

## **EMERYVILLE PLANNING COMMISSION**

### **STAFF REPORT**

**Agenda Date:** April 22, 2021

**Report Date:** April 15, 2021

**TO:** Planning Commission

**FROM:** Community Development Department  
Miroo Desai, Senior Planner

**SUBJECT:** **EmeryStation Overland (UPDR21-001)**

**PROJECT LOCATION:** 1580 62<sup>nd</sup> Street  
(APN: 49-1488-1)

**APPLICANT/OWNER:** Wareham Development (Rich Robbins and Geoff Sears)  
20 Nye St. Ste 400  
San Rafael, CA 94901

**PROJECT DESCRIPTION:** A Study Session to review a proposal to construct a new 300,000 square foot Research and Development building and a six-level parking structure accommodating 495 parking spaces on an approximately 172,560 square foot parcel bounded by Overland Avenue and 62nd, 63rd and Hollis Streets. 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 site.

**GENERAL PLAN:** Office/Technology and Major Transit Hub

**ZONING DISTRICT:** Office/Technology (OT), North Hollis Overlay (N-H), and Transit Hub Overlay (TH)

**ENVIRONMENTAL STATUS:** To be Determined

## **PROJECT DESCRIPTION**

### **Project and Surrounding Area:**

The project area is bounded by 63<sup>rd</sup> and 62<sup>nd</sup> Street on the north and the south respectively and by Hollis Street on the east and Overland Avenue on the west. Across 62<sup>nd</sup> 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 63<sup>rd</sup> 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. (See Diagram 2 on Sheet G1.01: *Project Description*).

### **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 450 space 7-level parking garage that includes one basement level of parking. This 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 62<sup>nd</sup> 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 63<sup>rd</sup> Street. A small service yard would be placed between the garage and the new building, also fronting 63<sup>rd</sup> Street. An on-street loading zone would be provided along 63<sup>rd</sup> Street behind the new building, just west of the service yard. (See Sheet A0.01: *Site Plan*).

The public will be able to cut through the block from 62<sup>nd</sup> Street to 63<sup>rd</sup> Street and vice versa through a proposed “Art Walk” between the two new buildings and the existing live-work

building. The width of the proposed walk varies between 23 feet and 9 feet. (See Sheet A0.01: *Site Plan*).

Research and Development Building: Sheets A1.01 to A1.06 provide floor plans for the building. As noted above, the building entry is sited behind a large plaza off 62<sup>nd</sup> Street. Back of house operations will be along the 63<sup>rd</sup> Street frontage, including trash holding areas and three loading spaces. An enclosed bicycle parking area is also located at this level. The plans also indicate a “future lobby extension” that will face 63<sup>rd</sup> Street. (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 A3.33 and A3.34. The height of the building is 80 feet and accommodates 5 stories. (See Sheet A3.11: *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.

Parking Garage: Sheets A2.1 to A2.7 provide floor plans for the 450-space parking garage. The proposal include one basement parking level and six above ground levels. Sheet A2.0 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.

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 and accommodates seven levels of parking. (See Sheet A3.13: *Longitudinal and Transverse Sections*).

Landscaping and Tree Removal: Sheet L0.02 indicates removal of 12 street trees: seven along 62<sup>nd</sup> Street, three along Overland Avenue and two along 63<sup>rd</sup> Street. An arborist report has not yet been provided and will be required to show species, health, size, and valuation of the trees to be removed.

Sheet L0.01 provides an overall preliminary landscape plan for the project area showing 7 new trees along 62<sup>nd</sup> Street, 7 new trees along Overland Avenue and 10 new trees along 63<sup>rd</sup> Street, for a total of 24 new street trees. Sheet L1.01 shows preliminary landscaping elements for 10,000 square foot plaza/courtyard area. Sheets L1.02 to L1.04 provide renderings of the courtyard. The plan also indicates some landscaping along the “Art Walk” (See Sheet L1.11: *Art Walk Plan*). Landscape renderings of the Art Walk are provided on Sheets L1.12 to L1.1. Sheet L3.01 provides a preliminary planting plan.

Streetscape sections for 62<sup>nd</sup> Street, Overland Avenue and 63<sup>rd</sup> Street are provided on Sheets L2.01, L2.02 and L2.03, respectively. Both 62<sup>nd</sup> and 63<sup>rd</sup> 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.” This is implemented through the Transit Hub Overlay Zone (TH), as described 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.

#### 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 ( $0.6/2 \times 100$ ).

Please note that the eastern portion of the site along 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 ( $30/50 \times 100$ ).

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 \$4.71 per square foot, so the applicant would need to pay \$9.42 per square feet 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.

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 as an “Art Walk”.

The project is also requesting 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. It should be noted that, pursuant to Section 9-4.204(b), use of the Flexible Community Benefit requires City Council approval of the entire project.

### Parking and Loading

*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),  $((150,000 - 1,500) \times 2.4/1000)$ ; 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),  $((150,000 - 1,500) \times 1.5/1000)$ . 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%).

The applicant is proposing a 450-space parking garage and will therefore require a Conditional Use Permit to allow parking above the maximum. For the Commission to approve such a use permit, it would need to make the following findings pursuant to Section 9-4.404(h):

- (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.

*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 an unspecified number of short-term bicycle parking in the plaza area and a bicycle storage room on the ground floor level of the Research and Development building.

*Loading:* The project will trigger 2 medium loading spaces and 1 large loading space. The plans show three medium sized loading spaces. Note that Section 9-4.409(c) stipulates that, in

approving a project, the Planning Commission may modify the number and size of required loading spaces because of the nature of the use or the design of the project.

### 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. Sheet G1.06 shows areas that have been designated as open space. It includes a portion of the “Art Walk”, stormwater treatment areas and the plaza/courtyard in front of the Research and Development building. (Note that any portion of the “Art Walk” that is intended to count towards the project’s open space requirements cannot also count toward development bonus points.)

Enough information has not been provided at this stage to determine the project’s compliance with these requirements, specifically dimensional requirements. The Planning Regulations outline the purpose of open space requirements as being “intended to provide high quality open spaces for active and passive recreation. They establish minimum standards for and type of open spaces required, the size of such spaces, and provisions for security and privacy”. (Section 9-4.303 (a)(1). This is germane because the applicant proposes to use some of the stormwater treatment area towards the open space requirement, as further discussed below.

### 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 the two of the three street frontages, but not on the Overland Avenue frontage. The design of the Overland Avenue frontage will need to be modified to comply with the guidelines. 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). However, some adjustments to the project design appear to be needed to comply with the guidelines for setback, particularly along Overland Avenue, and street trees.

#### Stormwater and WELO Plans

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

### **ENVIRONMENTAL REVIEW**

A traffic report and visual simulations will be prepared for the project. At this time, we do not have enough information to determine the project's CEQA status.

### **STAFF COMMENTS**

The project was reviewed at the March 10, 2021, and April 14, 2021 Development Coordinating Committee meetings. The Committee generally liked the overall design of the project and had the following comments. It was noted that the proposal would require new curb and gutters for the three frontages as well as street lights. A traffic signal may be required at Hollis and 63<sup>rd</sup> Street intersection.

Building Division staff stated that additional information would be needed regarding openings of the existing live-work building that will be retained in relationship with the new property line. All emergency generators would need to be located inside the new building, and solar panels will be needed on both buildings. The Deputy Fire Marshall provided initial comments that have been attached to the staff report (see Attachment 2). Police staff commented that the "Art Walk" alley would be difficult for patrol especially the east-west segment of the Walk. Public Works staff suggested that the project provided a good opportunity for a cul-de-sac "Village Green" at the intersection of 63<sup>rd</sup> Street and Overland Avenue in order to enhance the Citywide streetscape system with small parks and improve bicycle and pedestrian safety. Please see Attachment 1 for a graphic illustrating this concept of "Village Greens" that is also a project identified as Capital Improvement Program project number ST-17. Staff thought that such a project would be better suited for obtaining bonus points than those proposed by the applicant, as discussed above. The Committee also noted that the developer should be required to underground overhead utilities along the project frontage on Overland Avenue, and agreed that undergrounding overhead utilities on the south side of 62<sup>nd</sup> Street between Horton Street and Overland Avenue would be another way to obtain bonus points.

## ISSUES TO BE CONSIDERED

Staff requests that the Planning Commission provide comment on the following issues and any other issues identified by the Commission:

### 1. Parking

Planning Regulations prescribes a parking maximum of 10 per cent more than the estimated parking demand. This calculates to 319 spaces. The project proposes 450 parking spaces and therefore will require a Conditional Use Permit where the following findings need to be made: that the project demonstrates that additional parking is necessary to meet the anticipated demand and that the additional parking will not result in an overdependence on automobiles.

*What type of information does the applicant need to provide for the Commission to make these findings?*

### 2. Open Space

The applicant proposes to fulfill open space requirements by including stormwater treatment areas. The Planning Regulations outline the purpose of open space requirements as intending to provide high quality open space for active and passive recreation and establishing standards to provide security and privacy.

*Does the Commission think that it is appropriate to include stormwater treatment areas in open space calculations?*

### 3. Bonus Points

The applicant proposes to obtain 20 bonus points by providing additional open space in the form of an “Art Walk” and to obtain the remaining bonus points by converting a portion of the live-work units in the existing “Hollis Street Building” as affordable units, using the “Flexible Community Benefit”.

*Does the Commission consider the “Art Walk” feature as being an appropriate way for the project to obtain bonus points?*

*Does the Commission believe the remaining bonus points should be obtained by converting live-work units to affordable units? If so, staff will provide additional information to assist the Commission to determine what portion of the 41 units would be appropriate to obtain the necessary bonus points.*

*Does the Commission agree with staff recommendation that one way of obtaining bonus points could be by undergrounding south side of 62<sup>nd</sup> Street between Horton Street and Overland Avenue?*

*Does the Commission have any other preferences as to how bonus points should be obtained?*

#### **4. Village Green**

*What does the Commission think of the staff suggestion of building a Village Green at the intersection of 63<sup>rd</sup> Street and Overland Avenue?*

#### **5. Project Design**

*Does the Commission have any other comments on the overall project design?*

### **PERMITS AND PROCESS**

Permits Required: The project will require a Major Conditional Use Permit for development bonuses as well as for providing more parking than allowed, and a Major Design Review permit. If the project moves forward using the “Flexible Community Benefit”, it will require approval by the City Council following a recommendation from the Planning Commission.

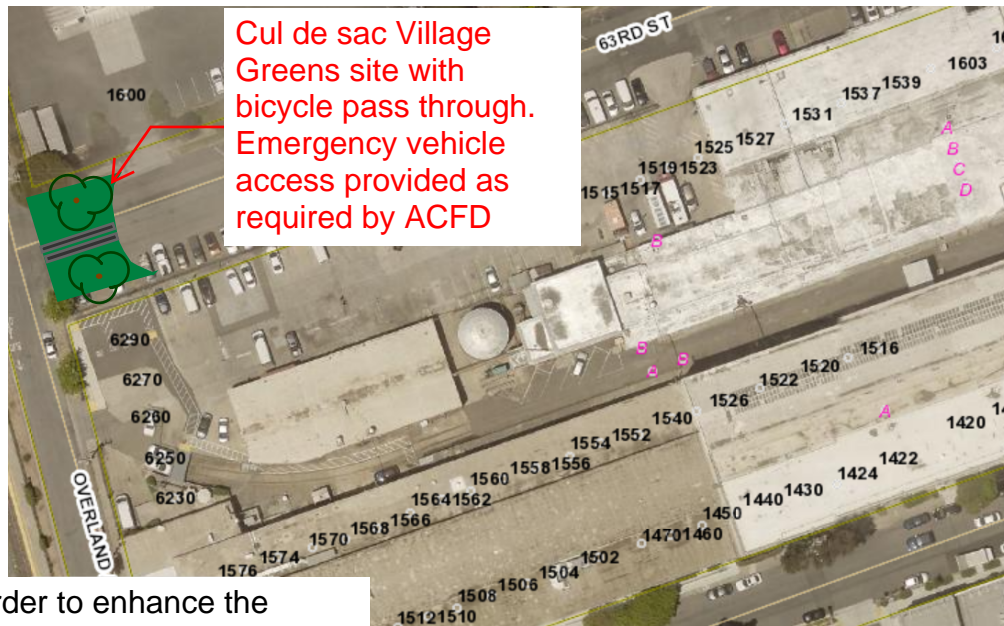
Process: Regardless of comments received at the study session, the project will need to undergo a permit review process, including environmental review. Additional project information and analysis may raise issues not identified in this report. These will be identified and addressed in the staff report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

### **RECOMMENDATION:**

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

Attachments:

1. Village Greens Concept Graphic
2. Deputy Fire Marshall’s comments
3. Project Plans



In order to enhance the citywide streetscape system with small parks and improve bicycle/pedestrian safety, the Village Greens CIP Project (ST-17) identifies that public right of way should be considered to create park space. This feature would reduce the amount of project vehicular traffic that uses the Overland Bicycle Boulevard.

CITY OF EMERYVILLE  
CAPITAL IMPROVEMENT PROGRAM

☒ New Project ☐ Existing Project

CIP#: ST-17

Project Category: Streetscape System

Project Number: NEW

Title: Village Greens

Lead Department: Public Works Department

Priority Level: Safety Improv

Description

Emeryville has a desire for more park spaces but is limited by the availability of affordable land. This project would review existing City owned properties, including dedicated right of way to identify potential new and generally smaller park sites that may be feasible to develop into small parks or "village greens".



Justification:

In order to find space for the development of park spaces it is important to explore all possibilities on City owned properties.





# Alameda County Fire Department

## Fire Prevention Bureau

### Plan Review Comments

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

Address	1550 62 <sup>nd</sup> St.	PLN #	UPDR21-001		
Business	Emerystation Overland				
Job Description	New R&D and Parking				
Reviewed By	Cesar Avila, Deputy Fire Marshal	Date	4/2/2021		Review 1

### WITH CUSTOMER FOR RESPONSE

**Re-submittal Required.** A re-submittal is required for this project. Submit your response to the Planning department.

### CORRECTIONS/CLARIFICATIONS REQUIRED.

Include an itemized response to each comment and where in the submittals the specific change or information can be found. **Cloud all changes and provide a revision date.**

- Height of the propose R&D building is confusing – some sheets indicate a height of 80' and others 107'-9 1/2" with Level 5 at 77'-0 1/2". Please state the correct proposed building height, please indicate if building is a high rise.  
Response: \_\_\_\_\_
- On Sheet G01.02 - If R&D building is a High Rise – include language to include the following: Smoke Control System, Fire Pump, Secondary Water Supply, Fire Command Center, Emergency Generator.  
Response: \_\_\_\_\_
- On Sheet G01.02 - The building is required to have an Emergency Radio Communication System. Please include language to state an ERRCS required.  
Response: \_\_\_\_\_
- Please include language and plans indicating how the project complies with 2019 CFC Chapter 5 Section 503.1.1. Fire Apparatus Access Roads. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.  
Response: \_\_\_\_\_
- On Sheet A0.01 – Fire Hydrants – please demonstrate hydrants are located with 400' of all exterior walls at grade level. Measurement shall be taken indicating fire hose lay.  
Response: \_\_\_\_\_

6. On Sheet A1.01 – please indicate location of: Smoke Control System, Fire Pump, Secondary Water Supply, Fire Command Center, Emergency Generator.

Response: \_\_\_\_\_

7. Please indicate proposed control areas.

Response: \_\_\_\_\_

This review is not final, additional review comments will result from subsequent proposal reviews.



# EMERYSTATION OVERLAND

1550 62ND STREET, EMERYVILLE, CALIFORNIA

**DRAFT 12/24/2020**

G0.00



2020.12.24 SUBMISSION SCHEDULE  
PLANNING APPLICATION

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C1.0	TOPOGRAPHIC SURVEY
C2.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C2.1	PRELIMINARY SECTIONS
C3.0	PRELIMINARY UTILITY PLAN
C4.0	PRELIMINARY STORM WATER QUALITY PLAN

**PROJECT TEAM**

OWNER  
**Wareham Development**  
1120 Nye Street, Suite 400  
San Rafael, CA 94901  
415.457.4964  
**Contact:** Jennifer Kain  
JKain@warehamdevelopment.com

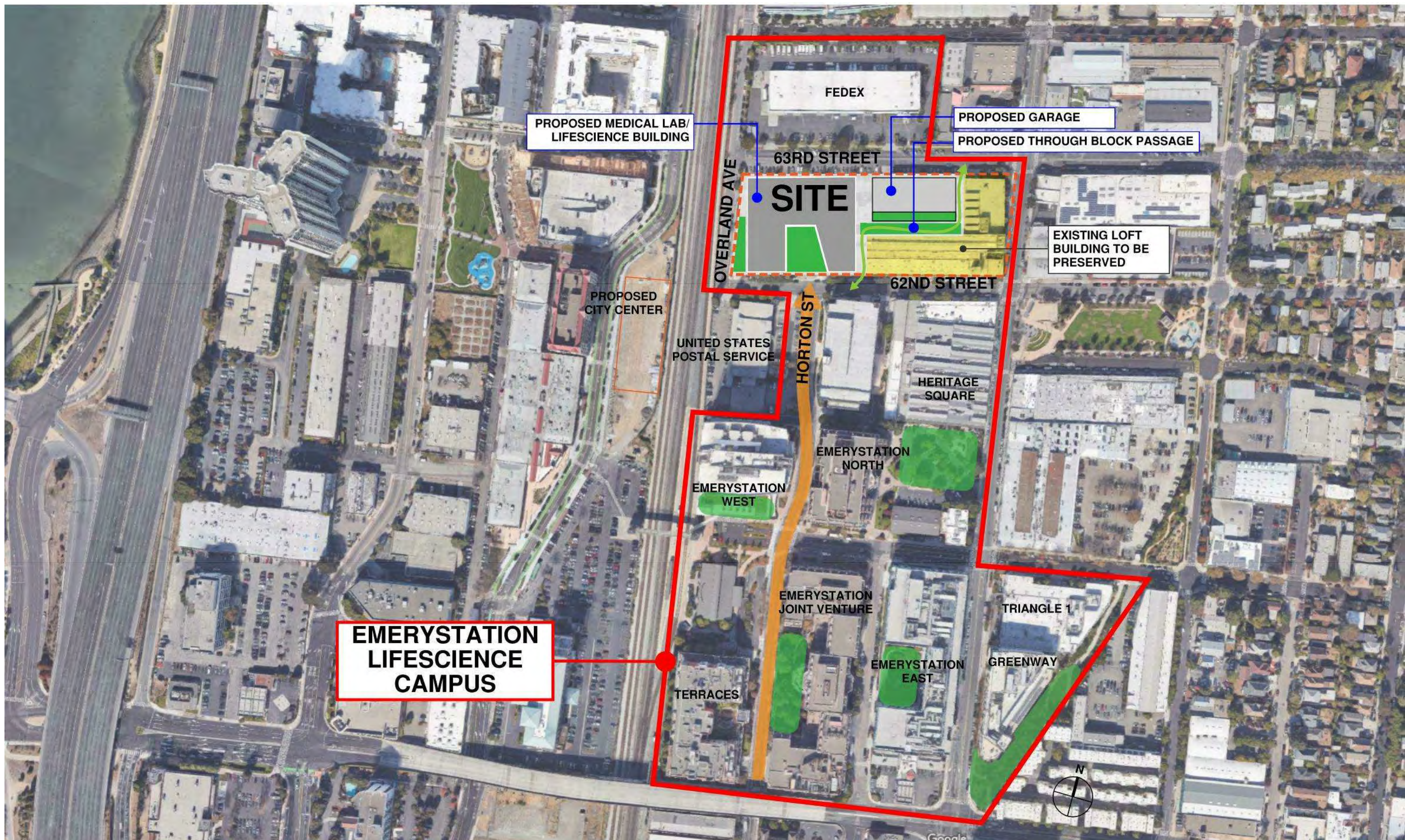
ARCHITECT:  
**Perkins&Will**  
2 Bryant Street, 3rd Floor  
San Francisco, CA 94105  
415.856.3000  
**Contact: Daniel Lam**  
Daniel.lam@perkinswill.com

