



1450 SHERWIN AVE

ARCHITECTURAL FDP PACKAGE - FOR APPROVAL

12.02.2020

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PROJECT #	10249.001
PROJECT ADDRESS	1450 Sherwin Ave, Emeryville, CA 94608
ISSUE DATES	12.02.2020 - ARCHITECTURAL FDP RE-SUBMITTAL #2 10.06.2020 - ARCHITECTURAL FDP RE-SUBMITTAL #1 08.31.2020 - ARCHITECTURAL FDP INITIAL SUBMITTAL

VICINITY PLAN



FORMER SHERWIN WILLIAMS SITE – EMERYVILLE, CA

SHERWIN WILLIAMS MIXED USE PROJECT IS A PLANNED UNIT DEVELOPMENT (PUD) PRELIMINARY DEVELOPMENT PLAN / PUD 13-001 APPROVED FOR BOTH RESIDENTIAL AND COMMERCIAL PROJECT COMPONENTS. 1450 SHERWIN AVENUE IS A PART OF THE PLANNED UNIT DEVELOPMENT AND KNOWN AS BUILDING 1-31

SHERWIN WILLIAMS MIXED USE PROJECT VESTING TENTATIVE MAP 8357 SUBDIV16-002 APPROVED FOR BOTH RESIDENTIAL AND COMMERCIAL SITES

IT CREATED 10 PARCELS OF WHICH TRACT 8357 SHERWIN WILLIAMS – PHASE 1 MAP ESTABLISHED THE COMMERCIAL AND ASSOCIATED PUBLIC PARK AND OPEN SPACE USE LOTS (LOT 1 AND PARCEL B), INCLUDING A 24-FEET WIDE PUBLIC ACCESS EASEMENT THROUGH THE PROPERTY AND THE EXISTING BUILDING (LOT 1), AND WAS RECORDED ON MAY 15, 2018 AS SERIES NO. 2018096546

ENTITLEMENTS:

APPROVED BY CITY (NOV. 2016) – RE-ZONE OF SITE, ALLOWS CURRENT LAND USE, CERTIFIES CEQA EIR DOCUMENT, AND SET THE OVERALL LAND PLAN

REQUIRES SUBSEQUENT APPROVAL OF FINAL DEVELOPMENT PLAN (FDP) FOR EXISTING BUILDING 1-31 AND REQUIRES A BICYCLE AND PEDESTRIAN EASEMENT FOR PASS-THROUGH FOR WHICH CONSTRUCTION MUST BE COMPLETED PRIOR TO OBTAINING TEMPORARY CERTIFICATE OF OCCUPANCY

BUILDING 1-31 PROJECT OVERVIEW

GENERAL DESCRIPTION:

BUILT IN THE FIRST HALF OF THE 20TH CENTURY; CONJOINED BUILDINGS: BUILDING 1 (C. 1919) AND BUILDING 31 (C. 1930)

BUILDING 1-31 HAS BEEN DESIGNATED A “SIGNIFICANT STRUCTURE” BY CITY OF EMERYVILLE (REFER TO MUNICIPAL CODE SECTION 9-5.1210 FOR MAP, TABLE AND PHOTO). FROM THE PROJECT CONDITIONS OF APPROVAL (CULT-1) ANY RENOVATION OR ALTERATION OF BUILDING 1-31 SHALL BE CONDUCTED IN ACCORDANCE WITH THE SECRETARY OF THE INTERIOR’S STANDARDS FOR REHABILITATION AND UNDERTAKEN WITH THE ASSISTANCE OF A HISTORIC PRESERVATION ARCHITECT MEETING THE SECRETARY OF THE INTERIOR’S PROFESSIONAL QUALIFICATIONS STANDARDS.

TYPE OF CONSTRUCTION: TYPE I – CONCRETE STRUCTURE WITH MASONRY INFILL

HEIGHT: 3-STORIES, APPROXIMATELY 39 FEET TO THE EAVE LINE

SITE (LOT 1) IS APPROXIMATELY 0.59 AC / 25,760 SF

FLOOR AREA APPROXIMATELY 71,890 SQUARE FEET

SITE ACCESS AND TRANSPORTATION

PUBLIC PASS THROUGH ALLEY:

PER THE PUD APPROVAL, RETROFIT BUILDING 1-31 FOR PERMANENT “PUBLIC PASS THROUGH ALLEY.”

THE “PASS THROUGH ALLEY” SHALL BEGIN WITH AN OPENING AT THE WESTERN TERMINUS OF 45TH STREET AT HORTON STREET AND SHALL EXTEND WEST THROUGH THE BUILDING UNIMPEDED BY OTHER STRUCTURES, TO THE PARK AND OPEN SPACE.

THE WIDTH OF THE ALLEY SHALL BE AT LEAST 24 FEET.

IT SHALL BE DESIGNED SUCH THAT CYCLISTS ARE NOT REQUIRED TO DISMOUNT AND ARE ABLE TO MOVE THROUGH THE SPACE CONTINUOUSLY BETWEEN THE PUBLIC PARK AND 45TH STREET.

TENANT PARKING:

PERMANENT PARKING FOR BUILDING 1-31 WILL BE LOCATED IN THE ADJACENT BUILDING B2
A TOTAL OF 150 STALLS ARE TO ACCOMMODATE THE COMMERCIAL BUILDING

67 OF THE STALLS WILL BE SHARED WITH THE RESIDENTIAL COMMUNITY GUESTS

83 OF THE STALLS ARE TO BE FOR THE EXCLUSIVE USE OF THE COMMERCIAL BUILDING

LMC WILL BUILD THE 150 STALLS AS PART OF THE OVERALL GARAGE IN BUILDING B-2

**ADDITIONAL PROJECT TRANSPORTATION OPTIONS:
(PROVIDED BY LMC IN THE APPROVED PUD)**

PROJECT WILL DEPLOY A DEDICATED PRIVATE SHUTTLE FROM THE SITE DIRECTLY TO WEST OAKLAND BART. THE SHUTTLE WILL BE AVAILABLE TO FUTURE TENANT EMPLOYEES, FREE OF CHARGE FOR THE FIRST 5 YEARS OF OPERATION. THE SHUTTLE WILL OPERATE DURING TYPICAL WORKWEEK SCHEDULE AND WILL RUN APPROX. EVERY 20 MINUTES

EXISTING EMERY-GO-ROUND SHUTTLE STOP IS LOCATED ONE BLOCK FROM BUILDING 1-31 AND OFFERS FREE SERVICE TO MACARTHUR BART STATION AND OTHER EMERYVILLE DESTINATIONS

AC TRANSIT TRANSBAY BUS LINE OFFERS DIRECT SERVICE TO AND FROM DOWNTOWN SF AND IS LOCATED TWO BLOCKS FROM PROJECT (HORTON AND 40TH STREET)

CAR SHARING FROM APPROVED PUD:
PROJECT WILL BE INSTALLING TEN CAR SHARING PARKING SPACES ON OR ADJACENT TO THE PROJECT

BIKE SHARING FROM APPROVED PUD:
PROJECT WILL BE INSTALLING A BAY AREA BIKE SHARE STATION ON SITE

AMTRAK AND CAPITOL CORRIDOR:
A STATION LOCATED ON HORTON STREET – TEN-MINUTE WALK FROM BUILDING 1-31 AND OFFERS ACCESS TO SOUTH BAY AND SACRAMENTO VALLEY

PROJECT DESCRIPTION

1450 SHERWIN IS LOCATED ON THE CORNER OF HORTON STREET AND SHERWIN AVENUE, SURROUNDED BY PROMINENT TECHNOLOGY AND LIFE SCIENCE COMPANIES. STEELWAVE PLANS TO RENOVATE AND CONVERT THE EXISTING 3-STORY, 71,890 SF OFFICE BUILDING TO SUPPORT CLASS A LIFE SCIENCE RESEARCH AND DEVELOPMENT SPACE. THE BUILDING WAS THE CORNERSTONE OF THE

FORMER SHERWIN WILLIAMS PAINT FACTORY, AND IT GIVES IMPORTANT HISTORIC ARCHITECTURAL TEXTURE TO THIS NEIGHBORHOOD OF EMERYVILLE.

THIS PROJECT IS PART OF A LARGER 7.9 ACRE, PLANNED UNIT DEVELOPMENT, APPROVED IN 2016. AS PART OF THE REDEVELOPMENT PLAN, THE PROPERTY WILL CREATE A GROUND-LEVEL PEDESTRIAN AND BICYCLE CONNECTION BETWEEN HORTON STREET AND THE LENNAR MIXED-USE DEVELOPMENT ON THE WEST SIDE OF THE PROPERTY.

DESIGN CHALLENGES:

“PUBLIC PASS-THROUGH ALLEY”

THE PUD CONDITIONS OF APPROVAL REQUIRE THE ALLEY TO BE DESIGNED SUCH THAT CYCLISTS ARE NOT REQUIRED TO DISMOUNT AND ARE ABLE TO MOVE THROUGH THE SPACE CONTINUOUSLY BETWEEN THE PROPOSED PUBLIC PARK AND 45TH STREET.

THE “PUBLIC PASS THROUGH ALLEY” DIVIDES THE BUILDING FIRST FLOOR IN TWO. MAINTAINING CONNECTIVITY BETWEEN NORTH AND SOUTH SIDES OF THE BUILDING ON THIS LEVEL WILL NECESSARILY CREATE A CROSS TRAFFIC CONDITION AND POTENTIAL HAZARD BETWEEN THE BUILDING OCCUPANTS AND THE EAST WEST BIKE ROUTE.

