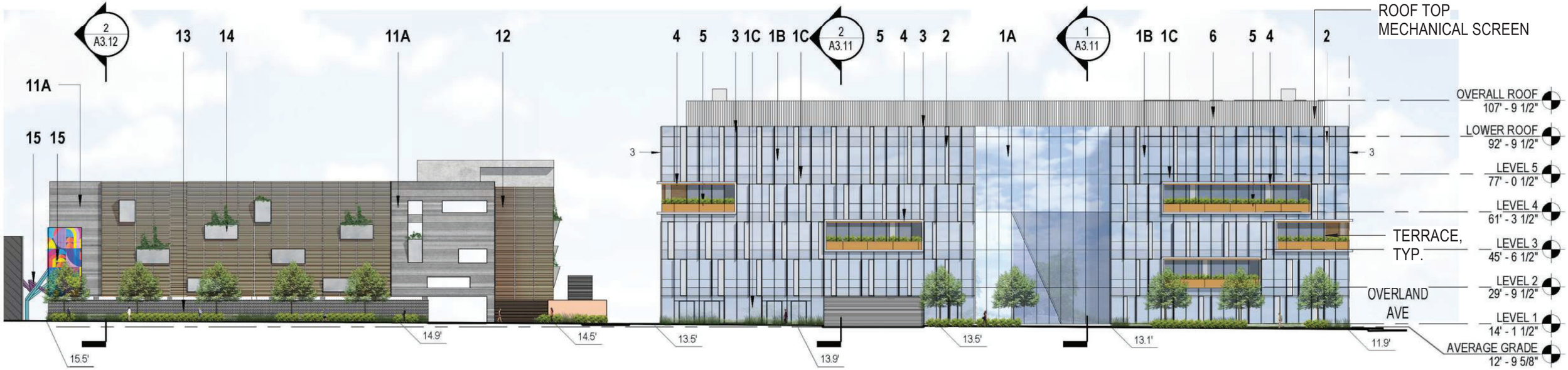
NOTE:
1. GLASS SHALL MEET CITY OF EMERYVILLE STANDARDS FOR BIRD SAFE GLAZING.



2 EAST ELEVATION

1" = 40'-0"

0 20' 40' 80'



1 NORTH ELEVATION

1" = 40'-0"

0 20' 40' 80'

MATERIAL LEGEND

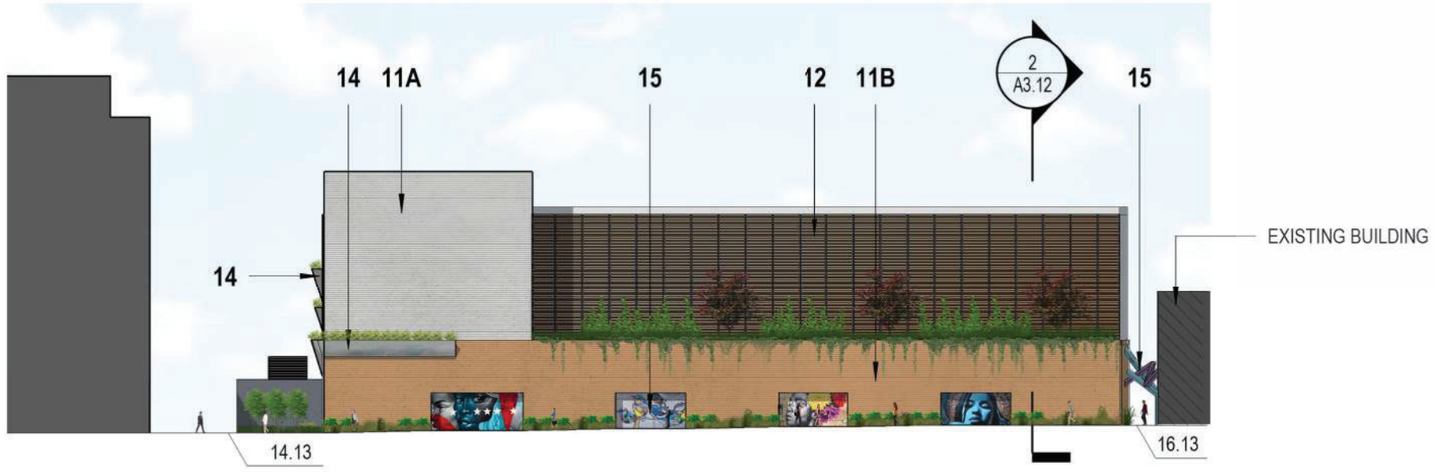
BUILDING FACADE MATERIALS

- **1A** 4 SIDED SSG CURTAIN WALL SYSTEM, GLASS WITH REFLECTIVE COATING
- **1B** FULLY CAPTURED/ 3 OR 2 SIDED SSG CURTAIN WALL SYSTEM, TINTED GLASS
- **1C** BACK PAINTED SPANDREL GLASS
- **2** GLAZED IN METAL PANEL, SILVER GRAY COLOR OR SIM.
- **3** VERTICAL METAL FIN CAP, SILVER GRAY COLOR OR SIM.
- **4** METAL SURROUND WITH PARKLEX OR SIM. WOOD-LIKE EXTERIOR SOFFIT PANEL
- **5** METAL PLANTER
- **6** MORIN MATRIX SERIES OR SIM. METAL SCREEN

GARAGE FACADE MATERIALS

- **11A** BOARD FORM CONCRETE
- **11B** BOARD FORM CONCRETE WITH AUTUMN GOLD COLOR ADMIXTURE
- **12** ALUMINUM SLATS
- **13** MASONARY WALL WITH COLOR GLASS INSERTS
- **14** FORMED METAL OR PRECAST PLANTER
- **15** POSSIBLE LOCATION FOR POTENTIAL ART WORK, SHOWN FOR ILLUSTRATIVE PURPOSE ONLY

NOTE:
1. GLASS SHALL MEET CITY OF EMERYVILLE STANDARDS FOR BIRD SAFE GLAZING.



3 GARAGE SOUTH ELEVATION

1" = 40'-0"

0 20' 40' 80'

MATERIAL LEGEND

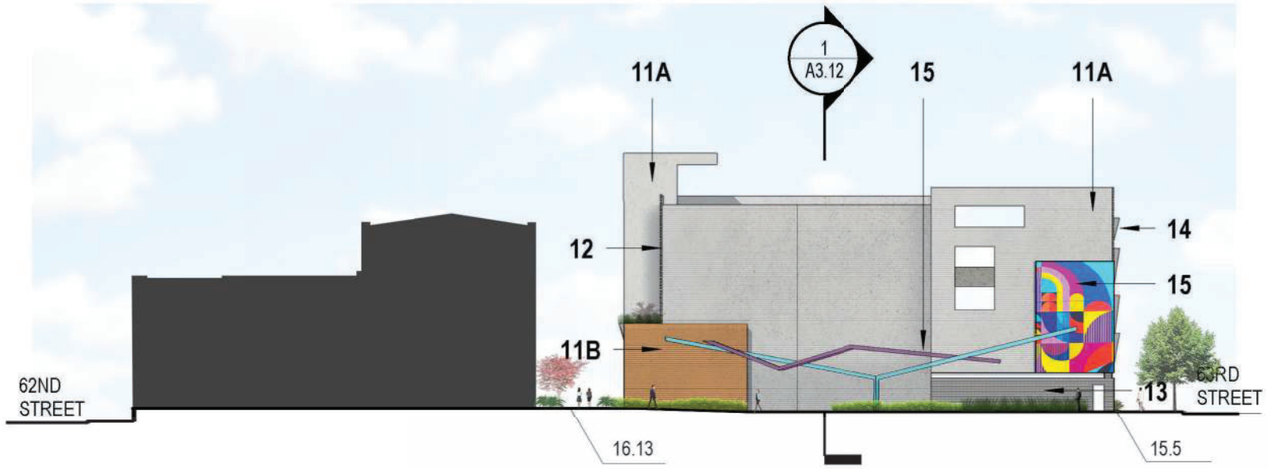
BUILDING FACADE MATERIALS

- **1A** 4 SIDED SSG CURTAIN WALL SYSTEM, GLASS WITH REFLECTIVE COATING
- **1B** FULLY CAPTURED/ 3 OR 2 SIDED SSG CURTAIN WALL SYSTEM, TINTED GLASS
- **1C** BACK PAINTED SPANDREL GLASS
- **2** GLAZED IN METAL PANEL, SILVER GRAY COLOR OR SIM.
- **3** VERTICAL METAL FIN CAP, SILVER GRAY COLOR OR SIM.
- **4** METAL SURROUND WITH PARKLEX OR SIM. WOOD-LIKE EXTERIOR SOFFIT PANEL
- **5** METAL PLANTER
- **6** MORIN MATRIX SERIES OR SIM. METAL SCREEN

GARAGE FACADE MATERIALS

- **11A** BOARD FORM CONCRETE
- **11B** BOARD FORM CONCRETE WITH AUTUMN GOLD COLOR ADMIXTURE
- **12** ALUMINUM SLATS
- **13** MASONARY WALL WITH COLOR GLASS INSERTS
- **14** FORMED METAL OR PRECAST PLANTER
- **15** POSSIBLE LOCATION FOR POTENTIAL ART WORK, SHOWN FOR ILLUSTRATIVE PURPOSE ONLY

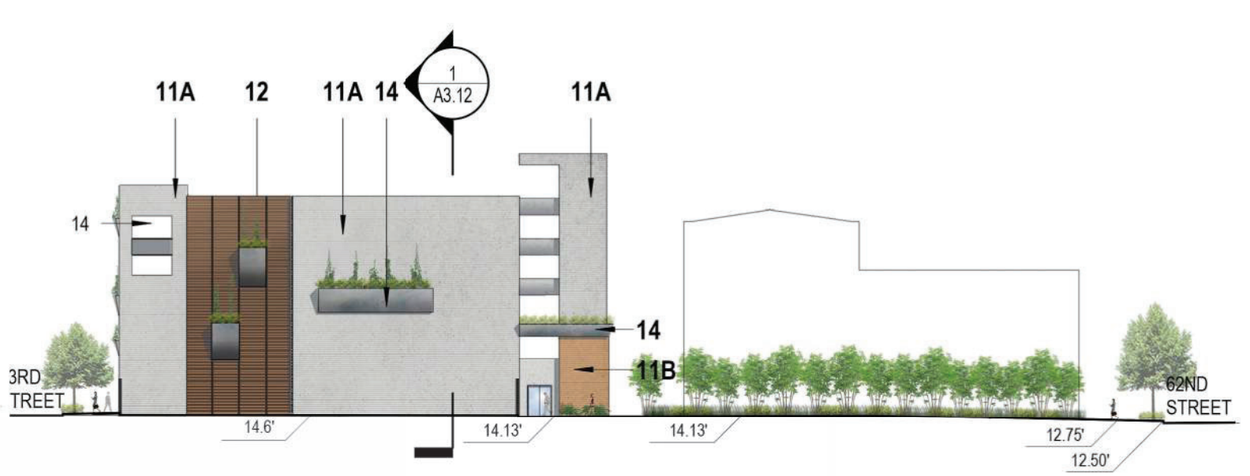
NOTE:
1. GLASS SHALL MEET CITY OF EMERYVILLE STANDARDS FOR BIRD SAFE GLAZING.



2 GARAGE EAST ELEVATION

1" = 40'-0"

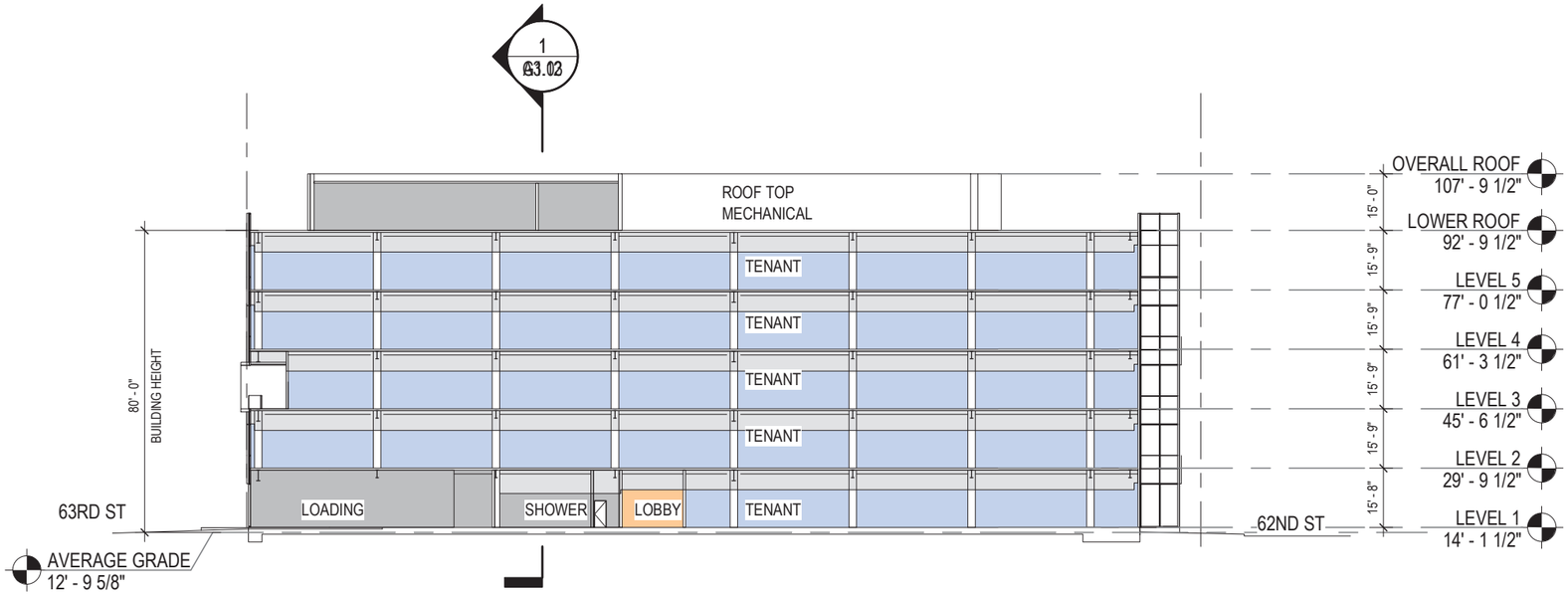
0 20' 40' 80'



1 GARAGE WEST ELEVATION

1" = 40'-0"

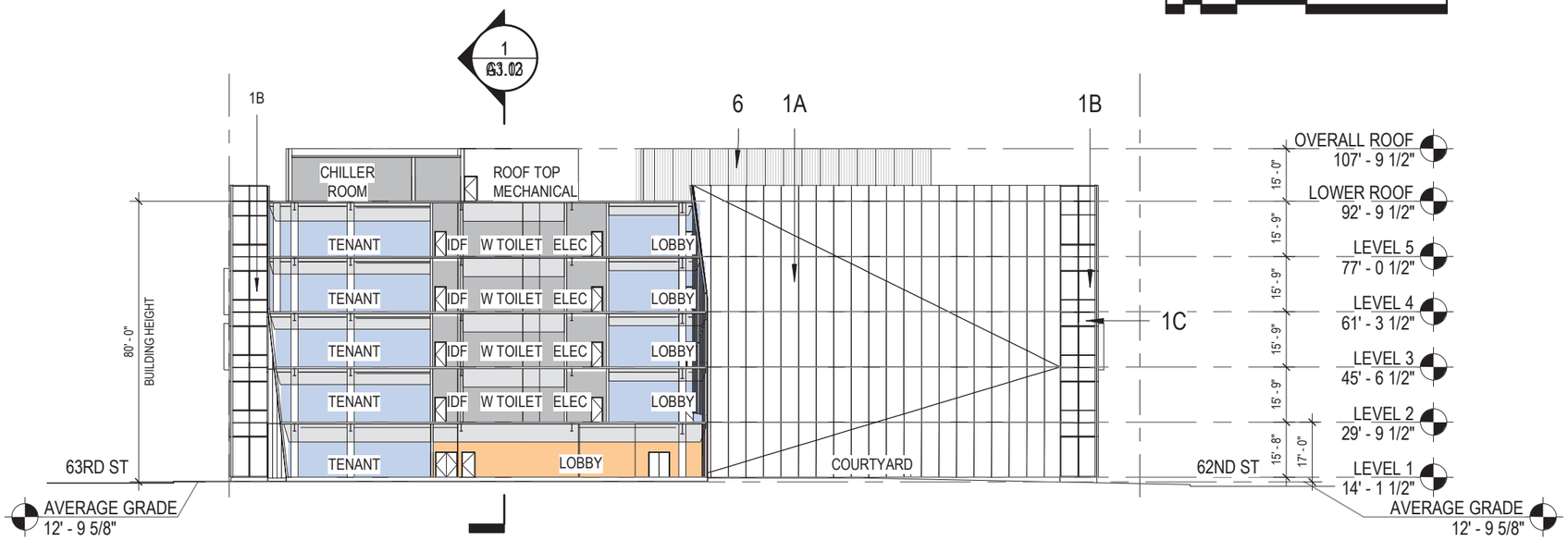
0 20' 40' 80'



2 BUILDING SECTION LOOKING EAST

1" = 40'-0"

0 20' 40' 80'



1 BUILDING SECTION LOOKING EAST- COURTYARD

1" = 40'-0"

0 20' 40' 80'

0 10' 20' 40' 80'

Scale: 1" = 40'

MATERIAL LEGEND

BUILDING FACADE MATERIALS

1A 4 SIDED SSG CURTAIN WALL SYSTEM, GLASS WITH REFLECTIVE COATING

1B FULLY CAPTURED/ 3 OR 2 SIDED SSG CURTAIN WALL SYSTEM, TINTED GLASS

1C BACK PAINTED SPANDREL GLASS

2 GLAZED IN METAL PANEL, SILVER GRAY COLOR OR SIM.

3 VERTICAL METAL FIN CAP, SILVER GRAY COLOR OR SIM.

4 METAL SURROUND WITH PARKLEX OR SIM. WOOD-LIKE EXTERIOR SOFFIT PANEL

5 METAL PLANTER

6 MORIN MATRIX SERIES OR SIM. METAL SCREEN

GARAGE FACADE MATERIALS

11A BOARD FORM CONCRETE

11B BOARD FORM CONCRETE WITH AUTUMN GOLD COLOR ADMIXTURE

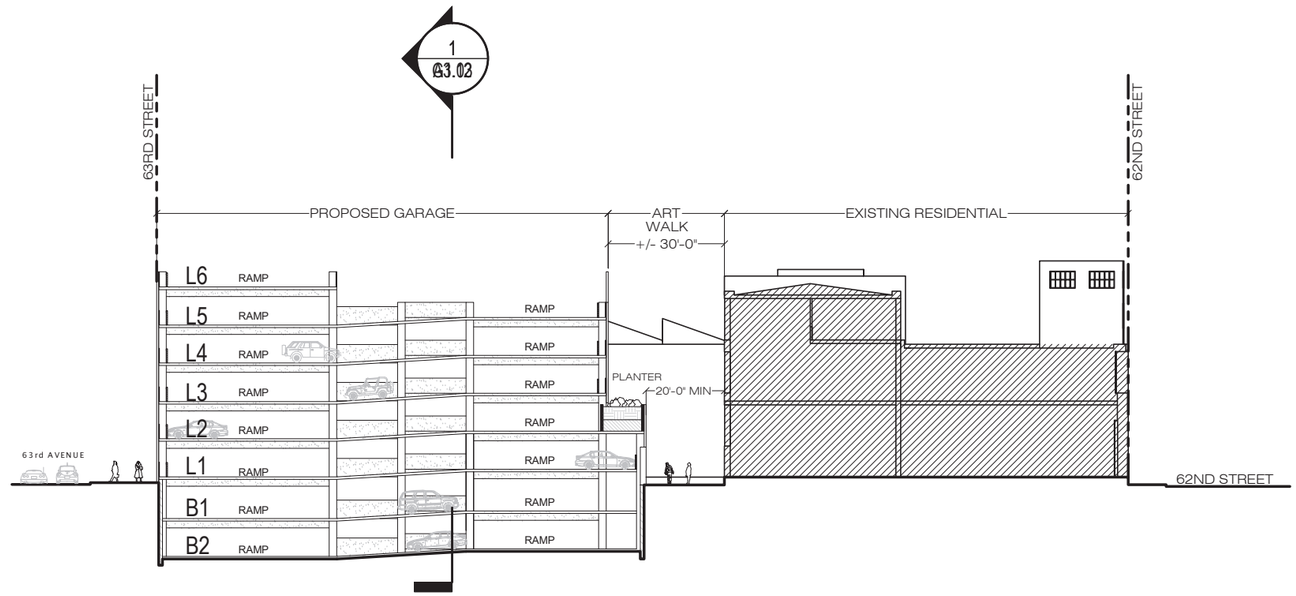
12 ALUMINUM SLATS

13 MASONARY WALL WITH COLOR GLASS INSERTS

14 FORMED METAL OR PRECAST PLANTER

15 POSSIBLE LOCATION FOR POTENTIAL ART WORK, SHOWN FOR ILLUSTRATIVE PURPOSE ONLY

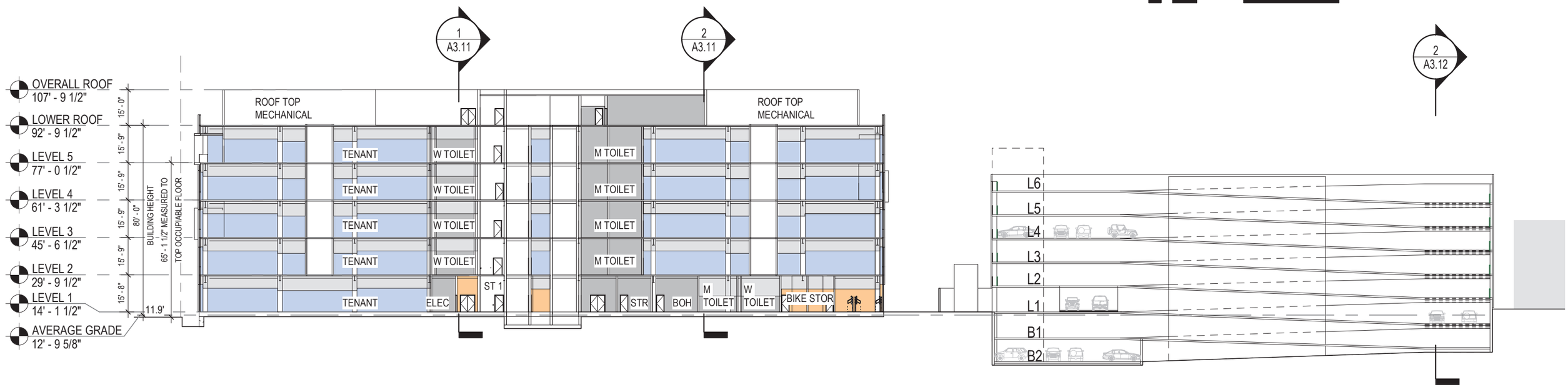
NOTE:
1. GLASS SHALL MEET CITY OF EMERYVILLE STANDARDS FOR BIRD SAFE GLAZING.



2 GARAGE SECTION LOOKING EAST

1" = 40'-0"

0 20' 40' 80'



1 BUILDING AND GARAGE SECTION LOOKING NORTH

1" = 40'-0"

0 20' 40' 80'

WAREHAM DEVELOPMENT

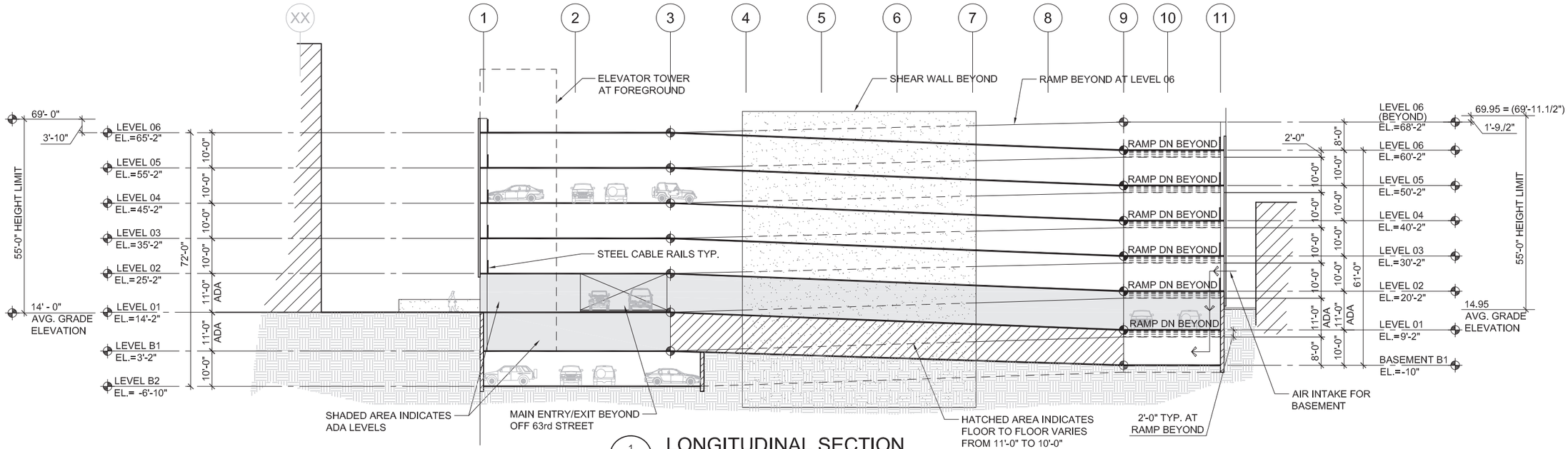
Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

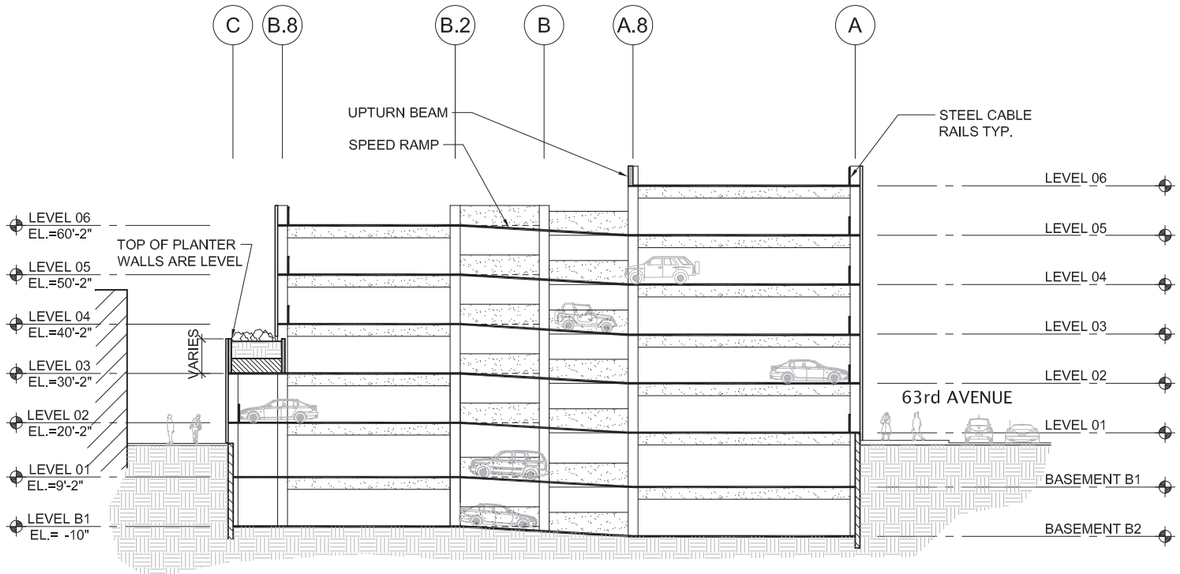
BUILDING SECTIONS

20 APRIL 2022 | A3.12



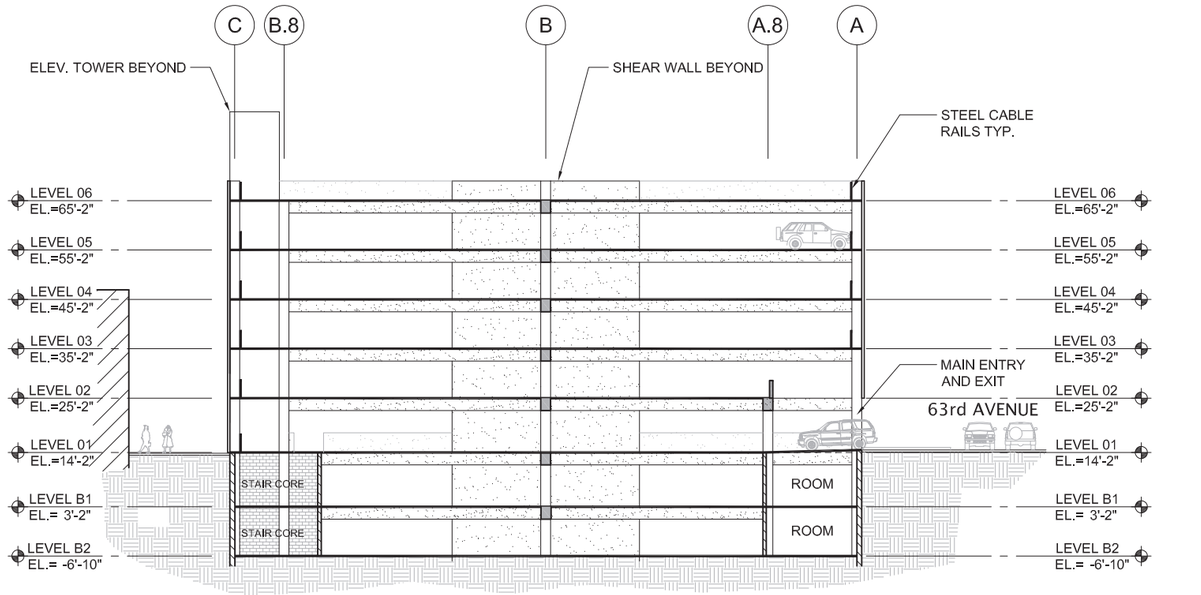
1 / A3.13 LONGITUDINAL SECTION

1" = 30'-0"



2 / A3.13 TRANSVERSE SECTION

1" = 30'-0"



3 / A3.13 TRANSVERSE SECTION

1" = 30'-0"

0 5' 15' 30' 60'

Scale: 1" = 30'

WAREHAM DEVELOPMENT

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EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

LONGITUDINAL & TRANSERSE SECTIONS

20 APRIL 2022 | A3.13



5 METAL PLANTER



4 PARKLEX PANEL OR SIM. WOOD-LIKE EXTERIOR PANEL



1B BUILDING PERIMETER: TINTED GLASS, FULLY CAPTURED/ 2 SIDED SSG CURTAIN WALL SYSTEM



1A COURTYARD: GLASS WITH REFLECTIVE COATING, 4 SIDED SSG CURTAIN WALL SYSTEM



6 METAL SCREEN MORIN MATRIX SERIES OR SIM.



2 GLAZED IN METAL PANEL AND MULLION CAP, SILVER GRAY COLOR OR SIM.



MATERIAL LEGEND

BUILDING FACADE MATERIALS

1A 4 SIDED SSG CURTAIN WALL SYSTEM, GLASS WITH REFLECTIVE COATING

1B FULLY CAPTURED/ 3 OR 2 SIDED SSG CURTAIN WALL SYSTEM, TINTED GLASS

1C BACK PAINTED SPANDREL GLASS

2 GLAZED IN METAL PANEL, SILVER GRAY COLOR OR SIM.

3 VERTICAL METAL FIN CAP, SILVER GRAY COLOR OR SIM.

4 METAL SURROUND WITH PARKLEX OR SIM. WOOD-LIKE EXTERIOR SOFFIT PANEL

5 PLANTER

6 MORIN MATRIX SERIES OR SIM. METAL SCREEN

NOTE:
1. GLASS SHALL MEET CITY OF EMERYVILLE STANDARDS FOR BIRD SAFE GLAZING.



BOARD FORM CONCRETE **11A**



FORMED METAL OR PRECAST PLANTER **14**



13 MASONARY WALL WITH COLOR GLASS INSERTS



12 ALUMINUM SLATS/ CS ARCHITECTURAL GRILLES VB 640 BOLD LINE OR SIM.



MATERIAL LEGEND

GARAGE FACADE MATERIALS

11A BOARD FORM CONCRETE

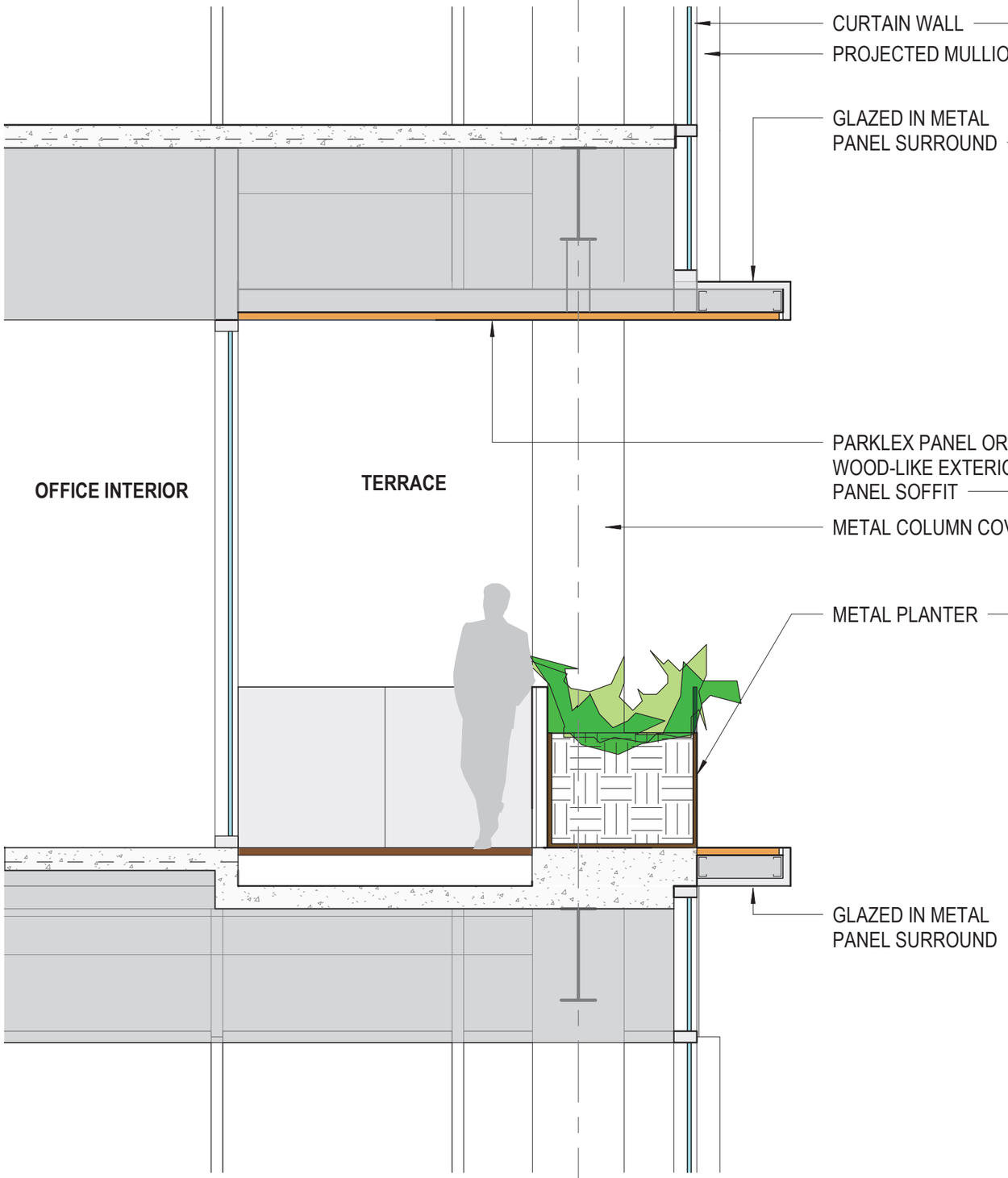
11B BOARD FORM CONCRETE WITH AUTUMN GOLD COLOR ADMIXTURE

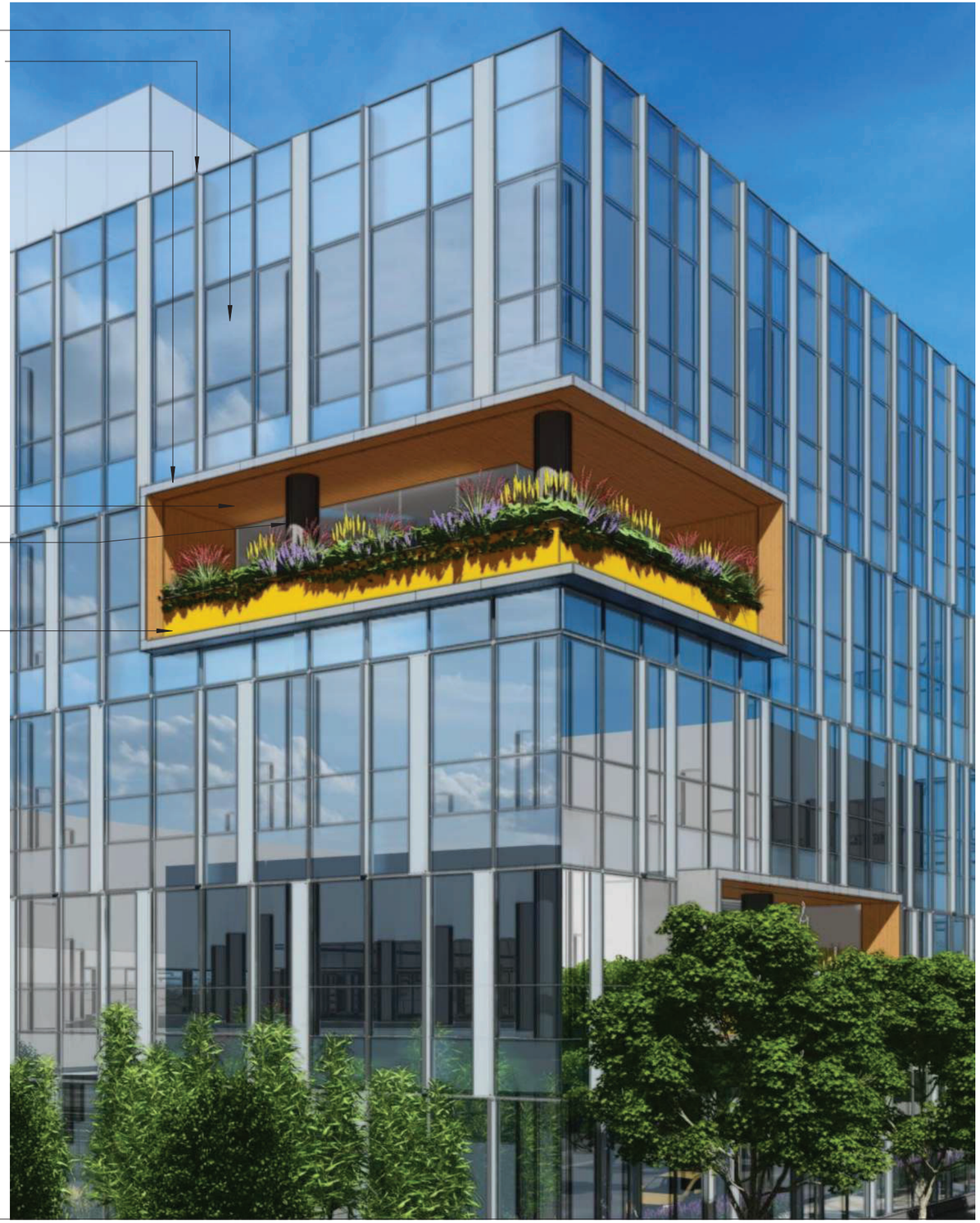
12 ALUMINUM SLATS

13 MASONARY WALL WITH COLOR GLASS INSERTS

14 FORMED METAL OR PRECAST PLANTER

15 POSSIBLE LOCATION FOR POTENTIAL ART WORK, SHOWN FOR ILLUSTRATIVE PURPOSE ONLY





WAREHAM DEVELOPMENT

Perkins&Will

EMERYSTATION OVERLAND

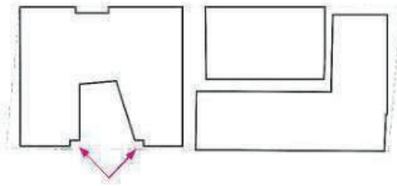
1550 62nd Street, Emeryville, California

TERRACE DETAIL

20 APRIL 2022

A3.25





EXISTING STREET VIEW



WAREHAM DEVELOPMENT | Perkins&Will

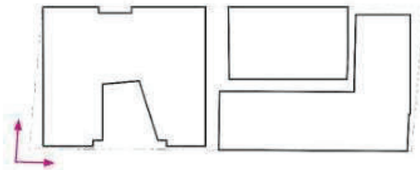
EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

BUILDING RENDERING

20 APRIL 2022 | A3.31





EXISTING STREET VIEW



WAREHAM DEVELOPMENT | Perkins&Will

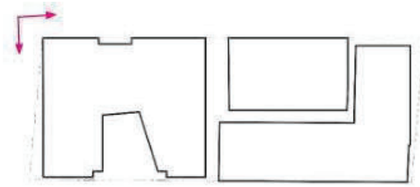
EMERYSTATION OVERLAND

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BUILDING RENDERING

20 APRIL 2022 | A3.32





EXISTING STREET VIEW



WAREHAM DEVELOPMENT | Perkins&Will

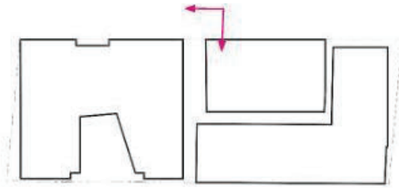
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BUILDING RENDERING

20 APRIL 2022 | A3.33





EXISTING STREET VIEW



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Perkins&Will

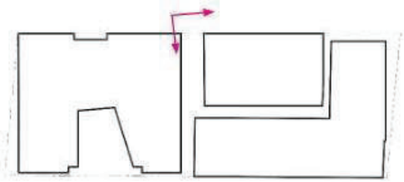
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BUILDING RENDERING

20 APRIL 2022 | A3.34





EXISTING STREET VIEW



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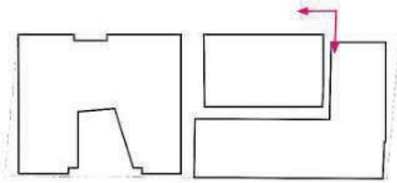
EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

BUILDING RENDERING

20 APRIL 2022 | A3.35





EXISTING STREET VIEW



NOTES:
1) SEE COURTYARD AND ART WALK ENLARGED LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
2) REFER TO AP-00.2B FOR BICYCLE AND PEDESTRIAN ACCESS.

63RD AVENUE (80' WIDE)
(BONTON AVENUE)

OVERLAND AVENUE (40' WIDE)

LOADING

LOADING

20'-0"

150'-0"

PARKING GARAGE

MID-BLOCK PASSAGE /
FIRE APPARATUS ACCESS

GARAGE PLANTER
AT LEVEL 03.

EXISTING
BUILDING
TO REMAIN

ART WALK

GREEN ROOF (ACCESSIBLE
TO RESIDENTS ONLY)

SOLAR PV

BENCH
SEATING,
TYP.

COURTYARD

(36) SHORT TERM
BICYCLE PARKING

(22) SHORT TERM BICYCLE
PARKING.

ROOF TOP
GREEN ROOF

ROOF TOP
GREEN ROOF

PROPOSED
STREET TREE,
TYP.

BENCH SEATING,
TYP.

BUILDING SIGN

BENCH
SEATING,
TYP.

62ND AVENUE (60.77' WIDE)
(SNYDER AVENUE)

EXISTING STREET TREE, TYP.

CONC

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1550 62nd Street, Emeryville, California

ILLUSTRATIVE LANDSCAPE SITE PLAN

20 APRIL 2022 | L0.01

EXISTING TREE TO BE REMOVED, TYP.

LEGEND

X STREET TREES TO BE REMOVED (18 TOTAL)

NOTE: THE PROJECT WILL REPLACE STREET TREES PROPOSED TO BE REMOVED WITH 27 NEW STREET TREES, SEE L0.01 LANDSCAPE SITE PLAN FOR DETAILS.

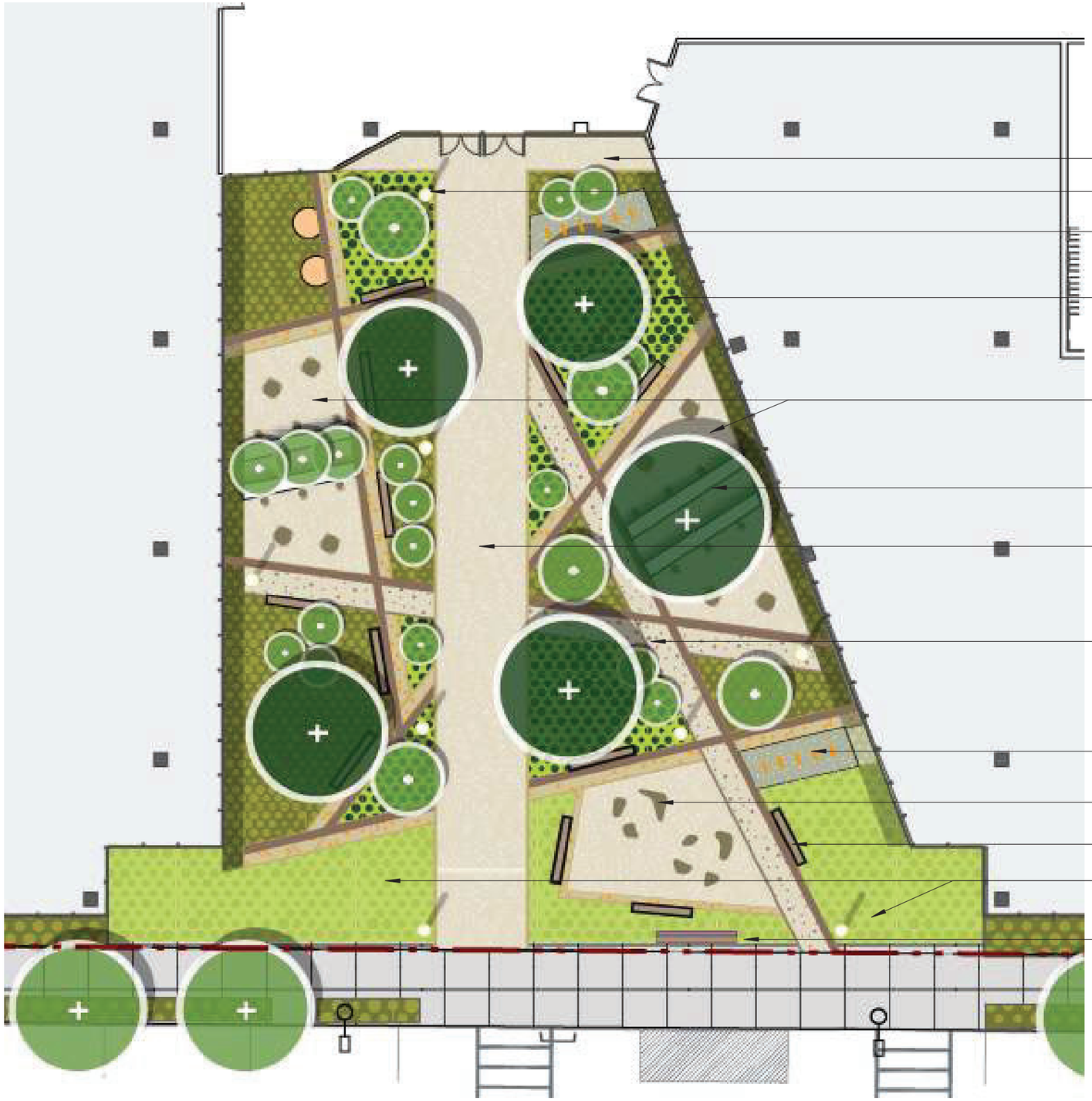
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EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

STREET TREE REMOVAL PLAN

20 APRIL 2022 | L0.02



LOBBY TERRACE
POLE LIGHTS, SEE NOTE 1
(6) BIKE RACKS
GARDEN PLANTING
COLLABORATION ZONES
WORK BENCH
ENTRY PROMENADE
PEDESTRIAN PATH
(5) BIKE RACKS
LOUNGE AREA
BENCH SEATING
STORMWATER GARDEN
MONUMENTAL SIGNAGE

NOTE:
1. FINAL LIGHT SPACING AND FIXTURE SELECTION WILL BE COMPLETED WITH INPUT FROM LIGHTING DESIGNER OR ELECTRICAL ENGINEER.
2. ALL EXTERIOR LIGHTS WILL BE DIRECTED DOWNWARD AND BE ON A TIMER.



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COURTYARD RENDERING

20 APRIL 2022

L1.02



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COURTYARD RENDERING

20 APRIL 2022

L1.03



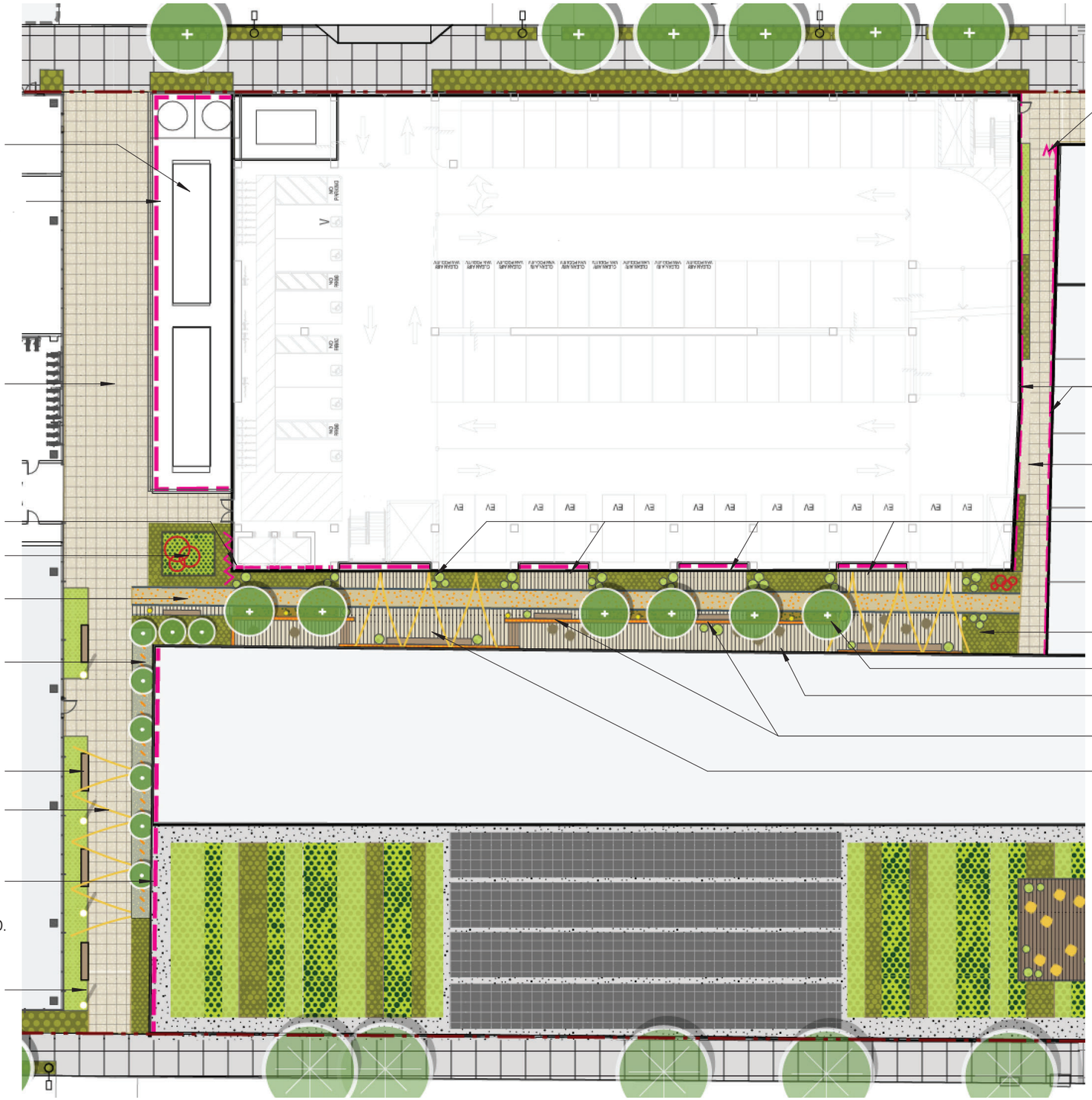
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COURTYARD RENDERING

20 APRIL 2022 | L1.04



GENERATOR ENCLOSURE

DECORATIVE SCREEN WALL
10 FT TALL DECORATIVE METAL SLAT OR SIMILAR

20ft WALKWAY/ FIRELANE

AFTER HOURS GATE

POTENTIAL SCULPTURE

RAIL SPUR WALKWAY

(18) BIKE RACKS

BENCH SEATING

DECORATIVE LIGHTING

POTENTIAL FEATURE WALL
POTENTIAL LOCATION WHERE A MURAL OR OTHER ART PIECE COULD BE PLACED.

STORMWATER GARDEN

AFTER HOURS GATE
NOTE: THE GATE WILL BE LOCKED FROM APPROXIMATELY 10 PM – 6 AM.

THE ART WALK GATE HAS NOT BEEN DESIGNED. WAREHAM WISHES TO COMMISSION AN ARTIST TO DESIGN THIS FEATURE, FOLLOWING PARAMETERS IDENTIFIED BY THE EMERYVILLE POLICE DEPARTMENT.

POTENTIAL FEATURE WALL

63RD STREET PORTAL

POTENTIAL GALLERY WALL

POTENTIAL SCULPTURE

BOLLARD LIGHTS, SEE NOTE 1

AMENITY TERRACE

CUSTOM FURNISHINGS

VIEWING ROOM
OUTDOOR SPACE WHERE A VISITOR CAN SIT AND VIEW PIECES OF ART.

NOTE:
1. FINAL LIGHT SPACING AND FIXTURE SELECTION WILL BE COMPLETED WITH INPUT FROM LIGHTING DESIGNER OR ELECTRICAL ENGINEER.
2. ALL EXTERIOR LIGHTS WILL BE DIRECTED DOWNWARD AND BE ON A TIMER.

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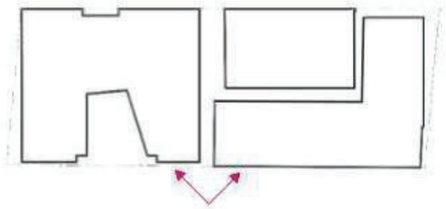
EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

ART WALK PLAN

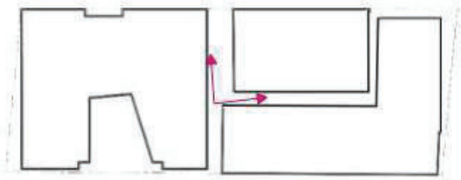
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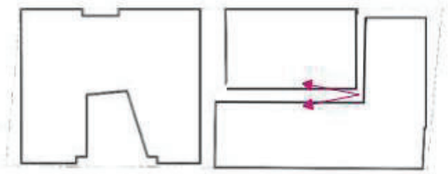
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1550 62nd Street, Emeryville, California

ART WALK RENDERING

20 APRIL 2022 | L1.13







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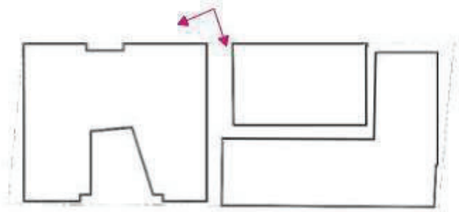
EMERYSTATION OVERLAND

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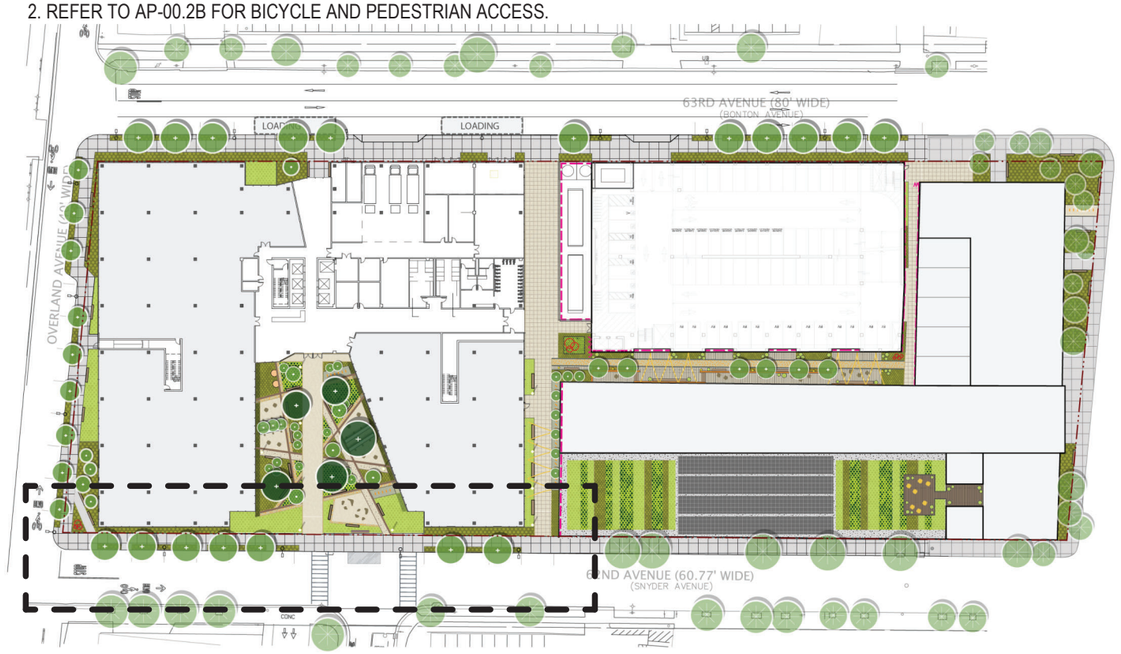
ART WALK RENDERING

20 APRIL 2022 | L1.14

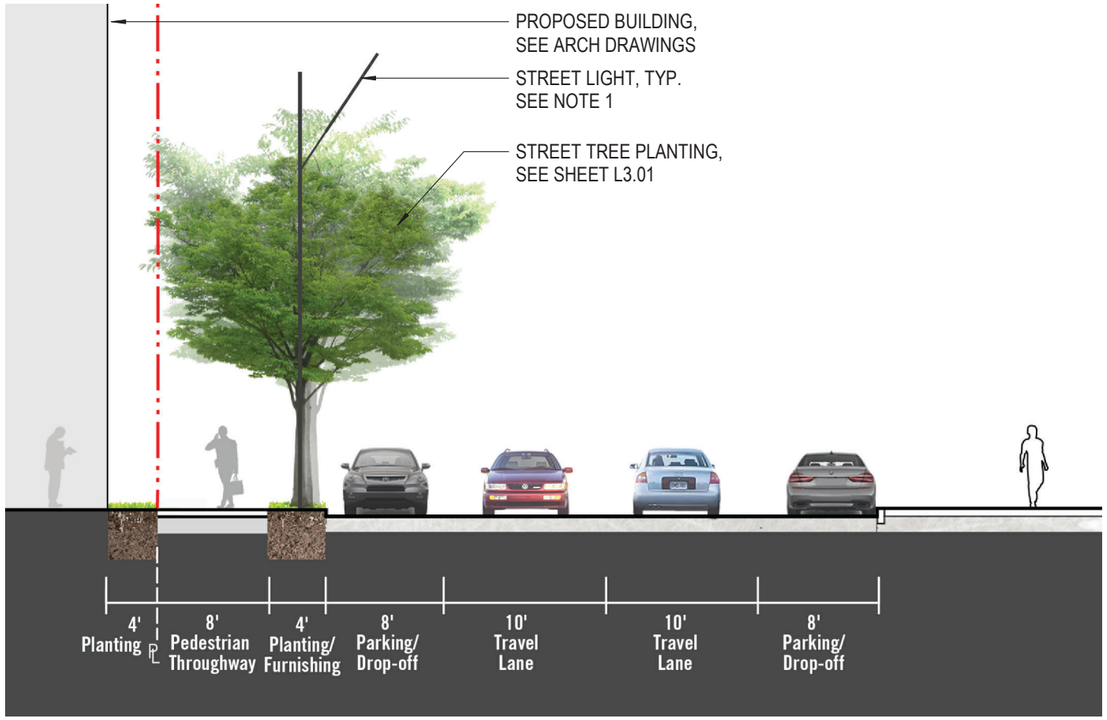




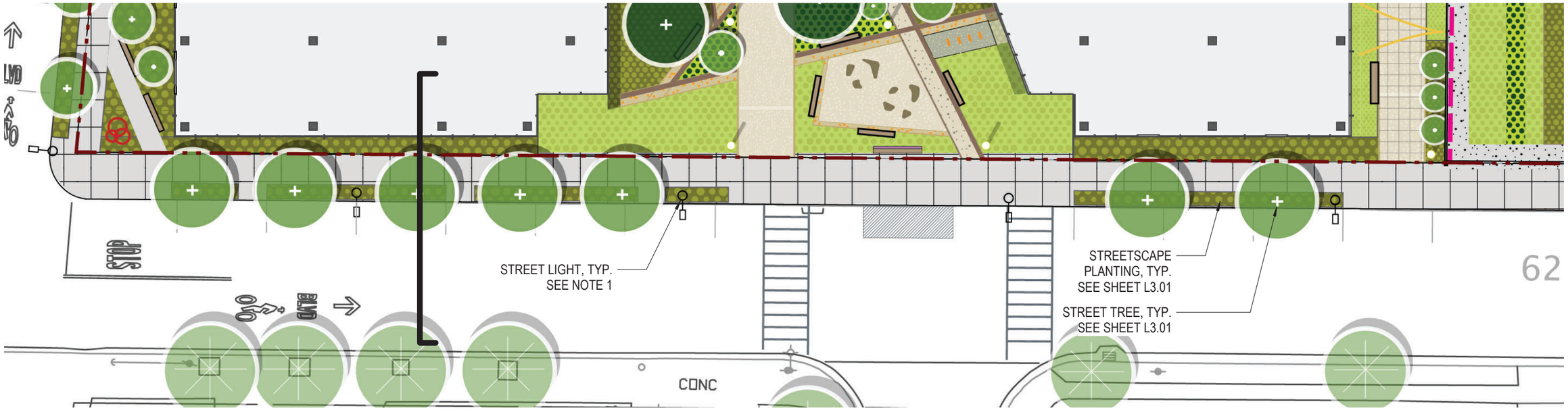
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2. REFER TO AP-00.2B FOR BICYCLE AND PEDESTRIAN ACCESS.



KEY PLAN

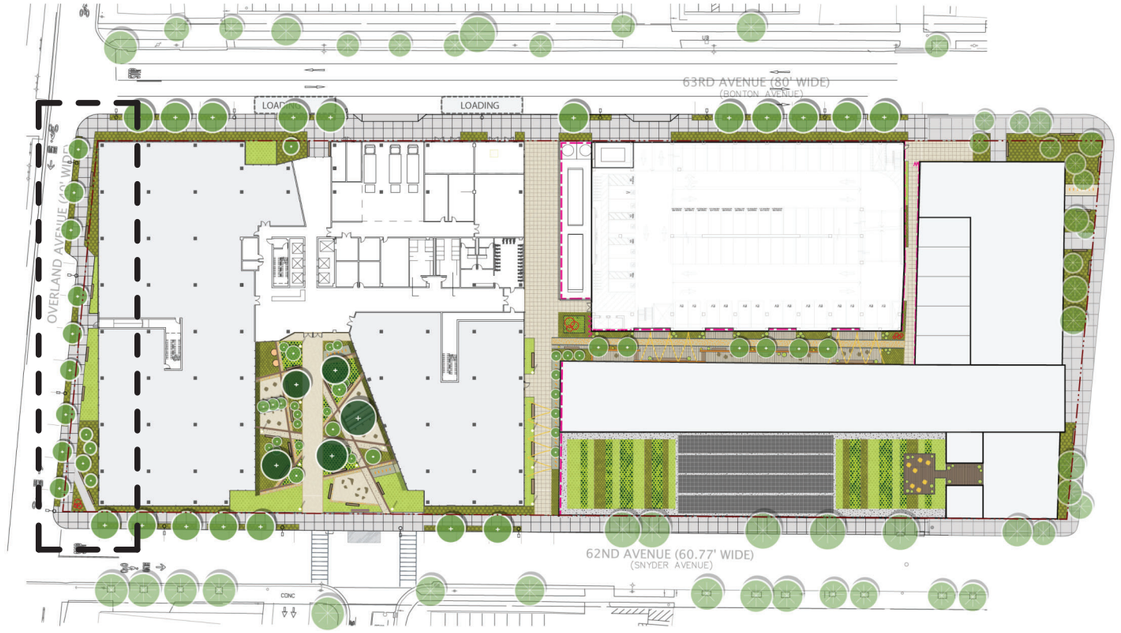


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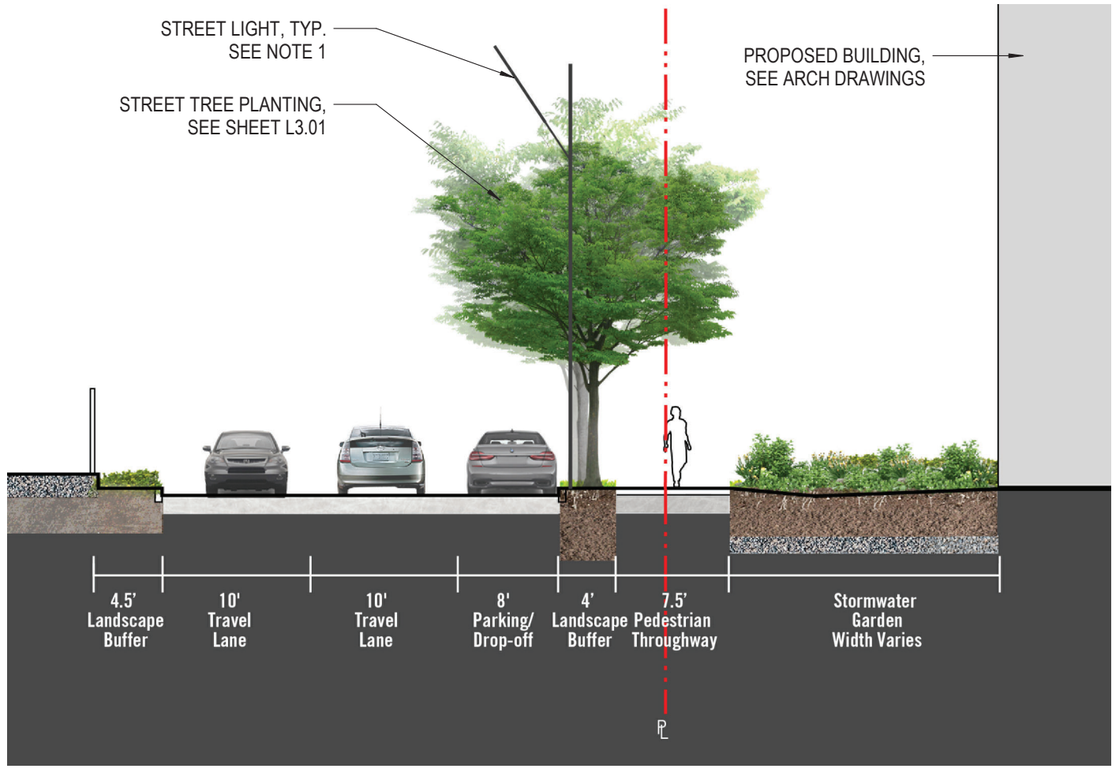


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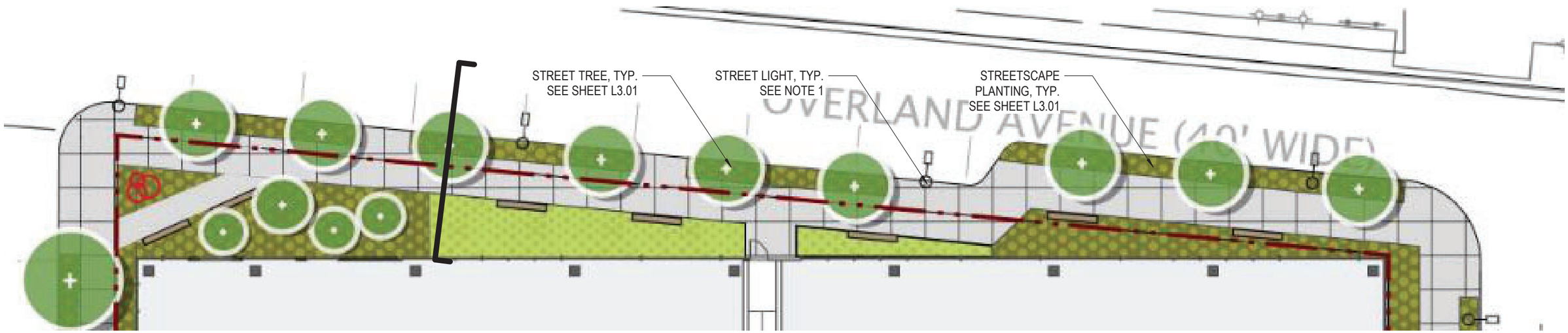
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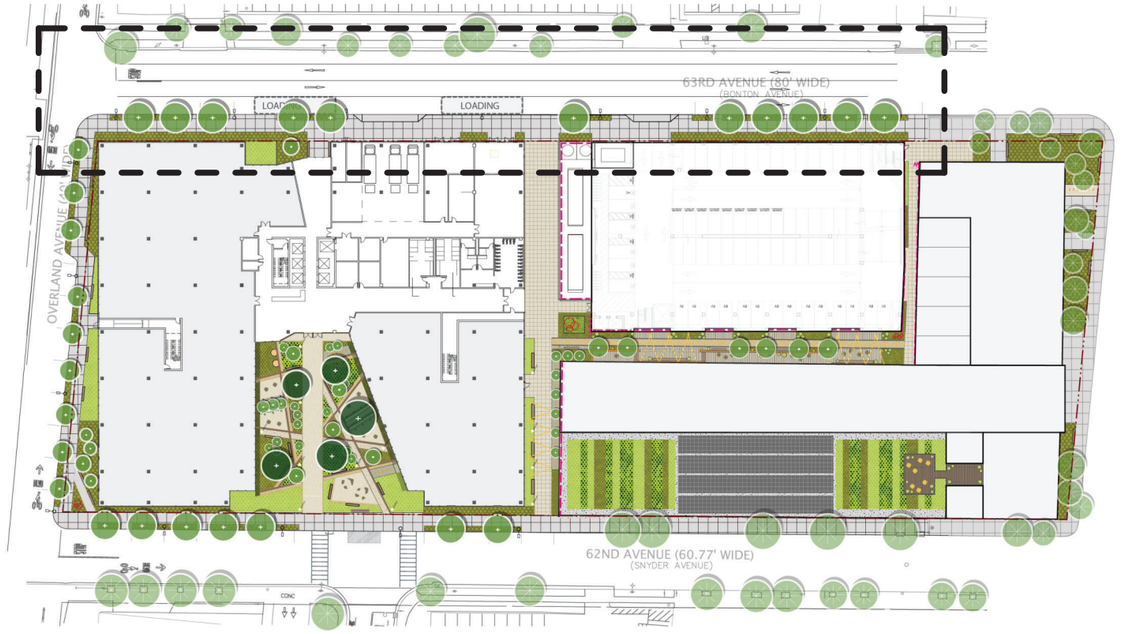


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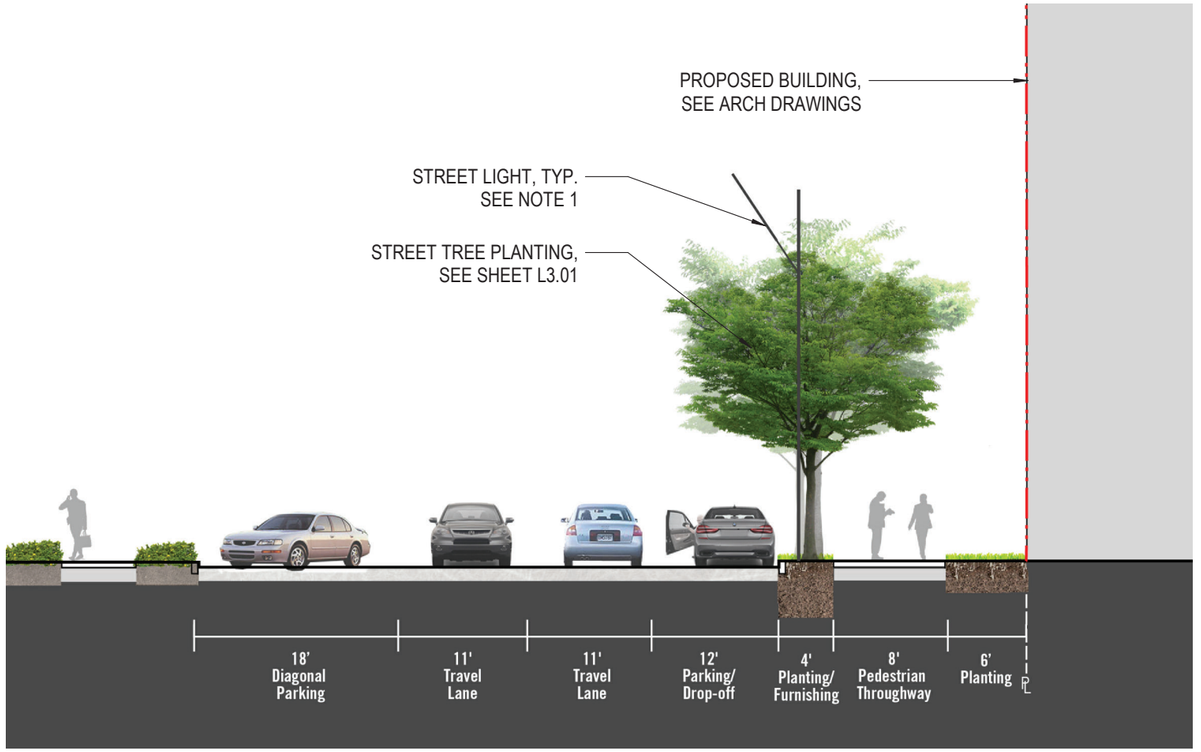


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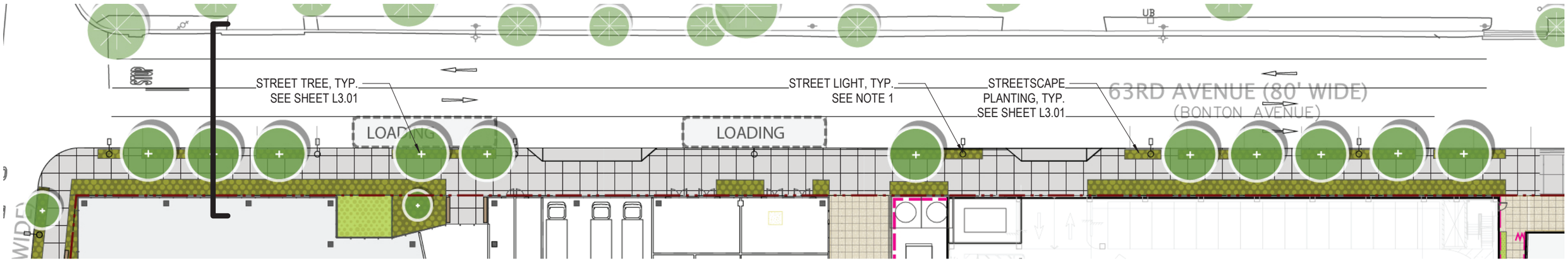
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KEY PLAN



SECTION



PLAN DETAIL

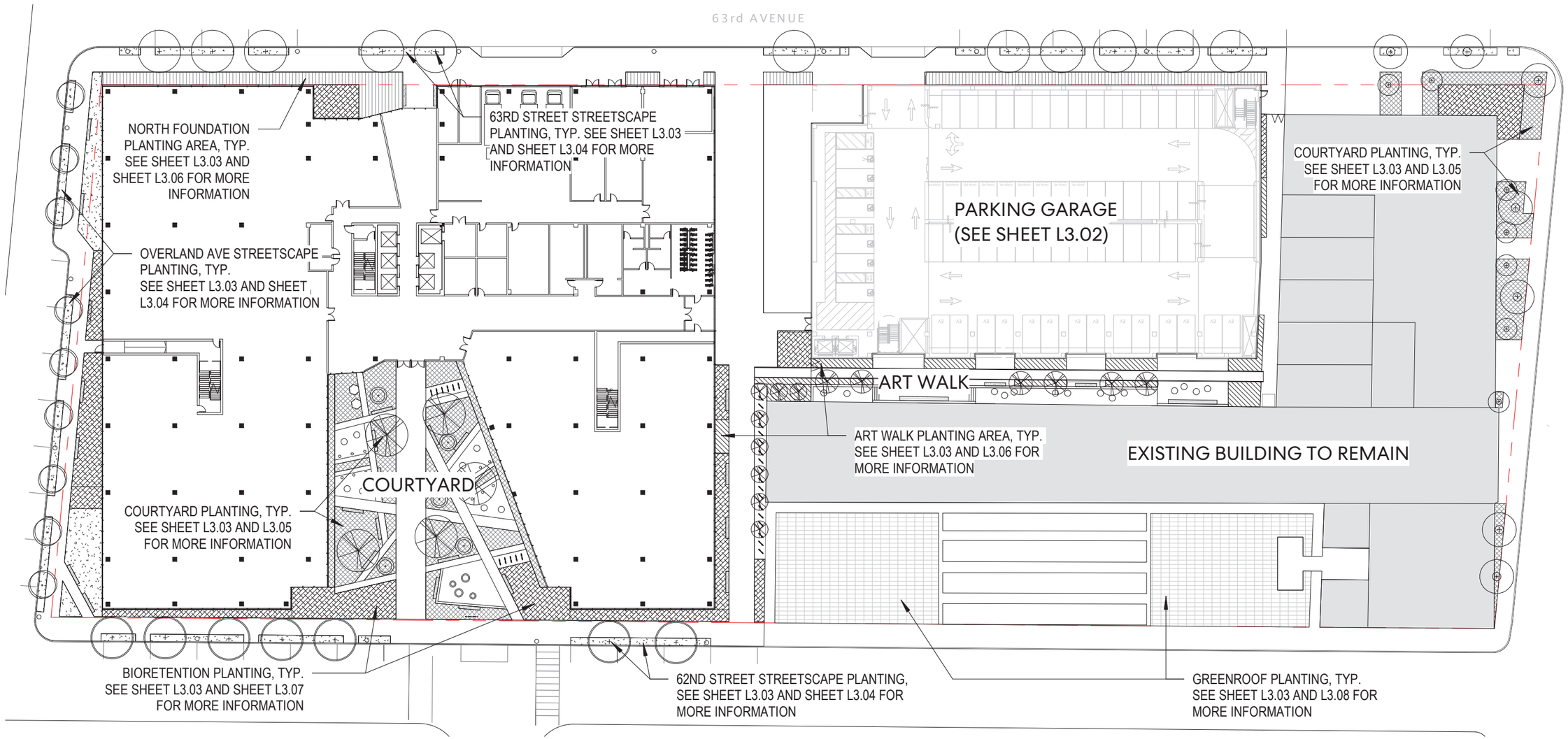
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EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

63RD STREETSCAPE

20 APRIL 2022 | L2.03



NOTES:

1. THE LANDSCAPE WILL BE DESIGNED TO MEET "CITY OF EMERYVILLE WATER EFFICIENT LANDSCAPE PERFORMANCE REQUIREMENTS FOR LARGER LANDSCAPING" AND WILL FOLLOW "BAY FRIENDLY LANDSCAPE" GUIDANCE.
2. FOR DETAILED INFORMATION ON BIORETENTION AREAS, SEE "PRELIMINARY STORM WATER QUALITY PLAN" SHEET C 4.0.