**CIVIL ENGINEER**  
Kier+Wright  
2850 Collier Canyon Road,  
Livermore, CA 94551  
  
**Contact:** Anthony Vera  
avera@kierwright.com

**PARKING DESIGN & ENGINEERING**  
Watry Design, Inc  
**Contact:** Jess McInerney  
JMcInerney@watrydesign.com  
833.917.7275

LANDSCAPE DESIGNER  
**Perkins&Will**  
2 Bryant Street, 3rd Floor  
San Francisco, CA 94105  
415.856.3000  
**Contact: Daniel Lam**  
Daniel.lam@perkinswill.com









VIEW FROM HORTON STREET | 2020.11.09



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



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



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



VIEW FROM OVERLAND AND 62ND STREET LOOKING NORTH | 2020.11.09



VIEW OF EXISTING RAIL SPUR | 2020.11.09



VIEW FROM RAIL SPUR BETWEEN EXISTING BUILDINGS | 2020.07.13



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



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



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





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



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



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



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



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



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



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



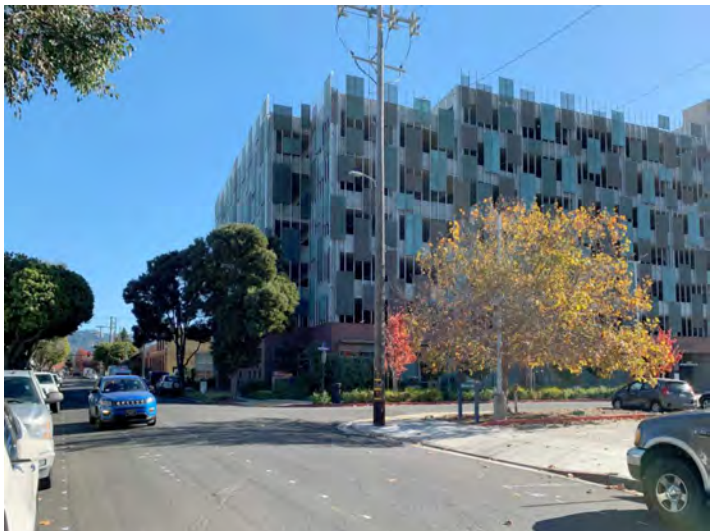
EXISTING BUILDING | 2020.11.25  
NORTH- WEST CORNER OF 62ND STREET AND HOLLIS STREET



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



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



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



PROJECT DESCRIPTION:

A FULL CITY BLOCK, SUBJECT SITE IS NEARLY 4 ACRES (172,560 SF) BOUNDED BY 62ND AND 63RD STREETS, HOLLIS AND OVERLAND.

SITE IS CURRENTLY OCCUPIED BY A 1930'S VINTAGE, MULTI-STORY, REINFORCED CONCRETE, "L"-SHAPED BUILDING (OF APPROXIMATELY 83,000 SF) WHICH FACES HOLLIS ST. AND IS COMMONLY REFERRED TO AS THE "RUBY'S BUILDING" BECAUSE OF THE WELL-LIKED CAFÉ LOCATED THERE. THERE ARE VARIOUS ANCILLARY SINGLE-STORY WAREHOUSE STRUCTURES BEHIND THE MULTI-STORY STRUCTURE. IN TOTAL THE PROJECT HOLDS ROUGHLY 160,000 SF OF OCCUPIABLE SPACE.

THE MULTI-STORY BUILDING WAS RENOVATED BY WAREHAM IN THE LATE 1970'S INTO LIVE-WORK UNITS ON THE UPPER FLOORS. SMALLER COMMERCIAL AND WAREHOUSE TENANTS WERE LOCATED ON THE GROUND FLOORS OF BOTH THE MULTI-STORY AND SINGLE-STORY BUILDINGS.

OUR INTENT IS TO RETAIN THE MULTI-STORY BUILDING AND ITS RESIDENTIAL TENANTS, WHICH WILL SIT ON A 59,235 SF SF SITE. WE WILL PARTITION A 113,325 SF SF WESTERLY PORTION OF THE SITE (SEE DIAGRAM 2). ON THAT SITE WE PROPOSE TO CONSTRUCT A NEW 5-STORY RESEARCH BUILDING OF APPROXIMATELY 300,000 SF AND SUPPORTING PARKING GARAGE OF 450 SPACES.

THIS "NEW SITE" IS ZONED OFFICE AND TECHNOLOGY, THUS ALLOWING FOR THE TYPES OF TENANTS WAREHAM HAS SUCCESSFULLY BROUGHT TO EMERYVILLE FOR OVER FOUR DECADES.

THE NEW SITE ALSO SITS IN TWO SEPARATE FAR AND HEIGHT DISTRICTS (SEE DIAGRAM 3). ROUGHLY 88% OF THE NEW SITE (I.E. 99,321 SF) ALLOWS FOR FAR OF UP TO 4.0 AND HEIGHT OF UP TO 100 FT (ASSUMING BONUS). THE EASTERLY 12% OF THE NEW SITE (14,004 SF) ALLOWS FAR OF UP TO 1.6 AND HEIGHTS OF UP TO 55 FT. THE ENTIRE NEW SITE'S FAR WOULD THUS ALLOW UP TO 419,690 SF OF NEW CONSTRUCTION.

WAREHAM IS PROPOSING A VERY MEASURED DEVELOPMENT VS. ALLOWABLE DENSITIES AND HEIGHTS.

WHILE THE MAJORITY OF THE SITE ALLOWS FOR HEIGHTS UP TO 100 FT., WAREHAM IS PROPOSING A NEW BUILDING OF ONLY 80 FEET, VERY MUCH CONSISTENT WITH THE OVERALL MASSING OF THE EMERYSTATION CAMPUS. 5858 HORTON ST/EMERYSTATION1, 5980 HORTON ST/EMERYSTATION NORTH, 5885 HORTON ST/TERRACES GARAGE AND CONDOMINIUMS, 5885 HOLLIS ST/EMERYSTATION EAST, AND 6100 HORTON ST GARAGE ARE ALL BETWEEN 75 AND 80 FEET TALL. AS A COMPARISON, THE RECENTLY-APPROVED CITY CENTER LAB BUILDING IMMEDIATELY TO THE WEST WILL BE 120 FT., EFFECTIVELY 50% TALLER THAN WHAT WE ARE PROPOSING.

WHILE THE SITE ALLOWS FOR AN FAR DENSITY OF UP TO +/- 420,000 SF, WAREHAM IS PROPOSING A PROJECT OF 300,000 FAR SF (ROUGHLY 70% OF THE MAXIMUM ALLOWABLE).

WAREHAM HAS LISTENED CLOSELY TO THE FEEDBACK THE PLANNING COMMISSION HAS BEEN GIVING TO BIOMED REALTY ABOUT THE PARKING GARAGE THEY ARE PROPOSING ON HORTON ST TO THE SOUTH. THERE, THE COMMISSION HAS BEEN CONTINUALLY PRESSING THE DEVELOPER TO REDUCE THE PARKING RATIO TO 1.5/1000 AND TO SET THE GARAGE MASS BACK FROM THE FORTHCOMING SHERWIN WILLIAMS RESIDENTIAL UNITS. WHERE THAT DEVELOPER IS PROPOSING AN 11-LEVEL GARAGE, OUR GARAGE IS ONLY 5 LEVELS AND IS DESIGNED AT A 1.5/1000 RATIO AND ALREADY STEPS BACK FROM THE RESIDENTIAL UNITS AND ADDS ABUNDANT LANDSCAPING AT THAT LEVEL TO SOFTEN THE VISUAL IMPACT.

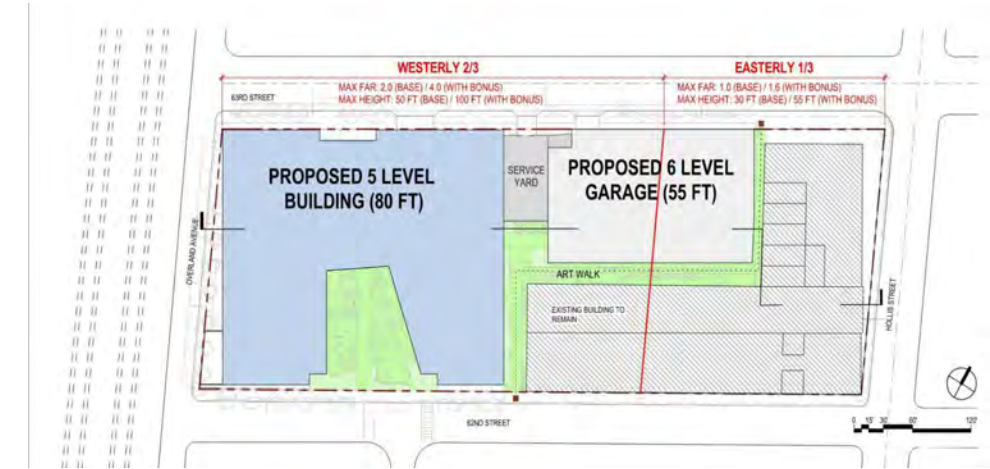


DIAGRAM 1

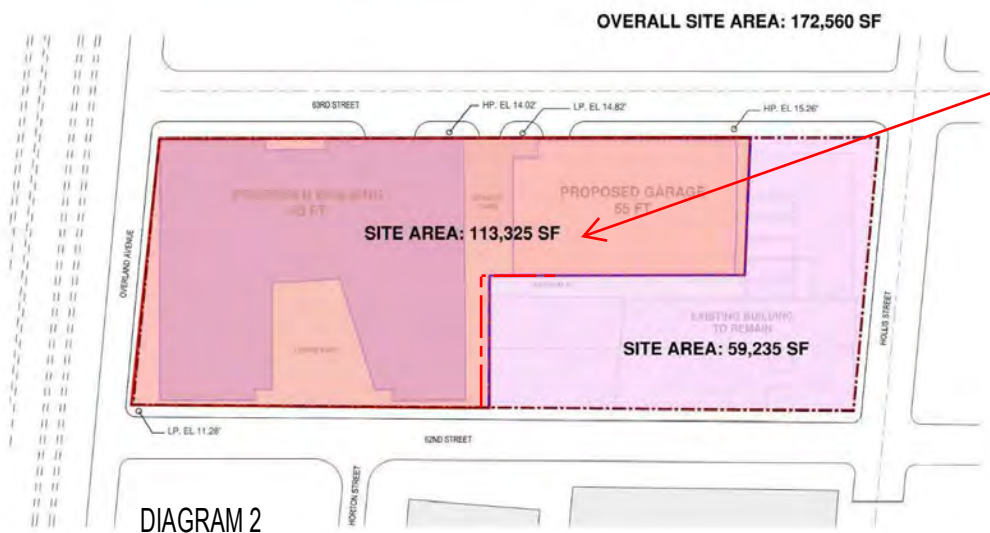


DIAGRAM 2

MAJOR BENEFITS:

PRESERVATION OF A MEANINGFUL ARCHITECTURAL STRUCTURE THAT HARKENS BACK TO EMERYVILLE'S INDUSTRIAL PAST.

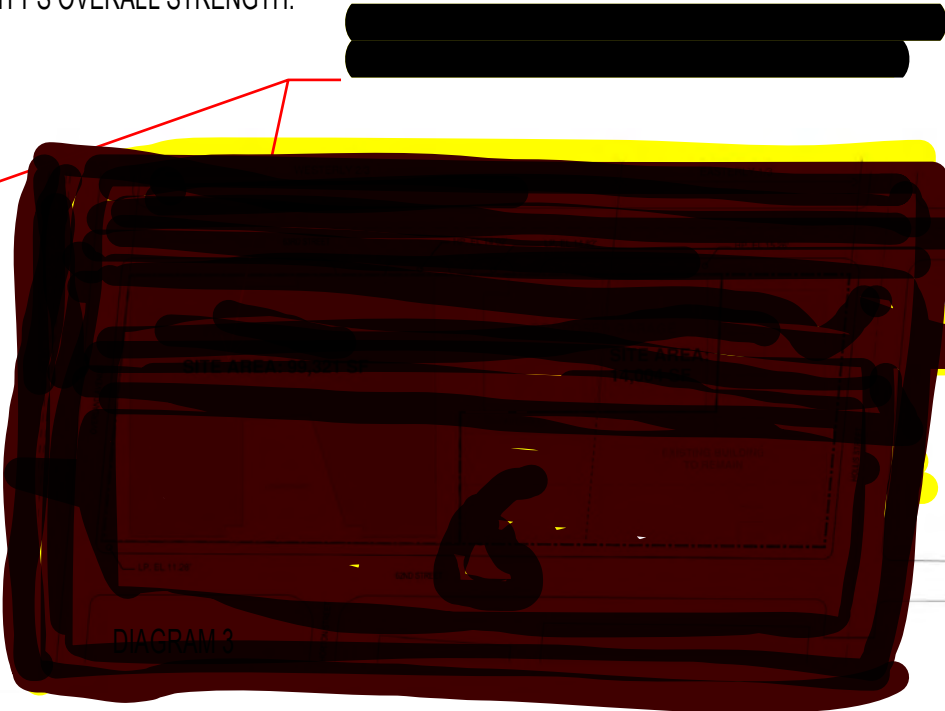
PRESERVATION OF FLEXIBLE, AFFORDABLE LIVE-WORK RESIDENTIAL UNITS.

SCALE IN KEEPING WITH THE HEIGHTS AND DENSITIES OF OUR SURROUNDING CAMPUS, NOT LOOKING FOR MAXIMUM DEVELOPMENT.