THE OWNERS GOAL IS TO MAKE THE PASS-THROUGH A USER-FRIENDLY EXPERIENCE FOR BOTH CYCLISTS AND PEDESTRIANS. TO ACCOMPLISH THIS, THE ARCHITECT IS PROPOSING BIKE PATH SIGNAGE, LANE STRIPING AND THE INSTALLATION OF A SINGLE ROW OF LIGHTED BOLLARDS AT THE PASS-THROUGH ENTRANCES AND AT THE BUILDING CROSS WALK. PAVING FOR THE CYCLISTS WILL BE A MEDIUM GREY COLOR EXTENDING FROM THE PASS THROUGH ON THE EAST SIDE TO LINK WITH HORTON STREET AND TO THE WEST TO LINK WITH THE PATH ON THE RESIDENTIAL SIDE OF THE DEVELOPMENT. PEDESTRIAN PAVING COLOR WILL BE LIGHT GREY AND ALL PEDESTRIAN CROSS WALKS INTERSECTING WITH THE BIKE PATH WILL HAVE CONTRASTING TRUNCATED DOMES IN PAVING. ON GROUND DIRECTIONAL BIKE LOGOS WILL ALSO INDICATE A 5 MPH SPEED LIMIT WITHIN THE PASS-THROUGH. WITHIN THE PUBLIC RIGHT OF WAY ON HORTON, A SUGGESTION TO PROVIDE AN ONGROUND “STOP” GRAPHIC AT THE EAST BOUND BIKE LANE INTERSECTION WITH THE HORTON STREET BIKE BOULEVARD.

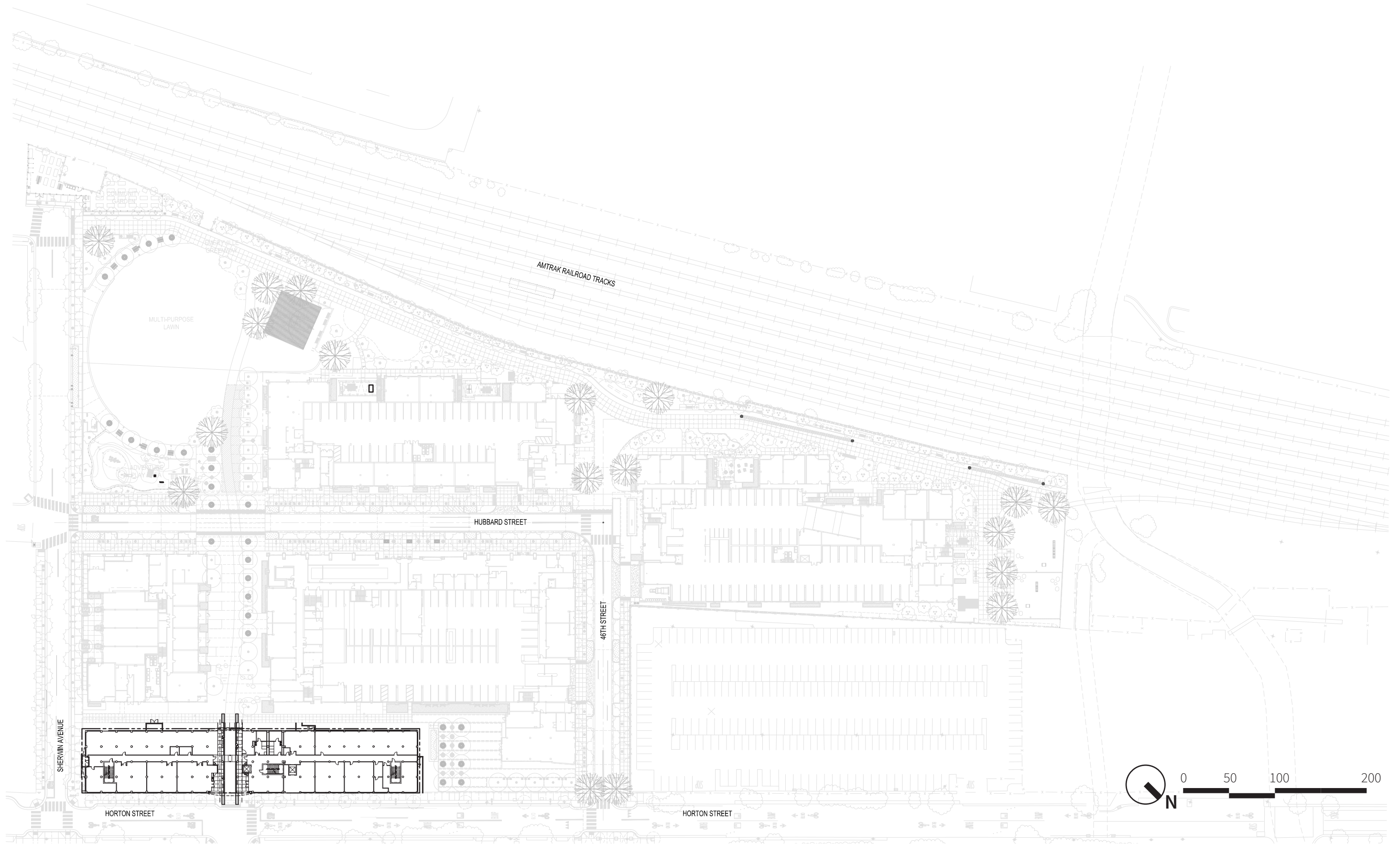
“BIRD SAFE BUILDINGS”

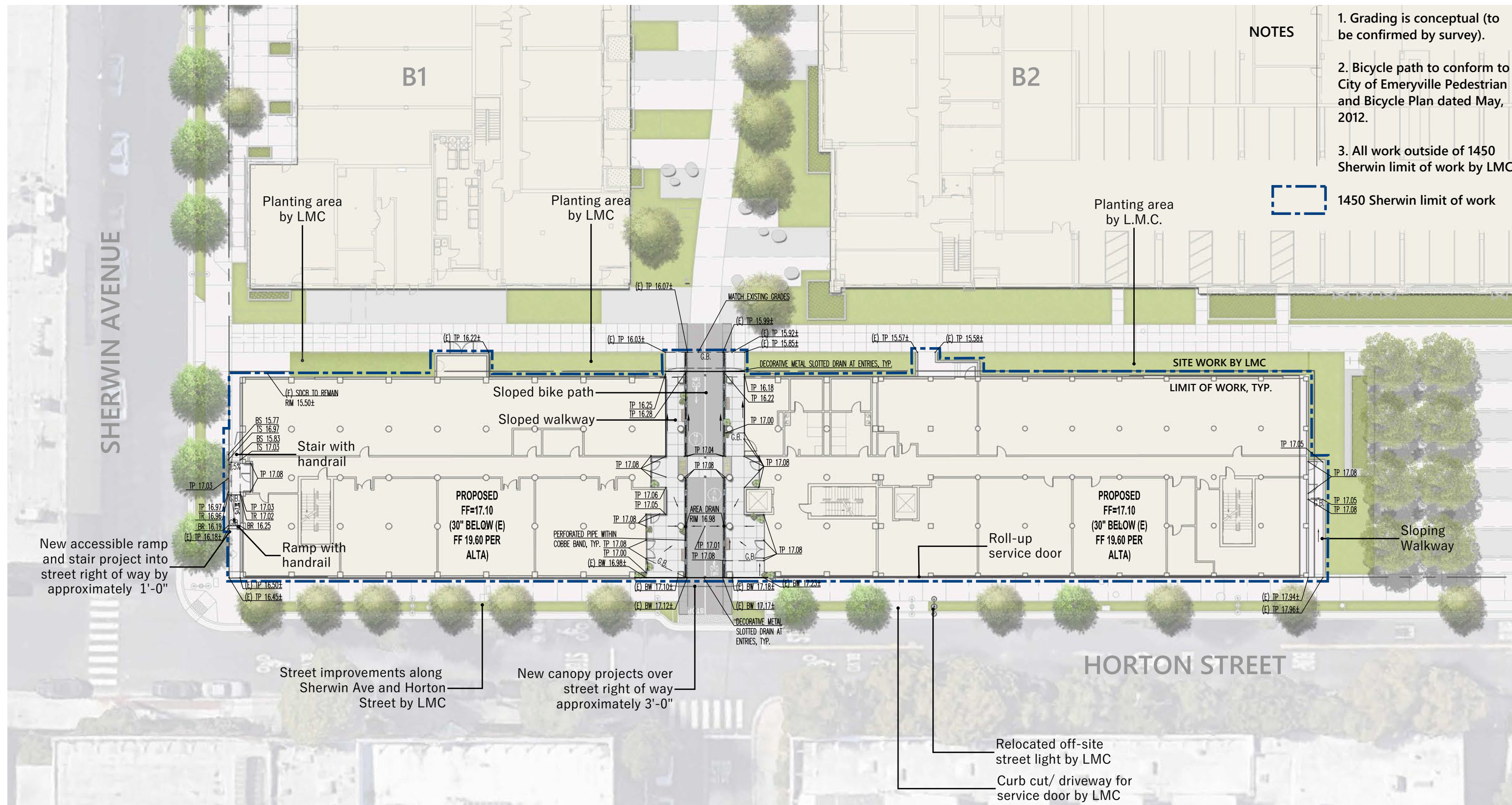
FROM EMERYVILLE MUNICIPAL CODE, TITLE 9, CHAPTER 9-4 ARTICLE 8 BIRD SAFE BUILDINGS; “NEW OR REPLACEMENT WINDOWS OR CONTIGUOUS GLAZED SEGMENT WITH AN AREA OF TWELVE (12) SQUARE FEET OR MORE WILL BE REQUIRED TO INCORPORATE BIRD SAFE GLAZING.”

DESIGN OF THE NEW 3-BAY WIDE BY TWO STORY HIGH STOREFRONT FAÇADE FACING HORTON STREET AND CENTERED OVER THE PUBLIC PASS THROUGH ALLEY WILL INCORPORATE BIRD SAFE GLAZING INTO EACH WINDOW UNIT. LIKEWISE, THE EAST AND WEST FACING STOREFRONT GLAZING ON LEVEL 1 WITHIN THE PASS-THROUGH ALLEY WILL INCORPORATE BIRD SAFE GLAZING.