LEGEND (SYMBOL, QTY, DESCRIPTION)

- (11) STREET TREE 63RD STREET
- (7) STREET TREE 62ND STREET
- (9) STREET TREE OVERLAND AVENUE
- (5) COURTYARD CANOPY TREE
- (5) COURTYARD SMALL TREE
- (14) ART WALK SMALL TREE
- EXISTING TREE TO REMAIN
- (3931.48 SQFT) STREETSCAPE PLANTING
- (5558.06 SQFT) COURTYARD PLANTING
- (1472.01 SQFT) ART WALK PLANTING
- (2270.51 SQFT) NORTH FOUNDATION PLANTING
- (5308.77 SQFT) BIORETENTION PLANTING
- (1485.89 SQFT) GARAGE BALCONY PLANTING
- (13198.85 SQFT) GREEN ROOF PLANTING

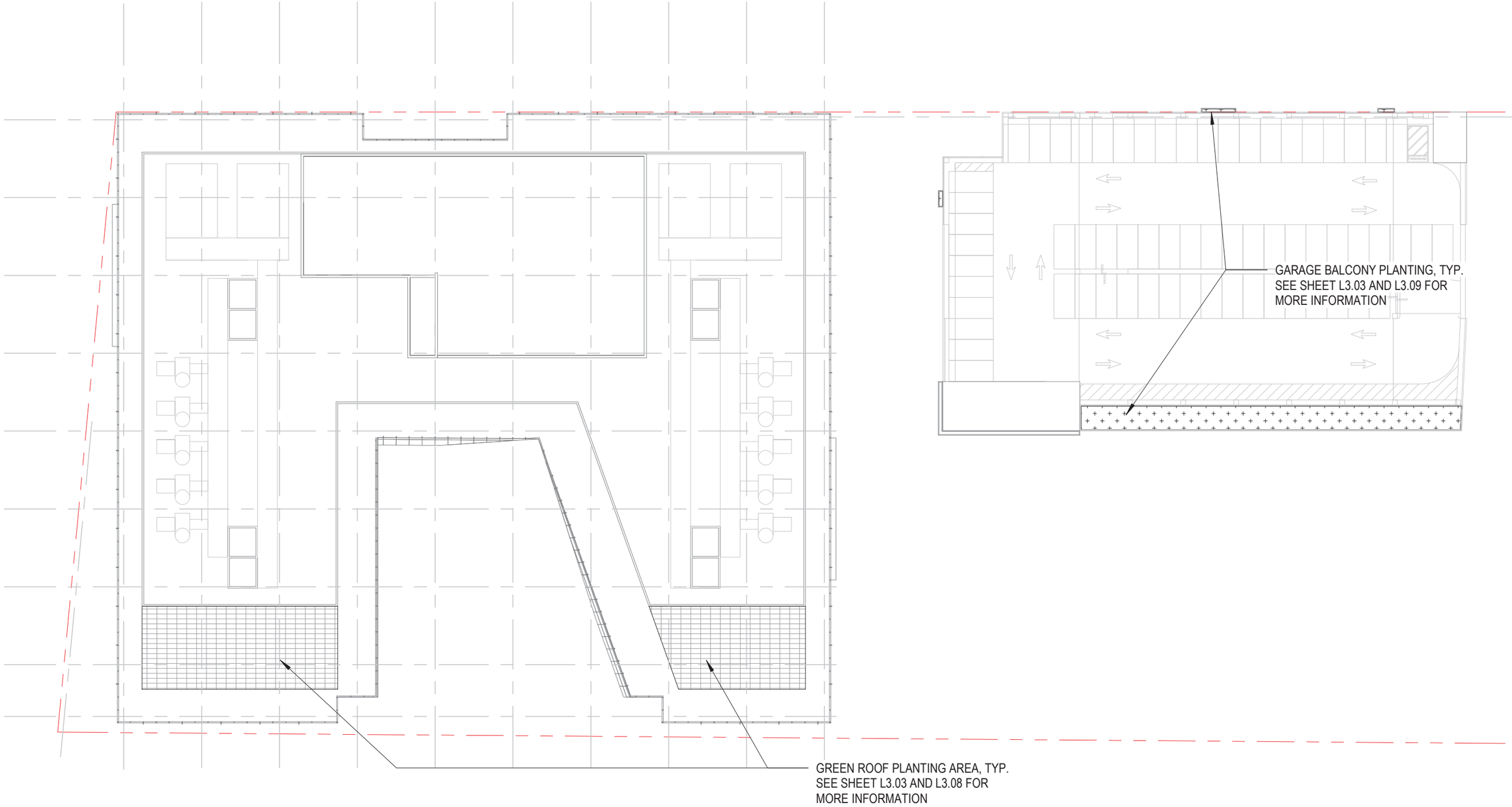
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1550 62nd Street, Emeryville, California

PRELIMINARY PLANTING PLAN

20 APRIL 2022 | L3.01



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1550 62nd Street, Emeryville, California

GARAGE PLANTING PLAN

20 APRIL 2022 | L3.02

SYM	BOTANIC NAME	COMMON NAME	H X W	SPACING	SIZE	NOTES	WATER
	TREES						
	ARBUTUS UNEDO 'MARINA'	'MARINA' STRAWBERRY TREE	40'X20'	SPECIMEN, SEE PLAN	42" BOX	COURTYARD PLANTING	LOW
	FARGESIA RUFA 'SUNSET GLOW'	SUNSET GLOW BAMBOO	8' X'4'	ONE PER POT AS SHOWN	15 GAL	ART WALK PLANTING	LOW
	LAURUS 'SARATOGA'	SARATOGA LAUREL	20'X15'	SEE PLAN	36" BOX	ART WALK PLANTING	LOW
	QUERCUS SUBER	CORK OAK (E)	40'X40'	SEE PLAN	36" BOX	STREETSCAPE PLANTING	LOW
	RHUS LANCEA	AFRICAN SUMAC	25'X20'	SEE PLAN	15 GAL	STREETSCAPE PLANTING	LOW
	SCHNUS TEREBINTHFOLIUS	BRAZILLIAN PEPPER	40'X25'	SEE PLAN	36" BOX	STREETSCAPE PLANTING	LOW
	VITEX TRIFOLIA 'PURPUREA'	ARABIAN LILAC	10'X12'	SEE PLAN	42" BOX	COURTYARD PLANTING	LOW
	SHRUBS						
	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5'X5'	42" O.C. OR AS SHOWN	15 GAL	ART WALK PLANTING	LOW
	MYTRUS COMMUNIS	COMMON MYRTLE	5'X5'	42" O.C. OR AS SHOWN	15 GAL	ART WALK PLANTING	LOW
	SARCOCOCCA HOOKERIANA HUMILIS	HIMALAYAN SWEET BOX	2'X4'	36" O.C. OR AS SHOWN	15 GAL	ART WALK PLANTING	LOW
	PERENNIALS						
	ASCLEPIAS TUBEROSA	SHOWY MILKWEED	2'X2'	2' O.C. OR AS SHOWN	1 GAL	COURTYARD PLANTING	LOW
	ANIGOZANTHOS 'YELLOW GEM'	YELLOW GEM KANGAROO PAW	3'X2'	2' O.C. OR AS SHOWN	5 GAL	COURTYARD PLANTING	LOW
	BULBINE FRUTESCENS	AFRICAN BULBINE	1'X3'	18" O.C. OR AS SHOWN	1 GAL	COURTYARD PLANTING	LOW
	BESCHORNERIA YUCCOIDES 'FLAMINGO GLOW'	VARIEGATED AMOLE	3'X3'	2' O.C. OR AS SHOWN	5 GAL	COURTYARD PLANTING	LOW
	CALINDRINIA SPECTABILUS	ROCK PURSLANE	2'X2'	18" O.C. OR AS SHOWN	1 GAL	COURTYARD PLANTING	LOW
	CERATOSTIGMA WILMOTTIANUM	CHINESE PLUMBAGO	2'X2'	24" O.C. OR AS SHOWN	3 GAL	COURTYARD PLANTING	LOW
	ECHINACEA 'BIG SKY'	CONEFLOWER	2'X2'	24" O.C. OR AS SHOWN	3 GAL	COURTYARD PLANTING	LOW
	HEUCHERA MAXIMA	ISLAND ALUM ROOT	2'X2'	18" O.C. OR AS SHOWN	1 GAL	ART WALK PLANTING	LOW
	IRIS DOUGLASSIANA	PACIFIC COAST IRIS	2'X2'	24" O.C. OR AS SHOWN	3 GAL	ART WALK PLANTING	LOW
	LANTANA MONTEVIDENSIS	TRAILING LANTANA	1'X4'	36" O.C. OR AS SHOWN	5 GAL	COURTYARD PLANTING	LOW
	LEUCADENDRON SP	CONEBUSH	2'X2'	42" O.C. OR AS SHOWN	15 GAL	COURTYARD PLANTING	LOW
	LEUCOCOSPERMUM SP	PINCUSHION FLOWER	2'X2'	24" O.C. OR AS SHOWN	3 GAL	COURTYARD PLANTING	LOW
	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	3'X3'	18" O.C. OR AS SHOWN	5 GAL	COURTYARD PLANTING	LOW
	PILOBIUM CANUM	CALIFORNIA FUCHSHIA	3'X2'	24" O.C. OR AS SHOWN	3 GAL	COURTYARD PLANTING	LOW
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	3'X2'	36" O.C. OR AS SHOWN	5 GAL	ART WALK PLANTING	LOW
	RIBES SPECIOSUM	FUCSHIA FLOWERING GOOSEBERRY	3'X3'	24" O.C. OR AS SHOWN	5 GAL	ART WALK PLANTING	LOW
	SEDUM 'BLUE SPRUCE'	BLUE SEDUM	3'X2'	18" O.C. OR AS SHOWN	3 GAL	COURTYARD PLANTING	LOW
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	1'X3'	18" O.C. OR AS SHOWN	3 GAL	COURTYARD PLANTING	LOW
	SALVIA SPATHACEA	HUMMINGBIRD SAGE	3'X2'	18" O.C. OR AS SHOWN	3 GAL	ART WALK PLANTING	LOW
	TAGETES LEMMONII	MEXICAN MARIGOLD	3'X2'	24" O.C. OR AS SHOWN	3 GAL	COURTYARD PLANTING	LOW
	WOODWARDIA FIMBRIATA	GIANT CHAIN FERN	3'X3'	36" O.C. OR AS SHOWN	5 GAL	ART WALK PLANTING	LOW
	GRASSES						
	ANEMANTHELE LESSONIANA	PHEASANT GRASS	3'X2'	24" O.C. OR AS SHOWN	5 GAL	STREETSCAPE PLANTING	LOW
	CALAMAGROSTIS FOLIOSA	MENDOCINO REED GRASS	2'X2'	18" O.C. OR AS SHOWN	5 GAL	COURTYARD PLANTING	LOW
	CALAMAGROSTIS 'KARL FOERSTER'	FEATHER REED GRASS	3'X2'	24" O.C. OR AS SHOWN	5 GAL	COURTYARD PLANTING	LOW
	ELYMUS MAGELLANICUS BLUE WHEATGRASS	MAGELLAN WHEATGRASS	3'X2'	24" O.C. OR AS SHOWN	5 GAL	STREETSCAPE PLANTING	LOW
	LEYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	3'X2'	36" O.C. OR AS SHOWN	5 GAL	STREETSCAPE PLANTING	LOW
	LIBERTIA PEREGRINANS	NEW ZEALAND IRIS	3'X2'	24" O.C. OR AS SHOWN	5 GAL	STREETSCAPE PLANTING	LOW
	MISCANTHUS 'ADAGIO'	ADAGIO MAIDEN GRASS	3'X3'	2' O.C. OR AS SHOWN	5 GAL	COURTYARD PLANTING	LOW
	MUHLENBERGIA RIGENS	DEER GRASS	4'X3'	2' O.C. OR AS SHOWN	5 GAL	COURTYARD PLANTING	LOW
	BIORETENTION PLANTS						
	ACHILLEA MILLEFOLIUM	YARROW	2'X2'	18" O.C. OR AS SHOWN	3 GAL	BIORETENTION PLANTING	LOW
	BAUMEA RUBIGINOSA 'VARIEGATA'	VARIEGATED STRIPED RUSH	3'X2'	2' O.C. OR AS SHOWN	5 GAL	BIORETENTION PLANTING	MODERATE
	CHONDROPETALUM TECTORUM	THATCHING REED	3'X4'	2' O.C. OR AS SHOWN	3 GAL	BIORETENTION PLANTING	MODERATE
	ESCHOLZIA CALIFORNICA	CALIFORNIA POPPY	2'X2'	24" O.C. OR AS SHOWN	3 GAL	BIORETENTION PLANTING	LOW
	JUNCUS PATENS	GRAY RUSH	3'X2'	18" O.C. OR AS SHOWN	3 GAL	BIORETENTION PLANTING	MODERATE
	PENSTEMON SP.	BEARDED TONGUE	3'X2'	24" O.C. OR AS SHOWN	5 GAL	BIORETENTION PLANTING	LOW
	LAYIA PLATYGLOSSA	TIDY TIPS	3'X2'	18" O.C. OR AS SHOWN	3 GAL	BIORETENTION PLANTING	LOW
	LOMONDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	3'X2'	24" O.C. OR AS SHOWN	3 GAL	BIORETENTION PLANTING	LOW
	SESLARIA AUTUMNALIS	AUTUMN MOOR GRASS	2'X2'	18" O.C. OR AS SHOWN	5 GAL	BIORETENTION PLANTING	LOW
	GROUNDCOVER						
	ARCTOSTAPHYLOS UVA URSI 'RADIANT'	RADIANT BEARBERRY	1'X8'	4' O.C.	5 GAL	STREETSCAPE PLANTING	LOW
	GREEN ROOF PLANTS						
	ARMERIA MARITIMA	SEA THRIFT	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	EPILOBIUM CANUM	CALIFORNIA FUSCHIA	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	ESCHOZIA CALIFORNICA	CALIFORNIA POPPY	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	SEDUM ACRE	GOLDMOSS STONECROP	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	SEDUM ALBUM	WHITE STONECROP	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	SEDUM KAMTSCHATICUM	YELLOW STONECROP	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	SEDUM OREGANUM	OREGON STONESCROP	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	SEDUM SPATHULIFOLIUM	CAPE BLANCO STONECROP	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	SEDUM SPURIUM	DRAGONS BLOOD SEDUM	3"- 6"	9" O.C.	PLUG	GREEN ROOF PLANTING	LOW
	VINES						
	FICUS PUMILA	CREEPING FIG	3' - 4'	AS SHOWN ON PLANS	3 GAL	ART WALK PLANTING	LOW

NOTES:

THE LANDSCAPE WILL BE DESIGNED TO MEET "CITY OF EMERYVILLE WATER EFFICIENT LANDSCAPE PERFORMANCE REQUIREMENTS FOR LARGER LANDSCAPING" AND WILL FOLLOW "BAY FRIENDLY LANDSCAPE" AND EBMUD WATER CONSERVATION GUIDANCE.

STREETSCAPE PLANT SPECIES

63rd Street Plants



ARCTOSTAPHYLOS
UVA URSI 'RADIANT'
RADIANT BEARBERRY



ANEMANTHELE LESSONIANA
PHEASANT GRASS



ELYMUS MAGELLANICUS
BLUE WHEATGRASS
MAGELLAN WHEATGRASS



LEYMUS CONDENSATUS
'CANYON PRINCE'
CANYON PRINCE WILD RYE



LIBERTIA PEREGRINANS
NEW ZEALAND IRIS



SCHINUS TEREBINTHIFOLIUS
BRAZILIAN PEPPER



FICUS PUMILA
CREEPING FIG

Overland Avenue Plants



ANEMANTHELE LESSONIANA
PHEASANT GRASS



ELYMUS MAGELLANICUS
BLUE WHEATGRASS
MAGELLAN WHEATGRASS



LIBERTIA PEREGRINANS
NEW ZEALAND IRIS



RHUS LANCEA
AFRICAN SUMAC

62nd Street Plants



ARCTOSTAPHYLOS
UVA URSI 'RADIANT'
RADIANT BEARBERRY



ANEMANTHELE LESSONIANA
PHEASANT GRASS



ELYMUS MAGELLANICUS
BLUE WHEATGRASS
MAGELLAN WHEATGRASS



LEYMUS CONDENSATUS
'CANYON PRINCE'
CANYON PRINCE WILD RYE



LIBERTIA PEREGRINANS
NEW ZEALAND IRIS



QUERCUS SUBER
CORK OAK

COURTYARD PLANT SPECIES

Trees



ARBUTUS ‘MARINA’
MARINA STRAWBERRY TREE



VITEX TRIFOLIA ‘PURPUREA’
ARABIAN LILAC

Understory Plants



ASCLEPIAS TUBEROSA
SHOWY MILKWEED



ANIGOZANTHOS SP
KANGAROO PAWS



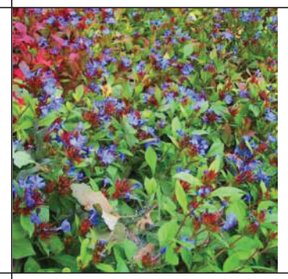
BESCHORNERIA ‘FLAMINGO’
VARIEGATED AMOLE



BULBINE FRUTESCENS
AFRICAN BULBINE



CALINDRINIA SPECTABILUS
ROCK PURSLANE



CERATOSTIGMA WILMOTTIANUM
CHINESE PLUMBAGO



ECHINACEA ‘BIG SKY’
CONEFLOWER



LANTANA MONTEVIDENSIS
TRAILING LANTANA



LEUCADENDRON SP
CONEBUSH



LEUCOCOSPERMUM SP
PINCUSHION FLOWER



PEROVSKIA ATRIPLICIFOLIA
RUSSIAN SAGE



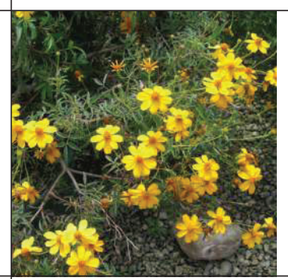
PILOBIUM CANUM
CALIFORNIA FUCHSHIA



SEDUM ‘BLUE SPRUCE’
BLUE SEDUM



SENECIO MANDRALISCAE
BLUE CHALK STICKS



TAGETES LEMMONII
MEXICAN MARIGOLD

Ornamental Grasses



ANEMANTHELE LESSONIANA
PHEASANT GRASS



CALAMAGROSTIS FOLIOSA
MENDOCINO REED GRASS



CALAMAGROSTIS ‘KARL FOERSTER’
FEATHER REED GRASS



LEYMUS CONDENSATUS
‘CANYON PRINCE’
CALIFORNIA WILD RYE



LIBERTIA PEREGRINANS
NEW ZEALAND IRIS



MISCANTHUS ‘ADAGIO’
MAIDEN GRASS



MUHLENBERGIA RIGENS
DEER GRASS

ART WALK PLANT SPECIES

Trees / Bamboo

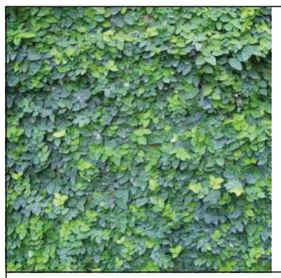


FARGESIA RUFA 'SUNSET GLOW'
SUNSET GLOW BAMBOO



LAURUS 'SARATOGA'
SARATOGA LAUREL

Vines



FICUS PUMILA
CREEPING FIG

Understory



HEUCHERA MAXIMA
ISLAND ALUM ROOT



IRIS DOUGLASSIANA
PACIFIC COAST IRIS



POLYSTICHUM MUNITUM
WESTERN SWORD FERN



RIBES SPECIOSUM
FUCSHIA FLOWERING GOOSEBERRY



SALVIA SPATHACEA
HUMMINGBIRD SAGE



SARCOCOCCA RUSCIFOLIA
SWEET BOX



WOODWARDIA FIMBRIATA
GIANT CHAIN FERN

NORTH FOUNDATION PLANT SPECIES

Shade Tolerant Screening Plants



MYRICA CALIFORNICA
PACIFIC WAX MYRTLE



MYTRUS COMMUNIS
COMMON MYRTLE

BIORETENTION PLANT SPECIES

Ornamental Grasses



BAUMEA RUBIGNOSA VAR.
STRIPED RUSH



CALAMAGROSTIS FOLISOA
MENDOCINO REED GRASS



CHONDROPETALUM TECTORUM
CAPE RUSH



LOMONDRA LONGIFOLIA 'BREEZE'
DWARF MAT RUSH



JUNCUS PATENS
CA GRAY RUSH



SESLARIA AUTUMNALIS
AUTUMN MOOR GRASS

Herbaceous Perennials



ACHILLEA MILLEFOLIUM
YARROW



ESCHOLZIA CALIFORNICA
CALIFORNIA POPPY



LAYIA PLATYGLOSSA
TIDY TIPS



PENSTEMON SP.
BEARDED TONGUE

GREEN ROOF PLANT SPECIES

Groundcover

		
ARMERIA MARITIMA SEA THRIFT	EPILOBIUM CANUM CALIFORNIA FUSCHIA	ESCHSCHOLZIA CALIFORNICA CALIFORNIA POPPY
		
SEDUM ACRE GOLDMOSS STONECROP	SEDUM ALBUM WHITE STONECROP	SEDUM KAMTSCHATICUM GOLDMOSS STONECROP
		
SEDUM OREGANUM OREGON STONECROP	SEDUM SPATHULIFOLIUM CAPE BLANCO STONECROP	SEDUM SPURIUM DRAGONS BLOOD SEDUM

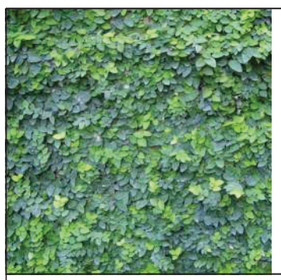
GARAGE BALCONY PLANT SPECIES

Trees



ARBUTUS 'MARINA'
MARINA STRAWBERRY TREE

Vines



FICUS PUMILA
CREEPING FIG

Understory Plants



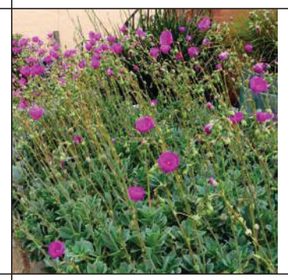
ANIGOZANTHOS SP
KANGAROO PAWS



BESCHORNERIA 'FLAMINGO'
VARIEGATED AMOLE



BULBINE FRUTESCENS
AFRICAN BULBINE



CALINDRINIA SPECTABILUS
ROCK PURSLANE



LANTANA MONTEVIDENSIS
TRAILING LANTANA



LEUCADENDRON SP
CONEBUSH



SENECIO MANDRALISCAE
BLUE CHALK STICKS

Ornamental Grasses



CALAMAGROSTIS FOLIOSA
MENDOCINO REED GRASS



CALAMAGROSTIS 'KARL FOERSTER'
FEATHER REED GRASS

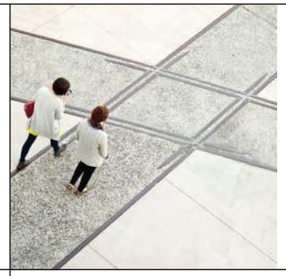
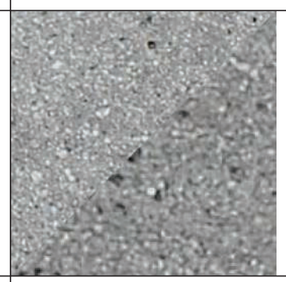
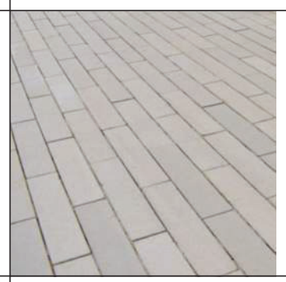
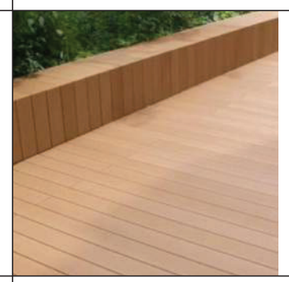
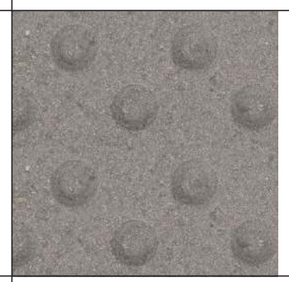


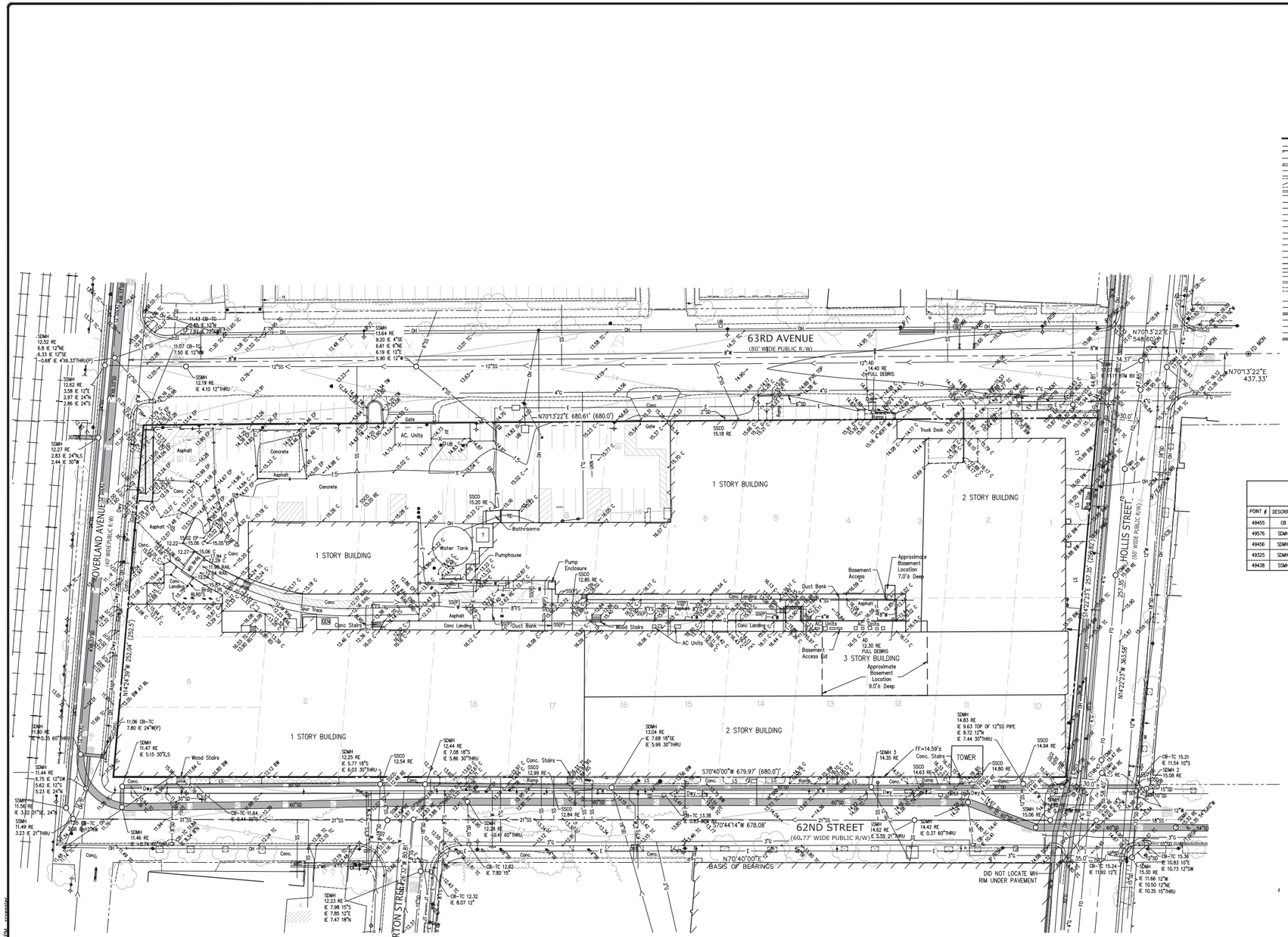
LEYMUS CONDENSATUS
'CANYON PRINCE'
CALIFORNIA WILD RYE



LIBERTIA PEREGRINANS
NEW ZEALAND IRIS

HARDSCAPE MATERIALS

					
CUSTOM WOOD FURNISHINGS	GABION BASKET W/ SALVAGED MATERIAL INFILL	RAILROAD TRACKS	WEATHERED STEEL		
					
CONCRETE PAVING	CONCRETE PAVING WITH INTEGRAL COLOR	CONCRETE UNIT PAVERS	COMPOSITE DECKING	TRUNCATED DOME PAVERS	CRUSHED STONE SURFACING



NOTE: THIS SITE HAS FIBER OPTIC LINES LOCATED ON OR ADJACENT TO IT.

LEGEND

- AIR LINE
- BUILDING LINE
- CENTERLINE
- CONCRETE/BLOCK/RETAINING WALL
- CONCRETE CURB
- CONCRETE CURB & GUTTER
- CONTOUR LINE
- DRIVEWAY
- EDGE OF PAVEMENT
- ELECTRIC LINE
- FENCE LINE
- FIBER OPTICS LINE
- FIRE SERVICE LINE & VALVE
- GAS LINE-VALVE & METER
- IRRIGATION WATER LINE
- JOINT TRENCH LINE
- LOT LINE
- MONUMENT/MONUMENT LINE
- OVERHEAD POWER LINE
- PROPERTY LINE
- RAILROAD TRACKS
- SANITARY SEWER LINE-MANHOLE & CLEANOUT
- SANITARY SEWER LINE OVER 24"DIAMETER
- SIDEWALK
- SPOT ELEVATION
- STEAM LINE
- STORM DRAIN LINE-MANHOLE & CATCH BASIN
- STORM DRAIN LINE OVER 24"DIAMETER
- TELEPHONE LINE
- TRAFFIC SIGNAL CONDUIT LINE
- WATER LINE & VALVE
- WATER LINE OVER 24"DIAMETER
- BACKFLOW PREVENTION DEVICE
- ELECTROLIER
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GAS METER
- GUY ANCHOR
- POST INDICATOR VALVE
- POWER POLE/JOINT POLE
- TRANSFORMER
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGN
- TREE
- UTILITY BOX
- UTILITY LINE MARKER
- WATER VALVE

ABBREVIATIONS

(A)	ABANDONED
AC	ASPHALT CONCRETE
AD	AREA DRAIN
ASR	AUTO SPRINKLER RISER
BC	BACK OF CURB
BEG	BEGIN
BFP	BACK FLOW PREVENTER
BL	BUILDING LINE
BLRD/BOL	BOLLARD
BOT	BOTTOM
BRDG	BRIDGE
BS	BOTTOM OF STAIR
BW	BACK OF WALK
C-FC	CONCRETE AT FACE OF CURB
C/AC	UNKNOWN_ABBR
CB	CATCH BASIN
CONC	CONCRETE
CTVB	CABLE TV BOX
DDCV	DOUBLE DETECTOR CHECK VALVE
DWY	DRIVEWAY
E	EAST
EB	ELECTRIC BOX
EMH	ELECTRICAL MANHOLE
EP	EDGE OF PAVEMENT
EV	ELECTRICAL VAULT
EW	EDGE OF WALK
FC	FACE OF CURB
FD	FOUND
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FO	FIBER OPTICS
FOMH	FIBER OPTIC MANHOLE
GA	GUY ANCHOR
GAS	GAS LINE
GB	GRADE BREAK
GLM	GAS LINE MARKER
GV	GAS VALVE
ICB	INTERCONNECT BOX
IE	INVERT ELEVATION
IRR	IRRIGATION LINE
JP	JOINT POWER POLE
JT	JOINT TRENCH
LIP	LIP OF GUTTER
LS	LANDSCAPING
MH	MANHOLE
MON	MONUMENT
MTL	METAL
N	NORTH
NE	NORTH EAST
OH	OVERHEAD
P-FC	PAVEMENT AT FACE OF CURB
(P)	PER PLAN
P	PAVEMENT
PIV	POST INDICATOR VALVE
PP	POWER POLE
RE	RIM ELEVATION
RSR	RISER
S	SOUTH
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SE	SOUTH EAST
SLB	STREET LIGHT BOX
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
SW	SOUTH WEST
TC	TOP OF CURB
TE	TRASH ENCLOSURE
TMH	TELEPHONE MANHOLE
TOE	GRADE BREAK LINE TOE
TOP	GRADE BREAK LINE TOP
TS	TOP OF STAIR
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
TW	TOP OF WALL
UB	UNKNOWN UTILITY BOX
UP	UNKNOWN_ABBR
W	WEST
WL	WALK LIGHT
WM	WATER METER
WV	WATER VALVE

INVERT TABLE

POINT #	DESCRIPTION	RIM ELEVATION	IE 1	IE 2	IE 3	IE 4	IE 5
49455	CB 1	14.83	11.42 10"N	9.90 15"S	8.40 30"E	8.28 30"W	8.09 18"SE
49576	SDMH 1	17.03	11.01 12"SE	10.78 18"S	10.19 18"N		
49456	SDMH 2	15.08	10.58 10"S	8.59 15"E	8.55 18"NW		
49325	SDMH 3	14.35	9.10 12"SE	7.20 30"THRU			
49438	SSMH 1	15.06	7.78				

NOTES

1. THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY CHICAGO TITLE INSURANCE COMPANY DATED AS OF AUGUST 1, 2013, ORDER NUMBER 11-58203589-B-MG, AMENDED, FURNISHED TO KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC BY WAREHAM DEVELOPMENT ON AUGUST 29, 2013. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
2. ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
3. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES). HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
4. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING ON-SITE UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED BY FIELD LOCATING AND MAPPED BY SAFE2DORE ON 10-12-2019. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES). HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
5. PHYSICAL ITEMS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE ITEMS VISIBLE AS OF THE DATE OF THIS SURVEY. SUBSURFACE STRUCTURES, IF ANY, ARE NOT SHOWN. SAID SUBSURFACE OBJECTS MAY INCLUDE, BUT ARE NOT LIMITED TO, CONCRETE FOOTINGS, SLABS, SHORING, STRUCTURAL PILES, UTILITY VAULTS, PIPING, UNDERGROUND TANKS, AND ANY OTHER SUBSURFACE STRUCTURES NOT REVEALED BY A SURFACE INSPECTION.
6. THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR ALAMEDA COUNTY, CALIFORNIA, MAP NUMBER 06001C0058G FOR COMMUNITY NUMBER 060005 (CITY OF EMERYVILLE), WITH AN EFFECTIVE DATE OF AUGUST 3, 2009, AS BEING LOCATED IN FLOOD ZONE "X UNSHADED". ACCORDING TO FEMA THE DEFINITION OF ZONE "X UNSHADED" IS: AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN.

   INFORMATION WAS OBTAINED FROM THE CITY OF EMERYVILLE, PLANNING DEPARTMENT ON SEPTEMBER 9, 2013.
7. BENCHMARK:
   CITY OF EMERYVILLE BENCHMARK #2A, A BRASS DISC IN TOP OF PLANTER WALL AT NORTHWEST CORNER MINI-PARK AT SOUTHEAST CORNER OF 62ND STREET AND DOYLE STREETS. ELEVATION= 20.65
8. BASIS OF BEARINGS:
   THE BEARING OF NORTH 70° 40' 00" EAST, TAKEN ON THE SOUTHERLY LINE OF 62ND STREET AS SHOWN ON THAT CERTAIN PARCEL MAP NUMBER 5129, FILED FOR RECORD ON AUGUST 14, 1987, IN BOOK 170 OF MAPS AT PAGE 57, OFFICIAL RECORDS OF ALAMEDA COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.
9. CORNER RECORD NOTE:
   THE DEVELOPER AND/OR CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREPARATION AND FILING OF PRE-CONSTRUCTION AND POST-CONSTRUCTION CORNER RECORDS FOR ANY MONUMENTS OR PROPERTY CORNERS SHOWN HEREON THAT MAY BE DESTROYED DURING IMPROVEMENTS TO THE SUBJECT PROPERTY AS DEFINED IN SECTION 8771(B) OF THE PROFESSIONAL LAND SURVEYORS ACT.

10/21/2019
PREPARED BY OR UNDER THE SUPERVISION OF DATE
JOSEPH D. THOMPSON, L.S. 8121
LICENSE EXPIRES: 12-31-20

LICENSED LAND SURVEYOR JOSEPH D. THOMPSON No. 8121 Exp. 12-31-20 STATE OF CALIFORNIA

NO.	REVISION	BY

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

TOPOGRAPHIC SURVEY
OF
1550 62nd STREET
FOR
PERKINS & WILL
EMERYVILLE, CALIFORNIA

DATE	DEC, 2020
SCALE	AS SHOWN
DESIGNER	AV
DRAWN	RSC
JOB NO.	A19633-1
SHEET	C1.0
OF	4 SHEETS

Z:\2019\19633-1\SURVEY\19633-1_BASE.dwg 12-15-20 09:06:45 PM rscassidy

LEGEND

△	AREA DRAIN	EX	EXISTING
□	STORM DRAIN CATCH BASIN	FL	FLOW LINE
■	STORM DRAIN JUNCTION BOX	FF	FINISH FLOOR
●	STORM DRAIN MANHOLE	LP	LOW POINT
•	STORM DRAIN CLEAN OUT	PV	PAVEMENT
23.8	SPOT ELEVATION	RE	RIM ELEVATION
• X"SD	STORM DRAIN LINE	SD	STORM DRAIN
BW	BACK OF WALK	SDCO	STORM DRAIN CLEAN OUT
C	CONCRETE	SDMH	STORM DRAIN MAN HOLE
CB	CATCH BASIN	SDJB	STORM DRAIN JUNCTION BOX
		TC	TOP OF CURB

NORTH

0 25' 50' 100'

Scale 1" = 50'

63RD AVENUE
(80' WIDE PUBLIC R/W)

OVERLAND AVENUE
(40' WIDE PUBLIC R/W)

HOLLIS STREET
(60' WIDE PUBLIC R/W)

62ND STREET
(60.77' WIDE PUBLIC R/W)

BUILDING
FF 14.13

PARKING GARAGE

EX. BUILDING TO REMAIN

GARAGE BIORETENTION AREA ON 2ND FLOOR (SEE GARAGE PLANS)

C2.1 | A | B | C | D

WAREHAM DEVELOPMENT

KIER+WRIGHT

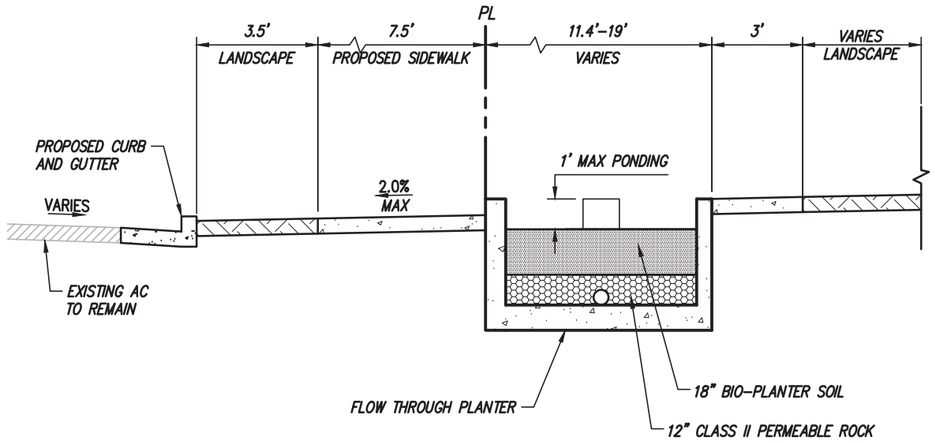
EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

PRELIMINARY GRADING AND DRAINAGE PLAN

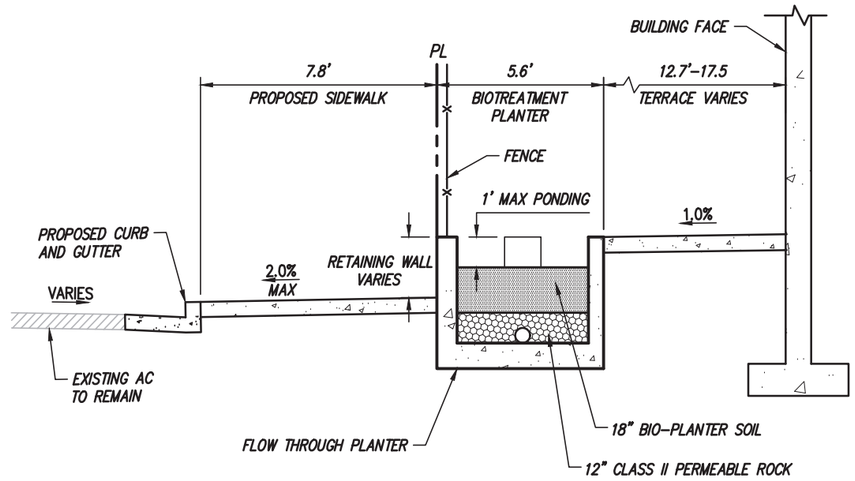
20 APRIL 2022

C2.0



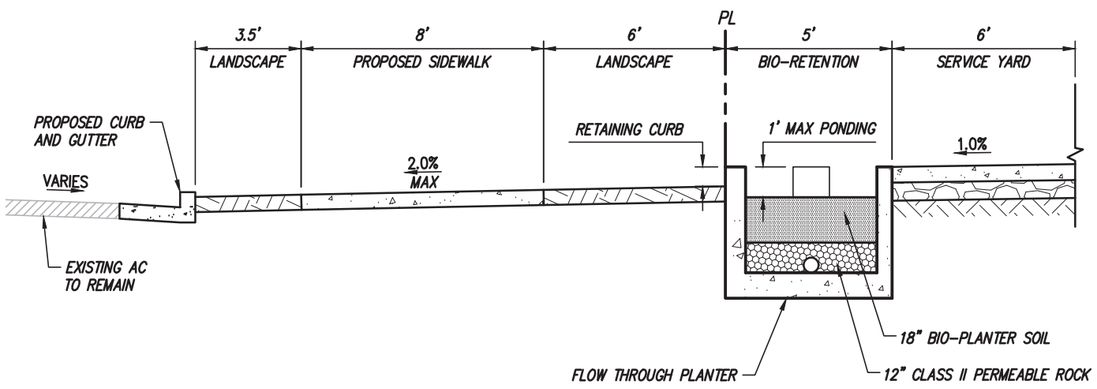
SECTION A

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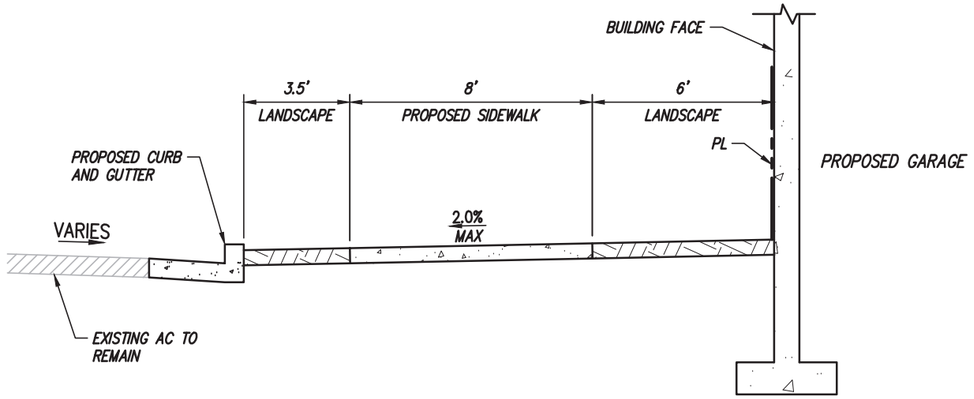
SECTION B

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SECTION C

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SECTION D

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WAREHAM DEVELOPMENT

KIER+WRIGHT

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

PRELIMINARY SECTIONS

20 APRIL 2022

C2.1

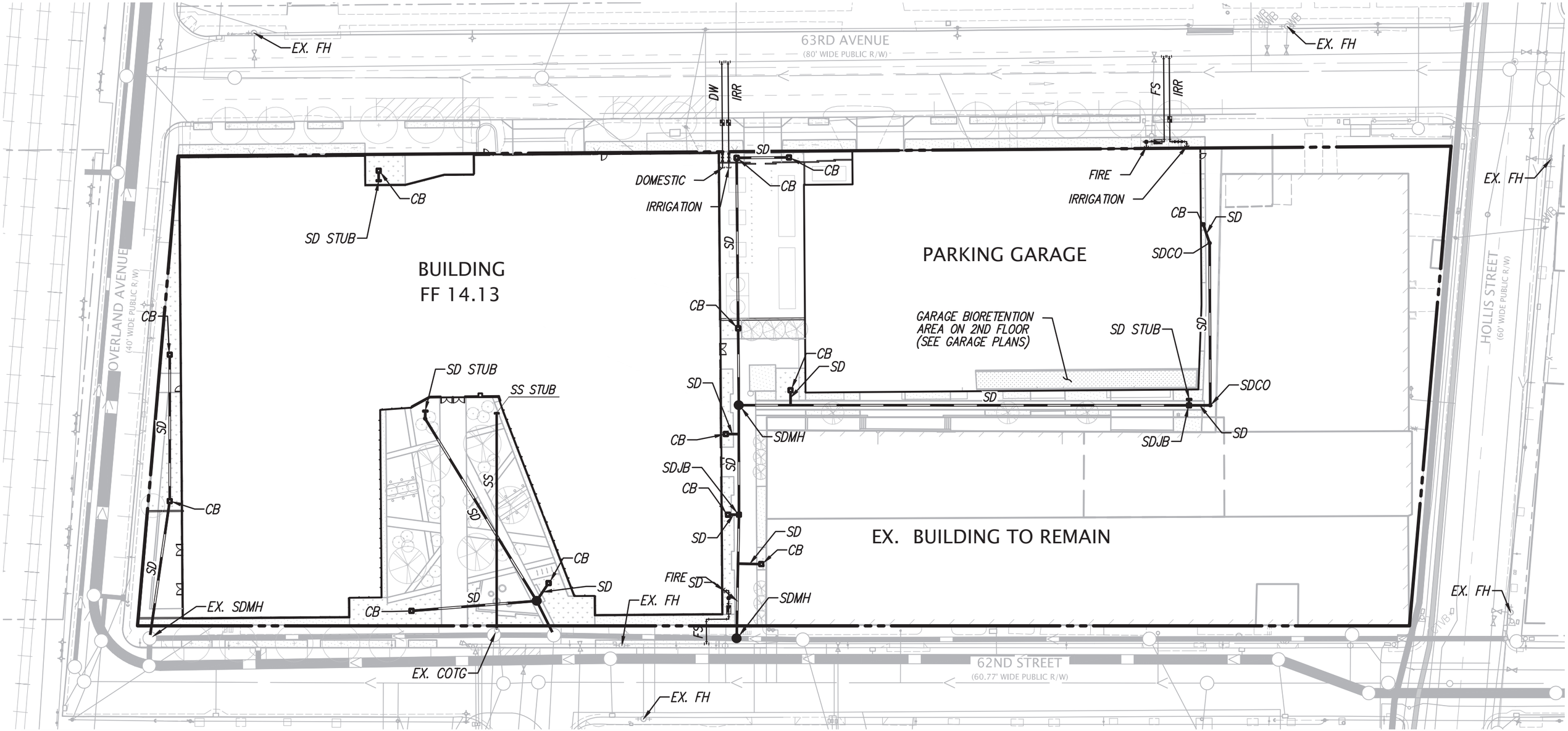
LEGEND

ASR	AUTOMATIC SPRINKLER RISER		STORM DRAIN CATCH BASIN
RE	RIM ELEVATION		STORM DRAIN JUNCTION BOX
TC	TOP OF CURB		STORM DRAIN MANHOLE
WS	WATER SERVICE		BACK FLOW PREVENTION DEVICE
	EXISTING UTILITY TO BE ABANDONDED BY REMOVAL		FIRE DEPARTMENT CONNECTION
FS	FIRE SERVICE		FIRE HYDRANT & VALVE
SS	SANITARY SEWER		POST INDICATOR VALVE
COTG	CLEANOUT TO GRADE	SSMH	SANITARY SEWER MANHOLE
	STORM DRAIN LINE		SINGLE CHECK VALVE
	AREA DRAIN	SDMH	STORM DRAIN MANHOLE
			WATER METER

NORTH

0 25' 50' 100'

Scale 1" = 50'



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EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

PRELIMINARY UTILITY PLAN

20 APRIL 2022 C3.0

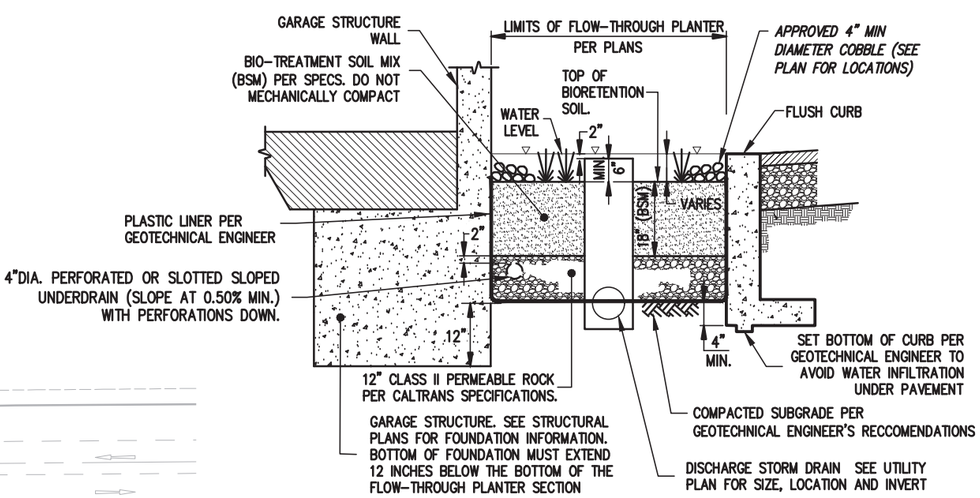
BIO-RETENTION SIZING CALCULATIONS

Area No.	Area (5F)	Area (AC)	Landscape (5F)	Landscape (AC)	Imperv. (5F)	Imper. (AC)	Treatment Area* (5F)	Treatment Provided (5F)	Sizing Ratio (%)	Type of Planter
1	14,315	0.329	1,748	0.040	12,567	0.288	510	608	4.000	Flow Thru Planter
2	14,789	0.340	618	0.014	14,171	0.325	569	618	4.000	Flow Thru Planter
3	8,052	0.185	337	0.008	7,715	0.177	310	337	4.000	Flow Thru Planter
4	6,203	0.142	0	0.000	6,203	0.142	248	256	4.000	Flow Thru Planter
5	9,974	0.229	0	0.000	9,974	0.229	399	448	4.000	Flow Thru Planter
6	10,823	0.248	4,991	0.115	5,832	0.134	253	734	4.000	Flow Thru Planter
7	11,681	0.268	915	0.021	10,766	0.247	434	548	4.000	Flow Thru Planter
8	2,041	0.047	99	0.002	1,942	0.045	78	99	4.000	Flow Thru Planter
9	2,167	0.050	111	0.003	2,056	0.047	83	111	4.000	Flow Thru Planter
10	2,047	0.047	1,029	0.024	1,018	0.023	45	60	4.000	Flow Thru Planter
11	7,706	0.177	2,035	0.047	5,671	0.130	235	274	4.000	Flow Thru Planter
12	27,249	0.626	0	0.000	27,249	0.626	1,090	1,194	4.000	Flow Thru Planter
13	1,787	0.041	197	0.005	1,590	0.037	64	75	4.000	Flow Thru Planter

*: Total Treatment Area is equal to Impervious Area + 0.10 * Landscape Area.

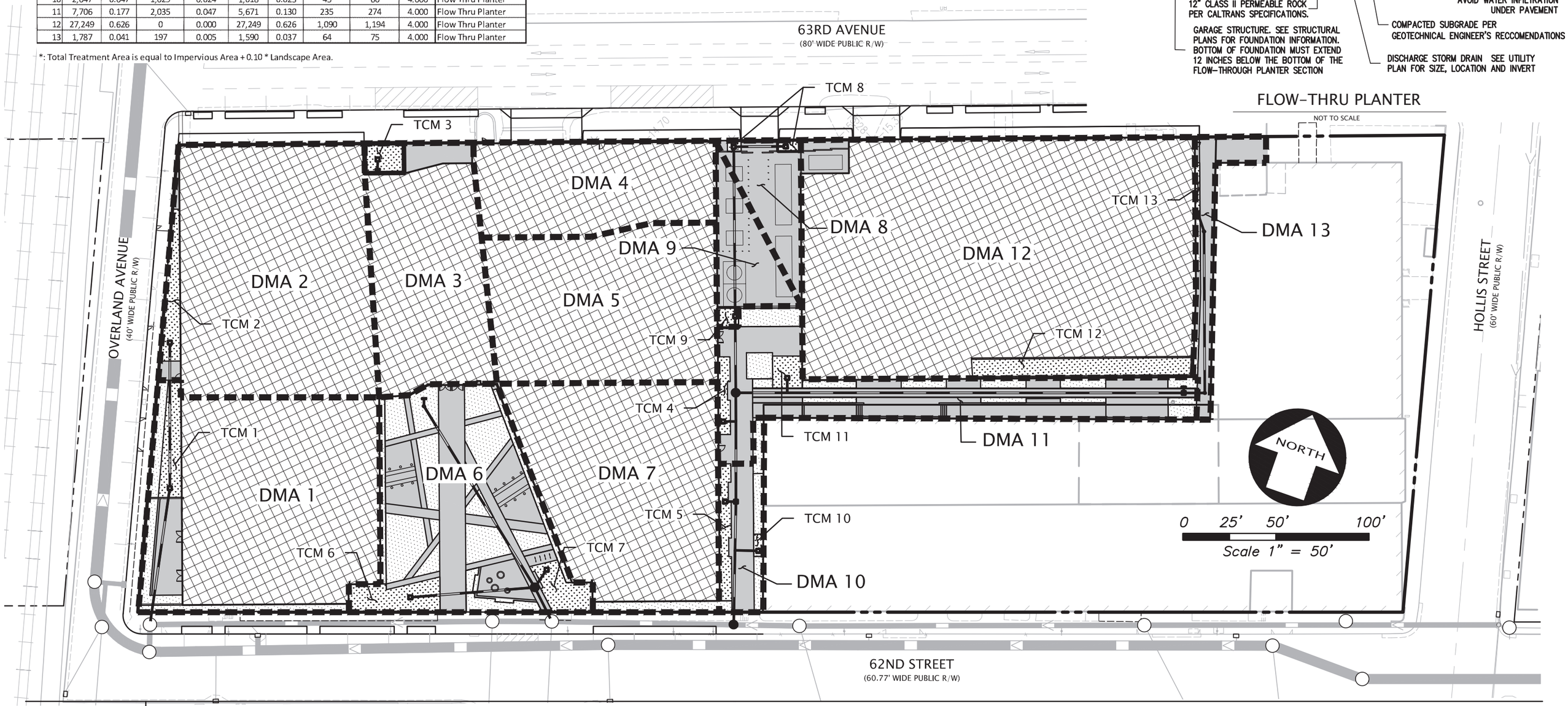
LEGEND

- TRIBUTARY AREA LIMITS
- LANDSCAPE AREA
- IMPERVIOUS ROOFTOP DRAINING TO BIO-SWALE
- IMPERVIOUS PAVEMENT DRAINING TO BIO-SWALE
- BIO-RETENTION TREATMENT AREA



FLOW-THRU PLANTER

NOT TO SCALE



WAREHAM DEVELOPMENT | KIER+WRIGHT

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

PRELIMINARY STORM WATER QUALITY PLAN

20 APRIL 2022 C4.0

APPENDIX



TABLE 1: BUILDING REQUIRED COMMON OPEN SPACE PER 9-4.303(3)ii.(2):

BUILDING GROSS FLOOR AREA (GSF)	300,000 SF	
BUILDING COMMON OPEN SPACE REQUIRMENT:		
A) 5% OF BUILDING GSF	300,000 X 0.05 = 15,000 SF	
B) 1% OF GSF SHALL BE POPOS	300,000 X 0.01= 3,000 SF	
BUILDING OPEN SPACE PROVIDED:	**15,021 SF**	
	NORTH LOBBY	456 SF
	BUILDING COURTYARD*	6,352 SF
	WEST OVERLAND	1,816 SF
	ART WALK	6,397 SF
	TOTAL:	15,021 SF

NOTES:
1) *3,000 SF FROM THE COURTYARD'S (6,352 SF) COMMON OPEN SPACE DESIGNATED AS POPOS SHOWN DASHED.
2) AREA DOES NOT INCLUDE C3 BIO-RETENTION TREATMENT AREA.

TABLE 2: COMMUNITY BENEFITS AND BONUS POINTS OPEN SPACE PER 9-4.204(e)

SITE AREA	113,325 SF	
REQUIEMENT FOR 20 BONUS POINTS:		
5% OF SITE AREA (ADDITIONAL OPEN SPACE)	113,325 X 0.05 = 5,666 SF	
ADDITIONAL OPEN SPACE PROVIDED*:	7,926 SF	
	62ND ST COURTYARD	3,081 SF
	MID-BLOCK PASSAGE	4,845 SF
	TOTAL:	7,926 SF

NOTES:
1) *ADDITIONAL OPEN SPACE PROVIDED DOES NOT INCLUDE C3 BIO-RETENTION TREATMENT AREA..

LEGEND

- BUILDING COMMON OPEN SPACE
- PUBLIC OPEN SPACE FOR BONUS POINTS
- C3 BIO-RETENTION TREATMENT AREA

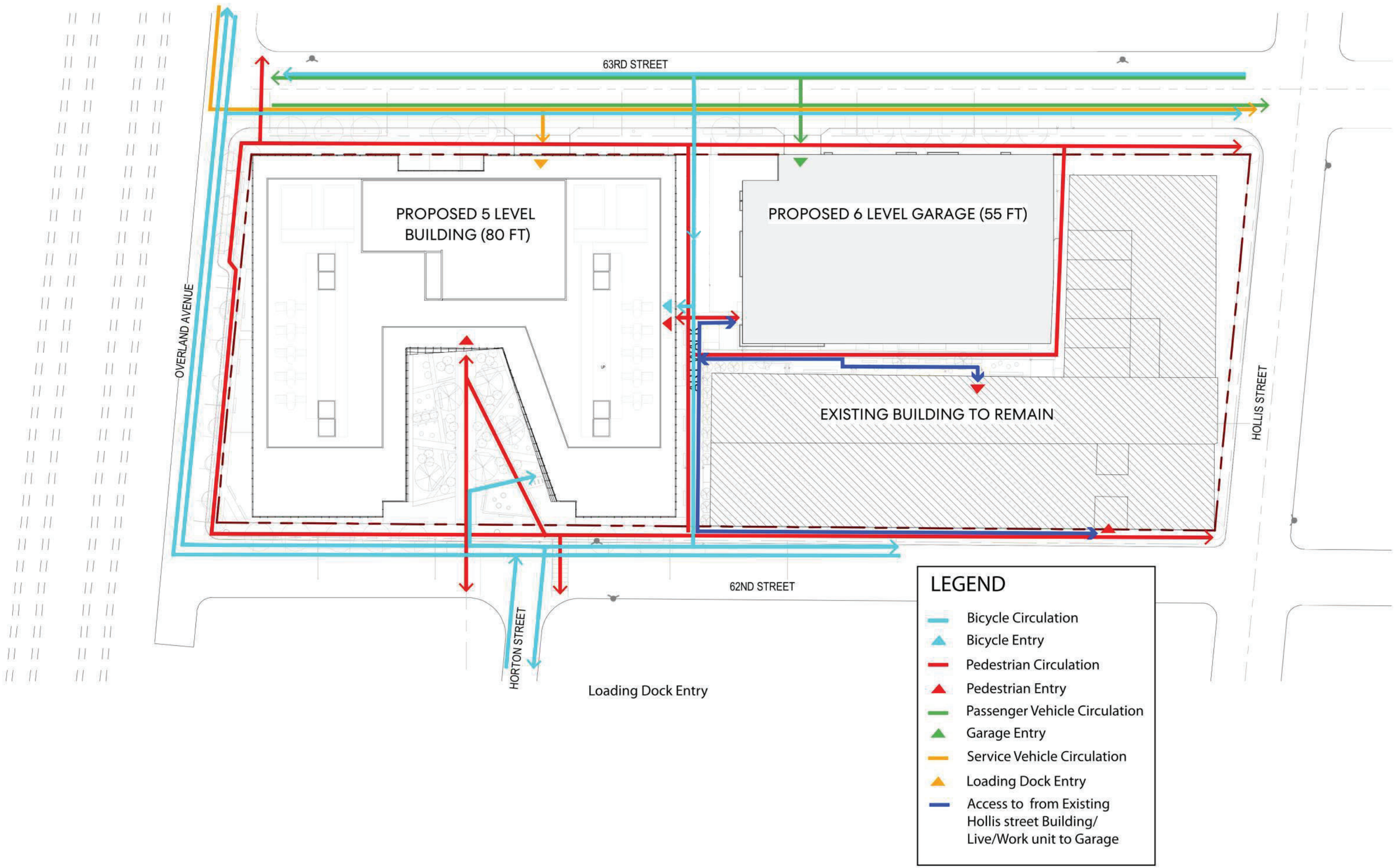
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EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

OPEN SPACE AREA PLAN

20 APRIL 2022 | APP-00.01



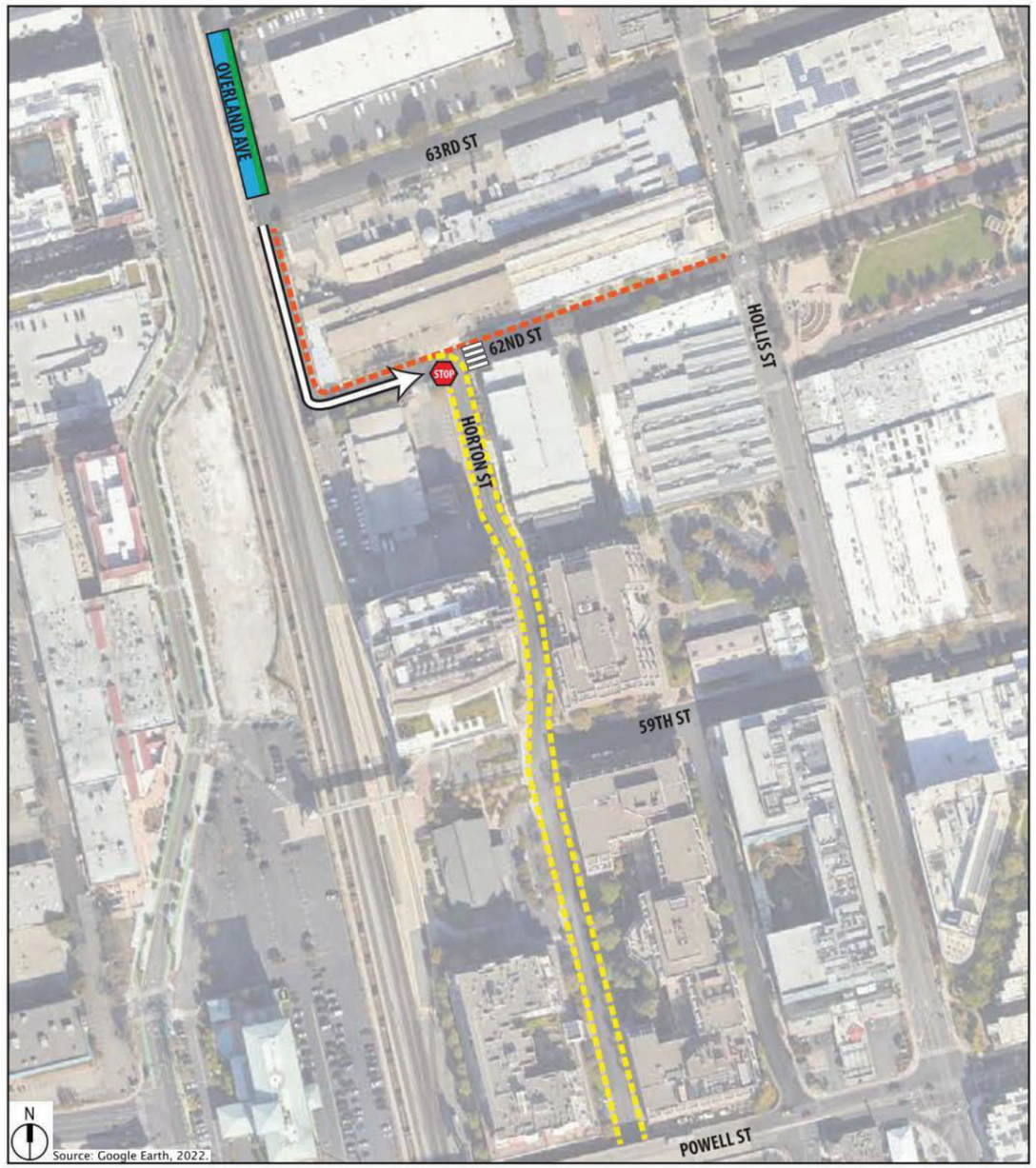
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EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

SITE CIRCULATION DIAGRAM

20 APRIL 2022 | APP-00.02A



One-Way Protected Bike Lane
Two-Way Protected Bike Lane
Conceptual Crosswalk Location
Three-Way Stop Sign
Linear Public Park (20' Wide Bike and Pedestrian Throughway)
Linear Public Park (Bike Parking and Benches/Seating)
Conversion to One-Way Vehicle Road

Notes:
1) Openings for Drainage
2) Relinquish Parking on East Side of Overland
3) Openings for Driveways
4) Loading Zones Required
5) Street Parking Maintained Along South Side of 62nd

PROPOSED PUBLIC IMPROVEMENTS FOR 1550 EMERYSTATION PROJECT
REVISED DISCUSSION DRAFT – 3/21/22

1. CONSTRUCTION OF PORTLAND CEMENT BARRIERS FOR BICYCLE LANES ALONG BOTH SIDES OF HORTON FROM POWELL TO THE INTERSECTION OF 62ND STREET.

2. CREATION OF A 3-WAY STOP AT THE INTERSECTION OF HORTON AND 62ND, ALONG WITH A CROSSWALK ACROSS 62ND.

3. CREATION OF A TWO-WAY, BARRIER PROTECTED BICYCLE LANE ON THE NORTH SIDE OF 62ND, FROM HOLLIS TO OVERLAND. THIS 2 WAY BICYCLE LANE WOULD EXTEND TO OVERLAND NORTHBOUND AND EXTEND UP TO 63RD.

4. OVERLAND BETWEEN 63RD AND 64TH WOULD BECOME A PUBLIC LINEAR PARK, WITH RETRACTABLE BOLLARDS AND A 20 FT WIDE ASPHALT SURFACE FOR EMERGENCY VEHICLES, BICYCLES AND PEDESTRIANS. PRELIMINARY DESIGN CONCEPTS HAVE BEEN DEVELOPED FOR THIS SPACE WITH LANDSCAPING, TREES AND SPECIAL PAVEMENT TREATMENT. IT MAY INCLUDE A PATH THAT IS NOT LINEAR (MEANDERING), WITH PERMANENT STREET ART OR OTHER DECORATIVE PAVEMENT FEATURES.

   THE KEY HERE IS TO CREATE A SPACE WHERE PEOPLE CAN STOP FOR A BREAK OR AS PART OF A JOURNEY. ACTIVATION FEATURES COULD INCLUDE GAME TABLES, BENCHES, SCULPTURES TO CLIMB ON, EXERCISE EQUIPMENT, ETC. A PUBLIC BIKE REPAIR STATION COULD ALSO BE INCLUDED. IN ADDITION, THERE IS VISION OF PLANTED TREES ALONG EACH EDGE THAT WOULD GROW INTO A "KISSING CANOPY" ACROSS OVERLAND TO SHADE USERS AND PROVIDE A LANDMARK.

5. WAREHAM HAS SUGGESTED THAT THEY WOULD SPONSOR A PUBLIC CHILD AND/OR ADULT "CHALK ART" CONTEST AT THE PARK ONCE OR TWICE A YEAR.

6. OVERLAND AT 63RD STREET WOULD BECOME ONE WAY SOUTHBOUND TO 62ND (LEFT TURN REQUIRED.) VEHICLES WOULD BE ABLE TO TURN LEFT ONTO 62ND, STOP AT THE INTERSECTION OF HORTON/62ND AND CONTINUE ON TO THE SIGNALIZED INTERSECTION AT HOLLIS.

7. NOTES:
- ON-STREET PARKING WILL REMAIN ON THE SOUTH SIDE OF 62ND STREET.
- POTENTIAL DESIGN ISSUE WITH THE CURRENT PLAN FOR SIDEWALK, PLANTING AND CURB IMPROVEMENTS AT THE SOUTHWEST CORNER OF THE NEW BUILDING AND ALONG OVERLAND; NEEDS TO BE RESOLVED.
- OPENINGS FOR DRAINAGE, DRIVEWAYS AND PROVISIONS FOR LOADING ZONES WOULD NEED TO BE WORKED OUT.
- ON-STREET PARKING ALONG THE EAST SIDE OF OVERLAND WOULD BE ELIMINATED.

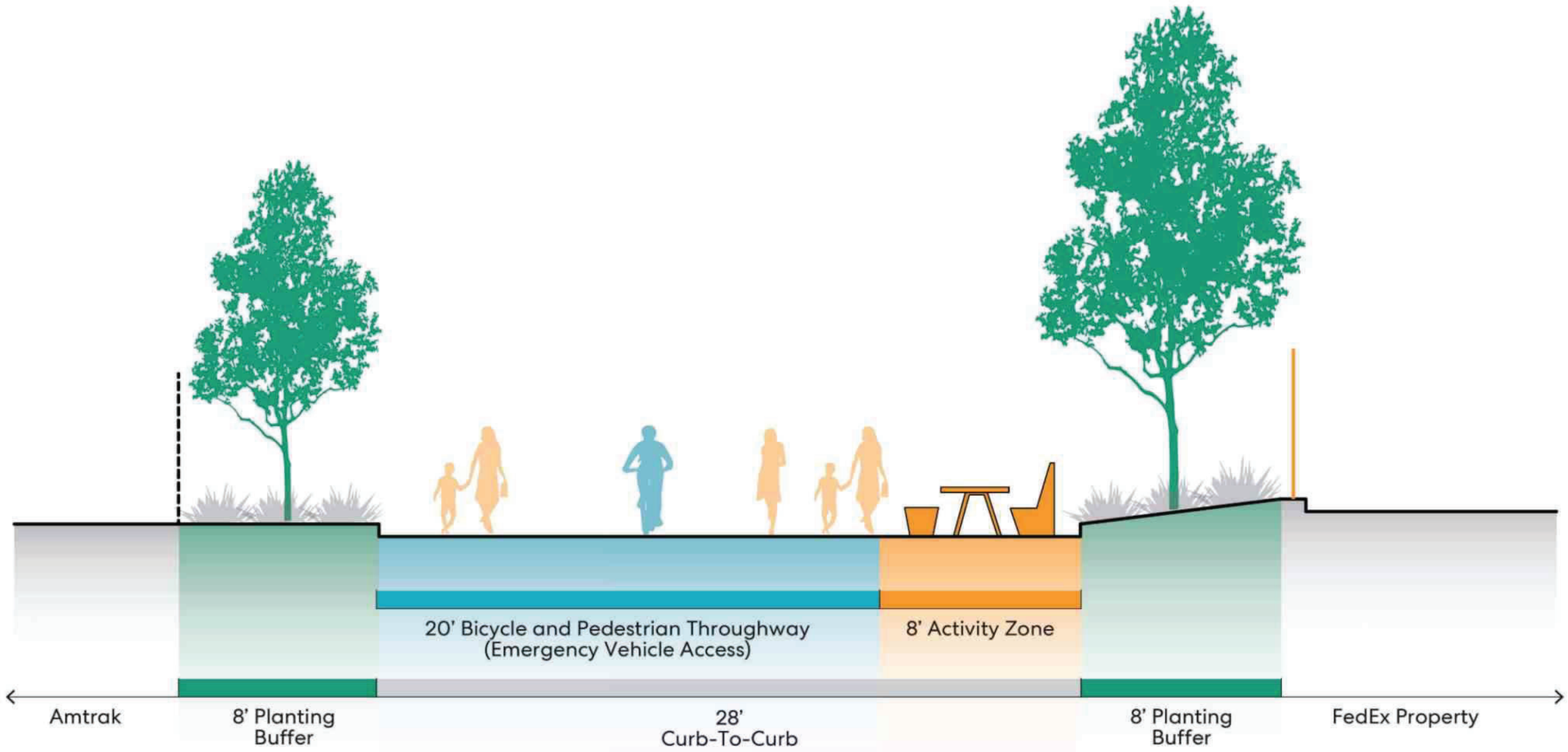
Existing Condition



Concept Design



Street Park Section



Street Mural Precedents

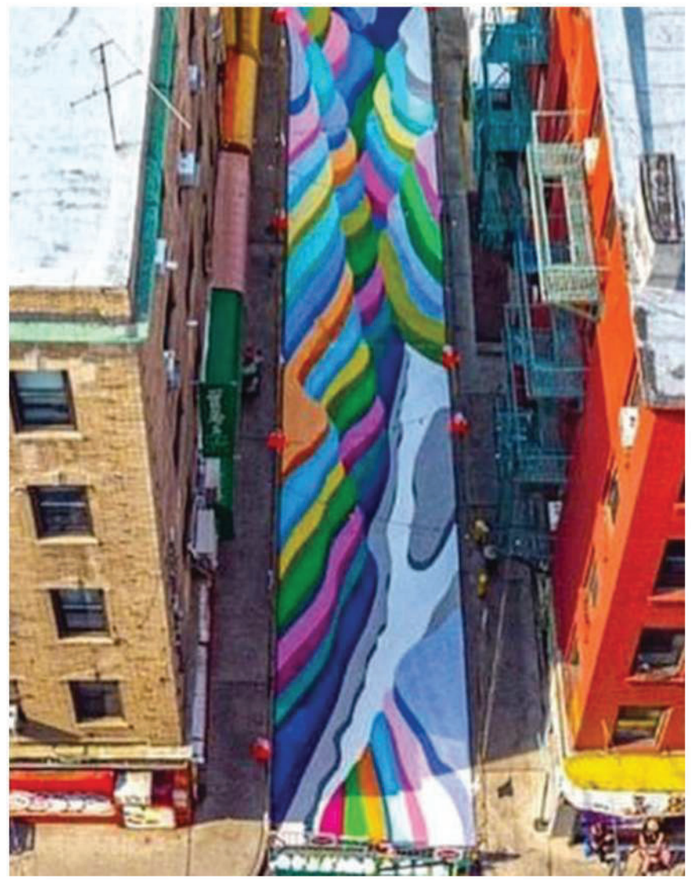










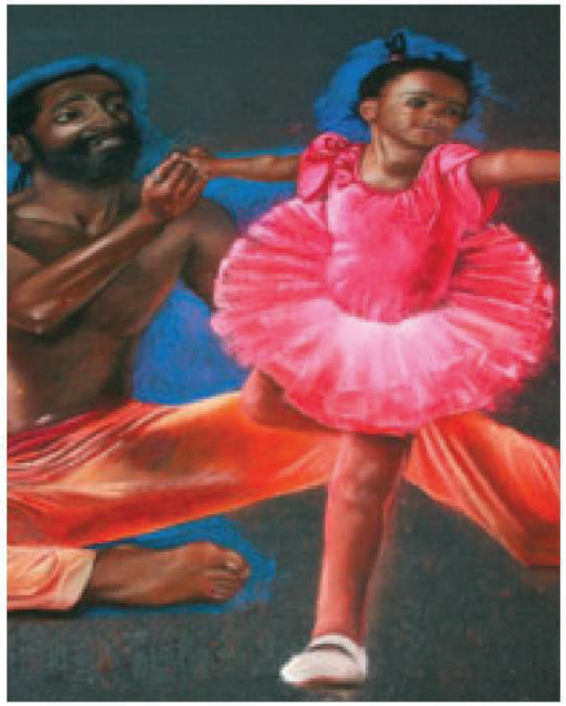


Community Programming Ideas


Chalk Art Festival









Community Programming Ideas

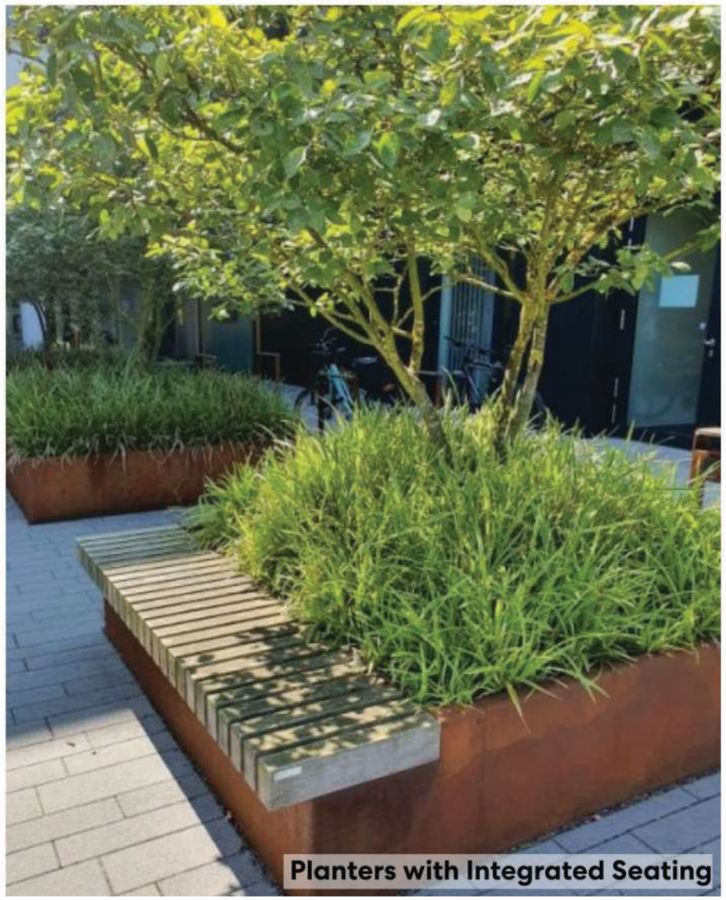


Parklet / Seating Areas


Planters with Integrated Seating


Planters with Integrated Seating



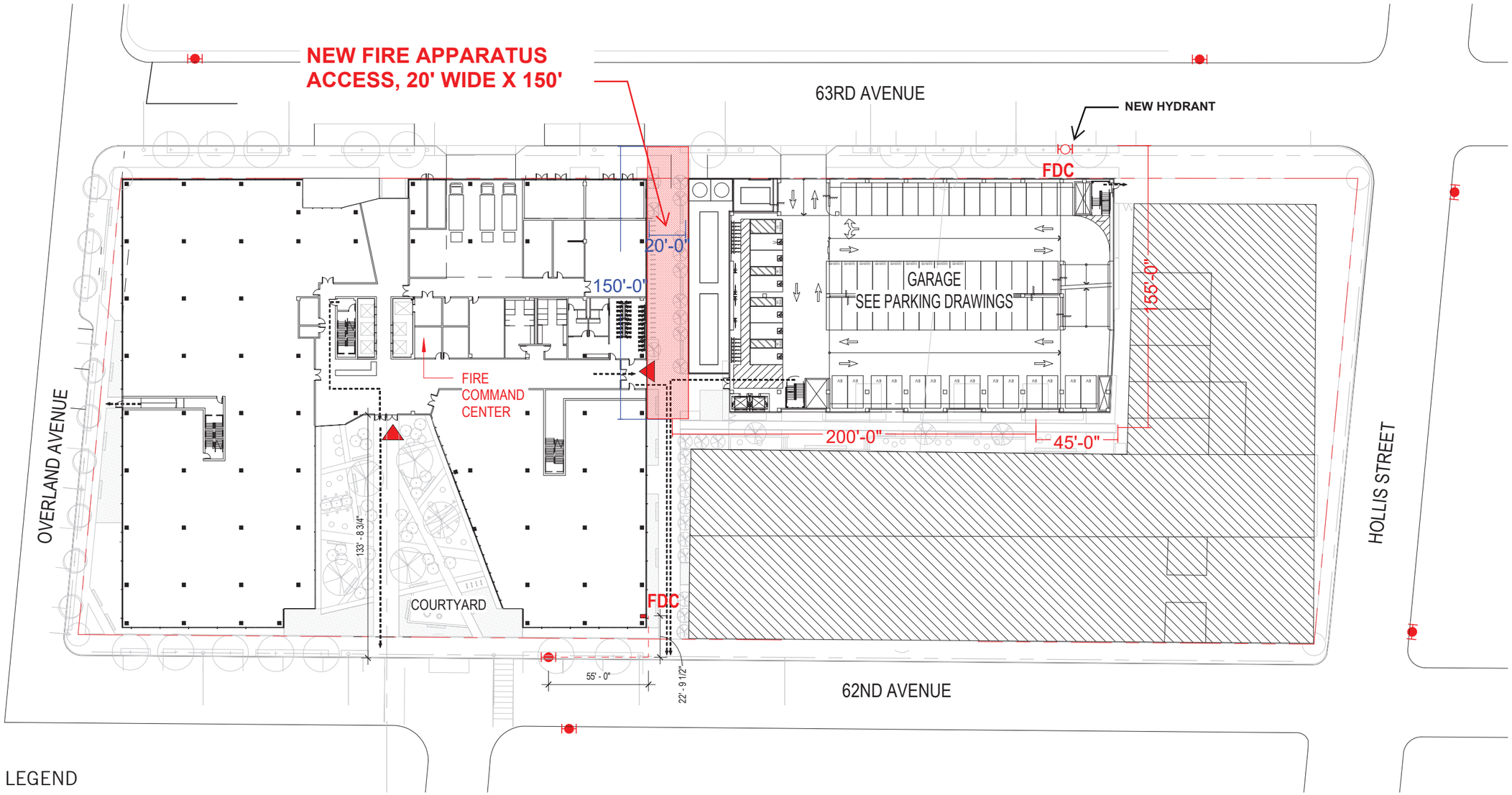

Planters with Integrated Seating



Parklet / Seating Areas


Parklet / Seating Areas

NOTES:
1) PROPOSED BUILDING IS NON-HIGHRISE, SEE BUILDING HEIGHT SHOWN ON SHEET A3.12.
2) PROPOSED BUILDING SHALL BE EQUIPPED WITH EMERGENCY RESPONSE SYSTEM.
3) PROPOSED BUILDING FIRE FLOW REQUIREMENT: 1,500 GALLONS PER MINUTE FOR MINIMUM DURATION OF 4 HOURS.
4) EACH FLOOR OF PROPOSED BUILDING WILL BE A SEPARATE CONTROL AREA. DESIGN AND NUMBER OF CONTROL AREAS SHALL BE DESIGNED ACCORDING TO CBC TABLE 414.2.2.