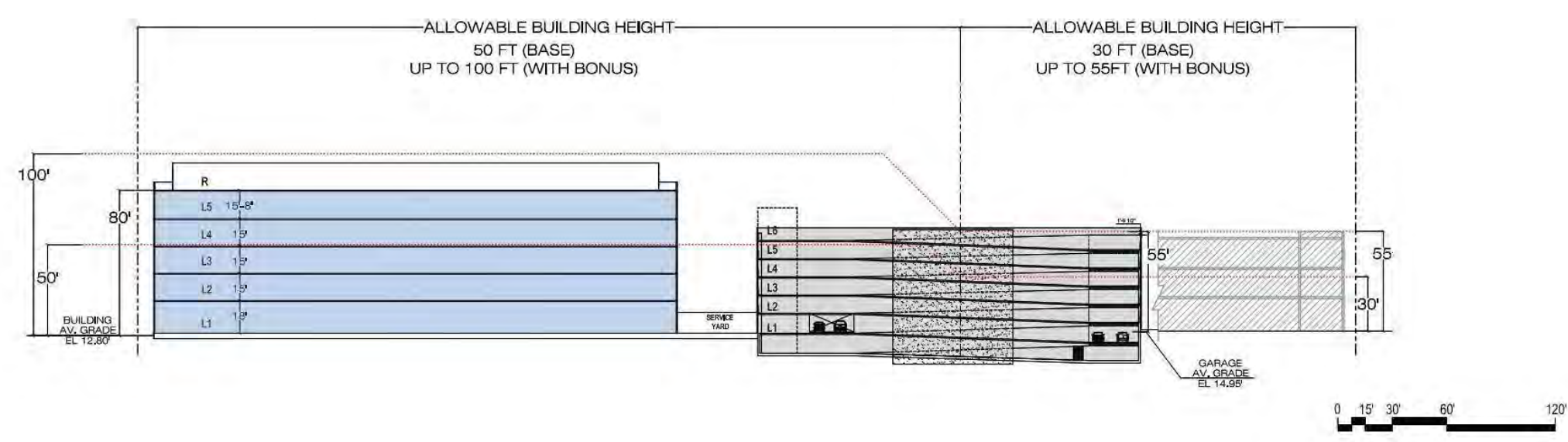
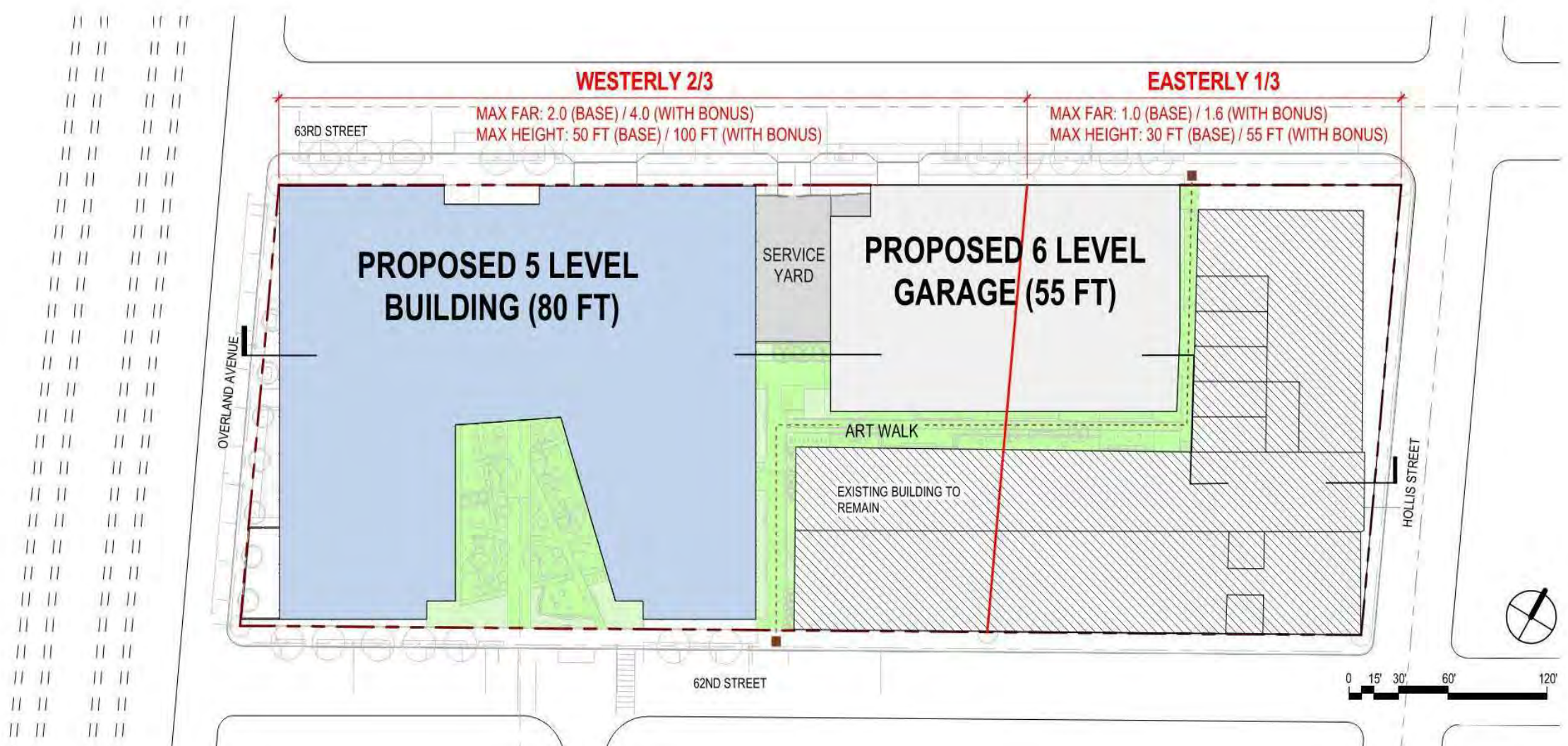
PROJECT WILL NO DOUBT INCLUDE MATERIAL PUBLIC IMPROVEMENTS TO 63RD STREET WHICH SORELY NEEDS THOSE.

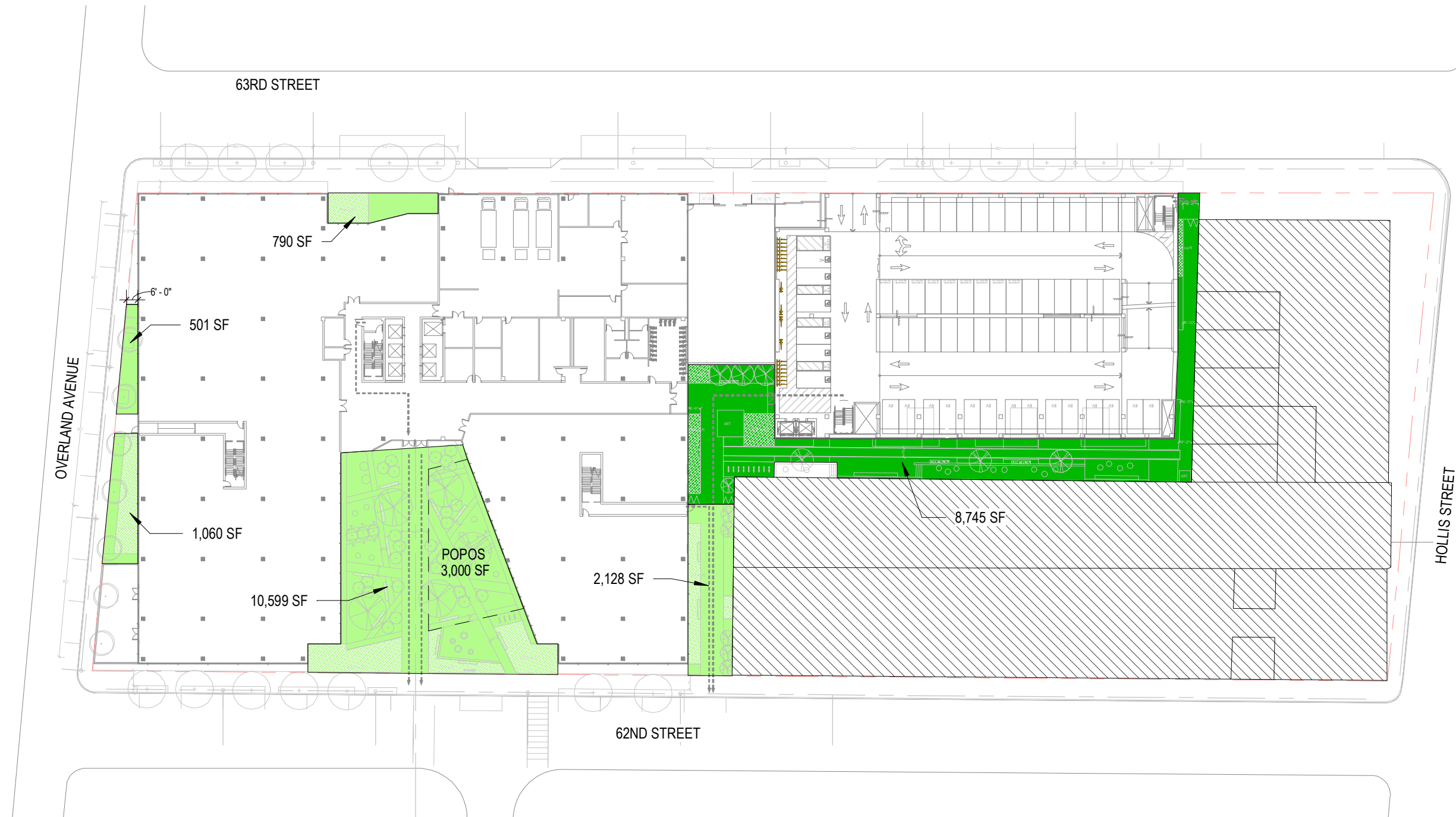
NEW PROJECT THAT WILL BE A SOURCE OF DEVELOPMENT FEES AND ONGOING TAX REVENUES (INCLUDING EMERYGOUND AND SCHOOL LEVIES) FOR THE CITY, AS WELL AS HOUSING NEW AND GROWING BUSINESSES WHO THEMSELVES ADD VITALITY AND ECONOMIC HEALTH TO THE CITY.

THIS IS A LOGICAL EXPANSION OF THE NATIONALLY-KNOWN EMERYSTATION RESEARCH CAMPUS IN EMERYVILLE. IT AND THE REST OF THE CAMPUS, PLUS ITS SISTER CAMPUS IN WEST BERKELEY, HAVE BEEN HEAVILY INFLUENCED BY WAREHAM'S EARLY ASSOCIATION WITH WHAT WAS A THEN NASCENT BIOTECH INDUSTRY AND WHICH HAS BECOME A SHINING STAR ECONOMICALLY AND IN THE WAY IT IMPROVES THE LIVES AND HEALTH OF INDIVIDUALS. WAREHAM WAS A STRATEGIC PARTNER ASSISTING THE GROWTH OF CETUS AND CHIRON, BOTH COMPANIES WHO WERE INTEGRAL TO EMERYVILLE'S RENAISSANCE, AND WAREHAM'S CAMPUS CONTINUES TO ATTRACT EXISTING AND NEW PLAYERS IN THE BIOTECH INDUSTRY (E.G. NOVARTIS, ZYMERGEN, BOLT THREADS, ETC.) THAT ADD TO THE CITY'S OVERALL STRENGTH.









#### OPEN SPACE CALCULATIONS PER 9-4.303(3)ii.(2):

BUILDING GROSS FLOOR AREA = 300,000 SF.

COMMON OPEN SPACE REQUIREMENT:

A) 5% OF GSF. TOTAL AREA REQUIRED: 15,000 SF.

B) 1% OF GSF SHALL BE POPOS. AREA REQUIRED: 3,000 SF OF 15,000 SHALL BE POPOS.

TOTAL COMMON OPEN SPACE PROVIDED:

$790 + 501 + 1,060 + 10,599 + 2,128 = 15,078$  SF

#### PUBLIC OPEN SPACE CALCULATIONS PER 9-4.204(e):

COMMUNITY BENEFITS AND BONUS POINTS:

SITE AREA: 172,560 SF

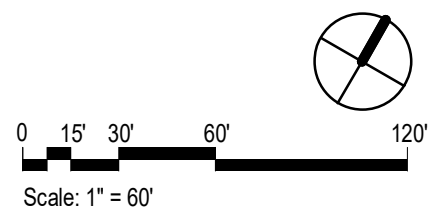
20 POINT: 5% OF SITE AREA (ADDITIONAL OPEN SPACE)

AREA REQUIRED:  $172,560 \times 0.05 = 8,628$  SF.

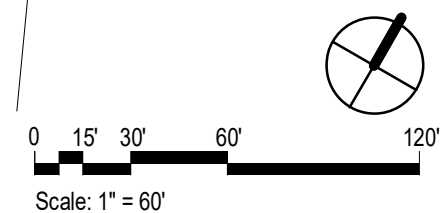
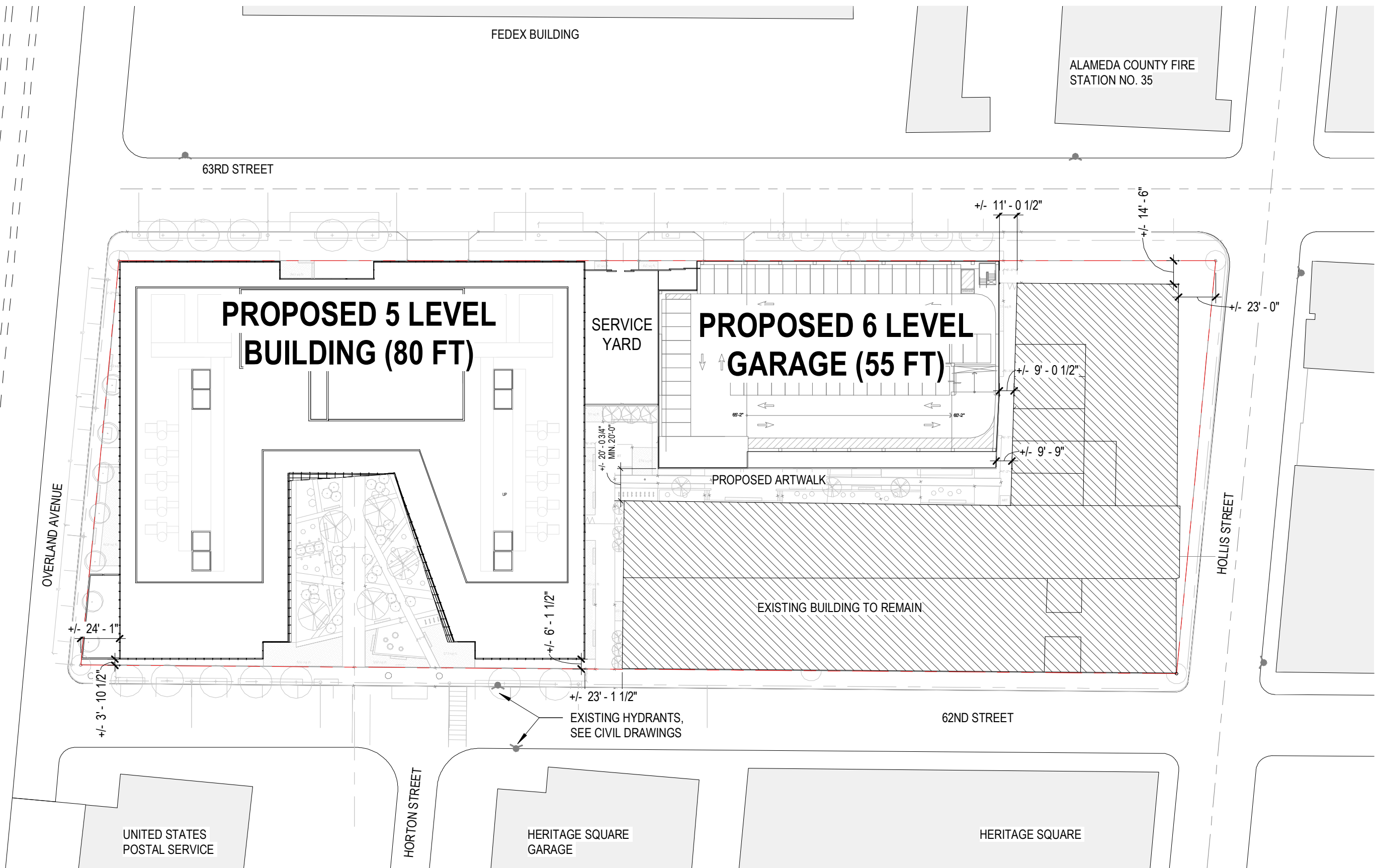
AREA PROVIDED: 8,745 SF.

## 1 OPEN SPACE

1" = 60'-0"