THE HISTORIC COMPLIANT REPLACEMENT WINDOWS WILL NOT BE REQUIRED TO INCORPORATE BIRD SAFE GLAZING AS THE WINDOWS ARE COMPOSED OF INDIVIDUAL GLASS LITES OF APPROXIMATELY TWO (2) SQUARE FEET EACH AND THEREFORE BELOW THE 12 SF MINIMUM REQUIREMENT FOR BIRD SAFE GLASS UNITS.

LIGHTING WITHIN THE PASS-THROUGH WILL BE DOWNWARD DIRECTED TO THE PAVED AREA. UPLIGHTING WILL NOT BE INCORPORATED INTO DESIGN.





NOTES

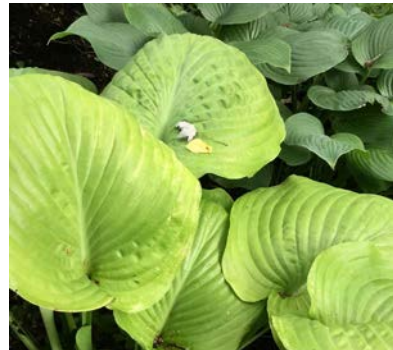
1. Grading is conceptual (to be confirmed by survey).
2. Bicycle path to conform to City of Emeryville Pedestrian and Bicycle Plan dated May, 2012.
3. All work outside of 1450 Sherwin limit of work by LMC