LEGEND

- BUILDING ENTRY WITH EMERGENCY ACCESS LOCK BOXES
- EXISTING FIRE HYDRANT
- NEW FIRE HYDRANT
- FDC — FIRE DEPARTMENT CONNECTION
- EGRESS PATH

0 15' 30' 60' 120'
Scale: 1" = 60'

WAREHAM DEVELOPMENT | Perkins&Will

EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

FIRE APPARATUS ACCESS

20 APRIL 2022 | APP-00.03

SBCA TREE CONSULTING

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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: August 31, 2021

To: WAREHAM DEVELOPMENT
1120 Nye Street Ste 400
San Rafael, CA 94901

C.c: Claudia Cappio, Consulting Principal
Urban Planning Partners

Project: 1550 EmeryStation

Subject: Tree Survey and Valuation

Assignment: Survey all trees included in the scope provided by UP Partners.

Emeryville Tree Ordinance

(k) "Street tree" shall mean any tree growing within the public right-of-way, including unimproved public streets and sidewalks, and any tree growing on land under the jurisdiction of the City of Emeryville.

e) Removal Application. An applicant requesting a tree removal permit to remove a street tree shall be required to submit a plan showing:

1. the location, species, trunk diameter at four and one The Emeryville Municipal Code is current through Ordinance 16-004, passed May 17, 2016. Emeryville Municipal Code CHAPTER 10. URBAN FORESTRY ORDINANCE Page 4 of 8 half feet (4-1/2') above natural grade, canopy size, and drip line (as defined in Section 7-10.03) of all street trees to be removed,
2. a red "X" over each street tree to be removed,
3. an appraisal of the replacement value fee (as defined in Section 7-10.03) of all street trees identified in the plan to be removed,
4. a tree report prepared by a certified arborist providing accurate information and opinion regarding the location, species, trunk diameter measured at four and one half feet (4-1/2') above natural grade, canopy size, and condition of all street trees identified in the plan to be removed, and
5. such other information or details as the Department may require. Applicants for a street tree removal permit sought as a component of a development project that requires Planning Commission review or approval in accordance with Article 82 of Chapter 4 of Title 9 shall also comply with the submittal requirements set forth in Section 9-4.82.3. Further, applicants for a street tree removal permit shall also comply with the submittal requirements for an encroachment permit as set forth in Section 7-2.04.

Survey Procedure

Trees Tagged – All trees were tagged with a metal number tag corresponding with the number used on the tree location map and data sheets. Tree tags begin with #21.

Data Recorded – Arborists recorded data on tree species, DBH[1], tree spread, health and structural conditions, and tree Root Protection Zone (RPZ)[2]. Notes were recorded with commentary on general tree condition.

Summary

- Total Trees – Arborist survey identifies 18 trees.
- Total Street Trees – Thirteen (13) are street trees. One street tree is dead.
- Valuation – The total appraised value of 18 trees is $146,700.

Table 1 – The table below provides a breakdown of numbers of each tree species surveyed.

	Species	Common Name	Total Amount	Street Tree	Overall Retention Suitability	Comments
1	*?*	-	1	1	P	Dead, Species not known
2	*Eucalyptus polyanthemos*	Silver Dollar Gum	4	-	F-P	Growing in planting strip back of sidewalk; All display leans toward the street; Some structural and health issues
3	*Ficus microcarpa*	Indian Laurel Fig	4	4	P	Hedged
4	*Magnolia grandiflora*	Southern Magnolia	3	3	F-G	Nice trees; Beginning to show signs of drought stress
5	*Persea americana*	Avocado	1	-	F	Poor structure; Growing in planting strip back of sidewalk
6	*Prunus cerasifera*	Purple Plum	2	2	P	Poor health and structure
7	*Schinus terebinthifolius*	Brazilian Pepper	3	3	F-G	Some vehicle damage, #23 has a significant lean
			18	**13**		

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

[2] **Tree Root Protection Zone (RPZ) -** The tree protection zone designates an area surrounding a tree or grouping of trees that is to be fenced off from all access until designated by a certified arborist. The RPZ is commonly defined as one (1) foot radial distance for every one (1) inch in tree diameter (DBH). Example: A single stem tree measuring 30 inches in diameter, (measured at 54 inches or 4.5 feet above grade) would have a critical root zone with a radius of 30 feet.

Tree Valuation, Source and Methodology

This tree valuation report was prepared according to the standards for tree valuation presented in the 10th Edition of GUIDE FOR PLANT APPRAISAL, published by the International Society of Arboriculture, 2019.

Information regarding tree species is from the publication: SPECIES CLASSIFICATION AND GROUP ASSIGNMENTS, published by the International Society of Arboriculture.

Tree valuation is determined by using the FUNCTIONAL REPLACEMENT METHOD, *Trunk Formula* Technique as the tree is larger than the standard 24" box size utilized in tree valuation.

Reproduction Method using Trunk Formula Technique for Determining Tree Value

The current price for a 24-inch box tree, installed in the landscape, is $516 (Council of Tree & Landscape Appraisers). Value is affected by tree species, tree condition and the location in which the tree is growing. The terms below are used is the valuation in the table below.

- **Species** – Species qualities are determined through the publication Species Classification And Group Assignment published by the WESTERN CHAPTER INTERNATIONAL SOCIETY OF ARBORICULTURE. Tree species classification is used to determine the relative size of a replacement tree of a commonly attainable size.
    - **Species Group** – The group rating reflects the rate of growth for the tree species. The group rating determines the *basic price per square inch* of the trunk area for the different species.

- **DBH** - Diameter at Breast Height, measured at 4.5 feet above the average soil grade. Tree valuation is based upon DBH measurements. For multi-stemmed trees, this is based on calculations from the sum of the cross-sectional areas of all stems measured at 4.5 above grade. That figure is then matched with a DBH of a single stemmed tree with the same cross-sectional area.
- **Trunk Area** – The surface area of the cross-sectional area of the tree trunk measured at 4.5 feet above the soil grade (DBH).
- **Tree Condition** – Assessed base upon tree Health, Structure & Form.

Rating	Rating	Amount	Rating	Rating	Amount
G	G	0.9	F	F/P	0.6
G	F/G	0.85	F	P	0.5
G	F	0.8	P	F/G	0.55
G	F/P	0.7	P	F/P	0.4
G	P	0.6	P	P	0.2
F	F/G	0.75	F/G	F/G	0.8
F	F	0.7	F/G	F/P	0.65
F	F/P	0.6	F/P	F/P	0.45

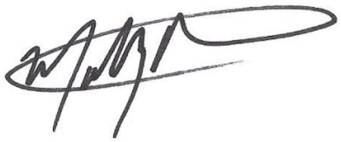
- **Functional Limitations** – Factors within the controllable area that adversely impact the tree.
- **External Limitations** – Adverse impacts beyond control of tree owner is the presence of the adjacent structure that limits the spread of the tree and will require pruning to accommodate
- **Replacement Tree Diameter** – The diameter of the largest commonly available tree of the same species.
- **Cross-sectional area of Replacement tree** - Based upon diameter of replacement tree for 24" box size.
- **Replacement Tree Cost** – Standard cost for purchase and planting of replacement tree. Normal is $512 for 24-inch size box tree.
- **Unit Tree Cost** – This is the cost of the tree divided by the cross-sectional area.
- **Basic Reproduction Cost** – The cross-sectional area of the tree being valued times the Unit Tree Cost.

- **Species Price per Square Inch**. – Determined from Species Group rating.
- **Depreciated reproduction cost** – Factor in Tree Condition, Functional Limitations & External Limitations.
- **Additional Costs** – Covers tree removal and cleanup prior to replanting.
- **Tree Value** – Total assessed values of the trees are to the nearest $100.

Total value for all 18 Significant Trees was determined to be $146,700.

End Report

Report submitted by:



Molly Batchelder, Consulting Arborist
WC ISA Certified Arborist #9613A
Tree Risk Assessment Qualified (TRAQ)

Appendices are as follows:

1. *Tree Survey Data*
2. *Tree Location Map*
3. *Tree Valuation*

Photos



Photo 1. *Photo above shows the three Brazilian Peppers: from right to left #s 21-23.*



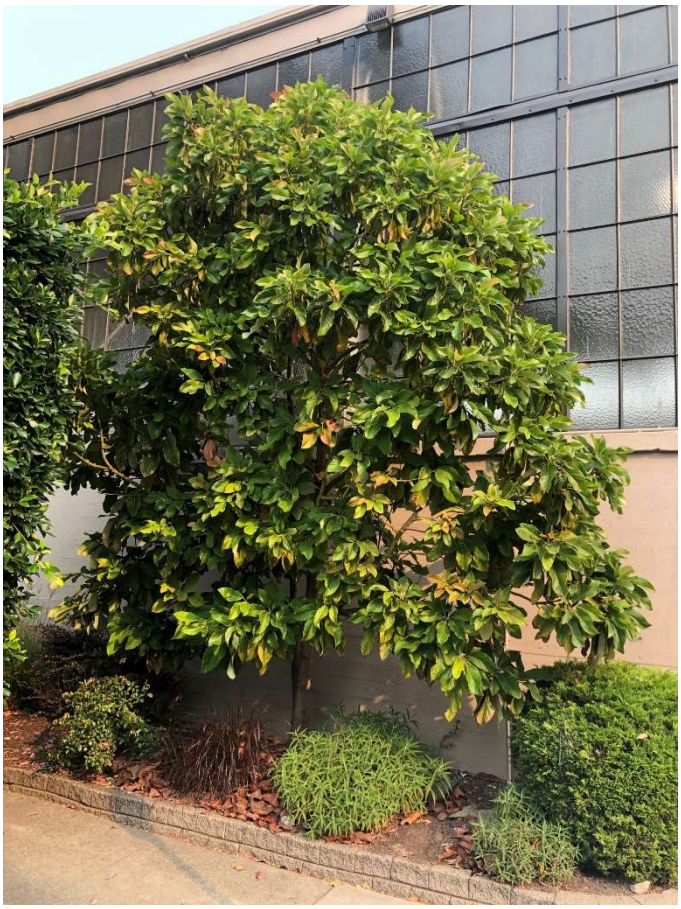


Photo 2. *Photo two shows the Eucalyptus and hedged Ficus. The Ficus are street trees; the Eucalyptus are located behind the sidewalk.*

Photo 3. *Photo right shows the Avocado behind the sidewalk.*

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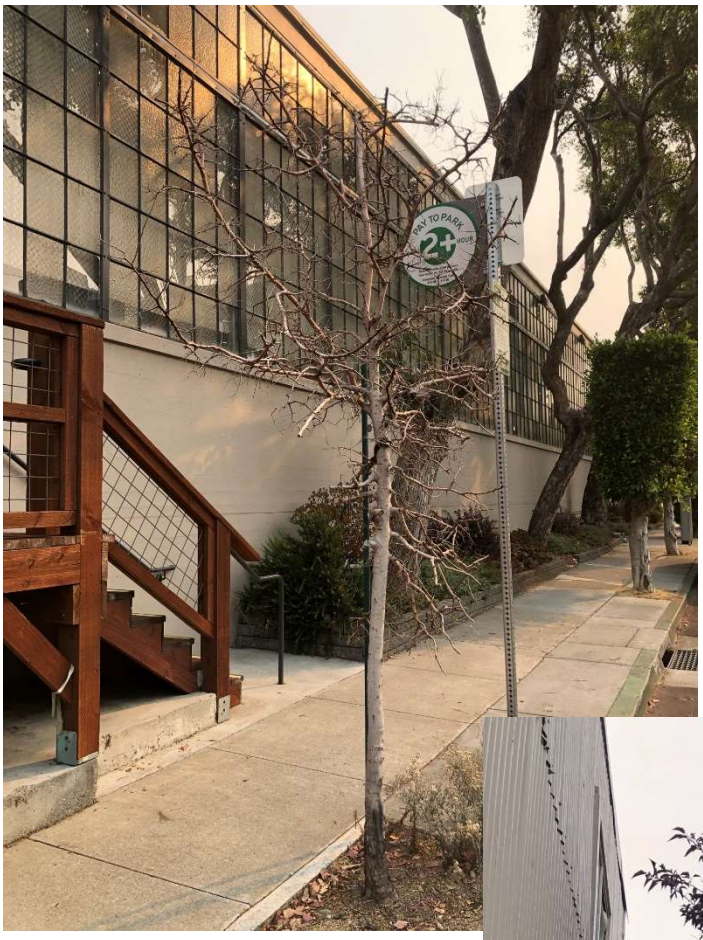
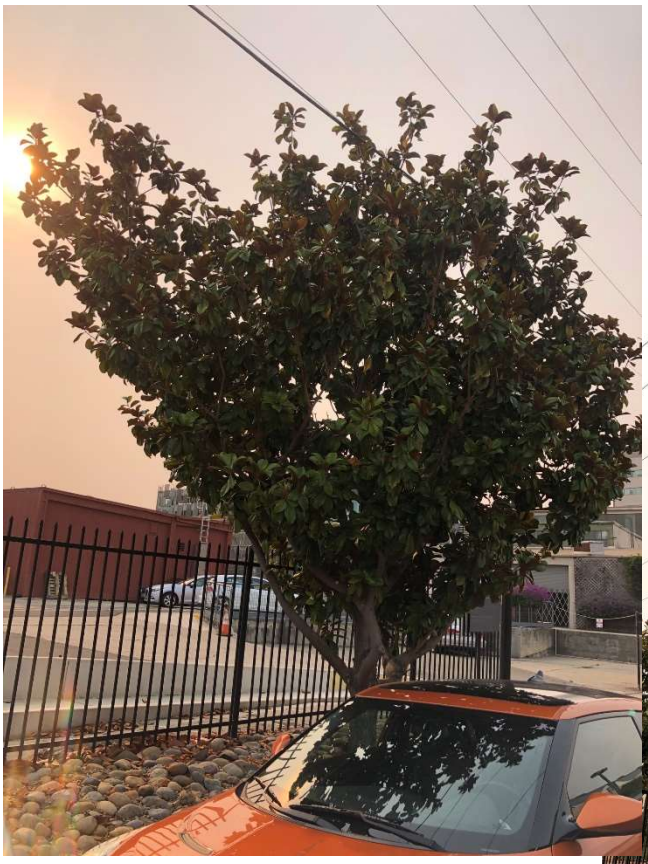


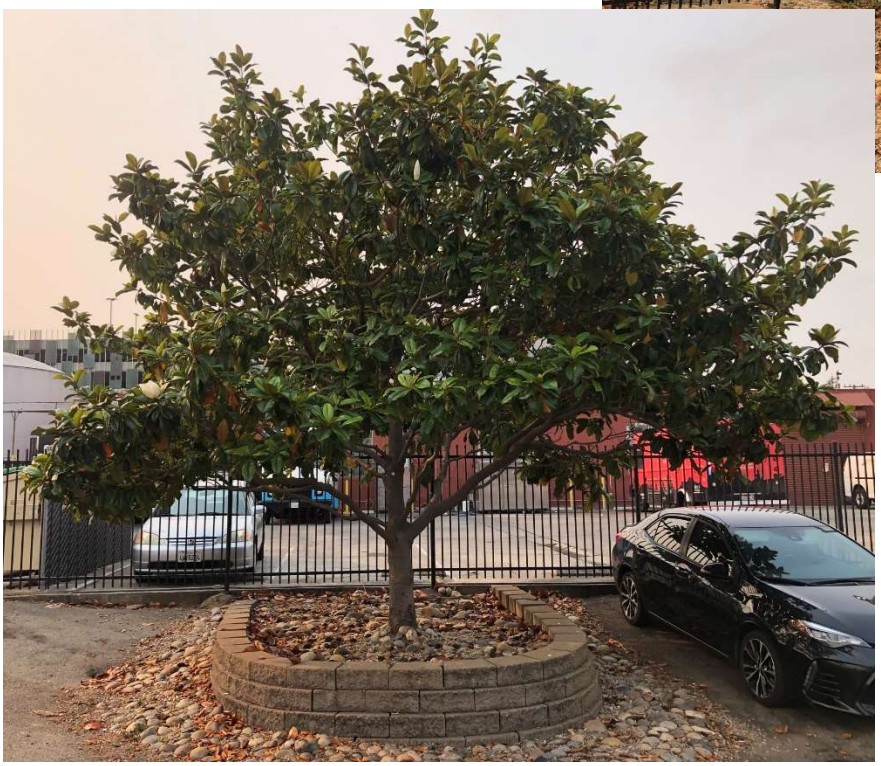
Photo 4. *Photo left shows the dead street tree #33. Species unknown.*



Photo 5. *Photo right shows Purple Plum #35 in the foreground and #34 behind. Both street trees are in terrible health and structural condition and are not suitable for retention.*







Photos 6, 7 and 8. *Clockwise from top left: Magnolias #s 36-38, all healthy specimens.*

End Photo Supplement

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COLUMN HEADING DESCRIPTIONS

Tag# - Indicates the number tag attached to tree
Species - Scientific name
Common Name - Vernacular name
DBH - Diameter measured in inches at 4.5 feet above soil grade, unless otherwise indicated
Spread - In feet
Health -Tree Health: E is Excellent, G is Good, F is Fair, P is Poor, D is Dead or Dying
Structure- Tree Structural Safety: E is Excellent, G is Good, F is Fair, P is Poor, H is Hazardous
Suitability for Retention - Based on Tree Condition: G is Good, F is Fair, P is Poor
RPZ- Root Protection Zone: The radial distance in feet from base of tree that is to be fenced off from all construction access until designated by a certified arborist.
Notes - See below

ABBREVIATIONS AND DEFINITIONS

Notes

Embedded Bark (EB) - AKA Included Bark, this is a structural defect where bark is included between the branch attachment so that the wood cannot join. Such defects have a higher propensity for failure.

Codominant (CD) - A situation where a tree has two or more stems which are of equal diameter and relative amounts of leaf area. Trees with codominant primary scaffolding stems are inherently weaker than stems, which are of unequal diameter and size.

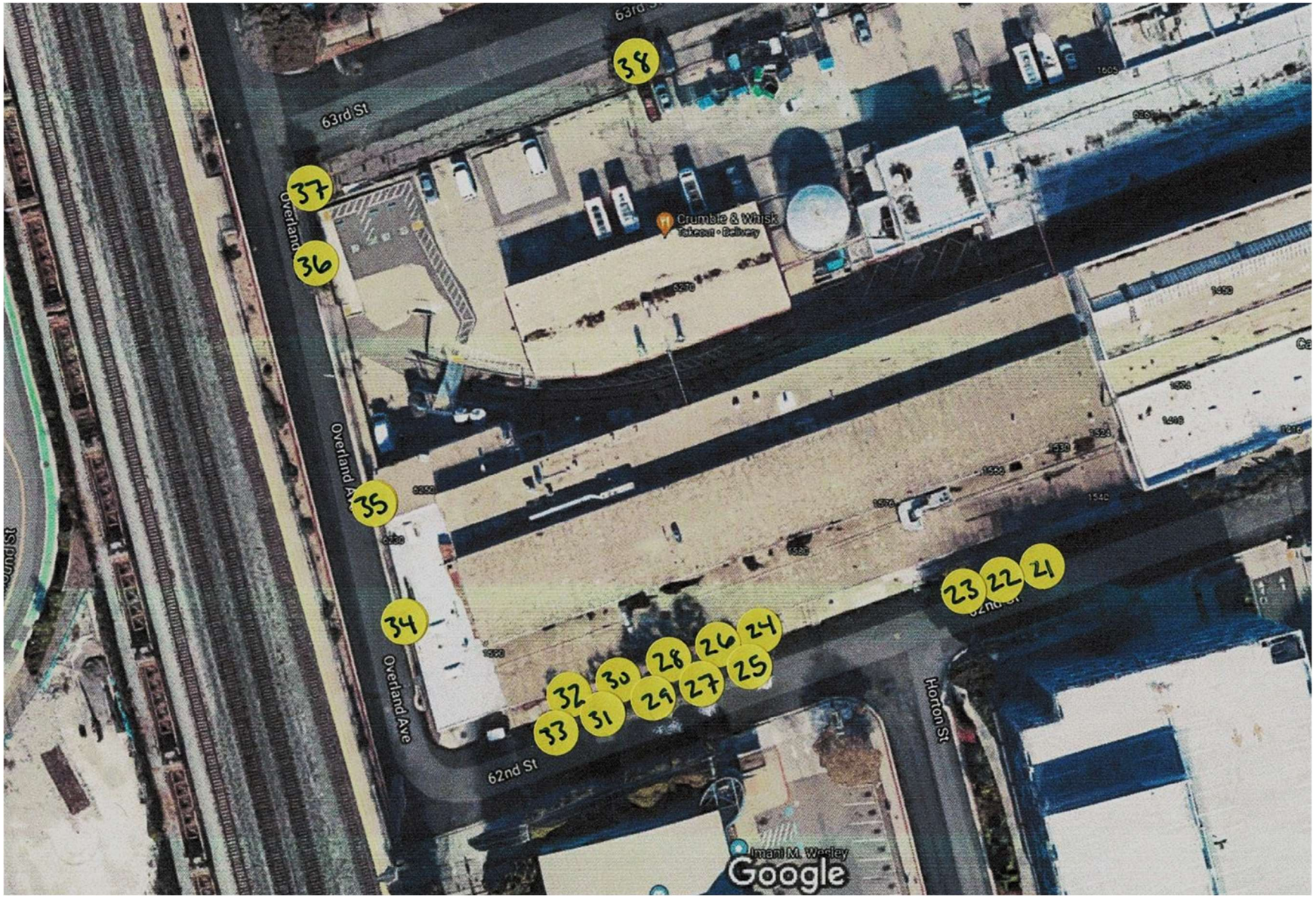
Tag #	Species	Common name	DBH	Spread	Health	Structure	Street Tree	Suitability	RPZ	Notes
21	*Schinus terebinthifolius*	Brazilian Pepper	16	25	G	F-G	1	G	16	Crossing branches
22	*Schinus terebinthifolius*	Brazilian Pepper	16	25	G	F	1	F	16	15 degree lean, major vehicle damage
23	*Schinus terebinthifolius*	Brazilian Pepper	18	25	F-P	F	1	F	18	40 degree lean, CD
24	*Persea americana*	Avocado	4, 3	15	G	P		F	5	EB
25	*Ficus microcarpa*	Indian Laurel Fig	9, 6, 4	10	G	F	1	F	12	Hedged, tags on sidewalk side
26	*Eucalyptus polyanthemos*	Silver Dollar Gum	18	35	F	F		F	18	CD, a little sparse, lean towards street
27	*Ficus microcarpa*	Indian Laurel Fig	3.5, 3, 2, 3, 4	10	G	F	1	F	7	Hedged, tags on sidewalk side

Tag #	Species	Common name	DBH	Spread	Health	Structure	Street Tree	Suitability	RPZ	Notes
28	*Eucalyptus polyanthemos*	Silver Dollar Gum	26	35	F	F		F	26	CD, a little sparse, lean towards street
29	*Ficus microcarpa*	Indian Laurel Fig	8.5	10	G	F	1	F	9	Hedged, tags on sidewalk side
30	*Eucalyptus polyanthemos*	Silver Dollar Gum	15	30	F-P	P		P	15	CD, two stems joined together, large pruning wounds, lean
31	*Ficus microcarpa*	Indian Laurel Fig	8.5	10	G	P	1	F	9	Hedged, Lower limb split
32	*Eucalyptus polyanthemos*	Silver Dollar Gum	19	20	F	P		P	19	Large limb removal, CD, lean
33	*?*	-	2	-	D	P	1	P	-	Dead
34	*Prunus cerasifera*	Purple Plum	6.5	5	P	P	1	P	7	Not thriving
35	*Prunus cerasifera*	Purple Plum	5, 5, 3.5	10	F-P	P	1	P	8	Not thriving
36	*Magnolia grandiflora*	Southern Magnolia	4, 4, 5.5, 5.5, 4, 4.5	25	G	P	1	F	12	Appears a little drought stressed, cdeb, multi
37	*Magnolia grandiflora*	Southern Magnolia	4, 5.5, 5.5, 4	25	G	F	1	F	10	Appears a little drought stressed, multi
38	*Magnolia grandiflora*	Southern Magnolia	6.5, 5	25	G	G	1	G	9	Nice tree

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	Species	Common Name	Total Amount	Street Tree	Overall Retention Suitability	Comments
1	*?*	-	1	1	P	Dead, Species not known
2	*Eucalyptus polyanthemos*	Silver Dollar Gum	4		F-P	Growing in planting strip back of sidewalk; All display leans toward the street; Some structural and health issues
3	*Ficus microcarpa*	Indian Laurel Fig	4	4	P	Hedged
4	*Magnolia grandiflora*	Southern Magnolia	3	3	F-G	Nice trees; Drought stressed
5	*Persea americana*	Avocado	1		F	Poor structure; Growing in planting strip back of sidewalk
6	*Prunus cerasifera*	Purple Plum	2	2	P	Poor health and structure
7	*Schinus terebinthifolius*	Brazilian Pepper	3	3	F-G	Some vehicle damage, #23 has a significant lean
			18	**13**		



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Prepared in accordance with the 10th Edition of GUIDE FOR PLANT APPRAISAL, published by the International Society of Arboriculture, 2019.

COLUMN HEADING DESCRIPTIONS

Tag# - Indicates the number tag attached to tree

Species - Scientific name

Common Name - Vernacular name

DBH - Diameter measured in inches at 4.5 feet above soil grade, unless otherwise indicated

Working DBH - Calculated based upon sum of cross-sectional areas of multiple stems.

Condition - Based upon tree health and structural condition.

Functional Limitations - Limitations such as structures, pavement, wires, etc. that are located within the property where the tree is growing.

External Limitations - Limitations that are located on adjacent property.

Replacement Diameter - Based upon Group Classification listed in *Species Classification And Group Assignment, International Society of Arboriculture 2004*

Replacement Tree Area - Cross-sectional area of 24" box size replacement tree.

Replacement Cost - Standard cost for purchase and planting of 24' size box tree.

Unit Cost - Unit cost per square inch of tree.

Basic Reproduction Cost - Basic value of tree based only on size and species group.

Depreciated Reproduction Cost - Tree Value depreciated by condition, Functional Limitations and External Limitations.

Tree Value to nearest $100 - Tree Value rounded to nearest $100

Tag #	Species	Common name	DBH	Working DBH	Trunk Area (TA)	Condition	Functional Limitations	External Limitations	Replacement Tree Diameter	Replacement Tree Area	Replacement Tree Cost	Unit Cost (I/H)	Basic Reproduction Cost	Depreciated Reproduction Cost	Value to Nearest $100
21	*Schinus terebinthifolius*	Brazilian Pepper	16	16	201.062	0.85	0.6	0.7	1.63	2.09	512	244.976	49255.5	17584.2	$ 49,300
22	*Schinus terebinthifolius*	Brazilian Pepper	16	16	201.062	0.7	0.6	0.7	1.63	2.09	512	244.976	49255.5	14481.1	$ 14,500
23	*Schinus terebinthifolius*	Brazilian Pepper	18	18	254.47	0.5	0.6	0.7	1.63	2.09	512	244.976	62339	13091.2	$ 13,100
24	*Persea americana*	Avocado	4, 3	5	19.635	0.55	0.5	0.6	2.2	3.8	512	134.73684	2645.56	436.517	$ 400
25	*Ficus microcarpa*	Indian Laurel Fig	9, 6, 4	12	113.098	0.45	0.5	0.8	2.2	3.8	512	134.737	15238.4	2742.91	$ 2,700

Tag #	Species	Common name	DBH	Working DBH	Trunk Area (TA)	Condition	Functional Limitations	External Limitations	Replacement Tree Diameter	Replacement Tree Area	Replacement Tree Cost	Unit Cost (I/H)	Basic Reproduction Cost	Depreciated Reproduction Cost	Value to Nearest $100
26	*Eucalyptus polyanthemos*	Silver Dollar Gum	18	18	254.47	0.65	0.5	0.6	1.69	2.24	512	228.571	58164.5	11342.1	$ 11,300
27	*Ficus microcarpa*	Indian Laurel Fig	3.5, 3, 2, 3, 4	7	38.4846	0.45	0.5	0.8	2.2	3.8	512	134.737	5185.29	933.353	$ 900
28	*Eucalyptus polyanthemos*	Silver Dollar Gum	26	26	530.93	0.65	0.5	0.6	1.69	2.24	512	228.571	121356	23664.3	$ 23,700
29	*Ficus microcarpa*	Indian Laurel Fig	8.5	9	63.6174	0.45	0.5	0.8	2.2	3.8	512	134.737	8571.61	1542.89	$ 1,500
30	*Eucalyptus polyanthemos*	Silver Dollar Gum	15	15	176.715	0.35	0.5	0.6	1.69	2.24	512	228.571	40392	4241.16	$ 4,200
31	*Ficus microcarpa*	Indian Laurel Fig	8.5	9	63.6174	0.45	0.5	0.8	2.2	3.8	512	134.737	8571.61	1542.89	$ 1,500
32	*Eucalyptus polyanthemos*	Silver Dollar Gum	19	19	283.529	0.45	0.5	0.6	1.69	2.24	512	228.571	64806.7	8748.91	$ 8,700
33	*?*	Dead	2	2	3.1416	0	1	1	2.46	4.75	512	107.789	338.631	0	$ -
34	*Prunus cerasifera*	Purple Plum	6.5	7	38.4846	0.55	0.5	0.6	1.69	2.24	512	228.571	8796.48	1451.42	$ 1,500
35	*Prunus cerasifera*	Purple Plum	5, 5, 3.5	8	50.2656	0.35	0.5	0.6	1.69	2.24	512	228.571	11489.3	1206.37	$ 1,200
36	*Magnolia grandiflora*	Southern Magnolia	4, 4, 5.5, 5.5, 4, 4.5	12	113.098	0.55	0.8	0.7	2.2	3.8	512	134.737	15238.4	4693.43	$ 4,700
37	*Magnolia grandiflora*	Southern Magnolia	4, 5.5, 5.5, 4	10	78.54	0.75	0.8	0.7	2.2	3.8	512	134.737	10582.2	4444.54	$ 4,400
38	*Magnolia grandiflora*	Southern Magnolia	6.5, 5	9	63.6174	0.85	0.7	0.6	2.2	3.8	512	134.737	8571.61	3060.06	$ 3,100
															$ 146,700

	Species	Common Name	Total Amount	Street Tree	Overall Retention Suitability	Comments
1	*?*	-	1	1	P	Dead, Species not known
2	*Eucalyptus polyanthemos*	Silver Dollar Gum	4		F-P	Growing in planting strip back of sidewalk; All display leans toward the street; Some structural and health issues
3	*Ficus microcarpa*	Indian Laurel Fig	4	4	P	Hedged
4	*Magnolia grandiflora*	Southern Magnolia	3	3	F-G	Nice trees; Drought stressed
5	*Persea americana*	Avocado	1		F	Poor structure; Growing in planting strip back of sidewalk
6	*Prunus cerasifera*	Purple Plum	2	2	P	Poor health and structure
7	*Schinus terebinthifolius*	Brazilian Pepper	3	3	F-G	Some vehicle damage, #23 has a significant lean
			18	**13**		

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Technical Memorandum

Date: October 26th, 2021

To: Geoff Sears, Wareham Development
Kirsten Walraven, Wareham Development

From: Magnus Barber, CHS Consulting
Ben Miller, CHS Consulting

Re: 1550 EmeryStation Biotech Campus Project – Parking Study Methodology Memorandum

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This technical memorandum presents the assumptions, methodology, and analysis used to determine the likely parking demand for the proposed 1550 EmeryStation Biotech Campus Project ("proposed project") at 1550 62nd Street in Emeryville, California. CHS is submitting this memorandum to assist the project sponsor in determining the appropriate parking supply for the project. In addition, this information may assist the project sponsor in presenting a rationale for incorporating more parking than the maximum permitted by the Emeryville Municipal Code.

EXECUTIVE SUMMARY

The proposed project consists of a 300,000 square foot lab and office building, a 495 space, 5 level parking structure and an existing 48,000 square foot commercial building and 41 live/work units. The project would be located on a 3.9-acre site bounded by Hollis, 62nd, and 63rd streets and Overland Avenue. CHS assessed the proposed parking supply for the project in relation to likely demand. The main purpose of this study, presented in the following memorandum, is to provide a factual basis to be used to demonstrate the need to exceed the maximum permitted parking pursuant to the Emeryville Municipal Code.

CHS reviewed City off-street parking requirements and compared the mandated supply to analysis of the project's likely parking demand using three methods:

- The industry standard parking demand data generated by the Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition)
- Parking data for similarly sited biotech campus developments
- Parking demand at the existing EmeryStation Campus, studied via parking occupancy and an employee survey conducted by CHS

All three methods result in parking demand numbers substantially greater than those presented in the City's staff report[1], in large part because the City's calculation omitted parking demand from the existing structure. Therefore, the project is likely to generate more parking demand than can be accommodated by both the proposed 495 space supply and the maximum allowed supply pursuant to the Emeryville Municipal Code, as set forth in **Figure 1**.

[1]Planning Commission Staff Report, EmeryStation Overland (UPDR21-001), April 22 2021

Figure 1: Comparison of Project Parking Demand Estimates

Land Use	Emeryville Municipal Code Requirement[1]		Existing EmeryStation Demand [2]		ITE Demand[7]
	City[3]	Sponsor[4]	Floor Area[5]	Employees[6]	
R&D	196	-	-	-	-
Office	123	99	59	57	122
Lab (50/50 Office & R&D)	-	231	562	541	365
Medical (Hospital/Clinic)	-	69	80	77	111
Retail	-	5	3	3	6
Restaurant	-	19	-	-	28
Residential	-	27	23	22	29
Warehouse	-	2	-	-	3
Max Permitted Supply	**319**	**452**	**729**	**700**	**730**
Proposed Supply	495				
Deficit / Surplus	**176**	**43**	**-234**	**-205**	**-235**

Notes:

1. Based on Emeryville Municipal Code parking demand rates and includes Transit Hub Overlay Reduction of 50%
2. Based on project sponsor provided data for existing EmeryStation Campus and employees
3. Based on City assumptions of 50/50 split of office and R&D floor area; includes 10 percent above demand permitted by Municipal Code.
4. Based on project sponsor assumption of land use mix similar to existing EmeryStation Campus occupied land uses; includes 10 percent above demand permitted by Municipal Code
5. Based on existing EmeryStation demand of 2.21 parking spaces per 1,000 square foot of occupied land uses; includes 10 percent above demand permitted by Municipal Code but does not include demand from existing uses.
6. Based on existing EmeryStation demand of 0.53 parking spaces per employee; includes 10 percent above demand permitted by Municipal Code but does not include demand from existing uses.
7. Based on ITE Trip Generation Manual, 5th Edition; Includes 10 percent above demand permitted by Municipal Code
8. ITE Parking Generation Manual, 5th Edition does not have a directly comparable land use to the project's Lab land use, and thus, the R&D land use (ITE Code 760) was used with adjustments made to account for the Dense Multi-Use Urban setting.

Two factors in this analysis stand out. Part of the City's parking calculations include a 50 percent reduction because the project is located within the Hollis Street Transit Overlay District, centered on the Emeryville Amtrak Station. However, Amtrak does not provide commuter rail service frequencies and lacks destination access compared to BART. Furthermore, Amtrak lacks the bus and direct BART connections required to reduce parking demand by 50 percent. Second, the project applicant already applies several Transportation Demand Management (TDM) strategies within their existing campus. These include participation in the Emery-Go-Round (EGR), an enhanced pedestrian network, and a voluntary Commute Trip Reduction (CTR) Program. However, despite the proximity to Amtrak and the TDM strategies currently employed at the existing campus, parking demand exceeds the city's cap. This suggests that the new campus would also not experience transit ridership sufficient to justify the theoretical 50% trip reduction. However, the applicant has stated that the new project will incorporate existing TDM strategies and is considering additional measures that have the potential to reduce parking demand to the match the proposed supply, as detailed in this report.

1.0 PROJECT UNDERSTANDING

The proposed project is located on a 3.9-acre site bounded by 63rd Street to the north, Hollis Street to the east, 62nd Street to the south, and Overland Avenue to the west. The proposed project is located across 62nd Street from the Emeryville Post Office and Heritage Square Development, across Overland Avenue from the Union Pacific mainline railroad tracks, across 63rd Street from the Alameda County Fire Services Building and FedEx facility, and across Hollis Street from a series of small one-story industrial buildings. The project site is also located approximately 0.2 miles north from the Emeryville Amtrak Station.

The project site is currently developed with 160,000 square feet of buildings, including the 83,000 square foot "Hollis Street Building" fronting Hollis Street and various other older ancillary single-story warehouse buildings on the western portion of the site that total approximately 77,000 square feet. The project sponsor plans to subdivide the parcel to create two parcels. The first parcel would retain the existing Hollis Street Building with modifications at the rear to accommodate the new building and parking structure. This building currently consists of approximately 48,000 square feet of ground-level floor space and 41 dwelling units on the second level. The second parcel, currently occupied by the various one-story warehousing buildings and surface parking, will be razed to accommodate the proposed project and associated parking structure.

The proposed project consists of a new five-story, 80 foot tall, 300,000 square foot Research and Development (R&D) building and a new 495-space, seven-story parking garage. The new R&D building would be located on the western portion of the project site oriented towards Horton Street. The new parking garage would be located on the northeast portion of the project site, tucked between the new R&D building and the Hollis Street Building. Automobile access to the new garage would be via 63rd Street. The new garage would accommodate parking demand for both the new 300,000 square foot R&D building and the existing Hollis Street Building, including the 48,000 square foot of leasable ground level floor area and 41 dwelling units. The new R&D building would also include three onsite freight loading spaces and class 2 (long-term) bicycle storage area with capacity to store up to 58 bicycles for employees on the ground-level. Additionally, 58 class 1 (short-term) bicycle parking spaces would be provided. The proposed project is anticipated to accommodate between 900 and 1,200 new employees in addition to the 4,800 employees at the existing EmeryStation Campus.

2.0 EXISTING TRANSPORTATION USAGE

Employee travel patterns at the existing EmeryStation Campus were assessed to determine current employee travel habits, as employee travel patterns to the proposed project are likely to be similar to existing EmeryStation Campus employees, given the same location, activities, and similar pool of biotech research employees.

2.1 Existing Employee Parking Demand

The project sponsor provided CHS with parking supply and occupancy data for the existing EmeryStation Campus to determine existing employee parking demand. As shown in **Figure 2**, the existing EmeryStation Campus totals approximately 1,154,523 gross square feet (gsf), including 829,455 gsf of lab floor area, 152,771 gsf of office floor area, 161,451 gsf of medical floor area, and 10,846 gsf of retail floor area.

Figure 2: Existing EmeryStation Land Uses

Land Use	Size (gsf)	%
Lab	829,455	72%
Office	152,771	13%
Medical (Hospital/Clinic/Lab)	161,451	14%
Retail	10,846	1%
Total	**1,154,523**	**100%**

Source: Wareham Development, 2021
Notes: gsf = gross square feet

The existing EmeryStation Campus has 2,354 parking spaces that are shared between all land uses. However, the EmeryStation Campus currently parks 2,549 vehicles, 195 more vehicles than parking spaces, by employing valet parking to maximize available parking floor area. **Figure 3** shows the resulting parking demand for the EmeryStation Campus is approximately 2.21 spaces per 1,000 gsf of occupied floor area.[2] However, CHS does not have available data to determine the exact demand generated by each individual land use. Additionally, the EmeryStation Campus currently accommodates approximately 4,800 employees (approximately four employees per 1,000 square feet of occupied floor area)[3], which equates to approximately 0.53 parking spaces per employee.[4]

Figure 3: Existing EmeryStation Blended Average Parking Ratio

Land Use	Spaces/1,000 gsf	Spaces/employee
Mixed: lab/office/medical/retail	2.21	0.53

2.2 Employee Commute Survey Analysis

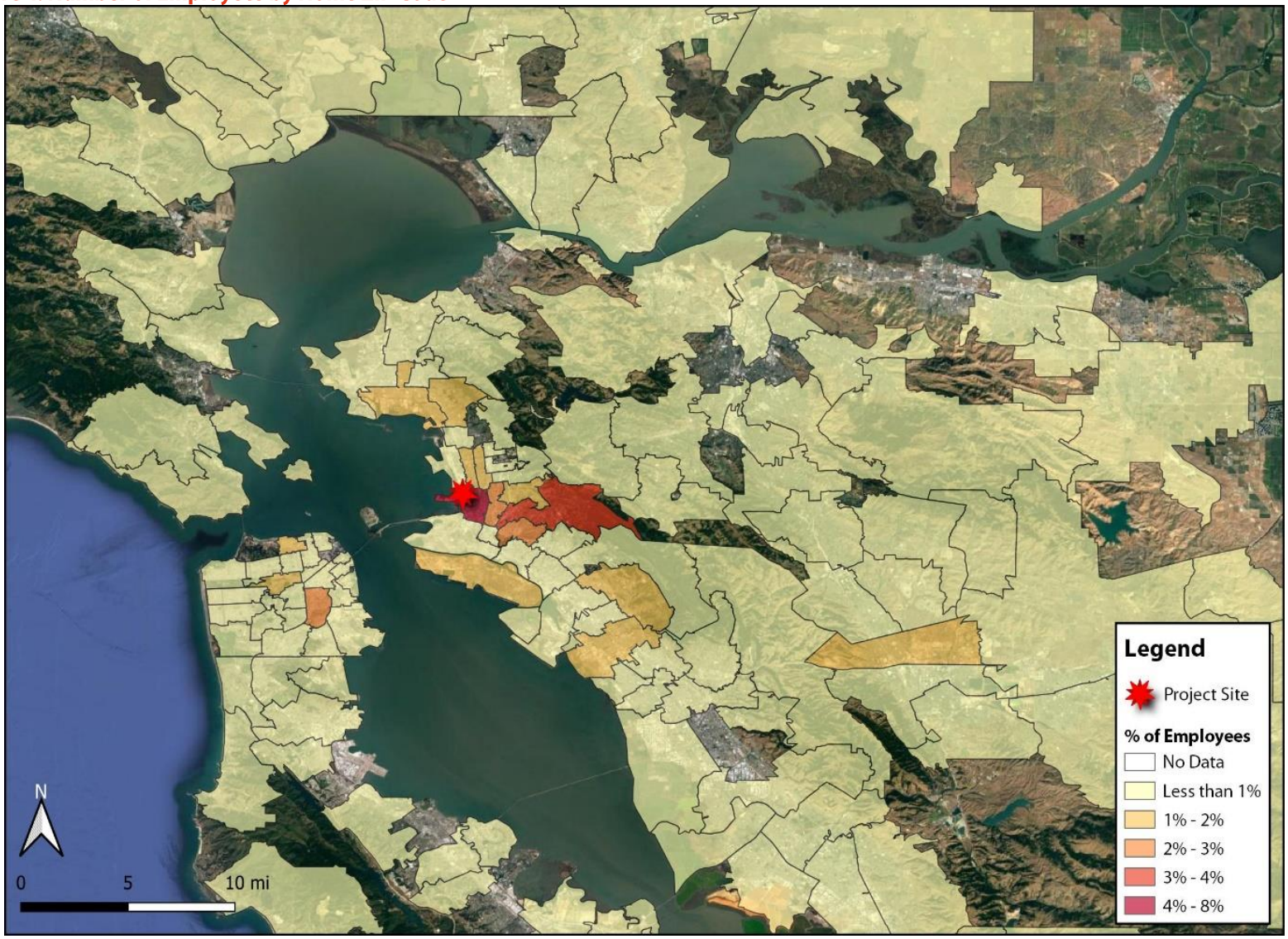
CHS conducted an employee commute survey to better understand actual parking demand based on existing employee commute mode choices, and to identify the most effective potential TDM measures for shifting commuters away from drive-alone trips in order to reduce parking demand. The survey questions and the complete response data set are provided in **Appendix A**.

The employee commute survey elicited responses from 525 employees, which is a representative portion of the 4,800-employee workforce (approximately 11 percent) that currently work at the EmeryStation Campus near the project site. Given the survey is drawing responses from existing employees in similar roles who work in a similarly sited building in Emeryville with similar pedestrian, bike, and transit access, the survey represents a more accurate assessment of employee commute choice than nationally sourced data sets that represent a more generalized approximation.

Employees were asked to provide their home ZIP code to better understand employee distribution in relation to regional transportation resources (i.e., BART/Amtrak stations) and identify clusters that could potentially participate in carpool/vanpool programs. As shown in **Figure 4**, the highest concentrations of employees are primarily located in ZIP codes near the project site that are typically well served by local and regional transit services. The top ten most populous employee home ZIP codes accounted for approximately 29 percent of respondents with the top ZIP code accounting for over eight percent of all respondents. However, many employees are dispersed across the region at relatively low density, resulting in an average daily VMT of 18.4 miles per employee.[5]

[2] 2,549 occupied spaces / (1,154,523 gsf occupied floor area / 1000) = 2.21 spaces per 1,000 gsf of occupied floor area
[3] 4,800 employees / (1,154,523 gsf /1,000) = 4.15 employees per 1,000 square feet
[4] 2,549 occupied spaces / 4,800 employees = 0.53 spaces per employee
[5] Average daily VMT per employee was calculated using the centroid of each identified home ZIP code from the employee commute survey as measured by driving distance to the proposed project site, using the fastest route available (shortest travel time).

Figure 4: Number of Employees by Home ZIP Code



Source: CHS Consulting Group, 2021

Figure 5 shows approximately 67 percent of employees currently drive alone, 16 percent take public transit, nine percent bike, six percent walk, and three percent carpool or vanpool. Additionally, two telecommute, and two respondents did not answer. Of those who carpool, the average vehicle occupancy rate is 3.4 persons per vehicle. Note that the drive alone mode split for survey respondents (67%) was higher than that suggested by the parking occupancy (53%), though the latter could be explained by incomplete data – employees could be parking in the public garage (for which no data was available) or on street, or it could be due to the preferences of employees who responded to the survey.

Figure 5: EmeryStation Employee Mode Split

Mode	Employees	%
Drive Alone	349	66.7%
Transit	83	15.9%
Bike	44	8.4%
Walk	30	5.7%
Uber/Lyft/Taxi	0	0.0%
Telecommute	2	0.4%
Carpool	15	2.9%
Responses	**523**	**100.0%**

Source: CHS Consulting Group, 2021

Figure 6 shows that before the Covid-19 pandemic shelter-in-place orders went into effect, nearly 80 percent of employees commuted into the office five days per week or more. However, employees anticipate coming into the office significantly less post-pandemic with only 35 percent saying they would commute into the office five days per week or more. This suggests that on most days parking demand could be significantly lower than anticipated, though the finding should be treated with care because there could be occasions on which most employees are onsite at the same time.

Figure 6: Number of Days EmeryStation Employees Commute to Work

Days Per Week	Pre-Pandemic		Post Pandemic	
	Employees	%	Employees	%
One	13	3%	47	9%
Two	10	2%	93	18%
Three	15	3%	122	23%
Four	68	13%	75	14%
Five	400	78%	179	34%
Six	6	1%	5	1%
Seven	1	0%	1	0%
Responses	**513**	**100%**	**522**	**100%**

Figure 7 shows the majority (approximately 69 percent) of employees arrive to work between 8:00 and 9:00 a.m., and **Figure 8** shows the majority (approximately 66 percent) depart work between 5:00 and 6:00 p.m.

Figure 7: Typical Employee Arrival Times to Work

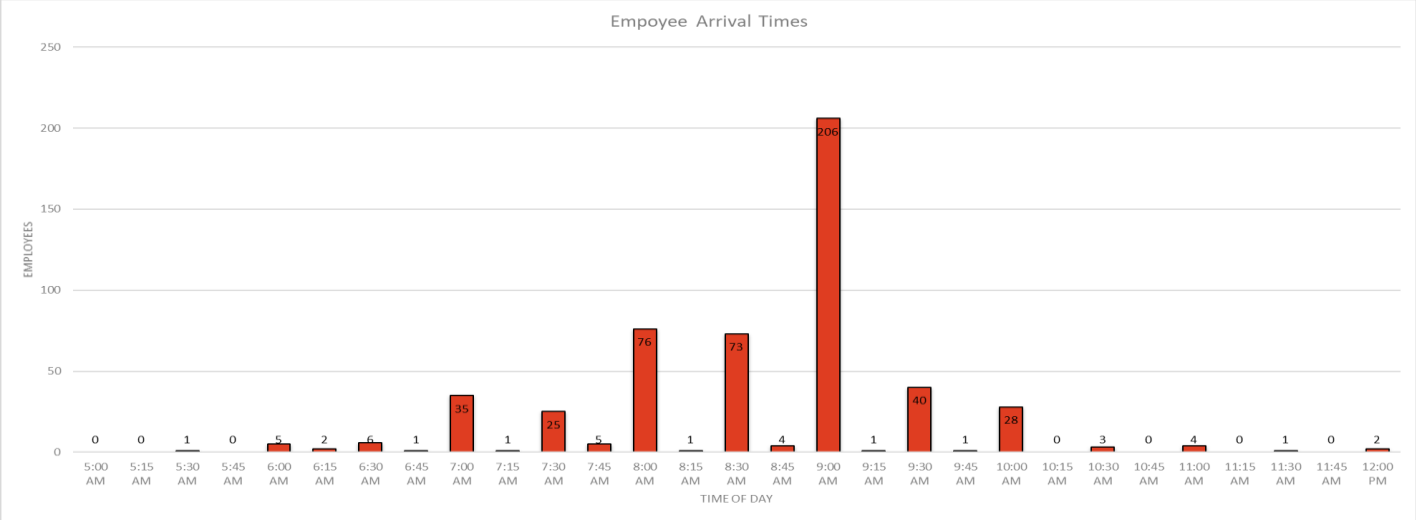


Figure 8: Typical Employee Departure Times from Work

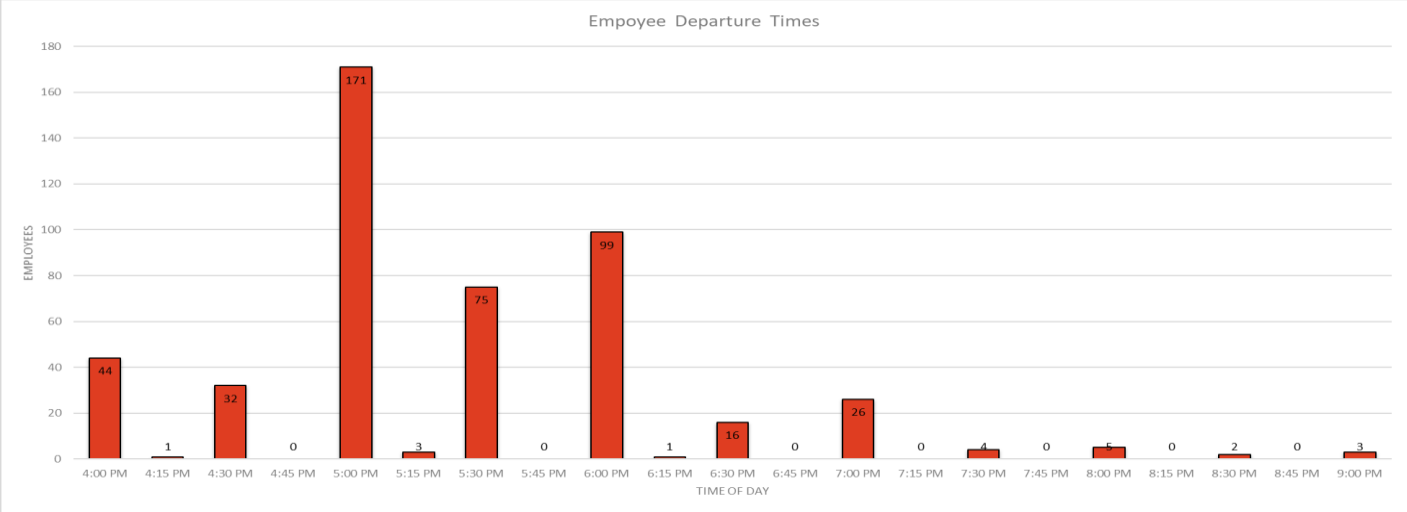


Figure 9 shows employees who already use alternative commute modes chose to do so for a number of reasons. The most popular reasons include reduced stress (38 percent), convenience (34 percent), cost savings (33 percent), and improve air quality/environmental reasons (30 percent).

Figure 9: EmeryStation Employee Motivations for Using Alternative Modes

Motivation	Employees	%
Cost Savings	153	33%
Reduced Stress	179	38%
Time Savings	96	21%
Convenience	158	34%
Improve Air Quality/Environmental Reasons	140	30%
Save Wear and Tear on Personal vehicle	66	14%
Subsidy from Employer	59	13%
Other Cash Incentives or Tax Savings	26	6%
Other	33	7%
Respondents	**466**	**-**

Figure 10 shows employees that currently drive-alone do so for a variety of reasons, including their car provides the most flexibility (49 percent), no reasonable transit options available (42 percent), their car allows them to get home in an emergency (25 percent), they do not like to depend on others (20 percent), they do not have anyone to carpool with (20 percent), and parking is free or inexpensive (19 percent).

Figure 10: EmeryStation Employee Motivations for Driving Alone

Motivation	Employees	%
Need Car at Work for Job	12	2%
I Drop-off Children/Family on Commute	71	14%
No Reasonable Transit Option	209	42%
Poor Bicycle / Pedestrian Access	28	6%
Need Car at Work for Personal Use	37	8%
Do not Have Anyone to Carpool with	98	20%
Parking is Free or Inexpensive	95	19%
Cannot Get Home in Emergency	125	25%
Need Car to Run Errands	74	15%
Do not Like to Depend on Others	99	20%
Need to Transport my Children	29	6%
My Car Provides Me the Most Flexibility	241	49%
Prefer to Drive Own Car	74	15%
Other	43	9%
Respondents	**492**	**-**

Figure 11 shows most employees are open to a variety of alternative commute modes, including taking the train (46 percent), riding the bus (33 percent), bicycling (28 percent), carpooling (23 percent), vanpooling (13 percent), and walking (13 percent). Only 21 percent of respondents indicated they were unwilling to consider an alternative mode for their work commute.

Figure 11: Most Appealing Alternative Commute Modes

Mode	Employees	%
Bus	172	33%
Train	235	46%
Bicycle	142	28%
Carpool	120	23%
Vanpool	68	13%
Walking	65	13%
None	108	21%
Other	21	4%
Respondents	**515**	-

Figure 12 shows when asked what measures would encourage them to use an alternative commute mode to driving-alone, respondents preferred a company subsidy for transit (32 percent), more flexible work hours (24 percent), guaranteed ride home program (23 percent), financial incentives (i.e., "parking cash-out") for biking or walking (22 percent), company subsidy for vanpools (17 percent), and help coordinating a carpool/vanpool (17 percent). Only 18 percent of respondents indicated they were not open to any of the provided measures to encourage alternative commute mode choices.

Figure 12: Most Appealing TDM Measures

Measure	Employ-ees	%
Subsidy for Transit	153	32%
Subsidy for Vanpool	83	17%
Financial Incentives for Bike/Walk ("Parking Cash-Out")	107	22%
End-of-Trip Facilities for Bike/Walk (Bike Parking, Showers, Lockers)	99	20%
Lower Parking Rates for Carpools	20	4%
Reserved Parking for Carpools	30	6%
Help Finding Transit or Bike Route	44	9%
Help Coordinating a Carpool/Vanpool Partner(s)	81	17%
More Flexible Work Hours	115	24%
Guaranteed Ride Home	112	23%
Prizes, Drawings, or Contests	34	7%
Occasional Free Parking Days	14	3%
None of the Above	87	18%
Other	53	11%
Respondents	**483**	-

3.0 PROJECT PARKING DEMAND ANALYSIS

To assess demand for the proposed project, CHS compared the parking requirement from Emeryville's municipal code to the parking demand estimates calculated from the existing employee commute survey from Section 2.0, and the ITE Parking Generation Manual.

3.1 Emeryville Municipal Code Parking Requirements

Based on the Emeryville Planning Commission Staff Report (April 2021)[6], the City of Emeryville uses a half-and-half criterion of laboratory and office space for R& D facilities, which is consistent with other such projects recently approved by the City. Therefore, the proposed project parking requirement is based on 150,000 square feet of office space and 150,000 square feet of R&D space. The City has not established a minimum parking requirement for these land uses but has established a parking maximum of 10 percent more than the estimated demand, based on pre-established City parking rates for each use. Note that the City did not include the existing uses in their parking analysis, despite the parking structure being planned to accommodate 45 parking spaces for the existing building as well as the new building, for a total of 495 spaces.

The estimated parking ratio for office uses is 2.4 spaces per 1,000 square feet and for R&D uses is 1.5 spaces per 1,000 square feet, excluding the first 1,500 square feet of each use. **Figure 13** shows, based on City calculations, the proposed project would require up to 580 spaces, including 223 spaces[7] for R&D use and 357 spaces[8] for office use. However, the proposed project is located in the Transit Hub Overlay[9], and as such, the parking requirements are reduced by half. Therefore, the proposed project is estimated to generate parking demand for up to 290 spaces, including 112 spaces for R&D use and 178 spaces for office use. Based on the City's maximum permitted parking of 10 percent above the estimated parking demand, the proposed project would be permitted to include a maximum of 319 spaces, including 123 for R&D use and 196 for office use. Therefore, the proposed 495-space parking garage would exceed the City's maximum permitted allotment by 176 spaces.

Figure 13: Municipal Code Permitted Maximum Parking Supply – City Assumptions

Land Use	Size (gsf)	Rate	Permitted Max Parking Supply
R&D	150,000	1.5	223
Office	150,000	2.4	357
	300,000	**-**	**580**
Transit Hub Overlay Reduction (50%)			**290**
Permitted Maximum Parking			**319**

The project sponsor has represented that the proposed project is expected to be occupied by a similar land use mix observed at the existing EmeryStation Campus, as shown in **Figure 1**. Furthermore, the proposed parking garage would include parking for the existing Hollis Street Building, including 35,500 square feet of office, 4,265 square feet of restaurant, 7,463 square feet of warehouse, and 41 dwelling units.

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[6] Emeryville Planning Commission Staff Report – EmeryStation Overland (UPDR21-001), April 15, 2021

[7] (150,000 gsf - 1,500) x 1.5 /1,000 = 223 spaces

[8] (150,000 gsf - 1,500) x 2.4 / 1,000 = 357 spaces

Emeryville Transit Hub Overlay Zone requires parking reductions with a maximum parking allowance of 50 percent of the allowance set forth in Article 4 of Chapter 4 of the Municipal Code. All development proposals shall be subject to applicable provisions of the Emeryville Design Guidelines, including but not limited to those pertaining to Transit Hubs, as required by Article 4 of Chapter 7 of the Municipal Code.

Figure 14 shows, based on these assumptions, the proposed project would be permitted to provide up to 822 spaces, including 421 for Lab, 179 for office, 126 for medical (hospital/clinic), 34 for restaurant, nine for retail, four for warehouse, and 49 for residential.

Applying the Transit Hub Overlay reduction (50 percent) reduces overall permitted supply to 411 spaces, resulting in a maximum permitted parking supply of 452 spaces. Therefore, the proposed project's supply of 495 spaces would exceed the permitted maximum supply by 43 spaces.

Figure 14: Municipal Code Permitted Maximum Parking Supply – Sponsor Assumptions

Land Use	Size (gsf/units)	Rate	Permitted Max Parking Supply
Existing Land Uses			
Office	35,500	2.4	85
Restaurant	4,265	8	34
Warehouse (Storage/Distribution)	7,463	0.5	4
Residential	41	1.2	49
Total Existing			***172***
Transit Hub Overlay Reduction (-50%)			***86***
Total Permitted Maximum Parking Supply (+10%)			***95***
Proposed Land Uses			
Lab (50/50 Office/R&D)	216,000	1.95	421
Office	39,000	2.4	94
Medical (Hospital/Clinic/Lab)	42,000	3	126
Retail	3,000	3	9
Total Proposed			***650***
Transit Hub Overlay Reduction (-50%)			***325***
Total Permitted Maximum Parking Supply (+10%)			***358***
Total Existing and Proposed			**822**
Transit Hub Overlay Reduction (-50%)			***411***
Total Permitted Maximum Parking Supply (+10%)			***452***

3.2 Existing Campus Parking Demand Analysis

The project sponsor has indicated that the average employee density for the proposed project will be between three and four employees per 1,000 square feet, which equates to between 900 and 1,200 employees.[10] For the purposes of a conservative analysis and given the existing EmeryStation Campus accommodates approximately 4.15 employees per 1,000 square feet of occupied floor area, the higher estimate of 1,200 employees is used for this study. Likely parking demand can be estimated based on the existing campus in three ways – either based on the mode share of drivers from the commute survey, the number of parking spaces per occupied floor area, or the existing parking space demand per employee.

Assuming a similar mode share to existing employees based on the employee commute survey, the proposed project would generate demand for up to 804 parking spaces without the implementation of additional TDM measures.[11] Note that there are TDM strategies in use across the existing Campus, including preferential

[10] 300,000 gsf x 3 employees per 1,000 gsf = 900 employees and 300,000 gsf x 4 employees per 1,000 gsf = 1,200 employees

[11] 900 employees x 67 percent drive-alone mode share = 603 spaces and 1,200 employees x 67 percent drive-alone mode share = 804 spaces

carpool/vanpool parking, bicycle end-of-trip facilities (parking, showers, and lockers), carshare pods, and use of the Emery-Go-Round (EGR) last-mile shuttle service. Additionally, some campus tenants have implemented unbundled employee parking[12], but there is not enough available data to incorporate into the existing parking demand analysis. Based on these assumptions, the proposed project's parking demand would exceed the proposed supply of 495 spaces by up to 309 spaces.

Conversely, the proposed project would add approximately 300,000 gsf of floor area to the existing EmeryStation Campus, which currently generates parking demand for approximately 2.21 spaces per 1,000 gsf of occupied floor area. This figure accounts for a nearly 33 percent use of alternative transportation modes, as listed in **Figure 4**. Based on square footage, the proposed project would generate demand for approximately 663 spaces[13], exceeding the proposed supply of 495 spaces by 168 spaces. Adding the 10 percent above demand permitted by Municipal Code (to maintain an effective parking supply), the proposed project would be permitted to provide no more than 729 parking spaces, which is 234 spaces above the proposed supply.

Based on existing employee parking demand of 0.53 spaces per employee, the proposed project's 1,200 employees would generate parking demand for approximately 636 spaces.[14] Adding the 10 percent above demand permitted by Municipal Code (to maintain an effective parking supply), the proposed project would be permitted to provide no more than 700 parking spaces, which is 205 spaces above the proposed supply.
Moderating factors are the current Covid-19 pandemic impacts as well as the results of the employee commute survey, which suggests that employees will travel into work less often and are open to participation in an enhanced TDM program that could reduce the drive-alone mode share and subsequently reduce overall parking demand.

3.3 ITE Parking Demand Analysis

To assess the applicability of the above parking demand estimates, CHS compared the results against average parking demand rates from ITE Parking Generation Manual, 5th Edition. CHS used rates for Dense Multi-Use Urban settings when available, as such, the 50 percent transit overlay reductions were not applied to the resulting ITE parking demand estimate, as the Dense Multi-Use Urban setting already accounts for a projects proximity to transit. However, the 10 percent above average parking demand allotted by Municipal Code was still applied to maintain an effective parking supply and prevent users from circulating to find available parking.

Utilizing the ITE Parking Generation Manual, CHS selected ITE's Land Use Code 710 (General Office Building) for Dense Multi-Use Urban[15] settings to assess the proposed project's office parking demand. This land use exhibited a range in parking demand from 0.97 to 2.33 parking spaces per 1,000 square feet of gross floor area. Employing the average rate of 1.63 spaces per 1,000 square feet, the proposed project would have an office parking demand of 122 spaces (58 spaces for existing office and 64 spaces for proposed office) during a typical weekday midday peak period (11:00 a.m. to 12:00 p.m.).[16]ITE Parking Generation Manual does not have a directly comparable land use designation for the proposed project's lab land use. Because the typical lab use at the EmeryStation campus has a 50/50 mix of office and R&D space, CHS used a combined average rate using ITE Land Use Code 760 (Research and Development Center) and Code 710 (General Office Building) for Dense Multi-Use Urban settings to assess the proposed project's lab land use. ITE does not have available Dense Multi-Use Urban parking data for the

[12] When parking is unbundled, parking is charged separately from office space. If that cost is passed to the employee, it is typically a powerful incentive not to drive. Employers that lease parking and provide it free to employees, are required to provide the equivalent cash value to employees who do not drive.

[13] (300,000 gsf / 1,000) x 2.21 spaces per 1,000 gsf = 663 spaces

[14] 1,200 employees x 0.53 spaces per employee = 636 spaces

[15] ITE defines Dense Multi-Use Urban as a fully developed area (or nearly so), with diverse and complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type is typically a well-developed urban area outside of a major metropolitan downtown.

[16] (150,000 gsf - 1,500) x 1.63 = 242 parking spaces

Research and Development Center land use. Therefore, CHS adjusted the General Urban/Suburban[17] rate using the rate of reduction observed between the Dense Multi-Use Urban and General Urban/Suburban rates for the General Office Building use.[18] This land use exhibited a range in parking demand from 1.27 to 3.55 spaces per 1,000 square feet of gross floor area and an average rate of 2.58 spaces per 1,00 square feet. Applying the 32 percent parking demand reduction based on observed rates for General Office Building in the two land use contexts, the resulting average rate of 1.76 spaces per 1,000 square feet of gross floor area was used. Using the combined average for both General Office and Research and Development, the resulting average parking demand rate of 1.69 spaces per 1,000 square feet, the project would have a lab demand of 365 spaces during a typical weekday midday peak period (11:00 a.m. to 12:00 p.m.).

CHS selected ITE's Land Use Code 630 (Clinic) to assess the proposed project's medical parking demand. This land use exhibited a range in parking demand from 2.08 to 5 parking spaces per 1,000 square feet of gross floor area. However, ITE does not have adequate Dense Multi-Use Urban parking data for the Clinic land use. Therefore, CHS used the same adjustment employed for the Research and Development land use, applying a 32 percent parking demand reduction based on observed rates for General Office Building in the two land use contexts. The adjustment results in an average rate of 2.65 spaces per 1,000 square feet of gross floor area. Employing the adjusted average rate, the proposed project would have a medical parking demand of 129 spaces during a typical weekday midday peak period (11:00 a.m. to 12:00 p.m.).

CHS selected ITE's Land Use Code 820 (Shopping Center) to assess the proposed project's retail parking demand. This land use exhibited a range in parking demand from 1.27 to 7.98 parking spaces per 1,000 square feet of gross floor area. Employing the average rate of 1.95 spaces per 1,000 square feet, the proposed project would have a retail parking demand of six spaces during a typical weekday midday peak period (1:00 p.m. to 2:00 p.m.).

CHS selected ITE's Land Use Code 221 (Multi-Family Housing (Mid-Rise) for Dense Multi-Use Urban (less than 0.5 miles to rail transit) settings to assess the existing residential parking demand. This land use exhibited a range in parking demand from 0.17 to 1.50 parking spaces per dwelling unit. Employing the average rate of 0.71 spaces per dwelling unit, the proposed project would have a residential parking demand of 29 spaces during a typical weekday peak period (12:00 a.m. to 4:00 a.m.).[19]CHS selected ITE's Land Use Code 932 (High-Turnover [Sit Down] Restaurant) for Dense Multi-Use Urban settings to assess the existing restaurant parking demand. This land use exhibited a range in parking demand from 3.13 to 12.41 parking spaces per 1,000 square feet. Employing the average rate of 6.47 spaces per 1,000 square feet, the proposed project would have a restaurant parking demand of 28 spaces during a typical weekday peak period (7:00 p.m. to 8:00 p.m.).

CHS selected ITE's Land Use Code 150 (Warehouse) to assess the existing warehouse parking demand. This land use exhibited a range in parking demand from 0.03 to 1.96 parking spaces per 1,000 square feet. Employing the average rate of 0.39 spaces per 1,000 square feet, the proposed project would have a warehouse parking demand of three spaces during a typical weekday peak period (3:00 p.m. to 4:00 p.m.).

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[17] ITE defines General Urban/Suburban as an area associated with almost homogeneous vehicle-oriented access. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle. The area can be fully developed at low-medium density with a mix of residential and commercial uses that are typically concentrated at intersections or along a commercial corridor, often surrounded by low-density, almost entirely residential development. Commercial buildings are typically surrounded by surface parking lots. The mixing of land uses is only in terms of proximity, not in terms of function, typically lacking pedestrian, bicycle, and transit facilities.

[18] The average parking demand rate for general office building is 2.39 spaces per 1,000 square feet for General Urban/Suburban setting and 1.63 spaces per 1,000 square feet for Dense Multi-Use Urban setting, resulting in a 32 percent decrease (= 2.39 - 1.63 / 2.39) in parking demand for Dense Multi-Use Urban.

[19] (150,000 gsf - 1,500) x 1.63 = 242 parking spaces

The proposed project's resulting total parking demand would be 664 spaces, including 118 spaces for existing land uses and 546 spaces for proposed land uses. Applying the 10 percent above total demand allotted by Municipal Code would result in a total permitted parking supply of 730 spaces.

Based on the ITE estimation of average parking demand, the proposed project's 495 spaces would be lower than the estimated demand of 601 spaces during a typical weekday by 185 spaces. See **Appendix B** for complete ITE parking rate data.

Figure 15 compares the proposed project's estimated parking demand from the three aforementioned sources, showing existing EmeryStation parking demand and ITE average parking demand estimates are substantially higher than Municipal Code estimates, but aligned with the Municipal Code demand estimates based on the project sponsor's land use assumptions, parking data, and actual employee travel patterns from the employee survey.

Figure 15: Comparison of Project Parking Demand Estimates

Land Use	Emeryville Municipal Code Requirement[1]		Existing EmeryStation Demand [2]		ITE Demand[7]
	City[3]	Sponsor[4]	Floor Area[5]	Employees[6]	
R&D	196	-	-	-	-
Office	123	99	59	57	122
Lab (50/50 Office & R&D)	-	231	562	541	365
Medical (Hospital/Clinic)	-	69	80	77	111
Retail	-	5	3	3	6
Restaurant	-	19	-	-	28
Residential	-	27	23	22	29
Warehouse	-	2	-	-	3
Max Permitted Supply	**319**	**452**	**729**	**700**	**730**
Proposed Supply	495				
Deficit / Surplus	**176**	**43**	**-234**	**-205**	**-235**

Notes:

1. Based on Emeryville Municipal Code parking demand rates and includes Transit Hub Overlay Reduction of 50%
2. Based on project sponsor provided data for existing EmeryStation Campus and employees
3. Based on City assumptions of 50/50 split of office and R&D floor area; includes 10 percent above demand permitted by Municipal Code.
4. Based on project sponsor assumption of land use mix similar to existing EmeryStation Campus occupied land uses; includes 10 percent above demand permitted by Municipal Code
5. Based on existing EmeryStation demand of 2.21 parking spaces per 1,000 square foot of occupied land uses; includes 10 percent above demand permitted by Municipal Code but does not include demand from existing uses.
6. Based on existing EmeryStation demand of 0.53 parking spaces per employee; includes 10 percent above demand permitted by Municipal Code but does not include demand from existing uses.
7. Based on ITE Trip Generation Manual, 5th Edition; Includes 10 percent above demand permitted by Municipal Code
8. ITE Parking Generation Manual, 5th Edition does not have a directly comparable land use to the project's Lab land use, and thus, the R&D land use (ITE Code 760) was used with adjustments made to account for the Dense Multi-Use Urban setting.

4.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) ANALYSIS

4.1 Proposed Project TDM Applicability

The proposed project is well located near high-quality transit, including the Emeryville Amtrak station and nearby San Pablo Avenue transit corridor. In addition, the Emery-Go-Round (EGR) city-wide bus shuttle system to MacArthur BART station is free and heavily used. The Hollis Street corridor provides frequent EGR service. Based on responses from the employee commute survey, existing employees are open to participating in an enhanced TDM program that would help shift the drive-alone mode share towards alternative modes, such as transit, bicycling, walking, and carpool/vanpool. Employee distributions in the region show that many employees live in locations with good transit accessibility, while others are clustered in locations that could support organized carpools or vanpools. Additionally, employees indicated they would be more willing to use alternative commute modes if programs such as the guaranteed ride home program were available (note that such a program is already available for free via Alameda CTC, only requiring the employer to register). This indicates that a more formal TDM Plan, including marketing measures that educate employees on available TDM programs could help shift commutes away from driving.

4.2 TDM Trip Reduction Assessment Methodology

To estimate the potential reduction in project generated parking demand, CHS used the Bay Area Air Quality Management District (BAAQMD) TDM tool designed to quantify VMT and trip reduction attributable to TDM measures according to project type and location consistent with the California Air Pollution Control Officers Association (CAPCOA) report, *Quantifying Greenhouse Gas Mitigation Measures.*[20]

This TDM tool enables the assessment of measures that a development project can implement to reduce project related VMT, and in turn, greenhouse gas emissions. The tool also quantifies the reduction benefits of broader TDM categories and individual TDM measures. The CAPCOA report and BAAQMD TDM tool assume trip generation rates based on the ITE typical suburban development and associated trip lengths, which provide a basis for measuring the trip-reducing effects of any one or more of the TDM measures. The analysis assumes a half-mile radius from the project site and includes other land uses within that radius as inputs to the design, density, and diversity calculations.

The TDM tool considers the Project's location and applies a location-based cap representing the average and maximum reductions that would be expected in urban, compact infill, suburban center, and suburban locations. For example, projects located in an urban setting would be expected to have greater trip reductions due to surrounding land uses when compared to the same project located in a suburban setting. The TDM tool separates the measures into five separate categories, including Land Use/Location, Neighborhood/Site Enhancements, Parking Policy/Pricing, Transit System Improvements, and Commute Trip Reduction (CTR) Programs. Each category has a maximum trip reduction limit or cap to minimize double counting, which is directly tied to the project's location setting and selection of TDM measures.