## EMERYSTATION OVERLAND

1550 62nd Street, Emeryville, California

SITE AERIAL

**DRAFT 12/24/2020**

A0.02



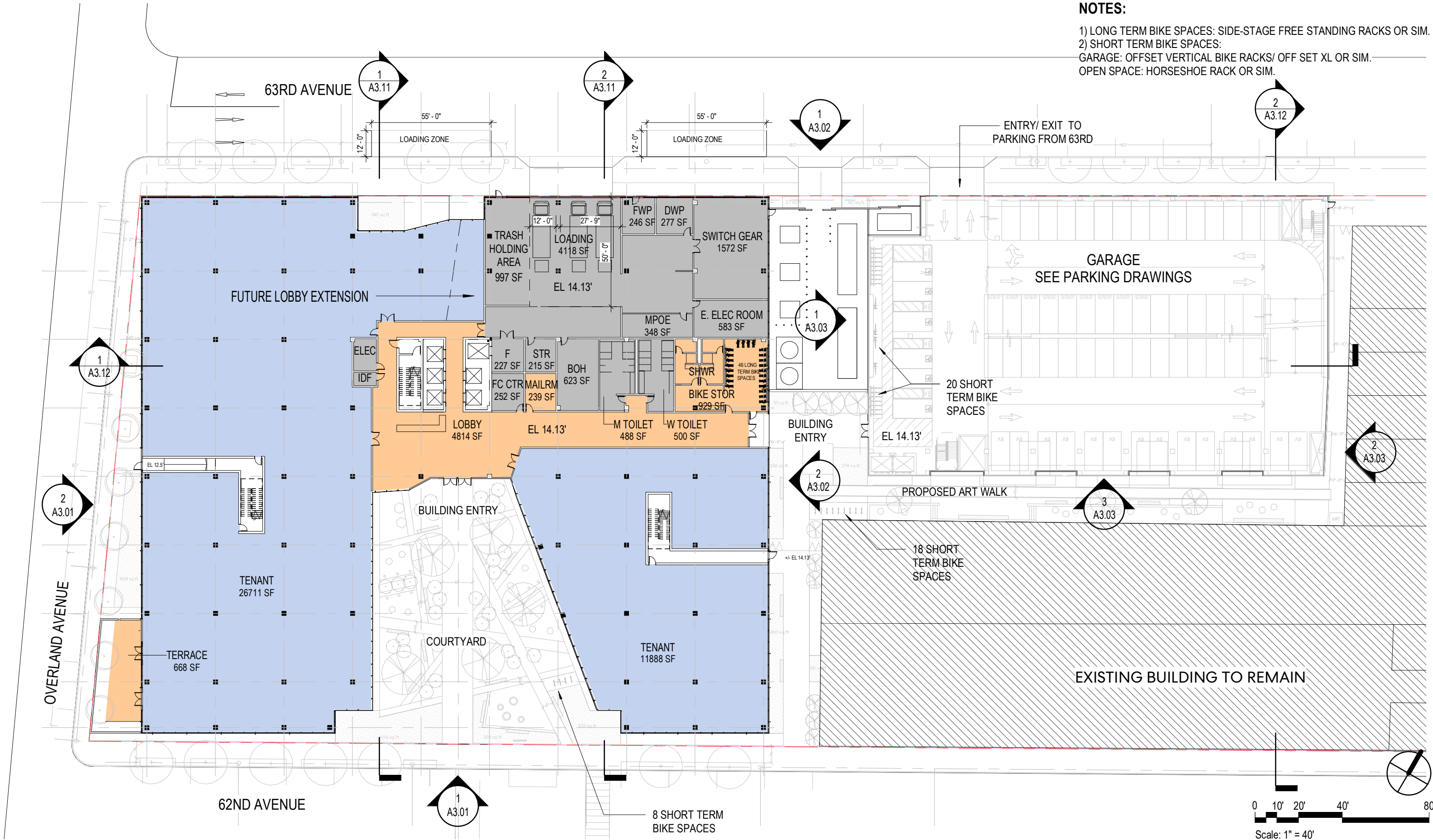


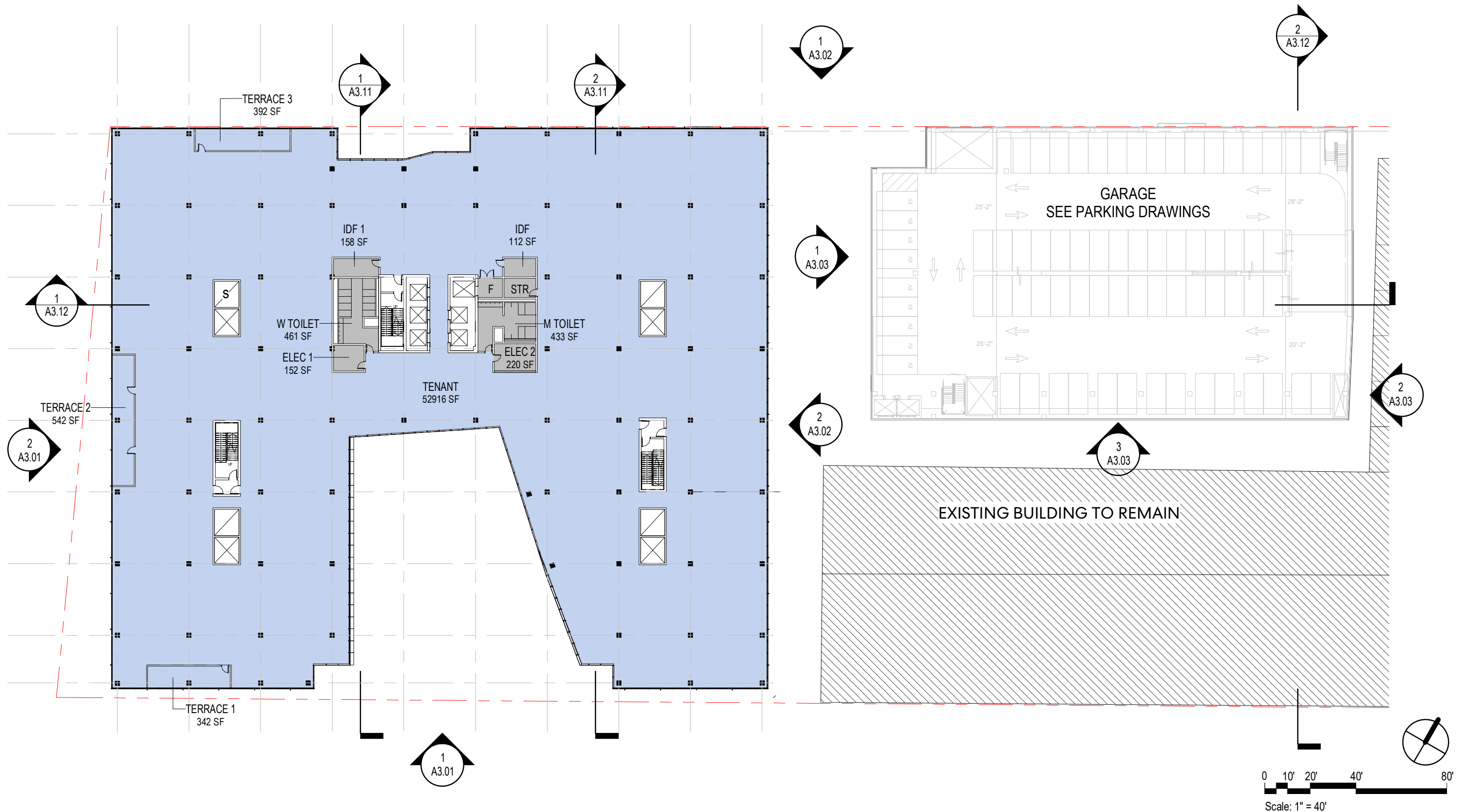




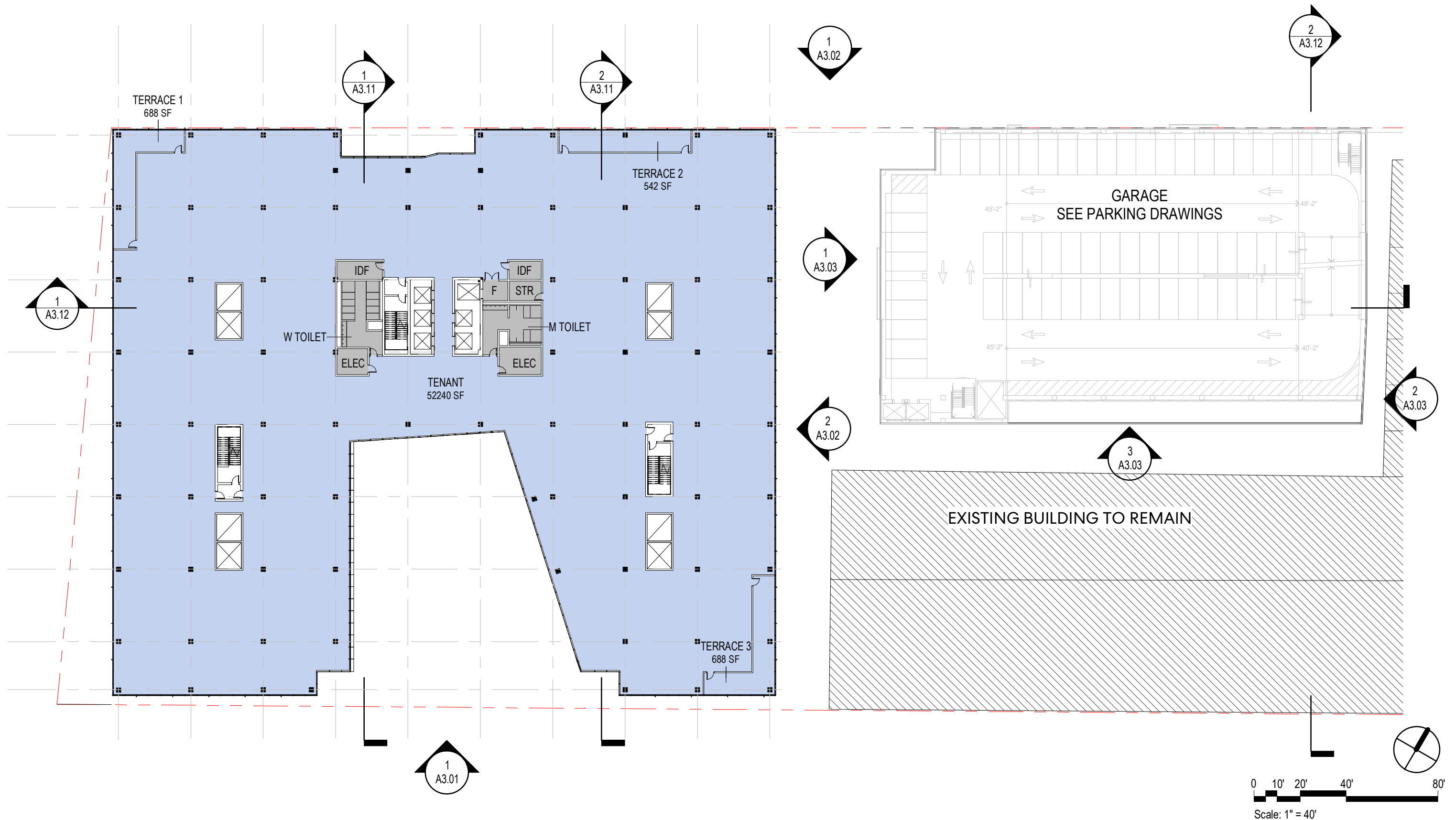


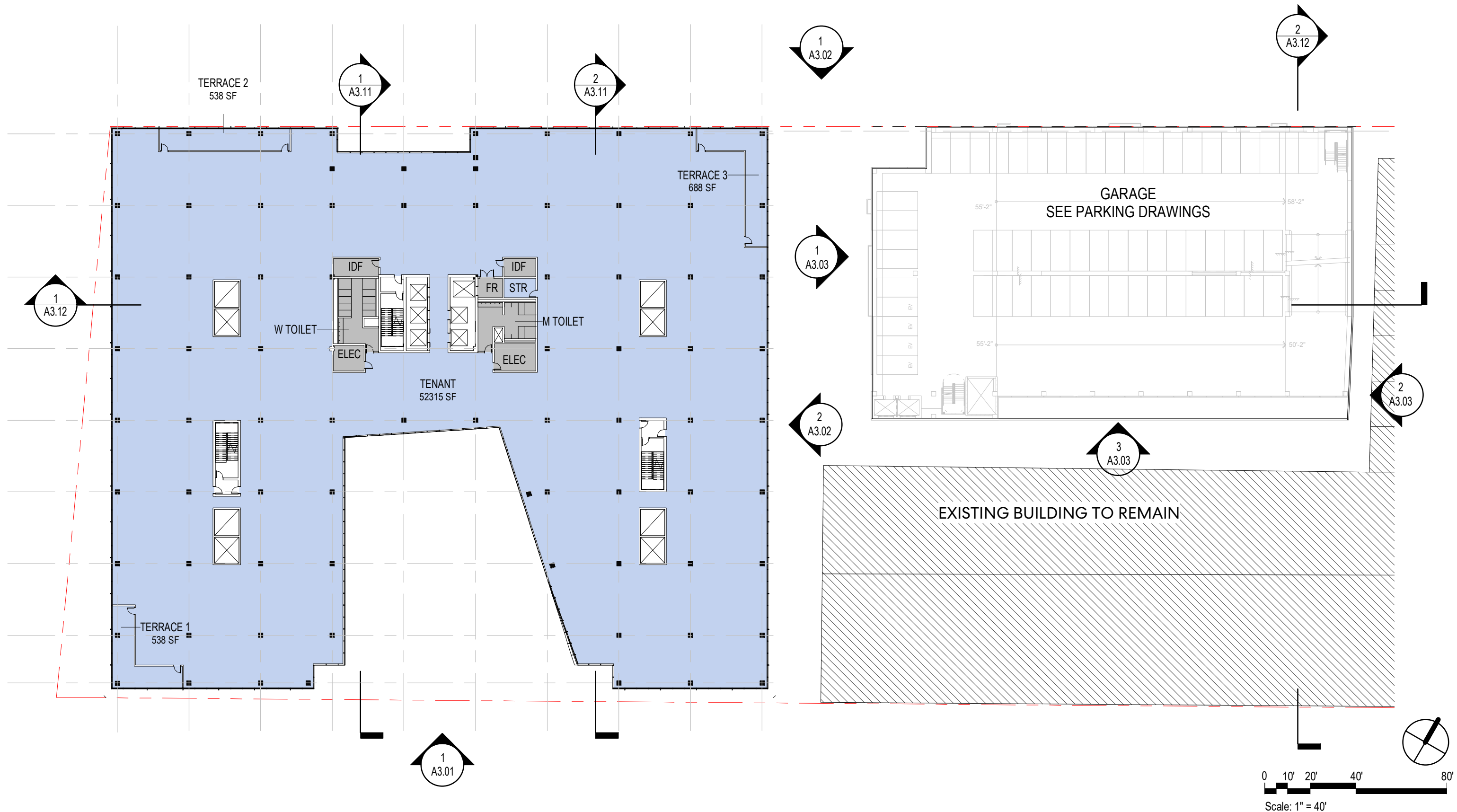
- NOTES:**
- 1) LONG TERM BIKE SPACES: SIDE-STAGE FREE STANDING RACKS OR SIM.
  - 2) SHORT TERM BIKE SPACES:
  - GARAGE: OFFSET VERTICAL BIKE RACKS/ OFF SET XL OR SIM.
  - OPEN SPACE: HORSESHOE RACK OR SIM.