1450 Sherwin limit of work





BENCH



DEEP SHADE PLANTING



PLANTERS



DEEP SHADE PLANTING



DEEP SHADE PLANTING



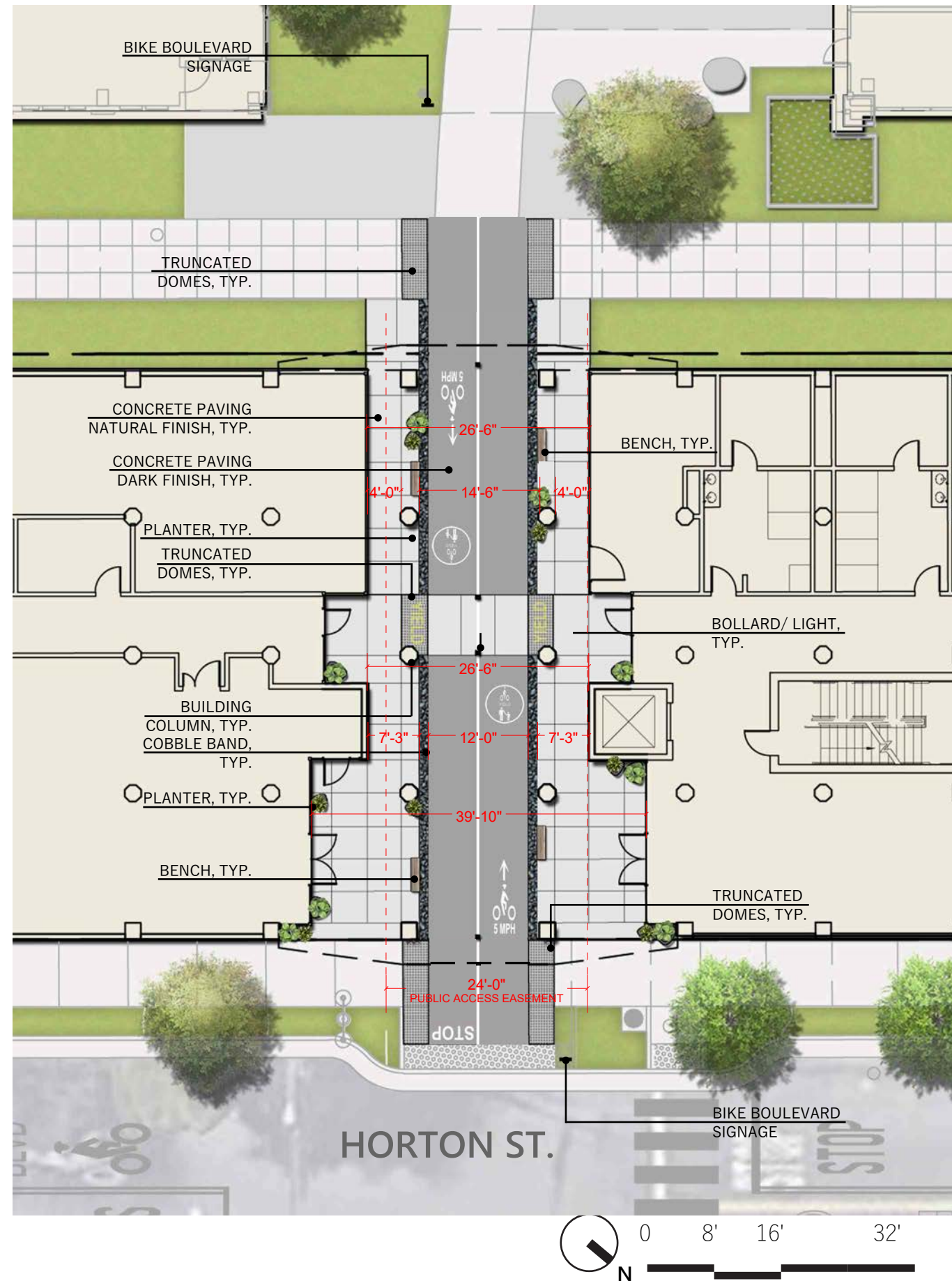
HANDRAIL



BOLLARD/LIGHT



TRUNCATED DOMES, CAST IN PLACE, GRAY



CONCRETE PAVING, DARK



CONCRETE PAVING, NATURAL



PLANTING, GRASSES



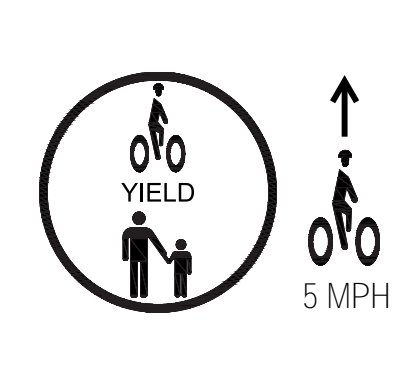
COBBLE BAND



PLANTING, GRASSES



BIKE BOULEVARD SIGNAGE

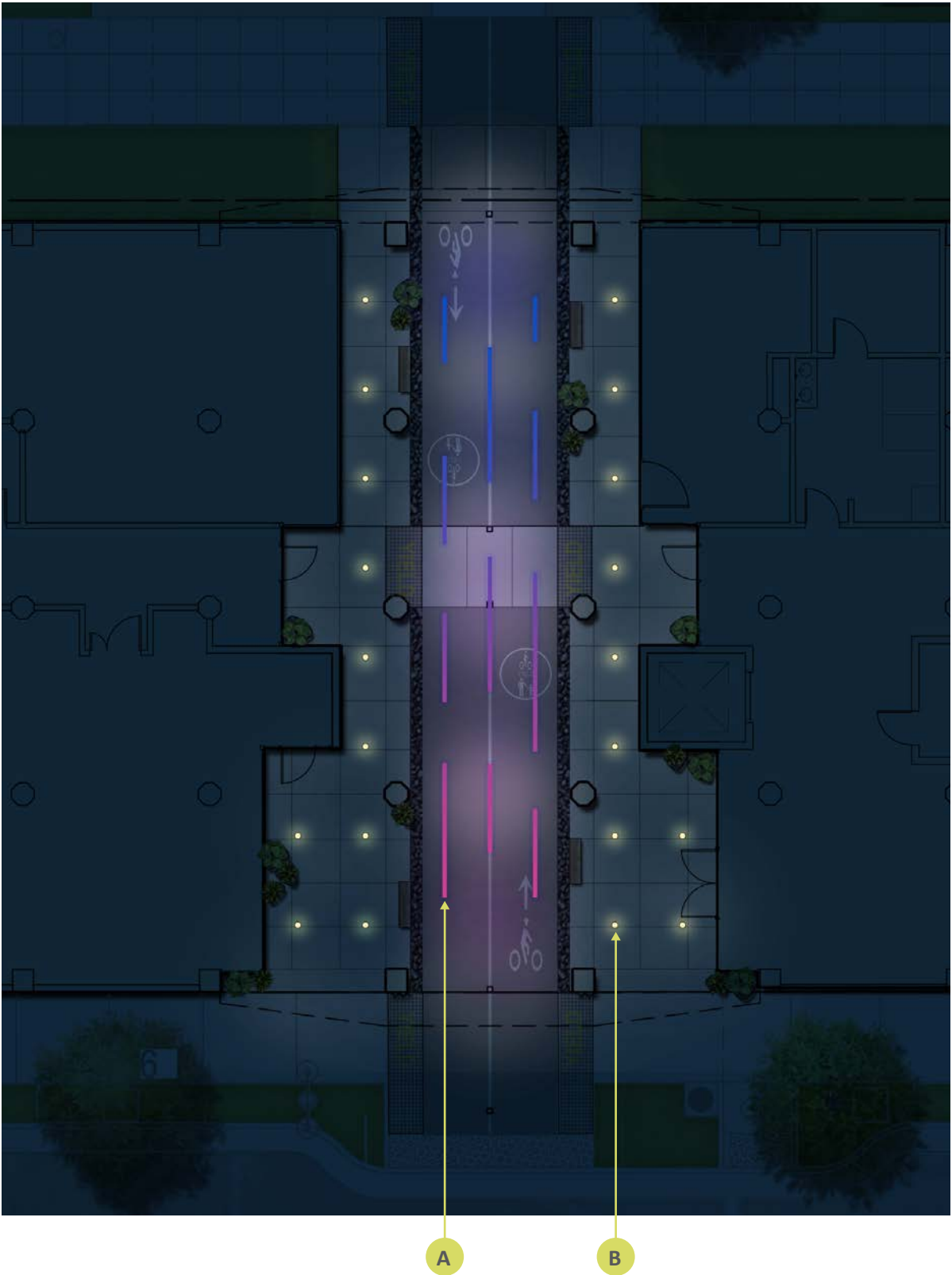


PAVEMENT MARKINGS

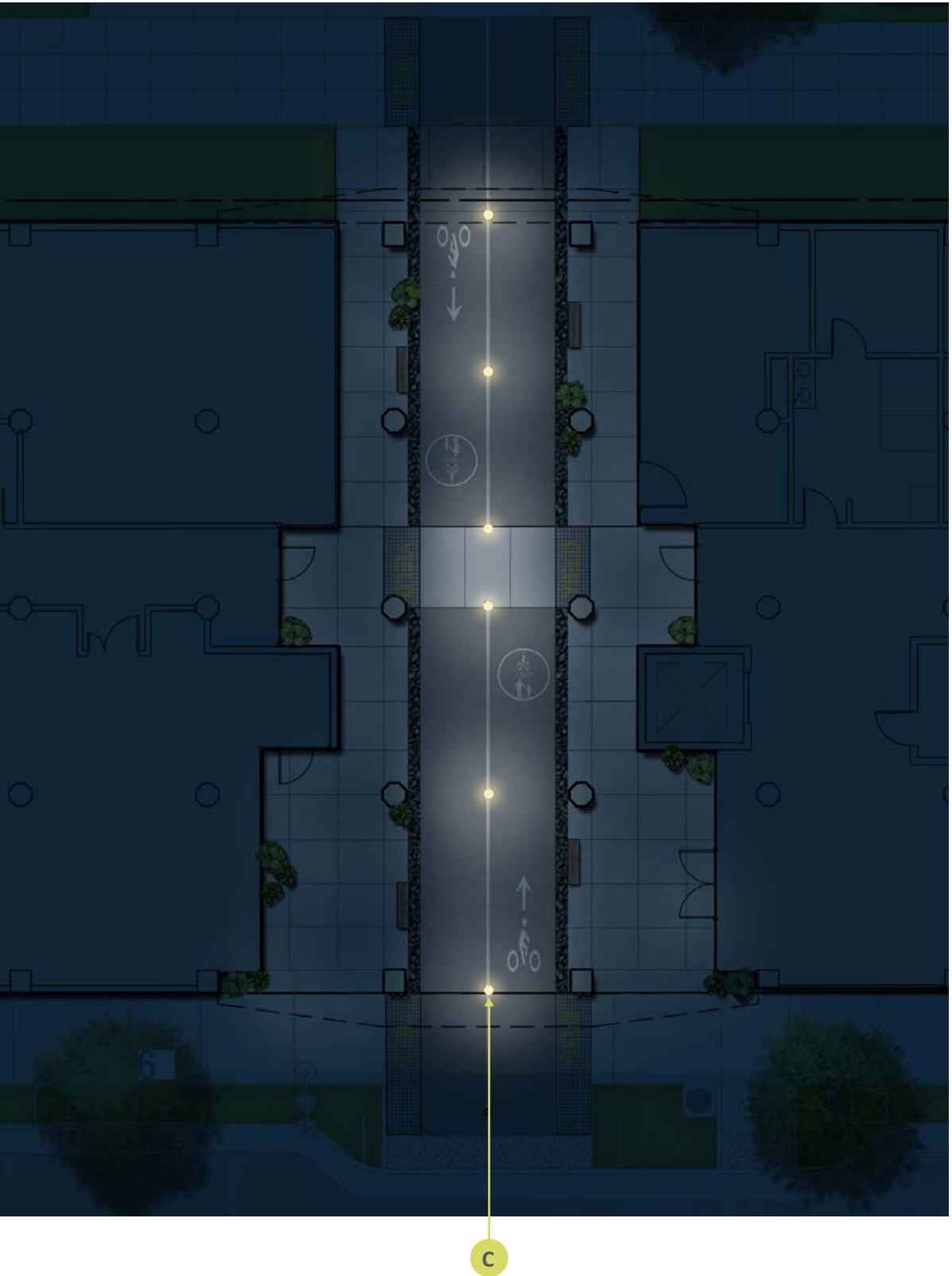


PLANTING

Reflected Ceiling Plan



Ground Plan



A Recessed color changing linear downlight



B Recessed downlight



C Illuminated bollard

Illuminance Calculations Disclaimer:

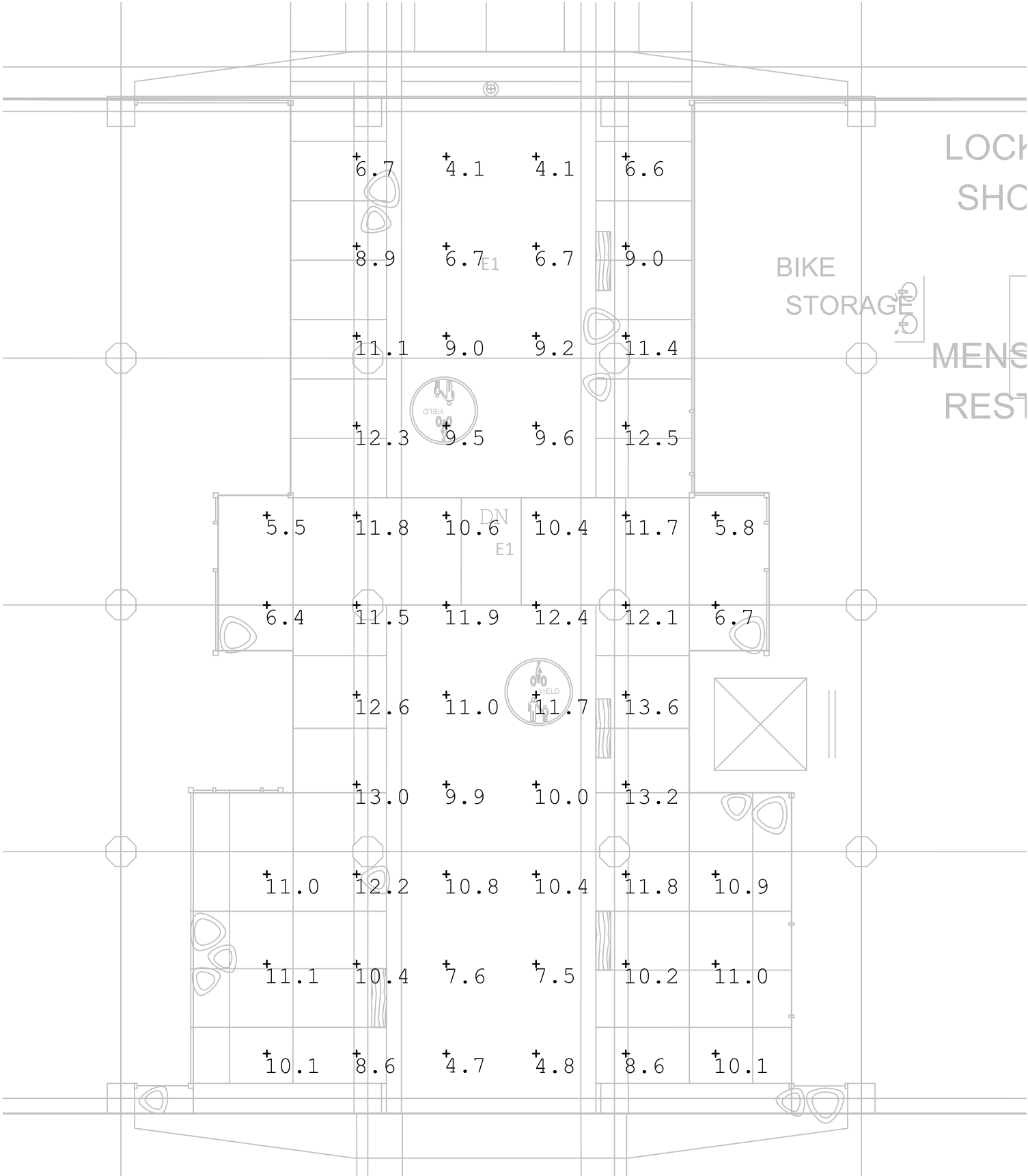
Illuminance calculations are for lighting design aid purposes only. All calculations performed by Horton Lees Brogden Lighting Design Inc (HLB) are based on published methods and recommendations of the Illuminating Engineering Society of North America (IESNA).

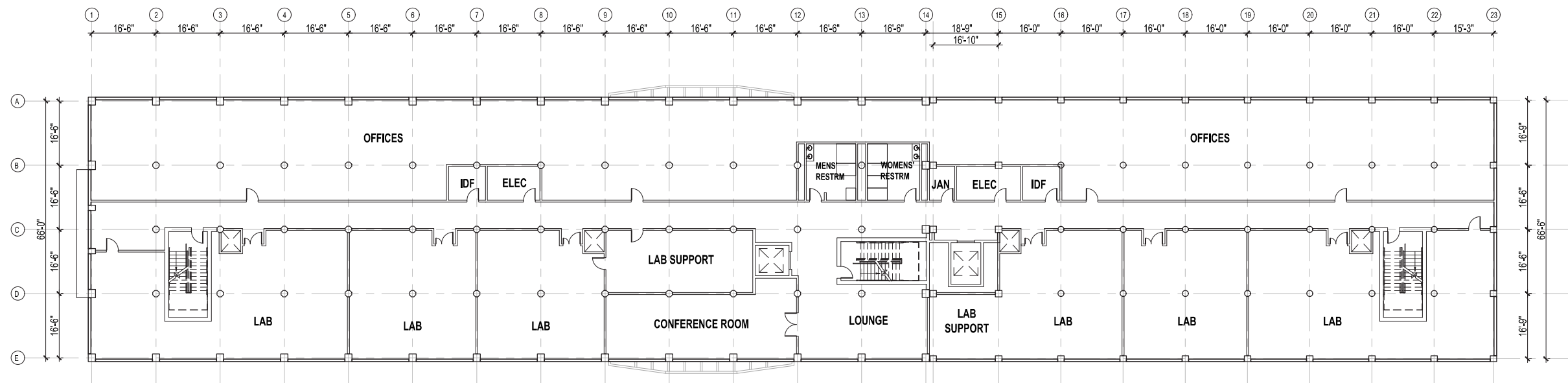
Calculation accuracy is highly dependent upon the input data utilized in the calculations and variances greater than 20% may occur if there are variations in the input data or if equipment does not perform as published in IES Photometric files. Some input data is provided by others (e.g. manufacturer's photometric reports, lamp lumen ratings, ballast factors, room surface materials and or reflectances) and not all report data is available for the exact luminaire characteristics specified. Some information is derived by HLB from industry standard methods (e.g. luminaire and room surface dirt depreciation factors). Some information is not available for conditions outside of the norm, like variations in temperature, humidity, snow cover, vibration or non-standard mounting conditions. HLB has made every effort to endure the reliability of all data, but is not responsible for errors in data that is received from others, is unavailable, or for equipment that does not perform as published.