For the purposes of this analysis, the Project is considered to be located in an urban setting, as it is located within five miles of the central business district, typical building heights of six stories or more, within a typical street grid pattern with minimal setbacks, constrained on and off-street parking supply, and availability of high-quality transit. The urban setting has a global maximum trip reduction cap of 75 percent for all associated categories. Each category also has a maximum cap to prevent double counting, including a 65 percent reduction cap for Land Use/Location strategies, five percent for Neighborhood/Site Enhancement strategies, 20 percent for Parking

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Source: California Air Pollution Control Officers Association (CAPCOA) August 2010 report, *Quantifying Greenhouse Gas Mitigation Measures – A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*

Policy/Pricing strategies, 10 percent for Transit System Improvement strategies, 25 percent for Commute Trip Reduction (CTR) strategies. Therefore, if the proposed project's TDM plan shows a 65 percent reduction from Land Use/Location strategies and 20 percent reduction from Parking Policy/Pricing strategies, the Project's total trip reduction would be 75 percent instead of 85 percent.

It should be noted that projects located close to transit have a higher risk of double counting trip reductions with CTR measures that were based on transit accessibility literature (where most trip reduction credits were attributed to transit proximity). Therefore, projects located within one-quarter mile of high-frequency transit will not experience much incremental benefit from providing additional CTR strategies, which the BAAQMD TDM tool accounts for and adjusts the maximum trip reduction for CTR strategies based on the inputs selected under the Land Use/Location strategies. BAAQMD TDM tool analysis calculations are provided in **Appendix C**. For the purposes of this study, a one percent reduction in commute trips is equal to a one percent reduction in parking demand, as a shift from drive-alone trips to alternative trips such as transit, bicycling, and walking do not require parking. For the purposes of a conservative analysis, the highest estimated parking demand of 663 spaces is used for the preliminary TDM assessment.

4.3 Preliminary TDM Assessment

To develop a realistic estimate of potential trip reduction for the proposed project, CHS first assessed the trip reduction performance for the existing campus based on location and existing TDM programs and compared it to observed trip generation in practice. Because the location and employee base are essentially the same, this will provide a useful calibration of theoretical trip reduction potential to actual conditions. Then additional

Trip Reduction at the Existing EmeryStation Campus

Figure 16 summarizes the estimated trip reduction for the existing EmeryStation Campus. The trip reduction estimate includes effects due to the location, land use, transportation options, and surrounding land uses of the project (i.e., proximity to transit, density, and design such has enhanced pedestrian network), as well as existing TDM programs such as network, electric vehicle (EV) recharging stations, voluntary commute trip reduction programs[21], and contributions to the Emery-Go-Round shuttle program. Based on the BAAQMD TDM tool assessment, the existing campus should see a reduction in employee trips and parking demand by up to 59.7 percent.

[21] Based on EmeryStation Campus TDM measures, including preferential carpool and vanpool parking, onsite bike share pods, onsite carshare spaces, ride-matching services, and guaranteed ride home program.

Figure 16: Existing Campus Trip Reduction Estimate

Category / TDM Measure	Estimated Trip Reduction
Land Use / Location (65% Cap)	
Density	30%
Design	18%
Diversity	-1.3%
Destination Accessibility	14.5%
Transit Accessibility	5.2%
Category Sub-Total	*66.4%*
Category Sub-Total with Cap	***52.9%***
Neighborhood / Site Enhancements (5% Cap)	
Pedestrian Network	2%
NEV Network	0.5%
Car Share Program (Onsite Carshare Spaces)	1.5%
Category Sub-Total	*4%*
Category Sub-Total with Cap	***4%***
Commute Trip Reduction (CTR) Programs (25% Cap)[1]	
CTR Program (Voluntary)	6.2%
Employer Sponsored Vanpool/Shuttle (Emery-Go-Round)	6.9%
Category Sub-Total	11%
Category Sub-Total with Cap[1]	***10.9%***
Project Total VMT Reduction with Global Cap	**59.7%**

Note: Category sub-totals may differ from the total of each individual measure when added together, as the BAAQMD TDM tool adjusts the category total to avoid double counting of VMT reductions between similar measures.

The Land Use / Location strategies indicate the proposed project's design and location strategies can reduce trips by up to 52.9 percent, which aligns with Emeryville's Transit Hub Overlay assumptions for a 50 percent parking demand reduction. However, based on the employee commute survey, the specific demographic for employees at the EmeryStation Campus do not align with the location assumptions from the BAAQMD TDM tool and Emeryville's Transit Hub Overlay assumptions. Furthermore, given these TDM measures are already in place at the EmeryStation Campus, these reductions were captured in the employee commute survey.

Therefore, in order to further reduce the proposed project's parking demand, additional CTR measures would be required.

Additional Trip Reduction Potential

Because the BAAQMD TDM tool adjusts the CTR program reductions downward to prevent double counting the location assumptions, CHS used the CAPCOA methodologies to manually estimate the potential trip and parking demand reductions for the additional TDM measures that can leverage the proposed project's location. Potential additional TDM measures include, but are not limited to, required CTR program[22], transit fare subsidy, and unbundled parking.

[22] A required CTR program would include a part-time Transportation Coordinator, bicycle end-trip facilities (parking, showers, and lockers), carpool/vanpool ride-matching, preferential carpool/vanpool parking, flexible work hours for carpools, guaranteed ride home program, and annual monitoring and reporting. A required CTR program differs from a voluntary CTR program, as the required CTR program includes regular (typically once per year) monitoring and reporting to the City of Emeryville, whereas a voluntary CTR program does not include monitoring and reporting and only relies on good faith implementation and participation.

Figure 17 summarizes the potential trip and parking demand reductions for additional TDM measures, excluding the existing TDM measures. Based on manual calculations, the additional TDM measures are expected to reduce project generated trips and parking demand by up to 29.8 percent, which would reduce parking demand from 663 spaces to 465 spaces.[23] Applying 10 percent above demand to maintain an effective parking supply would result in a total parking supply of 512 spaces, which is 17 spaces above the proposed supply of 495 spaces.

Figure 17: Preliminary Additional TDM Measure Quantification Estimate

Additional TDM Measure (Effectiveness Range)	Estimated Reduction (%)
Parking Policy / Pricing	
Unbundled Parking (2.6% - 13%)[1, 2]	6.0%
Parking Policy / Pricing Subtotal	***6.0%***
Commute Trip Reduction (CTR) Programs	
CTR Program – Required (4.2% - 21%)[3]	14.8%
Transit Fare Subsidy (0.3% - 20%)[4]	5.0%
TDM Marketing (0.8% - 4%)	4.0%
CTR Program Subtotal	***23.8%***
Total	***29.8%***

Source: *Quantifying Greenhouse Gas Mitigation Measures,* California Air Pollution Control Officers Association (CAPCOA) August 2010; CHS Consulting Group, 2021.

Notes:

1. Assumes minimum $100 per month per unbundled parking space and discounted by 50% assuming existing parking demand already includes some unbundle employee parking provided by existing tenants.
2. It should be noted that California Parking Cash-Out Law would require employers that rent parking spaces and provide them to their employees free of charge, would be required to provide the cash equivalent value to employees who do not drive (source: https://ww2.arb.ca.gov/resources/documents/californias-parking-cash-out-law)
3. Assumes all employees are eligible to participate and discounts reductions from current voluntary CTR program
4. Assumes a transit fare subsidy of 75 cents per day per employee

[23] 663 spaces * 29.8% reduction = 198 space reduction; 663 spaces – 198 space reduction = 465 spaces

5.0 Conclusions

Based on the Emeryville Planning Commission Staff Report (April 2021), the proposed project would be required to provide no more than 319 parking spaces (196 for office use and 123 for R&D use) without a conditional use permit being granted. Therefore, the proposed project supply of 495 spaces would exceed the permitted maximum by 176 spaces. However, the staff report did not include all project land uses, including existing land uses located in the Hollis Street Building. When the project sponsor's expected land use mix for the proposed project is used, the proposed project would be permitted up to 452 parking spaces. The proposed project's supply of 495 spaces would exceed the maximum permitted supply by 43 spaces. Based on data provided by the project sponsor for the existing EmeryStation Campus and a survey of existing employees, the proposed project would be expected to generate parking demand for up to 663 spaces. Allowing for 10 percent above demand permitted by Municipal Code, the proposed project would need up to 729 spaces, exceeding the proposed supply of 495 spaces by 234 spaces. ITE parking demand data estimates the proposed project would generate parking demand for up to 664 spaces. Allowing for 10 percent above demand, the proposed project would need up to 730 spaces, exceeding the proposed supply of 495 spaces by 235 spaces.

Most analyses and comparisons suggest the proposed project would generate parking demand well above the City's calculated Municipal Code maximum of 319 spaces and the proposed supply of 495 spaces. However, correcting the staff report analysis to include a complete representation of planned land uses results in a maximum permitted supply of 452 spaces, and the proposed supply would generally be aligned with that. Furthermore, the proposed project is well located in an urban setting with good pedestrian, bicycle, and transit access, and employees are open to participating in an expanded employer sponsored TDM program. These two factors could significantly reduce the drive-alone mode share by shifting travel to alternative modes. Employees are also well distributed in the Bay Area region with many living near good public transit and sufficient clustering to support carpool and vanpool programs. Employee commute survey data suggests the project location alone is not enough to incentivize employees to use alternative modes. Based on trip reduction estimates using CAPCOA methodologies, a moderate provision of additional TDM measures could reduce project trips and parking demand by up to 29.8 percent, resulting in a parking demand of 465 spaces.

APPENDIX A

Employee Commute Survey Analysis

Employee Commute Survey

Introduction

The purpose of this survey is to understand how Campus Employees traveled to work prior to the Covid-19 pandemic and shelter-in-place orders. It will be used to identify employee travel patterns for the design of a new employee parking garage. Your input is voluntary and anonymous, but critical to this project. No personal identifying information will be collected or shared. Thank you in advance for your participation!

1. What is your home ZIP Code?

2. What has been your primary mode of commuting to work (prior to the pandemic)?

- ○ Drive Alone
- ○ Transit (e.g., EmeryGoRound, AC Transit, BART, Amtrak Capitol Corridor)
- ○ Bike
- ○ Walk
- ○ Uber/Lyft/Taxi
- ○ Telecommute
- ○ Carpool/Vanpool: how many people participate, including yourself?

3. How frequently did you commute into work during a typical week prior to the pandemic?

4. How frequently do you anticipate commuting into work during a typical week as California opens up post pandemic?

5. What time do you typically arrive to work?

6. What time do you typically depart from work?

7. Besides driving alone, what alternative commute modes would most appeal to you? (Choose all that apply)

- [ ] Bus (e.g., EmeryGoRound, AC Transit)
- [ ] Train (e.g., BART, Amtrak Capitol Corridor)
- [ ] Bicycle
- [ ] Carpool
- [ ] Vanpool
- [ ] Walking
- [ ] None
- [ ] Other (please specify)

8. If you normally use alternative commute modes, what motivates you to do so? (Choose up to 3)

- [ ] Cost Savings
- [ ] Stress Reduction
- [ ] Time Savings
- [ ] Convenience
- [ ] Improve Air Quality/Environmental Reasons
- [ ] Save Wear and Tear on Personal Vehicle
- [ ] Subsidy from Employer
- [ ] Other Cash Incentives or Tax Savings
- [ ] I Don't Use Alternative Commute Modes
- [ ] Other (please specify)

9. If you normally drive alone to work, what are your main reasons for driving alone? (Choose up to 3)

- [ ] Need car at work for my job
- [ ] I need to drop-off children/family on commute
- [ ] No reasonable transit option
- [ ] Poor bicycle and pedestrian access
- [ ] Need car at work for personal use
- [ ] Don’t have anyone to carpool with
- [ ] Parking is free or inexpensive
- [ ] Can get home in an emergency
- [ ] Need car to run errands
- [ ] Don’t like to depend on others
- [ ] Need to transport my children
- [ ] My car provides me the most flexibility
- [ ] Prefer to drive my own car
- [ ] I don’t drive alone
- [ ] Other (please specify)

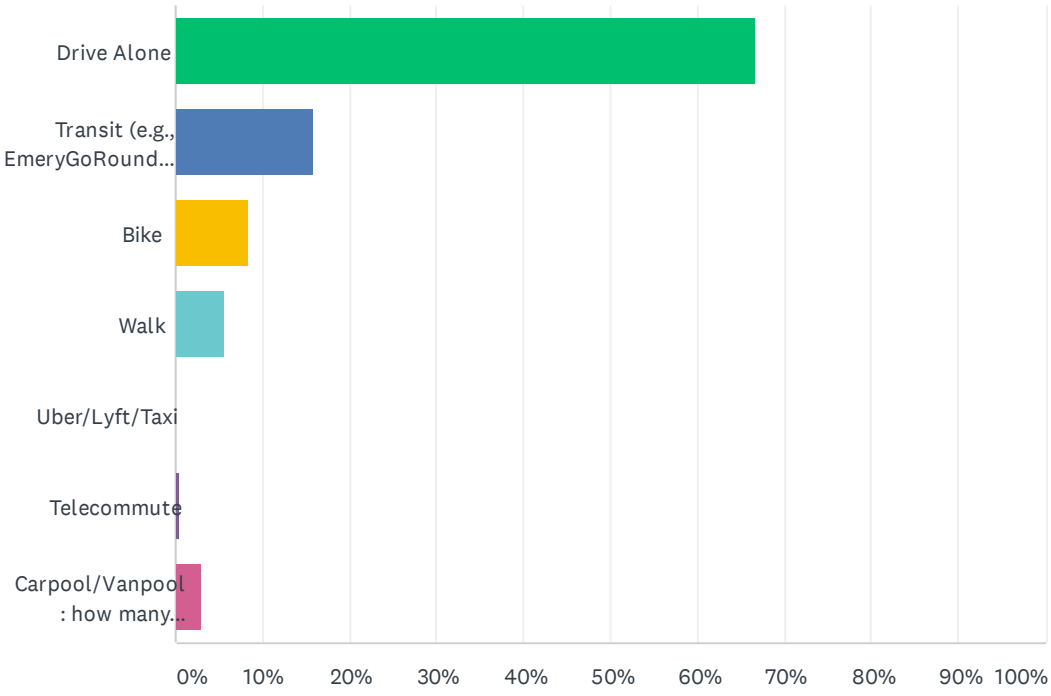
10. What would encourage you to use an alternative commute mode to driving alone? (Choose up to 3)

- [ ] Company subsidy for transit
- [ ] Company subsidy for vanpool
- [ ] Financial incentives for bike/walk (“parking cash out”)
- [ ] End-of-trip facilities for bike/walk (bike parking, showers, and lockers)
- [ ] Lower parking rates for carpools
- [ ] Reserved parking close to building entrances for carpools
- [ ] Help finding a transit or bike route
- [ ] Help coordinating a carpool/vanpool partner(s)
- [ ] More flexible work hours
- [ ] Guaranteed ride home
- [ ] Prizes, drawings, contests
- [ ] Occasional free parking days
- [ ] Other (please specify)

- [ ] None of the above

Q2 What has been your primary mode of commuting to work (prior to the pandemic)?

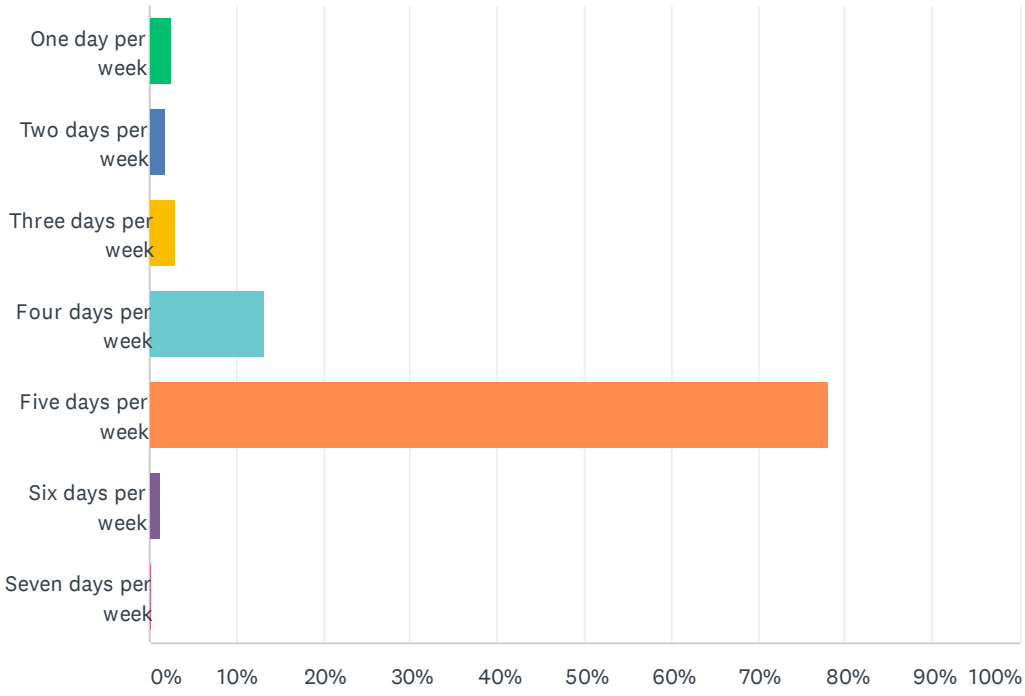
Answered: 523 Skipped: 2



ANSWER CHOICES	RESPONSES	
Drive Alone	66.73%	349
Transit (e.g., EmeryGoRound, AC Transit, BART, Amtrak Capitol Corridor)	15.87%	83
Bike	8.41%	44
Walk	5.74%	30
Uber/Lyft/Taxi	0.00%	0
Telecommute	0.38%	2
Carpool/Vanpool: how many people participate, including yourself?	2.87%	15
TOTAL		523

Q3 How frequently did you commute into work during a typical week prior to the pandemic?

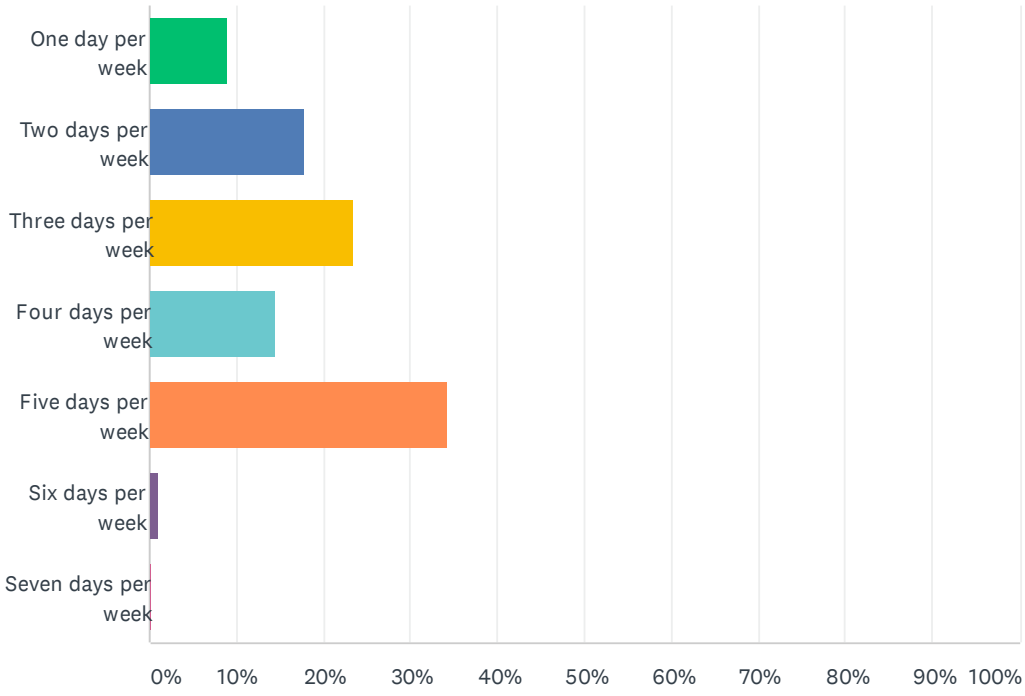
Answered: 513 Skipped: 12



ANSWER CHOICES	RESPONSES	
One day per week	2.53%	13
Two days per week	1.95%	10
Three days per week	2.92%	15
Four days per week	13.26%	68
Five days per week	77.97%	400
Six days per week	1.17%	6
Seven days per week	0.19%	1
TOTAL		513

Q4 How frequently do you anticipate commuting into work during a typical week as California opens up post pandemic?

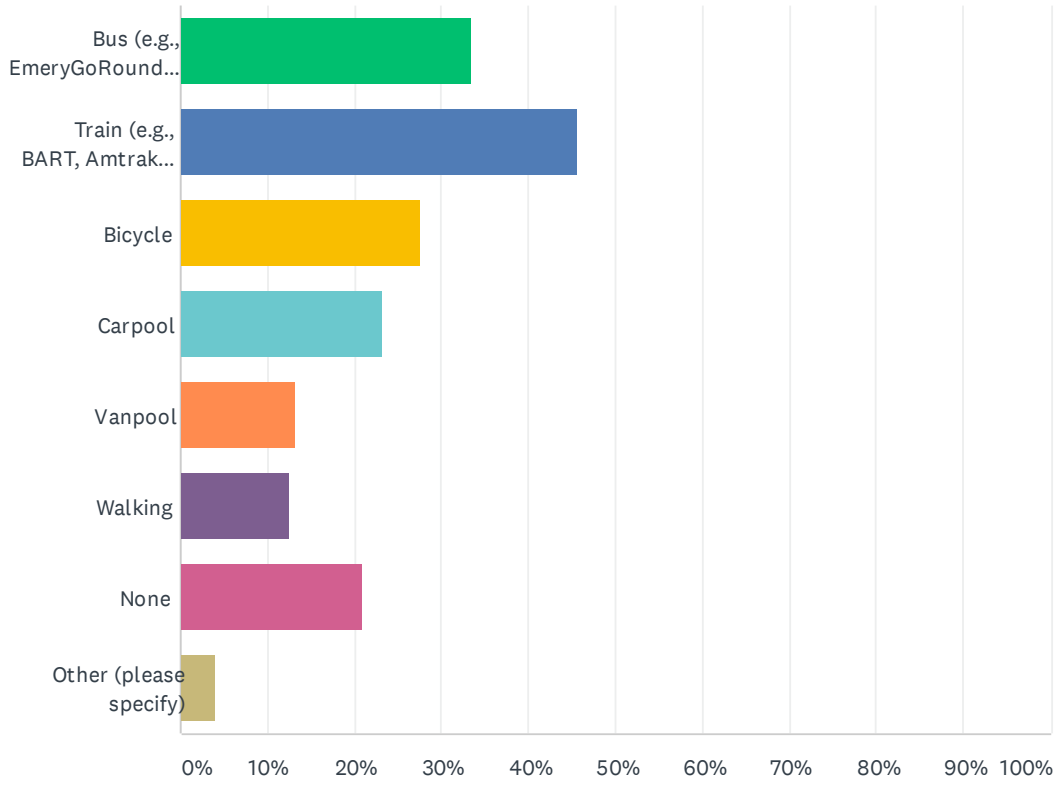
Answered: 522 Skipped: 3



ANSWER CHOICES	RESPONSES	
One day per week	9.00%	47
Two days per week	17.82%	93
Three days per week	23.37%	122
Four days per week	14.37%	75
Five days per week	34.29%	179
Six days per week	0.96%	5
Seven days per week	0.19%	1
TOTAL		522

Q7 Besides driving alone, what alternative commute modes would most appeal to you? (Choose all that apply)

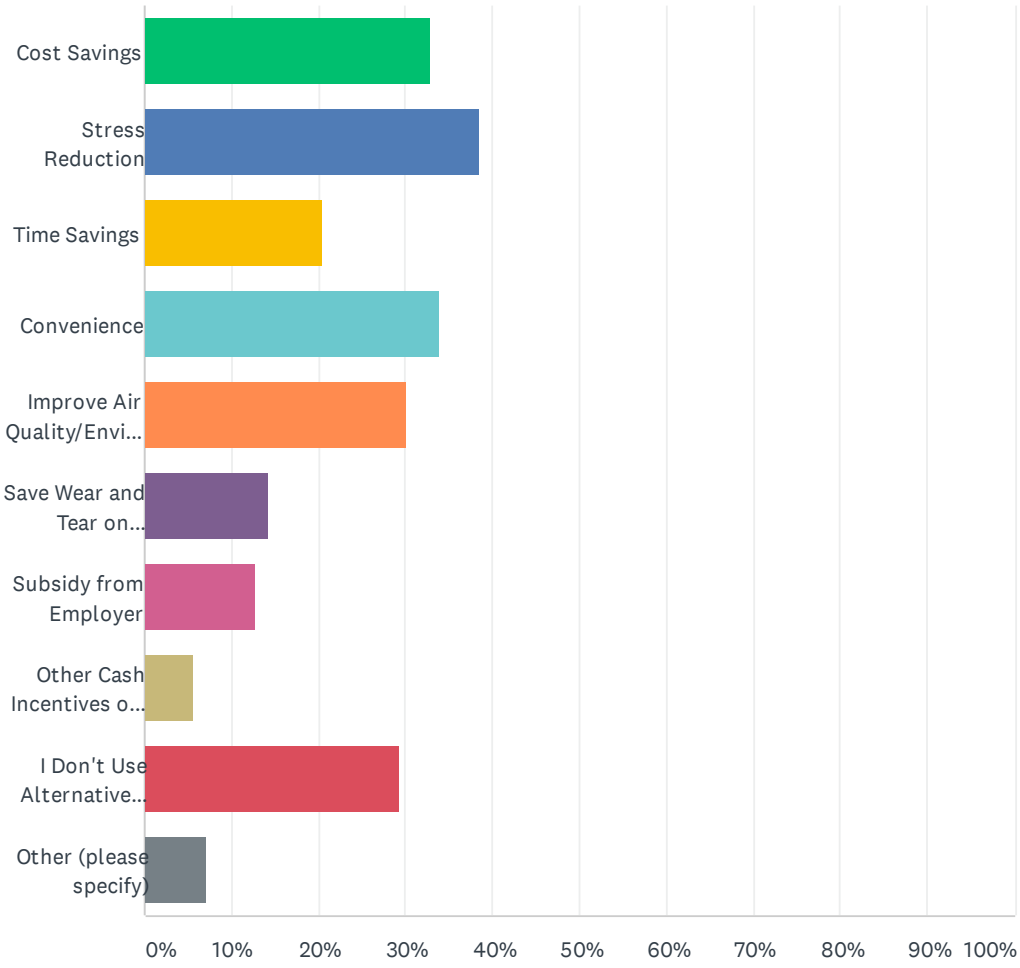
Answered: 515 Skipped: 10



ANSWER CHOICES	RESPONSES	
Bus (e.g., EmeryGoRound, AC Transit)	33.40%	172
Train (e.g., BART, Amtrak Capitol Corridor)	45.63%	235
Bicycle	27.57%	142
Carpool	23.30%	120
Vanpool	13.20%	68
Walking	12.62%	65
None	20.97%	108
Other (please specify)	4.08%	21
Total Respondents: 515		

Q8 If you normally use alternative commute modes, what motivates you to do so? (Choose up to 3)

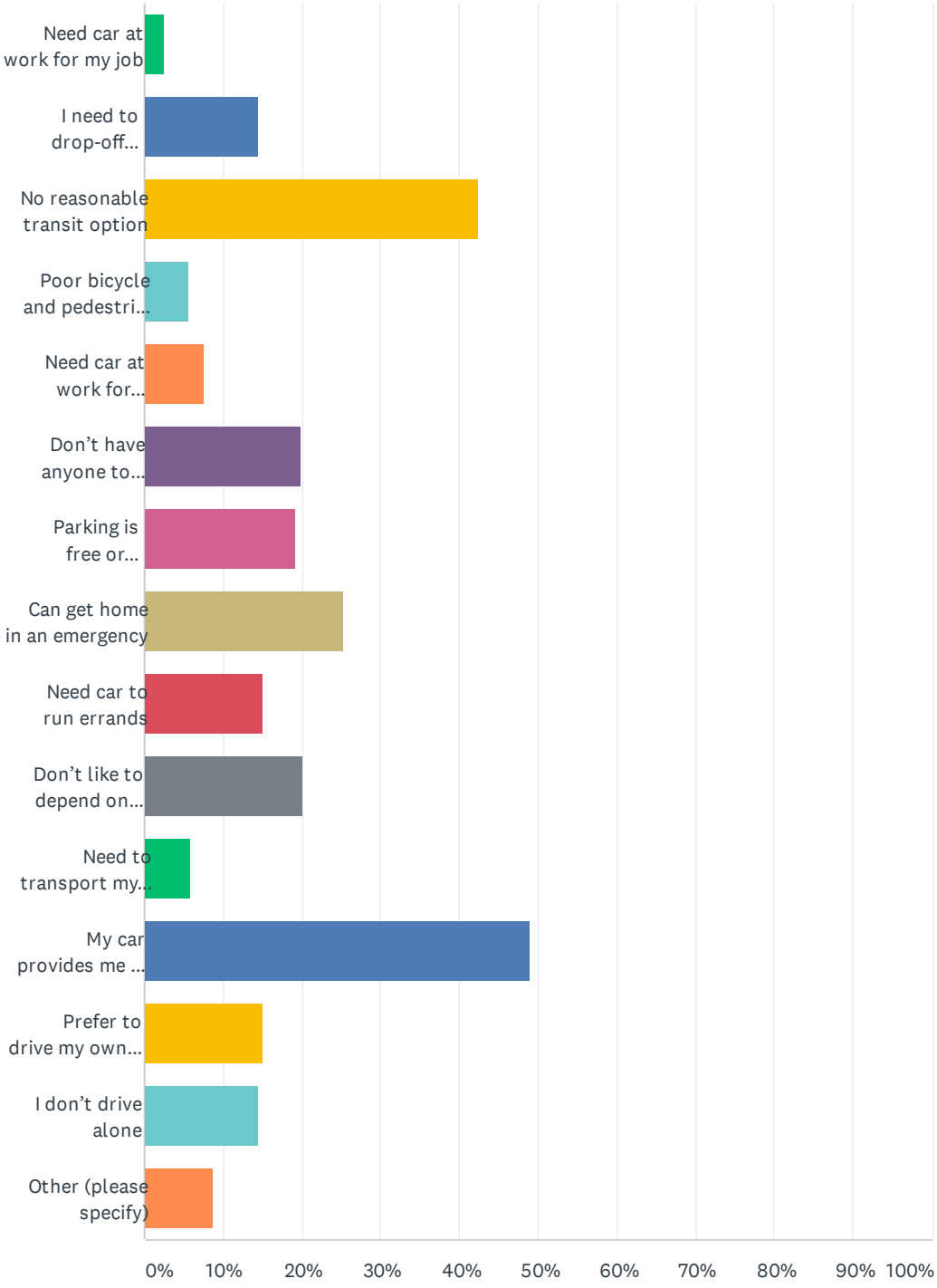
Answered: 466 Skipped: 59



ANSWER CHOICES	RESPONSES	
Cost Savings	32.83%	153
Stress Reduction	38.41%	179
Time Savings	20.60%	96
Convenience	33.91%	158
Improve Air Quality/Environmental Reasons	30.04%	140
Save Wear and Tear on Personal Vehicle	14.16%	66
Subsidy from Employer	12.66%	59
Other Cash Incentives or Tax Savings	5.58%	26
I Don't Use Alternative Commute Modes	29.18%	136
Other (please specify)	7.08%	33
Total Respondents: 466		

Q9 If you normally drive alone to work, what are your main reasons for driving alone? (Choose up to 3)

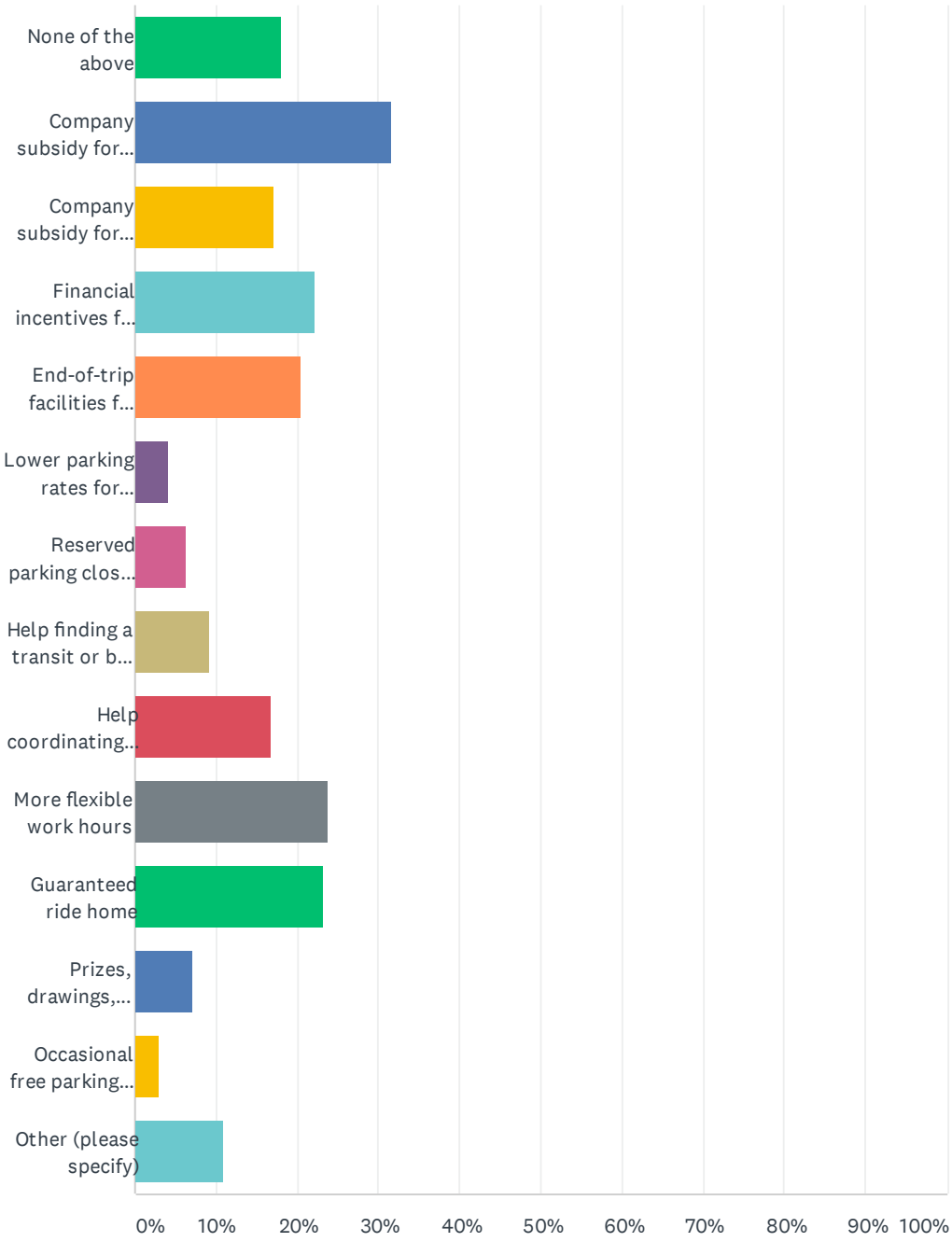
Answered: 492 Skipped: 33



ANSWER CHOICES	RESPONSES	
Need car at work for my job	2.44%	12
I need to drop-off children/family on commute	14.43%	71
No reasonable transit option	42.48%	209
Poor bicycle and pedestrian access	5.69%	28
Need car at work for personal use	7.52%	37
Don’t have anyone to carpool with	19.92%	98
Parking is free or inexpensive	19.31%	95
Can get home in an emergency	25.41%	125
Need car to run errands	15.04%	74
Don’t like to depend on others	20.12%	99
Need to transport my children	5.89%	29
My car provides me the most flexibility	48.98%	241
Prefer to drive my own car	15.04%	74
I don’t drive alone	14.43%	71
Other (please specify)	8.74%	43
Total Respondents: 492		

Q10 What would encourage you to use an alternative commute mode to driving alone? (Choose up to 3)

Answered: 483 Skipped: 42



ANSWER CHOICES	RESPONSES	
None of the above	18.01%	87
Company subsidy for transit	31.68%	153
Company subsidy for vanpool	17.18%	83
Financial incentives for bike/walk (“parking cash out”)	22.15%	107
End-of-trip facilities for bike/walk (bike parking, showers, and lockers)	20.50%	99
Lower parking rates for carpools	4.14%	20
Reserved parking close to building entrances for carpools	6.21%	30
Help finding a transit or bike route	9.11%	44
Help coordinating a carpool/vanpool partner(s)	16.77%	81
More flexible work hours	23.81%	115
Guaranteed ride home	23.19%	112
Prizes, drawings, contests	7.04%	34
Occasional free parking days	2.90%	14
Other (please specify)	10.97%	53
Total Respondents: 483		

APPENDIX B

Office and R&D Parking Rates, Parking Generation Manual, 5th Edition, Institute of Transportation Engineers

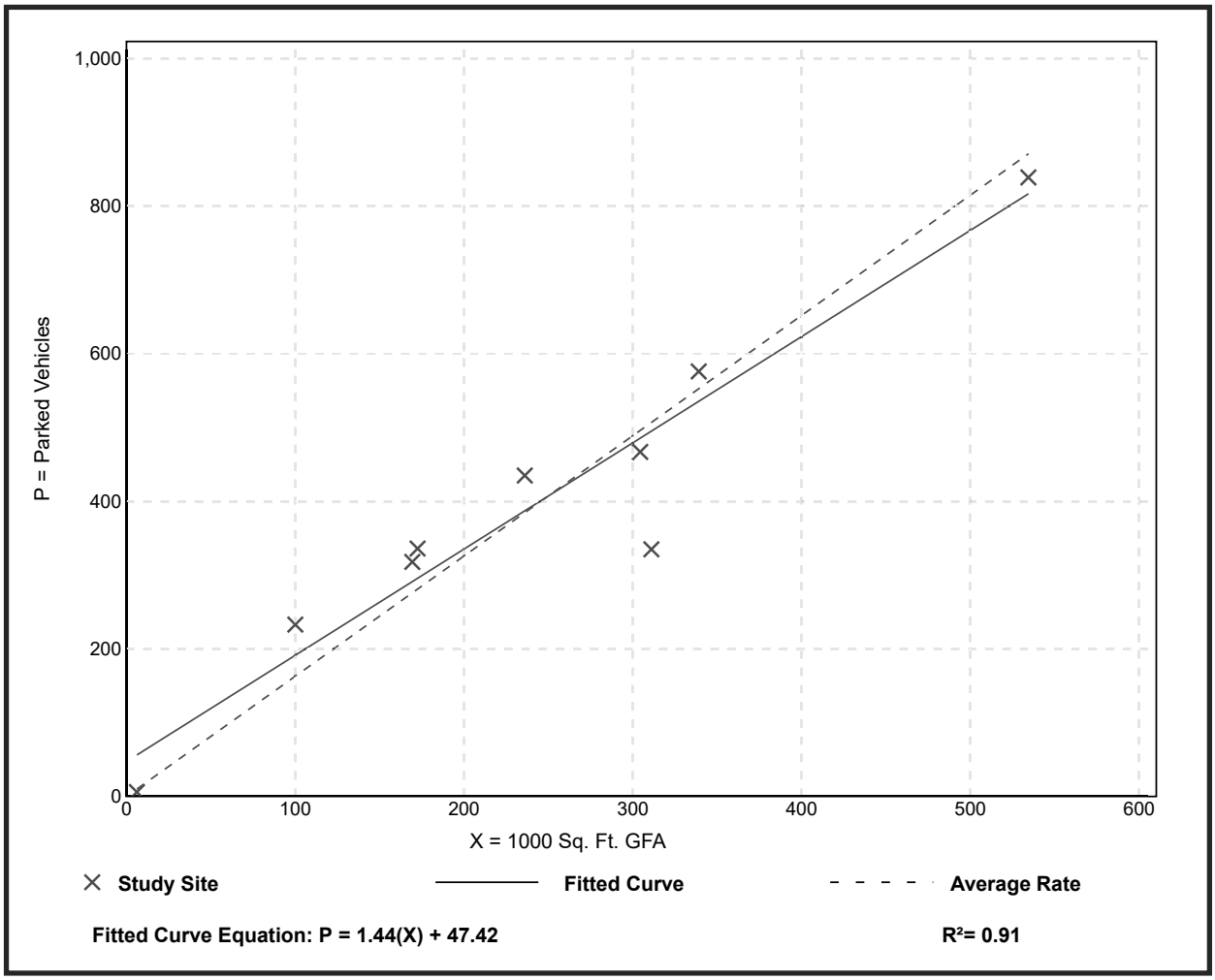
General Office Building
(710)

Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Weekday (Monday - Friday)**
Setting/Location: **Dense Multi-Use Urban**
Peak Period of Parking Demand: **9:00 a.m. - 4:00 p.m.**
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 241

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.63	0.97 - 2.33	1.55 / 2.14	***	0.32 (20%)

Data Plot and Equation



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

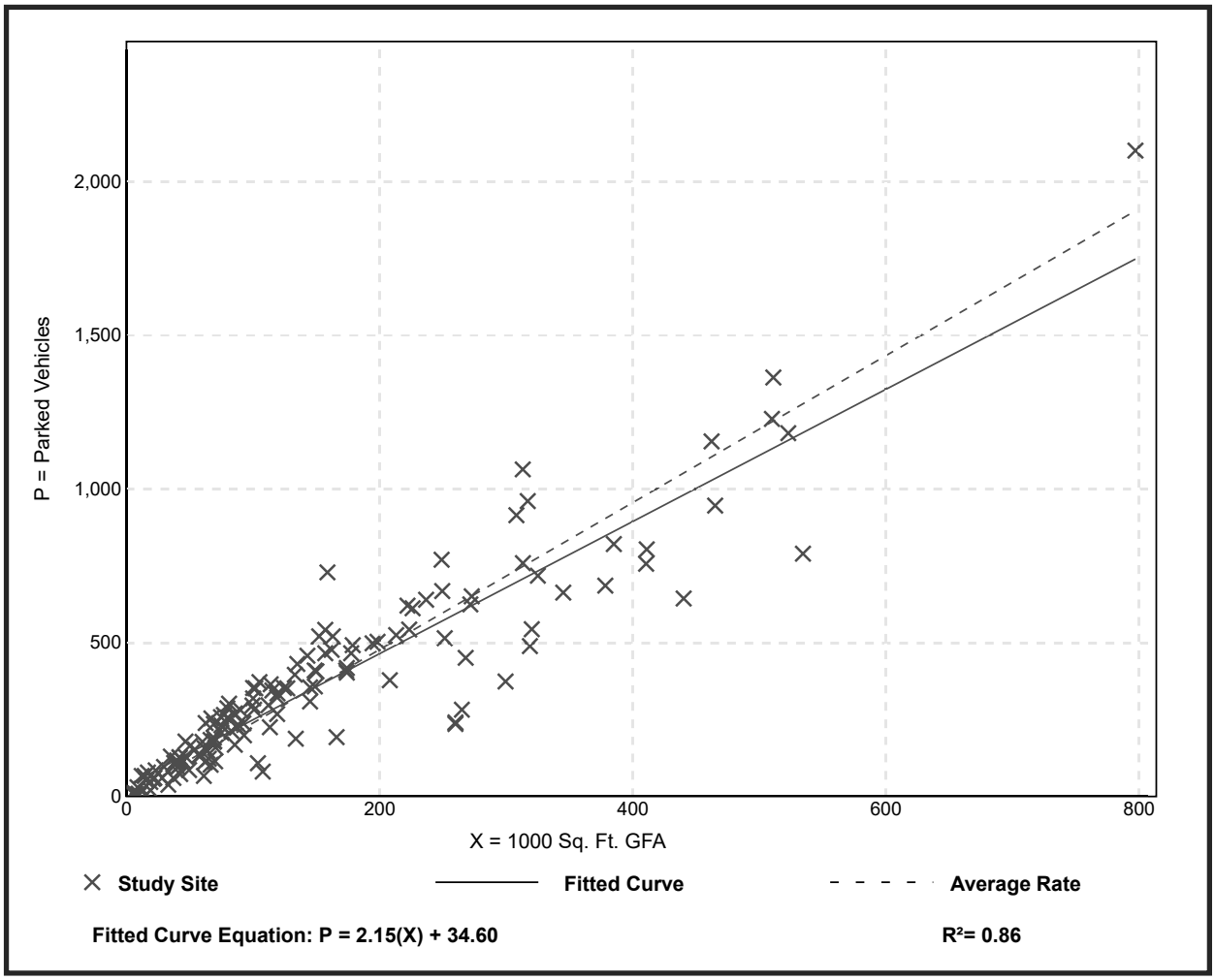
General Office Building
(710)

Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Peak Period of Parking Demand: **9:00 a.m. - 3:00 p.m.**
Number of Studies: 148
Avg. 1000 Sq. Ft. GFA: 145

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.39	0.50 - 5.58	2.30 / 3.30	2.28 - 2.50	0.69 (29%)

Data Plot and Equation



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

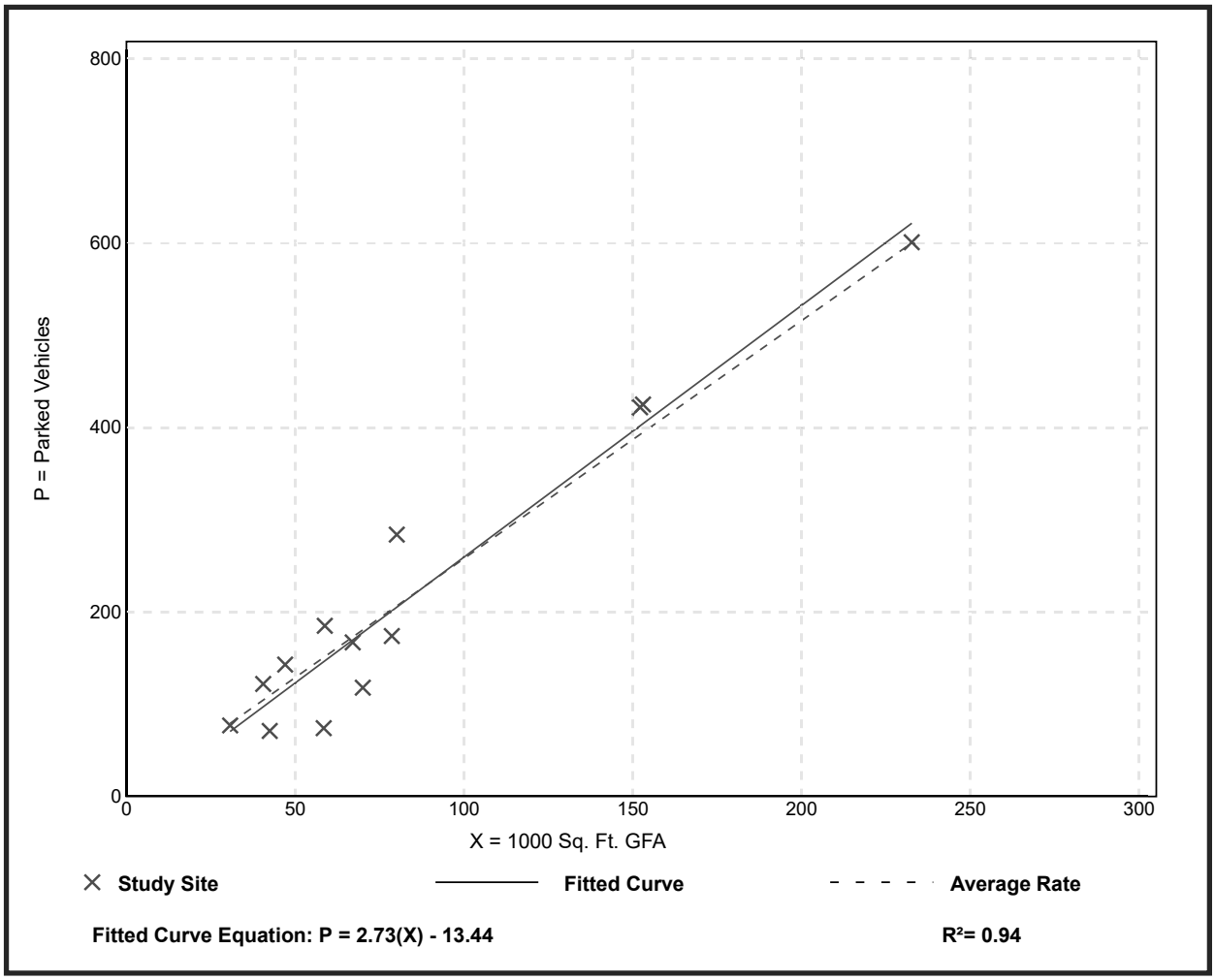
Research and Development Center
(760)

Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Peak Period of Parking Demand: **8:00 a.m. - 4:00 p.m.**
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 85

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.58	1.27 - 3.55	2.39 / 3.14	***	0.56 (22%)

Data Plot and Equation



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

Clinic
(630)

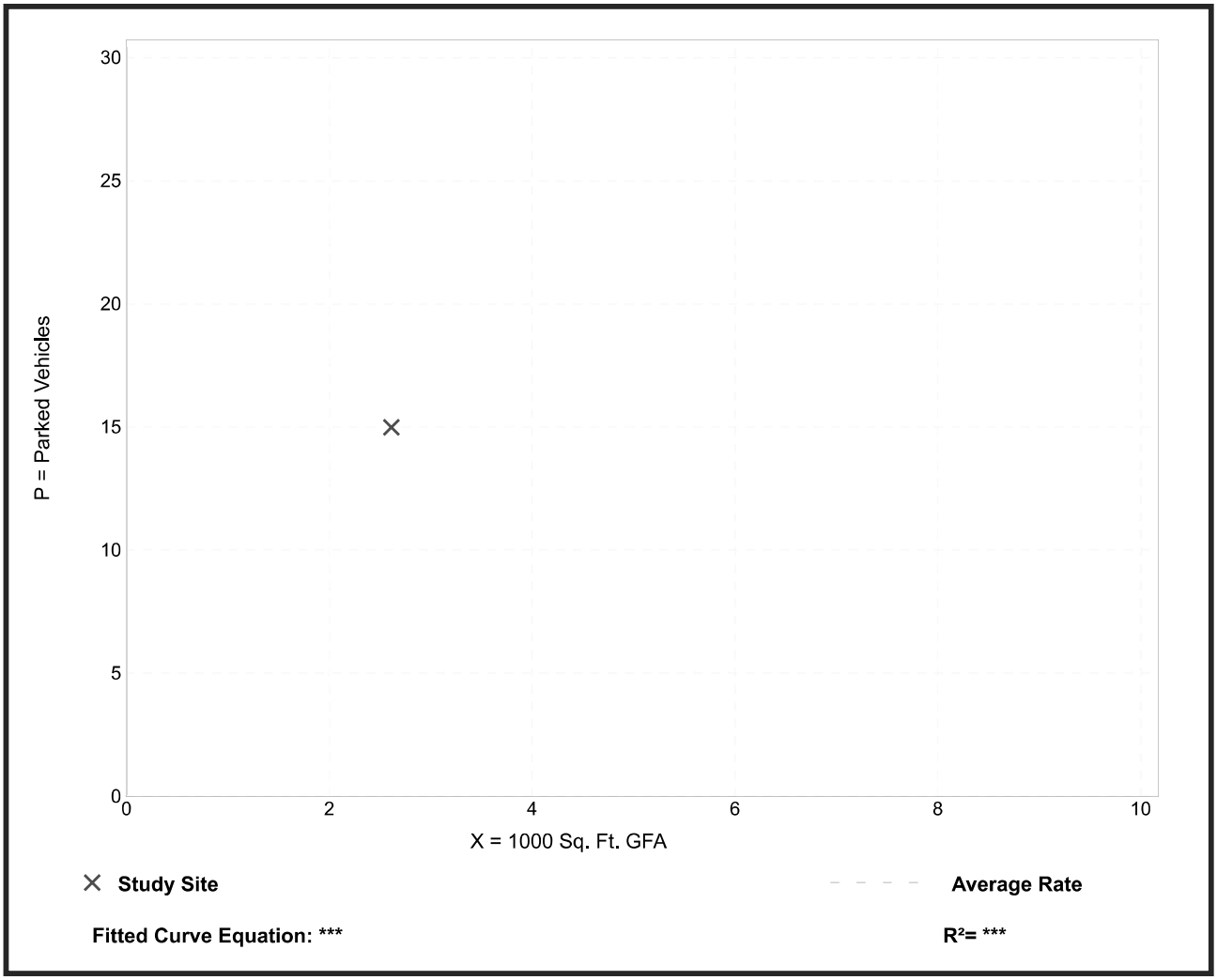
Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Weekday (Monday - Friday)**
Setting/Location: **Dense Multi-Use Urban**
Peak Period of Parking Demand: **9:00 a.m. - 3:00 p.m.**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 2.6

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
5.74	5.74 - 5.74	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

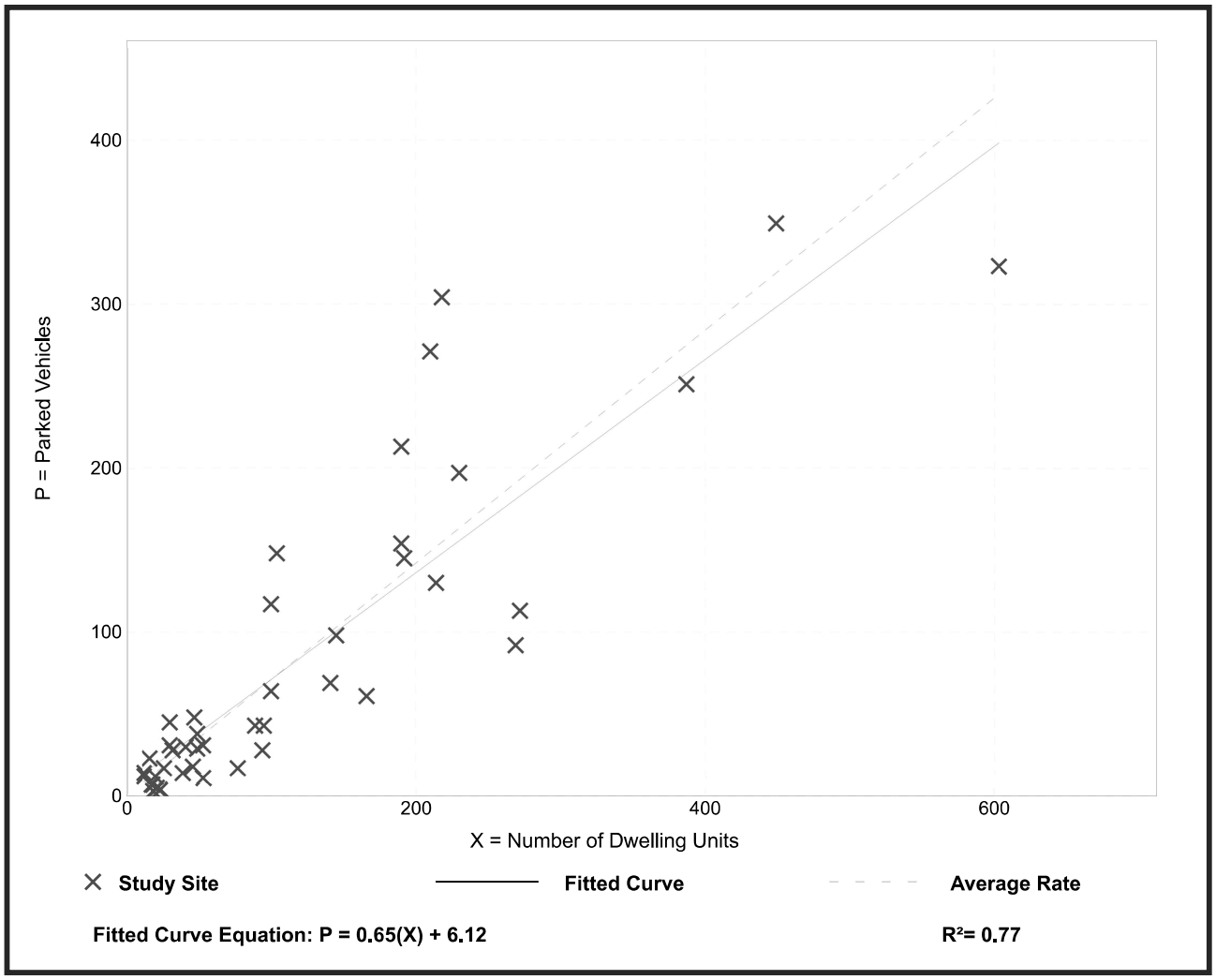
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **Dense Multi-Use Urban (< 1/2 mile to rail transit)**
Peak Period of Parking Demand: **10:00 p.m. - 5:00 a.m.**
Number of Studies: 43
Avg. Num. of Dwelling Units: 121

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.71	0.17 - 1.50	0.47 / 1.17	0.61 - 0.81	0.32 (45%)

Data Plot and Equation



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

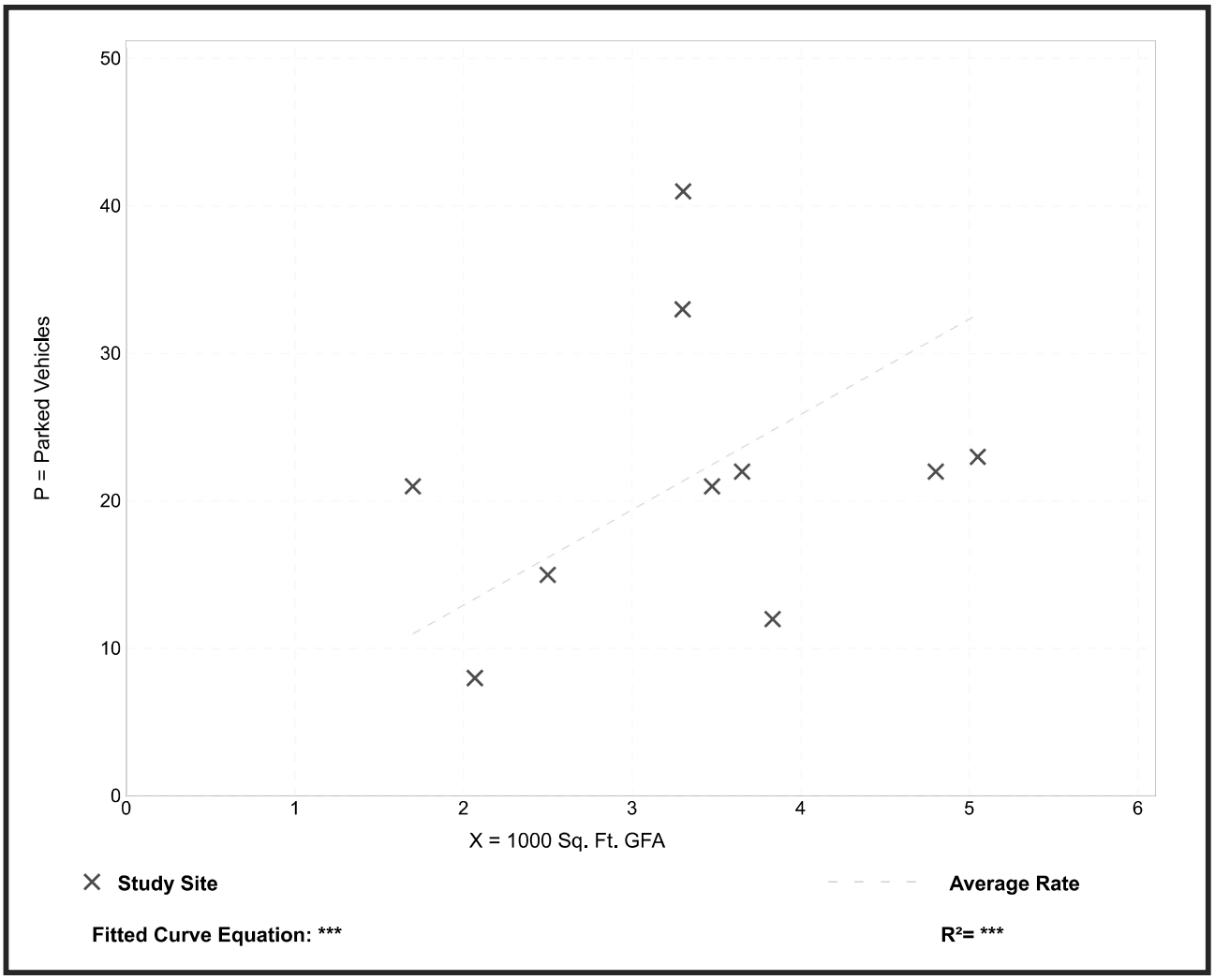
High-Turnover (Sit Down) Restaurant - Family
(932)

Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Weekday (Monday - Thursday)**
Setting/Location: **Dense Multi-Use Urban**
Peak Period of Parking Demand: **12:00 - 1:00 p.m.; 6:00 - 8:00 p.m.**
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 3.3

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
6.47	3.13 - 12.41	4.57 / 12.37	***	3.20 (49%)

Data Plot and Equation



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

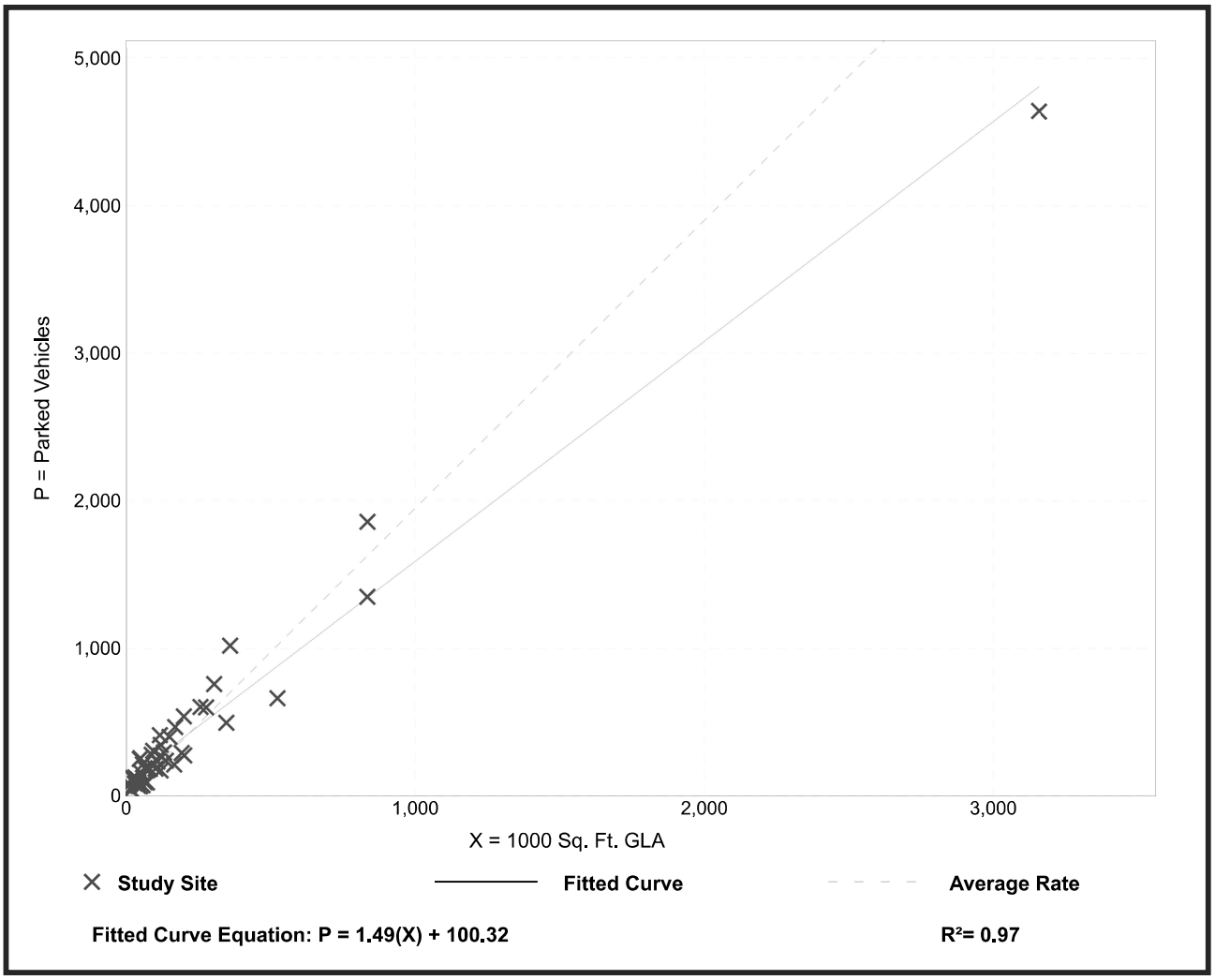
Shopping Center - Non-December
(820)

Peak Period Parking Demand vs: **1000 Sq. Ft. GLA**
On a: **Weekday (Monday - Thursday)**
Setting/Location: **General Urban/Suburban**
Peak Period of Parking Demand: **12:00 - 6:00 p.m.**
Number of Studies: 46
Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

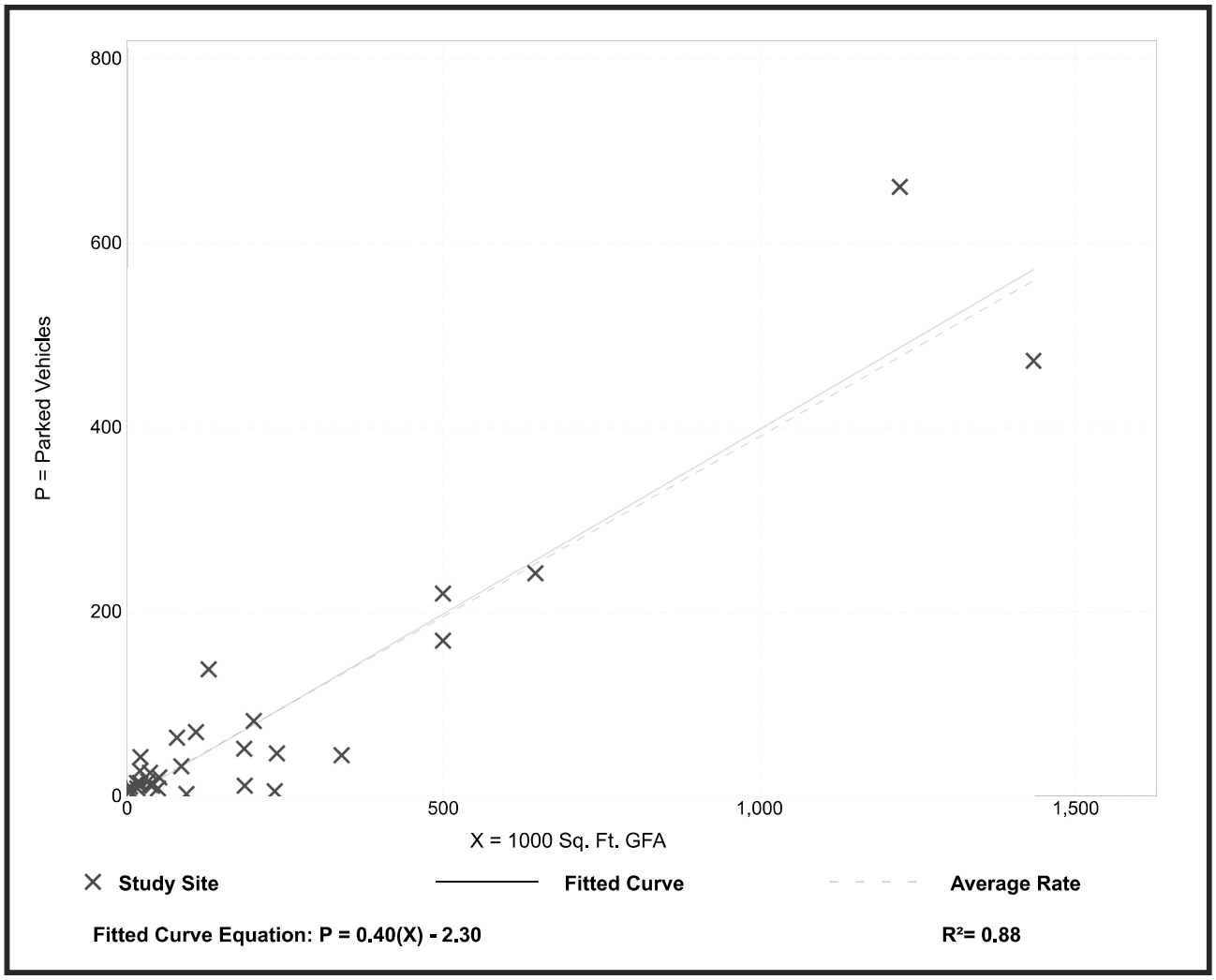
Warehousing
(150)

Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Peak Period of Parking Demand: **11:00 a.m. - 4:00 p.m.**
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 212

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.39	0.03 - 1.96	0.34 / 1.11	0.31 - 0.47	0.22 (56%)

Data Plot and Equation



Parking Generation Manual, 5th Edition ● Institute of Transportation Engineers

APPENDIX C

Transportation Demand Management (TDM) Analysis

= input
= calculation

Input Page

General Inputs

urban	Project Location
22,080	Total Project Unmitigated VMT
100%	Percentage of work related VMT[1]

Land Use / Location Strategies

yes	Implementing strategy?
230	# of … jobs per job acre

Density

yes	Implementing strategy?
90	# of intersections per square mile

Design

yes	Implementing strategy?
	% of each land use type in the project
0%	single family residential
0%	multifamily residential
100%	commercial
0%	industrial
0%	institutional
0%	park
100%	Total

Diversity

yes	Implementing strategy?
3.3	distance (in miles) to downtown or major job center

Destination Accessibility

yes	Implementing strategy?
0.86	distance (in miles) to transit station

Transit Accessibility

no	Implementing strategy?
30%	percentage of units that are deed-restricted BMR housing

Below Market Rate (BMR) Housing

yes	Implementing strategy?
within project and connecting off-site	extent of pedestrian accommodations

Pedestrian Network

no	Implementing strategy?
50%	percentage of streets within project with traffic calming improvements
75%	percentage of intersections within project with traffic calming improvements

Traffic Calming

yes		Implementing strategy?
1 NEV per	25	# of households
		*25 = low penetration, 10 = medium, 1 = high

NEV Network

yes	Implementing strategy?
suburban + commuter rail	project setting

Carshare Program

Neighborhood / Site Enhancements Strategies

no	Implementing strategy?
503	ITE parking provision for the project site
495	Actual parking provision for the project site

Parking Supply Limits

no	Implementing strategy?
$ 150	monthly parking cost for the project site

Unbundle Parking Costs

no	Implementing strategy?
30%	increase in on-street parking prices (min 25%, max 50%)

On-Street Market Pricing

Parking Policy / Pricing Strategies

no	Implementing strategy?
50%	percentage increase of transit network coverage
5%	existing transit mode share (as a % of total daily trips)

Network Expansion

no	Implementing strategy?
50%	percentage reduction in headways (increase in frequency)
17%	existing transit mode share (as a % of total daily trips)
>=50% of lines (within project) improved	level of implementation

Service Frequency/Speed

no	Implementing strategy?
17%	existing transit mode share (as a % of total daily trips)
25%	percentage of lines serving project converted to BRT

Bus Rapid Transit

Transit System Improvements Strategies

no	Implementing strategy?
100%	percentage of employees eligible

CTR Program - Required

yes	Implementing strategy?
100%	percentage of employees eligible

CTR Program - Voluntary

no	Implementing strategy?
80%	percentage of employees eligible
$ 0.75	amount of transit subsidy per passenger (daily equivalent)

Transit Fare Subsidy

no	Implementing strategy?
100%	percentage of employees eligible

Employee Parking Cash-Out

no	Implementing strategy?
$ 6.00	daily parking charge
100%	percentage of employees subject to priced parking

Workplace Parking Pricing

no	Implementing strategy?
25%	percentage of employees participating
1.5 days of telecommuting	strategy implemented

Alternative Work Schedules and Telecommute Program

no	Implementing strategy?
100%	percentage of employees eligible

CTR Marketing

yes	Implementing strategy?
low	degree of implementation
	*low (< 10 vans), medium (<30 vans), large (>30 vans)
large	employer size
	*small (< 100 employees), medium (< 500), large (>500)
100%	percentage of employees eligible

Employer Sponsored Vanpool/Shuttle

no	Implementing strategy?
100%	percentage of employees eligible

Ride-Share Program

no	Implementing strategy?
low	degree of implementation
	low = contact list covering <50% of all students
	medium = contact list covering 75% of all students
	high = contact list covering majority of students and active coordinator

School Pool

no	Implementing strategy?
50%	percent of families expected to use school bus program

School Bus

Commute Trip Reduction (CTR) Programs Strategies

1. 22% work trips represents a mixed-used site (SF Bay Area Travel Survey). See Assumptions Tab for more detail.

Pulldown menu data hidden here:

Global Max Reduction (all VMT):
59.7%
or
13,182

Cross-Category Max Reduction (all VMT):
54.8%
or
12,090

Max Reduction (all VMT):
10.9%
or
2,414

Land Use/ Location	Neighborhood/ Site Enhancements	Parking Policy/ Pricing	Transit System Improvements	Commute Trip Reduction (CTR) Progams (assuming mixed-use development)
Category Reduction (all VMT): 52.9%	Category Reduction (all VMT): 4.0%	Category Reduction (all VMT): 0.0%	Category Reduction (all VMT): 0.0%	Category Reduction (work VMT): 11%
Density 30.0%	**Pedestrian Network** 2.0%	**Parking Supply Limits** 0.0%	**Network Expansion** 0.0%	**CTR Program - Required** (work VMT) 0.0%
Design 18.0%	**Traffic Calming** 0.0%	**Unbundled Parking Costs** 0.0%	**Service Frequency/Speed** 0.0%	**CTR Program - Voluntary** (work VMT) 6.2%
Diversity -1.3%	**NEV Network** 0.5%	**On-Street Market Pricing** 0.0%	**Bus Rapid Transit** 0.0%	**Transit Fare Subsidy** (work VMT) 0.0%
Destination Accessibility 14.5%	**Car Share Program** 1.5%			**Employee Parking Cash-Out** (work VMT) 0.0%
Transit Accessibility 5.2%				**Workplace Parking Pricing** (work VMT) 0.0%
BMR Housing 0.0%				**Alternative Work Schedules and Telecommute Program** (work VMT) 0.0%
				CTR Marketing (work VMT) 0.0%
				Employer-Sponsored Vanpool/Shuttle (work VMT) 6.9%
				Ride Share Program (work VMT) 0.0%
				School Pool (school VMT) 0.0%
				School Bus (school VMT) 0.0%

FEHR PEERS

Memorandum

Date: April 19, 2022

To: Miroo Desai, City of Emeryville

From: Jordan Brooks and Kathrin Tellez, Fehr & Peers

Subject: EmeryStation Overland – Non-CEQA Transportation Assessment

OK21-0443

This memorandum presents the non-CEQA transportation assessment conducted by Fehr & Peers for the proposed EmeryStation Overland development, located at 1550 62nd Street in Emeryville (project). The memorandum provides a review of the project's safety, access, and circulation for all travel modes and provides a set of recommended improvements to enhance safety and mobility for all travel modes. Sections in this memorandum include:

1. Project Description (page 1)
2. Trip Generation (page 2)
3. Trip Distribution, Assignment, and Study Intersection Selection (page 3)
4. Intersection Operations Analysis (page 5)
5. Collision History Analysis (page 15)
6. Site Access and Circulation Analysis (page 18)
7. Conclusion and Summary of Recommendations (page 28)

1. Project Description

The proposed project would redevelop an approximately 3.9-acre parcel bound by 62nd Street, Overland Avenue, 63rd Street, and Hollis Street in the City of Emeryville. As part of the project, 77,000 square feet of existing warehouses would be demolished, and a 300,000 square foot biotech office/R&D use would be constructed. Forty-one live-work units and about 48,000 square feet of restaurant, warehouse, and office space would remain. The project would also construct a 496-space parking garage with vehicular access from 63rd Street that would serve both the new office/R&D uses and the existing retained uses.

The project site is located adjacent to the Overland Avenue-62nd Street-Horton Street Bicycle Boulevard, on which it would provide concrete curb protected bikeways between Powell Street and 63rd Street. The concrete curb protected bikeways would extend on 62nd Street east to Hollis Street. Additionally, the project proposes closing Overland Avenue to automobiles between 63rd Street and 64th Street, providing a linear public park with a bicycle and pedestrian throughway.

The project site is also located adjacent to Hollis Street, which is utilized by Emery Go-Round.

2. Trip Generation

Trip generation refers to the process of estimating the amount of travel by mode a project might generate and add to the local roadway network. For the existing warehouse uses, Fehr & Peers estimated trip generation using data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual (11th Edition)*, which includes land use codes that are similar to the uses proposed by the project and existing uses at the site.

However, the ITE data does not include a land use code that is well-matched to the proposed life sciences office/R&D use, and ITE guidance recommends the application of locally collected data at similar land uses in the region when available. Data collected at several life sciences office/R&D sites in South San Francisco are used to estimate project trip generation because the uses are similar to the proposed project, and workers in the project area are expected to have similar automobile usage.[1] Application of those rates correlates well to the proposed parking supply, in that about half of people who would drive and park at the site would arrive during the peak hour, with the remaining trips occurring in the adjacent hours, better matching typical commute trends in Emeryville and the East Bay.

The project land use—a life sciences center with laboratory space—is not expected to result in a high rate of employees working from home in the absence of pandemic-related restrictions. As such, by the time the project is completed and occupied, trip generation rates are expected to be similar to rates observed prior to the Covid-19 pandemic. To the extent that the Covid-19 pandemic might in fact result in long-lasting changes to the travel patterns of the project land uses, basing trip generation rates on pre-Covid-19 data represents a conservative assumption that ensures that the analysis does not underestimate the number of net new automobile trips added to local roadways.

Project net trip generation estimates for the weekday morning and evening peak hours are presented in **Table 1**. These estimates account for trips generated by existing land uses that would be eliminated with the project. As shown in Table 1, the project is estimated to generate about 236

[1] Transportation surveys collected at the South San Francisco sites indicated an automobile mode share of 78 percent. Based on 2012-2016 American Community Survey 5-Year Estimates, workers in the project census tract (Tract 4251.03) have an 81 percent automobile mode share.

net-new weekday AM peak hour and 262 net-new PM peak hour automobile trips. These added trips will be distributed to the local roadway network.

Table 1: Project Net Automobile Trip Generation

Land Use	ITE Code	Size[1]	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
New Development									
R&D/Office[2]	-	300 KSF	1,460	212	37	249	51	225	276
Removed Existing Uses									
Warehousing[3]	*150*	*77 KSF*	*-130*	*-10*	*-3*	*-13*	*-4*	*-10*	*-14*
Project Net New Automobile Trips			**1,330**	**202**	**34**	**236**	**47**	**215**	**262**

Notes:
1. KSF = 1,000 square feet.
2. Trip generation data collected by Fehr & Peers at life sciences office/R&D uses in South San Francisco:
   Daily: 4.88 trips per KSF
   AM Peak Hour: 0.83 trips per KSF (85% in, 15% out)
   PM Peak Hour: 0.92 trips per KSF (19% in, 81% out)
3. ITE Trip Generation (11th Edition) land use category 150 (Warehousing):
   Daily: T = 1.74 * X
   AM Peak Hour: T = 0.17 * X (77% in, 23% out)
   PM Peak Hour: T = 0.18 * X (28% in, 72% out)

Source: Fehr & Peers, 2022.