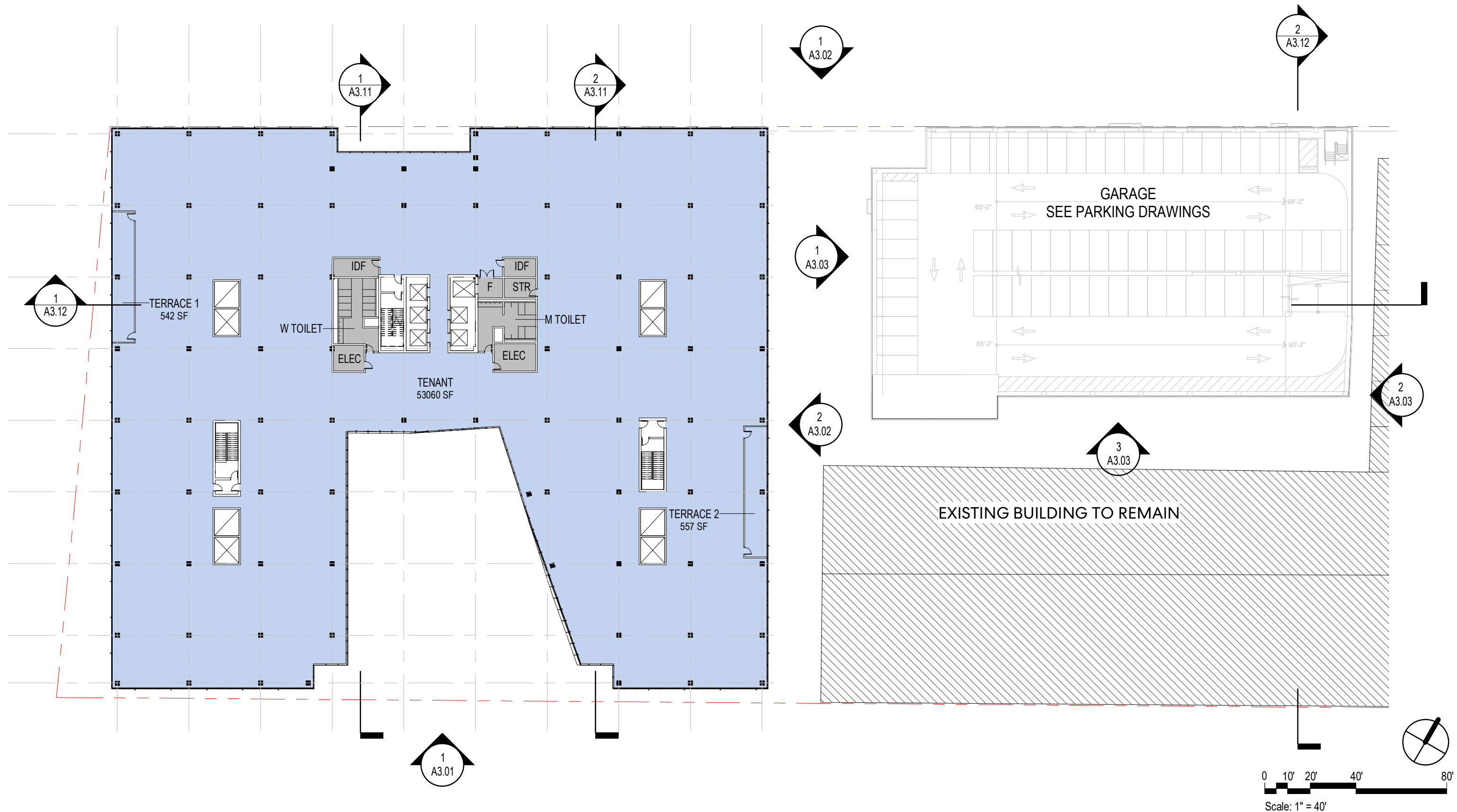


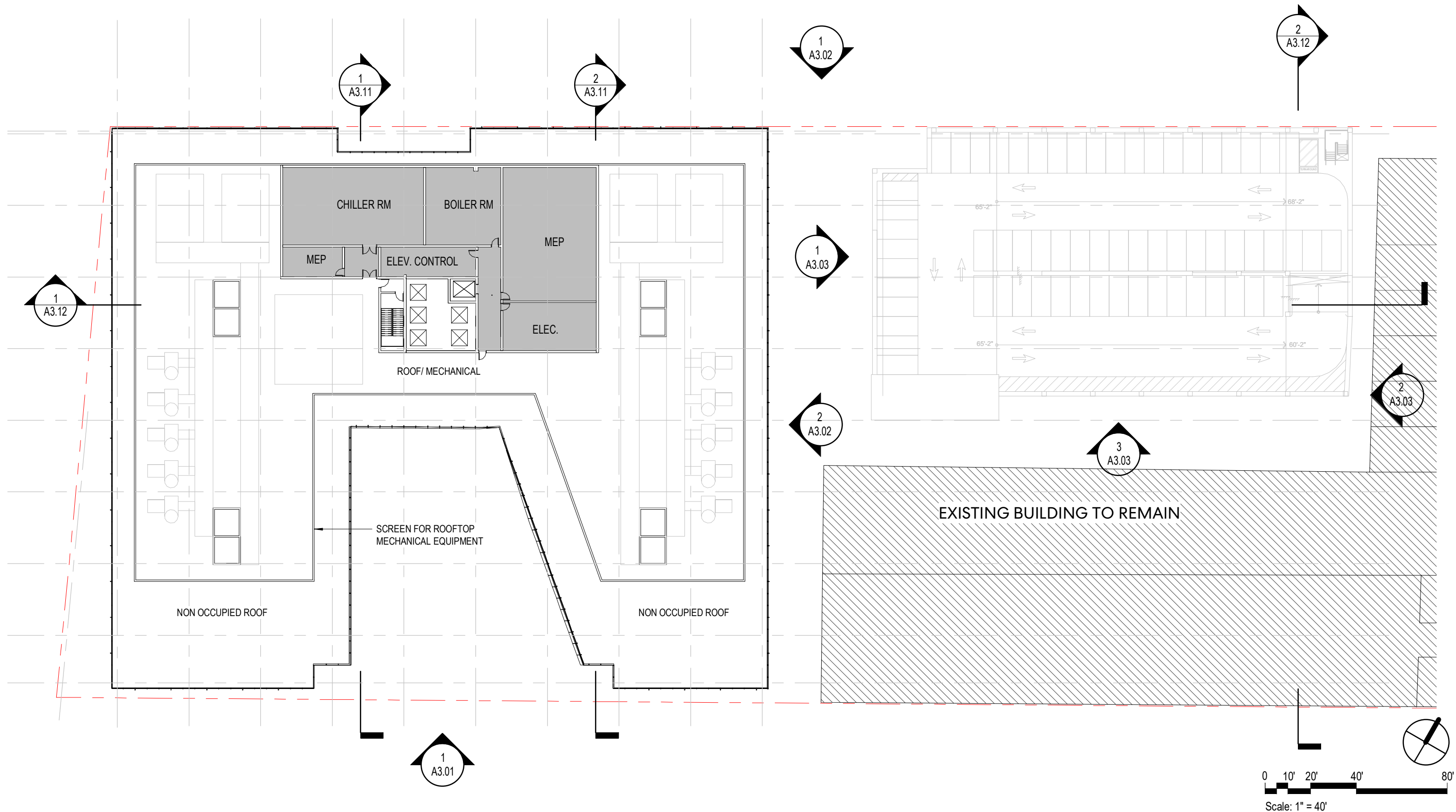




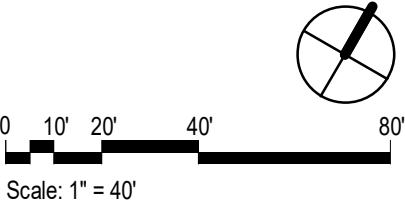
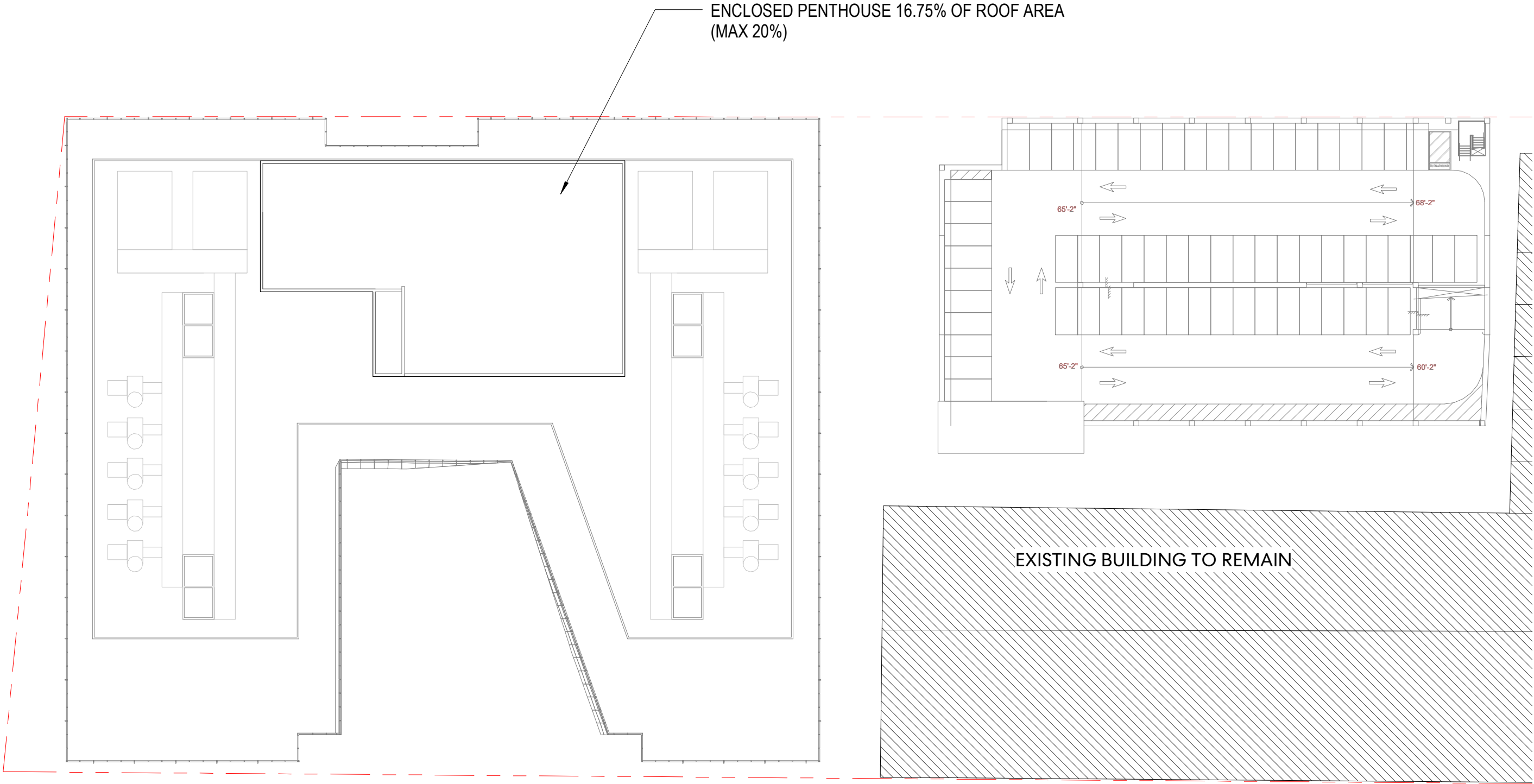


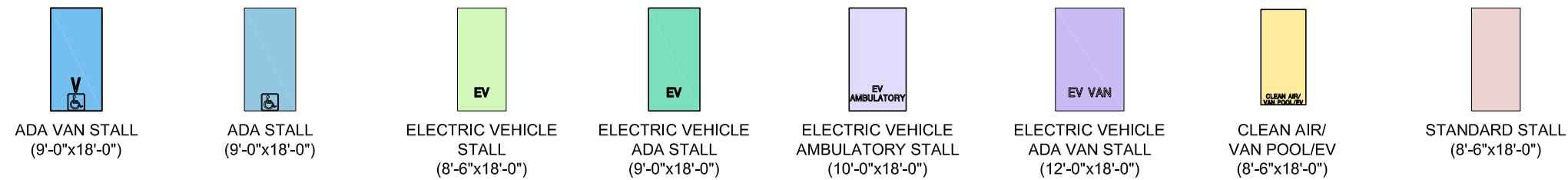






**NOTES:**  
ROOF AREA: 60,515 SF  
ENCLOSED PENTHOUSE AREA: 10,140 SF  
% OF ENCLOSED PENTHOUSE: 10,140/60,515 = 16.75 %

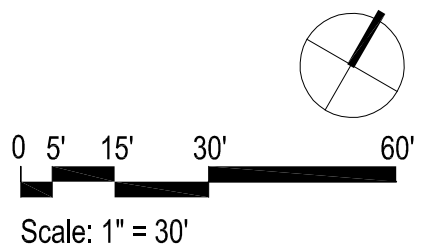
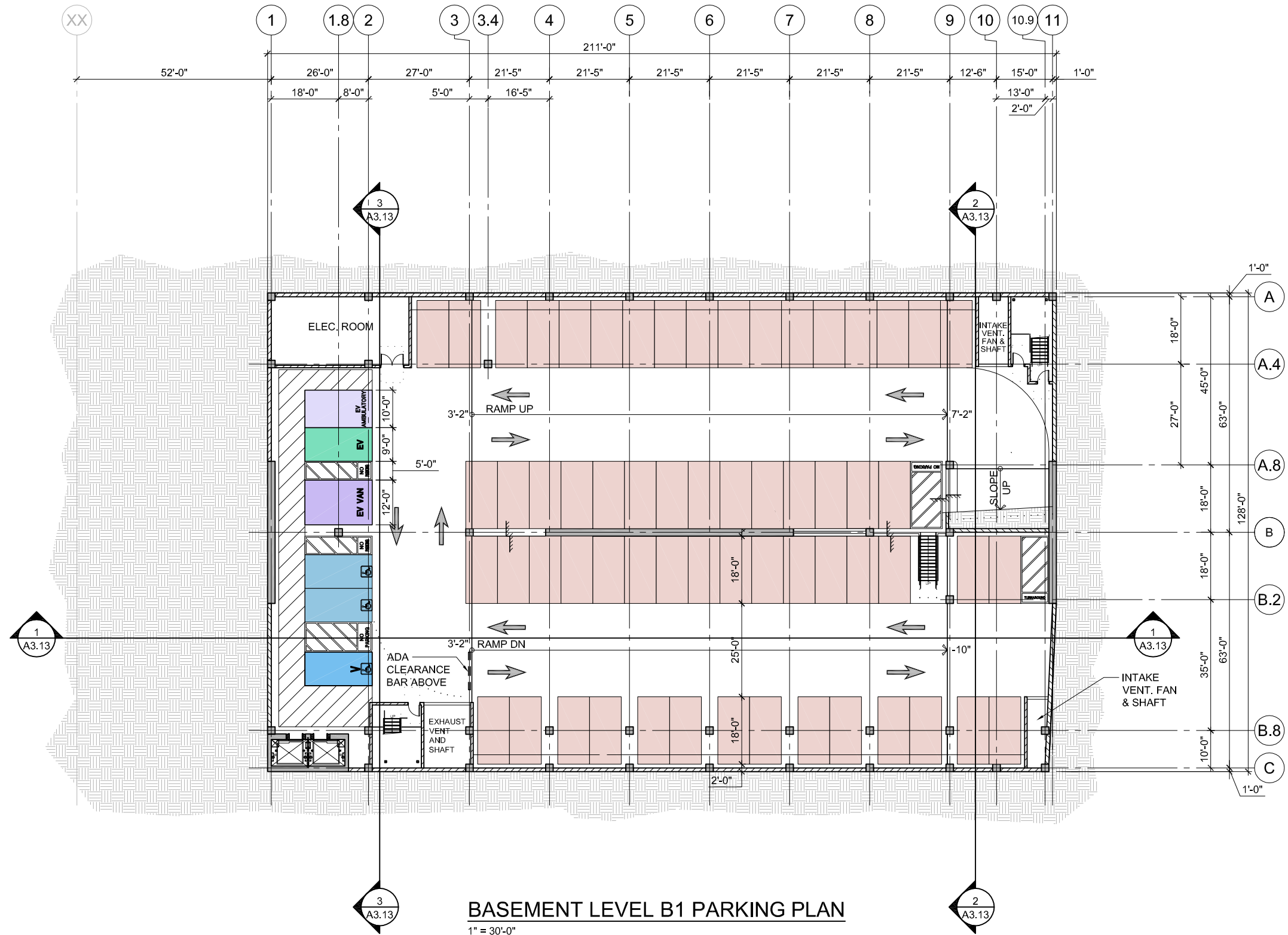




SUMMATION CHART (PARKING GARAGE)											
LEVEL	VAN ACCESSIBLE (9'-0" x 18'-0")	ACCESSIBLE (9'-0" x 18'-0")	EV (8'-6" x 18'-0")	EV (9'-0" x 18'-0")	EV AMBULATORY (10'-0" x 18'-0")	EV VAN (12'-0" x 18'-0")	CLEAN AIR/ VANPOOL/EV (8'-6" x 18'-0")	STANDARD (8'-6" x 18'-0")	TOTAL	SQ. FOOTAGE	SQ. FEET PER 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	26,963	402
TOTAL:	2	7	45	1	1	1	9	384	450	177,368	394

EV DATA:

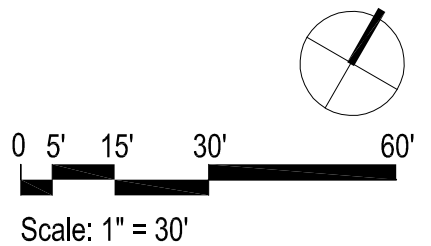
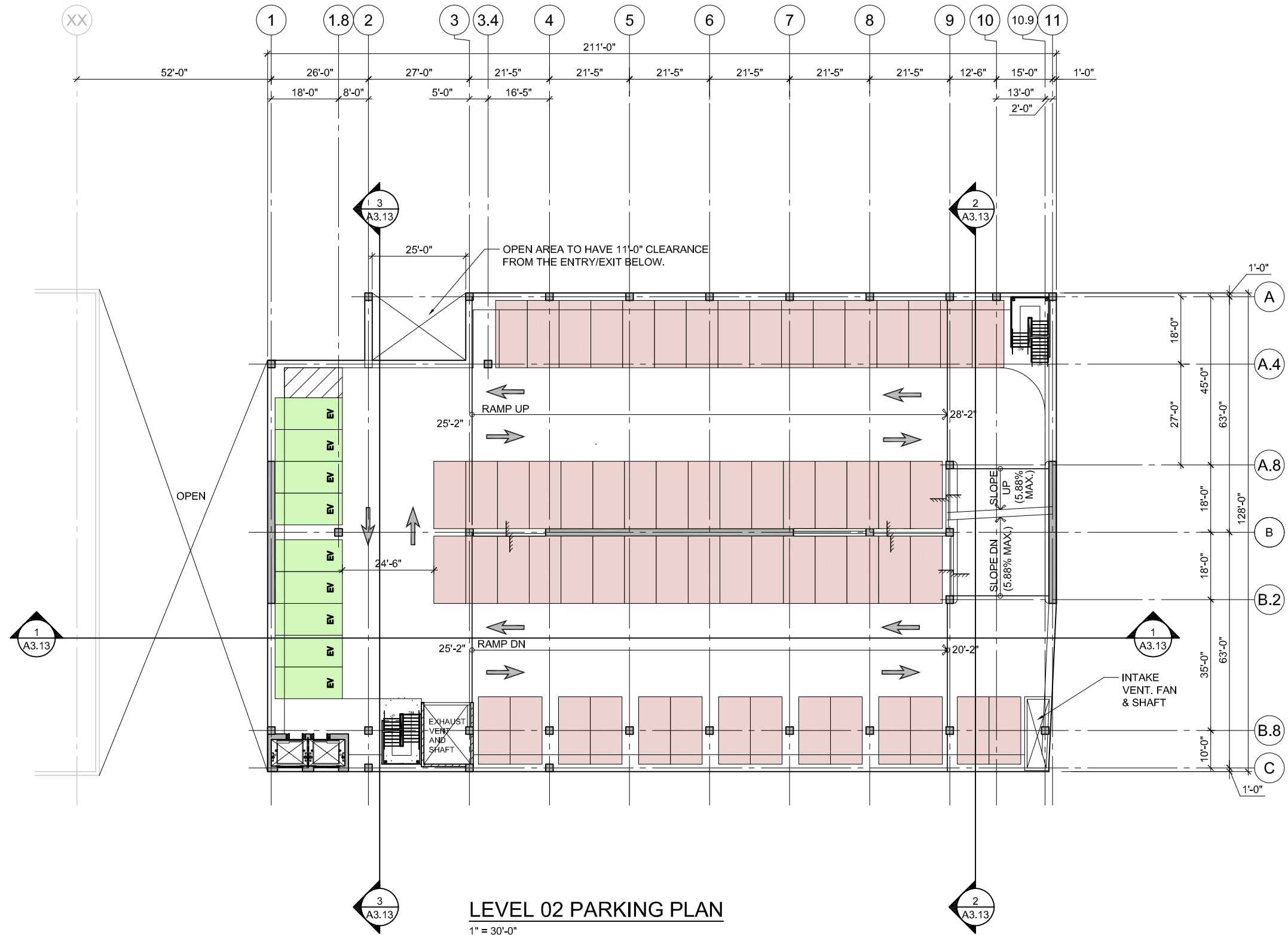
1. Cal Green design spaces - 12%
2. EV chargers - 10%

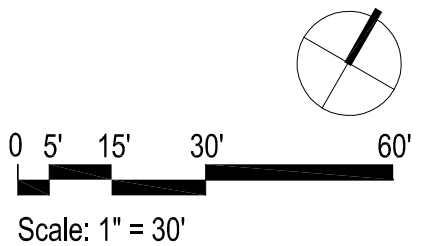
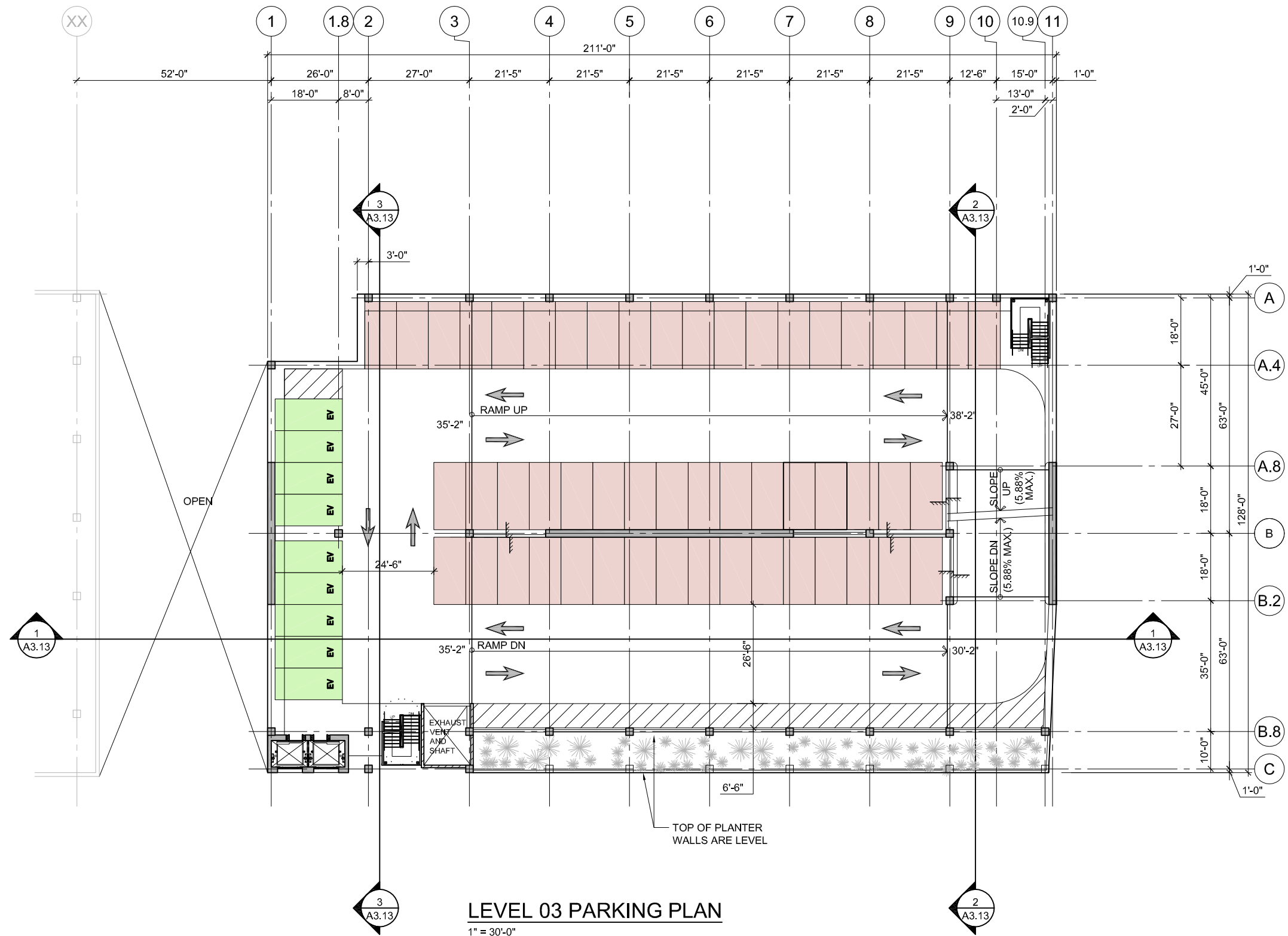