Field measurements may vary as much as 10%-20% from calculation results due to the limitations associated with the calculation procedures utilized and referenced by the IESNA. High amounts of variation can occur from the use of non-professional grade illuminance meters or meters that are not in perfect calibration.

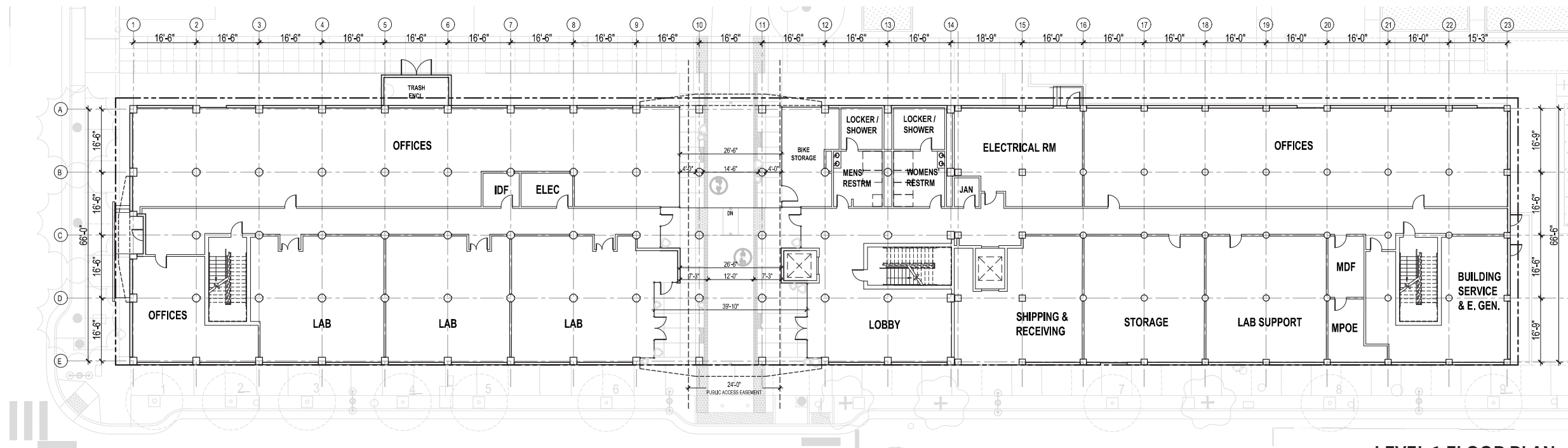
HLB includes a listing of all input values as part of the calculation submission. Please review these input values and notify HLB immediately if any inconsistencies or inaccuracies are noted.

Further, the Calculation results provided herein are without warranty of any kind as related to compliance with any local or state emergency or egress code requirements. Use of the Calculations for these purposes is at sole risk of the user and without liability of legal exposure to HLB. User agrees that they shall waive any and all claims against HLB arising out of or resulting from use of the Calculations for these purposes.

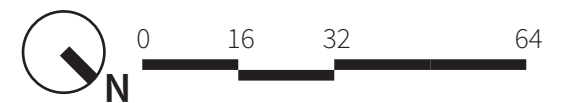


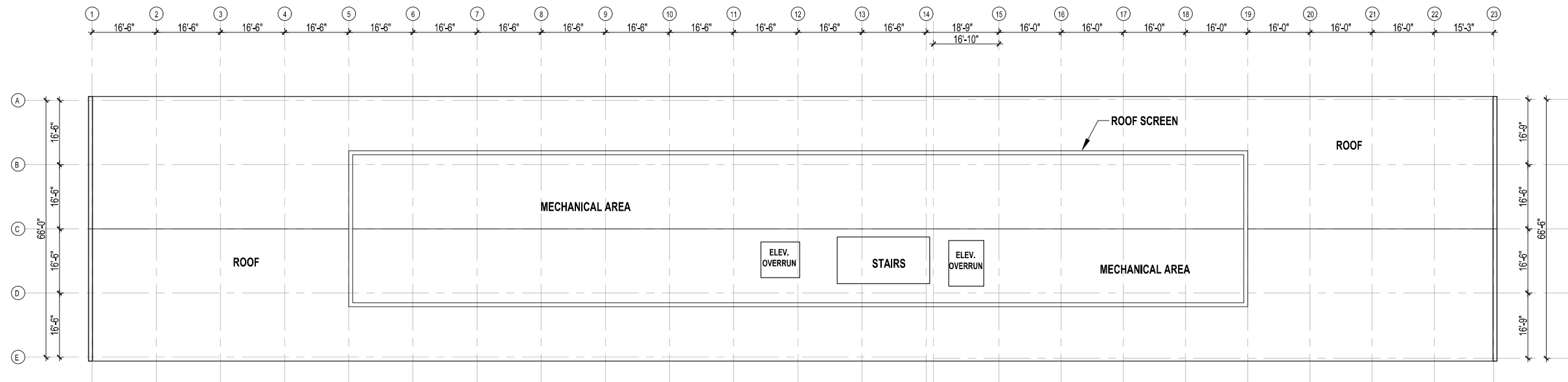


LEVEL 2 FLOOR PLAN
1/32" = 1'-0"

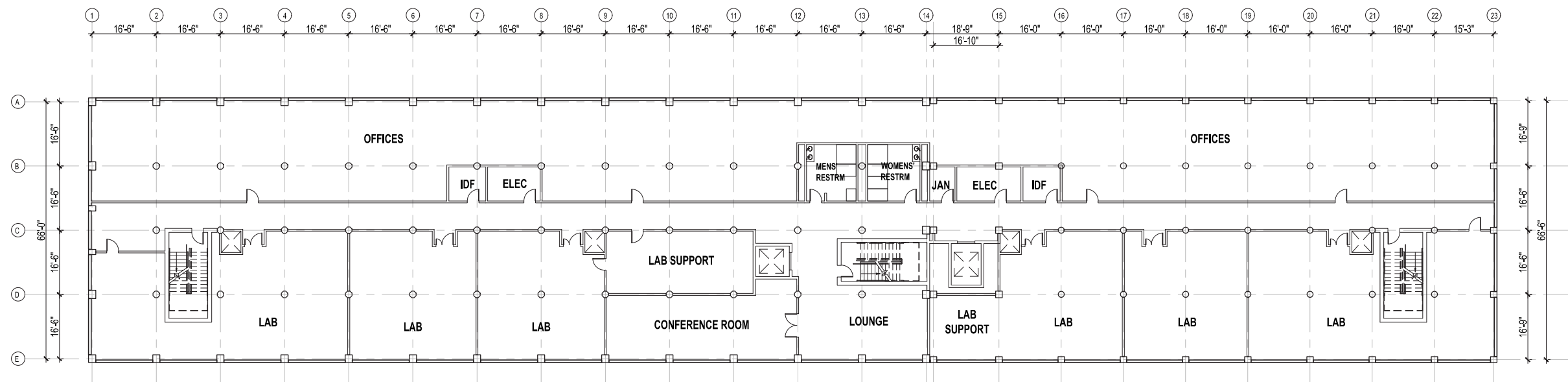


LEVEL 1 FLOOR PLAN
1/32" = 1'-0"

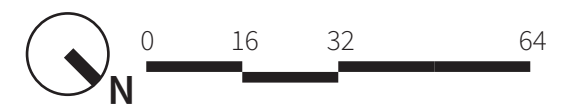


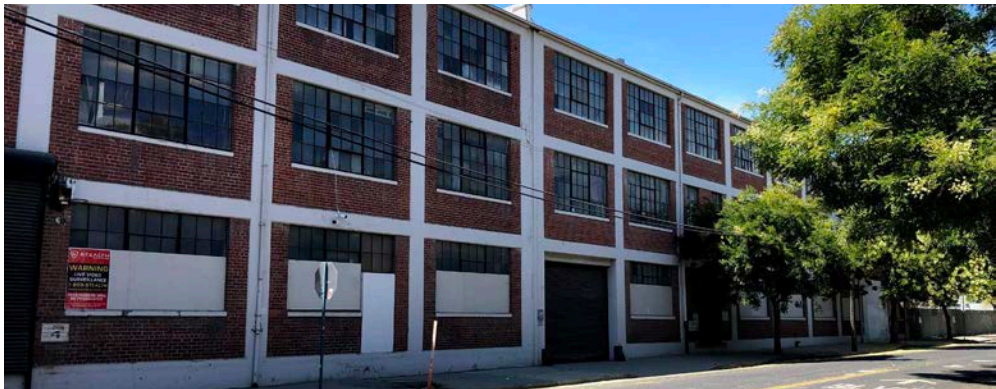


ROOF PLAN
1/32" = 1'-0"



LEVEL 3 FLOOR PLAN
1/32" = 1'-0"