3. Trip Distribution, Assignment, and Study Intersection Selection

The trip distribution and assignment process is used to estimate how the vehicle trips generated by the project would be distributed across the roadway network. Trip distribution for the project was based on existing travel patterns, locations of complementary land uses, and travel patterns assumed for other similar uses in the area, including the Emeryville Center of Innovation project. **Figure 1** shows the project trip distribution.

Study intersections were identified based on the following criteria:

- Adjacency to the project site
- Expected effect of traffic volumes added by the project
- Potential for operational or safety improvements
- Feedback received from City staff

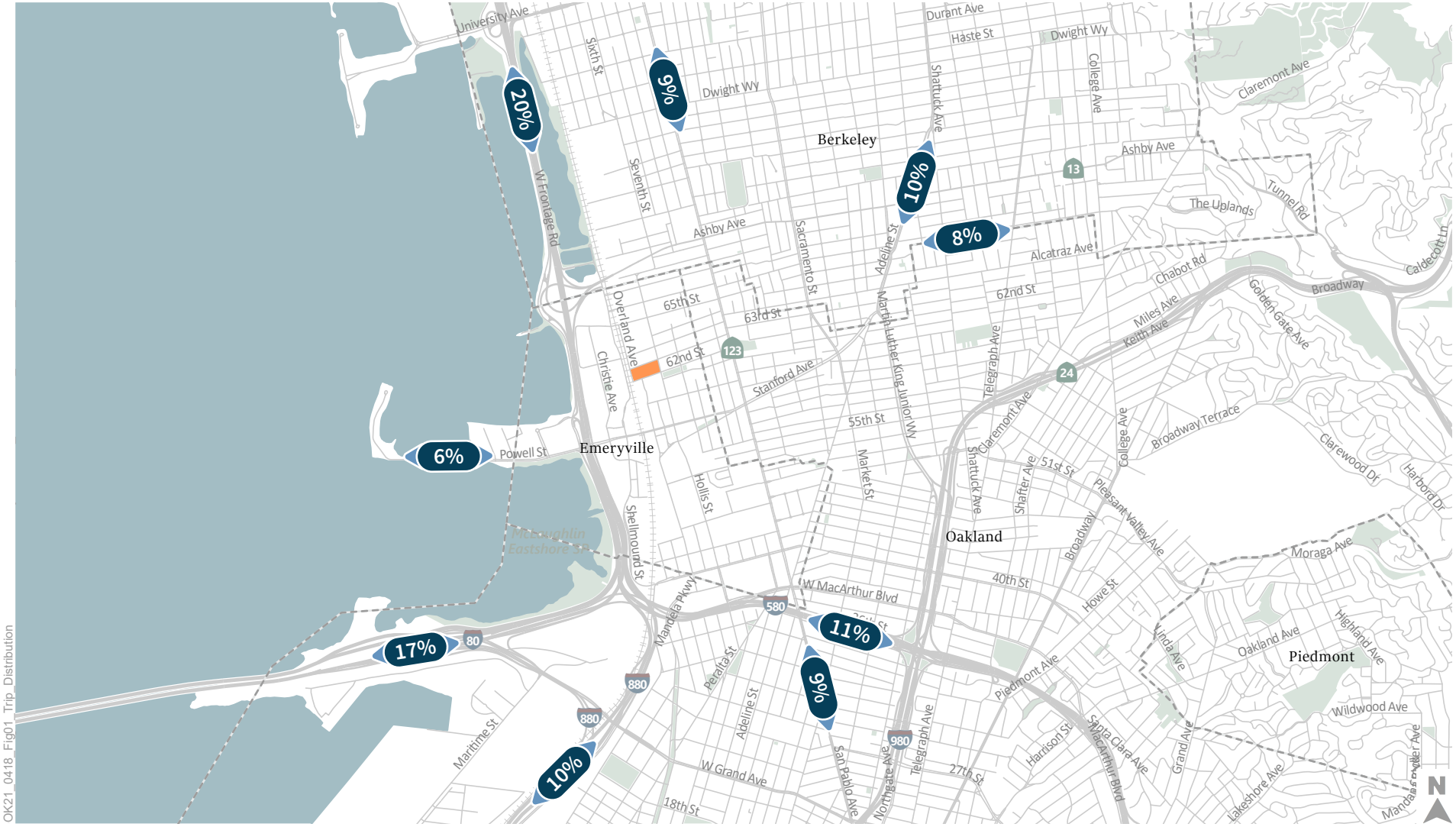


Figure 1

Project Trip Distribution

Based on the above criteria, the following 27 study intersections were identified:

1. Christie Avenue/Powell Street
2. Shellmound Street-Bay Street/ I-80 EB Off-Ramp
3. Shellmound Street/67th Street
4. Shellmound Street/65th Street
5. Overland Avenue/65th Street
6. Overland Avenue/63rd Street
7. Horton Street/62nd Street
8. Hollis Street/67th Street
9. Hollis Street/65th Street
10. Hollis Street/64th Street
11. Hollis Street/63rd Street
12. Hollis Street/62nd Street
13. Hollis Street/59th Street
14. Hollis Street/Powell Street
15. Hollis Street/Stanford Avenue
16. Hollis Street/53rd Street
17. Hollis Street/45 Street
18. Hollis Street/Park Avenue
19. Hollis Street/40th Street
20. Seventh Street/Ashby Avenue
21. Doyle Street/63rd Street
22. Vallejo Street/63rd Street
23. Marshall Street/63rd Street
24. San Pablo Avenue/Alcatraz Avenue
25. San Pablo Avenue/63rd Street
26. Doyle Street/62nd Street
27. Doyle Street/64th Street

Study intersections are evaluated in the intersection operations and collision history analysis sections of this memorandum. As increases in vehicle delay no longer form the basis of impacts under CEQA, intersection operations analysis is performed for informational purposes only to help identify where operational improvements may be desired with the development of project. Intersection collision history analysis likewise does not form the basis of an impact under CEQA and is performed for informational purposes only to help identify intersections utilized by project traffic where safety improvements may be desired.

4. Intersection Operations Analysis

Although transportation analysis under CEQA no longer recognizes vehicle delay as an environmental impact, intersection levels of service (LOS) were evaluated to help identify potential transportation system improvements that could be implemented as part of the project. LOS is a qualitative description of traffic operations from the vehicle driver perspective and consists of the delay experienced by the driver at the intersection. It ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delays.

Recommendations identified from this analysis are strictly informational in nature and could be implemented as part of the project to improve the overall transportation system, but they are not required to mitigate impacts under CEQA. The identified recommendations are designed to enhance mobility for all travel modes, including transit vehicles, without degrading or precluding the provision of planned bicycle, pedestrian, and transit facilities.

Evaluation Criteria

Intersection or roadway improvements may be recommended under the following circumstances:

- If a signalized intersection is projected to operate at LOS D or better without the project, and the project is expected to cause the facility to operate at LOS E or F.
- If an intersection is projected to operate at LOS E or F without the project, and the project is expected to increase the average control delay by more than 5 seconds.
- If the addition of project traffic at a study intersection would result in the 95th percentile vehicle queue exceeding the available storage or would increase 95th percentile queue by more than two vehicles where the queue already exceeds the available storage space.
- If the addition of project traffic at an unsignalized study intersection would warrant the installation of a traffic signal, based on the Manual on Uniform Traffic Control Devices (MUTCD) Peak Hour Signal Warrant (Warrant 3) or Pedestrian Volume Signal Warrant (Warrant 4).
- If the addition of project traffic would increase daily vehicle traffic by 2 or more percent on bicycle boulevard segments that already exceed the traffic volume guidance outlined in the City of Emeryville Pedestrian and Bicycle Plan.[2]
- If the project would add peak hour trips to a study intersection or road segment adjacent to the project that has a documented collision frequency higher than predicted by on the Highway Safety Manual.

For intersections or roadway segments that meet the above criteria, capacity-enhancing measures that would not degrade other modes of travel will be considered, including upgrading or installing signal equipment, extending left-turn pocket storage, providing non-motorized facilities to reduce vehicular demand, enhancing capacity on a parallel route, and/or enhancing transit access to a site.

Scenarios and Parameters

Intersections were evaluated for the weekday AM and PM peak hours under the following scenarios:

- **Existing** – Existing (pre-pandemic) conditions, based on data collected over the past five years. Includes traffic generated projects completed since 2019, including:
    - Public Market Parcels C1/C2 and D
- **Existing Plus Project** – Existing (pre-pandemic) conditions plus net additional traffic generated by the project, considering vehicle traffic generated by existing uses on the site

[2] This criterion could form the basis of an impact under CEQA related to consistency with plans and policies. As this memorandum presents non-CEQA analysis only, the bicycle boulevard volume analysis can be found in the transportation section of the environmental document.

that would be removed as a part of the project, and vehicle traffic rerouted due to roadway changes implemented as a part of the project.

- **Near-Term** – Existing conditions plus traffic generated by approved and pending projects in the immediate project vicinity study area, including:
    - Bayview Emeryville Apartments
    - 5603 Bay Street Grocery Store
    - Public Market Parcels A, B & F
    - 5850 Shellmound Life Sciences Tower
    - Emeryville Center of Innovation
    - Sherwin-Williams
- **Near-Term Plus Project** – Near-term conditions plus net traffic generated by the project and vehicle traffic rerouted by the project.

The location of projects with trip generation included under Existing and Near-Term conditions is shown in **Figure 2**.

Traffic patterns and travel behavior have shifted substantially in Emeryville and throughout the Bay Area as a result of the COVID-19 pandemic, and traffic counts collected in Emeryville in November 2021 indicate that current weekday AM and PM peak hour traffic volumes are less than 80 percent of traffic volumes in 2019. This analysis conservatively assumes that post-pandemic intersection activity levels will return to pre-pandemic levels. Thus, this analysis uses pre-pandemic traffic counts to estimate the weekday AM and PM peak hour intersection turning movement, pedestrian, and bicycle volumes at the study intersections under Existing conditions. **Table 2** presents the data sources for volumes under Existing conditions. Where pre-pandemic data was not available, new multimodal turning movement counts were collected and factored to represent pre-pandemic conditions.

Figures presenting weekday AM and PM peak hour volumes, lane configurations, and traffic controls at the study intersections under all four scenarios are provided as **Attachment A**.

Signal Warrant Analysis

To assess the need for signalization of stop-controlled intersections, the California Manual on Uniform Traffic Control Devices (MUTCD) includes eight signal warrants. Generally, meeting one or more of the signal warrants could justify signalization of an intersection. This analysis evaluates the California MUTCD peak hour vehicular volume warrant (Warrant 3B) for urban conditions to determine if the vehicle traffic added by the project would result in the stop-controlled intersections needing to be signalized. None of the unsignalized study intersection met the minimum pedestrian volume threshold for the pedestrian volume signal warrant (Warrant 4) to apply.



Figure 2

Existing and Near-Term Approved Projects

OK21-0418_X_ApproveProj

Table 2: Existing Conditions Volume Data Sources

Study Intersection	Data Source
1. Christie Avenue/Powell Street	2017-2018 PASS
2. Shellmound Street-Bay Street/I-80 EB Off-Ramp	Counts collected in May/June 2019
3. Shellmound Street/67th Street	Counts collected in May/June 2019
4. Shellmound Street/65th Street	Counts collected in May/June 2019
5. Overland Avenue/65th Street	Counts collected in May/June 2019
6. Overland Avenue/63rd Street	Counts collected in November 2021[1]
7. Horton Street/62nd Street	Counts collected in November 2021[1]
8. Hollis Street/67th Street	AM: Counts collected in May/June 2019 PM: 2017-2018 PASS
9. Hollis Street/65th Street	2017-2018 PASS
10. Hollis Street/64th Street	2017-2018 PASS
11. Hollis Street/63rd Street	Counts collected in November 2021[1]
12. Hollis Street/62nd Street	2017-2018 PASS
13. Hollis Street/59th Street	2017-2018 PASS
14. Hollis Street/Powell Street	2017-2018 PASS
15. Hollis Street/Stanford Avenue	2017-2018 PASS
16. Hollis Street/53rd Street	2017-2018 PASS
17. Hollis Street/45th Street	2017-2018 PASS
18. Hollis Street/Park Avenue	2017-2018 PASS
19. Hollis Street/40th Street	Counts collected in May/June 2019
20. Seventh Street/Ashby Avenue	Counts collected in May/June 2019
21. Doyle Street/63rd Street	Counts collected in November 2021[1]
22. Vallejo Street/63rd Street	Counts collected in November 2021[1]
23. Marshall Street/63rd Street	Counts collected in November 2021[1]
24. San Pablo Avenue/Alcatraz Avenue	Counts collected in November 2021[1]
25. San Pablo Avenue/63rd Street	Counts collected in November 2021[1]
26. Doyle Street/62nd	Counts collected in November 2021[1]
27. Doyle Street/64th	Counts collected in November 2021[1]

Notes:

1. Existing (pre-pandemic) conditions volumes estimated using a 2021-to-pre-pandemic scaling factor based on the 2017-2018 PASS and 2019 data.

Source: Fehr & Peers, 2022.

The peak hour vehicular volume traffic signal warrant was evaluated for the 12 unsignalized study intersections based on the volumes, intersection controls, and roadway configurations presented in Attachment A. Signal warrant worksheets are provided in **Attachment B**. As shown in **Table 3**, three of the unsignalized study intersections meet the California MUTCD peak hour vehicular volume signal warrant.

Table 3: Peak Hour Vehicular Volume Signal Warrant 3B Summary

Intersection	Control[1]	Meets Peak Hour Signal Warrant?[2]			
		Existing	Existing Plus Project	Near-Term	Near-Term Plus Project
2. Shellmound Street/Bay Street/I-80 EB Off-Ramp	TWSC	No	No	No	No
3. Shellmound Street/67th Street	TWSC	No	No	No	No
6. Overland Avenue/63rd Street	TWSC	No	No	No	No
7. Horton Street/62nd Street	TWSC	No	No	No	No
8. Hollis Street/67th Street	TWSC	**Yes (PM)**	**Yes (AM, PM)**	**Yes (AM, PM)**	**Yes (AM, PM)**
11. Hollis Street/63rd Street	TWSC	No	**Yes (PM)**	No	**Yes (PM)**
17. Hollis Street/45th Street	AWSC	No	No	**Yes (AM, PM)**	**Yes (AM, PM)**
21. Doyle Street/63rd Street	TWSC	No	No	No	No
22. Vallejo Street/63rd Street	TWSC	No	No	No	No
23. Marshall Street/63rd Street	AWSC	No	No	No	No
26. Doyle Street/62nd Street	TWSC	No	No	No	No
27. Doyle Street/64th Street	TWSC	No	No	No	No

Notes:
1. TWSC = Two-way stop control; AWSC = all-way stop control
2. Based on the application of California MUTCD Warrant 3B.

Source: Fehr & Peers, 2022.

As shown in Table 3, the following intersections meet the peak hour vehicular volume signal warrant without the project under Existing and/or Near-Term conditions and would continue to meet the signal warrant with the project:

- Hollis Street/67th Street (met under Existing and Near-Term conditions)
- Hollis Street/45th Street (met under Near-Term conditions)

The Hollis Street/67th Street intersection is planned to be signalized as part of the implementation of the grant-funded Emeryville Quiet Zone, and the Hollis Street/45th Street intersection is planned to be signalized as part of the Sherwin Williams Planned Unit Development project.

The addition of project traffic would result in the following intersection meeting the peak hour signal warrant under both Existing Plus Project and Near-Term Plus Project conditions:

- Hollis Street/63rd Street

The project would also contribute to the need to signalize the intersections that meet warrants prior to the addition of project traffic. **Table 4** presents vehicle traffic volumes expected to be added by the project to each intersection during the weekday evening peak hour, as well as the project's share of the total volume.

Table 4: Project Trips at Study Intersections Meeting Signal Warrant 3B

Location	Project Net Volumes[1]	Existing Plus Project		Near-Term Plus Project	
		Total Volume[1]	Portion from Project	Total Volume[1]	Portion from Project
8. Hollis Street/67th Street	72	1,640	4%	1,850	4%
11. Hollis Street/63rd Street	262	1,630	16%	1,750	15%
17. Hollis Street/45th Street	14	-[2]	-[2]	1,610	<1%

Notes:
1. Weekday evening peak hour trips
2. Warrant not met under Existing Plus Project conditions

Source: Fehr & Peers, 2022.

As shown in Table 4, under Near-Term Plus Project conditions, the project would represent about 14 percent of peak hour traffic at the Hollis Street/63rd Street intersection.

> **Recommendation 1:** Install a traffic signal at the Hollis Street/63rd Street intersection that is interconnected with adjacent traffic signals and includes bicycle detection.

The project would represent less than one percent of peak hour vehicle traffic at the Hollis Street/45th Street intersection. As that signal warrant is triggered by the Sherwin Williams Planned Unit Development project, and the project would add a minimal amount of traffic to the intersection, no project contribution is required. As described previously, implementation of a traffic signal at the Hollis Street/67th Street intersection is fully funded by grants.

Level of Service Analysis

Intersection operations were evaluated using methods provided in the Highway Capacity Manual, 6th Edition (HCM 6) using the Synchro 11 software. Intersection operations are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic operations from the vehicle

driver perspective and consists of the delay experienced by the driver at the intersection. It ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delays.

Based on the volumes, intersection controls, and roadway configurations presented in Attachment A, Fehr & Peers calculated the weekday morning and evening peak hour LOS at the study intersections. **Table 5** summarizes the peak hour intersection LOS analysis results under Existing, Existing Plus Project, Near-Term, and Near-Term Plus Project conditions. **Attachment C** provides the detailed LOS calculation worksheets.

Table 5: Intersection Peak Hour LOS Summary

Intersection	Control[1]	Peak Hour	Existing		Existing Plus Project		Near-Term		Near-Term Plus Project	
			Delay (Sec)[2]	LOS[3]	Delay (Sec)[2]	LOS[3]	Delay (Sec)[2]	LOS[3]	Delay (Sec)[2]	LOS[3]
1. Christie Avenue/Powell Street	Signal	AM PM	29 49	C D	29 50	C D	34 **85**	C **F**	34 **>90**	C **F**
2. Shellmound Street-Bay Street/I-80 EB Off-Ramp	SSSC	AM PM	8 (11) 1 (9)	A (B) A (A)	9 (12) 1 (9)	A (B) A (A)	8 (11) 1 (9)	A (B) A (A)	9 (12) 1 (9)	A (B) A (A)
3. Shellmound Street/67th Street	SSSC/ Signal[5]	AM PM	4 (18) 2 (15)	A (C) A (B)	5 (22) 3 (16)	A (C) A (B)	8 8	A A	9 10	A A
4. Shellmound Street/65th Street	Signal	AM PM	42 29	D C	42 34	D C	44 33	D C	45 37	D D
5. Overland Avenue/65th Street	Signal	AM PM	36 29	D C	40 36	D D	44 33	D C	52 45	D D
6. Overland Avenue/63rd Street	SSSC	AM PM	2 (9) 3 (9)	A (A) A (A)	<1 (<1) <1 (<1)	A (A) A (A)	2 (9) 3 (9)	A (A) A (A)	<1 (<1) <1 (<1)	A (A) A (A)
7. Horton Street/62nd Street	SSSC/ AWSC[4]	AM PM	4 (9) 7 (11)	A (A) A (B)	8 8	A A	4 (9) 7 (11)	A (A) A (B)	8 8	A A
8. Hollis Street/67th Street	SSSC/ Signal[5]	AM PM	15 **(65)** **>90** **(>90)**	B **(F)** **F (F)**	27 **(>90)** **67** **(>90)**	C (**F**) **F (F)**	11 8	B A	14 8	B A
9. Hollis Street/65th Street	Signal	AM PM	15 26	B C	18 29	B C	16 30	B C	11 31	B C
10. Hollis Street/64th Street	Signal	AM PM	4 16	A B	4 18	A B	4 17	A B	5 18	A B
11. Hollis Street/63rd Street	SSSC	AM PM	4 (23) 5 **(36)**	A (C) A **(E)**	18 **(>90)** **>90** (**>90**)	B **(F)** **E (F)**	4 (29) 7 **(54)**	A (D) **A (F)**	27 **(>90)** **>90** (**>90**)	D **(F)** **F (F)**
12. Hollis Street/62nd Street	Signal	AM PM	9 6	A A	9 7	A A	9 5	A A	7 7	A A
13. Hollis Street/59th Street	Signal	AM PM	20 20	B C	20 22	B C	21 21	C C	21 23	C C
14. Hollis Street/Powell Street	Signal	AM PM	36 43	D D	37 42	D D	39 **>90**	D **F**	40 **>90**	D **F**

Table 5: Intersection Peak Hour LOS Summary

Intersection	Control[1]	Peak Hour	Existing		Existing Plus Project		Near-Term		Near-Term Plus Project	
			Delay (Sec)[2]	LOS[3]	Delay (Sec)[2]	LOS[3]	Delay (Sec)[2]	LOS[3]	Delay (Sec)[2]	LOS[3]
15. Hollis Street/Stanford Avenue	Signal	AM PM	11 13	B B	11 13	B B	13 15	B B	13 15	B B
16. Hollis Street/53rd Street	Signal	AM PM	10 9	B B	10 9	B A	14 29	B C	13 24	B C
17. Hollis Street/45th Street	SSSC/ Signal[5]	AM PM	14 32	B D	14 34	B D	12 7	B A	14 7	B A
18. Hollis Street/Park Avenue	Signal	AM PM	10 11	B B	10 11	B B	14 13	B B	14 13	B B
19. Hollis Street/40th Street	Signal	AM PM	30 40	C D	30 40	C D	34 48	C D	34 49	C D
20. Seventh Street/Ashby Avenue	Signal	AM PM	35 43	D E	35 43	D D	39 49	D D	39 49	D D
21. Doyle Street/63rd Street	SSSC	AM PM	8 (10) 9 (10)	A (A) A (A)	9 (10) 9 (10)	A (B) A (B)	8 (10) 9 (10)	A (A) A (A)	9 (10) 9 (10)	A (B) A (B)
22. Vallejo Street/63rd Street	SSSC	AM PM	7 (10) 7 (10)	A (B) A (B)	8 (11) 8 (10)	A (B) A (B)	7 (10) 7 (10)	A (B) A (B)	8 (11) 8 (11)	A (B) A (B)
23. Marshall Street/63rd Street	AWSC	AM PM	8 8	A A	8 8	A A	8 8	A A	8 8	A A
24. San Pablo Avenue/ Alcatraz Avenue	Signal	AM PM	48 **85**	D **F**	51 **>90**	D **F**	49 **>90**	D **F**	53 **>90**	D **F**
25. San Pablo Avenue/63rd Street	Signal	AM PM	5 7	A A	5 7	A A	5 8	A A	5 8	A A
26. Doyle Street/62nd Street	TWSC	AM PM	<1 (<1) <1 (<1)	A (A) A (A)	<1 (<1) <1 (<1)	A (A) A (A)	<1 (<1) <1 (<1)	A (A) A (A)	<1 (<1) <1 (<1)	A (A) A (A)
27. Doyle Street/64th Street	TWSC	AM PM	8 (9) 8 (9)	A (A) A (A)	9 (9) 9 (9)	A (A) A (A)	9 (9) 8 (9)	A (A) A (A)	8 (9) 8 (10)	A (A) A (A)

Notes:

1. 3WSC = Three-way stop control; AWSC = all-way stop control
2. Average intersection delay and LOS based on the HCM 6 method. Average delay is reported for signalized and all-way stop-controlled intersections. Average intersection and worst-movement delays, respectively, are reported for side-street stop-controlled intersections.
3. Based on HCM 6 delay thresholds.
4. The project would provide all-way stop control
5. Intersection signalization would be provided by under-construction or fully-funded projects under Near-Term conditions.

Source: Fehr & Peers, 2022.

As shown in Table 5, the addition of project traffic would result in the following intersections operating at LOS E or F during weekday peak hours with the project, compared to LOS D or better without the project:

- Hollis Street/63rd Street (Existing Plus Project and Near-Term Plus Project conditions)

The addition of project traffic would increase average delay by more than five seconds at the following intersections that would operate at LOS E or F without the project:

- Christie Avenue/Powell Street (Near-Term Plus Project conditions)
- Hollis Street/67th Street (Existing Plus Project conditions; improves with planned signalization under Near-Term conditions)
- San Pablo Avenue/Alcatraz Avenue (Existing Plus Project and Near-Term Plus Project conditions)

Project trips at the two Hollis Street study intersections are shown in Table 4, and planned improvements and recommendations related to those intersections are described as part of the signal warrant analysis. No additional improvements would be required to achieve LOS D operations for people driving. The planned signalization of these intersections would also provide protected crossing locations for pedestrians and bicyclists.

Table 6 presents the vehicle traffic volumes expected to be added by the project to the Christie Avenue/Powell Street and San Pablo Avenue/Alcatraz Avenue intersections during the weekday evening peak hour, as well as the project's share of the total volume.

Table 6: Project Trips at Study Intersections Meeting LOS Criteria

Location	Net Project Volumes[1]	Existing Plus Project		Near-Term Plus Project	
		Total Volume[1]	Portion from Project	Total Volume[1]	Portion from Project
1. Christie Avenue/Powell Street	90	-[2]	-[2]	5,070	2%
24. San Pablo Avenue/ Alcatraz Avenue	51	2,970	2%	3,030	2%

Notes:
1. Weekday evening peak hour trips
2. LOS criteria not met under Existing Plus Project conditions

Source: Fehr & Peers, 2022.

The *Powell Street Urban Design Plan* and the City of Emeryville's Transportation Impact Fee program identify the construction of a second westbound left-turn lane on Powell Street to Christie Avenue. The project would pay the City's transportation impact fee, which the City may use to implement this intersection improvement. However, the City does not have current plans to implement the second westbound left-turn lane at this intersection, as the City has chosen to prioritize bicycle and pedestrian improvement projects rather than vehicle operations projects with transportation impact fee funds.

Improvements on the San Pablo Avenue corridor are currently being studied, with a focus on bicycle, pedestrian, and transit rider safety and transit priority infrastructure rather than vehicle operations. As the project is required to pay local transportation impact fees that would fund citywide improvements with a focus on multimodal infrastructure, those improvements have the potential to shift some of the potential vehicle trips that could be generated by the project to other travel modes.

5. Collision History Analysis

A five-year history (January 1, 2016 to December 31, 2020) of collision data in the study area was obtained from the Statewide Integrated Traffic Records System (SWITRS) and was evaluated for this collision analysis. Summaries of the type and severity of collisions by study intersection are provided as **Attachment D**.

During this time period, there was one severe injury collision involving a bicyclist at the Hollis Street/63rd Street intersection and one fatal pedestrian collision at the Christie Avenue/Powell Street intersection. The project is recommended to implement a traffic signal at the Hollis Street/63rd Street intersection in Recommendation 1, which would increase safety at that intersection.

The Highway Safety Manual (HSM, Predictive Method – Volume 2, Part C) provides a methodology to predict the number of collisions for intersections and street segments based on their specific characteristics, such as vehicle and pedestrian volumes, number of lanes, signal phasing, on-street parking, and number of driveways. **Table 7** compares the predicted collision frequencies based on the HSM Predictive Method to the reported collision frequencies for the 27 study intersections and four segments along the project frontage. **Attachment E** provides the detailed predicted collision frequency calculation sheets based on the HSM methodology.

Table 7: Predicted and Actual Crash Frequencies at Intersections

Location	Predicted Crash Frequency[1] (per year)	Actual Crash Frequency[2] (per year)	Difference	Higher Than Predicted?
Study Intersections				
1. Christie Avenue/Powell Street	4.0	6.4	**+2.4**	**Yes**
2. Shellmound Street-Bay Street/I-80 EB Off-Ramp	0.3	0.0	-0.3	No
3. Shellmound Street/67th Street	0.7	0.8	**+0.1**	**Yes**
4. Shellmound Street/65th Street	1.1	0.4	-0.7	No
5. Overland Avenue/65th Street	0.5	0.4	-0.1	No
6. Overland Avenue/63rd Street	0.2	0.0	-0.2	No
7. Horton Street/62nd Street	0.4	0.2	-0.2	No

Location	Predicted Crash Frequency[1] (per year)	Actual Crash Frequency[2] (per year)	Difference	Higher Than Predicted?
8. Hollis Street/67th Street	2.0	2.4	**+0.4**	**Yes**
9. Hollis Street/65th Street	2.4	0.6	-1.8	No
10. Hollis Street/64th Street	1.9	0.2	-1.7	No
11. Hollis Street/63rd Street	1.9	0.8	-1.1	No
12. Hollis Street/62nd Street	1.9	0.8	-1.1	No
13. Hollis Street/59th Street	1.8	0.4	-1.4	No
14. Hollis Street/Powell Street	2.8	1.0	-1.8	No
15. Hollis Street/Stanford Avenue	2.3	1.6	-0.7	No
16. Hollis Street/53rd Street	1.6	0.4	-1.2	No
17. Hollis Street/45th Street	2.0	0.8	-1.2	No
18. Hollis Street/Park Avenue	1.6	0.6	-1.0	No
19. Hollis Street/40th Street	2.1	1.0	-1.1	No
20. Seventh Street/Ashby Avenue	2.8	3.0	**+0.2**	**Yes**
21. Doyle Street/63rd Street	0.3	0	-0.3	No
22. Vallejo Street/63rd Street	0.4	0	-0.4	No
23. Marshall Street/63rd Street	0.5	0	-0.5	No
24. San Pablo Avenue/Alcatraz Avenue	3.1	1.8	-1.3	No
25. San Pablo Avenue/63rd Street	2.0	1.0	-1.0	No
26. Doyle Street/62nd Street	0.2	0.2	0.0	No
27. Doyle Street/64th Street	0.1	0.2	**+0.1**	**Yes**
Study Segments				
63rd Street b/t Hollis Street and Overland Avenue	0.2	0	-0.2	No
62nd Street b/t Hollis Street and Overland Avenue	0.1	0.2	-0.1	No
Overland Avenue b/t 62nd Street and 63rd Street	0.0	0.0	0	No
Hollis Street b/t 62nd Street and 63rd Street	0.1	0	-0.1	No

Notes:
1. Based on the Highway Safety Manual Predictive Method (Volume 2, Part C).
2. Based on SWITRS five-year collision data reported from January 1, 2016 to December 31, 2020.

Source: Fehr & Peers, 2022.

As shown in Table 7, the following intersections had a higher reported collision frequency than predicted by the HSM between the years 2016 and 2020:

- Christie Avenue/Powell Street
- Shellmound Street/67th Street

- Hollis Street/67th Street
- Seventh Street/Ashby Avenue
- Doyle Street/64th Street

Results from the collision history analysis describe existing conditions, and the project would not be expected to worsen collision frequencies at intersections simply by generating additional traffic, as it would not modify the geometries or operations of these intersections. Although the project would not modify the identified intersections with higher-than-predicted collision rates, the project may be expected to make fair-share contributions to any planned safety improvements at these intersections.

Table 8 presents the vehicle traffic volumes expected to be added by the project to each intersection during the weekday evening peak hour, as well as the project's share of the total volume.

Table 8: Project Trips at Study Intersections Exceeding the HSM Predictive Rate

Location	Project Net Volumes[1]	Existing Plus Project		Near-Term Plus Project	
		Total Volume[1]	Portion from Project	Total Volume[1]	Portion from Project
1. Christie Avenue/Powell Street	90	4,010	2%	5,070	2%
3. Shellmound Street/67th Street	57	760	7%	930	6%
8. Hollis Street/67th Street	72	1,640	4%	1,850	4%
20. Seventh Street/Ashby Avenue	9	3,010	<1%	3,220	<1%
27. Doyle Street/64th	17	80	22%	100	17%

Notes:
1. Weekday evening peak hour trips

Source: Fehr & Peers, 2022.

Improvements to the Christie Avenue/Powell Street intersection are included in the City's Transportation Impact Fee program. The Shellmound Street/67th Street and Hollis Street/67th Street intersections will be signalized as part of the fully funded Emeryville Quiet Zone implementation. Safety improvements at the Doyle Street/64th Street intersection were recently implemented as part of the Shared Doyle Street Quick Build project, and no additional improvements are planned. The Seventh Street/Ashby Avenue intersection is operated by the City of Berkeley, and the project would represent less than one percent of peak hour vehicle traffic.

6. Site Access and Circulation Analysis

Fehr & Peers reviewed the project site plan dated March 4, 2022, the proposed public improvements dated March 21, 2022, and the existing street network adjacent to the project site to evaluate site access and circulation for all travel modes. Recommendations to improve project site access and circulation are presented in **Figure 3** and described in detail below. Project access and circulation can be improved if the recommendations included in this analysis are implemented by the project, but a significant environmental impact under CEQA would not result from the project if these recommendations are not implemented.

Automobile Access and Circulation

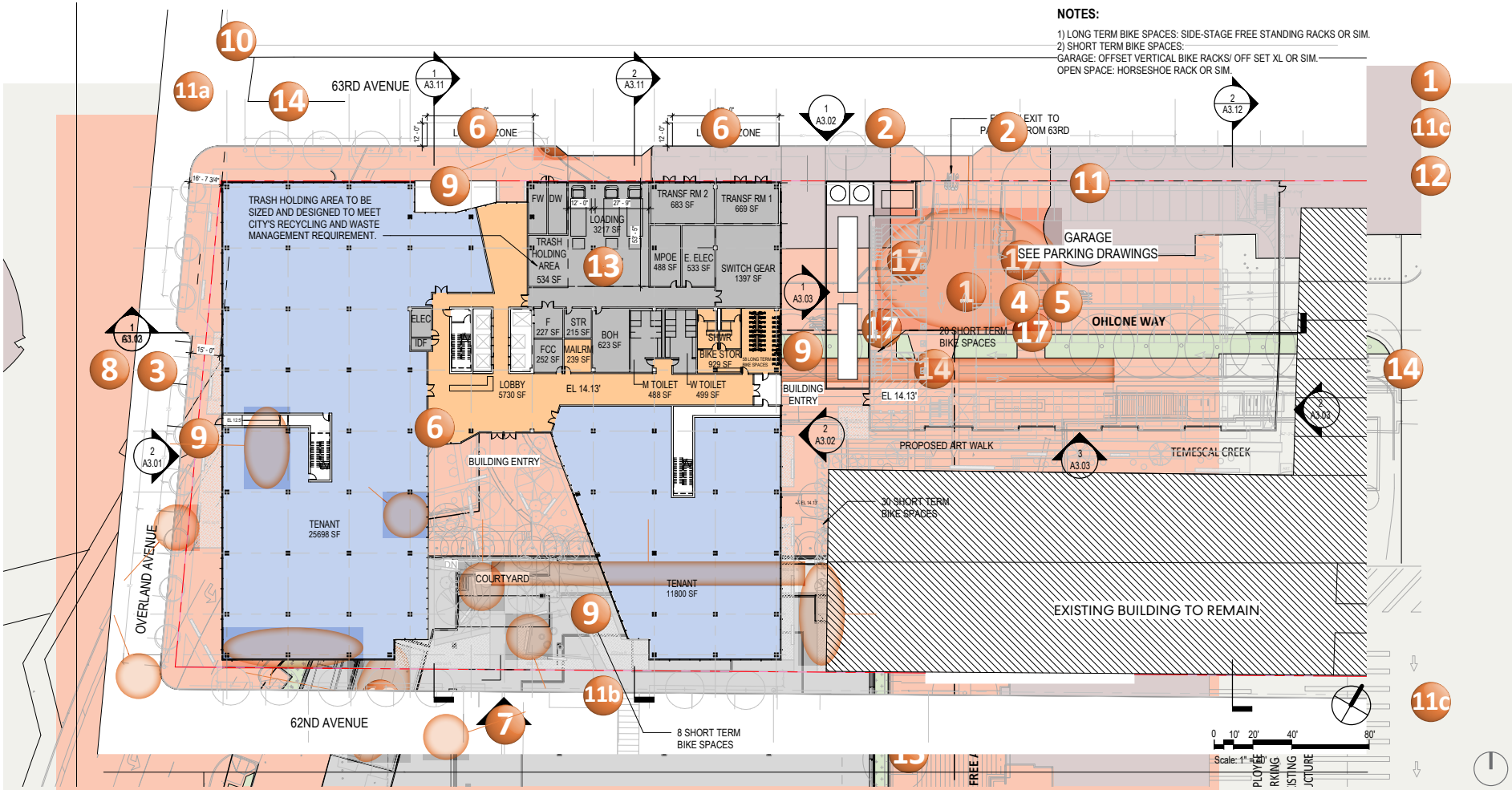
The project would provide an eight-level parking structure, including two basement levels, accommodating 496 parking spaces that would serve the new lab/office uses as well as the retained existing uses at the project site. Automobiles would access the garage via a full-access driveway on 63rd Street about 200 feet west of Hollis Street.

The garage driveway would provide adequate sight distance between exiting motorists and pedestrians on the adjacent sidewalk. Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian 10 feet away on each side of the driveway. However, automobiles parked along 63rd Street on either side of the driveway may limit the sight lines between exiting motorists and cyclists or motorists on 63rd Street.

> **Recommendation 2:** Designate 20 feet of red curb on the east and west sides of the garage driveway to ensure adequate sight distance between exiting motorists and cyclists or motorists on 63rd Street.

Internal vehicular circulation in the garage would be provided by a two-way drive aisle with perpendicular parking spaces on both sides. The drive aisle would be about 24 feet wide, providing adequate space for vehicles to circulate and maneuver into and out of parking spaces.

The project proposes closing Overland Avenue between 63rd Street and 64th Street to automobile travel and converting the roadway between the Overland Avenue/63rd Street and Horton Street/62nd Street intersections to one-way southbound/eastbound. The one-way conversion would require vehicles seeking to use on-street parking and loading spaces on the south side of 63rd Street to turn around in the middle of the street.



RECOMMENDATIONS:

1. Signalize the Bay Street/Ohlone Way intersection
2. Provide stop control and signage instructing vehicles to yield to eastbound traffic
2. Restrict to right turn only Hollis Street/63rd Street intersection, implementing a signal design that reduces queue spillback to Shellmound Street while minimizing pedestrian wait times.
3. Provide stop bar 5 feet behind the crosswalk at the driveway.
3. Remove or maintain vegetation to that it does not create a sight obstruction at 62nd Street while providing minimum widths of a pedestrian and protected bikeway as specified in the plan. Provide adequate signage directing bicyclists to watch for pedestrians.
4. Provide access control gates or another mechanism to ensure paying for parking
4. Design the protected bikeway as raised cycle track adjacent to the planter strip, with signage directing bicyclists to watch for pedestrians. Provide pedestrian scale lighting.
8. Provide a larger space for vehicles to turn around at the west end of the driveways, with signage instructing vehicles to yield to bicycles.
9. Enforce the curbside pick-up only restriction.
9. Provide shortterm bicycle parking visible from the street, near building entrances that are utilized by visitors.
10. Provide wheel stops 4 inches high at the end of parking spaces that are adjacent to pedestrian walkways.
11. Provide a stop bar
11. Restrict to employee use only, utilizing the bay street driveway only.
12. Provide a minimum of five accessible spaces, including one van accessible space, throughout the project parking facilities.
7. Include a minimum of one van accessible space in either the surface parking or covered loading area.
6. Provide a two-way protected bikeway on the west side of Overland Avenue. Provide stop control on both approaches of Overland Avenue/62nd Street.
13. Provide a minimum of 26 Level 2 EV charging spaces, and ensure all other spaces are EV-capable
14. Provide green conflict striping and signage instructing vehicles to yield to bicycles and pedestrians
14. Design as a Class I shared-use path.
15. Ensure clear paths of travel between the bicycle/pedestrian throughway and connecting sidewalks.
16. Provide code required bicycle parking and include bicycle parking that can accommodate bicycle trailers
16. Expand the curb extension to include the curb ramp crossing Bay Street
17. Provide concrete curb extensions and directional curb ramps with truncated domes on the northeast and southeast corners of Overland Avenue/63rd Street, and mark the crosswalk across 63rd Street.
17. Provide directional curb ramps with truncated domes at all crossings
17. Provide directional curb ramp with truncated domes
17. Provide directional curb ramps with truncated domes at Horton Street/62nd Street.
17. Provide concrete curb extensions and directional curb ramps with truncated domes at Hollis Street/62nd Street and Hollis Street/63rd Street.
17. Provide directional curb ramps with truncated domes
18. Provide pedestrian-scale lighting between building exits and the bus stop on Hollis Street south of 63rd Street, and ensure the stop provides adequate night lighting.
18. Locate bus stop as close as feasible to Ohlone Way. Use railing to direct pedestrians to the crosswalk. Provide a bus shelter and pedestrian-scale lighting.
19. Ensure the off-street loading spaces meet code required loading space dimensions.
19. Reduce Bay Street lane width to 15 feet. Provide landscape median.
19. If Recommendation 3 is not implemented provide a turnaround space on 63rd Street that does not conflict with bicycle or pedestrian paths of travel.
14. Restrict truck delivery times to off-peak. Designate the west loading space as primary.

Figure 33

Site Plan Recommendations — Proposed Site Plan

Recommendation 3: Assess the feasibility of, and if determined feasible by City of Emeryville staff, retain two-way travel between the Overland Avenue/63rd Street and Horton Street/62nd Street intersections, while providing a two-way protected bikeway with minimum bikeway width of 10 feet and minimum buffer width of 1.5 feet and a sidewalk on the east side of Overland Avenue with minimum width of 7.5 feet. If retaining two-way travel on this segment is determined not to be feasible, change the direction of the one-way travel to westbound/northbound to allow vehicles to access the on-street loading zones from the correct direction, and provide a "No Outlet" sign on 63rd Street at Hollis Street. Conceptual cross-sections for this roadway segment are provided in **Attachment F**.

Automobile Parking

The City of Emeryville Municipal Code does not require new developments to provide automobile parking and instead establishes a maximum allowable number of automobile parking spaces. Section 9-4.404 provides estimated parking demand based on land use and defines the maximum allowable number of parking spaces as 10 percent more than estimated demand.

The project lab/office land use would include space for both office and research and development uses, and the City has applied a half-and-half calculation for parking demand on similar projects, including the recently approved BMR Emeryville Center of Innovation project. As the project lies in the Transit Hub Overlay zone, parking demand estimates are reduced by half, per city code.

There are 68 surface parking spaces currently serving the retained existing uses at the project site. These surface parking spaces would be eliminated by the project, and parking for the retained existing uses would be provided in the project garage. Although parking would be unbundled, per City standard, and specific allocation of spaces will therefore be determined through lease agreements, it is assumed that 68 spaces in the garage would be replacement parking serving the retained existing uses and 428 spaces would serve the project land uses.

Table 9 presents the estimated parking demand and maximum allowable parking supply, as established by code. The project would be allowed to provide a maximum of 319 automobile parking spaces for the project land uses, and the project would provide 428 spaces for those uses, which is more than the maximum allowed by code.

Table 9: Automobile Parking Maximum Calculation

Land Use	Size[1]	Rate	Spaces
Office	150 KSF	2.4 spaces per KSF (excluding the first 1.5 KSF)	356
Research & Development	150 KSF	1.5 spaces per KSF (excluding the first 1.5 KSF)	223
		Transit Hub Overlay (-50%)	*-289*
		Total Estimated Parking Demand	290
		Maximum Allowed Spaces (Demand +10%)	**319**
		Project Parking Supply for Office/R&D Uses	**428**
		Requirement Met?	**No**

Notes:
1. KSF = 1,000 square feet
2. Based on City of Emeryville Municipal Code Section 9-4.404
3. The project parking garage would provide 496 parking spaces, 68 of which would be replacement parking for retained existing uses and 428 of which would serve the project land uses.

Source: Fehr & Peers, 2022.

Parking Demand and Supply

The project applicant is seeking a Conditional Use Permit to provide more parking than the maximum parking supply established by code. According to City of Emeryville Municipal Code Section 9-4.404, to grant such a conditional use permit, the following findings must be made:

1. That the applicant has convincingly demonstrated that the additional parking is required to meet the anticipated parking demand of the proposed uses.
2. That the provision of the additional parking will not result in an overdependence on automobiles and will not adversely affect transit, bicycle, or pedestrian access to the site or other adjacent uses.

The project applicant retained CHS Consulting to conduct a parking demand study for the project. This study concluded that the project would generate more parking demand than the proposed parking supply and that the implementation of a transportation demand management (TDM) plan could reduce parking demand to the level of the proposed parking supply. Fehr & Peers conducted a peer review assessing the data sources, methodology, and findings of this analysis and generally concurred that parking demand would be greater than the proposed parking supply, with the potential for TDM measures to reduce parking demand.

Based on data provided in the Census Transportation Planning Product (CTPP, 2012-2016) collected by the United States Census Bureau, approximately 73 percent of existing workers in the project

area[3] drive alone to work and eight percent carpool, which results in an estimated parking demand of 0.77 spaces per worker. According to the project applicant, the project is expected to contain between 900 and 1,200 employees. Therefore, the project would be expected to generate parking demand of 690 to 930 spaces, which is greater than the 428 parking spaces provided by the project to serve the new lab/office land uses.

Expected parking demand can be reduced with the implementation of transportation demand management (TDM) strategies, such as providing a limited parking supply, that discourage driving alone and encourage travel by walking, bicycling, and transit. However, the utilization of nearby parking garages can limit the effectiveness of a TDM strategy to provide less parking than demanded.

> **Recommendation 4:** Restrict parking in the structure to those who work/visit the project site, and do not offer parking spaces in other parking facilities to employees of this new EmeryStation building. Implement a TDM plan that restricts the use of valet parking using either the project parking garage or near-by parking garages to no more than six days per year related to special events. More information related to recommended performance standards, monitoring, and potential measures to include in the TDM plan can be found in the CEQA transportation assessment for the project.

A detailed assessment of the applicant's parking study is provided as **Attachment G**.

Accessible Parking

The California Building Code (CBC) requires accessible parking spaces to be provided when parking is provided for new buildings. According to the CBC, parking facilities with 401 to 500 spaces are required to provide 9 accessible parking spaces, including two van accessible spaces. The project parking garage would provide nine accessible parking spaces, including two van accessible parking spaces, meeting code requirements. All accessible parking spaces would be located on the shortest accessible route to an accessible entrance and are arranged so that people with disabilities are not forced to wheel or walk behind parked vehicles other than their own.

Electric Vehicle Parking

The City of Emeryville Municipal Code Section 9-4.406 requires Level 2 electric vehicle (EV) charging stations and EV-capable parking spaces when parking is provided for new construction. EV parking requirements are based on the Tier 2 voluntary measures of the California Green Building Standards Code. Based on the California Green Building Standards Code, new non-residential construction that provides 201 or more total parking spaces is required to provide 20 percent of total parking

[3] Alameda County Census Tract 4251.03

spaces as EV charging spaces. The City of Emeryville Municipal Code requires that all other spaces be EV-capable.

The project parking garage would provide 48 EV charging spaces, which represents about 10 percent of the total parking spaces. No information is provided about the EV-capability of other spaces.

> **Recommendation 5:** Provide a minimum of 20 percent of all automobile parking spaces as Level 2 EV charging spaces and ensure that all other spaces are EV-capable.

On-Street Parking and Passenger Loading

Along the project frontages, 63rd Street currently provides unrestricted perpendicular parking, Overland Avenue provides unrestricted parallel parking, and 62nd Street provides permit parking east of Horton Street and two-hour parking west of Horton Street. The project would provide parallel parking along the 63rd Street frontage. On-street parking would not be provided along the 62nd Street and Overland Avenue frontages, as the project would provide concrete curb protected bikeways on those segments.

The project site plan does not designate an area specifically for passenger pick-ups and drop-offs. However, 55-foot-wide on-street loading zones would be provided on either side of the driveway serving off-street truck loading spaces on the south side of 63rd Street near the north project entrance.

> **Recommendation 6:** Provide signage next to the on-street loading spaces indicating that they may be used for active passenger loading/unloading in addition to commercial vehicle loading/unloading.

Bicycle Access, Circulation, and Parking

Primary bicycle access for the project would be provided via the Horton Street bicycle boulevard to the south, the Overland Avenue bicycle boulevard along the west project frontage and to the north, and the 62nd Street bicycle boulevard along the south project frontage. Bicycles may also utilize 63rd Street to access the west project entrance and bicycle storage room.

The project would provide one-way concrete curb protected bikeways on either side of Horton Street between Powell Street and 62nd Street, two-way concrete curb protected bikeways on the north side of 62nd Street between Hollis Street and Overland Avenue, and two-way concrete curb protected bikeways on the east side of Overland Avenue. The project would provide all-way stop control at the Horton Street/62nd Street intersection to improve bicyclist safety and convenience.

Bicycles traveling eastbound on 62nd Street in the two-way protected bikeway would be required to cross to the other side of the roadway to travel east of Hollis Street, and bicycles traveling

between Horton Street and 62nd Street would be required to transfer between one-way and two-way bikeways.

> **Recommendation 7:** Provide intersection markings and signage directing bicycles into and out of the two-way protected bikeway on 62nd Street at the Hollis Street/62nd Street and Horton Street/62nd Street intersections.

The project also proposes closing Overland Avenue to automobiles between 63rd Street and 64th Street, providing a linear public park with a bicycle and pedestrian throughway. The bicycle and pedestrian throughway would be provided on the west side of the street, which would require bicycles to switch sides of the street when traveling northbound or southbound through the Overland Avenue/63rd Street intersection and would result in conflicts between bicycles and turning vehicles.

> **Recommendation 8:** Provide the two-way protected bikeway on the west side of Overland Avenue between 62nd Street and 63rd Street to align with the bicycle and pedestrian throughway between 63rd Street and 64th Street. Provide stop control on both approaches of the Overland Avenue/62nd Street intersection, including retaining the existing stop sign, to better allocate right-of-way between all intersection users and facilitate a safer crossing of vehicle lanes on Overland Avenue for bicyclists traveling between the protected bikeways on 62nd Street and Overland Avenue.

The closure of a segment of Overland Avenue to automobile traffic would reduce automobile travel on the Horton Street-62nd Street-Overland Avenue bicycle boulevard, as it would discourage people driving to/from the project site from using Overland Avenue as the primary route to/from I-80 and would divert some existing vehicle traffic from Overland Boulevard. Closure of Overland Avenue between 62nd Street and 63rd Street could also be considered instead of the segment proposed by the project if unknown conditions emerge during the design of the project that make the closure of Overland between 63rd Street and 64th Street infeasible. Closing the portion of Overland between 62nd Street and 63rd Street would similarly displace through travel along Overland Avenue and would resolve some of the access issues to the loading spaces on the south side of 63rd Street with the current proposal.

Bicycle Parking

The City of Emeryville Municipal Code requires short-term and long-term bicycle parking for commercial developments. Short-term bicycle parking includes bicycle racks, and long-term bicycle parking includes lockers or locked enclosures. For non-residential uses, Section 9-4.408 requires one short-term bicycle parking space and one long-term bicycle parking space for every ten automobile parking spaces indicated as the estimated parking demand in Section 9-4.404, with a minimum requirement of two short-term and two long-term spaces.

Table 10 presents the bicycle parking requirements for the project. The project is required to provide a minimum of 58 short-term and 58 long-term bicycle parking spaces. The project would provide 58 short-term and 58 long-term bicycle parking spaces, meeting code requirements.

Table 10: Bicycle Parking Requirements

Use	Automobile Parking Demand[1]	Short-Term		Long-Term	
		Rate[2]	Spaces	Rate[2]	Spaces
Commercial	579	1 per 10 spaces of automobile demand	58	1 per 10 spaces of automobile demand	58
Total Bicycle Spaces Required			58		58
Total Bicycle Spaces Provided			58		58
Bicycle Parking Met?			**Yes**		**Yes**

Notes:
1. See Table 9. Calculation does not include reduction due to location in Transit Hub Overlay
2. Based on City of Emeryville Municipal Code Section 9-4.408.

Source: Fehr & Peers, 2022.

City of Emeryville Municipal Code Section 9-4.408 requires short-term bicycle parking to be provided within a convenient distance of, and clearly visible from, the main entrance to the building. The project would provide short-term bicycle parking in the courtyard leading to the main building entrance and on the ground level in the parking garage. The short-term bicycle parking located in the parking garage would not be visible from the street. Short-term bicycle parking is not provided near the west or north entrances.

> **Recommendation 9:** Provide short-term bicycle parking in the courtyard near the main entrance and near any other building entrances that may be utilized by visitors. Ensure that all short-term bicycle parking is visible from the street.

Long-term bicycle parking is required to be in an enclosed, covered, locked area, surrounded by a fence or wall at least seven feet tall, and restricted to bicycle parking users; they may also be provided in bicycle lockers that are either weather-proof or covered. The project would provide long-term bicycle parking in an internal bicycle storage room accessed via the east building entrance. The bicycle storage room would connect to employee shower facilities.

Pedestrian Access and Circulation

Primary pedestrian access for the project would be provided via the main building entrance on 62nd Street and via an entrance on the east side of the building across from the parking garage. Pedestrian access would also be provided via an entrance on the west side of the building from Overland Avenue.

Adjacent to the project site, existing sidewalks on Overland Avenue and 62nd Street are approximately five feet wide, and sidewalks are not currently provided on 63rd Street or on Overland Avenue for about 60 feet south of 63rd Street. The project would provide eight-foot-wide sidewalks on 62nd Street and 63rd Street and a 7.5-foot-wide sidewalk on Overland Avenue. These sidewalk widths meet the City of Emeryville Design Guidelines requirement for minimum sidewalk widths of 7.5 feet.

The project would also provide a 20-foot-wide bicycle/pedestrian throughway on Overland Avenue between 63rd Street and 64th Street, filling an existing gap in the sidewalk network. An eight-foot-wide enhanced planting buffer zone and an eight-foot-wide activity zone would be provided east of the throughway.

> **Recommendation 10:** Ensure clear paths of travel between the bicycle/pedestrian throughway and the connecting sidewalks on the north side of 63rd Street and south side of 64th Street.

Existing pedestrian facilities at the intersections nearest to the site include:

- The side-street stop-controlled Overland Avenue/63rd Street intersection provides a diagonal curb ramp with truncated domes at the northeast corner of the intersection. Painted curb extensions are provided at the southeast corner of the intersection.
- The stop-controlled Overland Avenue/62nd Street intersection provides a diagonal curb ramp at the northeast corner of the intersection. Painted curb extensions are provided on Overland Avenue just north of the northeast corner of the intersection.
- The side-street stop-controlled Horton Street/62nd Street intersection provides a high-visibility crosswalk across the south leg of the intersection, and diagonal curb ramps with truncated domes are provided at the southeast and southwest corners of the intersection.
- The all-way stop-controlled Hollis Street/63rd Street intersection provides high-visibility crosswalks across all legs of the intersection and diagonal curb ramps with truncated domes on all four corners. Painted curb extensions are provided on both sides of the street on the east and west legs of the intersection.
- The signalized Hollis Street/62nd Street intersection provides high-visibility crosswalks across the north and south legs of the intersection and diagonal curb ramps with truncated domes on all four corners. Painted curb extensions are provided on both side of the street on all four legs of the intersection, except for the east side of the south leg of the intersection.

The project would provide high-visibility crosswalk markings across the east approach of 62nd Street at the Horton Street/62nd Street intersection.

Recommendation 11: Explore the feasibility of and, if determined feasible by City of Emeryville Staff, implement the following:

- Provide concrete curb extensions and directional curb ramps with truncated domes on the northeast and southeast corners of the Overland Avenue/63rd Street intersection and mark the crosswalk across 63rd Street.
- Provide directional curb ramps with truncated domes at the Horton Street/62nd Street intersection.
- Provide concrete curb extensions and directional curb ramps with truncated domes at the Hollis Street/62nd Street and Hollis Street/63rd Street intersections.

Transit Access

Transit service providers in the vicinity of the project include Alameda Contra Costa Transit District (AC Transit), Emery Go-Round, Amtrak, and Bay Area Rapid Transit (BART). The Emeryville Amtrak Station is about 0.2 miles southwest of the project, the MacArthur BART Station is about 1.5 miles southeast of the project, and the Ashby BART station is about 1.5 miles northeast of the project. AC Transit and the Emery Go-Round operate the following routes in the vicinity of the project:

- AC Transit Line 29 and the Emery Go-Round Hollis line have a southbound stop on Hollis Street just south of 63rd Street and northbound stops on Hollis Street just north of 59th Street and just north of 64th Street. The southbound stop is located about 0.1 miles east of the project, the northbound stop at 59th Street is located about 0.2 miles south of the project, and the northbound stop at 64th Street is located about 0.2 miles north of the project.
- AC Transit Lines 36 and J have stops at the Hollis Street/65th Street intersection about 0.3 miles north of the project.

Hollis Street is designated as a Transit Street in the Emeryville General Plan. According to the *Citywide Design Guidelines*, Transit Streets should provide ample sidewalks on both sides of the street and amenities around bus stops, such as shelters, benches, and lighting. The *Emeryville Sustainable Transportation Plan* further includes an accessible loading area, signs, a system map, schedules, and trash receptacles, among other amenities that should be considered at bus stops.

The closest bus stops to the project are located on Hollis Street at 59th Street, 63rd Street, and 64th Street. The bus stop at 63rd Street provides a bus shelter, a covered bench, and a trash can. A pedestrian pathway would connect the project and the bus stop at 63rd Street, and sidewalks would connect the project with other nearby bus stops. Access to bus stops north of the project site would be improved with the signalization of the Hollis Street/63rd Street intersection described in

Recommendation 1, and access to the bus stops north and south of the project site would be improved with the implementation of crosswalk enhancements described in Recommendation 11.

Providing pedestrian scale lighting to transit stops encourages the use of transit by providing a comfortable environment for people at night. The bus stop at 63rd Street is expected to have high ridership in the evening, as departing employees utilize the free Emery Go-Round service to MacArthur BART.

> **Recommendation 12:** Provide pedestrian-scale lighting between the building exits and the bus stop on Hollis Street south of 63rd Street and ensure that that stop provides adequate lighting for riders waiting at night.

Truck Access and Circulation

The City of Emeryville Municipal Code (Section 9-4.409) establishes off-street loading space requirements for new developments based on land use and square footage. The project would be required to provide two medium off-street loading spaces and one large off-street loading space. Large loading spaces are required to provide minimum dimensions of 12 feet wide, 50 feet long, and 14 feet of vertical clearance. Medium loading spaces are required to provide minimum dimensions of 12 feet wide, 35 feet long, and 14 feet of vertical clearance. The project would provide two medium off-street loading spaces and one large off-street loading space.

> **Recommendation 13:** Ensure that the off-street loading spaces meet code requirements for loading space dimensions.

Truck access to the off-street loading spaces would be provided via a driveway on 63rd Street. Trucks would approach on 63rd Street, back into the loading spaces, and leave head-first. Trucks would have adequate space to maneuver into and out of the loading spaces.

The project would also provide 55-foot on-street loading zones on either side of the driveway providing access to the off-street loading spaces. As described previously, the conversion of Overland Avenue between 63rd Street and 62nd Street to one-way southbound would require trucks to turn around in the middle of 63rd Street to access the on-street loading spaces. Implementation of Recommendation 3 would address this issue.

> **Recommendation 14:** If Recommendation 3 is not implemented, provide a turnaround space for vehicles on 63rd Street that does not conflict with bicycle or pedestrian paths of travel at the Overland Avenue/63rd Street intersection.

7. Conclusion and Summary of Recommendations

Per the site plan review, the project would have adequate automobile, bicycle, pedestrian, and transit access and circulation with the inclusion of the following recommendations:

Recommendation 1: Install a traffic signal at the Hollis Street/63rd Street intersection that is interconnected with adjacent traffic signals and includes bicycle detection.

Recommendation 2: Designate 20 feet of red curb on the east and west sides of the garage driveway to ensure adequate sight distance between exiting motorists and cyclists or motorists on 63rd Street.

Recommendation 3: Assess the feasibility of, and if determined feasible by City of Emeryville staff, retain two-way travel between the Overland Avenue/63rd Street and Horton Street/62nd Street intersections, while providing a two-way protected bikeway with minimum bikeway width of 10 feet and minimum buffer width of 1.5 feet and a sidewalk on the east side of Overland Avenue with minimum width of 7.5 feet. If retaining two-way travel on this segment is determined not to be feasible, change the direction of the one-way travel to westbound/northbound to allow vehicles to access the on-street loading zones from the correct direction, and provide a "No Outlet" sign on 63rd Street at Hollis Street. Conceptual cross-sections are provided in **Attachment F**.

Recommendation 4: Restrict parking in the structure to those who work/visit the project site, and do not offer parking spaces in other parking facilities to employees of this new EmeryStation building. Implement a TDM plan that restricts the use of valet parking using either the project parking garage or near-by parking garages to no more than six days per year related to special events. More information related to recommended performance standards, monitoring, and potential measures to include in the TDM plan can be found in the CEQA transportation assessment for the project.

Recommendation 5: Provide a minimum of 20 percent of all automobile parking spaces as Level 2 EV charging spaces and ensure that all other spaces are EV-capable.

Recommendation 6: Provide signage next to the on-street loading spaces indicating that they may be used for active passenger loading/unloading in addition to commercial vehicle loading/unloading.

Recommendation 7: Provide intersection markings and signage directing bicycles into and out of the two-way protected bikeway on 62nd Street at the Hollis Street/62nd Street and Horton Street/62nd Street intersections.

Recommendation 8: Provide the two-way protected bikeway on the west side of Overland Avenue between 62nd Street and 63rd Street to align with the bicycle and pedestrian throughway between 63rd Street and 64th Street. Provide stop control on both approaches of the Overland Avenue/62nd Street intersection, including retaining the existing stop sign, to better allocate right-of-way between all intersection users and facilitate a safer crossing

of vehicle lanes on Overland Avenue for bicyclists traveling between the protected bikeways on 62nd Street and Overland Avenue.

Recommendation 9: Provide short-term bicycle parking in the courtyard near the main entrance and near any other building entrances that may be utilized by visitors. Ensure that all short-term bicycle parking is visible from the street.

Recommendation 10: Ensure clear paths of travel between the bicycle/pedestrian throughway and the connecting sidewalks on the north side of 63rd Street and south side of 64th Street.

Recommendation 11: Explore the feasibility of and, if determined feasible by City of Emeryville Staff, implement the following:

- Provide concrete curb extensions and directional curb ramps with truncated domes on the northeast and southeast corners of the Overland Avenue/63rd Street intersection and mark the crosswalk across 63rd Street.
- Provide directional curb ramps with truncated domes at the Horton Street/62nd Street intersection.
- Provide concrete curb extensions and directional curb ramps with truncated domes at the Hollis Street/62nd Street and Hollis Street/63rd Street intersections.

Recommendation 12: Provide pedestrian-scale lighting between the building exits and the bus stop on Hollis Street south of 63rd Street and ensure that that stop provides adequate lighting for riders waiting at night.

Recommendation 13: Ensure that the off-street loading spaces meet code requirements for loading space dimensions.

Recommendation 14: If Recommendation 3 is not implemented, provide a turnaround space for vehicles on 63rd Street that does not conflict with bicycle or pedestrian paths of travel at the Overland Avenue/63rd Street intersection.

Please contact Jordan Brooks (j.brooks@fehrandpeers.com or 510-587-9429) with questions or comments.

ATTACHMENTS

Attachment A – Intersection Volumes, Lane Configurations, and Traffic Controls

Attachment B – Signal Warrant Analysis Worksheets

Attachment C – Intersection Operations Analysis Worksheets

Attachment D – Collision History Reports

Attachment E – Predicted Crash Frequency Calculation Sheets

Attachment F – Recommendation 3 Conceptual Cross-Sections

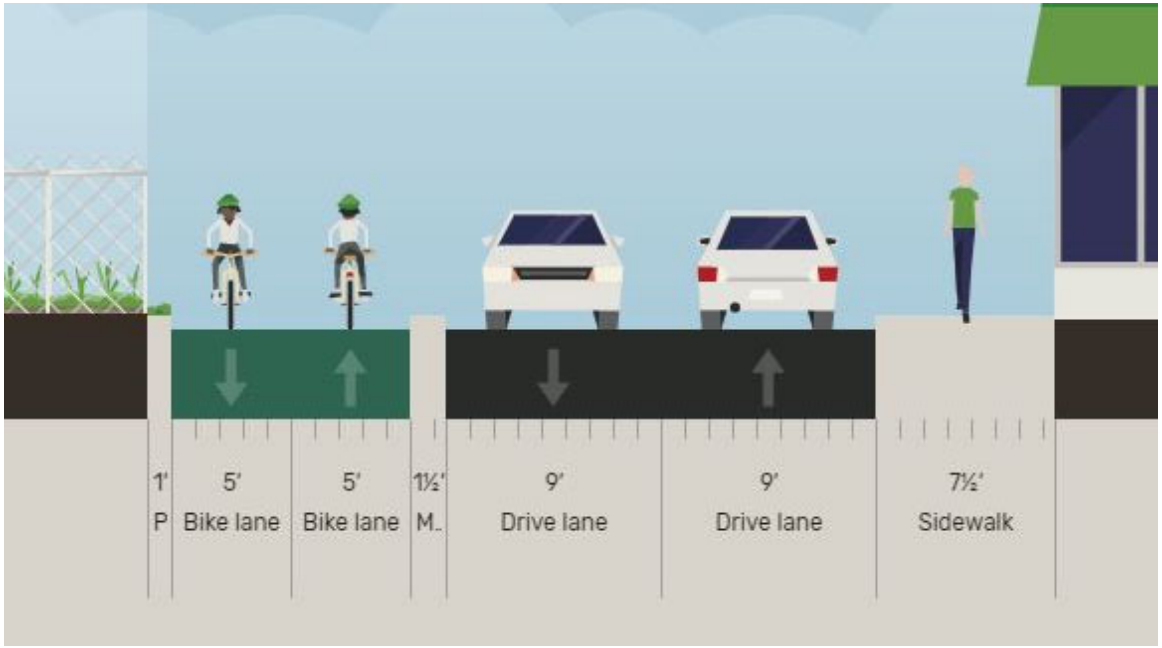
Attachment G – Parking Study Peer Review Memorandum

Attachment F: Recommendation 3 Conceptual Cross-Sections

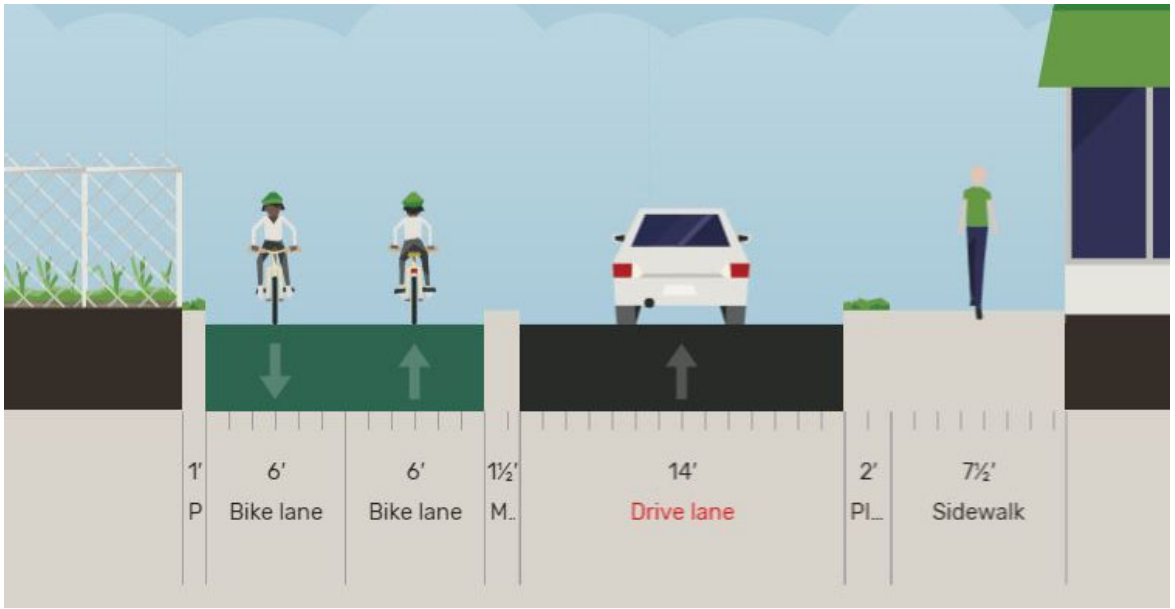


Overland Avenue between 62nd and 63rd Streets

Two-way concept



One-way northbound concept



Attachment G: Parking Study Peer Review Memorandum



FEHR PEERS

Memorandum

Date: March 18, 2022

To: Miroo Desai, City of Emeryville

From: Jordan Brooks and Kathrin Tellez, Fehr & Peers

Subject: EmeryStation Overland Parking Demand Study Peer Review

OK21-0418.00

This memorandum presents the results of Fehr & Peers' peer review of a parking demand study prepared by CHS Consulting Group (CHS) and submitted by the project applicant for the proposed EmeryStation Overland development, located at 1550 62nd Street in the City of Emeryville (project). The applicant parking study is provided as **Attachment A**.

The project applicant is seeking a Conditional Use Permit to provide more parking for the project than the maximum parking supply established by code. According to City of Emeryville Municipal Code Section 9-4.404, to grant such a conditional use permit, the following findings must be made:

1. That the applicant has convincingly demonstrated that the additional parking is required to meet the anticipated parking demand of the proposed uses.
2. That the provision of the additional parking will not result in an overdependence on automobiles and will not adversely affect transit, bicycle, or pedestrian access to the site or other adjacent uses.

A parking study was submitted to the City to provide a basis for demonstrating the need to exceed the maximum parking supply established by code. As the resulting parking demand estimates presented in the study exceed the proposed project parking supply, the parking study also assessed the potential for a transportation demand management (TDM) plan to reduce parking demand to the level of the proposed parking supply.

Fehr & Peer's review assessed the estimated project parking demand provided in the CHS parking study. Based on this review, Fehr & Peers concluded that parking demand for the project would be greater than both the maximum allowed by code and the amount provided by the project. To reduce parking demand to the amount supplied by the project and ensure that the project would not result in an overdependence on automobiles, the project should implement a transportation

demand management (TDM) plan to further reduce driving alone and encourage the use of transit, walking, and bicycling.

Project Description

The proposed project would redevelop an approximately 3.9-acre parcel bound by 62nd Street, Overland Avenue, 63rd Street, and Hollis Street in the City of Emeryville. As part of the project, 77,000 square feet of existing warehouses would be demolished, and a 300,000 square foot biotech office/R&D use would be constructed. Forty-one live-work units and about 48,000 square feet of restaurant/warehouse and office space would remain. The project would also construct a 496-space parking garage with vehicular access from 63rd Street that would serve both the new office/R&D uses and the existing retained uses.

According to the project applicant, the project is expected to house between 900 and 1,200 employees.

Automobile Parking Code Requirements

The City of Emeryville Municipal Code does not require new developments to provide automobile parking and instead establishes a maximum allowable number of automobile parking spaces. Section 9-4.404 provides estimated parking demand based on land use and defines the maximum allowable number of parking spaces as 10 percent more than estimated demand.

The project lab/office land use would include space for both office and research and development uses, and the City has applied a half-and-half calculation for parking demand on similar projects, including the recently approved BMR Emeryville Center of Innovation project. As the project lies in the Transit Hub Overlay zone, parking demand estimates are reduced by half, per city code.

There are 68 surface parking spaces currently serving the retained existing uses at the project site. These surface parking spaces would be eliminated by the project, and parking for the retained existing uses would be provided in the project garage. Although parking will be unbundled, per City standard, and specific allocation of spaces will therefore be determined through lease agreements, it is assumed that 68 spaces in the garage would be replacement parking serving the retained existing uses and 428 spaces would serve the project office/R&D land uses.

Table 1 presents the estimated parking demand and maximum allowable parking supply, as established by code. The project would be allowed to provide a maximum of 319 automobile parking spaces for the project land uses, and the project would provide 428 spaces for those uses, which is more than the maximum allowed by code.

Table 1: Automobile Parking Maximum Calculation

Land Use	Size[1]	Rate[2]	Spaces
Office	150 KSF	2.4 spaces per KSF (excluding the first 1.5 KSF)	356
Research & Development	150 KSF	1.5 spaces per KSF (excluding the first 1.5 KSF)	223
		Transit Hub Overlay (-50%)	*-289*
		Total Estimated Parking Demand	290
		Maximum Allowed Spaces (Demand +10%)	**319**
		Project Parking Supply for Office/R&D Uses[3]	**428**
		Requirement Met?	**No**

Notes:

1. KSF = 1,000 square feet
2. Based on City of Emeryville Municipal Code Section 9-4.404
3. The project parking garage would provide 496 parking spaces, 68 of which would be replacement parking for retained existing uses and 428 of which would serve the project land uses.

Source: Fehr & Peers, 2022.

Project Parking Demand Analysis

The CHS study provides three separate methodologies to estimate project parking demand:

- Based on parking demand data collected at the existing EmeryStation campus
- Based on commute travel mode data collected in an employee survey at the existing EmeryStation campus
- Based national parking demand data collected in dense, multi-use urban settings for the project land uses by the Institute of Transportation Engineers (ITE)

Each of these methodologies represents a reasonable approach to estimating parking demand for the project. Project employees are expected to have similar travel patterns as those at the existing EmeryStation campus, given the similar land use and transportation context and employment type. Additionally, using data from the existing EmeryStation campus to estimate parking demand represents a conservative approach that provides an estimate of demand that includes the transportation demand management (TDM) strategies currently implemented at the campus. Using national data from dense, multi-use urban settings is also an appropriate approach that takes into consideration the reduced need for parking due to the project's land use and transportation context and has a larger sample size.

The CHS study found that the application of each methodology resulted in an estimated project parking demand that exceeds both the maximum parking allowed by code and the parking supply provided by the project. To test the robustness of the findings of the CHS study, Fehr & Peers

performed a sensitivity analysis that modified assumptions of the CHS methodologies to provide a more conservative estimate.

For the two methodologies utilizing data related to the existing EmeryStation campus, the CHS study assumed that the project would host 1,200 employees at an employment density of four employees per 1,000 square feet. The CHS study used that employment density based on the existing EmeryStation campus' employment density of 4.15 employees per 1,000 square feet. However, the project applicant has represented that the project would have an employment density of between three and four employees per 1,000 square feet, representing between 900 and 1,200 employees. Fehr & Peers re-estimated parking demand using these two methodologies assuming the project would have only 900 employees.

For the methodology using ITE data, the CHS study assumed project land uses that match those in the existing EmeryStation campus. However, this mix of uses includes some land uses with relatively high parking demand, such as clinic and retail uses, that would not be provided by the project. Fehr & Peers re-estimated parking demand using this methodology assuming the project land use of half office use and half R&D use.

Table 2 summarizes the parking demand estimates using the three methodologies as they were conducted in the CHS study as well as using the more conservative assumptions described above.

Table 2: Estimates of Parking Demand for Proposed Project Land Uses

	Existing EmeryStation Parking Demand Data[1]	EmeryStation Employee Commute Mode Survey[2]	ITE Data[3]
Using CHS Study Assumptions[4]			
Estimated Parking Demand	636	804	546
Parking Demand +10%	700	884	601
Using More Conservative Assumptions[5]			
Estimated Parking Demand	477	603	507
Parking Demand +10%	525	663	558

Notes:

1. Observed parking demand at the existing EmeryStation campus is 0.53 spaces per employee.
2. An employee survey at the existing EmeryStation campus found that 67% of employees stated they drove alone to work, for an estimated parking demand of 0.67 spaces per employee.
3. Parking demand average rates from the ITE Parking Generation Manual, 5th Edition for a Dense, Multi-Use Urban setting are 1.63 spaces per 1,000 square feet for Office uses, 2.65 spaces per 1,000 square feet for Clinic uses, 1.95 spaces per 1,000 square feet for Retail uses, and were estimated to be 1.76 spaces per 1,000 square feet for R&D uses.
4. The CHS study assumed 1,200 employees, with land use mix of 49% Office, 36% R&D, 14% Clinic, and 1% Retail.
5. The more conservative assumptions included 900 employees, with a land use mix of 50% Office and 50% R&D.

Source: Fehr & Peers, 2022.

As shown in Table 2, estimated parking demand for the proposed project uses exceeds the 428 parking spaces provided by the project to serve the new lab/office land uses using all three methodologies under both sets of assumptions.

Additionally, Fehr & Peers conducted a separate estimate of parking demand based on data collected by the United States Census Bureau in the Census Transportation Planning Product (CTPP, 2012-2016). According to this data, approximately 73 percent of existing workers in the project area[1] drive alone to work and eight percent carpool, which results in an estimated parking demand of 0.77 spaces per worker. With this level of parking demand, the between 900 and 1,200 employees at the project would be expected to generate demand for 690 to 930 spaces.

Estimated employee parking demand derived from the existing EmeryStation campus is lower than data from the entire project area due in part to TDM strategies implemented at the campus, including providing a limited parking supply with preferential carpool parking and offering ride-matching and guaranteed ride home services. Implementation of TDM strategies that discourage driving alone and encourage travel by walking, bicycling, and transit would reduce project parking demand, and the project would be required to implement a TDM plan to mitigate a significant impact related to VMT. Potential measures of the TDM plan should include:

- Information related to transit in the area
- Subsidized transit passes
- Subsidized rides to MacArthur BART outside the operating hours of the Emery Go-Round shuttle
- Charging for parking
- Restricting the use of valet parking that parks vehicles outside the garage
- Encouraging carpool/vanpool through carpool matching, preferential parking, and a guaranteed ride home
- Include information on nearby bicycle facilities and project bicycle parking in new-hire orientation packets

Conclusion

Based on the results of the peer review, Fehr & Peers concurs that the anticipated parking demand of the proposed project uses is greater than both the maximum allowed by code and the parking supply proposed by the project. To reduce parking demand to the amount supplied by the project and ensure that the project would not result in an overdependence on automobiles, the project should implement a transportation demand management (TDM) plan to reduce driving alone and encourage the use of transit, walking, and bicycling.

[1] Alameda County Census Tract 4251.03

Please contact Jordan Brooks (j.brooks@fehrandpeers.com or 510-587-9429) with questions or comments.

Attachments

Attachment A – 1550 EmeryStation Biotech Campus Project – Parking Study Methodology Memorandum

FEHR PEERS

Memorandum

Date: April 19, 2022

To: Miroo Desai, City of Emeryville

From: Jordan Brooks and Kathrin Tellez, Fehr & Peers

Subject: EmeryStation Overland – CEQA Transportation Assessment

OK21-0443

This memorandum presents the analysis related to transportation impacts under the California Environmental Quality Act (CEQA) for the proposed EmeryStation Overland development, located at 1550 62nd Street in the City of Emeryville (project).

The analysis in this memorandum assesses the project in relation to the updated Appendix G Environmental Checklist Form. Under the updated Appendix G checklist, a significant transportation-related impact could be identified under CEQA if the project would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

The memorandum covers the following topics:

1. Project Description (page 2)
2. Plans and Policies Consistency Analysis (page 2)
3. Vehicle Miles of Travel (VMT) Analysis (page 6)
4. Geometric Design Hazards and Emergency Vehicle Access (page 10)

The findings of the CEQA transportation impact analysis indicate that the project would result in a significant impact related to VMT. Development and implementation of a transportation demand management (TDM) plan would mitigate this impact.