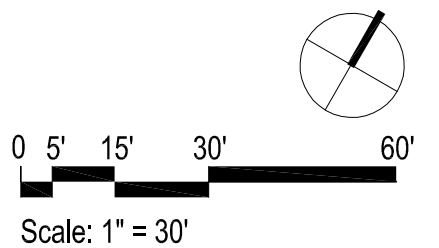
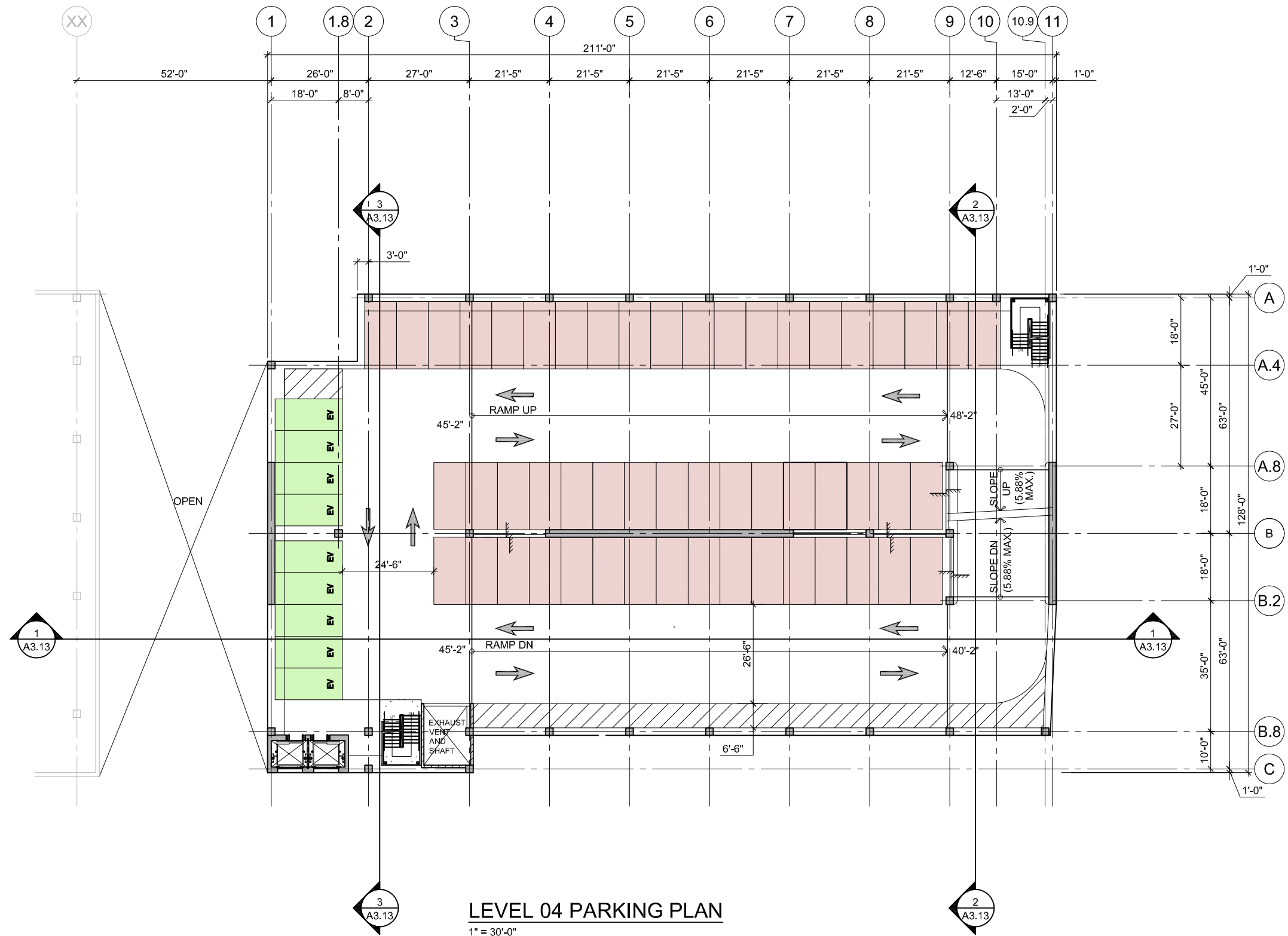


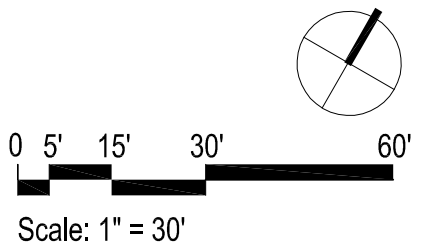
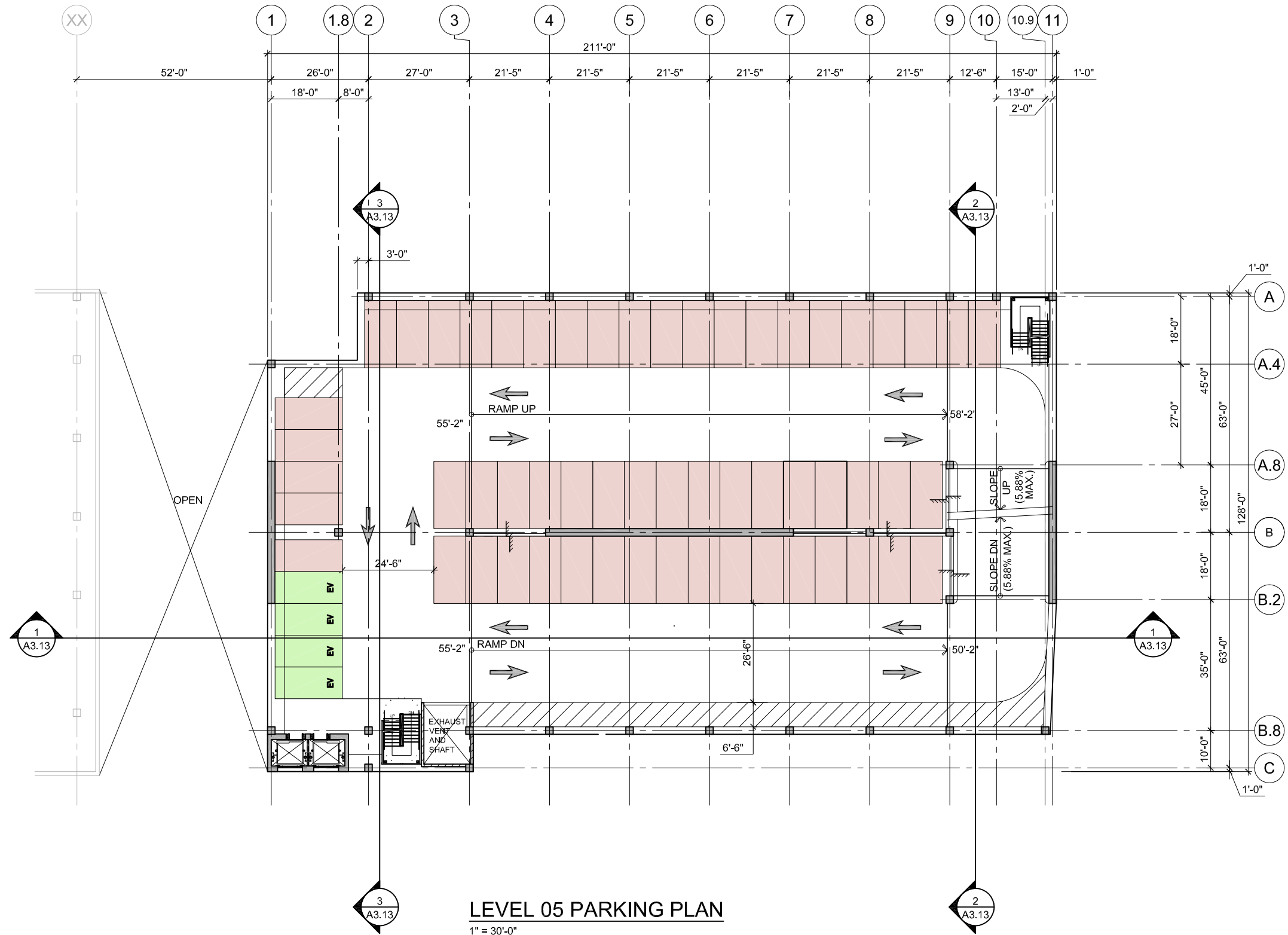


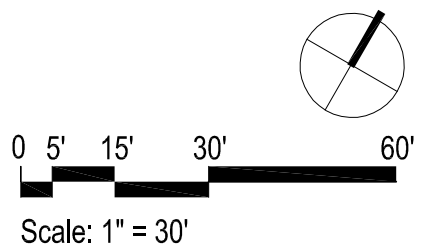
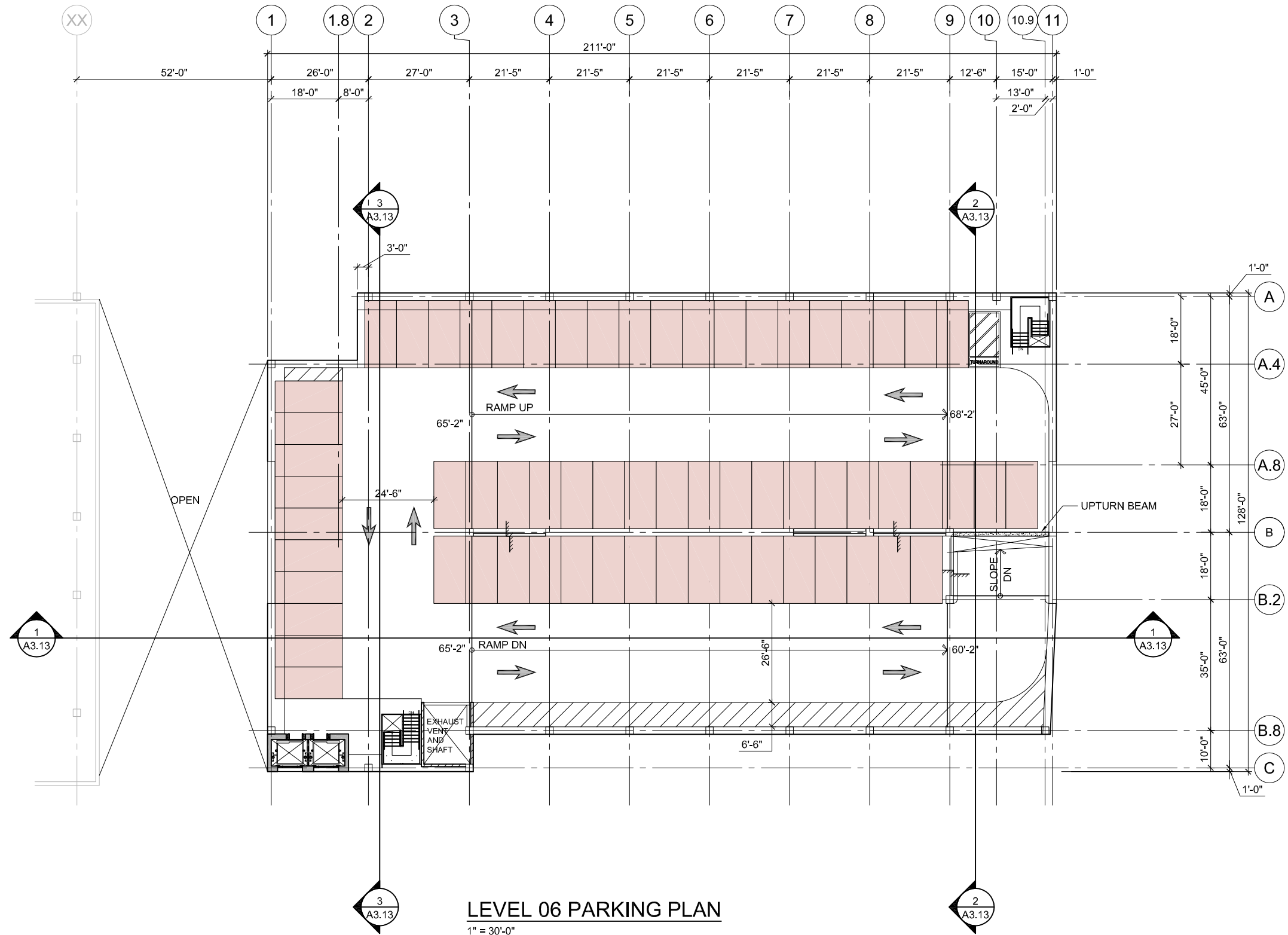




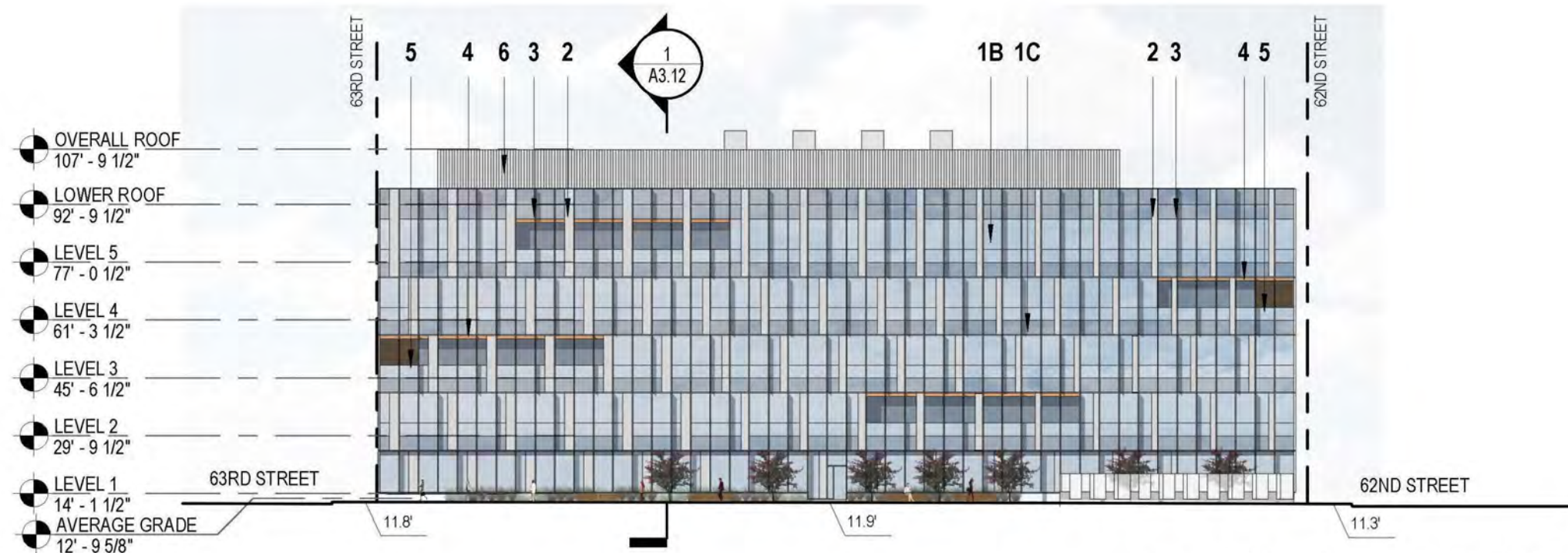












**2 WEST ELEVATION**  
1" = 40'-0"

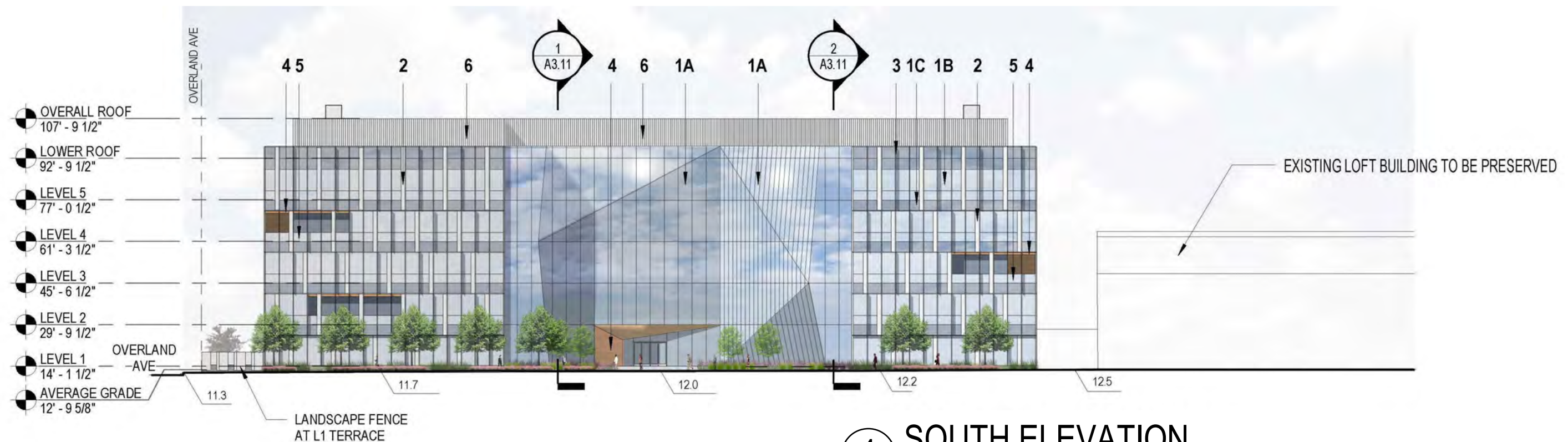
## MATERIAL LEGEND

### BUILDING FACADE MATERIALS

- 1A** GLASS WITH REFLECTIVE COATING, 4 SIDED SSG
- 1B** TINTED GLASS, FULLY CAPTURED/ 3 OR 2 SIDED SSG
- 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** PARKLEX PANEL OR SIM. WOOD-LIKE EXTERIOR PANEL
- 5** GLASS GUARDRAIL
- 6** MORIN MATRIX SERIES OR SIM. METAL SCREEN