Northeast Building Facade along Horton St



(E) typical facade bay



(E) typical industrial steel sash window



(E) double hung wood frame window



(E) single, double hung wood frame window



Intersection at Horton St and 45th St



Sidewalk along Horton St



Southeast Building Facade



East corner of Building at Sherwin Ave and Horton St



View of 45th St from New Building Pass-through



North corner of Building along Horton St



Northwest Building Facade



South corner of Building along Sherwin Ave



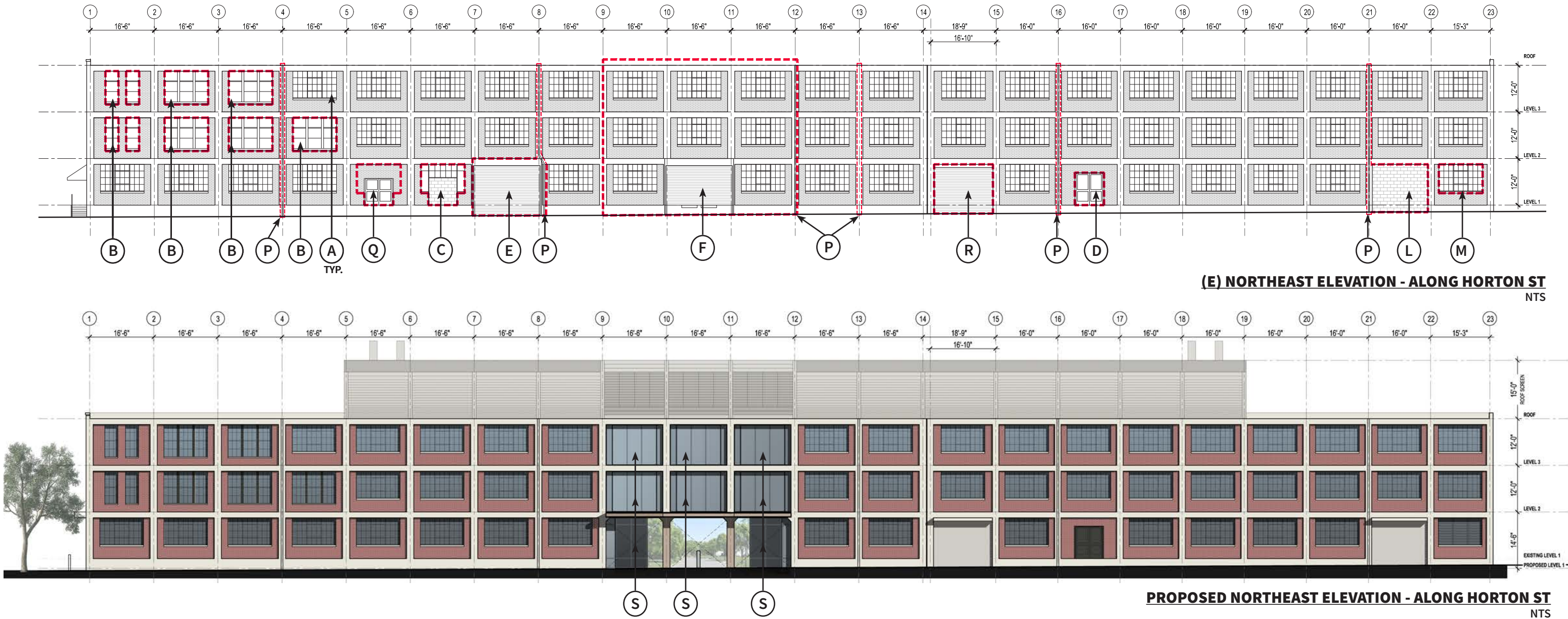
View of New Building Pass-through Location from 45th St



Southwest Building Facade



Southwest Building Facade

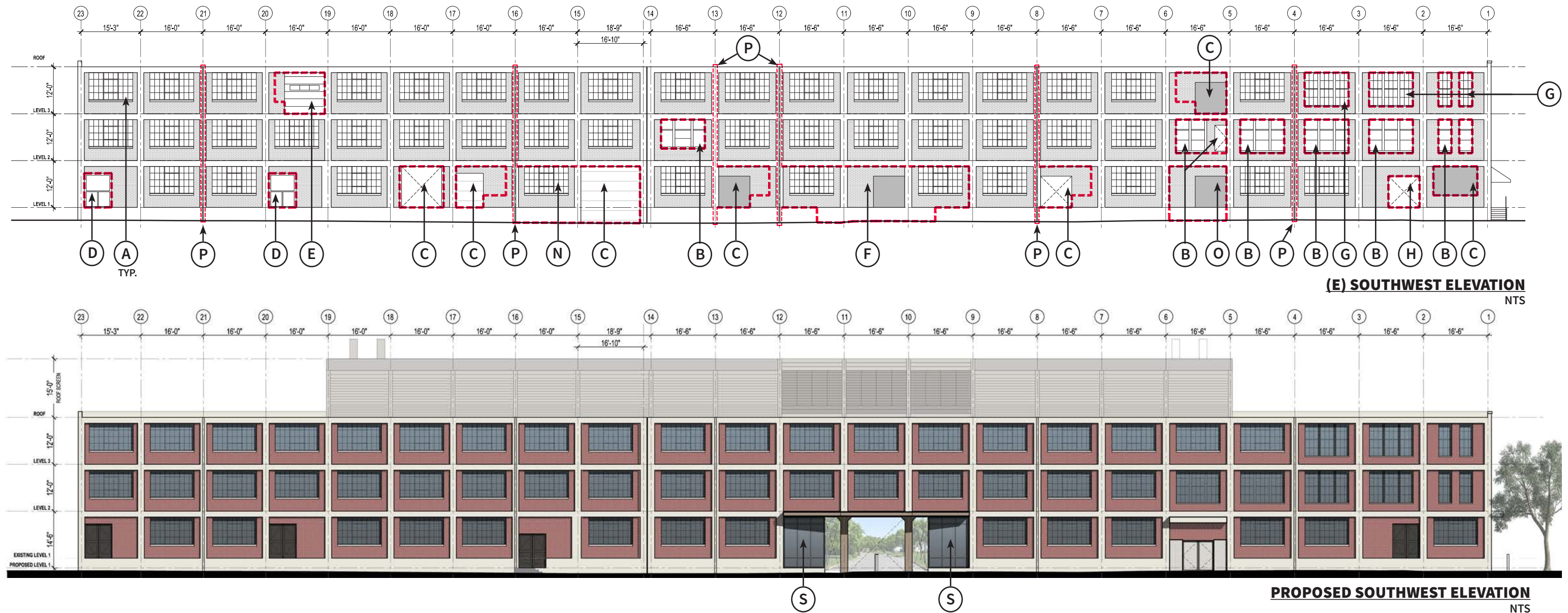


GENERAL NOTE:

Final disposition of existing windows to be determined by window survey and historic assessment.

KEYNOTES:

- (A)** Remove all existing industrial steel sash windows and replace to match historic condition unless otherwise noted.
- (B)** Existing double hung aluminum window to be replaced to match historic condition.
- (C)** Existing infill to be removed and replaced with typical window to match historic condition.
- (D)** Existing original wood doors to be replaced in kind to match historic condition.
- (E)** Existing roll-up door to be removed and replaced with typical window to match historic condition.
- (F)** Existing facade to be removed and replaced with bicycle and pedestrian pass-through.
- (G)** Not used on this sheet.
- (H)** Not used on this sheet.
- (I)** Not used on this sheet.
- (J)** Not used on this sheet.
- (K)** Not used on this sheet.
- (L)** Existing infill to be replaced with roll-up door for emergency generator equipment access/replacement. Paint to match existing concrete.
- (M)** Existing typical window to be removed and replaced with acoustical louvers for emergency generator room.
- (N)** Not use on this sheet.
- (O)** Not used on this sheet.
- (P)** Existing downspouts and gutters to be removed and replaced.
- (Q)** Existing original wood doors to be removed and replaced with typical window to match historic condition.
- (R)** Existing roll-up door at delivery bay to be replaced. Paint to match existing concrete.
- (S)** Bird safe glass.

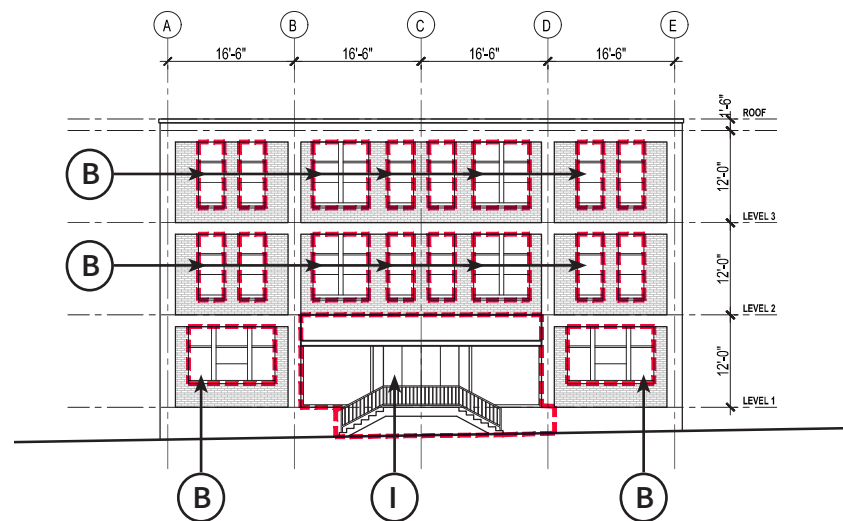


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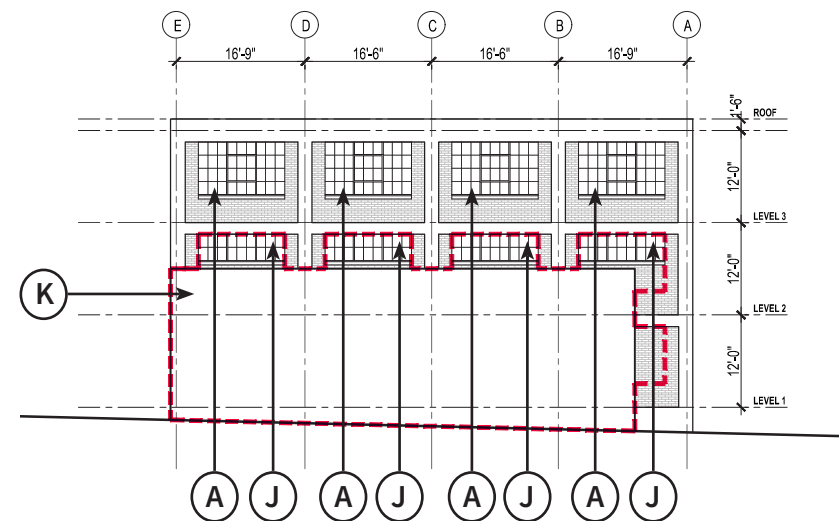
Final disposition of existing windows to be determined by window survey and historic assessment.