Attachment 5

1. Project Description

The proposed project would redevelop an approximately 3.9-acre parcel bound by 62nd Street, Overland Avenue, 63rd Street, and Hollis Street in the City of Emeryville. As part of the project, 77,000 square feet of existing warehouses would be demolished, and a 300,000 square foot biotech office/R&D use would be constructed. Forty-one live-work units, about 35,500 square feet of office uses, about 7,500 square feet of warehouse uses, and about 4,300 square feet of restaurant uses would remain. The project would construct a 496-space parking garage with vehicular access from 63rd Street that would serve both the new office/R&D uses and the existing retained uses.

The project site is located adjacent to Hollis Street, which is utilized by Emery Go-Round. It is also adjacent to the Overland Avenue-Horton Street Bicycle Boulevard and the 62nd Street Bicycle Boulevard. The project proposes closing Overland Avenue to automobiles between 64th Street and 63rd Street to provide a bicycle and pedestrian throughway. The project also proposes protected bicycle facilities on Overland Avenue between 63rd Street and 62nd Street, which may necessitate the conversion of that segment of Overland Avenue from two-way to one-way for vehicle travel. Additional protected bicycle facility enhancements are also proposed on 62nd Street between Overland Avenue and Hollis Street and on Horton Street between 62nd Street and Powell Street.

2. Plans and Policies Consistency Analysis

The project was assessed for consistency with each of the policies included in the Transportation Element of the City of Emeryville General Plan (2019) and the City of Emeryville Pedestrian and Bicycle Plan (2012). The project would be consistent with all policies in these two documents as it would not preclude the City from achieving any of the transportation related policies and goals, and it would further other goals, such as enhancing the bicycle facilities on Overland Avenue, 62nd Street and Horton Street.

The project would also be consistent with applicable design standards, including those described in the City of Emeryville Municipal Code and the City of Emeryville Design Guidelines (2015), as ensured through the City of Emeryville's Design Review Process. An assessment of project's safety, access, parking supply, and circulation for all travel modes, including consistency with City design standards and a set of recommended improvements, is presented in the memorandum entitled "EmeryStation Overland – Non-CEQA Transportation Assessment" (April 19, 2022).

The project was also assessed for consistency with City goals related to traffic on bicycle boulevards and the Alameda County Transportation Commission (Alameda CTC) Congestion Management Program (CMP), as described below.

Traffic on Bicycle Boulevards

The City of Emeryville Pedestrian and Bicycle Plan establishes goals for vehicle volumes on bicycle boulevards with fewer than 1,500 vehicles per day on bicycle boulevard east of Hollis Street and fewer than 3,000 vehicles per day on bicycle boulevards west of Hollis Street. A CEQA impact related to consistency with plans and policies related to traffic on bicycle boulevards would be identified under the following condition:

- If the addition of project traffic would result in a bicycle boulevard segment exceeding the traffic volume guidance outlined in the City of Emeryville Pedestrian and Bicycle Plan that does not exceed the volume guidance without the project, or would increase daily vehicle traffic by two percent or more on a bicycle boulevard segment that does exceed the volume guidance without the project.

Bicycle boulevards in the project vicinity include Overland Avenue, Horton Street, 62nd Street, 59th Street, and Doyle Street. The amount of daily project automobile traffic that is expected to travel on these bicycle boulevards on weekdays, when project traffic volumes are the highest, was estimated based on the project trip generation and trip distribution. Project net trip generation estimates for the weekday morning and evening peak hours are presented in **Table 1**. These estimates account for trips generated by existing land uses that would be eliminated with the project. Additional details on the trip generation approach can be found in the project non-CEQA transportation assessment memorandum referenced above.

Table 1: Project Net Automobile Trip Generation

Land Use	ITE Code	Size[1]	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
New Development									
R&D/Office[2]	-	300 KSF	1,460	212	37	249	51	225	276
Removed Existing Uses									
Warehousing[3]	*150*	*77 KSF*	*-130*	*-10*	*-3*	*-13*	*-4*	*-10*	*-14*
Project Net New Automobile Trips			**1,330**	**202**	**34**	**236**	**47**	**215**	**262**

Notes:
1. KSF = 1,000 square feet.
2. Trip generation data collected by Fehr & Peers at life sciences office/R&D uses in South San Francisco:
   Daily: 4.88 trips per KSF
   AM Peak Hour: 0.83 trips per KSF (85% in, 15% out)
   PM Peak Hour: 0.92 trips per KSF (19% in, 81% out)
3. ITE Trip Generation (11th Edition) land use category 150 (Warehousing):
   Daily: T = 1.74 * X
   AM Peak Hour: T = 0.17 * X (77% in, 23% out)
   PM Peak Hour: T = 0.18 * X (28% in, 72% out)

Source: Fehr & Peers, 2022.

As shown in Table 1, the project is estimated to generate about 236 net-new weekday AM peak hour and 262 net-new PM peak hour automobile trips. These trips were assigned to the roadway network based on the distribution provided in **Attachment A**.

Table 2 presents the estimated traffic volumes with the project on bicycle boulevards in the project vicinity under Existing Plus Project and Near-Term Plus Project conditions. Near-Term conditions include traffic generated by approved and pending projects in the project vicinity; more details can be found in the project non-CEQA transportation assessment memorandum.

Table 2: Project Trips on Bicycle Boulevards in the Project Vicinity

Location	Project Daily Traffic Volumes	Existing Plus Project		Near-Term Plus Project	
		Total Volume	Portion from Project	Total Volume	Portion from Project
West of Hollis Street (<3,000 vpd goal)					
Overland Avenue south of 63rd Street	10	310	3%	310	3%
Horton Street south of 62nd Street	10	2,640	<1%	2,640	<1%
62nd Street west of Hollis Street	10	2,450	<1%	2,450	<1%
59th Street west of Hollis Street	10	2,790	<1%	2,940	<1%
East of Hollis Street (<1,500 vpd goal)					
59th Street east of Hollis Street	10	**2,090**	<1%	**2,130**	<1%
Doyle Street north of 63rd Street	<10	190	<1%	190	<1%

Source: Fehr & Peers, 2022.

As shown in Table 2, daily automobile traffic volumes on 59th Street east of Hollis Street exceed the desired range established in the Pedestrian and Bicycle Plan, but the project would increase daily traffic by less than two percent. Daily traffic volumes on other bicycle boulevards in the project vicinity would not be expected to exceed daily goals with the project.

Traffic volumes shown in Table 2 represent volumes without the proposed closure of Overland Avenue between 64th Street and 63rd Street to automobile travel. That closure would reduce project and background automobile traffic on Overland Avenue and Horton Street, would not increase project traffic volumes on other bicycle boulevards in the project vicinity, and would not result in background traffic volumes on bicycle boulevards in the project vicinity exceeding daily traffic goals where they do not already exceed. Therefore, the project would not result in a significant impact related to consistency with goals for traffic volumes on bicycle boulevards.

Alameda CTC Congestion Management Program

The Alameda CTC CMP requires the use of the Countywide Travel Demand Model to assess the impacts on Metropolitan Transportation System (MTS) roadways in the project vicinity for projects that generate more than 100 net-new weekday evening peak-hour trips.

MTS freeway and surface street segments where the project would be expected to add at least 20 weekday evening peak hour trips were analyzed. Designated MTS roadway segments in the vicinity of the study area are Interstate 80, Interstate 580, Interstate 880, San Pablo Avenue, Powell Street, and Stanford Avenue. The roadway segments that were analyzed include:

- I-80 between I-580 and Cedar Street
- I-580 between I-80 and I-980
- I-880 between 7th Street and I-80/I-580
- Powell Street-Stanford Avenue between I-80 and San Pablo Avenue
- San Pablo Avenue between MacArthur Boulevard and 40th Street

The Alameda CTC Countywide Travel Demand Model was used to forecast 2020 and 2040 traffic volumes on the MTS roadway system. This model is a regional travel demand model that uses socioeconomic data, and roadway and transit network assumptions to forecast traffic volumes and transit ridership using a four-step modeling process that includes trip generation, trip distribution, mode split, and trip assignment. This process considers changes in travel patterns due to future growth and balances trip producers and attractors. This version of the Countywide Travel Demand Model is based on Association of Bay Area Governments (ABAG) projections from May 2018 for land uses in 2020 and 2040.

The results of the Alameda CTC model were used to forecast the without project condition for 2020 and 2040 during the weekday evening peak hour. To identify potential impacts associated with the project, project trips for the weekday evening peak hour were distributed to the MTS roadway segments (including both freeways and surface streets) identified above. The distribution of project trips onto the MTS segments results in the with project volumes for 2020 and 2040.

Operations of the MTS freeway and surface street segments were assessed using volume-to-capacity (v/c) ratios. For freeway segments, a per-lane capacity of 2,000 vehicles per hour was used, consistent with the latest CMP documents. For surface streets, a per-lane capacity of 800 vehicles per hour was used. These capacities do not reflect additional capacity provided at intersections through turn pockets. Roadway segments with a V/C ratio greater than 1.0 signify LOS F.

The MTS weekday evening peak hour roadway segment analyses under 2020 and 2040 conditions are provided in **Attachment B**. Based on the analysis results, the project would not result in a significant impact related to consistency with the Alameda CTC CMP.

3. Vehicle Miles of Travel Analysis

California Senate Bill (SB) 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new CEQA guidelines for transportation impacts that eliminate driver-based estimates of delay, vehicular capacity, or traffic congestion and instead focuses on the environmental effects of vehicle travel. According to SB 743, these changes are intended to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

The updated guidelines were finalized in December 2018 by the Natural Resources Agency, including a new Section 15064.3 on VMT analysis for land use developments. The new guidelines took effect July 1, 2020. As neither the City of Emeryville nor Alameda CTC have adopted VMT analysis guidelines or thresholds, the OPR guidance is used for the VMT analysis of this project.

VMT Screening Assessment

Some land use development projects have characteristics that are highly likely to meet thresholds for a less-than-significant impact on VMT, and the OPR guidance suggests the use of screening criteria to assess whether a project impacts on VMT can be presumed to be less-than-significant.

The OPR's adopted VMT Criteria and Thresholds includes the following screening criterion applicable to the proposed project. CEQA Guideline Section 15064.3(b)(1) states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT if the screening criterion outlined below is met:

- Has a Floor Area Ratio (FAR) of greater than 0.75;
- Does not include more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Does not replace affordable residential units with a smaller number of moderate- or high-income residential units.

The project is located about 0.3 miles from the Emeryville Amtrak station, which is considered a major transit stop. The project is not expected to satisfy the Transit Priority Areas criterion because not all of the following conditions would be met:

- The overall project (existing uses to remain and proposed new uses) would have a Floor Area Ratio of approximately 2.25, which is greater than 0.75. (Criterion met)

- The project includes 496 total parking spaces in a parking garage. Of these spaces, 68 would serve as replacement parking for the retained existing uses, and 428 would be new spaces for the proposed project land uses. The maximum allowed parking for the project uses is 319 spaces.[1] Therefore, the project provides more parking than is allowed by the City of Emeryville. (Criterion not met)
- The project is located within the Mixed-Use Core PDA and is therefore consistent with MTCs Sustainable Communities Strategy. (Criterion met)
- The project does not replace affordable residential units with a smaller number of moderate or high-income residential uses. (Criterion met)

As the proposed project would not satisfy all the Transit Priority Area criterion, it cannot be presumed to have a less-than-significant impact on VMT, and a detailed VMT analysis is required.

VMT Estimation

The OPR guidance recommends the use of numerical thresholds for projects that are not presumed to have a less-than-significant impact on VMT. The OPR guidance recommends the following threshold for office projects:

- Office projects that would generate vehicle travel exceeding 15 percent below existing VMT per employee for the region may indicate a significant transportation impact related to VMT.

In cases where the region is substantially larger than the geography over which most employees would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all employees would be expected to live. Absent other locally adopted thresholds, the countywide average was used in addition to the regional average to assess the project's impact on VMT.

[1] Vehicular Parking: Typically research and laboratory businesses need space for laboratory and office on a half and half basis, and the City has used this criterion for other such projects including the recently approved BMR Emeryville Center of Innovation project. The estimated demand for parking for the office space (150,000 square feet) is 357 spaces (2.4 spaces per 1,000 square feet of office space excluding the first 1,500 square feet of new office buildings), ((150,000 -1,500) x 2.4/1000); and for Research and Development space the estimated demand is 223 spaces ((1.5 spaces per 1,000 square feet excluding the first 1,500 square feet), ((150,000-1,500) x 1.5/1000). As the project lies in the Transit Hub Overlay the parking demand estimates are reduced by half. This calculates to an estimated parking demand for the office portion of 178.5 spaces and that for Research and Development is 111.5 spaces, for a total of 290 spaces. There is no minimum parking requirement and the maximum allowed is 10% more than the estimated demand. So, the maximum parking permitted is 319 spaces (290 + 10%).

This analysis uses the Alameda CTC Travel Demand Model (Alameda CTC Model) to estimate VMT per employee, which is consistent with standard practice for VMT assessments conducted by the City of Emeryville.

The Alameda CTC Model is a regional travel demand model covering the nine-county Bay Area that uses socioeconomic data and roadway and transit network assumptions to forecast traffic volumes, transit ridership, and VMT. This process accounts for changes in travel patterns due to future growth and expected changes in the transportation network. This analysis uses the latest version of the Alameda CTC Model, which was released in May 2019. The model is based on the Metropolitan Transportation Commission (MTC) Plan Bay Area 2040 (i.e. Sustainable Communities Strategy) transportation network and land uses for 2020 and 2040. Additional details regarding the model can be found on the Alameda CTC website.[2]

As a regional planning tool, the Alameda CTC Model was developed through an extensive model validation process and is intended to replicate existing vehicular travel behavior. Therefore, it can provide a reasonable estimate of the VMT generated in various geographic areas on a typical weekday, as well as estimate future VMT that reflects planned local and regional land use and transportation system changes.

The Alameda CTC Model contains approximately 2,800 transportation analysis zones (TAZs) to represent land uses in the region. The City of Emeryville is comprised of 17 TAZs in the Alameda CTC travel demand model. The project site is represented by TAZ 117, which also includes the land uses associated with some neighboring development. Although the Alameda CTC Model underwent an extensive validation and calibration process, there are limitations of the model results, especially at the individual project/TAZ level, and they many not fully capture the specific nuances of the project context, as well as transportation demand management strategies that might be employed at the individual project level.

The model was used to estimate VMT per employee under 2020 and 2040 conditions for the TAZ containing the project and the entire Bay Area region. VMT per employee is defined as the total VMT from auto vehicle trips between home and work for employees in the specified geographic area divided by the total number of employees. **Table 3** summarizes the results of the VMT analysis under 2020 and 2040 conditions.

[2] Alameda County Transportation Commission, 2015. Countywide Travel Demand Model. Full documentation can be found here: https://www.alamedactc.org/planning/congestion-management/countywide-travel-demand-model/

Table 3: VMT Impact Analysis

	2020		2040	
	Alameda County	**Bay Area Region**	**Alameda County**	**Bay Area Region**
Average VMT per Employee[1]	15.9	18.1	16.2	18.2
Threshold VMT per Employee (85% of Average)[1]	13.5	15.4	13.7	15.5
Project TAZ Average VMT per Employee[2]	15.1		14.4	
Project TAZ vs Threshold	**Exceeds Threshold**	Within Threshold	**Exceeds Threshold**	Within Threshold

Notes:
1. Based on the Alameda CTC Travel Demand Model without the project
2. Based on the Alameda CTC Travel Demand Model with the project

Source: Fehr & Peers, 2022.

As shown in Table 3, the project would exceed the countywide threshold under both 2020 and 2040 conditions and would therefore have a significant impact related to VMT. The project would need to reduce average VMT per employee by a minimum of 10 percent to be within the countywide thresholds.

Recommendation: Implement a TDM plan with a goal of having a project employee single-occupant vehicle commute mode share that is 15 percent or more below the countywide average for workers.[3] Should this goal be met during two consecutive monitoring periods at least six months apart, no further monitoring shall be required. Potential measures should include:

- Information related to transit in the area
- Subsidized transit passes
- Subsidized rides to MacArthur BART outside the operating hours of the Emery Go-Round shuttle
- Charging for parking
- Restricting the use of valet parking that parks vehicles outside the garage
- Encouraging carpool/vanpool through carpool matching, preferential parking, and a guaranteed ride home
- Include information on nearby bicycle facilities and project bicycle parking in new-hire orientation packets

Should the goal not be met for two consecutive monitoring periods, additional strategies shall be employed, tailored to the site population. Implementation of this measure would reduce the project's impact to a less-than-significant level.

[3] According to the 2015-2019 American Community Survey, workers in Alameda County have a single-occupant vehicle commute mode share of 68%. A 15% reduction in the share of employees commuting by single-occupant vehicles would represent a 58% single-occupant vehicle share.

4. Geometric Design Hazards and Emergency Access Analysis

The project, including on-site access and circulation and modifications to adjacent roadways, would be reviewed through the City of Emeryville's Design Review Process to ensure consistency with applicable design standards and would result in a less-than-significant impact related to design features. A review of the project's safety, access, and circulation for all travel modes and a set of recommended improvements is presented in the memorandum entitled "EmeryStation Overland – Non-CEQA Transportation Assessment" (April 19, 2022).

The project design would provide for emergency vehicles access to the site from multiple directions, and all project buildings and roadways would be designed to provide adequate access for emergency vehicles, including fire trucks, meeting or exceeding the requirements of the Alameda County Fire Code. Therefore, the project would not result in a significant impact related to inadequate emergency vehicle access.

Please contact Jordan Brooks (j.brooks@fehrandpeers.com or 510-587-9429) with questions or comments.

Attachments:

Attachment A – Project Trip Distribution

Attachment B – Alameda CTC CMP Analysis Results

Attachment A: Project Trip Distribution

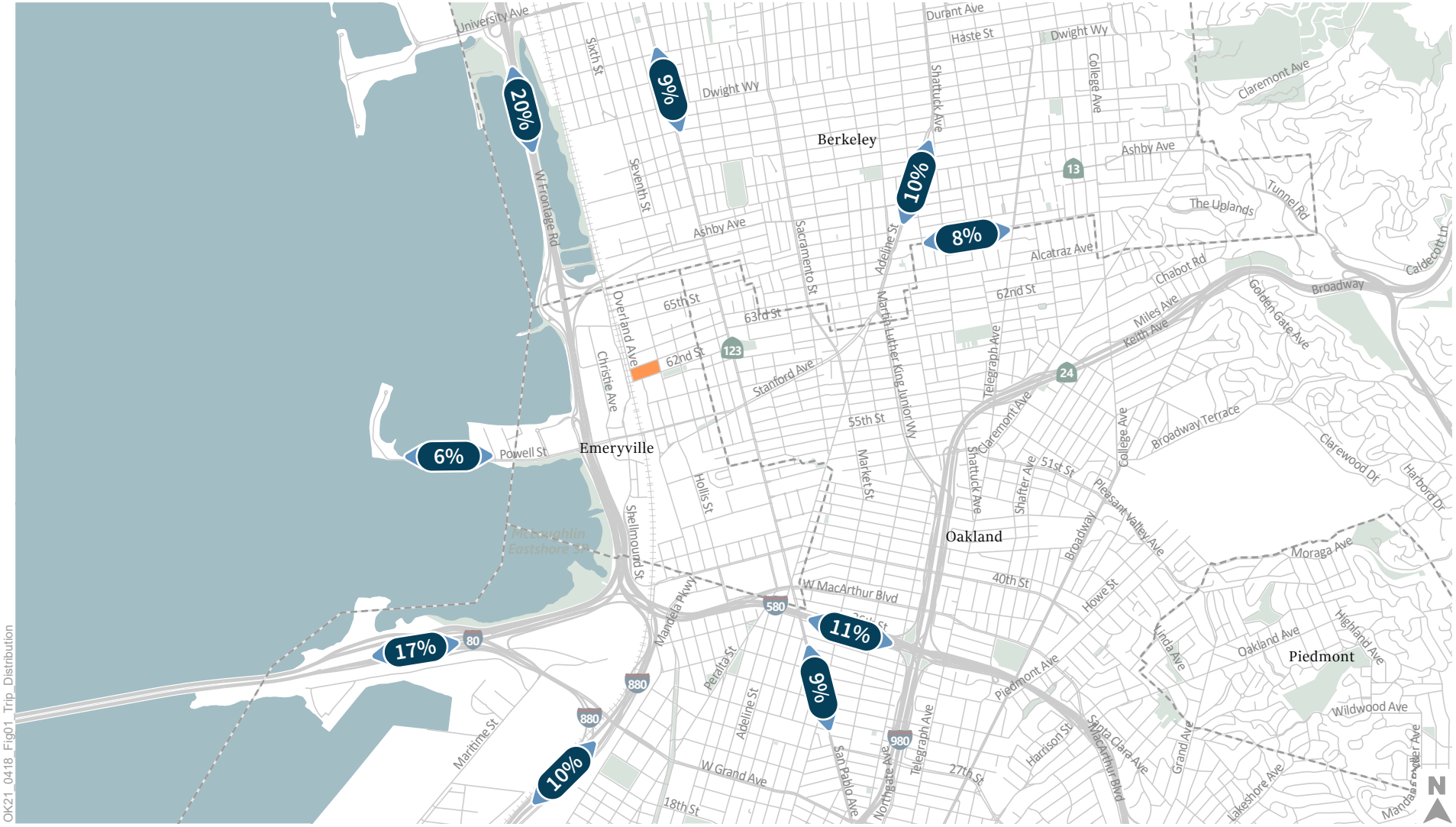


Figure 1

Project Trip Distribution

Attachment B: Alameda CTC CMP Analysis Results



Emerystation Overland TIA
Alameda CTC Roadway System Analysis Summary - 2020 PM

Link Location	Segment Limits		# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C >3%
Freeway Segments													
I-80 Northbound													
Between	I-580	Powell Street	6	8,428	13	8,428	8,441	0.70	0.70	C	C	No	-
Between	Powell Street	Ashby Street	4	9,475	13	9,475	9,488	1.18	1.19	F	F	-	No
Between	Ashby Street	University Avenue	4	9,127	44	9,127	9,171	1.14	1.15	F	F	-	No
Between	University Avenue	Cedar Street	4	9,714	30	9,714	9,744	1.21	1.22	F	F	-	No
I-80 Southbound													
Between	Cedar Street	University Avenue	4	7,840	7	7,840	7,847	0.98	0.98	E	E	No	-
Between	University Avenue	Ashby Street	4	7,683	9	7,683	7,692	0.96	0.96	E	E	No	-
Between	Ashby Street	Powell Street	4	7,820	0	7,820	7,820	0.98	0.98	E	E	No	-
Between	Powell Street	I-580	5	8,544	74	8,544	8,618	0.85	0.86	D	D	No	-
I-580 Eastbound													
Between	I-80/I-580	MacArthur Blvd	4	9,095	17	9,095	9,112	1.14	1.14	F	F	-	No
Between	MacArthur Blvd	I-980/SR 24	5	8,662	24	8,662	8,686	0.87	0.87	D	D	No	-
I-580 Westbound													
Between	I-980/SR 24	I-80/I-580	3	4,110	6	4,110	4,116	0.68	0.69	C	C	No	-
I-880 Northbound													
Between	7th Street	I-80/I-580	3	4,203	5	4,203	4,208	0.70	0.70	C	C	No	-
I-880 Southbound													
Between	I-80/I-580	7th Street	3	4,256	21	4,256	4,277	0.71	0.71	C	C	No	-
Arterials													
San Pablo Avenue Northbound													
Between	Powell Street	65th Street	2	579	14	579	593	0.36	0.37	B	B	No	-
Between	65th Street	Ashby Street	2	1,456	19	1,456	1,475	0.91	0.92	E	E	No	-
San Pablo Avenue Southbound													
Between	Powell Street	40th Street	2	830	10	830	840	0.52	0.52	B	B	No	-
Between	40th Street	MacArthur Blvd	2	1,302	22	1,302	1,324	0.81	0.83	D	D	No	-
Stanford Avenue/Powell Street Westbound													
Between	Hollis Street	Christie Avenue	2	1,046	87	1,046	1,133	0.65	0.71	C	C	No	-
Between	Christie Avenue	I-80	2	1,267	87	1,267	1,354	0.79	0.85	D	D	No	-

Emerystation Overland TIA
Alameda CTC Roadway System Analysis Summary - 2040 PM

Link Location	Segment Limits		# Lanes	Model Volume	Project Trips	No Project Volume	With Project Volume	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C >3%
Freeway Segments													
I-80 Northbound													
Between	I-580	Powell Street	6	9,272	13	9,272	9,285	0.77	0.77	D	D	No	-
Between	Powell Street	Ashby Street	4	11,399	13	11,399	11,412	1.42	1.43	F	F	-	No
Between	Ashby Street	University Avenue	4	11,215	44	11,215	11,259	1.40	1.41	F	F	-	No
Between	University Avenue	Cedar Street	4	11,875	30	11,875	11,905	1.48	1.49	F	F	-	No
I-80 Southbound													
Between	Cedar Street	University Avenue	4	9,576	7	9,576	9,583	1.20	1.20	F	F	-	No
Between	University Avenue	Ashby Street	4	9,410	9	9,410	9,419	1.18	1.18	F	F	-	No
Between	Ashby Street	Powell Street	4	9,567	0	9,567	9,567	1.20	1.20	F	F	-	No
Between	Powell Street	I-580	5	10,520	74	10,520	10,594	1.05	1.06	F	F	-	No
I-580 Eastbound													
Between	I-80/I-580	MacArthur Blvd	4	10,298	17	10,298	10,315	1.29	1.29	F	F	-	No
Between	MacArthur Blvd	I-980/SR 24	5	9,168	24	9,168	9,192	0.92	0.92	E	E	No	-
I-580 Westbound													
Between	I-980/SR 24	I-80/I-580	3	4,718	6	4,718	4,724	0.79	0.79	D	D	No	-
I-880 Northbound													
Between	7th Street	I-80/I-580	3	4,079	5	4,079	4,084	0.68	0.68	C	C	No	-
I-880 Southbound													
Between	I-80/I-580	7th Street	3	5,062	21	5,062	5,083	0.84	0.85	D	D	No	-
Arterials													
San Pablo Avenue Northbound													
Between	Powell Street	65th Street	1	973	14	973	987	1.22	1.23	F	F	-	No
Between	65th Street	Ashby Street	1	1,057	19	1,057	1,076	1.32	1.34	F	F	-	No
San Pablo Avenue Southbound													
Between	Powell Street	40th Street	1	1,067	10	1,067	1,077	1.33	1.35	F	F	-	No
Between	40th Street	MacArthur Blvd	1	1,058	22	1,058	1,080	1.32	1.35	F	F	-	No
Stanford Avenue/Powell Street Westbound													
Between	Hollis Street	Christie Avenue	2	1,073	87	1,073	1,160	0.67	0.72	C	C	No	-
Between	Christie Avenue	I-80	2	1,254	87	1,254	1,341	0.78	0.84	D	D	No	-

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RESOLUTION NO. 22-____

Resolution Of The City Council Of The City Of Emeryville Approving A Conditional Use Permit And Design Review To Construct A New 300,000 Square Foot Research And Development Building And A Six Level Parking Structure Accommodating 496 Parking Spaces On An Approximately 113,325 Square Foot Site On The Block Bounded By Overland Avenue And 62nd, 63rd And Hollis Streets. (APN: 49-1488-1) (CEQA Status: Exempt Pursuant To State CEQA Guidelines Sections 15332 and 15061(b)(3))

WHEREAS, on March 1, 2021, Wareham Development submitted an application for a Conditional Use Permit and Design Review Permit to construct a new 300,000 square foot Research and Development building and a six level parking structure accommodating 496 parking spaces on an approximately 113,325 square foot site on the block bounded by Overland Avenue and 62nd, 63rd and Hollis Streets ("Project"). The proposal includes preservation of the existing Hollis Street Building that accommodates Ruby's Café and 41 live-work units, and demolition of all other structures on the western portion of the block. The proposal also includes a Tree Removal Permit to remove 18 street trees located on 62nd Street, Overland Avenue and 63rd Street; and

WHEREAS, the Emeryville Planning Commission reviewed the proposed Project at study sessions on April 22, 2021 and March 24, 2022; and

WHEREAS, the Emeryville City Council reviewed the proposed Project at study sessions on July 20, 2021, November 16, 2021 and April 5, 2022; and

WHEREAS, the Planning Commission held a duly and properly noticed public hearing on June 8, 2022 and voted to recommend that the City Council approve the Use Permit and Design Review for the project, except for parking spaces more than the maximum, and approved a Tree Removal permit to accommodate construction of the project contingent on Council approval of the Use Permit and Design Review; and

WHEREAS, the City Council held a duly and properly noticed public hearing on July 5, 2022, to solicit public comments and consider the Project; and

WHEREAS, the Emeryville City Council has reviewed and considered the staff report and attachments thereto, the plans, all public comments and the Project, subject to the conditions and requirements set forth in Exhibit A attached to this Resolution and the applicable standards of the Emeryville Municipal Code ("the Record"); now, therefore, be it

RESOLVED, that the City Council of the City of Emeryville hereby finds that the project is exempt from environmental review under State CEQA Guidelines Section 15332, which applies to infill development projects, for the reasons generally set forth in the Record and specifically on pages 13 and 14 of the staff report; and that the project is further exempt from environmental review under the "common sense exemption" at Section 15061(b)(3) of the State CEQA Guidelines because it can be seen with certainty that

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there is no possibility that the proposal may have a significant effect on the environment; and be it further

RESOLVED, that in approving **UPDR21-001** for the Project, the City Council makes the following findings required by the Emeryville Municipal Code:

Section 1. General Conditional Use Permit Findings Pursuant to Section 9-7.505:

(a) The proposed use is consistent with the General Plan.

The Land Use Diagram (Figure 2-2) classifies the Property for "Office/Technology" use, which is described as (Section 2.4): "Administrative, financial, business, professional, medical and public offices, research and development, biotechnology, and media production facilities."

The project is consistent with this description as the new building will house Research and Development and associated uses.

General Plan goals (G) and policies (P) that are particularly germane, and with which the Project is consistent, include:

Goal LU-G-2: A mixed use City;

Goal LU-G-11: A wide range of economic activity; and

Policy LU-P-27: A diversity of commercial uses to insulate the City's fiscal base from downturns in particular markets shall be maintained.

(b) The location, size, coverage, density, design and operating characteristics of the proposed use will be compatible with, and will not adversely affect, the surrounding area, including neighborhood character, street design and capacity, safety, noise, and lighting.

The location, size, design, and operating characteristics of the project will be compatible with the surrounding neighborhood. The scale, bulk and coverage of the project are similar to other mixed use projects that have been approved in the area. The project will not result in any significant impacts on the neighborhood.

In addition, the proposed project can adequately be served by the capacity and physical character of surrounding streets. The proposed heights and design features break up the massing and are compatible with varied heights of buildings along Hollis and Horton Streets. The

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project as designed will not adversely affect safety in the immediate area; light which falls on adjacent buildings and open spaces will also not be impacted. The project can be served by existing public services and utilities.

(c) The proposed use is consistent with the capability of the water supply, wastewater disposal, fire, and police systems to operate adequately and cost effectively.

The proposed project can be adequately served by all required utilities and public services, and it is not foreseen that there will be an increased demand for such services with the new use.

Demand for public safety services may be slightly increased with the new uses but no deficiencies have been identified by the Police and Fire Departments.

(d) The proposed use at its proposed location will provide a service or facility that will contribute to the general well-being of the surrounding neighborhood or community.

The Project will add to the existing "Research and Development" uses in the vicinity and provide a large privately owned public open space (POPOS) along 62nd Street for the general public to use. In addition, the project will provide a mid-block bicycle and pedestrian path connecting 62nd and 63rd Streets that will be open at all times, and an Art Walk for the neighborhood to enjoy during daylight hours.

(e) The proposed use complies with all applicable standards and requirements of these Planning Regulations.

The proposed use complies with the Planning Regulations.

Section 2. Conditional Use Permit Findings For Bonus Floor Area Ratio and Height Pursuant to Section 9-4.204(f)(2):

(a) That the proposed project will provide community benefits sufficient to earn the number of points required for the bonus amount requested, pursuant to subsections (c), (d) and (e) of this section.

The project requires 100 development bonus points, of which 50 must come from affordable housing, and 50 must come from other community benefits. As detailed in the accompanying staff report, the project will earn 50 bonus points for affordable housing by paying an

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additional 100 percent of the affordable housing impact fee pursuant to Section 9-4.204(d), 20 community benefit bonus points by providing 5% of the project site area as public open space pursuant to Section 9-4.204(e)(1), and 30 community benefit bonus points by converting 10 of the existing 41 live/work units in the adjacent Hollis Street Building into seven low-income and three very low-income housing units, calculated at a value of 3% of construction valuation, pursuant to Section 9-4.204(e)(7)..

(b) That the proposed community benefits for the project are significant and clearly beyond what would otherwise be required for the project under applicable code provisions, conditions of approval, and/or environmental review mitigation measures.

The additional affordable housing impact fee will provide approximately $1.45 million beyond the base requirement for the City's affordable housing programs. The additional public open space is in addition to the common open space and Privately Owned Public Open Space (POPOS) required for the project. The conversion of 10 existing live-work units in the adjacent Hollis Street Building to below market rate (BMR) units will add seven units reserved for low-income households earning 51% to 80% of the Area Median Income ("AMI"), and three units reserved for very low-income households earning up to 50% of AMI, to the City's BMR inventory. These benefits are clearly beyond what would otherwise be required for the project under applicable code provisions, conditions of approval, and/or environmental review mitigation measures.

(c) That the proposed community benefits for the project are acceptable and appropriate in this case, and will provide tangible benefits to the community.

The City Council finds that proposed community benefits are acceptable and appropriate in this case, and will provide tangible benefits to the community. Specifically, they will contribute to funding for the City's affordable housing programs, will add much-needed public open space for the community, and will provide housing for seven low-income and three very low-income households.

Section 3. Conditional Use Permit Findings For Providing Parking Over the Maximum Pursuant to Section 9-4.404(h):

(a) That the applicant has convincingly demonstrated that the additional parking is required to meet the anticipated parking demand of the proposed uses.

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The project applicant retained CHS Consulting to conduct a parking demand study for the project. This study concluded that the project would generate more parking demand than the proposed parking supply and that the implementation of a transportation demand management (TDM) plan could reduce parking demand to the level of the proposed parking supply. Fehr & Peers conducted a peer review of the CHS study assessing the data sources, methodology, and findings of this analysis and concurred that parking demand would be greater than the proposed parking supply, with the potential for TDM measures to reduce parking demand. The need for a TDM plan to reduce parking demand demonstrates that the proposed parking is required to meet the anticipated parking demand.

(b) That the provision of the additional parking will not result in an overdependence on automobiles and will not adversely affect transit, bicycle, or pedestrian access to the site or other adjacent uses.

The applicant is proposing pedestrian and bicycle improvements that include construction of vertical barriers for bicycle lanes along both sides of Horton Street from Powell Street to 62nd Street; and creation of a two-way protected bicycle lane on 62nd Street west of Hollis Street that would extend up Overland Avenue to 63rd Street; and closing Overland Avenue between 63rd and 64th Streets to create a public linear park, with retractable bollards and a 20-foot wide asphalt surface for emergency vehicles, bicycles and pedestrians. This proposed infrastructure will encourage use of bicycles and walking, and, therefore, the Project will not adversely impact transit, bicycle and pedestrian access to the site or to other uses.

Section 4. Design Review Findings Pursuant to Section 9-7.407:

(a) The design of the Project is consistent with the General Plan, including but not limited to its Urban Design goals and policies;

The Project meets Urban Design Policy UD-G3 that calls for a walkable and pedestrian scaled environment by providing a mid-block path between 62nd and 63rd Streets. The Project complies with the North Hollis Urban Design Program design guidelines by ensuring that development is oriented to public streets and rights-of-way; by retaining the Hollis Building that has industrial character; by incorporating building design that reflects the industrial character of the area through strong horizontal expression and roof forms and use of metal finishes, canopies, and large expanses of glass; and by

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selecting street trees based on soil and groundwater tests and the table on page 28 of the North Hollis Plan.

(b) The design of the Project conforms to the Emeryville Design Guidelines and any other applicable design guidelines or criteria. If strict compliance with the provisions of such design guidelines or criteria is not achieved, the applicant must convincingly demonstrate that the intent of the guidelines is met;

The Project complies with the City's Design Guidelines by providing the following: Bay-Friendly street landscaping (Guidelines A-11 to A-15); preservation and enhancement of the historic industrial warehouse character of Emeryville through the retention of architecturally significant structures (Hollis Building) (Guideline E-3); public entrances that are visible and accessible (E-12); and a color palette that reinforces building identity (Guideline F-13).

(c) The Project is of a high design quality that is compatible with, and will not adversely affect, the surrounding area;

This Project will result in a visually attractive design that is consistent with designs of other buildings in the surrounding area.

and be it further

RESOLVED, that the City Council approves **UPDR21-001** for the EmeryStation Overland project located at 1580 62nd Street subject to the Conditions of Approval attached hereto and the applicable standards of the City of Emeryville Municipal Code.

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APPROVED by the City Council of the City of Emeryville at a regular meeting held on Tuesday, July 5, 2022, by the following votes:

AYES: ____ _____

NOES: ____ _____

ABSTAIN: ____ _____

ABSENT: ____ _____

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

DocuSigned by:
John Kennedy
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_____
CITY ATTORNEY

CONDITIONS OF APPROVAL

EmeryStation Overland
1580 62nd Street
UPDR21-001: Exhibit A. Conditions of Approval
Adopted by City Council Resolution No. 22-___
July 19, 2022

I. COMPLIANCE WITH APPROVALS

A. PROJECT APPROVALS. The project shall be constructed and operated in accordance with the following actions by the City Council:

1. A Conditional Use Permit to allow a bonus height of 55 feet for the garage building and 80 feet for the Research and Development building; bonus FAR of 2.6 and more than the permitted maximum parking spaces in accordance with the staff report dated May 26, 2022, as modified by these Conditions of Approval.

   Fifty bonus points are obtained via payment of additional Affordable Housing Fee as outlined in Condition of Approval Number VII.A.11; 30 bonus points for conversion of 10 live-work units in the Hollis Building as Below Market Rate (BMR) units as outlined in Condition of Approval Numbers II. B.6 and II.C.6 (Flexible Community Benefit Category); and 20 bonus points from the Public Open Space community benefit category by developing an equivalent of 5% of the project site area as outlined on Sheet Number APP-00.01 entitled *Open Space Area Plan.*

2. Design review approval for a new 80 feet tall “Research and Development” building and a new 55 feet tall, 496 space parking garage in accordance with the approved plans described below, as modified by these Conditions of Approval.

3. A Tree Removal Permit to remove 13 street trees on 62nd Street, 4 street trees on Overland Avenue and one street tree on 63rd Street, for a total of 18 trees, as modified by these Conditions of Approval.

   [*Approved by the Planning Commission on June 8, 2022, contingent upon approval of the Use Permit and Design Review Permit by the City Council*]

Any additional uses or design modifications, including signs, will require a separate application and approval.

B. APPROVED PLANS. Final plans submitted for a building permit shall be reviewed by the Community Development Director to confirm that the plans substantially conform to the following except as modified by these Conditions of Approval: **[Planning]**

1. The drawings entitled EmeryStation Overland, sheets G0.00 to G0.04 and G1.02 and G1.03, dated April 20, 2022.

2. The drawings entitled EmeryStation Overland, sheets A0.00 to A0.04; A1.01 to A1.07; A2.0; A2.S; A2.1 to A2.7; A3.01 to A3.03; A3.11 to A3.13; A3.21; A3.22; A3.25; and A3.31 to A3.36 dated April 20, 2022.

3. The drawings entitled EmeryStation Overland, sheets L0.01, L0.02; L1.01 to L1.01 to L1.04; L1.11 to L1.15; L2.01 to L2.03; L3.01 to L3.09; and L4.01, dated April 20, 2022.

4. The drawings entitled EmeryStation Overland, sheets C1.0; C2.0; C2.1; C3.0; C4.0; APP-00.01; APP-00.02A; APP00.002B; APP-00.3A; APP-00.3B; APP-00.3C; APP-00.3D; APP-00.3E; APP-00.3F; and APP-00.04 dated April 20, 2022.

C. APPROVAL EFFECTIVENESS AND DURATION. Pursuant to Section 9-7.213 of the Emeryville Municipal Code, this permit shall automatically expire if an application for a building permit has not been filed and fees have not been paid within one year from the date of this approval, and a good faith effort to commence work upon the use has not been made, as determined by the Community Development Director in his/her sole discretion. Time extensions not exceeding one year may be requested by applying to the City Council for such extension period prior to the expiration date of the permit. In no case shall the expiration period extend more than three years from the date of this approval. After that time, a new application shall be required. In the event Applicant undertakes no construction pursuant to this approval, then Applicant shall have no obligation under these conditions of approval.

D. INSTALLATION AND MAINTENANCE OF IMPROVEMENTS. All improvements shall be installed in accordance with these approvals. Once constructed or installed, all improvements shall be maintained as approved. Minor changes may be approved by the Community Development Director.

E. COMPLIANCE WITH THE MUNICIPAL CODE AND GENERAL PLAN. No part of this approval shall be construed to be a violation of the Emeryville Municipal Code or the General Plan. Operations on this site shall be conducted in a manner that does not create a public or private nuisance or otherwise violate the Emeryville Municipal Code.

F. FAILURE TO COMPLY WITH CONDITIONS OF APPROVAL. If Applicant constructs buildings or makes improvements in accordance with these approvals, but fails to comply with any of the conditions of approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of Emeryville ("City"), then such failure shall be cause for nonissuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.

G. APPLICATION TO SUCCESSORS IN INTEREST. These Conditions of Approval shall apply to any successor in interest in Assessor Parcel Number 49-1488-1 (the "Property") and Applicant shall be responsible for assuring that the successor in interest is informed of the terms and conditions of this approval.

II. GENERAL CONDITIONS

A. INDEMNIFICATION. Applicant, its assignees, and successors-in-interest shall defend, hold harmless, and indemnify the City of Emeryville, the Bay Cities Joint Powers Insurance Authority and their respective officials, officers, agents and employees (the Indemnified Parties) against all claims, demands, and judgments or other forms of legal and or equitable relief, which may or shall result from: 1) any legal challenge or referendum filed and prosecuted to overturn, set-aside, stay or otherwise rescind any or all final project or zoning approvals, analysis under the California Environmental Quality Act or granting of any permit issued in accordance with the Project; or 2) Applicant's design, construction and/or maintenance of the public improvements set forth in the final building plans. Applicant shall pay for all direct and indirect costs associated with any action herein. Direct and indirect costs as used herein shall mean but not be limited to attorney's fees, expert witness fees, and court costs including, without limitation, City Attorney time and overhead costs and other City Staff overhead costs and normal day-to-day business expenses incurred by the

City including, but not limited to, any and all costs which may be incurred by the City in conducting an election as a result of a referendum filed to challenge the project approvals. The Indemnified Parties shall promptly notify the Applicant, its assignees, and successors-in-interest of any claim, demand, or legal actions that may create a claim for indemnification under this section and shall fully cooperate with Applicant, its assignees and successors-in-interest. **[City Attorney]**

B. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Subdivision Approval. Prior to the issuance of a building permit, the Public Works Director shall confirm that the Applicant has received subdivision approval for the project through a parcel map or tentative/final map procedure and has applied for the reapportionment of the Bay-Shellmound Assessment as applicable. **[Public Works]**

3. Public Art Program. Prior to the issuance of the first foundation/building permit, Applicant shall submit evidence of compliance with the Art in Public Places Ordinance (Article 4 of Chapter 2 of Title 3 of the Emeryville Municipal Code) by showing a signed contract to commission or purchase and to install the artwork on the Property, or by payment of the full amount of the in-lieu public art fee. Prior to the issuance of each temporary certificate of occupancy, Applicant shall notify the Economic Development and Housing Division to verify Applicant's installation of the on-site public art, complete a description provided by form, and provide high resolution photographs of the installations(s) or rendering of the proposed installation. If Applicant intends to install on-site art rather than pay the in lieu public art fee but has not supplied the above-specified information prior to the issuance of the foundation/building permit, payment of the in lieu public art fee will be required and will be repaid to Applicant only at such time the above-specified information is provided to City.

   On-site art shall be maintained at the sole expense of the Applicant and should the art be damaged, lost or removed, written notification to the City must be made within 180 days and must documenting the replacement or payment in lieu of replacement. If replaced, Applicant must complete a description provided by form, and provide high resolution photographs of the installations(s) or rendering of the proposed installation demonstrating equal value. Unencumbered access to art on the site must be maintained at a minimum of 40 hours per week. Should the site be restricted by gates or staffed by security officials, site operations and training

should be updated to ensure access in compliance with this Condition. At no point should a member of the public be restricted from access to art and the commission of photography of art during the minimum operational hours of the installation area. Title of the artwork(s) required by the Art in Public Places transfers at sale of property and responsibility for maintenance and access shall pass to successive owners of the development site. Each successive owner shall be responsible for the custody, protection and maintenance of the artwork. Should an artwork have been installed by a prior owner and found missing at time of Approval, replacement as per this Condition is required. **[Economic Development and Housing]**

4. Fees, Dedications and Exactions. Conditions of Approval set forth herein include certain fees, dedication requirements, reservation requirements and other exactions, attached as Exhibit A. Pursuant to Government Code Section 66020(d)(1), this set of Conditions of Approval constitutes written notice of a statement of the amount of such fees and a description of the dedications, reservations and other exactions. Applicant is hereby further notified that the 90-day approval period in which these fees, dedications, reservations and other exactions may be protested, pursuant to Government Code Section 66020(a) will begin upon approval of the aforementioned project approvals by the City of Emeryville City Council. If Applicant fails to file a protest within this 90-day period complying with all of the requirements of Section 66020, Applicant will be legally barred from challenging such exactions.

   Prior to the issuance of a building permit, the Building Official shall confirm that all applicable fees due at the issuance of a building permit have been paid. **[Building]**

5. Cost Recovery Planning Fees. Prior to the issuance of a building permit, the Community Development Director shall confirm that all cost recovery planning fees have been paid to date. **[Planning]**

6. Affordable Housing Agreement. Prior to the issuance of a building permit, the Director of Community Development shall confirm that Applicant has either paid the applicable affordable housing impact fee as required by Section 9-5.406 of the Emeryville Municipal Code, or entered into an agreement with the City and approved by the City Council to be recorded against the property which satisfies the requirements of the City of Emeryville's Affordable Housing Program, as set forth in Article 4 of Chapter 5 of Title 9 of the Emeryville Municipal Code. **[Economic Development and Housing]**

C. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

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1. Notice to Tenants and Future Owners. Prior to the issuance of a temporary certificate of occupancy of the first tenant improvement, Applicant shall provide to the Community Development Director a notice in all lease and sales documents to all prospective tenants and future purchasers of the property on the site, in a form acceptable to the City Attorney, addressing: 1) the existence of nearby industrial uses, which have the potential to emit noise at levels and during hours of the day that persons may find disturbing; 2) nearby manufacturing/industrial uses which may generate odors; 3) existence of truck traffic; 4) existence of a nearby mainline railroad that operates 24 hours per day seven days per week with associated train horns and other sounds and vibration; 5) the possibility of future nearby development that may block views; 6) require the use of 63rd Street address for all passenger drop-off/pick-up, delivery and loading and if applicable 7) site may contained hazardous materials and that measures may have been undertaken to remediate any potential health risks associated with the hazardous materials and documents related to this effort are on file with the property owner and the City of Emeryville Community Development Department. **City Attorney/Planning]**

2. Fees, Dedications and Exactions. Prior to the issuance of a certificate of occupancy, the Building Official shall confirm that all applicable fees due at the issuance of a certificate of occupancy have been paid. **[Building]**

3. Cost Recovery Planning Fees. Prior to the issuance of a certificate of occupancy, the Community Development Director shall confirm that all cost recovery planning fees have been paid in full. **[Planning]**

4. Bay-Shellmound Contingent Assessment. Prior to the issuance of a certificate of occupancy, the Building Official shall confirm that the Bay-Shellmound Contingent Assessment has been paid. **[Building]**

5. Public Art Program. Prior to the issuance of a certificate of occupancy, Applicant shall notify the Economic Development and Housing Department Public Art Projects Coordinator to verify Applicant's installation of the on-site public art. If City determines that public art has not been installed, Applicant shall be required to pay the in-lieu public art fee in full. **[Economic Development]**

6. Affordable Housing Agreement. Prior to the issuance of a temporary certificate of occupancy, the Economic Development and Housing Manager shall inspect and approve the project for compliance with the requirements of the Agreement on Affordable Units. **[Economic Development and Housing]**

III. BUILDING AND CONSTRUCTION REQUIREMENTS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Plans. Prior to the issuance of a building permit, the Building Official shall verify that the title sheet for the building permit drawings contains the following: **[Building]**

   a. Permit number.
   b. Zoning district.
   c. FAR (density per acre for residential).
   d. Lot area in square feet.
   e. Total number of parking spaces with parking spaces numbered on plans in a consecutive manner and consistent with the parking summary on the title page.
   f. Building heights with height of any appurtenances noted.
   g. Detailed breakdown of floor areas.
   h. Number of floors.
   i. Existing building information (if applicable).
   j. Total Impervious Surface area in square feet (from "Impervious Surface and Stormwater Treatment Measures - Final Form" provided by the City of Emeryville Public Works Department).
   k. Scorecard Summary from the most recent Bay-Friendly Landscaping Guidelines checklist, as developed by StopWaste.org. (with electronic version with notes on claimed points to be emailed to the Emeryville Public Works Department Environmental Programs Staff person.)

2. Compliance with Applicable Codes. Prior to the issuance of a building permit, the Building Official shall confirm that the building permit plans, specifications and other related information conform to the California Codes in effect at the time, and all other applicable local ordinances. Compliance with the California Codes and local ordinances shall include, but not be limited to, seismic and geotechnical requirements for Seismic Zone 4, and Title 24 energy conservation and disabled access requirements. **[Building]**

3. Utility Service. Prior to the issuance of a building permit, the Building Official shall confirm that the building permit plans,

specifications and information include detailed plans for providing water, electrical, gas, telephone, and other like utilities services to the site, including a review of the existing services to the site and measures or improvements on-site that will be required to adequately serve the site, including the location and design of transformers (if above ground and if required) and all connections. All new and existing on-site electrical and communication lines shall be placed underground. All transformers shall be placed underground unless prior permission is granted by the City to place them above ground, in which case they shall be screened from public view by fencing, dense landscaping, or other acceptable means. **[Building]**

4. Traffic and Parking Management Plan during Construction. Prior to issuance of a building permit for any portion of the project, Applicant shall submit a traffic and parking management plan for review and approval by the Public Works Director. The plan shall include any City restrictions and limitations on using certain local streets for construction traffic, proposed truck delivery and haul routes, accommodation, protection and signage for cyclists and pedestrians, parking arrangements for construction personnel, ingress and egress, noise, efforts to address street debris and dust control and proposed on-site staging and equipment/material storage areas. **[Public Works]**

5. Construction Sign. Prior to the issuance of a building permit, Applicant shall submit a construction sign for approval by the Community Development Director in accordance with the prototype provided. The sign shall be made of a permanent material with professional lettering. The sign shall be at least 3 feet by 4 feet with a minimum letter size of 3 inches. The sign shall include this information: the project name; name of the owner/developer; the name and phone number of a contact person, available at all times to address complaints and with the authority to control construction activity on the site; name and phone number of the contractor; and the approved hours of construction. The contact person should be the Noise Disturbance Coordinator listed below in Condition III.B.1.c.

   The sign shall be posted at the time of placing temporary fencing and start of construction activity. At least one sign shall be placed along each public street frontage of the site in a location facing the street where the information can be easily read. Street frontages exceeding 300 feet in length shall have one sign per each 300-foot segment or fraction thereof. **[Planning]**

6. Fencing. Prior to the issuance of a building permit, Applicant shall install temporary construction fence around the perimeter of the site that provides for continued pedestrian traffic meeting the standards of the Americans with Disabilities Act as approved by the Public Works Director. **[Public Works]**

7. Approval of Regulatory Agencies. Prior to the issuance of a building permit, Applicant shall submit to the Building Official copies of all other permits necessary from the applicable regulatory agencies. **[Building]**

8. Approval of Hazardous Material Regulatory Agencies. Prior to issuance of a building or grading permit, Applicant shall confirm that the property has never been subject to an environmental regulatory action or order. For sites that are or have been the subject of a regulatory action or order, the Applicant shall submit to the Community Development Director confirmation that the proposed use of the site is acceptable to the appropriate regulatory agency (e.g. San Francisco Bay Regional Water Quality Control Board, Alameda County Department of Health or the State of California Department of Toxic Substances Control) and that any conditions prior to such use have been met. For closed cases, agency closure letters describing conditions of closure or use restrictions (if any) may be used to satisfy this documentation requirement. For open cases, a site-specific agency determination may be necessary. If a Risk Management Plan, Site Cleanup Plan, Health and Safety Plan or similar document is required for the work that is the subject of the permit, then Applicant shall have such plan approved by the regulatory agency; shall submit copies to the Community Development Director and Public Works Director; and shall comply with all provisions of such plan. **[Planning and Public Works]**

9. Lead and Asbestos. Prior to the issuance of a demolition or building permit, the Building Official shall confirm that a survey of lead-based paint (LBP) and asbestos-containing materials (ACMs) shall be completed and all identified ACMs and any loose or peeling LBP must be abated. If intact LBP is present on the site and not abated, demolition and construction activities must comply with the State's construction lead standard (Title 8, California Code of Regulators, Section 1532.1). **[Building]**

10. Broadband Service. Prior to the issuance of a building permit, the Building Official shall confirm that the building permit plans, specifications and information include detailed plans for providing open access fiber optic cable service to all occupants of the site at a minimum of 1 gigabit, provided that such facilities exist adjacent

to the site. If such facilities do not exist adjacent to the site, the applicant shall make a good faith effort to work with service providers to extend service to the site. **[Building]**

11. Building Address. Prior to the issuance of a building permit the applicant shall apply and obtain two addresses for the project site: the primary address will be on the 62nd Street and vehicular address for the site will be on 63rd Street where all passenger drop off/pick up, delivery, parking, and loading will occur.

B. DURING CONSTRUCTION. Violations of the following conditions and any other applicable conditions may result in a stop work notice being issued or any other measures that the City deems necessary.

1. Construction Noise.

a. *Hours.* Unless the City Council grants a waiver allowing different construction hours pursuant to Section 5-13.06 of the Emeryville Municipal Code, construction hours shall be limited to 7:00 a.m. to 6:00 p.m., Monday through Friday, except that pile driving and similarly loud equipment, including but not limited to jack hammering, grading, compacting, dump trucks, generators, and chain saws shall be limited to 8:00 a.m. to 5:00 p.m., Monday through Friday. In an urgent situation, the City Manager, Planning and Building Director, or Public Works Director may approve weekend or night work pursuant to Section 5-13.05(e) of the Emeryville Municipal Code.

b. *Equipment*. All heavy construction equipment used on the project shall be maintained in good operating condition, with all internal combustion, engine-driven equipment equipped with intake and exhaust mufflers that are in good condition and as deemed to be practically feasible. All non-impact tools shall meet a maximum noise level of no more than 85 dB when measured at a distance of 50 feet. All stationary noise-generating equipment shall be located as far away as possible from neighboring property lines especially residential uses.

c. *Noise Disturbance Coordinator.* Applicant shall designate a "Noise Disturbance Coordinator" who shall be responsible for responding to any complaints about construction noise. The Noise Disturbance Coordinator shall determine the cause of the noise complaint and shall require that reasonable measures warranted to correct the problem be

implemented. Applicant shall conspicuously post a telephone number for the Noise Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The Noise Disturbance Coordinator shall be the contact person listed on the construction sign required by Condition III.A.5 above.

2. Traffic Measures. Applicant, through its contractor, shall implement comprehensive traffic control measures as set forth in the approved Traffic and Parking Management Plan, including scheduling of major truck trips and deliveries to avoid peak hours (normally 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.).

3. Street Debris. All mud, dirt and construction debris carried off the construction site onto adjacent streets shall be removed and cleaned daily. Failure to adequately sweep the streets may result in the City undertaking the effort at Applicant's cost.

4. Dust Control Measures. Dust control measures to minimize air quality impacts shall be implemented including:

   a. Cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

   b. Cover all trucks hauling soil, sand, and other loose materials.

   c. Pave, apply non-potable water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at site.

   d. Limit traffic speeds on unpaved roads to 5 mph.

   e. Install, maintain and replace sandbags or other erosion control measures to prevent silt runoff to public roadways.

   f. Minimize removal and replant vegetation in disturbed areas as quickly as possible.

   g. No grading between October 1st and April 15th unless the Public Works Director has approved an erosion and sedimentation control plan.

5. Archeological Resources. If archeological resources are encountered during construction, then Applicant shall: cease all construction activity in the vicinity; notify the Community Development Director; have the significance of the items

determined by a qualified archeologist or cultural consultant; and take any further appropriate measures under the California Environmental Quality Act and other applicable laws with the Community Development Director's approval. If human remains are encountered, state law requires that the County Coroner be called immediately. All work must be halted in the vicinity of the discovery until the Coroner's approval to continue has been received.

C. ONGOING

1. Building Address. It will be the responsibility of the property owner to ensure that all tenants identify 63rd Street address for passenger drop off/pick off, delivery, parking, and loading.

IV. PUBLIC IMPROVEMENTS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Traffic Signals. The Applicant shall be responsible for the following Traffic Signal Improvements described herein and as shown on the approved plans, to conform to CAMUTCD, Caltrans Standard Specifications, Caltrans Standard Plans, City of Emeryville Standards, the City of Emeryville Urban Forestry Ordinance, the Americans with Disabilities Act and implementing regulations, and the California accessibility regulations

a. A traffic signal at the Hollis Street/63rd Street intersection that is fiber interconnected with adjacent traffic signals and includes bicycle detection shall be installed as part of this project.

(Recommendation 1 of Fehr and Peers Memo entitled EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

b. Signal Modifications designs shall be completed at the 65th/Overland/Shellmound and Hollis Street/62nd Street Intersections so that there is proper phasing, bicycle detection, pedestrian detection , minor concrete work, striping and signage to support safe and effective transition from the cycle track at the respective intersections.

c. Signal Timing parameters for all new/modified intersections using Econolite Cobalt EOS software with Econolite CFG and Synchro file outputs.

d. Signal Coordination Plans for Hollis Street/63rd Street and Hollis Street/62nd intersections for weekday (AM/MID/PM) and weekend (MID/PM) patterns

The Public Works Director shall confirm that the traffic study as outlined in condition IV.A.2.h is completed before issuance of the building permit for the Research and Development building superstructure. The traffic study shall take no longer than 6 months from the time that payment for the study is received from the applicant. Detailed improvement plans and specifications shall be submitted no later than 6 months after the issuance of the building permit for the Research and Development superstructure. **[Public Works]**

2. Street Improvements. The Applicant shall be responsible for the following public improvements described herein to conform to City of Emeryville Standards, the City of Emeryville Urban Forestry Ordinance, the Americans with Disabilities Act and implementing regulations, and the California accessibility regulations:

   a. Constructing all new curb, gutter, and sidewalk on the 62nd Street, 63rd Street and Overland Avenue frontages shall be brought into ADA compliance in conjunction with the signal modifications, minor concrete work and striping at those intersections. The replaced sidewalks shall match the finish of existing sidewalks including bricks, colored concrete and scoring. Installation of all landscaping and irrigation to meet Bay Friendly requirements.

   b. Installation of all landscaping and irrigation to meet Bay Friendly requirements.

   c. Installation of all new street trees with a minimum 24” box size trees, with tree grates if required by the Public Works Director, including structural soil beneath the sidewalks as needed to achieve rootable soil requirements.

   d. Payment of tree replacement fee for street trees removed in accordance with the Urban Forestry Ordinance.

   e. Preparing and implementing a tree protection plan for all trees to remain within the project site.

   f. Designate 20 feet of red curb on the east and west sides of the garage driveway to ensure adequate sight distance between exiting motorists and cyclists or motorists on 63rd Street.

(*Recommendation 2 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022*).

g. With one-way south bound traffic along Overland between 63rd and 62nd Street passenger loading on the 63rd Street frontage of the development may not be accessible, and vehicles may be forced to make U-turns for which there is no room. Therefore, in order to retain southbound traffic and access to the passenger loading assess the feasibility of, and if determined feasible by the Public Works Director, retain two-way travel between the Overland Avenue/63rd Street and Horton Street/62nd Street intersections, while providing a two-way protected bikeway. If retaining two-way travel on this segment is determined not to be feasible, change the direction of the one-way travel to westbound/northbound to allow vehicles to access the on-street loading zones from the correct direction, and provide a "No Outlet" sign on 63rd Street at Hollis Street.

   If the above is determined not to be feasible by Public Works Director provide a turnaround space for vehicles on 63rd Street that does not conflict with bicycle or pedestrian paths of travel at the Overland Avenue/63rd Street intersection.

   (*Recommendations 3 and 14 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

h. Design a two-way cycle track on Overland Avenue between 64th and 65th Streets that is informed by a traffic study and approved by the Public Works Director. The traffic study shall assess pedestrian and bicycle traffic flow and safety, ADA, emergency vehicle access and parking and loading impacts. The study shall also inform the connection between the end of the cycle track and the bicycle lanes on 65th Street.

i. Include construction of Portland cement vertical curb barriers for bicycle lanes along both sides of Horton Street from Powell Street to the intersection of 62nd Street.

j. Provide intersection markings and signage directing bicycles into and out of the two-way protected bikeway on 62nd Street at the Hollis Street/62nd Street and Horton Street/62nd Street intersections.

(*Recommendation 7 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022*).

k. Provide the two-way protected bikeway on Overland Avenue between 62nd Street and 63rd Street to connect with the bicycle and pedestrian throughway between 63rd Street and 64th Street. Provide stop control on both approaches of the Overland Avenue/62nd Street intersection, including retaining the existing stop sign, to better allocate right-of-way between all intersection users and facilitate a safer crossing of vehicle lanes on Overland Avenue for bicyclists traveling between the protected bikeways on 62nd Street and Overland Avenue.

(*Recommendation 8 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022*).

l. Ensure clear and accessible paths of travel between the bicycle/pedestrian throughway and the connecting sidewalks on the north side of 63rd Street and south side of 64th Street.

(*Recommendation 10 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022*).

m. The applicant shall submit an assessment of feasibility of curb extensions and directional curb ramps as listed below. If determined to be feasible by the Public Works Director, the applicant shall implement the following:

- Provide concrete curb extensions and directional curb ramps with truncated domes on the northeast and southeast corners of the Overland Avenue/63rd Street intersection and mark the crosswalk across 63rd Street.
- Provide directional curb ramps with truncated domes at the Horton Street/62nd Street intersection.
- Provide concrete curb extensions and directional curb ramps with truncated domes at the Hollis Street/62nd Street and Hollis Street/63rd Street intersections.

(Recommendation 11 of Fehr and Peers Memo entitled Emer EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

n. Provide a pedestrian-scale lighting between the building exits and the bus stop on Hollis Street south of 63rd Street and ensure that the stop provides adequate lighting meeting IES standards for riders waiting at night. The lighting can be integrated with the face of the Hollis Street building along 63rd Street and 62nd Street between Overland Avenue and Hollis Street.

(Recommendation 12 of Fehr and Peers Memo entitled EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

o. Provide signage next to the on-street loading spaces indicating that they may be used for active passenger loading/unloading in addition to commercial vehicle loading/unloading.

(Recommendation 6 of Fehr and Peers Memo entitled EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

p. Construct a new streetlight system in conformance with City Standard (i.e. Lumec lights) along all project frontages in accordance with IES standards and as approved by the Public Works Director.

q. Grind and pave 2" of asphalt concrete along all project frontages to centerline of street. Sections of frontage streets that have base failure shall be removed and replaced with a 12" base repair section of asphalt concrete. Regrade and reconstruct 63rd Street as necessary to create positive drainage along project frontage designed to a traffic index of 9 (T.I. = 9) as approved by the Public Works Director.

r. Design and construct storm drainage system on the south side of 63rd Street which is compatible with new street grading as approved by the Public Works Director. If as a result of new street grading drainage issues are created elsewhere then they shall be corrected.

Prior to the issuance of a building permit of the Research and Development superstructure, detailed improvement plans and

specifications shall be prepared and approved by the Public Works Director for said public improvements **[Public Works]**

3. Site Grading and Storm Drainage. Development that contributes additional stormwater to an existing off-site drainage facility shall be required to perform a hydraulic review of the off-site drainage systems and shall be required to make improvements to the system as may be necessary to accommodate the additional stormwater flow. **[Public Works]**

4. Sanitary Sewer. The Applicant shall be responsible to conform to the requirements of the City's Wastewater Collection System Ordinance and to the East Bay Municipal Utility Districts (EBMUD) Private Sewer Lateral Ordinance. Any existing sanitary sewer lateral serving the property that is not to be reused shall be abandoned up to the connection to the City sanitary sewer main. Any existing sanitary sewer lateral serving the property that is to be reused or any new private sanitary sewer lateral to be installed shall pass a verification test witnessed by the City of Emeryville and EBMUD inspectors prior to occupancy. It shall be noted that if an existing sewer lateral cannot pass a verification test then it will need to be replaced. All work performed on sanitary sewer laterals shall require a Sanitary Sewer Lateral Permit and said work is not covered under the Building Permit. **[Public Works]**

5. Underground Utility Lines. All new and existing on-site electrical and communication lines shall be placed underground. In addition, existing overhead utility lines along the Overland Avenue frontage of the site shall be placed underground and existing utility pole and overhead lines on the 63rd Street project frontage shall be removed.

   Prior to the issuance of a building permit, the Public Works Director shall confirm that detailed improvement plans, and specifications have been prepared for said public improvements **[Public Works]**

6. Improvement Agreement. Prior to the issuance of a building permit and as deemed appropriate by the Public Works Director, Applicant shall enter into an Improvement Agreement with the City of Emeryville to ensure the faithful performance of the design, construction, inspection and installation of all public improvements secured by good and sufficient surety bond or cash deposit adequate to cover all of the costs, inspections and administrative expenses of completing such improvement in the event of a default. **[City Attorney/Public Works]**

B. PRIOR TO BEGINNING CONSTRUCTION IN THE PUBLIC RIGHT OF WAY

1. Encroachment Permit. Prior to removing any street trees or beginning any construction in the public right of way, Applicant shall apply for and receive an encroachment permit for all work and improvements within the City's right of way or City easements. As required by the Public Works Director, Applicant shall post the required security in the form of a Performance and Payment Bond equivalent to 100 per cent of the valuation of the project improvements plus triple the value of the trees to be protected and provide evidence of liability insurance as part of the encroachment permit process. Applicant shall pay for all inspection fees associated with work within the City's right of way. **[Public Works]**

C. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Completion of Public Improvements. Prior to issuance of a certificate of occupancy, the Public Works Director shall confirm that all off-site and on-site public improvements are completed in accordance with the final building permit and improvement plans or that other arrangements acceptable to the Public Works Director have been made for ensuring that the work is completed, such as an irrevocable standby letter of credit. **[Public Works]**

2. Signal Work. All signal related work shall completed/installed prior to the first building permit of the first TI in the Research and Development Building.

D. ONGOING

1. Damage to Public Facilities. Applicant shall be deemed responsible for any damage to public improvements that occurs during construction and shall repair such damage at its expense and to the satisfaction of the Public Works Director, including but not limited to sidewalk repair, street slurry seal or street reconstruction.

2. Maintenance of Street Trees and other vegetation in the Public Right of Way: Applicant, its successors and assigns, shall maintain all landscaping improvements in the public areas fronting the property, in a healthy, growing condition at all times according to Bay Friendly Landscaping Practices as described by StopWaste.org's Bay Friendly Landscaping program. The landscaped areas shall be irrigated by an automatic sprinkler system designed to reduce water usage. Applicant shall replace all

landscaping that dies with the exact living species, or substitutes approved by the Public Works Director after obtaining an encroachment permit from the City. Landscaping work shall comply with the provisions of Chapter 10 of Title 7 of the Emeryville Municipal Code.

3. Maintenance of installed infrastructure improvements in Public Right of Way: Applicant, its successors and assigns, shall maintain in perpetuity the above ground improvements within the public right of way on Overland Avenue between 63rd and 64th Street, and site frontage between the face of curb and the property lines, not including City Lumec poles. conditions.

4. Bike Lane Maintenance: Applicant shall purchase LS1175 Mini Sweeper or its equivalent as approved by the Public Works Director, and deliver to the City Public Works Department prior to the final inspection of the superstructure of the Research and Development building.

V. PUBLIC SAFETY REQUIREMENTS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Fire Department Standards. Prior to the issuance of a building permit, the Fire Department shall confirm that the final building plans include all fire and emergency safety measures as required by the Department, including access requirements, premises identification, key boxes, hydrants, fire protection systems and equipment and exiting and emergency illumination. **[Fire]**

2. Site Security Management Plan. Prior to the issuance of each building permit, the Applicant shall submit a Site Security Management Plan that shall address the Police Department standard specifications. **[Police]**

B. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Fire Department Standards. Prior to the issuance of a certificate of occupancy, the Fire Chief shall confirm compliance with the applicable Fire Department standards. **[Fire]**

2. Site Security Management Plan. Prior to the issuance of a certificate of occupancy, Applicant shall submit a Site Security Management Plan for approval by the Police Department. **[Police]**

C. ONGOING

1. Compliance with Fire Department Standards. Applicant shall comply with the Fire Department Standards during operations. **[Fire]**

2. Compliance with Site Security Management Plan. Applicant shall comply with the approved Site Security Management Plan during operations. **[Police]**

VI. PARKING AND TRANSPORTATION

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Parking. Prior to the issuance of a building permit, the Community Development Director shall confirm that the final building plans for the project incorporate: **[Planning]**

   a. No greater than 496 vehicular parking spaces of which 68 spaces shall be assigned to uses in the existing Hollis Building and 428 spaces shall be made available to the Research and Development Building. Prior to the use of the garage for tenants, the applicant shall submit a memorandum outlining the general rules for the garage including that parking will be made available to tenants, use of key card access only, 24/7 access for cardholder, first come-first serve space use and use of valet parking inside the garage only.

   b. Prior to the issuance of the first building permit, the Applicant shall provide, and the Community Development Director shall have approved, a bicycle parking plan that shows locations and number of short term and long-term bicycle parking spaces a minimum of 116 bicycle parking spaces as set forth below:

      i. 58 short-term bicycle parking spaces in visible locations near entrances and plazas in the form of inverted U bike racks or lockers with verticals at least 18 inches apart enabling cyclists to lock frame and wheel to rack with a U-lock, and with adequate clearances.

      ii. 58 long-term bicycle parking spaces, suitable for a variety of bicycle sizes, in enclosed, limited-access area(s).

iii. A reasonable number of electrical outlets in the long-term bicycle parking areas to allow charging for electric bicycles subject to the approval of the Community Development Director. At a minimum there should be at least one electrical outlet on each wall, or equivalent.

iv. All long-term and short-term bicycle spaces shall be provided free of cost to the users.

d. Prior to issuance of the first building permit for any building, final building plans for the Parking Garage shall be submitted that show a minimum of 50 electric vehicle (EV) charging stations and all remaining spaces being EV capable spaces, in the following manner:

i. 50 electrical vehicle (EV) charging stations installed in accordance with the Tier 2 Nonresidential Voluntary Measures in Appendix A5 or Tier 2 Residential Voluntary Measures in Appendix A4 of the California Green Building Standards Code for new buildings. These spaces shall actually be equipped with electric vehicle supply equipment (EVSE), which shall be Level 2 or better. All EVSE shall be installed in accordance with the requirements of the California Building Code and the California Electrical Code.

ii. 30 EV capable spaces. Construction shall comply with Chapter 4 Residential Mandatory measures or Chapter 5 Nonresidential Mandatory measures of the California Green Building Standards Code to facilitate future installation of electric vehicle supply equipment (EVSE). Raceways and service panels installed to support future EVSE shall be fifty percent (50%) larger (upsized) than those required by the current California Green Building Standards Code.

iii. All other parking spaces shall be demonstrated to be capable of receiving EVSE if a future need arises to add additional EVSE without changes to the structure. This could include but is not limited to slab block outs for future conduit lines, additional space in electrical rooms for future equipment, etc.

2. Transportation Information Display. Prior to the issuance of a building permit, the Community Development Director shall confirm that the final building plans for the project incorporate a transportation information display including Berkeley and Oakland biking and walking maps (which include Emeryville); BART, AMTRAK, AC Transit and Emery Go-Round route maps, schedules and fares; and NextBus, 511 and Zipcar contact information. The display shall be placed in a prominent location convenient to building occupants. **[Planning]**

B. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Transportation Information Display. Prior to issuance of a certificate of occupancy, the Community Development Director shall confirm that an up-to-date information display as described in section VI.A.2 has been installed. **[Planning]**

2. Emery Go-Round. Applicant shall fully participate in the Emeryville Transportation Management Association (the TMA), a private, nonprofit agency responsible for administering the Emery-Go-Round, a transportation service system serving Emeryville and the members participating in the TMA. Prior to the issuance of certificate of occupancy, Applicant shall provide evidence to the Community Development Director that it has executed a Membership Agreement as required in accordance with the policies, rules and regulations of the TMA. **[Planning]**

3. Transportation Demand Management (TDM) Plan. Prior to the issuance of temporary certificate of occupancy TDM plan with a goal of having a project employee single-occupant vehicle commute mode share that is 15 percent or more below the countywide average for workers. Should this goal be met during two consecutive monitoring periods at least six months apart, no further monitoring shall be required. Potential measures should include:
   - Information related to transit in the area
   - Subsidized transit passes
   - Subsidized rides to MacArthur BART outside the operating hours of the Emery Go-Round shuttle
   - Charging for parking
   - Restricting the use of valet parking that parks vehicles outside the garage
   - Encouraging carpool/vanpool through carpool matching, preferential parking, and a guaranteed ride home
   - Include information on nearby bicycle facilities and project bicycle parking in new-hire orientation packets

Should the goal not be met for two consecutive monitoring periods, additional strategies shall be employed, tailored to the site population. Any TDM plan shall restrict the use of valet parking using near-by parking garages.

(Recommendation 1 of Fehr and Peers Memo entitled EmeryStation *Overland –CEQA Transportation Assessment dated April 11, 2022; and Recommendation 4 of Fehr and Peers Memo entitled* EmeryStation *Overland- Non–CEQA Transportation Assessment dated April 11, 2022).*

C. ONGOING

1. Transportation Information Display. Applicant, its successors and assigns shall maintain the Transportation Information Display described in Section IV.A.2 and update it annually.

2. Emery Go-Round. Applicant, its successors and assigns, shall remain a member of the TMA so long as the TMA or its successor or assignee is in fact operating the Emery-Go-Round. Applicant and future property owners shall make good faith efforts to provide a brief description or tag line about the Emery-Go-Round and other forms of alternative transportation in its marketing and advertising efforts.

3. Mid-Block Path and the Art Walk. The mid-block path shall remain open to the public at all times (i.e., 24 hours a day, seven days a week). The Art Walk shall remain open to the public at all times except between the hours of 10:00 pm and 6:00 am. **[Planning]**

VII. DESIGN CONDITIONS AND SITE STANDARDS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Elevations/Colors/Materials/Site Plan. Prior to the issuance of a building permit, Applicant shall submit a color scheme, samples and details of all exterior elevations and building materials of sufficient size to the Community Development Director for review and approval. Materials to be submitted shall include, but not be limited to, all perimeter gates and fences, window treatments, storefront windows and doors, awnings, outdoor furniture, paving and lighting fixtures. **[Planning]**

2. Landscaping Plans.

a. Prior to the issuance of a building permit, Applicant shall submit a detailed on-site landscaping and irrigation plan for the approval of the Community Development Director. The plans shall conform to Article 5 of Chapter 4 of Title 9 of the Municipal Code and Section B of the attached Stormwater Pollution Prevention and Source Control Measures. The plans shall include species, number of plantings, size of plantings and specifications for the irrigation system. Minimum plant sizes are flats or 1-gallon containers for ground cover, 5-gallon containers for shrubs and 24-inch box containers for trees. The landscape plan shall be reviewed by the Cit Arborist at the expense of the applicant and recommendations incorporated in the final plan. **[Planning]**

b. Prior to the issuance of a building permit, Applicant shall submit a detailed off-site landscaping and irrigation plan for the approval of the Public Works Director. The plans shall conform to Article 5 of Chapter 4 of Title 9 of the Emeryville Municipal Code, Bay Friendly Landscaping Practices as per the guidelines from StopWaste.org and Section B of the attached Stormwater Pollution Prevention and Source Control Measures. The plans shall include species, number of plantings, size of plantings and specifications for the irrigation system. Minimum plant sizes are flats or 1-gallon containers for ground cover, 5-gallon containers for shrubs and 24-inch box containers for trees. Street trees shall be of a species approved by the Public Works Director and shall be spaced no farther than 25 feet on center or as approved by the Director. In addition, street trees shall be selected based on soil and groundwater tests and the table [on page 28 of the North Hollis Plan].

Removal of any existing street trees shall comply with the provisions of Chapter 10 of Title 7 of the Emeryville Municipal Code, including, but not limited to, providing replacement trees of equal or cumulative diameter and/or payment of a replacement value fee as determined by a certified arborist, or combination thereof. As part of the encroachment permit fees, the applicant will pay to have the City Consulting Arborist perform soil and drainage tests in the public right of way areas that will have tree plantings and recommend species appropriate for the site. The City also requires the applicant to pay for the installation of structural soil or other engineered products, as per City standards and

in consultation with the arborist, under sidewalk areas, to provide adequate rootable soil volume areas for healthy street trees. The amount of rootable soil volume to be provided per tree is based on the size of the tree at maturity: 600 cubic feet of rootable soil volume shall be installed per small tree, 900 cubic feet per medium-sized tree and 1200 cubic feet per large-sized tree. The plan shall also discuss proper drainage to be provided for all street trees based on the Consulting Arborist's soil and drainage findings which could entail extensive excavation for sumps or trenching with clean sand or rock backfill. All imported soils shall be tested and the results provided to the City for approval before import. Import soil shall be amended with compost per city standards in place of other soil amendments. Street trees may require tree grates and an automatic sprinkler system. The replacement trees shall be provided off-site but within the vicinity of the project site. Prior to the issuance of encroachment permit for street tree removal the applicant shall pay to the City the replacement value of the trees to be removed ($146,000). **[Public Works]**

Note: The on-site and off-site landscaping and irrigation plans required by conditions (a) and (b) above may be combined into a single landscaping and irrigation plan showing both on-site and off-site improvements.