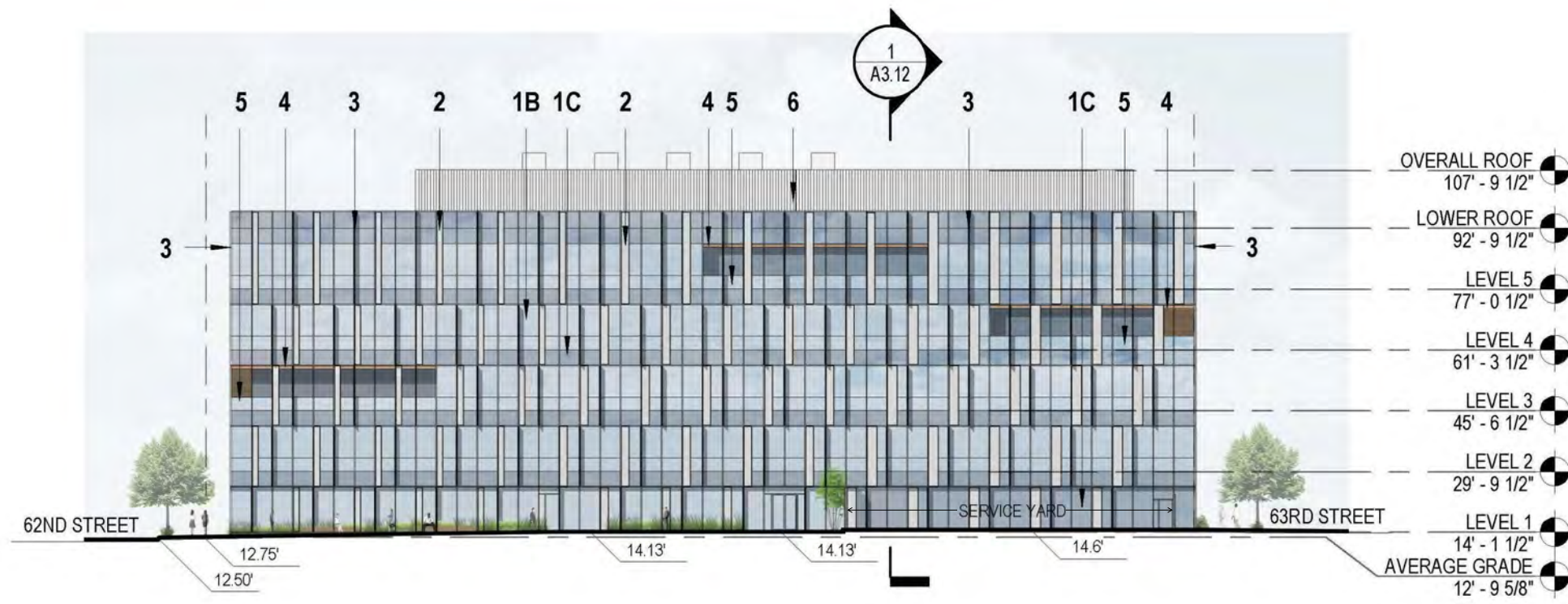
### GARAGE FACADE MATERIALS

- 11A** BOARD FORM CONCRETE
- 11B** BOARD FORM CONCRETE WITH 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



**1 SOUTH ELEVATION**  
1" = 40'-0"





**2 EAST ELEVATION**  
1" = 40'-0"

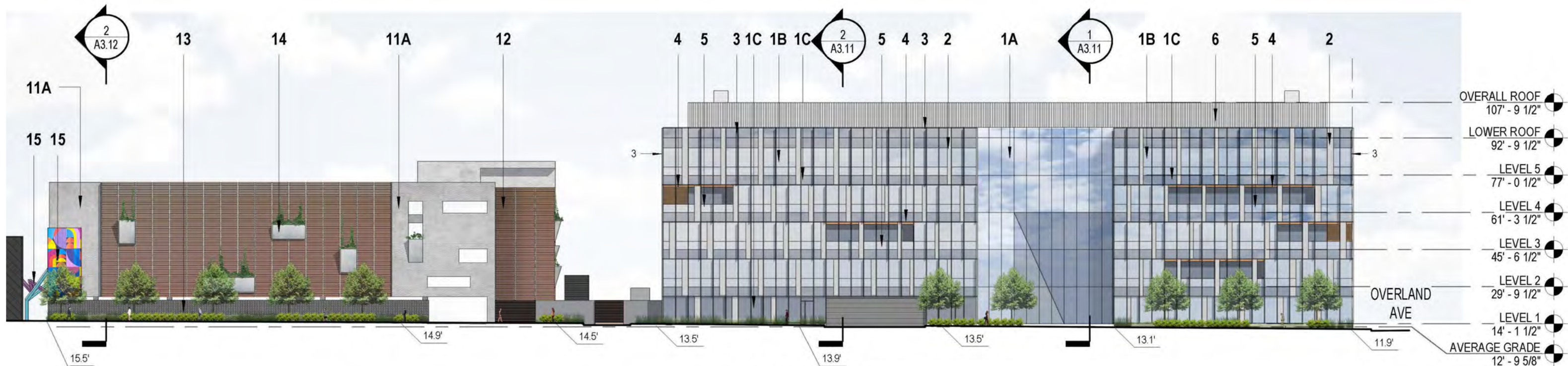
## MATERIAL LEGEND

### BUILDING FACADE MATERIALS

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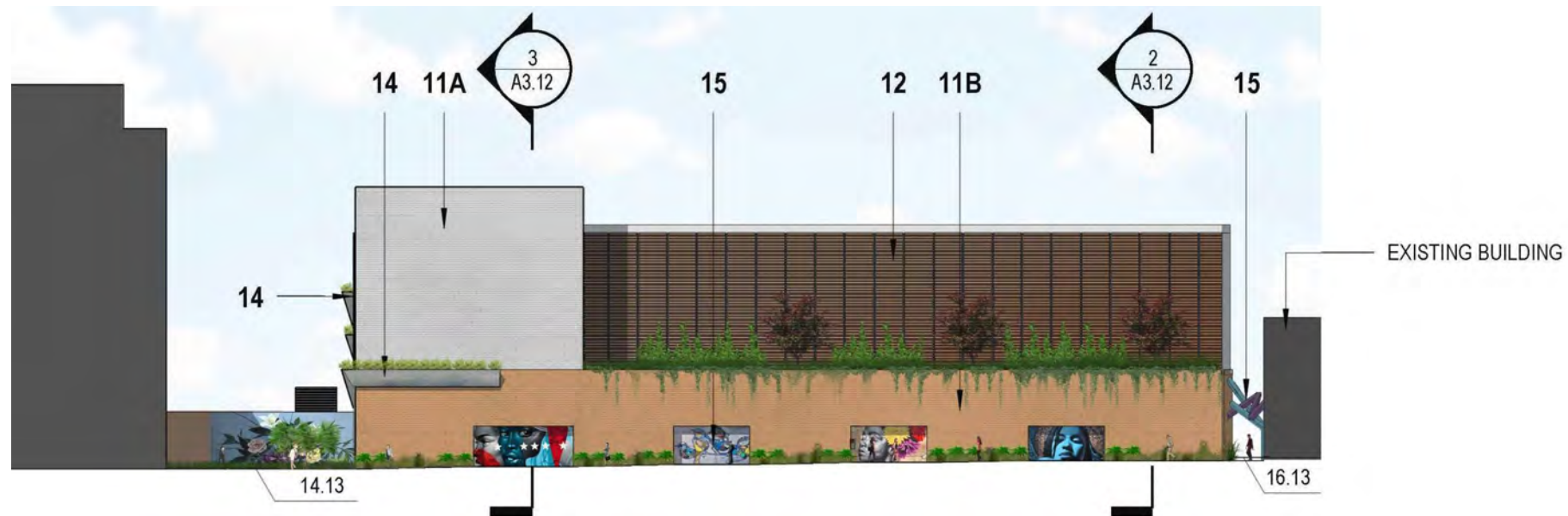
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- 13** MASONRY WALL WITH COLOR GLASS INSERTS
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- 15** POSSIBLE LOCATION FOR POTENTIAL ART WORK



**1 NORTH ELEVATION**  
1" = 40'-0"





**3 GARAGE SOUTH ELEVATION**  
1" = 40'-0"

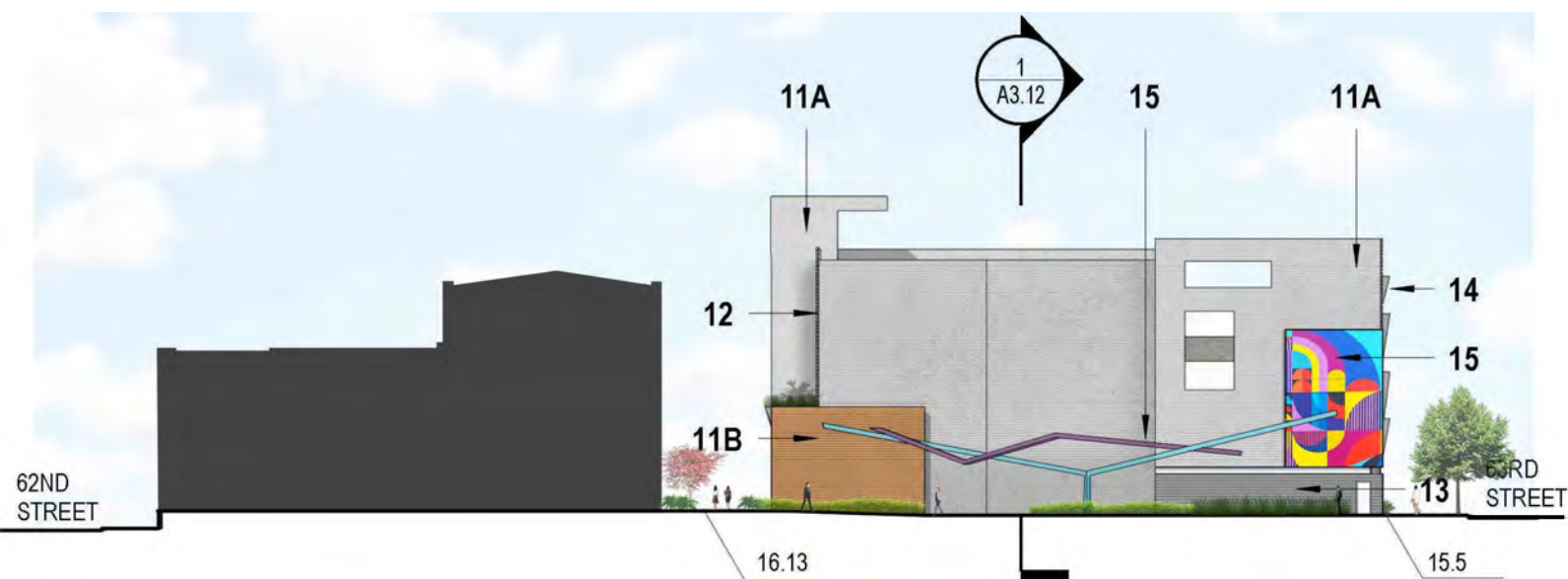
## MATERIAL LEGEND

### BUILDING FACADE MATERIALS

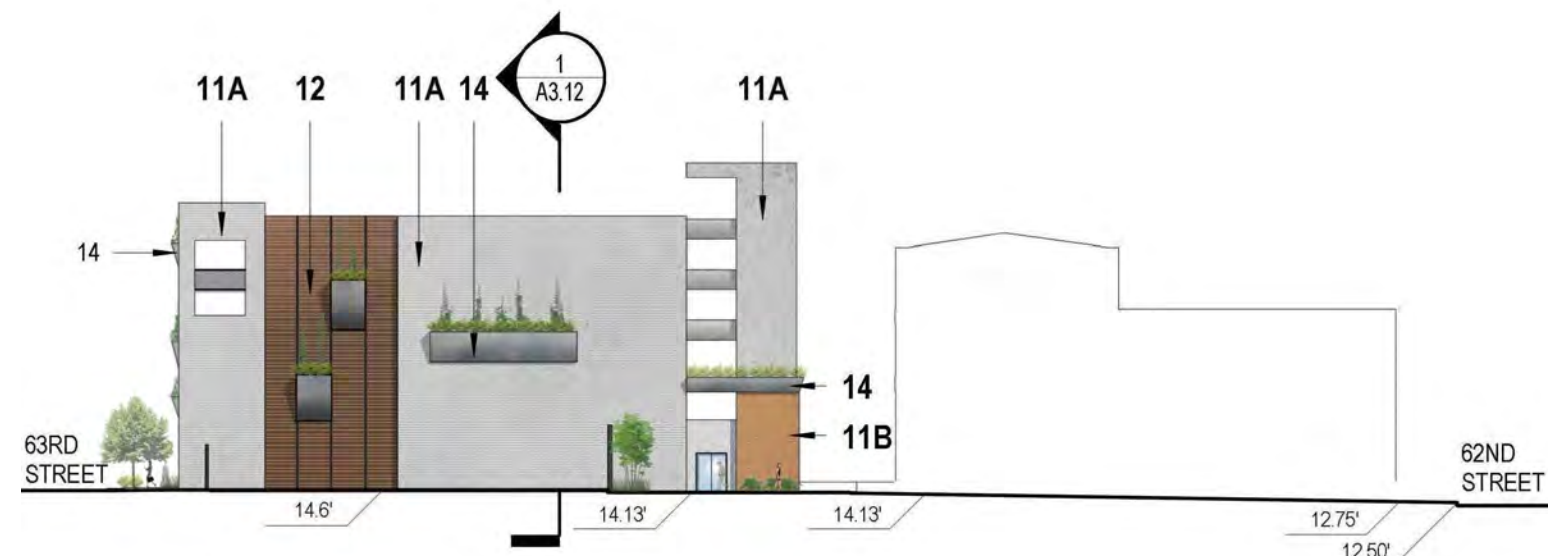
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### GARAGE FACADE MATERIALS

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- 15** POSSIBLE LOCATION FOR POTENTIAL ART WORK



**2 GARAGE EAST ELEVATION**  
1" = 40'-0"



**1 GARAGE WEST ELEVATION**  
1" = 40'-0"



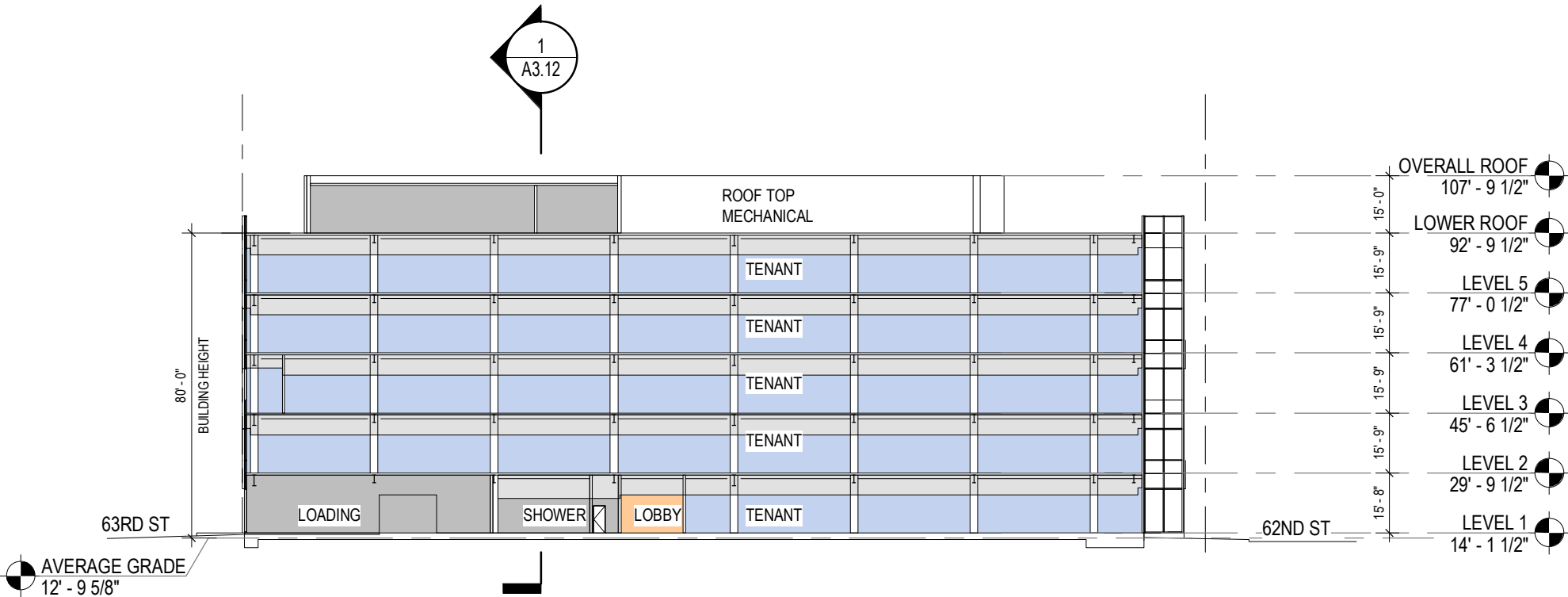
MATERIAL LEGEND

BUILDING FACADE MATERIALS

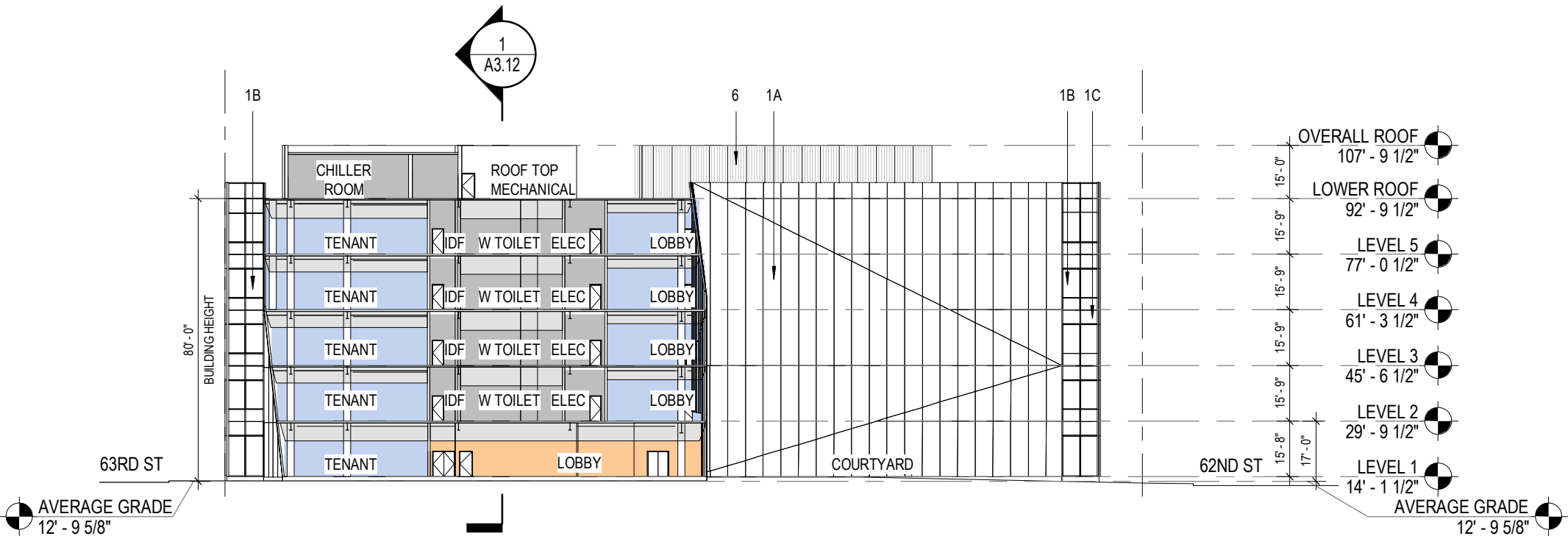
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- 6 MORIN MATRIX SERIES OR SIM. METAL SCREEN