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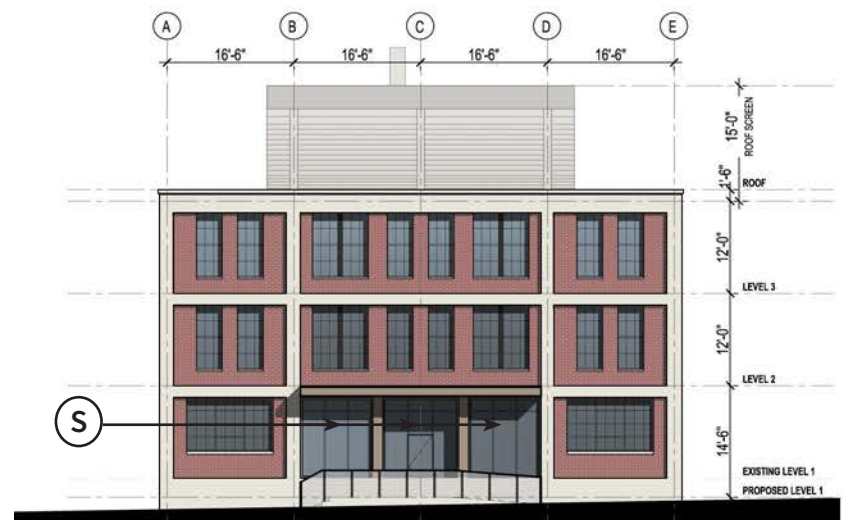
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|---|--|---|---|--|
| <p>(A) Remove all existing industrial steel sash windows and replace to match historic condition unless otherwise noted.</p> <p>(B) Existing double hung aluminum window to be replaced to match historic condition.</p> <p>(C) Existing infill to be removed and replaced with typical window to match historic condition.</p> <p>(D) Existing original wood doors to be replaced in kind to match historic condition.</p> | <p>(E) Existing roll-up door to be removed and replaced with typical window to match historic condition.</p> <p>(F) Existing facade to be removed and replaced with bicycle and pedestrian pass-through.</p> <p>(G) Existing original double hung wood sash window to be removed and replaced in kind to match historic condition.</p> <p>(H) Existing infill to be removed and replaced with doors to match historic condition.</p> | <p>(I) Not used on this sheet.</p> <p>(J) Not used on this sheet.</p> <p>(K) Not used on this sheet.</p> <p>(L) Not used on this sheet.</p> | <p>(M) Not used on this sheet.</p> <p>(N) Existing typical window to be removed and replaced with wood doors that match historic condition.</p> <p>(O) Existing infill to be removed, patch and fill with brick to match historic condition.</p> <p>(P) Existing downspouts and gutters to be removed and replaced.</p> | <p>(Q) Not used on this sheet.</p> <p>(R) Not used on this sheet.</p> <p>(S) Bird safe glass.</p> |
|---|--|---|---|--|



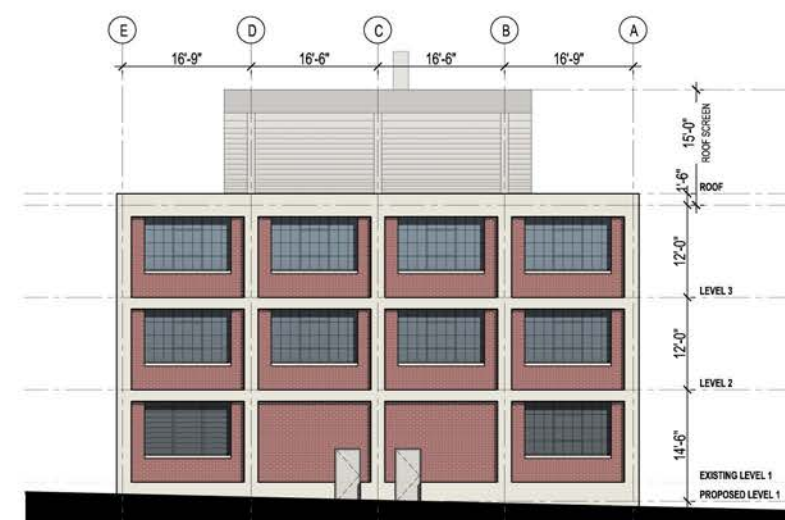
EXISTING SOUTHEAST ELEVATION - ALONG SHERWIN AVE.
NTS



EXISTING NORTHWEST ELEVATION
NTS



PROPOSED SOUTHEAST ELEVATION - ALONG SHERWIN AVE
NTS



PROPOSED NORTHWEST ELEVATION
NTS

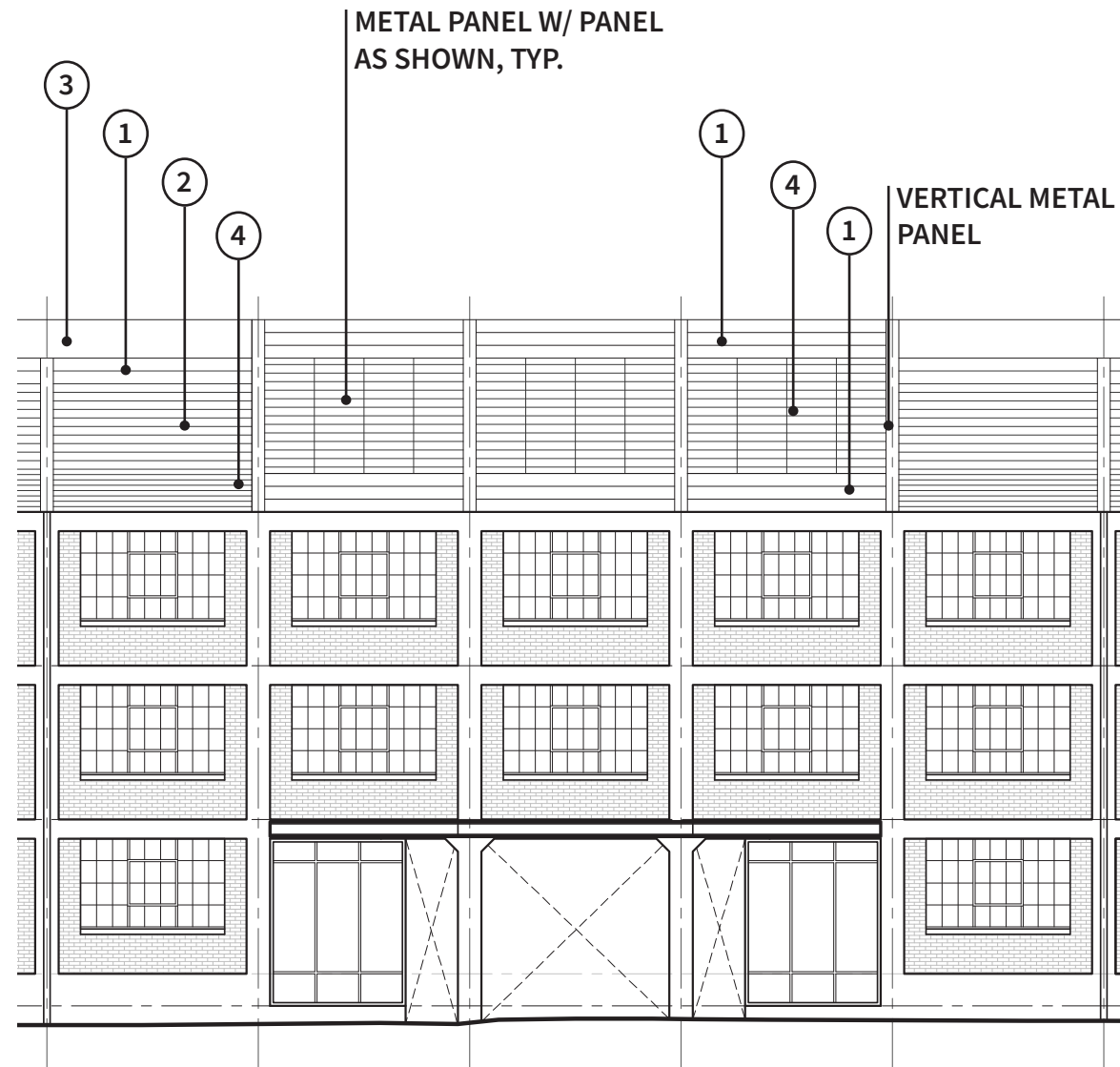
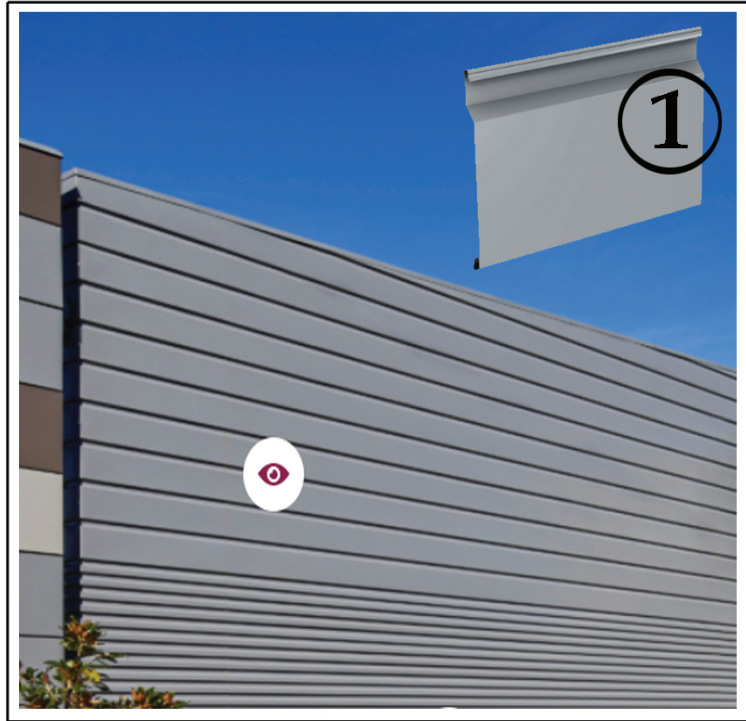
GENERAL NOTE:

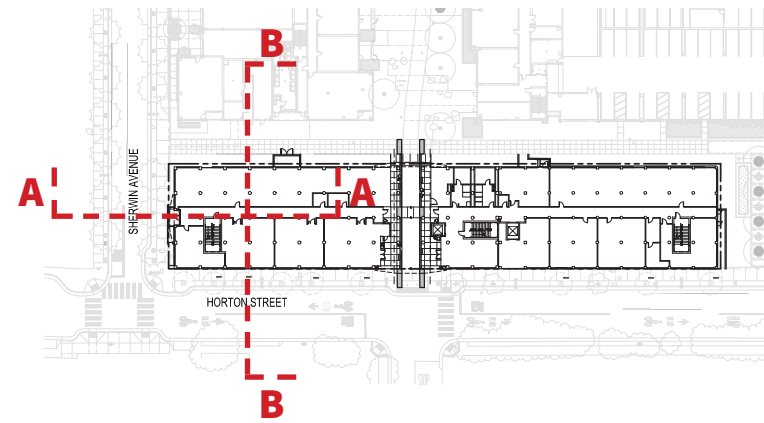
Final disposition of existing windows to be determined by window survey and historic assessment.

KEYNOTES:

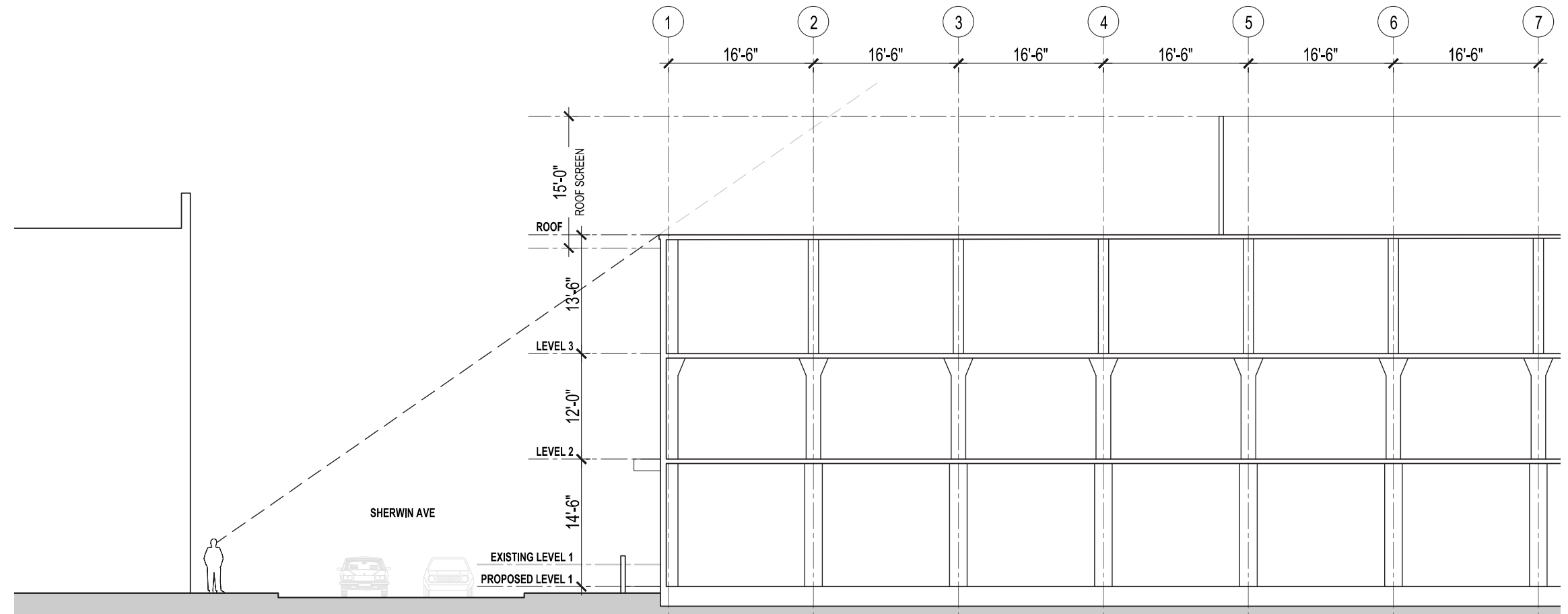
- | | | | | |
|--|------------------------------------|--|------------------------------------|------------------------------------|
| (A) Remove all existing industrial steel sash windows and replace to match historic condition unless otherwise noted. | (E) Not used on this sheet. | (I) Existing entry way to be updated to meet current accessibility requirements. | (M) Not used on this sheet. | (Q) Not used on this sheet. |
| (B) Existing double hung aluminum window to be replaced to match historic condition. | (F) Not used on this sheet. | (J) Existing window to be removed and replaced with typical window to match historic condition. | (N) Not use on this sheet. | (R) Not used on this sheet. |
| (C) Not used on this sheet. | (G) Not used on this sheet. | (K) Existing masonry party wall to be removed. | (O) Not used on this sheet. | (S) Bird safe glass. |
| (D) Not used on this sheet. | (H) Not used on this sheet. | (L) Not used on this sheet. | (P) Not used on this sheet. | |



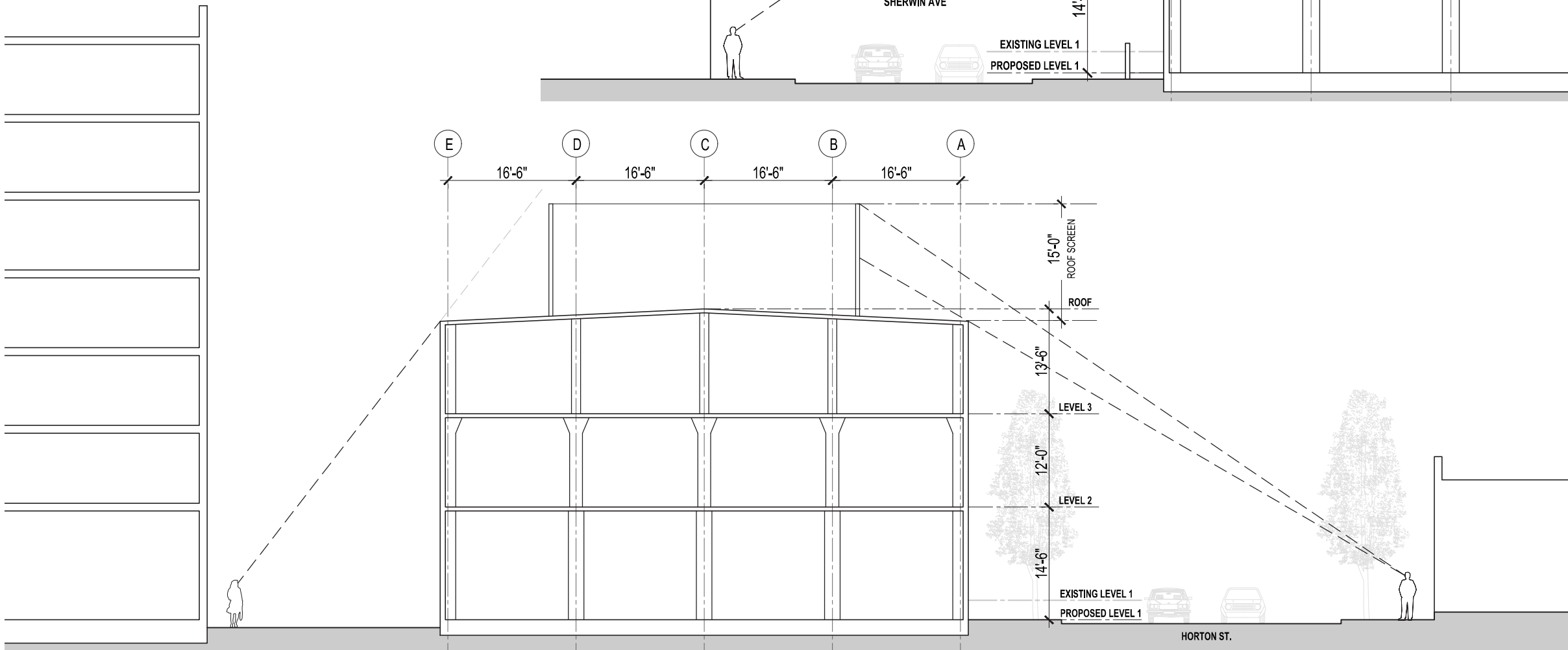




KEY PLAN



BLDG SECTION A-A
1/16" = 1'-0"



BLDG SECTION B-B
1/16" = 1'-0"