3. Recycled Water. Prior to the issuance of a building permit, Applicant shall submit plans for the approval of the Community Development Director showing the design of a plumbing system to serve nonpotable uses in common areas including, but not limited to, landscaped areas and planters, if recycled water is available at the project site at a reasonable cost, is of adequate quality, will not be detrimental to public health, and will not adversely affect downstream water rights, degrade water quality or injure plants, fish and wildlife. In addition, Applicant shall submit a letter from the recycled water provider (East Bay Municipal Utility District) stating requirements for recycled water plumbing, prior to issuance of building permit. If Applicant is not complying with the requirements of the recycled water provider, Applicant shall provide a written explanation of its actions. **[Planning]**

4. Trash, Recycling and Composting Facilities. Prior to the issuance of a building permit, the Community Development Director and Public Works Director shall review and approve a Trash, Recycling and Composting Plan from the applicant.

a. Maintenance and Service: Trash, recycling and composting storage areas shall include adequate space for the maintenance and servicing of containers for all materials that are provided by local hauling companies. Sewer drains, fire sprinklers, enclosures, and roofing (if outdoors) shall be provided as per city standards.

b. Adequate Space for Trash, Recyclables and Compostables: The amount of space provided for the collection and storage of recyclable materials shall be at least as large as the amount of space provided for the collection and storage of trash materials and shall reflect the estimated volumes of trash and recyclable and compostable materials to be generated providing for the separate and dedicated containers for those materials with the goal of 25% or less of the total materials generated going to a landfill. An appropriately sized and designed area for wastes banned from regular trash containers such as electronics, fluorescent lamps and batteries shall be designated. Residential properties will also provide area for bulky item collection such as mattresses, furniture, tires and white goods.

c. Convenience and Accessibility: The recycling area shall be at least as accessible and convenient for tenants and collection vehicles as the trash collection and storage area. If chutes are planned then separate, properly labeled (as per City Standards) and dedicated chutes must be provided for each and every collected stream of materials - not just for trash (non-recyclable and non-compostable materials.) The trash and recycling room(s) or areas shall be located on an exterior wall of the building (if indoors) with adequately-sized door or gate access to the street through the wall so as to minimize distance for the collection vehicle personnel and eliminate temporary outdoor storage of containers on collection days. If the storage area is located outside then it must be easily accessible by the collection vehicles. If the day-to-day-use trash and recycling area(s) cannot be located adjacent to the street, then service-day locations easily accessible by the collection vehicle staff, must be provided in an area on-site as per city standards in enclosures completely screened and covered from off-site view by a solid fence or masonry wall at least six feet high and in harmony with the architecture of the building(s).

d. Will Serve Letter: Prior to construction, a "will-serve" letter from the franchised solid waste hauler must be obtained. **[Planning and Public Works]**

5. Height. A height of up to 80 feet and 55 feet for Research and Development Building and the Garage building respectively shall be permitted to the roof of the building structure. **[Planning]**

6. Development Sign. The project is allowed one development sign indicating developer, architect, contractor, etc. during construction that shall not exceed twelve square feet. Other development/marketing signs may be approved administratively by the Community Development Director provided that they are removed prior to issuance of a final certificate of occupancy. **[Planning]**

7. Exterior Lighting. Prior to issuance of a building permit, Applicant shall provide sufficient information for the Community Development Director to confirm that exterior lighting for the project complies with the following standards and criteria: **[Planning]**

   a. Parking area illumination shall conform to the requirements of Section 9-4.406(k) of the Emeryville Municipal Code.

   b. Light fixtures attached to buildings shall be designed as an integral part of the building facades to highlight building forms and architectural details.

   c. All exterior lighting must utilize high-efficiency lamps.

8. Noise. Prior to the issuance of a building permit, the Building Official shall confirm that the project is designed in order to limit noise exposure to those levels set forth in the Emeryville Municipal Code and General Plan. **[Building]**

9. Water Efficiency. Prior to issuance of a building permit, the Public Works Director shall confirm that the project is complies with the attached East Bay Municipal Utility District requirements. **[Public Works]**

10. Bird-Safe Glazing. Prior to the issuance of a building permit, the building permit plans shall demonstrate compliance with the Section 9-4.803 of the Planning Regulations that outlines requirements for bird-safe glazing.

11. Payment of Affordable Housing Impact Fee. Prior to the issuance of a building permit, the applicant shall pay Affordable Housing Impact fee plus 100% in accordance with Section 9-4.204(d)(2) of the Planning Regulations.

12. Compliance with Water Efficient Landscape Ordinance (WELO). The building permit application shall include demonstration of compliance with the City's WELO regulations.

13. Generator Enclosure Design. Prior to the issuance of any building permit the applicant shall submit a design for the generator enclosure that includes visual interest on all three sides as it will be visible along half the length of the mid-block path. This design shall be approved by the Community Development Director and included as part of the building permit application.

14. Art Walk Path and Gate. Prior to the issuance of any building permit the applicant shall submit a final design of the Art Walk gate and art features and street furniture on the Art Walk. This design shall be approved by the Community Development Director and included as part of the building permit application. The plan shall include a sign on 63rd Street at the entrance that states that the Art Walk Path is open to the general public between the hours of 6:00 am and 10:00 pm.

15. POPOS Sign. The building permit application for the Research and Development building superstructure must include sign stating that the open space is available for public use and the hours of use, as required by Emeryville Municipal Code Section 9-4.303(b)(4) b. iii. The hours of use for the general public shall be at minimum the hours that City of Emeryville parks are open pursuant to Chapter 24 of Title 5. The sign shall be at least 2 square feet and include City of Emeryville logo.

16. Mid-Block Path Signage. The building permit application for the Research and Development building superstructure must include a sign at the entrance of the mid-block pedestrian and bicycle path on 62nd and 63rd Street indicating that the path is open to pedestrians and bicyclists 24 hours a day, seven days a week and include appropriate way finding language.

B. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Sign Permit. Applicant shall apply for a sign permit for any proposed signs not included in this approval, in accordance with the

Sign Regulations at Article 16 of Chapter 5 of Title 9 of the Emeryville Municipal Code. **[Planning]**

2. Completion of Landscaping.

   a. Prior to issuance of a certificate of occupancy, the project landscape architect shall confirm to the Community Development Director that all on-site landscaping is completed and in accordance with the final building permit and improvement plans, including off-site and public improvements, or that other acceptable arrangements acceptable have been made for ensuring that the work is completed, such as an irrevocable standby letter of credit to cover all costs of the unfinished work plus 25 percent. **[Planning]**

   b. Prior to issuance of a certificate of occupancy, the project landscape architect shall confirm to the Public Works Director that all off-site landscaping is completed and in accordance with the final building permit and improvement plans, including off-site and public improvements, or that other acceptable arrangements acceptable have been made for ensuring that the work is completed, such as an irrevocable standby letter of credit to cover all costs of the unfinished work plus 25 percent. **[Public Works]**

3. Equipment/Storage. Prior to issuance of a certificate of occupancy, the Community Development Director shall confirm that: **[Planning]**

   a. All mechanical equipment, including electrical and gas meters, heating/air conditioning or ventilation units, radio/TV antennas or satellite dishes shall be appropriately screened from off-site view, and electrical transformers shall be either placed underground or appropriately screened.

   b. All trash enclosures shall be completely screened and covered from off-site view by a solid fence or masonry wall at least six feet high and in harmony with the architecture of the building(s). Alternatively, the trash facilities may be placed within the building.

   c. All visible vents, gutters, down spouts, flashings, and the like shall match the color of adjacent surfaces, or shall be incorporated into the overall exterior color and materials scheme for the building.

C. ONGOING

1. Landscaping. All landscaping improvements shall be maintained in a healthy, growing condition at all times. The landscaped areas shall be irrigated by an automatic sprinkler system designed to reduce water usage. Applicant shall replace all landscaping that dies with the exact living species, or substitutes approved by the Community Development Director. Landscapes within the public right of way shall be maintained according to the principles of Bay Friendly Landscaping per guidelines by StopWaste.org

2. No Outside Storage. There shall be no outside storage of any type in parking areas. Those areas shall be kept free of obstruction and available for their designated use at all times. Boats, trailers, camper tops, inoperable vehicles and the like shall not be parked or stored on the parking areas.

3. Maintenance and Graffiti Removal. The site and improvements shall be well maintained and kept free of litter, debris, weeds and graffiti. Any graffiti shall be removed within 72 hours of discovery in a manner which retains the existing color and texture of the original wall or fence as most practically feasible.

4. Noise. The project shall operate in order to limit noise exposure to those levels set forth in the Emeryville Municipal Code and General Plan.

5. Exterior Lighting. Exterior lighting shall provide adequate illumination for on-site security and display purposes for the building, parking lots and pedestrian accessways while limiting off-site spillover of light through shielding. No light shall create a hazard for auto drivers.

6. Trash, Recycling and Composting Plan. Applicant and its successors and assigns shall implement the approved Trash, Recycling and Composting Plan and report its activities and achievements to the Public Works Director annually. **[Public Works]**

VIII. STORMWATER

A. GENERAL.

1. Design, Construction, Operation, and Maintenance. The project shall be designed, constructed, operated, and maintained in

conformance with the attached "Stormwater Pollution Prevention and Source Control Measures" ("Stormwater Measures") and the City's "Stormwater Guidelines for Green Dense Redevelopment" ("Stormwater Guidelines").

2. Cost Recovery. The applicant shall pay cost recovery fees related to the verification of permanent stormwater treatment drainage facilities planned and implemented on the site. Fees will be charged for plan check and engineering analysis of stormwater treatment system, inspection during construction of stormwater treatment facilities, and inspection before the issuance of the certificate of occupancy to verify that the stormwater treatment systems are properly functioning. Applicant shall also permit city representatives to perform inspection of said treatment facilities to enter the property during and after construction to perform said duties **[Public Works]**

B. PRIOR TO ISSUANCE OF A BUILDING PERMIT.

1. Compliance with Stormwater Measures. Prior to the issuance of a building permit, the applicant shall submit plans as part of the building permit package, showing how the project complies with the attached Stormwater Measures, in particular with the provision C.3 requirements (or new development section) of the City's NPDES Stormwater Permit and with plans and calculations showing how the project meets the numeric hydraulic sizing requirements as described in Section A of the attached Stormwater Measures. The applicant shall also provide calculations showing the percentage of on-site stormwater treatment through mechanical means and percentage of on-site treatment through vegetative means. If a portion of on-site stormwater treatment is through mechanical means, then the applicant shall provide justification as to why all on-site treatment by vegetative means is not feasible. **[Public Works]**

2. Site Grading and Storm Drainage. Prior to the issuance of a building permit, the Public Works Director shall confirm that the building permit plans, specifications and information include detailed site drainage, grading plans and hydraulic calculations in conformance with the City's stormwater runoff requirements and specifications. All runoff from the site shall be intercepted at the project boundary, and shall be collected, treated and conducted via an approved drainage system through the project site to an approved public storm drain facility. Roof drainage from the structure shall be collected, treated and conducted to an approved drainage facility. No concentrated drainage of surface flow across

sidewalks shall be permitted. Grading and drainage plans shall conform to Section A of the attached Stormwater Measures. Any storm drain inlets within the project must be fitted with an approved trash capture inlet device. **[Public Works]**

3. Site Plan. The site plan shall conform to Section B of the attached Stormwater Measures. **[Public Works]**

C. DURING CONSTRUCTION. Applicant and contractor shall comply with Section C of the attached Stormwater Measures. **[Public Works]**

D. PRIOR TO THE ISSUANCE OF CERTIFICATE OF OCCUPANCY

1. Commitment to the Stormwater Pollution Prevention Practices. Prior to the issuance of a certificate of occupancy, Applicant shall submit evidence of commitment to the stormwater pollution prevention practices, as detailed in Section D of the attached Stormwater Measures. **[Public Works]**

2. Completion of Construction of Stormwater Treatment Systems. Prior to issuance of a certificate of occupancy, the Public Works Director shall confirm that the stormwater treatment systems are properly installed and functioning. **[Public Works]**

3**.** Operations and Maintenance Agreement. Prior to the issuance of a temporary certificate of occupancy, Applicant shall enter into a Stormwater Treatment Measures Operation and Maintenance Agreement with the City of Emeryville to ensure the faithful performance of the design, construction, operation, and maintenance of the stormwater treatment systems. **[City Attorney/Public Works]**

E. ONGOING. The owner/operator of the facility shall permit, in perpetuity, allow city representatives to enter the property during and after construction in order to perform periodic inspection of stormwater treatment facilities.

IX. FUTURE LAND USE APPROVAL PROCEDURES

A. BUSINESS LICENSE REQUIREMENT. Land use approvals do not abrogate the City's requirement for any business operating within the City to have a business tax certificate ("business license"), nor for a specific operator to obtain a cabaret or dance hall license issued through the Police and Finance Departments and approved by the City Council.

B. ACTIVITIES OUTSIDE OF BUILDING. No sales of merchandise or services, nor any business activity related to any retail or commercial space, shall take place outside of the building or in any retail kiosk without prior approval of the Community Development Director.

Attachments: Fee Charts – Building Permit Fees and Public Work Fees
Construction Sign Prototype
Stormwater Pollution Prevention and Source Control Measures

PROJECT **EmeryStation Overland lab & office building** **PRELIMINARY FEE CALCULATIONS**

Valuation $ 91,188,000.00 Print Date: April 15, 2022

SUMMARY OF ALL FEES	FEES		PAYMENT DATE	AMOUNT PAID	AMOUNT DUE	NOTES
Building Permit Fee	$ 729,504.00				$ 729,504.00	Assumed not Phased
Plan Review Fee	$ 474,177.60				$ 474,177.60	
Energy Review Fee	$ 91,188.00				$ 91,188.00	
Electrical Permit Fee	$ 145,900.80				$ 145,900.80	
Plumbing Permit Fee	$ 131,310.72				$ 131,310.72	
Mechanical Permit Fee	$ 124,015.68				$ 124,015.68	
S.M.I.P.	$ 25,532.64				$ 25,532.64	
Microfiche	$ 7,295.04				$ 7,295.04	
Fire Department Fees	$ 291,801.60				$ 291,801.60	
Fire Suppression Fees	$ -				$ -	Under separate permit
Sewer Connection Fees	$ -				$ -	To be determined
Bay-Shell-Mound Contingent Fees	$ -				$ -	To be determined
Transportation Facility Fees	$ 972,000.00				$ 972,000.00	R&D FY21-22. Credit for (E) Use
School Fees	$ 147,180.00				$ 147,180.00	New fees effective 1/17/2021
Art In Public Places	$ 911,880.00				$ 911,880.00	
Technology Fee	$ 91,188.00				$ 91,188.00	
Building Standards Commission Fee	$ 3,648.00				$ 3,648.00	
General Plan Maintenance Fee	$ 455,940.00				$ 455,940.00	
Affordable Housing Fee	$ 1,449,000.00				$ 1,449,000.00	R&D FY21-22. Credit for (E) Use
Parks and Recreation Fee	$ 912,000.00				$ 912,000.00	R&D FY21-22. Credit for (E) Use
TOTAL:	***$ 6,963,562.08***			***$ -***	***$ 6,963,562.08***	***6,963,562.08***

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FEES TO BE PAID AT PLAN CHECK SUBMITTAL:						
Plan Review Fee	$ 474,177.60			$ -	$ 474,177.60	
Energy Review Fee	$ 91,188.00			$ -	$ 91,188.00	
Other Fees	**					
Sub Total:	***$ 565,365.60***			***$ -***	***$ 565,365.60***	

FEES TO BE PAID AT PERMIT ISSUANCE:						
Building Permit Fee	$ 729,504.00			$ -	$ 729,504.00	
Electrical Permit Fee	$ 145,900.80			$ -	$ 145,900.80	
Plumbing Permit Fee	$ 131,310.72			$ -	$ 131,310.72	
Mechanical Permit Fee	$ 124,015.68			$ -	$ 124,015.68	
S.M.I.P.	$ 25,532.64			$ -	$ 25,532.64	
Microfiche	$ 7,295.04			$ -	$ 7,295.04	
Fire Department Fees	$ 291,801.60			$ -	$ 291,801.60	
Fire Suppression Fees	$ -			$ -	$ -	
Sewer Connection Fees	$ -			$ -	$ -	
Bay-Shell-Mound Contingent Fees	$ -			$ -	$ -	
Transportation Facility Fees	$ 972,000.00			$ -	$ 972,000.00	
School Fees	$ 147,180.00			$ -	$ 147,180.00	
Art In Public Places	$ 911,880.00			$ -	$ 911,880.00	
Technology Fee	$ 91,188.00			$ -	$ 91,188.00	
Building Standards Commission Fee	$ 3,648.00			$ -	$ 3,648.00	
General Plan Maintenance Fee	$ 455,940.00			$ -	$ 455,940.00	
Affordable Housing Fee	$ 1,449,000.00			$ -	$ 1,449,000.00	
Parks and Recreation Fee	$ 912,000.00			$ -	$ 912,000.00	
Sub Total:	***$ 6,398,196.48***			***$ -***	***$ 6,398,196.48***	

Encroachment, Stormwater & PSL Fees	See separate Fee Chart by Public Works for additional fees	{Calculated By Public Works}

Notes: This is a PRELIMINARY fee calculation for estimating purposes only. Fees will be recalculated at the time of submittal, prior to permit issuance and at any time when the scope of work is revised (including: type of construction, # of stories, floor area, declared valuation, and use).

CITY OF EMERYVILLE CALCULATION OF BUILDING FEES:

PROJECT: EmeryStation Overland lab & office building **PRELIMINARY FEE CALCULATIONS**

DATE: April 13, 2022

PREPARED BY: Courtney

FEES ARE BASED UPON THE VALUATION OF THE PROJECT. "VALUATION OF A BUILDING SHALL BE THE ESTIMATED COST TO REPLACE THE BUILDING AND STRUCTURE IN KIND, BASED ON CURRENT COSTS …. "

This fee calculation is based upon the information submitted to the Building Department.

FEES BASED ON VALUATION OF:				**$ 91,188,000.00**
TYPE OF PERMIT OR FEE				**AMOUNT**
BUILDING PERMIT FEE (See calculation below)				$ 729,504.00
PLAN REVIEW FEE (65% of Building Permit Fee / 50% for Residential <)				$ 474,177.60
ENERGY CONSERVATION REVIEW FEE (12.5% of Building Permit Fee)				$ 91,188.00
ELECTRICAL PERMIT FEE (20% of Building Permit Fee)				$ 145,900.80
PLUMBING PERMIT FEE (18% of Building Permit Fee)				$ 131,310.72
MECHANICAL PERMIT FEE (17% of Building Permit Fee)				$ 124,015.68
S.M.I.P. (Res. <= 3 story = 0.00013 or 0.00028 of the Valu.)				$ 25,532.64
MICROFICHE	Valuation < $ 100,000 = $ 1.00/ Page.	# of Pages		
	Valuation > $ 100,000 = 1% of Bldg. Permit F	Bldg.. Permit Fee * 1%		$ 7,295.04
FIRE DEPARTMENT FEES (New Construction, T.I's - 40% of Building Permit Fee)				$ 291,801.60
FIRE SUPPRESSION FEES - Separate Submittal - (See calculation below)				
SEWER CONNECTION FEE * $298.00 per Trap or $1499.00 per Dwelling Unit	New traps - traps removed			$ -
	Number of Dwelling Units			
BAY SHELLMOUND FEES				$ -
TRANSPORTATION FACILITY FEE (effective July 1, 2021 - June 30, 2022)				$ 972,000.00
EMERY UNIFIED SCHOOL DISTRICT FACILITIES DEVELOPMENT FEE (See calculation below)				$ 147,180.00
ART IN PUBLIC PLACES (Commercial Projects > $300k valu. Artwork or in-lieu fee -1% of valu.)				$ 911,880.00
TECHNOLOGY FEE (Effective February 3, 2010 - 0.1% of Valuation)				$ 91,188.00
BUILDING STANDARDS COMMISSION FEE ($ 1.00 per $ 25k Valuation)				$ 3,648.00
GENERAL PLAN MAINTENANCE FEE (Effective May 20, 2004 - 0.5% of Valuation)				$ 455,940.00
AFFORDABLE HOUSING (effective July 1, 2021 - June 30, 2022)				$ 1,449,000.00
PARKS AND RECREATION (effective July 1, 2021 - June 30, 2022)				$ 912,000.00
			TOTAL	**$ 6,963,562.08**

*** Unable to determine the sewer connection fees at this time with the information provided.**

FEES ARE BASED ON THE USE, GROSS FLOOR AREA, TYPE OF CONSTRUCTION, NUMBER OF STORIES, AND NUMBER OF PLUMBING TRAPS. IF ANY OF THESE FACTORS CHANGE, THE FEES WILL CHANGE.

FEE PAYMENT SCHEDULE:

AT SUBMITTAL OF INITIAL BUILDING PERMIT APPLICATION AND PLANS:

1 Plan Review Fee for the Entire Project .
2 Energy Conservation Review Fee.

AT ISSUANCE OF FIRST BUILDING PERMIT

(All of the following fees shall be paid with the issuance of the first permit for phased permits.)

1 Building Permit Fee. (Plumbing, Electrical & Mechanical permits may be taken out by the General Contractor or by the subs. These permits may not be divided into phases. The entire sewer connection fee shall be paid with the plumbing permit.)
2 S.M.I.P and Building Standards Commission Fees
3 Microfiche Fee
4 Bay/Shellmound Contingent Assessment (N.A for residential projects)
5 School District Facilities Impact Fee
6 General Plan Maintenance and Technology Fees
7 Art in Public Places: For residential projects exceeding 19 units 0.5% of the project valuation is required for Art in Public Places.
8 Development Impact Fees (including Traffic Impact, Affordable Housing and Park & Rec)
9 Business Licenses: City of Emeryville Business Licenses are required from the contractor.

PRIOR TO OCCUPANCY OF THE BUILDING AND RELEASE OF THE FINAL UTILITY METER:

1 If public art is to be installed it shall be in place.
2 Any and all outstanding fees; including charges for review of changes to approved plans or increased fees due to increased project valuation.
3 Final business license fees will be calculated by the finance department for all projects with a valuation in excess of 1,000,000.00 (one million) dollars. These fees must be paid prior to building occupancy.

VALUATION CALCULATIONS:

Type of Const.	Use	Number of Floors	Gross Floor Area	Square Foot Cost	Sprinklers + $5.71	Air Cond. + 9.22/7.68	Modifier x 1.00	Story > 3, +5% ea.	Total Valuation
			(sq.ft.)	*($)*	*$5.71*	*$9.22*	*1*	*($)*	*($)*
I-A	Lab	8	300,000	$ 234.38	$ 240.09	$ 249.31	$249.31	$ 255.54	$ 76,662,825.00
					$ 5.71	$ 14.93	$14.93	$ 15.30	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.30	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.30	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.30	$ -
Totals		8	300,000						$ 76,662,825.00
Exist. Bldg. Adjustment - 80% (No credit for existing sprinklers or HVAC)									
	W'House				$ 2.40	$ 2.40	$ 2.40		$ -
T.I. ONLY Adjustment * 20%									
				$ -	$ 1.14	$ 2.99	$ 3.37		$ -
DECLARED VALUATION									$ 91,188,000.00
								TOTAL	$ 91,188,000.00

BUILDING PERMIT FEE CALCULATIONS {Without Adjustments}: (Valuation is the replacement cost of the project once it is completed.) Grading, Demolition and Fire Sprinkler Permits are calculated in the same way except that the contract price may be used instead of the valuation.

TOTAL VALUATION	$	91,188,000.00

VALUATION BASIS	**AMOUNT**	**PERCENTAGE**	**TOTAL**
$ 1.00 - $ 50,000.00	$ 50,000.00	0.80%	$ 400.00
$ 50,000.00 - $ 250,000.00	$ 200,000.00	0.80%	$ 1,600.00
Over $ 250000.00	$ 90,938,000.00	0.80%	$ 727,504.00
		BUILDING PERMIT FEE:	$ 729,504.00

EMERY UNIFIED SCHOOL FACILITIES DEVELOPMENT FEE CALCULATION: (D78)

TYPE OF PROJECT	**AREA**	**FEE/SQ.FT.**	**TOTAL FEE**
Commercial	300,000	$ 0.66	$ 198,000.00
Live/work		$ 2.37	$ -
Residential		$ 4.08	$ -
Existing Building Credit	77,000	$ 0.66	$ (50,820.00)
Low Income Housing Credit			$ -
		SCHOOL DISTRICT FEE:	$ 147,180.00

(School fees reflect the new fees effective January 17, 2021)

School Facilities Development Fees are due and payable at the Building Division at the time of issuance of the first building permit for the project. An applicant who believes the fee is not justified shall pay the fee and appeal directly to the Emery School District.

PROJECT **EmeryStation Overland parking garage** **PRELIMINARY FEE CALCULATIONS**

Valuation $ 31,154,735.00 Print Date: April 15, 2022

SUMMARY OF ALL FEES	FEES		PAYMENT DATE	AMOUNT PAID	AMOUNT DUE	NOTES
Building Permit Fee	$ 249,237.88				$ 249,237.88	Assumed not Phased
Plan Review Fee	$ 162,004.62				$ 162,004.62	
Energy Review Fee	$ 31,154.74				$ 31,154.74	
Electrical Permit Fee	$ 49,847.58				$ 49,847.58	
Plumbing Permit Fee	$ 44,862.82				$ 44,862.82	
Mechanical Permit Fee	$ 42,370.44				$ 42,370.44	
S.M.I.P.	$ 8,723.33				$ 8,723.33	
Microfiche	$ 2,492.38				$ 2,492.38	
Fire Department Fees	$ 99,695.15				$ 99,695.15	
Fire Suppression Fees	$ -				$ -	Under separate permit
Sewer Connection Fees	$ -				$ -	To be determined
Bay-Shell-Mound Contingent Fees	$ -				$ -	To be determined
Transportation Facility Fees	$ -				$ -	N.A.
School Fees	$ -				$ -	N.A. New fees effective 1/17/202
Art In Public Places	$ 311,547.35				$ 311,547.35	
Technology Fee	$ 31,154.74				$ 31,154.74	
Building Standards Commission Fee	$ 1,247.00				$ 1,247.00	
General Plan Maintenance Fee	$ 155,773.68				$ 155,773.68	
Affordable Housing Fee	$ -				$ -	N.A.
Parks and Recreation Fee	$ -				$ -	N.A.
TOTAL:	***$ 1,190,111.69***			***$ -***	***$ 1,190,111.69***	***1,190,111.69***

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FEES TO BE PAID AT PLAN CHECK SUBMITTAL:						
Plan Review Fee	$ 162,004.62			$ -	$ 162,004.62	
Energy Review Fee	$ 31,154.74			$ -	$ 31,154.74	
Other Fees	**					
Sub Total:	***$ 193,159.36***			***$ -***	***$ 193,159.36***	

FEES TO BE PAID AT PERMIT ISSUANCE:					
Building Permit Fee	$ 249,237.88		$ -	$ 249,237.88	
Electrical Permit Fee	$ 49,847.58		$ -	$ 49,847.58	
Plumbing Permit Fee	$ 44,862.82		$ -	$ 44,862.82	
Mechanical Permit Fee	$ 42,370.44		$ -	$ 42,370.44	
S.M.I.P.	$ 8,723.33		$ -	$ 8,723.33	
Microfiche	$ 2,492.38		$ -	$ 2,492.38	
Fire Department Fees	$ 99,695.15		$ -	$ 99,695.15	
Fire Suppression Fees	$ -		$ -	$ -	
Sewer Connection Fees	$ -		$ -	$ -	
Bay-Shell-Mound Contingent Fees	$ -		$ -	$ -	
Transportation Facility Fees	$ -		$ -	$ -	
School Fees	$ -		$ -	$ -	
Art In Public Places	$ 311,547.35		$ -	$ 311,547.35	
Technology Fee	$ 31,154.74		$ -	$ 31,154.74	
Building Standards Commission Fee	$ 1,247.00		$ -	$ 1,247.00	
General Plan Maintenance Fee	$ 155,773.68		$ -	$ 155,773.68	
Affordable Housing Fee	$ -		$ -	$ -	
Parks and Recreation Fee	$ -		$ -	$ -	
Sub Total:	***$ 996,952.33***		***$ -***	***$ 996,952.33***	

Encroachment, Stormwater & PSL Fees	See separate Fee Chart by Public Works for additional fees	{Calculated By Public Works}

Notes: This is a PRELIMINARY fee calculation for estimating purposes only. Fees will be recalculated at the time of submittal, prior to permit issuance and at any time when the scope of work is revised (including: type of construction, # of stories, floor area, declared valuation, and use).

CITY OF EMERYVILLE CALCULATION OF BUILDING FEES:

PROJECT: EmeryStation Overland parking garage **PRELIMINARY FEE CALCULATIONS**

DATE: April 13, 2022

PREPARED BY: Courtney

FEES ARE BASED UPON THE VALUATION OF THE PROJECT. "VALUATION OF A BUILDING SHALL BE THE ESTIMATED COST TO REPLACE THE BUILDING AND STRUCTURE IN KIND, BASED ON CURRENT COSTS …. "

This fee calculation is based upon the information submitted to the Building Department.

FEES BASED ON VALUATION OF:			**$ 31,154,735.00**
TYPE OF PERMIT OR FEE			**AMOUNT**
BUILDING PERMIT FEE (See calculation below)			$ 249,237.88
PLAN REVIEW FEE (65% of Building Permit Fee / 50% for Residential <)			$ 162,004.62
ENERGY CONSERVATION REVIEW FEE (12.5% of Building Permit Fee)			$ 31,154.74
ELECTRICAL PERMIT FEE (20% of Building Permit Fee)			$ 49,847.58
PLUMBING PERMIT FEE (18% of Building Permit Fee)			$ 44,862.82
MECHANICAL PERMIT FEE (17% of Building Permit Fee)			$ 42,370.44
S.M.I.P. (Res. <= 3 story = 0.00013 or 0.00028 of the Valu.)			$ 8,723.33
MICROFICHE	Valuation < $ 100,000 = $ 1.00/ Page.	# of Pages	
	Valuation > $ 100,000 = 1% of Bldg. Permit F	Bldg.. Permit Fee * 1%	$ 2,492.38
FIRE DEPARTMENT FEES (New Construction, T.I's - 40% of Building Permit Fee)			$ 99,695.15
FIRE SUPPRESSION FEES - Separate Submittal - (See calculation below)			
SEWER CONNECTION FEE * $298.00 per Trap or $1499.00 per Dwelling Unit	New traps - traps removed		$ -
	Number of Dwelling Units		
BAY SHELLMOUND FEES			$ -
TRANSPORTATION FACILITY FEE (effective July 1, 2021 - June 30, 2022)			$ -
EMERY UNIFIED SCHOOL DISTRICT FACILITIES DEVELOPMENT FEE (See calculation below)			$ -
ART IN PUBLIC PLACES (Commercial Projects > $300k valu. Artwork or in-lieu fee -1% of valu.)			$ 311,547.35
TECHNOLOGY FEE (Effective February 3, 2010 - 0.1% of Valuation)			$ 31,154.74
BUILDING STANDARDS COMMISSION FEE ($ 1.00 per $ 25k Valuation)			$ 1,247.00
GENERAL PLAN MAINTENANCE FEE (Effective May 20, 2004 - 0.5% of Valuation)			$ 155,773.68
AFFORDABLE HOUSING (effective July 1, 2021 - June 30, 2022)			$ -
PARKS AND RECREATION (effective July 1, 2021 - June 30, 2022)			$ -
		TOTAL	**$ 1,190,111.69**

*** Unable to determine the sewer connection fees at this time with the information provided.**

FEES ARE BASED ON THE USE, GROSS FLOOR AREA, TYPE OF CONSTRUCTION, NUMBER OF STORIES, AND NUMBER OF PLUMBING TRAPS. IF ANY OF THESE FACTORS CHANGE, THE FEES WILL CHANGE.

FEE PAYMENT SCHEDULE:

AT SUBMITTAL OF INITIAL BUILDING PERMIT APPLICATION AND PLANS:

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AT ISSUANCE OF FIRST BUILDING PERMIT

(All of the following fees shall be paid with the issuance of the first permit for phased permits.)

1 Building Permit Fee. (Plumbing, Electrical & Mechanical permits may be taken out by the General Contractor or by the subs. These permits may not be divided into phases. The entire sewer connection fee shall be paid with the plumbing permit.)
2 S.M.I.P and Building Standards Commission Fees
3 Microfiche Fee
4 Bay/Shellmound Contingent Assessment (N.A for residential projects)
5 School District Facilities Impact Fee
6 General Plan Maintenance and Technology Fees
7 Art in Public Places: For residential projects exceeding 19 units 0.5% of the project valuation is required for Art in Public Places.
8 Development Impact Fees (including Traffic Impact, Affordable Housing and Park & Rec)
9 Business Licenses: City of Emeryville Business Licenses are required from the contractor.

PRIOR TO OCCUPANCY OF THE BUILDING AND RELEASE OF THE FINAL UTILITY METER:

1 If public art is to be installed it shall be in place.
2 Any and all outstanding fees; including charges for review of changes to approved plans or increased fees due to increased project valuation.
3 Final business license fees will be calculated by the finance department for all projects with a valuation in excess of 1,000,000.00 (one million) dollars. These fees must be paid prior to building occupancy.

VALUATION CALCULATIONS:

Type of Const.	Use	Number of Floors	Gross Floor Area	Square Foot Cost	Sprinklers + $5.71	Air Cond. + 9.22/7.68	Modifier x 1.00	Story > 3, +5% ea.	Total Valuation
			(sq.ft.)	*($)*	*$5.71*	*$9.22*	*1*	*($)*	*($)*
II-A	Garage	6	194,395	$ 80.54	$ 86.25	$ 95.47	$95.47	$ 96.90	$ 18,837,274.01
					$ 5.71	$ 14.93	$14.93	$ 15.15	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.15	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.15	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.15	$ -
Totals		6	194,395						$ 18,837,274.01
Exist. Bldg. Adjustment - 80% (No credit for existing sprinklers or HVAC)									
	W'House				$ 2.40	$ 2.40	$ 2.40		$ -
T.I. ONLY Adjustment * 20%									
				$ -	$ 1.14	$ 2.99	$ 3.37		$ -
DECLARED VALUATION									$ 31,154,735.00
								TOTAL	$ 31,154,735.00

BUILDING PERMIT FEE CALCULATIONS {Without Adjustments}: (Valuation is the replacement cost of the project once it is completed.) Grading, Demolition and Fire Sprinkler Permits are calculated in the same way except that the contract price may be used instead of the valuation.

TOTAL VALUATION	$	31,154,735.00

VALUATION BASIS	**AMOUNT**	**PERCENTAGE**	**TOTAL**
$ 1.00 - $ 50,000.00	$ 50,000.00	0.80%	$ 400.00
$ 50,000.00 - $ 250,000.00	$ 200,000.00	0.80%	$ 1,600.00
Over $ 250000.00	$ 30,904,735.00	0.80%	$ 247,237.88
		BUILDING PERMIT FEE:	$ 249,237.88

EMERY UNIFIED SCHOOL FACILITIES DEVELOPMENT FEE CALCULATION: (D78)

TYPE OF PROJECT	**AREA**	**FEE/SQ.FT.**	**TOTAL FEE**
Commercial		$ 0.66	$ -
Live/work		$ 2.37	$ -
Residential		$ 4.08	$ -
Existing Building Credit		$ 0.66	$ -
Low Income Housing Credit			$ -
		SCHOOL DISTRICT FEE:	$ -

(School fees reflect the new fees effective January 17, 2021)

School Facilities Development Fees are due and payable at the Building Division at the time of issuance of the first building permit for the project. An applicant who believes the fee is not justified shall pay the fee and appeal directly to the Emery School District.

Construction Sign - Minimum 3" letters



3 feet

4 feet

ATTACHMENT TO CONDITIONS OF APPROVAL
STORMWATER POLLUTION PREVENTION AND SOURCE CONTROL MEASURES
City of Emeryville
Revised 2/2016

A. Grading and Drainage

1. Plans shall incorporate appropriate site design measures to minimize impacts to water quality. These may include, but are not limited to, the following: (a) minimizing impervious surfaces, especially directly-connected impervious surfaces, (b) clustering buildings, (c) preserving quality open space, (3) maintaining and/or restoring riparian areas and wetlands and establishing vegetated buffer areas to minimize the volume of stormwater runoff and the pollutants in the stormwater. The City has adopted an Ordinance that addresses approved treatment measures and sizing criteria, available on the City's website. A permit application and design worksheets are also on the City's website, at http://www.ci.emeryville.ca.us/335/Stormwater. Plans shall include stormwater pollution prevention and control features as required by the City's current NPDES permit.

2. The City of Emeryville requires that treatment measures be constructed for applicable projects, as defined in section C.3.c. of the City's NPDES permit. These measures must incorporate, at a minimum, the hydraulic sizing criteria outlined in the Alameda County Clean Water Program's Technical Guidance Manual, available at http://www.cleanwaterprogram.org/c3-guidance-table/item/c3-guidance-table.html.

3. The design of any stormwater treatment measures must incorporate the treatment control design guidance for vector control included in Appendix G of the Technical Guidance Manual.

4. Access to treatment devices must be maintained. Design stormwater treatment devices to be easily and safely accessible without the need for special requirements (e.g., OSHA requirements for "confined spaces.") If utilizing covers, include in the design spring-loaded or light-weight access hatches that can be opened easily for inspection.

5. All on-site storm drain inlets shall be stenciled or labeled "No Dumping! Flows to Bay" or equivalent, using methods approved by the City.

6. Construction access routes shall be limited to those approved by the City Engineer and shall be shown on the approved grading plan.

7. Prior to the commencement of any clearing, grading, and/or excavation resulting in a land disturbance of one acre or more, the applicant shall submit the following documents to the City, both of which should be checked daily, especially around storm events, and updated as necessary. A daily log should be kept stating that BMPs have been checked and are effective. The necessary documents are:

    a. A copy of the project's Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall contain the erosion, sediment and pollution control BMPs (some of which are described in

Section C of this document), and the BMPs shall be in place before any work begins, as appropriate for that phase of construction.

b. Evidence to the City that a Notice of Intent (NOI) has been submitted to the State Water Resources Control board.

8. For projects involving clearing, grading or excavation resulting in disturbance of less than one acre of land, the applicant shall have in place erosion, sediment and pollution controls (described in Section C of this document) to the maximum extent practicable using the current standard BMPs as required by the City.

B. Site Plan and Source Control Measures

The site plan shall include the following items:

1. Stormwater Measures and Calculations as Defined in the Technical Guidance Manual

2. Refuse and Recycling Areas

   a. New or redevelopment projects such as food service facilities, recycling facilities, multi-family residential complexes or similar facilities shall provide a roofed and enclosed area for waste, recycling, and compostables containers. The area shall be designed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal.

   b. Any drains installed in or beneath dumpsters, compactors, and tallow bin areas serving food service facilities shall be connected to a grease removal device and/or treatment devices prior to discharging to the sanitary sewer. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

   c. Runoff from food service areas, recycling areas, and/or food compactor enclosures or similar facilities shall not discharge to the storm drain system.

3. Vehicle/Equipment and Commercial/Industrial Cleaning

   a. Wastewater from vehicle and equipment washing operations shall not be discharged to the storm drain system.

   b. Commercial/industrial facilities having vehicle/equipment cleaning needs and new residential complexes of 25 units or greater shall either provide a roofed, bermed area for washing activities or discourage vehicle/equipment washing by removing hose bibs (faucets) and installing signs prohibiting such uses. Vehicle/equipment washing areas shall be paved, designed to prevent run-on to or runoff from the area, and plumbed to drain to the sanitary sewer. A sign shall be posted indicating the location and allowed uses in the designated wash area. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

c. Commercial car wash facilities shall be designed and operated such that no runoff from the facility is discharged to the storm drain system. Wastewater from the facility shall discharge to the sanitary sewer. The applicant shall contact EBMUD for specific connection and discharge requirements.

4. Loading Docks

a. Loading docks shall be graded to minimize run-on to and runoff from the loading area [and/or be covered]. Roof downspouts shall be positioned to direct stormwater away from the loading area. Stormwater runoff from loading dock areas shall be connected to a post-construction stormwater treatment measure prior to discharge to the storm drain system. The applicant shall contact the local permitting authority for specific connection and discharge requirements.

b. Door skirts between the trailers and the building shall be installed to prevent exposure of loading activities to rain, unless one of the following conditions apply:: the loading dock is covered, or the applicant demonstrates that rainfall will not result in an untreated discharge to the storm drain system.

5. Food Service Equipment Cleaning

a. Food service facilities (including restaurants and grocery stores) shall have a cleaning area for floor mats, containers, and equipment which is connected to a grease interceptor prior to discharging to the sanitary sewer system. The cleaning area shall be large enough to clean the largest mat or piece of equipment to be cleaned. The cleaning area shall be indoors or in a roofed area outdoors; in either case it must be plumbed to the sanitary sewer. Outdoor cleaning areas shall be designed to prevent stormwater run-on from entering the sanitary sewer and to prevent stormwater run-off from carrying pollutants to the storm drain. Signs shall be posted indicating that all food service equipment washing activities shall be conducted in this area. The applicant shall contact EBMUD for specific connection and discharge requirements.

6. Outdoor Process Activities/Equipment
(Examples of businesses that may have outdoor process activities and equipment include machine shops and auto repair shops, and industries that have pretreatment facilities.)

a. Process activities shall be performed either indoors or in roofed outdoor areas. If performed outdoors, the area shall be designed to prevent run-on to and runoff from the area with process activities.

b. Process equipment areas shall drain to the sanitary sewer system. The applicant shall contact EBMUD for specific connection and discharge requirements.

7. Fuel Dispensing Areas

a. Fueling areas shall have impermeable surfaces (i.e., Portland cement concrete or equivalent smooth impervious surface) that are: a) graded at the minimum slope necessary to prevent

ponding; and b) separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable.

b. Fueling areas shall be covered by a canopy that extends a minimum of ten feet in each direction from each pump. Alternative: The fueling area must be roofed and the roof's minimum dimensions must be equal to or greater than the area within the grade break or fuel dispensing area which is defined as the area extending a minimum of 6.5 feet from the corner of each fuel dispenser or the length at which the hose and nozzle assembly may be operated plus a minimum of one foot, whichever is greater. The canopy or roof shall not drain onto the fueling area.

8. Pesticide/Fertilizer Application

a. Landscapes and gardens should incorporate Bay-Friendly practices, as described at: https://www.bayfriendlycoalition.org/BFRated-why.shtml.

b. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.

c. Structures shall be designed to discourage the occurrence and entry of pests into buildings, thus minimizing the need for pesticides. For example, dumpster areas should be located away from occupied buildings, and building foundation vents shall be covered with screens.

d. If a landscaping plan is required as part of a development project application, the plan shall meet the following conditions related to reduction of pesticide use on the project site:

i. Where feasible, landscaping shall be designed and operated to treat stormwater runoff by incorporating elements that collect, detain, and infiltrate runoff. Plants suitable for treatment areas are specified in Appendix B of the Technical Guidance document referenced above.

ii. Landscapes over 500 square feet in size must comply with the City's Water Efficient Landscape Ordinance (WELO) requirements, available at: http://www.ci.emeryville.ca.us/documentcenter/view/1754.

iii. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.

iv. Existing native trees, shrubs, and ground cover shall be retained and incorporated into the landscape plan to the maximum extent practicable.

v. Proper maintenance of landscaping, with minimal pesticide use, shall be the responsibility of the property owner.

vi. Integrated pest management (IPM) principles and techniques shall be encouraged as part of the landscaping design. Examples of IPM principles and techniques include:

a. Select plants that are well adapted to soil conditions at the site.
b. Select plants that are well adapted to sun and shade conditions at the site. Consider future conditions when plants reach maturity. Consider seasonal changes and time of day.
c. Provide irrigation appropriate to the water requirements of the selected plants.
d. Select pest- and disease-resistant plants.
e. Plant a diversity of species to prevent a potential pest infestation from affecting the entire landscaping plan.
f. Use "insectary" plants in the landscaping to attract and keep beneficial insects.

9. Interior Floor Drains

Interior floor drains shall be plumbed to the sanitary sewer system and shall not be connected to storm drains. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

10. Parking Garages

Interior level parking garage floor drains shall be connected to the sanitary sewer system. The applicant shall contact the City of Emeryville and EBMUD for specific connection and discharge requirements.

11. Pool, Spa, and Fountain Discharges

a. Pool (including swimming pools, hot tubs, spas and fountains) discharge drains shall not be connected directly to the storm drain or sanitary sewer system, unless the connection is specifically approved by EBMUD.

b. Subject to local requirements, when draining is necessary, a hose or other temporary system shall be directed into a sanitary sewer clean out. The clean out shall be installed in a readily accessible area, example: within 10 feet of the pool. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

c. Subject to local requirements, swimming pool, spa and fountain water may be allowed to discharge to the storm drains if the water has been dechlorinated, the water is within ambient temperature, and no copper-based algae control products have been added to the water.

e. If commercial and public swimming pool discharges are discharged to land where the water would not flow to a storm drain or to a surface water, the discharge may be subject to the requirements of the State Water Resources Control Board's (SWRCB) Statewide General Waste Discharge Requirements (WDRs) for Discharges to Land with a Low Threat to Water Quality.

12. Outdoor Equipment/Materials Storage

    a. All outdoor equipment and materials storage areas shall be covered and bermed, or shall be designed with BMPs to limit the potential for runoff to contact pollutants

    b. Storage areas containing non-hazardous liquids shall be covered by a roof and drain to the sanitary sewer system, and be contained by berms, dikes, liners, vaults or similar spill containment devices. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

    c. All on-site hazardous materials and wastes, as defined and/or regulated by the California Public Health Code and the local Certified Unified Program Agency (CUPA), (for Emeryville this is the Alameda County Environmental Health Department), must be used and managed in compliance with the applicable CUPA program regulations and the facility hazardous materials management plan approved by the CUPA authority.

13. Vehicle/Equipment Repair and Maintenance

    a. Vehicle/equipment repair and maintenance shall be performed in a designated area indoors, or if such services must be performed outdoors, in an area designed to prevent the run-on and runoff of stormwater.

    b. Secondary containment shall be provided for exterior work areas where motor oil, brake fluid, gasoline, diesel fuel, radiator fluid, acid-containing batteries or other hazardous materials or hazardous wastes are used or stored. Drains shall not be installed within the secondary containment areas.

    c. Vehicle service facilities shall not contain floor drains [unless the floor drains are connected to wastewater pretreatment systems prior to discharge to the sanitary sewer, for which an industrial waste discharge permit has been obtained. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.]

    d. Tanks, containers or sinks used for parts cleaning or rinsing shall not be connected to the storm drain system. Tanks, containers or sinks used for such purposes may only be connected to the sanitary sewer system if allowed by an industrial waste discharge permit. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

14. Fire Sprinkler Test Water

Fire sprinkler test water shall be drained to the sanitary sewer system (with approval from the local permitting authority [and/or sanitary district with jurisdiction]) or drain to landscaped areas where feasible. [In the event that the sanitary district does not approve the connection and drainage to landscaped areas is infeasible, the applicant may propose an alternative method of providing for drainage of fire sprinkler test water, such as by filtering and dechlorinating the water prior to discharge to a storm drain, subject to approval by RWQCB staff.]

15. Miscellaneous Drain or Wash Water

a. Boiler drain lines shall be directly or indirectly connected to the sanitary sewer system and may not discharge to the storm drain system. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

b. For small air conditioning units, air conditioning condensate should be directed to landscaped areas as a minimum BMP. For large air conditioning units, in new developments or significant redevelopments, the preferred alternatives are for condensate lines to be directed to landscaped areas, or alternatively connected to the sanitary sewer system after obtaining permission from the sanitary sewer's owner. As with smaller units, any anti-algal or descaling agents must be properly disposed of. Air conditioning condensate lines may discharge to the storm drain system provided they are not a source of pollutants.

c. Roof drains shall discharge and drain away from the building foundation to an unpaved area wherever practicable.

d. Most washing and/or steam cleaning must be done at an appropriately equipped facility that drains to the sanitary sewer. Any outdoor washing or pressure washing must be managed in such a way that there is no discharge of soaps or other pollutants to the storm drain. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements. These conditions shall be required for automotive related businesses.

C. Construction Practices

Construction workers shall:

1. Maintain and replace filter materials as necessary to ensure effectiveness and prevent flooding. Dispose of filter particles in the trash.

2. Broom-sweep the sidewalk and street adjoining the site daily, scraping off caked-on mud and dirt.

3. Minimize removal of natural vegetation or ground cover, and replant as soon as possible.

4. Stabilize all cut and fill slopes as soon as possible after grading is completed.

5. Ensure that concrete, gunite and plaster supply trucks and operations do not discharge wash water into street gutters or drains.

6. Create and use a contained, covered area on the site for storing bags of cement, paints, flammables, oils, fertilizers, pesticides and any other materials used on the project site that could be discharged to the storm drain system by wind or a spill.

7. Place tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.

8. Gather all construction debris daily and place it in a container which is emptied or removed weekly.

9. Never clean machinery, tools, brushes, etc. or rinse containers into a street, gutter, storm drain or stream.

10. For projects with on-site storm drain inlets, clean all inlets immediately prior to the rainy season (October 1), and as required by the City Engineer.

11. Install straw wattles, berms, check dams as appropriate to contain and/or filter stormwater and the sediments from the site.

12. Hydroseed or cover exposed soil with compost, tarps, loose straw or mats to reduce erosion and sediment suspension in stormwater.

13. Check all on-site machinery and vehicles for oil, fuel and other machine fluid leaks on a daily basis, and fix machinery as necessary and/or capture all leaked fluids.

D. Post-Occupancy Maintenance and Operational BMPs

This section describes operational best management practices (BMPs) that rely on private property owners to implement following construction of projects.

1. Operation, Maintenance and Inspection of Stormwater Treatment Measures

   a. For commercial and industrial projects and residential projects with stormwater treatment measures, before the City issues the Certificate of Occupancy, the applicant must submit an Operations and Maintenance Agreement. This Agreement shall be executed and recorded with the County Recorder's Office of the County of Alameda. The property owner must submit five required Exhibits to the Agreement:
      i. A legal description of the property
      ii. A legible, recordable, reduced-scale (8.5"x11") copy of the site plan indicating treatment measures' locations and site drainage patterns
      iii. A maintenance plan, including specific long-term maintenance tasks and schedule
      iv. A standard Treatment Measure Operation and Maintenance Inspection Report form (template to be provided by the City), and
      v. Checklists appropriate to the type of treatment measure(s) that will be used on the property (to be provided by the City)

   b. All commercial and industrial projects, and all projects with an Operations and Maintenance Agreement, must allow and facilitate inspections of the stormwater treatment measures by the City or its agent.

c. In addition, all projects must adhere to the following practices.

2. Paved Sidewalks and Parking Lots

Sidewalks and parking lots shall be swept regularly to minimize the accumulation of litter and debris. Debris resulting from pressure washing shall be trapped and collected to prevent entry into the storm drain system. Washwater containing any soap, cleaning agent or degreaser shall not be discharged to the storm drain and shall be collected and discharged to the sanitary sewer. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

3. Private Streets, Utilities and Common Areas

a. The owner of private streets and storm drains shall prepare and implement a plan for street sweeping of paved private roads, installation of full trash capture devices in and cleaning of all storm drain inlets.

b. For residential developments, where other maintenance mechanisms are not applicable or otherwise in place, a property owners' association, architectural committee, maintenance assessment district, special assessment district, or similar arrangement shall be created and shall be responsible for maintaining all private streets and private utilities and other privately owned common areas and facilities on the site including landscaping. These maintenance responsibilities shall include implementing and maintaining stormwater BMPs associated with improvements and landscaping and will include the maintenance responsibilities described in the maintenance plan, which is included as an attachment to the stormwater treatment measure O&M agreement for the subject property.

4. On-site Storm Drains

a. All on-site storm drains must be cleaned at least once a year immediately prior to the rainy season and as required by the City Engineer.

b. All on-site storm drains shall be equipped with City-approved full trash capture devices unless the City Engineer agrees that such controls are infeasible for one or more inlets. These must be maintained according to the requirements in the Municipal Regional NPDES Permit (http://www.swrcb.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/R2-2015-0049.pdf) , and records of their inspections and maintenance must be made available to the City upon request.

5. Vehicle/Equipment Repair and Maintenance

a. No person shall dispose of, nor permit the disposal, directly or indirectly, of vehicle fluids, hazardous materials, or rinsewater from parts cleaning operations into storm drains.

b. No vehicle fluid removal shall be performed outside a building, nor on asphalt or ground surfaces, whether inside or outside a building, except in such a manner as to ensure that any

spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately.

c. No person shall leave unattended drip pans or other open containers containing vehicle fluid, unless such containers are in use or in an area that cannot discharge to the storm drain, such as an area with secondary containment.

6. Fueling Areas

The property owner shall dry-sweep the fueling area and spot clean leaks and drips routinely. Fueling areas shall not be washed down with water unless the wash water is collected and disposed of properly (i.e., not in the storm drain).

7. Loading Docks

The property owner shall ensure that BMPs are implemented to prevent potential stormwater pollution. These BMPs shall include, but are not limited to, a regular program of sweeping, litter control and spill clean-up.

8. Outdoor Storage Areas

Manage outdoor storage to minimize stormwater contact with pollutants, covering stored materials as required by the City Engineer.

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RESOLUTION NO. 22-____

Resolution Of The City Council Of The City Of Emeryville Approving A Conditional Use Permit And Design Review To Construct A New 300,000 Square Foot Research And Development Building And A Parking Structure, And Denying A Conditional Use Permit For Parking Spaces More Than The Maximum Allowed On An Approximately 113,325 Square Foot Site On The Block Bounded By Overland Avenue And 62nd, 63rd And Hollis Streets. (APN: 49-1488-1) (CEQA Status: Exempt Pursuant To State CEQA Guidelines Sections 15332 and 15061(b)(3))

WHEREAS, on March 1, 2021, Wareham Development submitted an application for a Conditional Use Permit and Design Review Permit to construct a new 300,000 square foot Research and Development building and a six level parking structure accommodating 496 parking spaces on an approximately 113,325 square foot site on the block bounded by Overland Avenue and 62nd, 63rd and Hollis Streets ("Project"). The proposal includes preservation of the existing Hollis Street Building that accommodates Ruby's Café and 41 live-work units, and demolition of all other structures on the western portion of the block. The proposal also includes a Tree Removal Permit to remove 18 street trees located on 62nd Street, Overland Avenue and 63rd Street; and

WHEREAS, the Emeryville Planning Commission reviewed the proposed Project at study sessions on April 22, 2021 and March 24, 2022; and

WHEREAS, the Emeryville City Council reviewed the proposed Project at study sessions on July 20, 2021, November 16, 2021 and April 5, 2022; and

WHEREAS, the Planning Commission held a duly and properly noticed public hearing on June 8, 2022 and voted to recommend that the City Council approve the Use Permit and Design Review for the project, except for parking spaces more than the maximum, and approved a Tree Removal permit to accommodate construction of the project contingent on Council approval of the Use Permit and Design Review; and

WHEREAS, the City Council held a duly and properly noticed public hearing on July 5, 2022, to solicit public comments and consider the Project; and

WHEREAS, the Emeryville City Council has reviewed and considered the staff report and attachments thereto, the plans, all public comments and the Project, subject to the conditions and requirements set forth in Exhibit A attached to this Resolution and the applicable standards of the Emeryville Municipal Code ("the Record"); now, therefore, be it

RESOLVED, that the City Council of the City of Emeryville hereby finds that the project is exempt from environmental review under State CEQA Guidelines Section 15332, which applies to infill development projects, for the reasons generally set forth in the Record and specifically on pages 13 and 14 of the staff report; and that the project is further exempt from environmental review under the "common sense exemption" at

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Section 15061(b)(3) of the State CEQA Guidelines because it can be seen with certainty that there is no possibility that the proposal may have a significant effect on the environment; and be it further

RESOLVED, that in approving **UPDR21-001** for the Project, except for parking spaces more than the maximum, the City Council makes the following findings required by the Emeryville Municipal Code:

Section 1. General Conditional Use Permit Findings Pursuant to Section 9-7.505:

(a) The proposed use is consistent with the General Plan.

The Land Use Diagram (Figure 2-2) classifies the Property for "Office/Technology" use, which is described as (Section 2.4): "Administrative, financial, business, professional, medical and public offices, research and development, biotechnology, and media production facilities."

The project is consistent with this description as the new building will house Research and Development and associated uses.

General Plan goals (G) and policies (P) that are particularly germane, and with which the Project is consistent, include:

Goal LU-G-2: A mixed use City;

Goal LU-G-11: A wide range of economic activity; and

Policy LU-P-27: A diversity of commercial uses to insulate the City's fiscal base from downturns in particular markets shall be maintained.

(b) The location, size, coverage, density, design and operating characteristics of the proposed use will be compatible with, and will not adversely affect, the surrounding area, including neighborhood character, street design and capacity, safety, noise, and lighting.

The location, size, design, and operating characteristics of the project will be compatible with the surrounding neighborhood. The scale, bulk and coverage of the project are similar to other mixed use projects that have been approved in the area. The project will not result in any significant impacts on the neighborhood.

In addition, the proposed project can adequately be served by the capacity and physical character of surrounding streets. The

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proposed heights and design features break up the massing and are compatible with varied heights of buildings along Hollis and Horton Streets. The project as designed will not adversely affect safety in the immediate area; light which falls on adjacent buildings and open spaces will also not be impacted. The project can be served by existing public services and utilities.

(c) The proposed use is consistent with the capability of the water supply, wastewater disposal, fire, and police systems to operate adequately and cost effectively.

The proposed project can be adequately served by all required utilities and public services, and it is not foreseen that there will be an increased demand for such services with the new use.

Demand for public safety services may be slightly increased with the new uses but no deficiencies have been identified by the Police and Fire Departments.

(d) The proposed use at its proposed location will provide a service or facility that will contribute to the general well-being of the surrounding neighborhood or community.

The Project will add to the existing "Research and Development" uses in the vicinity and provide a large privately owned public open space (POPOS) along 62nd Street for the general public to use. In addition, the project will provide a mid-block bicycle and pedestrian path connecting 62nd and 63rd Streets that will be open at all times, and an Art Walk for the neighborhood to enjoy during daylight hours.

(e) The proposed use complies with all applicable standards and requirements of these Planning Regulations.

The proposed use complies with the Planning Regulations.

Section 2. Conditional Use Permit Findings For Bonus Floor Area Ratio and Height Pursuant to Section 9-4.204(f)(2):

(a) That the proposed project will provide community benefits sufficient to earn the number of points required for the bonus amount requested, pursuant to subsections (c), (d) and (e) of this section.

The project requires 100 development bonus points, of which 50 must come from affordable housing, and 50 must come from other

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community benefits. As detailed in the accompanying staff report, the project will earn 50 bonus points for affordable housing by paying an additional 100 percent of the affordable housing impact fee pursuant to Section 9-4.204(d), 20 community benefit bonus points by providing 5% of the project site area as public open space pursuant to Section 9-4.204(e)(1), and 30 community benefit bonus points by converting 10 of the existing 41 live/work units in the adjacent Hollis Street Building into seven low-income and three very low-income housing units, calculated at a value of 3% of construction valuation, pursuant to Section 9-4.204(e)(7)..

(b) That the proposed community benefits for the project are significant and clearly beyond what would otherwise be required for the project under applicable code provisions, conditions of approval, and/or environmental review mitigation measures.

The additional affordable housing impact fee will provide approximately $1.45 million beyond the base requirement for the City's affordable housing programs. The additional public open space is in addition to the common open space and Privately Owned Public Open Space (POPOS) required for the project. The conversion of 10 existing live-work units in the adjacent Hollis Street Building to below market rate (BMR) units will add seven units reserved for low-income households earning 51% to 80% of the Area Median Income ("AMI"), and three units reserved for very low-income households earning up to 50% of AMI, to the City's BMR inventory. These benefits are clearly beyond what would otherwise be required for the project under applicable code provisions, conditions of approval, and/or environmental review mitigation measures.

(c) That the proposed community benefits for the project are acceptable and appropriate in this case, and will provide tangible benefits to the community.

The City Council finds that proposed community benefits are acceptable and appropriate in this case, and will provide tangible benefits to the community. Specifically, they will contribute to funding for the City's affordable housing programs, will add much-needed public open space for the community, and will provide housing for seven low-income and three very low-income households.

Section 3. Design Review Findings Pursuant to Section 9-7.407:

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(a) The design of the Project is consistent with the General Plan, including but not limited to its Urban Design goals and policies;

The Project meets Urban Design Policy UD-G3 that calls for a walkable and pedestrian scaled environment by providing a mid-block path between 62nd and 63rd Streets. The Project complies with the North Hollis Urban Design Program design guidelines by ensuring that development is oriented to public streets and rights-of-way; by retaining the Hollis Building that has industrial character; by incorporating building design that reflects the industrial character of the area through strong horizontal expression and roof forms and use of metal finishes, canopies, and large expanses of glass; and by selecting street trees based on soil and groundwater tests and the table on page 28 of the North Hollis Plan.

(b) The design of the Project conforms to the Emeryville Design Guidelines and any other applicable design guidelines or criteria. If strict compliance with the provisions of such design guidelines or criteria is not achieved, the applicant must convincingly demonstrate that the intent of the guidelines is met;

The Project complies with the City's Design Guidelines by providing the following: Bay-Friendly street landscaping (Guidelines A-11 to A-15); preservation and enhancement of the historic industrial warehouse character of Emeryville through the retention of architecturally significant structures (Hollis Building) (Guideline E-3); public entrances that are visible and accessible (E-12); and a color palette that reinforces building identity (Guideline F-13).

(c) The Project is of a high design quality that is compatible with, and will not adversely affect, the surrounding area;

This Project will result in a visually attractive design that is consistent with designs of other buildings in the surrounding area.

and be it further

RESOLVED, that in denying a conditional use permit for parking spaces more than the maximum allowed, the City Council makes the following findings required by the Emeryville Municipal Code:

Conditional Use Permit Findings For Providing Parking Over the Maximum Pursuant to Section 9-4.404(h):

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(a) That the applicant has convincingly demonstrated that the additional parking is required to meet the anticipated parking demand of the proposed uses.

The study completed by CHS Consulting (and peer reviewed by Fehr & Peers), used a matrix that, though current by industry standards, does not reflect the true circumstances in Emeryville, or the greater Bay Area, as detailed in the following sources:

- **"Sources for Parking Demand Studies", City of Dallas, Texas, Zoning Ordinance Advisory Committee, June 18, 2020.**
- **"Roughly Right or Precisely Wrong", Access Magazine, by Donald Shoup, Spring 2002.**
- **"The Bay Area has twice as many parking spots as people—and there's a hidden toll", San Francisco Examiner, by staff writer Benjamin Schneider, March 3, 2022.**
- **"The Bay Area Parking Census - How much parking the region has, why it's too much and what to do about it", SPUR and Mineta Transportation Institute, February 28, 2022.**
- **Empirical research on parking utilization in Emeryville, by Steven Keller.**
- **GreenTRIP Parking Database, Pacific Park Plaza, TransForm, undated.**

Facts of the area's current overparking show that there is no evidence that more parking is needed, thus the applicant has not convincingly demonstrated the need for additional parking.

(b) That the provision of the additional parking will not result in an overdependence on automobiles and will not adversely affect transit, bicycle, or pedestrian access to the site or other adjacent uses.

As shown by the sources cited above, creating additional parking will create an overdependence on automobiles and will adversely impact transit, bicycles, and pedestrians. As stated in the applicant's information, employees of the applicant's current properties arrive at their jobs by driving, and it is believed that this will continue. Providing abundant parking will encourage this continued mode, thus creating on overdependence on autos that will adversely affect other methods of transportation.

and be it further

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RESOLVED, that the City Council approves **UPDR21-001** for the EmeryStation Overland project located at 1580 62nd Street, but denies the Use Permit for parking spaces more than the maximum allowed, subject to the Conditions of Approval attached hereto and the applicable standards of the City of Emeryville Municipal Code.

APPROVED by the City Council of the City of Emeryville at a regular meeting held on Tuesday, July 5, 2022, by the following votes:

AYES: ____ _____

NOES: ____ _____

ABSTAIN: ____ _____

ABSENT: ____ _____

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

DocuSigned by:
John Kennedy
2C934D02DB55467...

_____
CITY ATTORNEY

CONDITIONS OF APPROVAL

EmeryStation Overland
1580 62nd Street
UPDR21-001: Exhibit A. Conditions of Approval
Adopted by City Council Resolution No. 22-___
July 19, 2022

I. COMPLIANCE WITH APPROVALS

A. PROJECT APPROVALS. The project shall be constructed and operated in accordance with the following actions by the City Council:

1. A Conditional Use Permit to allow a bonus height of 55 feet for the garage building and 80 feet for the Research and Development building; bonus FAR of 2.6 and more than the permitted maximum parking spaces in accordance with the staff report dated May 26, 2022, as modified by these Conditions of Approval.

   Fifty bonus points are obtained via payment of additional Affordable Housing Fee as outlined in Condition of Approval Number VII.A.11; 30 bonus points for conversion of 10 live-work units in the Hollis Building as Below Market Rate (BMR) units as outlined in Condition of Approval Numbers II. B.6 and II.C.6 (Flexible Community Benefit Category); and 20 bonus points from the Public Open Space community benefit category by developing an equivalent of 5% of the project site area as outlined on Sheet Number APP-00.01 entitled *Open Space Area Plan.*

2. Design review approval for a new 80 feet tall “Research and Development” building and a new parking garage in accordance with the approved plans described below, as modified by these Conditions of Approval. Prior to issuance of a building permit, the parking garage shall be redesigned to contain no more than 411 vehicular parking spaces.

3. A Tree Removal Permit to remove 13 street trees on 62nd Street, 4 street trees on Overland Avenue and one street tree on 63rd Street, for a total of 18 trees, as modified by these Conditions of Approval.

   [*Approved by the Planning Commission on June 8, 2022, contingent upon approval of the Use Permit and Design Review Permit by the City Council*]

Any additional uses or design modifications, including signs, will require a separate application and approval.

B. APPROVED PLANS. Final plans submitted for a building permit shall be reviewed by the Community Development Director to confirm that the plans substantially conform to the following except as modified by these Conditions of Approval: **[Planning]**

1. The drawings entitled EmeryStation Overland, sheets G0.00 to G0.04 and G1.02 and G1.03, dated April 20, 2022.

2. The drawings entitled EmeryStation Overland, sheets A0.00 to A0.04; A1.01 to A1.07; A2.0; A2.S; A2.1 to A2.7; A3.01 to A3.03; A3.11 to A3.13; A3.21; A3.22; A3.25; and A3.31 to A3.36 dated April 20, 2022.

3. The drawings entitled EmeryStation Overland, sheets L0.01, L0.02; L1.01 to L1.01 to L1.04; L1.11 to L1.15; L2.01 to L2.03; L3.01 to L3.09; and L4.01, dated April 20, 2022.

4. The drawings entitled EmeryStation Overland, sheets C1.0; C2.0; C2.1; C3.0; C4.0; APP-00.01; APP-00.02A; APP00.002B; APP-00.3A; APP-00.3B; APP-00.3C; APP-00.3D; APP-00.3E; APP-00.3F; and APP-00.04 dated April 20, 2022.

C. APPROVAL EFFECTIVENESS AND DURATION. Pursuant to Section 9-7.213 of the Emeryville Municipal Code, this permit shall automatically expire if an application for a building permit has not been filed and fees have not been paid within one year from the date of this approval, and a good faith effort to commence work upon the use has not been made, as determined by the Community Development Director in his/her sole discretion. Time extensions not exceeding one year may be requested by applying to the City Council for such extension period prior to the expiration date of the permit. In no case shall the expiration period extend more than three years from the date of this approval. After that time, a new application shall be required. In the event Applicant undertakes no construction pursuant to this approval, then Applicant shall have no obligation under these conditions of approval.

D. INSTALLATION AND MAINTENANCE OF IMPROVEMENTS. All improvements shall be installed in accordance with these approvals. Once constructed or installed, all improvements shall be maintained as approved. Minor changes may be approved by the Community Development Director.

E. COMPLIANCE WITH THE MUNICIPAL CODE AND GENERAL PLAN. No part of this approval shall be construed to be a violation of the Emeryville Municipal Code or the General Plan. Operations on this site shall be conducted in a manner that does not create a public or private nuisance or otherwise violate the Emeryville Municipal Code.

F. FAILURE TO COMPLY WITH CONDITIONS OF APPROVAL. If Applicant constructs buildings or makes improvements in accordance with these approvals, but fails to comply with any of the conditions of approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of Emeryville ("City"), then such failure shall be cause for nonissuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.

G. APPLICATION TO SUCCESSORS IN INTEREST. These Conditions of Approval shall apply to any successor in interest in Assessor Parcel Number 49-1488-1 (the "Property") and Applicant shall be responsible for assuring that the successor in interest is informed of the terms and conditions of this approval.

II. GENERAL CONDITIONS

A. INDEMNIFICATION. Applicant, its assignees, and successors-in-interest shall defend, hold harmless, and indemnify the City of Emeryville, the Bay Cities Joint Powers Insurance Authority and their respective officials, officers, agents and employees (the Indemnified Parties) against all claims, demands, and judgments or other forms of legal and or equitable relief, which may or shall result from: 1) any legal challenge or referendum filed and prosecuted to overturn, set-aside, stay or otherwise rescind any or all final project or zoning approvals, analysis under the California Environmental Quality Act or granting of any permit issued in accordance with the Project; or 2) Applicant's design, construction and/or maintenance of the public improvements set forth in the final building plans. Applicant shall pay for all direct and indirect costs associated with any action herein. Direct and indirect costs as used herein shall mean but not be limited to attorney's fees, expert witness fees, and court costs including, without limitation, City Attorney time and overhead costs and other City Staff overhead costs and normal day-to-day business expenses incurred by the

City including, but not limited to, any and all costs which may be incurred by the City in conducting an election as a result of a referendum filed to challenge the project approvals. The Indemnified Parties shall promptly notify the Applicant, its assignees, and successors-in-interest of any claim, demand, or legal actions that may create a claim for indemnification under this section and shall fully cooperate with Applicant, its assignees and successors-in-interest. **[City Attorney]**

B. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Subdivision Approval. Prior to the issuance of a building permit, the Public Works Director shall confirm that the Applicant has received subdivision approval for the project through a parcel map or tentative/final map procedure and has applied for the reapportionment of the Bay-Shellmound Assessment as applicable. **[Public Works]**

3. Public Art Program. Prior to the issuance of the first foundation/building permit, Applicant shall submit evidence of compliance with the Art in Public Places Ordinance (Article 4 of Chapter 2 of Title 3 of the Emeryville Municipal Code) by showing a signed contract to commission or purchase and to install the artwork on the Property, or by payment of the full amount of the in-lieu public art fee. Prior to the issuance of each temporary certificate of occupancy, Applicant shall notify the Economic Development and Housing Division to verify Applicant's installation of the on-site public art, complete a description provided by form, and provide high resolution photographs of the installations(s) or rendering of the proposed installation. If Applicant intends to install on-site art rather than pay the in lieu public art fee but has not supplied the above-specified information prior to the issuance of the foundation/building permit, payment of the in lieu public art fee will be required and will be repaid to Applicant only at such time the above-specified information is provided to City.

   On-site art shall be maintained at the sole expense of the Applicant and should the art be damaged, lost or removed, written notification to the City must be made within 180 days and must documenting the replacement or payment in lieu of replacement. If replaced, Applicant must complete a description provided by form, and provide high resolution photographs of the installations(s) or rendering of the proposed installation demonstrating equal value. Unencumbered access to art on the site must be maintained at a minimum of 40 hours per week. Should the site be restricted by gates or staffed by security officials, site operations and training

should be updated to ensure access in compliance with this Condition. At no point should a member of the public be restricted from access to art and the commission of photography of art during the minimum operational hours of the installation area. Title of the artwork(s) required by the Art in Public Places transfers at sale of property and responsibility for maintenance and access shall pass to successive owners of the development site. Each successive owner shall be responsible for the custody, protection and maintenance of the artwork. Should an artwork have been installed by a prior owner and found missing at time of Approval, replacement as per this Condition is required. **[Economic Development and Housing]**

4. Fees, Dedications and Exactions. Conditions of Approval set forth herein include certain fees, dedication requirements, reservation requirements and other exactions, attached as Exhibit A. Pursuant to Government Code Section 66020(d)(1), this set of Conditions of Approval constitutes written notice of a statement of the amount of such fees and a description of the dedications, reservations and other exactions. Applicant is hereby further notified that the 90-day approval period in which these fees, dedications, reservations and other exactions may be protested, pursuant to Government Code Section 66020(a) will begin upon approval of the aforementioned project approvals by the City of Emeryville City Council. If Applicant fails to file a protest within this 90-day period complying with all of the requirements of Section 66020, Applicant will be legally barred from challenging such exactions.

   Prior to the issuance of a building permit, the Building Official shall confirm that all applicable fees due at the issuance of a building permit have been paid. **[Building]**

5. Cost Recovery Planning Fees. Prior to the issuance of a building permit, the Community Development Director shall confirm that all cost recovery planning fees have been paid to date. **[Planning]**

6. Affordable Housing Agreement. Prior to the issuance of a building permit, the Director of Community Development shall confirm that Applicant has either paid the applicable affordable housing impact fee as required by Section 9-5.406 of the Emeryville Municipal Code, or entered into an agreement with the City and approved by the City Council to be recorded against the property which satisfies the requirements of the City of Emeryville's Affordable Housing Program, as set forth in Article 4 of Chapter 5 of Title 9 of the Emeryville Municipal Code. **[Economic Development and Housing]**

C. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

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1. Notice to Tenants and Future Owners. Prior to the issuance of a temporary certificate of occupancy of the first tenant improvement, Applicant shall provide to the Community Development Director a notice in all lease and sales documents to all prospective tenants and future purchasers of the property on the site, in a form acceptable to the City Attorney, addressing: 1) the existence of nearby industrial uses, which have the potential to emit noise at levels and during hours of the day that persons may find disturbing; 2) nearby manufacturing/industrial uses which may generate odors; 3) existence of truck traffic; 4) existence of a nearby mainline railroad that operates 24 hours per day seven days per week with associated train horns and other sounds and vibration; 5) the possibility of future nearby development that may block views; 6) require the use of 63rd Street address for all passenger drop-off/pick-up, delivery and loading and if applicable 7) site may contained hazardous materials and that measures may have been undertaken to remediate any potential health risks associated with the hazardous materials and documents related to this effort are on file with the property owner and the City of Emeryville Community Development Department. **City Attorney/Planning]**

2. Fees, Dedications and Exactions. Prior to the issuance of a certificate of occupancy, the Building Official shall confirm that all applicable fees due at the issuance of a certificate of occupancy have been paid. **[Building]**

3. Cost Recovery Planning Fees. Prior to the issuance of a certificate of occupancy, the Community Development Director shall confirm that all cost recovery planning fees have been paid in full. **[Planning]**

4. Bay-Shellmound Contingent Assessment. Prior to the issuance of a certificate of occupancy, the Building Official shall confirm that the Bay-Shellmound Contingent Assessment has been paid. **[Building]**

5. Public Art Program. Prior to the issuance of a certificate of occupancy, Applicant shall notify the Economic Development and Housing Department Public Art Projects Coordinator to verify Applicant's installation of the on-site public art. If City determines that public art has not been installed, Applicant shall be required to pay the in-lieu public art fee in full. **[Economic Development]**

6. Affordable Housing Agreement. Prior to the issuance of a temporary certificate of occupancy, the Economic Development and Housing Manager shall inspect and approve the project for compliance with the requirements of the Agreement on Affordable Units. **[Economic Development and Housing]**

III. BUILDING AND CONSTRUCTION REQUIREMENTS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Plans. Prior to the issuance of a building permit, the Building Official shall verify that the title sheet for the building permit drawings contains the following: **[Building]**

    a. Permit number.
    b. Zoning district.
    c. FAR (density per acre for residential).
    d. Lot area in square feet.
    e. Total number of parking spaces with parking spaces numbered on plans in a consecutive manner and consistent with the parking summary on the title page.
    f. Building heights with height of any appurtenances noted.
    g. Detailed breakdown of floor areas.
    h. Number of floors.
    i. Existing building information (if applicable).
    j. Total Impervious Surface area in square feet (from "Impervious Surface and Stormwater Treatment Measures - Final Form" provided by the City of Emeryville Public Works Department).
    k. Scorecard Summary from the most recent Bay-Friendly Landscaping Guidelines checklist, as developed by StopWaste.org. (with electronic version with notes on claimed points to be emailed to the Emeryville Public Works Department Environmental Programs Staff person.)

2. Compliance with Applicable Codes. Prior to the issuance of a building permit, the Building Official shall confirm that the building permit plans, specifications and other related information conform to the California Codes in effect at the time, and all other applicable local ordinances. Compliance with the California Codes and local ordinances shall include, but not be limited to, seismic and geotechnical requirements for Seismic Zone 4, and Title 24 energy conservation and disabled access requirements. **[Building]**

3. Utility Service. Prior to the issuance of a building permit, the Building Official shall confirm that the building permit plans,

specifications and information include detailed plans for providing water, electrical, gas, telephone, and other like utilities services to the site, including a review of the existing services to the site and measures or improvements on-site that will be required to adequately serve the site, including the location and design of transformers (if above ground and if required) and all connections. All new and existing on-site electrical and communication lines shall be placed underground. All transformers shall be placed underground unless prior permission is granted by the City to place them above ground, in which case they shall be screened from public view by fencing, dense landscaping, or other acceptable means. **[Building]**

4. Traffic and Parking Management Plan during Construction. Prior to issuance of a building permit for any portion of the project, Applicant shall submit a traffic and parking management plan for review and approval by the Public Works Director. The plan shall include any City restrictions and limitations on using certain local streets for construction traffic, proposed truck delivery and haul routes, accommodation, protection and signage for cyclists and pedestrians, parking arrangements for construction personnel, ingress and egress, noise, efforts to address street debris and dust control and proposed on-site staging and equipment/material storage areas. **[Public Works]**

5. Construction Sign. Prior to the issuance of a building permit, Applicant shall submit a construction sign for approval by the Community Development Director in accordance with the prototype provided. The sign shall be made of a permanent material with professional lettering. The sign shall be at least 3 feet by 4 feet with a minimum letter size of 3 inches. The sign shall include this information: the project name; name of the owner/developer; the name and phone number of a contact person, available at all times to address complaints and with the authority to control construction activity on the site; name and phone number of the contractor; and the approved hours of construction. The contact person should be the Noise Disturbance Coordinator listed below in Condition III.B.1.c.

   The sign shall be posted at the time of placing temporary fencing and start of construction activity. At least one sign shall be placed along each public street frontage of the site in a location facing the street where the information can be easily read. Street frontages exceeding 300 feet in length shall have one sign per each 300-foot segment or fraction thereof. **[Planning]**

6. Fencing. Prior to the issuance of a building permit, Applicant shall install temporary construction fence around the perimeter of the site that provides for continued pedestrian traffic meeting the standards of the Americans with Disabilities Act as approved by the Public Works Director. **[Public Works]**

7. Approval of Regulatory Agencies. Prior to the issuance of a building permit, Applicant shall submit to the Building Official copies of all other permits necessary from the applicable regulatory agencies. **[Building]**

8. Approval of Hazardous Material Regulatory Agencies. Prior to issuance of a building or grading permit, Applicant shall confirm that the property has never been subject to an environmental regulatory action or order. For sites that are or have been the subject of a regulatory action or order, the Applicant shall submit to the Community Development Director confirmation that the proposed use of the site is acceptable to the appropriate regulatory agency (e.g. San Francisco Bay Regional Water Quality Control Board, Alameda County Department of Health or the State of California Department of Toxic Substances Control) and that any conditions prior to such use have been met. For closed cases, agency closure letters describing conditions of closure or use restrictions (if any) may be used to satisfy this documentation requirement. For open cases, a site-specific agency determination may be necessary. If a Risk Management Plan, Site Cleanup Plan, Health and Safety Plan or similar document is required for the work that is the subject of the permit, then Applicant shall have such plan approved by the regulatory agency; shall submit copies to the Community Development Director and Public Works Director; and shall comply with all provisions of such plan. **[Planning and Public Works]**

9. Lead and Asbestos. Prior to the issuance of a demolition or building permit, the Building Official shall confirm that a survey of lead-based paint (LBP) and asbestos-containing materials (ACMs) shall be completed and all identified ACMs and any loose or peeling LBP must be abated. If intact LBP is present on the site and not abated, demolition and construction activities must comply with the State's construction lead standard (Title 8, California Code of Regulators, Section 1532.1). **[Building]**

10. Broadband Service. Prior to the issuance of a building permit, the Building Official shall confirm that the building permit plans, specifications and information include detailed plans for providing open access fiber optic cable service to all occupants of the site at a minimum of 1 gigabit, provided that such facilities exist adjacent

to the site. If such facilities do not exist adjacent to the site, the applicant shall make a good faith effort to work with service providers to extend service to the site. **[Building]**

11. Building Address. Prior to the issuance of a building permit the applicant shall apply and obtain two addresses for the project site: the primary address will be on the 62nd Street and vehicular address for the site will be on 63rd Street where all passenger drop off/pick up, delivery, parking, and loading will occur.

B. DURING CONSTRUCTION. Violations of the following conditions and any other applicable conditions may result in a stop work notice being issued or any other measures that the City deems necessary.

1. Construction Noise.

a. *Hours.* Unless the City Council grants a waiver allowing different construction hours pursuant to Section 5-13.06 of the Emeryville Municipal Code, construction hours shall be limited to 7:00 a.m. to 6:00 p.m., Monday through Friday, except that pile driving and similarly loud equipment, including but not limited to jack hammering, grading, compacting, dump trucks, generators, and chain saws shall be limited to 8:00 a.m. to 5:00 p.m., Monday through Friday. In an urgent situation, the City Manager, Planning and Building Director, or Public Works Director may approve weekend or night work pursuant to Section 5-13.05(e) of the Emeryville Municipal Code.

b. *Equipment*. All heavy construction equipment used on the project shall be maintained in good operating condition, with all internal combustion, engine-driven equipment equipped with intake and exhaust mufflers that are in good condition and as deemed to be practically feasible. All non-impact tools shall meet a maximum noise level of no more than 85 dB when measured at a distance of 50 feet. All stationary noise-generating equipment shall be located as far away as possible from neighboring property lines especially residential uses.

c. *Noise Disturbance Coordinator.* Applicant shall designate a "Noise Disturbance Coordinator" who shall be responsible for responding to any complaints about construction noise. The Noise Disturbance Coordinator shall determine the cause of the noise complaint and shall require that reasonable measures warranted to correct the problem be

implemented. Applicant shall conspicuously post a telephone number for the Noise Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The Noise Disturbance Coordinator shall be the contact person listed on the construction sign required by Condition III.A.5 above.

2. Traffic Measures. Applicant, through its contractor, shall implement comprehensive traffic control measures as set forth in the approved Traffic and Parking Management Plan, including scheduling of major truck trips and deliveries to avoid peak hours (normally 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.).

3. Street Debris. All mud, dirt and construction debris carried off the construction site onto adjacent streets shall be removed and cleaned daily. Failure to adequately sweep the streets may result in the City undertaking the effort at Applicant's cost.

4. Dust Control Measures. Dust control measures to minimize air quality impacts shall be implemented including:

   a. Cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

   b. Cover all trucks hauling soil, sand, and other loose materials.

   c. Pave, apply non-potable water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at site.

   d. Limit traffic speeds on unpaved roads to 5 mph.

   e. Install, maintain and replace sandbags or other erosion control measures to prevent silt runoff to public roadways.

   f. Minimize removal and replant vegetation in disturbed areas as quickly as possible.

   g. No grading between October 1st and April 15th unless the Public Works Director has approved an erosion and sedimentation control plan.

5. Archeological Resources. If archeological resources are encountered during construction, then Applicant shall: cease all construction activity in the vicinity; notify the Community Development Director; have the significance of the items

determined by a qualified archeologist or cultural consultant; and take any further appropriate measures under the California Environmental Quality Act and other applicable laws with the Community Development Director's approval. If human remains are encountered, state law requires that the County Coroner be called immediately. All work must be halted in the vicinity of the discovery until the Coroner's approval to continue has been received.

C. ONGOING

1. Building Address. It will be the responsibility of the property owner to ensure that all tenants identify 63rd Street address for passenger drop off/pick off, delivery, parking, and loading.

IV. PUBLIC IMPROVEMENTS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Traffic Signals. The Applicant shall be responsible for the following Traffic Signal Improvements described herein and as shown on the approved plans, to conform to CAMUTCD, Caltrans Standard Specifications, Caltrans Standard Plans, City of Emeryville Standards, the City of Emeryville Urban Forestry Ordinance, the Americans with Disabilities Act and implementing regulations, and the California accessibility regulations

a. A traffic signal at the Hollis Street/63rd Street intersection that is fiber interconnected with adjacent traffic signals and includes bicycle detection shall be installed as part of this project.

(Recommendation 1 of Fehr and Peers Memo entitled EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

b. Signal Modifications designs shall be completed at the 65th/Overland/Shellmound and Hollis Street/62nd Street Intersections so that there is proper phasing, bicycle detection, pedestrian detection , minor concrete work, striping and signage to support safe and effective transition from the cycle track at the respective intersections.

c. Signal Timing parameters for all new/modified intersections using Econolite Cobalt EOS software with Econolite CFG and Synchro file outputs.

d. Signal Coordination Plans for Hollis Street/63rd Street and Hollis Street/62nd intersections for weekday (AM/MID/PM) and weekend (MID/PM) patterns

The Public Works Director shall confirm that the traffic study as outlined in condition IV.A.2.h is completed before issuance of the building permit for the Research and Development building superstructure. The traffic study shall take no longer than 6 months from the time that payment for the study is received from the applicant. Detailed improvement plans and specifications shall be submitted no later than 6 months after the issuance of the building permit for the Research and Development superstructure. **[Public Works]**

2. Street Improvements. The Applicant shall be responsible for the following public improvements described herein to conform to City of Emeryville Standards, the City of Emeryville Urban Forestry Ordinance, the Americans with Disabilities Act and implementing regulations, and the California accessibility regulations:

   a. Constructing all new curb, gutter, and sidewalk on the 62nd Street, 63rd Street and Overland Avenue frontages shall be brought into ADA compliance in conjunction with the signal modifications, minor concrete work and striping at those intersections. The replaced sidewalks shall match the finish of existing sidewalks including bricks, colored concrete and scoring. Installation of all landscaping and irrigation to meet Bay Friendly requirements.

   b. Installation of all landscaping and irrigation to meet Bay Friendly requirements.

   c. Installation of all new street trees with a minimum 24” box size trees, with tree grates if required by the Public Works Director, including structural soil beneath the sidewalks as needed to achieve rootable soil requirements.

   d. Payment of tree replacement fee for street trees removed in accordance with the Urban Forestry Ordinance.

   e. Preparing and implementing a tree protection plan for all trees to remain within the project site.

   f. Designate 20 feet of red curb on the east and west sides of the garage driveway to ensure adequate sight distance between exiting motorists and cyclists or motorists on 63rd Street.

(*Recommendation 2 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022*).

g. With one-way south bound traffic along Overland between 63rd and 62nd Street passenger loading on the 63rd Street frontage of the development may not be accessible, and vehicles may be forced to make U-turns for which there is no room. Therefore, in order to retain southbound traffic and access to the passenger loading assess the feasibility of, and if determined feasible by the Public Works Director, retain two-way travel between the Overland Avenue/63rd Street and Horton Street/62nd Street intersections, while providing a two-way protected bikeway. If retaining two-way travel on this segment is determined not to be feasible, change the direction of the one-way travel to westbound/northbound to allow vehicles to access the on-street loading zones from the correct direction, and provide a "No Outlet" sign on 63rd Street at Hollis Street.

   If the above is determined not to be feasible by Public Works Director provide a turnaround space for vehicles on 63rd Street that does not conflict with bicycle or pedestrian paths of travel at the Overland Avenue/63rd Street intersection.

   (*Recommendations 3 and 14 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

h. Design a two-way cycle track on Overland Avenue between 64th and 65th Streets that is informed by a traffic study and approved by the Public Works Director. The traffic study shall assess pedestrian and bicycle traffic flow and safety, ADA, emergency vehicle access and parking and loading impacts. The study shall also inform the connection between the end of the cycle track and the bicycle lanes on 65th Street.

i. Include construction of Portland cement vertical curb barriers for bicycle lanes along both sides of Horton Street from Powell Street to the intersection of 62nd Street.

j. Provide intersection markings and signage directing bicycles into and out of the two-way protected bikeway on 62nd Street at the Hollis Street/62nd Street and Horton Street/62nd Street intersections.

(*Recommendation 7 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022*).

k. Provide the two-way protected bikeway on Overland Avenue between 62nd Street and 63rd Street to connect with the bicycle and pedestrian throughway between 63rd Street and 64th Street. Provide stop control on both approaches of the Overland Avenue/62nd Street intersection, including retaining the existing stop sign, to better allocate right-of-way between all intersection users and facilitate a safer crossing of vehicle lanes on Overland Avenue for bicyclists traveling between the protected bikeways on 62nd Street and Overland Avenue.

(*Recommendation 8 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022*).

l. Ensure clear and accessible paths of travel between the bicycle/pedestrian throughway and the connecting sidewalks on the north side of 63rd Street and south side of 64th Street.

(*Recommendation 10 of Fehr and Peers Memo entitled* EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022*).

m. The applicant shall submit an assessment of feasibility of curb extensions and directional curb ramps as listed below. If determined to be feasible by the Public Works Director, the applicant shall implement the following:

- Provide concrete curb extensions and directional curb ramps with truncated domes on the northeast and southeast corners of the Overland Avenue/63rd Street intersection and mark the crosswalk across 63rd Street.
- Provide directional curb ramps with truncated domes at the Horton Street/62nd Street intersection.
- Provide concrete curb extensions and directional curb ramps with truncated domes at the Hollis Street/62nd Street and Hollis Street/63rd Street intersections.

(Recommendation 11 of Fehr and Peers Memo entitled Emer EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

n. Provide a pedestrian-scale lighting between the building exits and the bus stop on Hollis Street south of 63rd Street and ensure that the stop provides adequate lighting meeting IES standards for riders waiting at night. The lighting can be integrated with the face of the Hollis Street building along 63rd Street and 62nd Street between Overland Avenue and Hollis Street.

(Recommendation 12 of Fehr and Peers Memo entitled EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

o. Provide signage next to the on-street loading spaces indicating that they may be used for active passenger loading/unloading in addition to commercial vehicle loading/unloading.

(Recommendation 6 of Fehr and Peers Memo entitled EmeryStation *Overland – Non-CEQA Transportation Assessment dated April 11, 2022).*

p. Construct a new streetlight system in conformance with City Standard (i.e. Lumec lights) along all project frontages in accordance with IES standards and as approved by the Public Works Director.

q. Grind and pave 2" of asphalt concrete along all project frontages to centerline of street. Sections of frontage streets that have base failure shall be removed and replaced with a 12" base repair section of asphalt concrete. Regrade and reconstruct 63rd Street as necessary to create positive drainage along project frontage designed to a traffic index of 9 (T.I. = 9) as approved by the Public Works Director.

r. Design and construct storm drainage system on the south side of 63rd Street which is compatible with new street grading as approved by the Public Works Director. If as a result of new street grading drainage issues are created elsewhere then they shall be corrected.

Prior to the issuance of a building permit of the Research and Development superstructure, detailed improvement plans and

specifications shall be prepared and approved by the Public Works Director for said public improvements **[Public Works]**

3. Site Grading and Storm Drainage. Development that contributes additional stormwater to an existing off-site drainage facility shall be required to perform a hydraulic review of the off-site drainage systems and shall be required to make improvements to the system as may be necessary to accommodate the additional stormwater flow. **[Public Works]**

4. Sanitary Sewer. The Applicant shall be responsible to conform to the requirements of the City's Wastewater Collection System Ordinance and to the East Bay Municipal Utility Districts (EBMUD) Private Sewer Lateral Ordinance. Any existing sanitary sewer lateral serving the property that is not to be reused shall be abandoned up to the connection to the City sanitary sewer main. Any existing sanitary sewer lateral serving the property that is to be reused or any new private sanitary sewer lateral to be installed shall pass a verification test witnessed by the City of Emeryville and EBMUD inspectors prior to occupancy. It shall be noted that if an existing sewer lateral cannot pass a verification test then it will need to be replaced. All work performed on sanitary sewer laterals shall require a Sanitary Sewer Lateral Permit and said work is not covered under the Building Permit. **[Public Works]**

5. Underground Utility Lines. All new and existing on-site electrical and communication lines shall be placed underground. In addition, existing overhead utility lines along the Overland Avenue frontage of the site shall be placed underground and existing utility pole and overhead lines on the 63rd Street project frontage shall be removed.

   Prior to the issuance of a building permit, the Public Works Director shall confirm that detailed improvement plans, and specifications have been prepared for said public improvements **[Public Works]**

6. Improvement Agreement. Prior to the issuance of a building permit and as deemed appropriate by the Public Works Director, Applicant shall enter into an Improvement Agreement with the City of Emeryville to ensure the faithful performance of the design, construction, inspection and installation of all public improvements secured by good and sufficient surety bond or cash deposit adequate to cover all of the costs, inspections and administrative expenses of completing such improvement in the event of a default. **[City Attorney/Public Works]**

B. PRIOR TO BEGINNING CONSTRUCTION IN THE PUBLIC RIGHT OF WAY

1. Encroachment Permit. Prior to removing any street trees or beginning any construction in the public right of way, Applicant shall apply for and receive an encroachment permit for all work and improvements within the City's right of way or City easements. As required by the Public Works Director, Applicant shall post the required security in the form of a Performance and Payment Bond equivalent to 100 per cent of the valuation of the project improvements plus triple the value of the trees to be protected and provide evidence of liability insurance as part of the encroachment permit process. Applicant shall pay for all inspection fees associated with work within the City's right of way. **[Public Works]**

C. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Completion of Public Improvements. Prior to issuance of a certificate of occupancy, the Public Works Director shall confirm that all off-site and on-site public improvements are completed in accordance with the final building permit and improvement plans or that other arrangements acceptable to the Public Works Director have been made for ensuring that the work is completed, such as an irrevocable standby letter of credit. **[Public Works]**

2. Signal Work. All signal related work shall completed/installed prior to the first building permit of the first TI in the Research and Development Building.

D. ONGOING

1. Damage to Public Facilities. Applicant shall be deemed responsible for any damage to public improvements that occurs during construction and shall repair such damage at its expense and to the satisfaction of the Public Works Director, including but not limited to sidewalk repair, street slurry seal or street reconstruction.

2. Maintenance of Street Trees and other vegetation in the Public Right of Way: Applicant, its successors and assigns, shall maintain all landscaping improvements in the public areas fronting the property, in a healthy, growing condition at all times according to Bay Friendly Landscaping Practices as described by StopWaste.org's Bay Friendly Landscaping program. The landscaped areas shall be irrigated by an automatic sprinkler system designed to reduce water usage. Applicant shall replace all

landscaping that dies with the exact living species, or substitutes approved by the Public Works Director after obtaining an encroachment permit from the City. Landscaping work shall comply with the provisions of Chapter 10 of Title 7 of the Emeryville Municipal Code.

3. Maintenance of installed infrastructure improvements in Public Right of Way: Applicant, its successors and assigns, shall maintain in perpetuity the above ground improvements within the public right of way on Overland Avenue between 63rd and 64th Street, and site frontage between the face of curb and the property lines, not including City Lumec poles. conditions.

4. Bike Lane Maintenance: Applicant shall purchase LS1175 Mini Sweeper or its equivalent as approved by the Public Works Director, and deliver to the City Public Works Department prior to the final inspection of the superstructure of the Research and Development building.

V. PUBLIC SAFETY REQUIREMENTS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Fire Department Standards. Prior to the issuance of a building permit, the Fire Department shall confirm that the final building plans include all fire and emergency safety measures as required by the Department, including access requirements, premises identification, key boxes, hydrants, fire protection systems and equipment and exiting and emergency illumination. **[Fire]**

2. Site Security Management Plan. Prior to the issuance of each building permit, the Applicant shall submit a Site Security Management Plan that shall address the Police Department standard specifications. **[Police]**

B. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Fire Department Standards. Prior to the issuance of a certificate of occupancy, the Fire Chief shall confirm compliance with the applicable Fire Department standards. **[Fire]**

2. Site Security Management Plan. Prior to the issuance of a certificate of occupancy, Applicant shall submit a Site Security Management Plan for approval by the Police Department. **[Police]**

C. ONGOING

1. Compliance with Fire Department Standards. Applicant shall comply with the Fire Department Standards during operations. **[Fire]**

2. Compliance with Site Security Management Plan. Applicant shall comply with the approved Site Security Management Plan during operations. **[Police]**

VI. PARKING AND TRANSPORTATION

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Parking. Prior to the issuance of a building permit, the Community Development Director shall confirm that the final building plans for the project incorporate: **[Planning]**

a. No greater than 411 vehicular parking spaces of which up to 92 spaces may be assigned to uses in the existing Hollis Building and up to 319 spaces may be made available to the Research and Development Building. Prior to the use of the garage for tenants, the applicant shall submit a memorandum outlining the general rules for the garage including that parking will be made available to tenants, use of key card access only, 24/7 access for cardholder, first come-first serve space use and use of valet parking inside the garage only.

b. Prior to the issuance of the first building permit, the Applicant shall provide, and the Community Development Director shall have approved, a bicycle parking plan that shows locations and number of short term and long-term bicycle parking spaces a minimum of 116 bicycle parking spaces as set forth below:

i. 58 short-term bicycle parking spaces in visible locations near entrances and plazas in the form of inverted U bike racks or lockers with verticals at least 18 inches apart enabling cyclists to lock frame and wheel to rack with a U-lock, and with adequate clearances.

ii. 58 long-term bicycle parking spaces, suitable for a variety of bicycle sizes, in enclosed, limited-access area(s).

iii. A reasonable number of electrical outlets in the long-term bicycle parking areas to allow charging for electric bicycles subject to the approval of the Community Development Director. At a minimum there should be at least one electrical outlet on each wall, or equivalent.

iv. All long-term and short-term bicycle spaces shall be provided free of cost to the users.

d. Prior to issuance of the first building permit for any building, final building plans for the Parking Garage shall be submitted that show a minimum of 50 electric vehicle (EV) charging stations and all remaining spaces being EV capable spaces, in the following manner:

i. 50 electrical vehicle (EV) charging stations installed in accordance with the Tier 2 Nonresidential Voluntary Measures in Appendix A5 or Tier 2 Residential Voluntary Measures in Appendix A4 of the California Green Building Standards Code for new buildings. These spaces shall actually be equipped with electric vehicle supply equipment (EVSE), which shall be Level 2 or better. All EVSE shall be installed in accordance with the requirements of the California Building Code and the California Electrical Code.

ii. 30 EV capable spaces. Construction shall comply with Chapter 4 Residential Mandatory measures or Chapter 5 Nonresidential Mandatory measures of the California Green Building Standards Code to facilitate future installation of electric vehicle supply equipment (EVSE). Raceways and service panels installed to support future EVSE shall be fifty percent (50%) larger (upsized) than those required by the current California Green Building Standards Code.

iii. All other parking spaces shall be demonstrated to be capable of receiving EVSE if a future need arises to add additional EVSE without changes to the structure. This could include but is not limited to slab block outs for future conduit lines, additional space in electrical rooms for future equipment, etc.

2. Transportation Information Display. Prior to the issuance of a building permit, the Community Development Director shall confirm that the final building plans for the project incorporate a transportation information display including Berkeley and Oakland biking and walking maps (which include Emeryville); BART, AMTRAK, AC Transit and Emery Go-Round route maps, schedules and fares; and NextBus, 511 and Zipcar contact information. The display shall be placed in a prominent location convenient to building occupants. **[Planning]**

B. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Transportation Information Display. Prior to issuance of a certificate of occupancy, the Community Development Director shall confirm that an up-to-date information display as described in section VI.A.2 has been installed. **[Planning]**

2. Emery Go-Round. Applicant shall fully participate in the Emeryville Transportation Management Association (the TMA), a private, nonprofit agency responsible for administering the Emery-Go-Round, a transportation service system serving Emeryville and the members participating in the TMA. Prior to the issuance of certificate of occupancy, Applicant shall provide evidence to the Community Development Director that it has executed a Membership Agreement as required in accordance with the policies, rules and regulations of the TMA. **[Planning]**

3. Transportation Demand Management (TDM) Plan. Prior to the issuance of temporary certificate of occupancy TDM plan with a goal of having a project employee single-occupant vehicle commute mode share that is 15 percent or more below the countywide average for workers. Should this goal be met during two consecutive monitoring periods at least six months apart, no further monitoring shall be required. Potential measures should include:
   - Information related to transit in the area
   - Subsidized transit passes
   - Subsidized rides to MacArthur BART outside the operating hours of the Emery Go-Round shuttle
   - Charging for parking
   - Restricting the use of valet parking that parks vehicles outside the garage
   - Encouraging carpool/vanpool through carpool matching, preferential parking, and a guaranteed ride home
   - Include information on nearby bicycle facilities and project bicycle parking in new-hire orientation packets

Should the goal not be met for two consecutive monitoring periods, additional strategies shall be employed, tailored to the site population. Any TDM plan shall restrict the use of valet parking using near-by parking garages.

(Recommendation 1 of Fehr and Peers Memo entitled EmeryStation *Overland –CEQA Transportation Assessment dated April 11, 2022; and Recommendation 4 of Fehr and Peers Memo entitled* EmeryStation *Overland- Non–CEQA Transportation Assessment dated April 11, 2022).*

C. ONGOING

1. Transportation Information Display. Applicant, its successors and assigns shall maintain the Transportation Information Display described in Section IV.A.2 and update it annually.

2. Emery Go-Round. Applicant, its successors and assigns, shall remain a member of the TMA so long as the TMA or its successor or assignee is in fact operating the Emery-Go-Round. Applicant and future property owners shall make good faith efforts to provide a brief description or tag line about the Emery-Go-Round and other forms of alternative transportation in its marketing and advertising efforts.

3. Mid-Block Path and the Art Walk. The mid-block path shall remain open to the public at all times (i.e., 24 hours a day, seven days a week). The Art Walk shall remain open to the public at all times except between the hours of 10:00 pm and 6:00 am. **[Planning]**

VII. DESIGN CONDITIONS AND SITE STANDARDS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Elevations/Colors/Materials/Site Plan. Prior to the issuance of a building permit, Applicant shall submit a color scheme, samples and details of all exterior elevations and building materials of sufficient size to the Community Development Director for review and approval. Materials to be submitted shall include, but not be limited to, all perimeter gates and fences, window treatments, storefront windows and doors, awnings, outdoor furniture, paving and lighting fixtures. **[Planning]**

2. Landscaping Plans.

a. Prior to the issuance of a building permit, Applicant shall submit a detailed on-site landscaping and irrigation plan for the approval of the Community Development Director. The plans shall conform to Article 5 of Chapter 4 of Title 9 of the Municipal Code and Section B of the attached Stormwater Pollution Prevention and Source Control Measures. The plans shall include species, number of plantings, size of plantings and specifications for the irrigation system. Minimum plant sizes are flats or 1-gallon containers for ground cover, 5-gallon containers for shrubs and 24-inch box containers for trees. The landscape plan shall be reviewed by the Cit Arborist at the expense of the applicant and recommendations incorporated in the final plan. **[Planning]**

b. Prior to the issuance of a building permit, Applicant shall submit a detailed off-site landscaping and irrigation plan for the approval of the Public Works Director. The plans shall conform to Article 5 of Chapter 4 of Title 9 of the Emeryville Municipal Code, Bay Friendly Landscaping Practices as per the guidelines from StopWaste.org and Section B of the attached Stormwater Pollution Prevention and Source Control Measures. The plans shall include species, number of plantings, size of plantings and specifications for the irrigation system. Minimum plant sizes are flats or 1-gallon containers for ground cover, 5-gallon containers for shrubs and 24-inch box containers for trees. Street trees shall be of a species approved by the Public Works Director and shall be spaced no farther than 25 feet on center or as approved by the Director. In addition, street trees shall be selected based on soil and groundwater tests and the table [on page 28 of the North Hollis Plan].

Removal of any existing street trees shall comply with the provisions of Chapter 10 of Title 7 of the Emeryville Municipal Code, including, but not limited to, providing replacement trees of equal or cumulative diameter and/or payment of a replacement value fee as determined by a certified arborist, or combination thereof. As part of the encroachment permit fees, the applicant will pay to have the City Consulting Arborist perform soil and drainage tests in the public right of way areas that will have tree plantings and recommend species appropriate for the site. The City also requires the applicant to pay for the installation of structural soil or other engineered products, as per City standards and

in consultation with the arborist, under sidewalk areas, to provide adequate rootable soil volume areas for healthy street trees. The amount of rootable soil volume to be provided per tree is based on the size of the tree at maturity: 600 cubic feet of rootable soil volume shall be installed per small tree, 900 cubic feet per medium-sized tree and 1200 cubic feet per large-sized tree. The plan shall also discuss proper drainage to be provided for all street trees based on the Consulting Arborist's soil and drainage findings which could entail extensive excavation for sumps or trenching with clean sand or rock backfill. All imported soils shall be tested and the results provided to the City for approval before import. Import soil shall be amended with compost per city standards in place of other soil amendments. Street trees may require tree grates and an automatic sprinkler system. The replacement trees shall be provided off-site but within the vicinity of the project site. Prior to the issuance of encroachment permit for street tree removal the applicant shall pay to the City the replacement value of the trees to be removed ($146,000). **[Public Works]**

Note: The on-site and off-site landscaping and irrigation plans required by conditions (a) and (b) above may be combined into a single landscaping and irrigation plan showing both on-site and off-site improvements.

3. Recycled Water. Prior to the issuance of a building permit, Applicant shall submit plans for the approval of the Community Development Director showing the design of a plumbing system to serve nonpotable uses in common areas including, but not limited to, landscaped areas and planters, if recycled water is available at the project site at a reasonable cost, is of adequate quality, will not be detrimental to public health, and will not adversely affect downstream water rights, degrade water quality or injure plants, fish and wildlife. In addition, Applicant shall submit a letter from the recycled water provider (East Bay Municipal Utility District) stating requirements for recycled water plumbing, prior to issuance of building permit. If Applicant is not complying with the requirements of the recycled water provider, Applicant shall provide a written explanation of its actions. **[Planning]**

4. Trash, Recycling and Composting Facilities. Prior to the issuance of a building permit, the Community Development Director and Public Works Director shall review and approve a Trash, Recycling and Composting Plan from the applicant.

a. Maintenance and Service: Trash, recycling and composting storage areas shall include adequate space for the maintenance and servicing of containers for all materials that are provided by local hauling companies. Sewer drains, fire sprinklers, enclosures, and roofing (if outdoors) shall be provided as per city standards.

b. Adequate Space for Trash, Recyclables and Compostables: The amount of space provided for the collection and storage of recyclable materials shall be at least as large as the amount of space provided for the collection and storage of trash materials and shall reflect the estimated volumes of trash and recyclable and compostable materials to be generated providing for the separate and dedicated containers for those materials with the goal of 25% or less of the total materials generated going to a landfill. An appropriately sized and designed area for wastes banned from regular trash containers such as electronics, fluorescent lamps and batteries shall be designated. Residential properties will also provide area for bulky item collection such as mattresses, furniture, tires and white goods.

c. Convenience and Accessibility: The recycling area shall be at least as accessible and convenient for tenants and collection vehicles as the trash collection and storage area. If chutes are planned then separate, properly labeled (as per City Standards) and dedicated chutes must be provided for each and every collected stream of materials - not just for trash (non-recyclable and non-compostable materials.) The trash and recycling room(s) or areas shall be located on an exterior wall of the building (if indoors) with adequately-sized door or gate access to the street through the wall so as to minimize distance for the collection vehicle personnel and eliminate temporary outdoor storage of containers on collection days. If the storage area is located outside then it must be easily accessible by the collection vehicles. If the day-to-day-use trash and recycling area(s) cannot be located adjacent to the street, then service-day locations easily accessible by the collection vehicle staff, must be provided in an area on-site as per city standards in enclosures completely screened and covered from off-site view by a solid fence or masonry wall at least six feet high and in harmony with the architecture of the building(s).

d. Will Serve Letter: Prior to construction, a "will-serve" letter from the franchised solid waste hauler must be obtained. **[Planning and Public Works]**

5. Height. A height of up to 80 feet and 55 feet for Research and Development Building and the Garage building respectively shall be permitted to the roof of the building structure. **[Planning]**

6. Development Sign. The project is allowed one development sign indicating developer, architect, contractor, etc. during construction that shall not exceed twelve square feet. Other development/marketing signs may be approved administratively by the Community Development Director provided that they are removed prior to issuance of a final certificate of occupancy. **[Planning]**

7. Exterior Lighting. Prior to issuance of a building permit, Applicant shall provide sufficient information for the Community Development Director to confirm that exterior lighting for the project complies with the following standards and criteria: **[Planning]**

   a. Parking area illumination shall conform to the requirements of Section 9-4.406(k) of the Emeryville Municipal Code.

   b. Light fixtures attached to buildings shall be designed as an integral part of the building facades to highlight building forms and architectural details.

   c. All exterior lighting must utilize high-efficiency lamps.

8. Noise. Prior to the issuance of a building permit, the Building Official shall confirm that the project is designed in order to limit noise exposure to those levels set forth in the Emeryville Municipal Code and General Plan. **[Building]**

9. Water Efficiency. Prior to issuance of a building permit, the Public Works Director shall confirm that the project is complies with the attached East Bay Municipal Utility District requirements. **[Public Works]**

10. Bird-Safe Glazing. Prior to the issuance of a building permit, the building permit plans shall demonstrate compliance with the Section 9-4.803 of the Planning Regulations that outlines requirements for bird-safe glazing.

11. Payment of Affordable Housing Impact Fee. Prior to the issuance of a building permit, the applicant shall pay Affordable Housing Impact fee plus 100% in accordance with Section 9-4.204(d)(2) of the Planning Regulations.

12. Compliance with Water Efficient Landscape Ordinance (WELO). The building permit application shall include demonstration of compliance with the City's WELO regulations.

13. Generator Enclosure Design. Prior to the issuance of any building permit the applicant shall submit a design for the generator enclosure that includes visual interest on all three sides as it will be visible along half the length of the mid-block path. This design shall be approved by the Community Development Director and included as part of the building permit application.

14. Art Walk Path and Gate. Prior to the issuance of any building permit the applicant shall submit a final design of the Art Walk gate and art features and street furniture on the Art Walk. This design shall be approved by the Community Development Director and included as part of the building permit application. The plan shall include a sign on 63rd Street at the entrance that states that the Art Walk Path is open to the general public between the hours of 6:00 am and 10:00 pm.

15. POPOS Sign. The building permit application for the Research and Development building superstructure must include sign stating that the open space is available for public use and the hours of use, as required by Emeryville Municipal Code Section 9-4.303(b)(4) b. iii. The hours of use for the general public shall be at minimum the hours that City of Emeryville parks are open pursuant to Chapter 24 of Title 5. The sign shall be at least 2 square feet and include City of Emeryville logo.

16. Mid-Block Path Signage. The building permit application for the Research and Development building superstructure must include a sign at the entrance of the mid-block pedestrian and bicycle path on 62nd and 63rd Street indicating that the path is open to pedestrians and bicyclists 24 hours a day, seven days a week and include appropriate way finding language.

B. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Sign Permit. Applicant shall apply for a sign permit for any proposed signs not included in this approval, in accordance with the

Sign Regulations at Article 16 of Chapter 5 of Title 9 of the Emeryville Municipal Code. **[Planning]**

2. Completion of Landscaping.

   a. Prior to issuance of a certificate of occupancy, the project landscape architect shall confirm to the Community Development Director that all on-site landscaping is completed and in accordance with the final building permit and improvement plans, including off-site and public improvements, or that other acceptable arrangements acceptable have been made for ensuring that the work is completed, such as an irrevocable standby letter of credit to cover all costs of the unfinished work plus 25 percent. **[Planning]**

   b. Prior to issuance of a certificate of occupancy, the project landscape architect shall confirm to the Public Works Director that all off-site landscaping is completed and in accordance with the final building permit and improvement plans, including off-site and public improvements, or that other acceptable arrangements acceptable have been made for ensuring that the work is completed, such as an irrevocable standby letter of credit to cover all costs of the unfinished work plus 25 percent. **[Public Works]**

3. Equipment/Storage. Prior to issuance of a certificate of occupancy, the Community Development Director shall confirm that: **[Planning]**

   a. All mechanical equipment, including electrical and gas meters, heating/air conditioning or ventilation units, radio/TV antennas or satellite dishes shall be appropriately screened from off-site view, and electrical transformers shall be either placed underground or appropriately screened.

   b. All trash enclosures shall be completely screened and covered from off-site view by a solid fence or masonry wall at least six feet high and in harmony with the architecture of the building(s). Alternatively, the trash facilities may be placed within the building.

   c. All visible vents, gutters, down spouts, flashings, and the like shall match the color of adjacent surfaces, or shall be incorporated into the overall exterior color and materials scheme for the building.

C. ONGOING

1. Landscaping. All landscaping improvements shall be maintained in a healthy, growing condition at all times. The landscaped areas shall be irrigated by an automatic sprinkler system designed to reduce water usage. Applicant shall replace all landscaping that dies with the exact living species, or substitutes approved by the Community Development Director. Landscapes within the public right of way shall be maintained according to the principles of Bay Friendly Landscaping per guidelines by StopWaste.org

2. No Outside Storage. There shall be no outside storage of any type in parking areas. Those areas shall be kept free of obstruction and available for their designated use at all times. Boats, trailers, camper tops, inoperable vehicles and the like shall not be parked or stored on the parking areas.

3. Maintenance and Graffiti Removal. The site and improvements shall be well maintained and kept free of litter, debris, weeds and graffiti. Any graffiti shall be removed within 72 hours of discovery in a manner which retains the existing color and texture of the original wall or fence as most practically feasible.

4. Noise. The project shall operate in order to limit noise exposure to those levels set forth in the Emeryville Municipal Code and General Plan.

5. Exterior Lighting. Exterior lighting shall provide adequate illumination for on-site security and display purposes for the building, parking lots and pedestrian accessways while limiting off-site spillover of light through shielding. No light shall create a hazard for auto drivers.

6. Trash, Recycling and Composting Plan. Applicant and its successors and assigns shall implement the approved Trash, Recycling and Composting Plan and report its activities and achievements to the Public Works Director annually. **[Public Works]**

VIII. STORMWATER

A. GENERAL.

1. Design, Construction, Operation, and Maintenance. The project shall be designed, constructed, operated, and maintained in

conformance with the attached "Stormwater Pollution Prevention and Source Control Measures" ("Stormwater Measures") and the City's "Stormwater Guidelines for Green Dense Redevelopment" ("Stormwater Guidelines").

2. Cost Recovery. The applicant shall pay cost recovery fees related to the verification of permanent stormwater treatment drainage facilities planned and implemented on the site. Fees will be charged for plan check and engineering analysis of stormwater treatment system, inspection during construction of stormwater treatment facilities, and inspection before the issuance of the certificate of occupancy to verify that the stormwater treatment systems are properly functioning. Applicant shall also permit city representatives to perform inspection of said treatment facilities to enter the property during and after construction to perform said duties **[Public Works]**

B. PRIOR TO ISSUANCE OF A BUILDING PERMIT.

1. Compliance with Stormwater Measures. Prior to the issuance of a building permit, the applicant shall submit plans as part of the building permit package, showing how the project complies with the attached Stormwater Measures, in particular with the provision C.3 requirements (or new development section) of the City's NPDES Stormwater Permit and with plans and calculations showing how the project meets the numeric hydraulic sizing requirements as described in Section A of the attached Stormwater Measures. The applicant shall also provide calculations showing the percentage of on-site stormwater treatment through mechanical means and percentage of on-site treatment through vegetative means. If a portion of on-site stormwater treatment is through mechanical means, then the applicant shall provide justification as to why all on-site treatment by vegetative means is not feasible. **[Public Works]**

2. Site Grading and Storm Drainage. Prior to the issuance of a building permit, the Public Works Director shall confirm that the building permit plans, specifications and information include detailed site drainage, grading plans and hydraulic calculations in conformance with the City's stormwater runoff requirements and specifications. All runoff from the site shall be intercepted at the project boundary, and shall be collected, treated and conducted via an approved drainage system through the project site to an approved public storm drain facility. Roof drainage from the structure shall be collected, treated and conducted to an approved drainage facility. No concentrated drainage of surface flow across

sidewalks shall be permitted. Grading and drainage plans shall conform to Section A of the attached Stormwater Measures. Any storm drain inlets within the project must be fitted with an approved trash capture inlet device. **[Public Works]**

3. Site Plan. The site plan shall conform to Section B of the attached Stormwater Measures. **[Public Works]**

C. DURING CONSTRUCTION. Applicant and contractor shall comply with Section C of the attached Stormwater Measures. **[Public Works]**

D. PRIOR TO THE ISSUANCE OF CERTIFICATE OF OCCUPANCY

1. Commitment to the Stormwater Pollution Prevention Practices. Prior to the issuance of a certificate of occupancy, Applicant shall submit evidence of commitment to the stormwater pollution prevention practices, as detailed in Section D of the attached Stormwater Measures. **[Public Works]**

2. Completion of Construction of Stormwater Treatment Systems. Prior to issuance of a certificate of occupancy, the Public Works Director shall confirm that the stormwater treatment systems are properly installed and functioning. **[Public Works]**

3**.** Operations and Maintenance Agreement. Prior to the issuance of a temporary certificate of occupancy, Applicant shall enter into a Stormwater Treatment Measures Operation and Maintenance Agreement with the City of Emeryville to ensure the faithful performance of the design, construction, operation, and maintenance of the stormwater treatment systems. **[City Attorney/Public Works]**

E. ONGOING. The owner/operator of the facility shall permit, in perpetuity, allow city representatives to enter the property during and after construction in order to perform periodic inspection of stormwater treatment facilities.

IX. FUTURE LAND USE APPROVAL PROCEDURES

A. BUSINESS LICENSE REQUIREMENT. Land use approvals do not abrogate the City's requirement for any business operating within the City to have a business tax certificate ("business license"), nor for a specific operator to obtain a cabaret or dance hall license issued through the Police and Finance Departments and approved by the City Council.

B. ACTIVITIES OUTSIDE OF BUILDING. No sales of merchandise or services, nor any business activity related to any retail or commercial space, shall take place outside of the building or in any retail kiosk without prior approval of the Community Development Director.

Attachments: Fee Charts – Building Permit Fees and Public Work Fees
Construction Sign Prototype
Stormwater Pollution Prevention and Source Control Measures

PROJECT **EmeryStation Overland lab & office building** **PRELIMINARY FEE CALCULATIONS**

Valuation $ 91,188,000.00 Print Date: April 15, 2022

SUMMARY OF ALL FEES	FEES		PAYMENT DATE	AMOUNT PAID	AMOUNT DUE	NOTES
Building Permit Fee	$ 729,504.00				$ 729,504.00	Assumed not Phased
Plan Review Fee	$ 474,177.60				$ 474,177.60	
Energy Review Fee	$ 91,188.00				$ 91,188.00	
Electrical Permit Fee	$ 145,900.80				$ 145,900.80	
Plumbing Permit Fee	$ 131,310.72				$ 131,310.72	
Mechanical Permit Fee	$ 124,015.68				$ 124,015.68	
S.M.I.P.	$ 25,532.64				$ 25,532.64	
Microfiche	$ 7,295.04				$ 7,295.04	
Fire Department Fees	$ 291,801.60				$ 291,801.60	
Fire Suppression Fees	$ -				$ -	Under separate permit
Sewer Connection Fees	$ -				$ -	To be determined
Bay-Shell-Mound Contingent Fees	$ -				$ -	To be determined
Transportation Facility Fees	$ 972,000.00				$ 972,000.00	R&D FY21-22. Credit for (E) Use
School Fees	$ 147,180.00				$ 147,180.00	New fees effective 1/17/2021
Art In Public Places	$ 911,880.00				$ 911,880.00	
Technology Fee	$ 91,188.00				$ 91,188.00	
Building Standards Commission Fee	$ 3,648.00				$ 3,648.00	
General Plan Maintenance Fee	$ 455,940.00				$ 455,940.00	
Affordable Housing Fee	$ 1,449,000.00				$ 1,449,000.00	R&D FY21-22. Credit for (E) Use
Parks and Recreation Fee	$ 912,000.00				$ 912,000.00	R&D FY21-22. Credit for (E) Use
TOTAL:	***$ 6,963,562.08***			***$ -***	***$ 6,963,562.08***	***6,963,562.08***

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FEES TO BE PAID AT PLAN CHECK SUBMITTAL:						
Plan Review Fee	$ 474,177.60			$ -	$ 474,177.60	
Energy Review Fee	$ 91,188.00			$ -	$ 91,188.00	
Other Fees	**					
Sub Total:	***$ 565,365.60***			***$ -***	***$ 565,365.60***	

FEES TO BE PAID AT PERMIT ISSUANCE:						
Building Permit Fee	$ 729,504.00			$ -	$ 729,504.00	
Electrical Permit Fee	$ 145,900.80			$ -	$ 145,900.80	
Plumbing Permit Fee	$ 131,310.72			$ -	$ 131,310.72	
Mechanical Permit Fee	$ 124,015.68			$ -	$ 124,015.68	
S.M.I.P.	$ 25,532.64			$ -	$ 25,532.64	
Microfiche	$ 7,295.04			$ -	$ 7,295.04	
Fire Department Fees	$ 291,801.60			$ -	$ 291,801.60	
Fire Suppression Fees	$ -			$ -	$ -	
Sewer Connection Fees	$ -			$ -	$ -	
Bay-Shell-Mound Contingent Fees	$ -			$ -	$ -	
Transportation Facility Fees	$ 972,000.00			$ -	$ 972,000.00	
School Fees	$ 147,180.00			$ -	$ 147,180.00	
Art In Public Places	$ 911,880.00			$ -	$ 911,880.00	
Technology Fee	$ 91,188.00			$ -	$ 91,188.00	
Building Standards Commission Fee	$ 3,648.00			$ -	$ 3,648.00	
General Plan Maintenance Fee	$ 455,940.00			$ -	$ 455,940.00	
Affordable Housing Fee	$ 1,449,000.00			$ -	$ 1,449,000.00	
Parks and Recreation Fee	$ 912,000.00			$ -	$ 912,000.00	
Sub Total:	***$ 6,398,196.48***			***$ -***	***$ 6,398,196.48***	

Encroachment, Stormwater & PSL Fees	See separate Fee Chart by Public Works for additional fees	{Calculated By Public Works}

Notes: This is a PRELIMINARY fee calculation for estimating purposes only. Fees will be recalculated at the time of submittal, prior to permit issuance and at any time when the scope of work is revised (including: type of construction, # of stories, floor area, declared valuation, and use).

CITY OF EMERYVILLE CALCULATION OF BUILDING FEES:

PROJECT: EmeryStation Overland lab & office building **PRELIMINARY FEE CALCULATIONS**

DATE: April 13, 2022

PREPARED BY: Courtney

FEES ARE BASED UPON THE VALUATION OF THE PROJECT. "VALUATION OF A BUILDING SHALL BE THE ESTIMATED COST TO REPLACE THE BUILDING AND STRUCTURE IN KIND, BASED ON CURRENT COSTS …. "

This fee calculation is based upon the information submitted to the Building Department.

FEES BASED ON VALUATION OF:			**$ 91,188,000.00**
TYPE OF PERMIT OR FEE			**AMOUNT**
BUILDING PERMIT FEE (See calculation below)			$ 729,504.00
PLAN REVIEW FEE (65% of Building Permit Fee / 50% for Residential <)			$ 474,177.60
ENERGY CONSERVATION REVIEW FEE (12.5% of Building Permit Fee)			$ 91,188.00
ELECTRICAL PERMIT FEE (20% of Building Permit Fee)			$ 145,900.80
PLUMBING PERMIT FEE (18% of Building Permit Fee)			$ 131,310.72
MECHANICAL PERMIT FEE (17% of Building Permit Fee)			$ 124,015.68
S.M.I.P. (Res. <= 3 story = 0.00013 or 0.00028 of the Valu.)			$ 25,532.64
MICROFICHE	Valuation < $ 100,000 = $ 1.00/ Page.	# of Pages	
	Valuation > $ 100,000 = 1% of Bldg. Permit F	Bldg.. Permit Fee * 1%	$ 7,295.04
FIRE DEPARTMENT FEES (New Construction, T.I's - 40% of Building Permit Fee)			$ 291,801.60
FIRE SUPPRESSION FEES - Separate Submittal - (See calculation below)			
SEWER CONNECTION FEE * $298.00 per Trap or $1499.00 per Dwelling Unit	New traps - traps removed		$ -
	Number of Dwelling Units		
BAY SHELLMOUND FEES			$ -
TRANSPORTATION FACILITY FEE (effective July 1, 2021 - June 30, 2022)			$ 972,000.00
EMERY UNIFIED SCHOOL DISTRICT FACILITIES DEVELOPMENT FEE (See calculation below)			$ 147,180.00
ART IN PUBLIC PLACES (Commercial Projects > $300k valu. Artwork or in-lieu fee -1% of valu.)			$ 911,880.00
TECHNOLOGY FEE (Effective February 3, 2010 - 0.1% of Valuation)			$ 91,188.00
BUILDING STANDARDS COMMISSION FEE ($ 1.00 per $ 25k Valuation)			$ 3,648.00
GENERAL PLAN MAINTENANCE FEE (Effective May 20, 2004 - 0.5% of Valuation)			$ 455,940.00
AFFORDABLE HOUSING (effective July 1, 2021 - June 30, 2022)			$ 1,449,000.00
PARKS AND RECREATION (effective July 1, 2021 - June 30, 2022)			$ 912,000.00
		TOTAL	**$ 6,963,562.08**

*** Unable to determine the sewer connection fees at this time with the information provided.**

FEES ARE BASED ON THE USE, GROSS FLOOR AREA, TYPE OF CONSTRUCTION, NUMBER OF STORIES, AND NUMBER OF PLUMBING TRAPS. IF ANY OF THESE FACTORS CHANGE, THE FEES WILL CHANGE.

FEE PAYMENT SCHEDULE:

AT SUBMITTAL OF INITIAL BUILDING PERMIT APPLICATION AND PLANS:

1 Plan Review Fee for the Entire Project .
2 Energy Conservation Review Fee.

AT ISSUANCE OF FIRST BUILDING PERMIT

(All of the following fees shall be paid with the issuance of the first permit for phased permits.)

1 Building Permit Fee. (Plumbing, Electrical & Mechanical permits may be taken out by the General Contractor or by the subs. These permits may not be divided into phases. The entire sewer connection fee shall be paid with the plumbing permit.)
2 S.M.I.P and Building Standards Commission Fees
3 Microfiche Fee
4 Bay/Shellmound Contingent Assessment (N.A for residential projects)
5 School District Facilities Impact Fee
6 General Plan Maintenance and Technology Fees
7 Art in Public Places: For residential projects exceeding 19 units 0.5% of the project valuation is required for Art in Public Places.
8 Development Impact Fees (including Traffic Impact, Affordable Housing and Park & Rec)
9 Business Licenses: City of Emeryville Business Licenses are required from the contractor.

PRIOR TO OCCUPANCY OF THE BUILDING AND RELEASE OF THE FINAL UTILITY METER:

1 If public art is to be installed it shall be in place.
2 Any and all outstanding fees; including charges for review of changes to approved plans or increased fees due to increased project valuation.
3 Final business license fees will be calculated by the finance department for all projects with a valuation in excess of 1,000,000.00 (one million) dollars. These fees must be paid prior to building occupancy.

VALUATION CALCULATIONS:

Type of Const.	Use	Number of Floors	Gross Floor Area	Square Foot Cost	Sprinklers + $5.71	Air Cond. + 9.22/7.68	Modifier x 1.00	Story > 3, +5% ea.	Total Valuation
			(sq.ft.)	*($)*	*$5.71*	*$9.22*	*1*	*($)*	*($)*
I-A	Lab	8	300,000	$ 234.38	$ 240.09	$ 249.31	$249.31	$ 255.54	$ 76,662,825.00
					$ 5.71	$ 14.93	$14.93	$ 15.30	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.30	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.30	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.30	$ -
Totals		8	300,000						$ 76,662,825.00
Exist. Bldg. Adjustment - 80% (No credit for existing sprinklers or HVAC)									
	W'House				$ 2.40	$ 2.40	$ 2.40		$ -
T.I. ONLY Adjustment * 20%									
				$ -	$ 1.14	$ 2.99	$ 3.37		$ -
DECLARED VALUATION									$ 91,188,000.00
								TOTAL	$ 91,188,000.00

BUILDING PERMIT FEE CALCULATIONS {Without Adjustments}: (Valuation is the replacement cost of the project once it is completed.) Grading, Demolition and Fire Sprinkler Permits are calculated in the same way except that the contract price may be used instead of the valuation.

TOTAL VALUATION	$	91,188,000.00

VALUATION BASIS	**AMOUNT**	**PERCENTAGE**	**TOTAL**
$ 1.00 - $ 50,000.00	$ 50,000.00	0.80%	$ 400.00
$ 50,000.00 - $ 250,000.00	$ 200,000.00	0.80%	$ 1,600.00
Over $ 250000.00	$ 90,938,000.00	0.80%	$ 727,504.00
		BUILDING PERMIT FEE:	$ 729,504.00

EMERY UNIFIED SCHOOL FACILITIES DEVELOPMENT FEE CALCULATION: (D78)

TYPE OF PROJECT	**AREA**	**FEE/SQ.FT.**	**TOTAL FEE**
Commercial	300,000	$ 0.66	$ 198,000.00
Live/work		$ 2.37	$ -
Residential		$ 4.08	$ -
Existing Building Credit	77,000	$ 0.66	$ (50,820.00)
Low Income Housing Credit			$ -
		SCHOOL DISTRICT FEE:	$ 147,180.00

(School fees reflect the new fees effective January 17, 2021)

School Facilities Development Fees are due and payable at the Building Division at the time of issuance of the first building permit for the project. An applicant who believes the fee is not justified shall pay the fee and appeal directly to the Emery School District.

PROJECT **EmeryStation Overland parking garage** **PRELIMINARY FEE CALCULATIONS**

Valuation $ 31,154,735.00 Print Date: April 15, 2022

SUMMARY OF ALL FEES	FEES		PAYMENT DATE	AMOUNT PAID	AMOUNT DUE	NOTES
Building Permit Fee	$ 249,237.88				$ 249,237.88	Assumed not Phased
Plan Review Fee	$ 162,004.62				$ 162,004.62	
Energy Review Fee	$ 31,154.74				$ 31,154.74	
Electrical Permit Fee	$ 49,847.58				$ 49,847.58	
Plumbing Permit Fee	$ 44,862.82				$ 44,862.82	
Mechanical Permit Fee	$ 42,370.44				$ 42,370.44	
S.M.I.P.	$ 8,723.33				$ 8,723.33	
Microfiche	$ 2,492.38				$ 2,492.38	
Fire Department Fees	$ 99,695.15				$ 99,695.15	
Fire Suppression Fees	$ -				$ -	Under separate permit
Sewer Connection Fees	$ -				$ -	To be determined
Bay-Shell-Mound Contingent Fees	$ -				$ -	To be determined
Transportation Facility Fees	$ -				$ -	N.A.
School Fees	$ -				$ -	N.A. New fees effective 1/17/202
Art In Public Places	$ 311,547.35				$ 311,547.35	
Technology Fee	$ 31,154.74				$ 31,154.74	
Building Standards Commission Fee	$ 1,247.00				$ 1,247.00	
General Plan Maintenance Fee	$ 155,773.68				$ 155,773.68	
Affordable Housing Fee	$ -				$ -	N.A.
Parks and Recreation Fee	$ -				$ -	N.A.
TOTAL:	***$ 1,190,111.69***			***$ -***	***$ 1,190,111.69***	***1,190,111.69***

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FEES TO BE PAID AT PLAN CHECK SUBMITTAL:						
Plan Review Fee	$ 162,004.62			$ -	$ 162,004.62	
Energy Review Fee	$ 31,154.74			$ -	$ 31,154.74	
Other Fees	**					
Sub Total:	***$ 193,159.36***			***$ -***	***$ 193,159.36***	

FEES TO BE PAID AT PERMIT ISSUANCE:					
Building Permit Fee	$ 249,237.88		$ -	$ 249,237.88	
Electrical Permit Fee	$ 49,847.58		$ -	$ 49,847.58	
Plumbing Permit Fee	$ 44,862.82		$ -	$ 44,862.82	
Mechanical Permit Fee	$ 42,370.44		$ -	$ 42,370.44	
S.M.I.P.	$ 8,723.33		$ -	$ 8,723.33	
Microfiche	$ 2,492.38		$ -	$ 2,492.38	
Fire Department Fees	$ 99,695.15		$ -	$ 99,695.15	
Fire Suppression Fees	$ -		$ -	$ -	
Sewer Connection Fees	$ -		$ -	$ -	
Bay-Shell-Mound Contingent Fees	$ -		$ -	$ -	
Transportation Facility Fees	$ -		$ -	$ -	
School Fees	$ -		$ -	$ -	
Art In Public Places	$ 311,547.35		$ -	$ 311,547.35	
Technology Fee	$ 31,154.74		$ -	$ 31,154.74	
Building Standards Commission Fee	$ 1,247.00		$ -	$ 1,247.00	
General Plan Maintenance Fee	$ 155,773.68		$ -	$ 155,773.68	
Affordable Housing Fee	$ -		$ -	$ -	
Parks and Recreation Fee	$ -		$ -	$ -	
Sub Total:	***$ 996,952.33***		***$ -***	***$ 996,952.33***	

Encroachment, Stormwater & PSL Fees	See separate Fee Chart by Public Works for additional fees	{Calculated By Public Works}

Notes: This is a PRELIMINARY fee calculation for estimating purposes only. Fees will be recalculated at the time of submittal, prior to permit issuance and at any time when the scope of work is revised (including: type of construction, # of stories, floor area, declared valuation, and use).

CITY OF EMERYVILLE CALCULATION OF BUILDING FEES:

PROJECT: EmeryStation Overland parking garage **PRELIMINARY FEE CALCULATIONS**

DATE: April 13, 2022

PREPARED BY: Courtney

FEES ARE BASED UPON THE VALUATION OF THE PROJECT. "VALUATION OF A BUILDING SHALL BE THE ESTIMATED COST TO REPLACE THE BUILDING AND STRUCTURE IN KIND, BASED ON CURRENT COSTS …. "

This fee calculation is based upon the information submitted to the Building Department.

FEES BASED ON VALUATION OF:			**$ 31,154,735.00**
TYPE OF PERMIT OR FEE			**AMOUNT**
BUILDING PERMIT FEE (See calculation below)			$ 249,237.88
PLAN REVIEW FEE (65% of Building Permit Fee / 50% for Residential <)			$ 162,004.62
ENERGY CONSERVATION REVIEW FEE (12.5% of Building Permit Fee)			$ 31,154.74
ELECTRICAL PERMIT FEE (20% of Building Permit Fee)			$ 49,847.58
PLUMBING PERMIT FEE (18% of Building Permit Fee)			$ 44,862.82
MECHANICAL PERMIT FEE (17% of Building Permit Fee)			$ 42,370.44
S.M.I.P. (Res. <= 3 story = 0.00013 or 0.00028 of the Valu.)			$ 8,723.33
MICROFICHE	Valuation < $ 100,000 = $ 1.00/ Page.	# of Pages	
	Valuation > $ 100,000 = 1% of Bldg. Permit F	Bldg.. Permit Fee * 1%	$ 2,492.38
FIRE DEPARTMENT FEES (New Construction, T.I's - 40% of Building Permit Fee)			$ 99,695.15
FIRE SUPPRESSION FEES - Separate Submittal - (See calculation below)			
SEWER CONNECTION FEE * $298.00 per Trap or $1499.00 per Dwelling Unit	New traps - traps removed		$ -
	Number of Dwelling Units		
BAY SHELLMOUND FEES			$ -
TRANSPORTATION FACILITY FEE (effective July 1, 2021 - June 30, 2022)			$ -
EMERY UNIFIED SCHOOL DISTRICT FACILITIES DEVELOPMENT FEE (See calculation below)			$ -
ART IN PUBLIC PLACES (Commercial Projects > $300k valu. Artwork or in-lieu fee -1% of valu.)			$ 311,547.35
TECHNOLOGY FEE (Effective February 3, 2010 - 0.1% of Valuation)			$ 31,154.74
BUILDING STANDARDS COMMISSION FEE ($ 1.00 per $ 25k Valuation)			$ 1,247.00
GENERAL PLAN MAINTENANCE FEE (Effective May 20, 2004 - 0.5% of Valuation)			$ 155,773.68
AFFORDABLE HOUSING (effective July 1, 2021 - June 30, 2022)			$ -
PARKS AND RECREATION (effective July 1, 2021 - June 30, 2022)			$ -
		TOTAL	**$ 1,190,111.69**

*** Unable to determine the sewer connection fees at this time with the information provided.**

FEES ARE BASED ON THE USE, GROSS FLOOR AREA, TYPE OF CONSTRUCTION, NUMBER OF STORIES, AND NUMBER OF PLUMBING TRAPS. IF ANY OF THESE FACTORS CHANGE, THE FEES WILL CHANGE.

FEE PAYMENT SCHEDULE:

AT SUBMITTAL OF INITIAL BUILDING PERMIT APPLICATION AND PLANS:

1 Plan Review Fee for the Entire Project .
2 Energy Conservation Review Fee.

AT ISSUANCE OF FIRST BUILDING PERMIT

(All of the following fees shall be paid with the issuance of the first permit for phased permits.)

1 Building Permit Fee. (Plumbing, Electrical & Mechanical permits may be taken out by the General Contractor or by the subs. These permits may not be divided into phases. The entire sewer connection fee shall be paid with the plumbing permit.)
2 S.M.I.P and Building Standards Commission Fees
3 Microfiche Fee
4 Bay/Shellmound Contingent Assessment (N.A for residential projects)
5 School District Facilities Impact Fee
6 General Plan Maintenance and Technology Fees
7 Art in Public Places: For residential projects exceeding 19 units 0.5% of the project valuation is required for Art in Public Places.
8 Development Impact Fees (including Traffic Impact, Affordable Housing and Park & Rec)
9 Business Licenses: City of Emeryville Business Licenses are required from the contractor.

PRIOR TO OCCUPANCY OF THE BUILDING AND RELEASE OF THE FINAL UTILITY METER:

1 If public art is to be installed it shall be in place.
2 Any and all outstanding fees; including charges for review of changes to approved plans or increased fees due to increased project valuation.
3 Final business license fees will be calculated by the finance department for all projects with a valuation in excess of 1,000,000.00 (one million) dollars. These fees must be paid prior to building occupancy.

VALUATION CALCULATIONS:

Type of Const.	Use	Number of Floors	Gross Floor Area	Square Foot Cost	Sprinklers + $5.71	Air Cond. + 9.22/7.68	Modifier x 1.00	Story > 3, +5% ea.	Total Valuation
			(sq.ft.)	*($)*	*$5.71*	*$9.22*	*1*	*($)*	*($)*
II-A	Garage	6	194,395	$ 80.54	$ 86.25	$ 95.47	$95.47	$ 96.90	$ 18,837,274.01
					$ 5.71	$ 14.93	$14.93	$ 15.15	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.15	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.15	$ -
					$ 5.71	$ 14.93	$14.93	$ 15.15	$ -
Totals		6	194,395						$ 18,837,274.01
Exist. Bldg. Adjustment - 80% (No credit for existing sprinklers or HVAC)									
	W'House				$ 2.40	$ 2.40	$ 2.40		$ -
T.I. ONLY Adjustment * 20%									
				$ -	$ 1.14	$ 2.99	$ 3.37		$ -
DECLARED VALUATION									$ 31,154,735.00
								TOTAL	$ 31,154,735.00

BUILDING PERMIT FEE CALCULATIONS {Without Adjustments}: (Valuation is the replacement cost of the project once it is completed.) Grading, Demolition and Fire Sprinkler Permits are calculated in the same way except that the contract price may be used instead of the valuation.

TOTAL VALUATION	$	31,154,735.00

VALUATION BASIS	**AMOUNT**	**PERCENTAGE**	**TOTAL**
$ 1.00 - $ 50,000.00	$ 50,000.00	0.80%	$ 400.00
$ 50,000.00 - $ 250,000.00	$ 200,000.00	0.80%	$ 1,600.00
Over $ 250000.00	$ 30,904,735.00	0.80%	$ 247,237.88
		BUILDING PERMIT FEE:	$ 249,237.88

EMERY UNIFIED SCHOOL FACILITIES DEVELOPMENT FEE CALCULATION: (D78)

TYPE OF PROJECT	**AREA**	**FEE/SQ.FT.**	**TOTAL FEE**
Commercial		$ 0.66	$ -
Live/work		$ 2.37	$ -
Residential		$ 4.08	$ -
Existing Building Credit		$ 0.66	$ -
Low Income Housing Credit			$ -
		SCHOOL DISTRICT FEE:	$ -

(School fees reflect the new fees effective January 17, 2021)

School Facilities Development Fees are due and payable at the Building Division at the time of issuance of the first building permit for the project. An applicant who believes the fee is not justified shall pay the fee and appeal directly to the Emery School District.

Construction Sign - Minimum 3" letters



3 feet

4 feet

ATTACHMENT TO CONDITIONS OF APPROVAL
STORMWATER POLLUTION PREVENTION AND SOURCE CONTROL MEASURES
City of Emeryville
Revised 2/2016

A. Grading and Drainage

1. Plans shall incorporate appropriate site design measures to minimize impacts to water quality. These may include, but are not limited to, the following: (a) minimizing impervious surfaces, especially directly-connected impervious surfaces, (b) clustering buildings, (c) preserving quality open space, (3) maintaining and/or restoring riparian areas and wetlands and establishing vegetated buffer areas to minimize the volume of stormwater runoff and the pollutants in the stormwater. The City has adopted an Ordinance that addresses approved treatment measures and sizing criteria, available on the City's website. A permit application and design worksheets are also on the City's website, at http://www.ci.emeryville.ca.us/335/Stormwater. Plans shall include stormwater pollution prevention and control features as required by the City's current NPDES permit.

2. The City of Emeryville requires that treatment measures be constructed for applicable projects, as defined in section C.3.c. of the City's NPDES permit. These measures must incorporate, at a minimum, the hydraulic sizing criteria outlined in the Alameda County Clean Water Program's Technical Guidance Manual, available at http://www.cleanwaterprogram.org/c3-guidance-table/item/c3-guidance-table.html.

3. The design of any stormwater treatment measures must incorporate the treatment control design guidance for vector control included in Appendix G of the Technical Guidance Manual.

4. Access to treatment devices must be maintained. Design stormwater treatment devices to be easily and safely accessible without the need for special requirements (e.g., OSHA requirements for "confined spaces.") If utilizing covers, include in the design spring-loaded or light-weight access hatches that can be opened easily for inspection.

5. All on-site storm drain inlets shall be stenciled or labeled "No Dumping! Flows to Bay" or equivalent, using methods approved by the City.

6. Construction access routes shall be limited to those approved by the City Engineer and shall be shown on the approved grading plan.

7. Prior to the commencement of any clearing, grading, and/or excavation resulting in a land disturbance of one acre or more, the applicant shall submit the following documents to the City, both of which should be checked daily, especially around storm events, and updated as necessary. A daily log should be kept stating that BMPs have been checked and are effective. The necessary documents are:

    a. A copy of the project's Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall contain the erosion, sediment and pollution control BMPs (some of which are described in

Section C of this document), and the BMPs shall be in place before any work begins, as appropriate for that phase of construction.

b. Evidence to the City that a Notice of Intent (NOI) has been submitted to the State Water Resources Control board.

8. For projects involving clearing, grading or excavation resulting in disturbance of less than one acre of land, the applicant shall have in place erosion, sediment and pollution controls (described in Section C of this document) to the maximum extent practicable using the current standard BMPs as required by the City.

B. Site Plan and Source Control Measures

The site plan shall include the following items:

1. Stormwater Measures and Calculations as Defined in the Technical Guidance Manual

2. Refuse and Recycling Areas

   a. New or redevelopment projects such as food service facilities, recycling facilities, multi-family residential complexes or similar facilities shall provide a roofed and enclosed area for waste, recycling, and compostables containers. The area shall be designed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal.

   b. Any drains installed in or beneath dumpsters, compactors, and tallow bin areas serving food service facilities shall be connected to a grease removal device and/or treatment devices prior to discharging to the sanitary sewer. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

   c. Runoff from food service areas, recycling areas, and/or food compactor enclosures or similar facilities shall not discharge to the storm drain system.

3. Vehicle/Equipment and Commercial/Industrial Cleaning

   a. Wastewater from vehicle and equipment washing operations shall not be discharged to the storm drain system.

   b. Commercial/industrial facilities having vehicle/equipment cleaning needs and new residential complexes of 25 units or greater shall either provide a roofed, bermed area for washing activities or discourage vehicle/equipment washing by removing hose bibs (faucets) and installing signs prohibiting such uses. Vehicle/equipment washing areas shall be paved, designed to prevent run-on to or runoff from the area, and plumbed to drain to the sanitary sewer. A sign shall be posted indicating the location and allowed uses in the designated wash area. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

c. Commercial car wash facilities shall be designed and operated such that no runoff from the facility is discharged to the storm drain system. Wastewater from the facility shall discharge to the sanitary sewer. The applicant shall contact EBMUD for specific connection and discharge requirements.

4. Loading Docks

a. Loading docks shall be graded to minimize run-on to and runoff from the loading area [and/or be covered]. Roof downspouts shall be positioned to direct stormwater away from the loading area. Stormwater runoff from loading dock areas shall be connected to a post-construction stormwater treatment measure prior to discharge to the storm drain system. The applicant shall contact the local permitting authority for specific connection and discharge requirements.

b. Door skirts between the trailers and the building shall be installed to prevent exposure of loading activities to rain, unless one of the following conditions apply:: the loading dock is covered, or the applicant demonstrates that rainfall will not result in an untreated discharge to the storm drain system.

5. Food Service Equipment Cleaning

a. Food service facilities (including restaurants and grocery stores) shall have a cleaning area for floor mats, containers, and equipment which is connected to a grease interceptor prior to discharging to the sanitary sewer system. The cleaning area shall be large enough to clean the largest mat or piece of equipment to be cleaned. The cleaning area shall be indoors or in a roofed area outdoors; in either case it must be plumbed to the sanitary sewer. Outdoor cleaning areas shall be designed to prevent stormwater run-on from entering the sanitary sewer and to prevent stormwater run-off from carrying pollutants to the storm drain. Signs shall be posted indicating that all food service equipment washing activities shall be conducted in this area. The applicant shall contact EBMUD for specific connection and discharge requirements.

6. Outdoor Process Activities/Equipment
(Examples of businesses that may have outdoor process activities and equipment include machine shops and auto repair shops, and industries that have pretreatment facilities.)

a. Process activities shall be performed either indoors or in roofed outdoor areas. If performed outdoors, the area shall be designed to prevent run-on to and runoff from the area with process activities.

b. Process equipment areas shall drain to the sanitary sewer system. The applicant shall contact EBMUD for specific connection and discharge requirements.

7. Fuel Dispensing Areas

a. Fueling areas shall have impermeable surfaces (i.e., Portland cement concrete or equivalent smooth impervious surface) that are: a) graded at the minimum slope necessary to prevent

ponding; and b) separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable.

b. Fueling areas shall be covered by a canopy that extends a minimum of ten feet in each direction from each pump. Alternative: The fueling area must be roofed and the roof's minimum dimensions must be equal to or greater than the area within the grade break or fuel dispensing area which is defined as the area extending a minimum of 6.5 feet from the corner of each fuel dispenser or the length at which the hose and nozzle assembly may be operated plus a minimum of one foot, whichever is greater. The canopy or roof shall not drain onto the fueling area.

8. Pesticide/Fertilizer Application

a. Landscapes and gardens should incorporate Bay-Friendly practices, as described at: https://www.bayfriendlycoalition.org/BFRated-why.shtml.

b. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.

c. Structures shall be designed to discourage the occurrence and entry of pests into buildings, thus minimizing the need for pesticides. For example, dumpster areas should be located away from occupied buildings, and building foundation vents shall be covered with screens.

d. If a landscaping plan is required as part of a development project application, the plan shall meet the following conditions related to reduction of pesticide use on the project site:

i. Where feasible, landscaping shall be designed and operated to treat stormwater runoff by incorporating elements that collect, detain, and infiltrate runoff. Plants suitable for treatment areas are specified in Appendix B of the Technical Guidance document referenced above.

ii. Landscapes over 500 square feet in size must comply with the City's Water Efficient Landscape Ordinance (WELO) requirements, available at: http://www.ci.emeryville.ca.us/documentcenter/view/1754.

iii. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.

iv. Existing native trees, shrubs, and ground cover shall be retained and incorporated into the landscape plan to the maximum extent practicable.

v. Proper maintenance of landscaping, with minimal pesticide use, shall be the responsibility of the property owner.

vi. Integrated pest management (IPM) principles and techniques shall be encouraged as part of the landscaping design. Examples of IPM principles and techniques include:

a. Select plants that are well adapted to soil conditions at the site.
b. Select plants that are well adapted to sun and shade conditions at the site. Consider future conditions when plants reach maturity. Consider seasonal changes and time of day.
c. Provide irrigation appropriate to the water requirements of the selected plants.
d. Select pest- and disease-resistant plants.
e. Plant a diversity of species to prevent a potential pest infestation from affecting the entire landscaping plan.
f. Use "insectary" plants in the landscaping to attract and keep beneficial insects.

9. Interior Floor Drains

Interior floor drains shall be plumbed to the sanitary sewer system and shall not be connected to storm drains. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

10. Parking Garages

Interior level parking garage floor drains shall be connected to the sanitary sewer system. The applicant shall contact the City of Emeryville and EBMUD for specific connection and discharge requirements.

11. Pool, Spa, and Fountain Discharges

a. Pool (including swimming pools, hot tubs, spas and fountains) discharge drains shall not be connected directly to the storm drain or sanitary sewer system, unless the connection is specifically approved by EBMUD.

b. Subject to local requirements, when draining is necessary, a hose or other temporary system shall be directed into a sanitary sewer clean out. The clean out shall be installed in a readily accessible area, example: within 10 feet of the pool. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

c. Subject to local requirements, swimming pool, spa and fountain water may be allowed to discharge to the storm drains if the water has been dechlorinated, the water is within ambient temperature, and no copper-based algae control products have been added to the water.

e. If commercial and public swimming pool discharges are discharged to land where the water would not flow to a storm drain or to a surface water, the discharge may be subject to the requirements of the State Water Resources Control Board's (SWRCB) Statewide General Waste Discharge Requirements (WDRs) for Discharges to Land with a Low Threat to Water Quality.

12. Outdoor Equipment/Materials Storage

    a. All outdoor equipment and materials storage areas shall be covered and bermed, or shall be designed with BMPs to limit the potential for runoff to contact pollutants

    b. Storage areas containing non-hazardous liquids shall be covered by a roof and drain to the sanitary sewer system, and be contained by berms, dikes, liners, vaults or similar spill containment devices. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

    c. All on-site hazardous materials and wastes, as defined and/or regulated by the California Public Health Code and the local Certified Unified Program Agency (CUPA), (for Emeryville this is the Alameda County Environmental Health Department), must be used and managed in compliance with the applicable CUPA program regulations and the facility hazardous materials management plan approved by the CUPA authority.

13. Vehicle/Equipment Repair and Maintenance

    a. Vehicle/equipment repair and maintenance shall be performed in a designated area indoors, or if such services must be performed outdoors, in an area designed to prevent the run-on and runoff of stormwater.

    b. Secondary containment shall be provided for exterior work areas where motor oil, brake fluid, gasoline, diesel fuel, radiator fluid, acid-containing batteries or other hazardous materials or hazardous wastes are used or stored. Drains shall not be installed within the secondary containment areas.

    c. Vehicle service facilities shall not contain floor drains [unless the floor drains are connected to wastewater pretreatment systems prior to discharge to the sanitary sewer, for which an industrial waste discharge permit has been obtained. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.]

    d. Tanks, containers or sinks used for parts cleaning or rinsing shall not be connected to the storm drain system. Tanks, containers or sinks used for such purposes may only be connected to the sanitary sewer system if allowed by an industrial waste discharge permit. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

14. Fire Sprinkler Test Water

Fire sprinkler test water shall be drained to the sanitary sewer system (with approval from the local permitting authority [and/or sanitary district with jurisdiction]) or drain to landscaped areas where feasible. [In the event that the sanitary district does not approve the connection and drainage to landscaped areas is infeasible, the applicant may propose an alternative method of providing for drainage of fire sprinkler test water, such as by filtering and dechlorinating the water prior to discharge to a storm drain, subject to approval by RWQCB staff.]

15. Miscellaneous Drain or Wash Water

a. Boiler drain lines shall be directly or indirectly connected to the sanitary sewer system and may not discharge to the storm drain system. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

b. For small air conditioning units, air conditioning condensate should be directed to landscaped areas as a minimum BMP. For large air conditioning units, in new developments or significant redevelopments, the preferred alternatives are for condensate lines to be directed to landscaped areas, or alternatively connected to the sanitary sewer system after obtaining permission from the sanitary sewer's owner. As with smaller units, any anti-algal or descaling agents must be properly disposed of. Air conditioning condensate lines may discharge to the storm drain system provided they are not a source of pollutants.

c. Roof drains shall discharge and drain away from the building foundation to an unpaved area wherever practicable.

d. Most washing and/or steam cleaning must be done at an appropriately equipped facility that drains to the sanitary sewer. Any outdoor washing or pressure washing must be managed in such a way that there is no discharge of soaps or other pollutants to the storm drain. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements. These conditions shall be required for automotive related businesses.

C. Construction Practices

Construction workers shall:

1. Maintain and replace filter materials as necessary to ensure effectiveness and prevent flooding. Dispose of filter particles in the trash.

2. Broom-sweep the sidewalk and street adjoining the site daily, scraping off caked-on mud and dirt.

3. Minimize removal of natural vegetation or ground cover, and replant as soon as possible.

4. Stabilize all cut and fill slopes as soon as possible after grading is completed.

5. Ensure that concrete, gunite and plaster supply trucks and operations do not discharge wash water into street gutters or drains.

6. Create and use a contained, covered area on the site for storing bags of cement, paints, flammables, oils, fertilizers, pesticides and any other materials used on the project site that could be discharged to the storm drain system by wind or a spill.

7. Place tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.

8. Gather all construction debris daily and place it in a container which is emptied or removed weekly.

9. Never clean machinery, tools, brushes, etc. or rinse containers into a street, gutter, storm drain or stream.

10. For projects with on-site storm drain inlets, clean all inlets immediately prior to the rainy season (October 1), and as required by the City Engineer.

11. Install straw wattles, berms, check dams as appropriate to contain and/or filter stormwater and the sediments from the site.

12. Hydroseed or cover exposed soil with compost, tarps, loose straw or mats to reduce erosion and sediment suspension in stormwater.

13. Check all on-site machinery and vehicles for oil, fuel and other machine fluid leaks on a daily basis, and fix machinery as necessary and/or capture all leaked fluids.

D. Post-Occupancy Maintenance and Operational BMPs

This section describes operational best management practices (BMPs) that rely on private property owners to implement following construction of projects.

1. Operation, Maintenance and Inspection of Stormwater Treatment Measures

   a. For commercial and industrial projects and residential projects with stormwater treatment measures, before the City issues the Certificate of Occupancy, the applicant must submit an Operations and Maintenance Agreement. This Agreement shall be executed and recorded with the County Recorder's Office of the County of Alameda. The property owner must submit five required Exhibits to the Agreement:
      i. A legal description of the property
      ii. A legible, recordable, reduced-scale (8.5"x11") copy of the site plan indicating treatment measures' locations and site drainage patterns
      iii. A maintenance plan, including specific long-term maintenance tasks and schedule
      iv. A standard Treatment Measure Operation and Maintenance Inspection Report form (template to be provided by the City), and
      v. Checklists appropriate to the type of treatment measure(s) that will be used on the property (to be provided by the City)

   b. All commercial and industrial projects, and all projects with an Operations and Maintenance Agreement, must allow and facilitate inspections of the stormwater treatment measures by the City or its agent.

c. In addition, all projects must adhere to the following practices.

2. Paved Sidewalks and Parking Lots

Sidewalks and parking lots shall be swept regularly to minimize the accumulation of litter and debris. Debris resulting from pressure washing shall be trapped and collected to prevent entry into the storm drain system. Washwater containing any soap, cleaning agent or degreaser shall not be discharged to the storm drain and shall be collected and discharged to the sanitary sewer. The applicant shall contact the local permitting authority and EBMUD for specific connection and discharge requirements.

3. Private Streets, Utilities and Common Areas

a. The owner of private streets and storm drains shall prepare and implement a plan for street sweeping of paved private roads, installation of full trash capture devices in and cleaning of all storm drain inlets.

b. For residential developments, where other maintenance mechanisms are not applicable or otherwise in place, a property owners' association, architectural committee, maintenance assessment district, special assessment district, or similar arrangement shall be created and shall be responsible for maintaining all private streets and private utilities and other privately owned common areas and facilities on the site including landscaping. These maintenance responsibilities shall include implementing and maintaining stormwater BMPs associated with improvements and landscaping and will include the maintenance responsibilities described in the maintenance plan, which is included as an attachment to the stormwater treatment measure O&M agreement for the subject property.

4. On-site Storm Drains

a. All on-site storm drains must be cleaned at least once a year immediately prior to the rainy season and as required by the City Engineer.

b. All on-site storm drains shall be equipped with City-approved full trash capture devices unless the City Engineer agrees that such controls are infeasible for one or more inlets. These must be maintained according to the requirements in the Municipal Regional NPDES Permit (http://www.swrcb.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/R2-2015-0049.pdf) , and records of their inspections and maintenance must be made available to the City upon request.

5. Vehicle/Equipment Repair and Maintenance

a. No person shall dispose of, nor permit the disposal, directly or indirectly, of vehicle fluids, hazardous materials, or rinsewater from parts cleaning operations into storm drains.

b. No vehicle fluid removal shall be performed outside a building, nor on asphalt or ground surfaces, whether inside or outside a building, except in such a manner as to ensure that any

spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately.

c. No person shall leave unattended drip pans or other open containers containing vehicle fluid, unless such containers are in use or in an area that cannot discharge to the storm drain, such as an area with secondary containment.

6. Fueling Areas

The property owner shall dry-sweep the fueling area and spot clean leaks and drips routinely. Fueling areas shall not be washed down with water unless the wash water is collected and disposed of properly (i.e., not in the storm drain).

7. Loading Docks

The property owner shall ensure that BMPs are implemented to prevent potential stormwater pollution. These BMPs shall include, but are not limited to, a regular program of sweeping, litter control and spill clean-up.

8. Outdoor Storage Areas

Manage outdoor storage to minimize stormwater contact with pollutants, covering stored materials as required by the City Engineer.