GARAGE FACADE MATERIALS

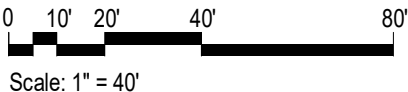
- 11A BOARD FORM CONCRETE
- 11B BOARD FORM CONCRETE WITH COLOR ADMIXTURE
- 12 ALUMINUM SLATS
- 13 MASONARY WALL WITH COLOR GLASS INSERTS
- 14 FORMED METAL OR PRECAST PLANTER
- 15 POSSIBLE LOCATION FOR POTENTIAL ART WORK

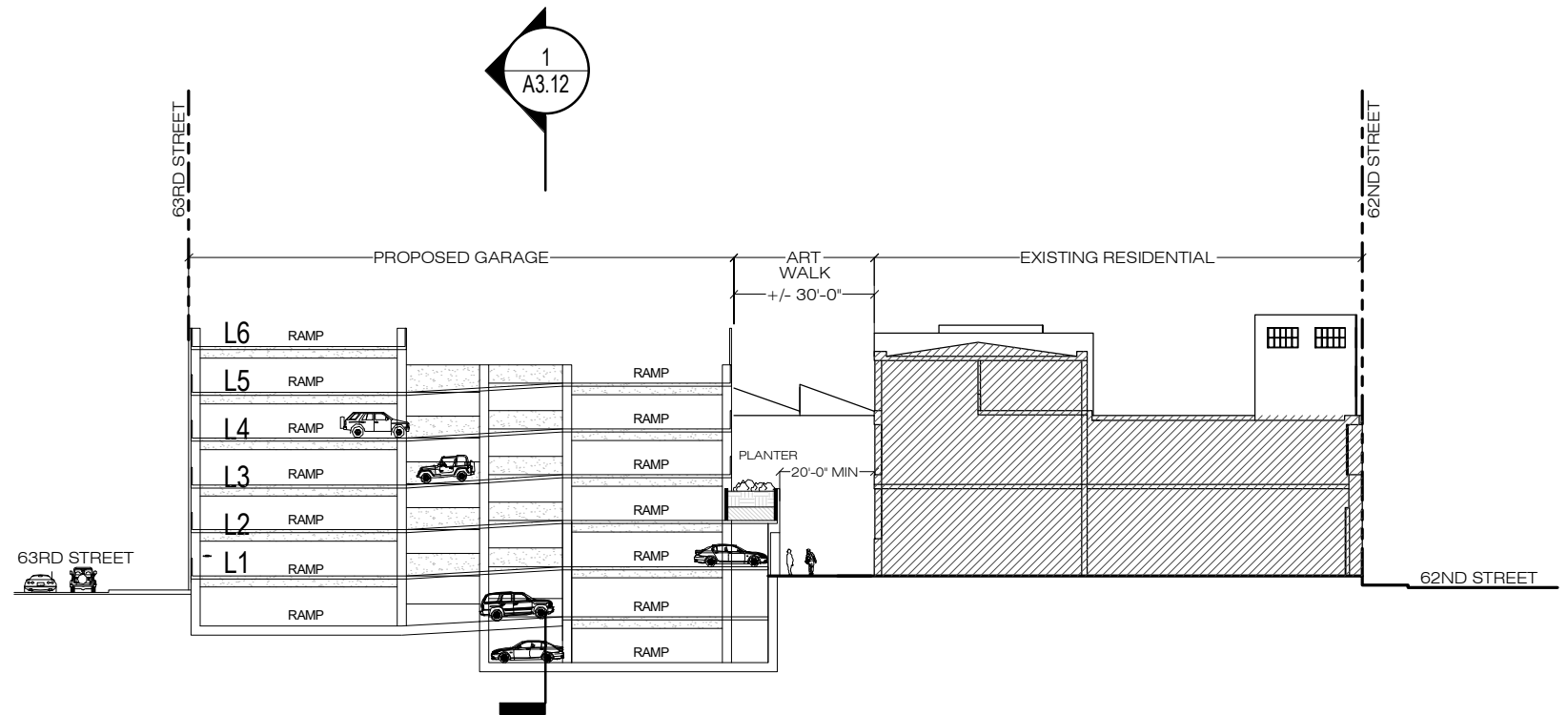


2 BUILDING SECTION LOOKING EAST  
1" = 40'-0"

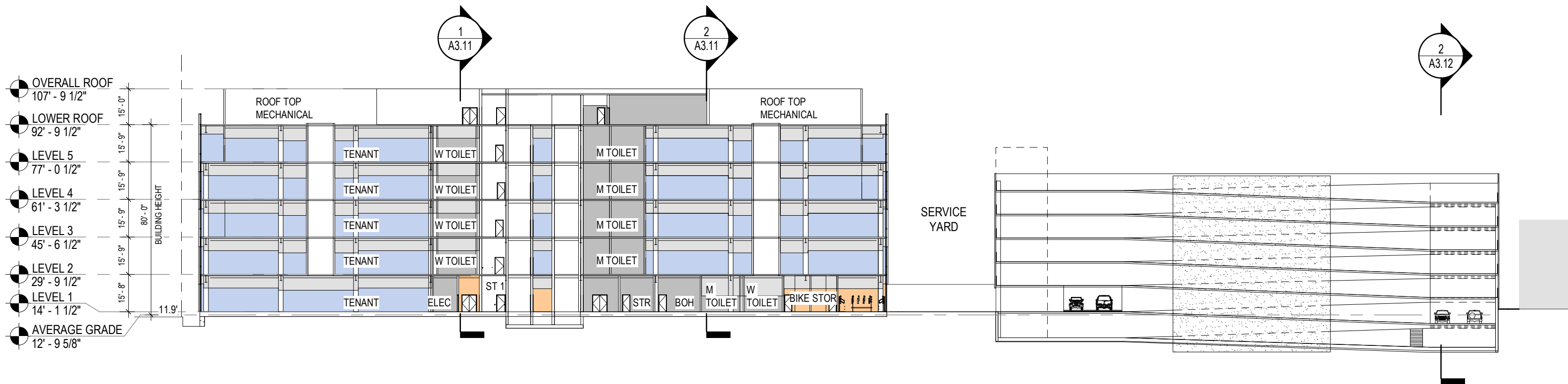


1 BUILDING SECTION LOOKING EAST- COURTYARD  
1" = 40'-0"

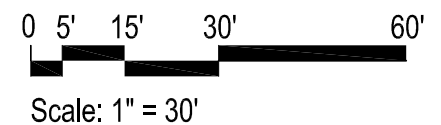
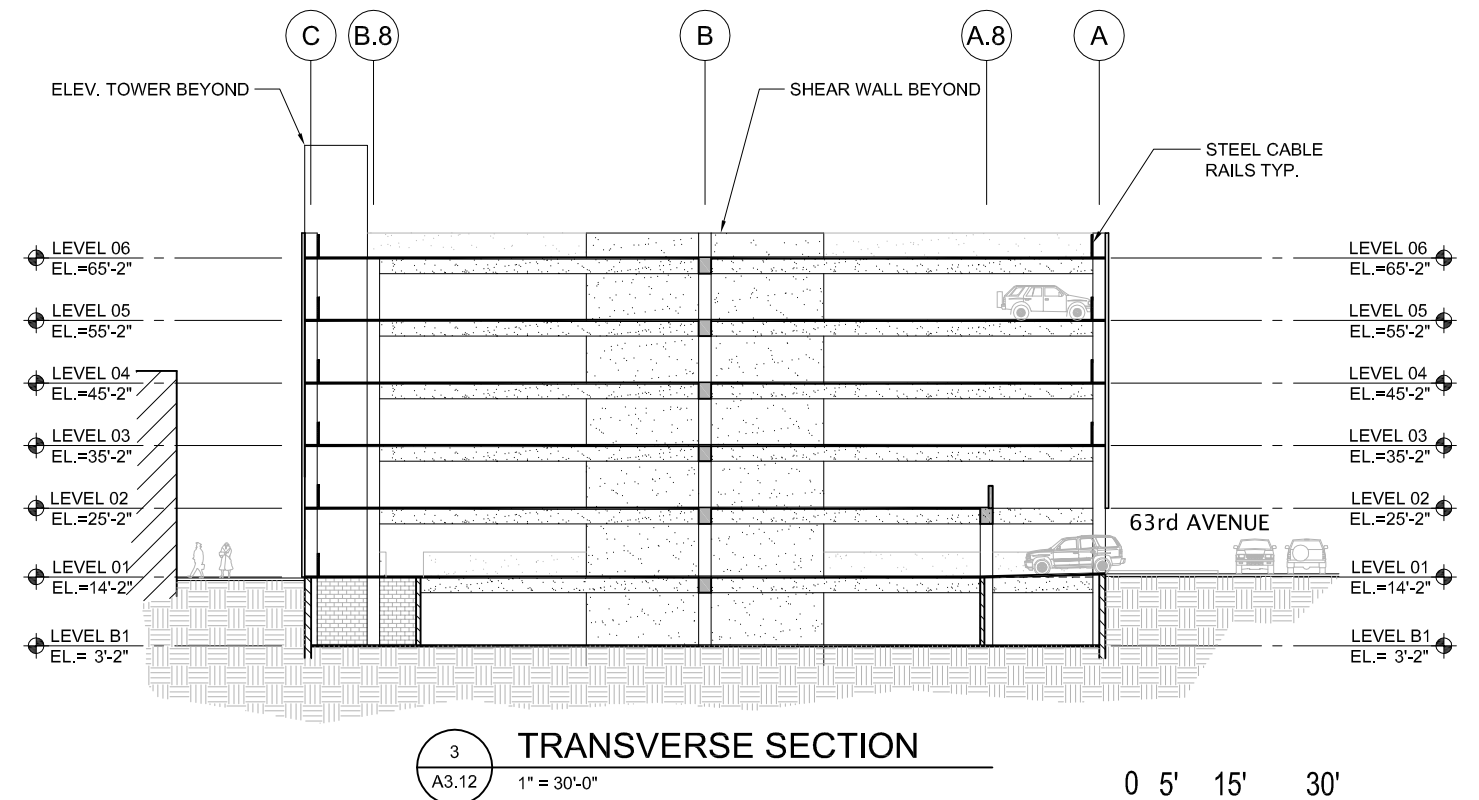
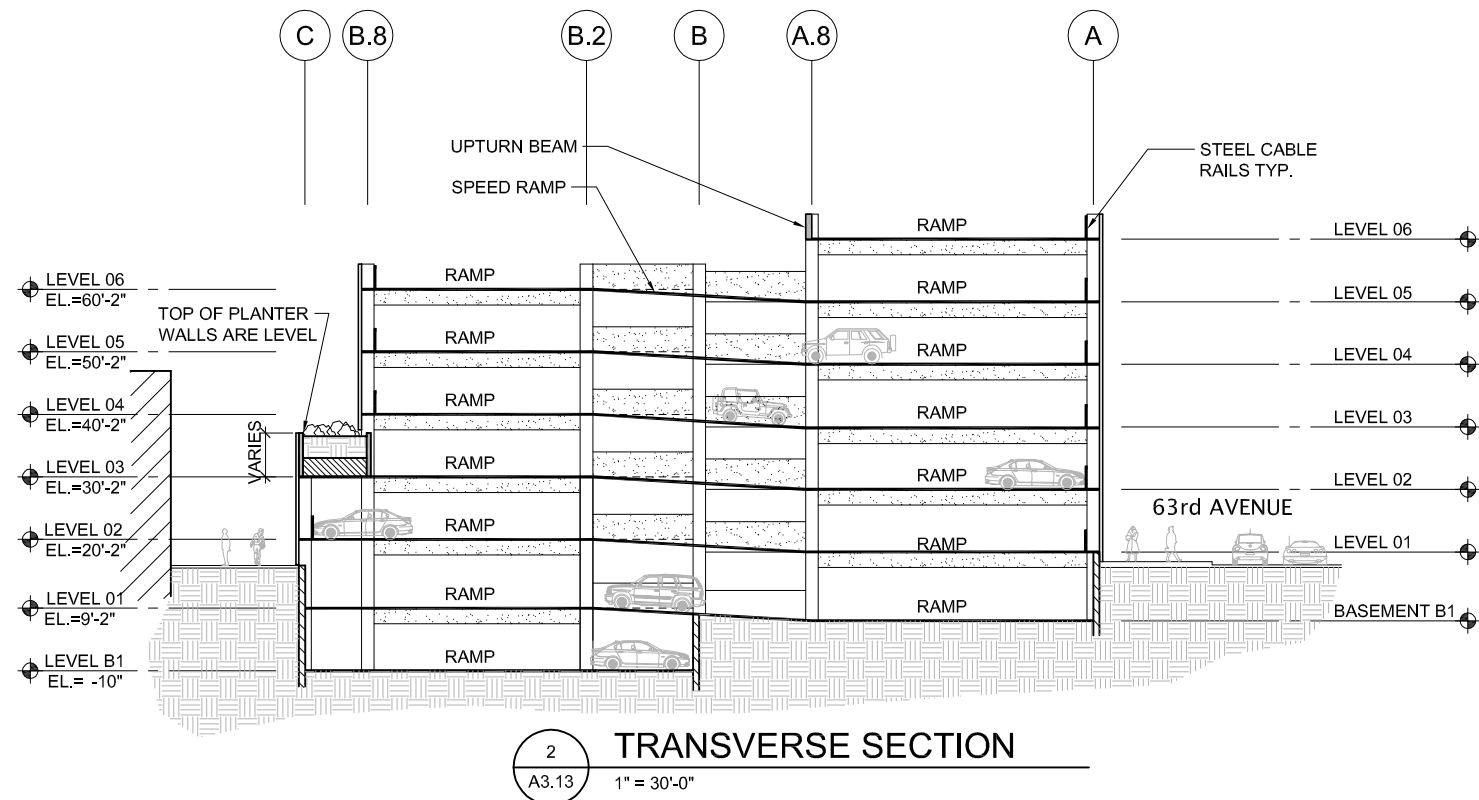
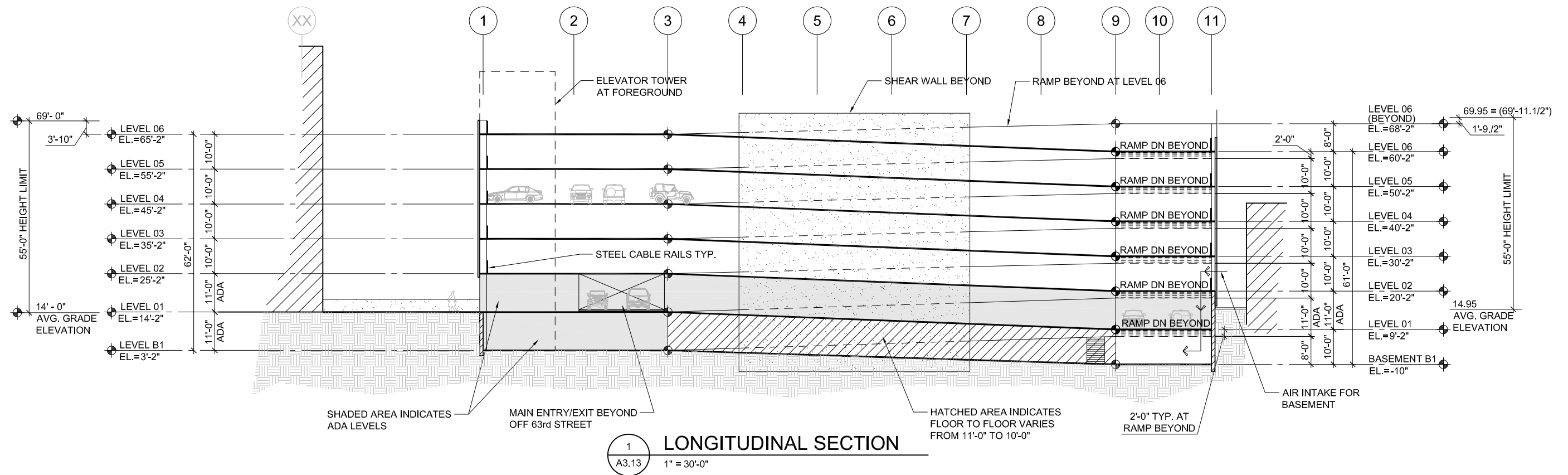





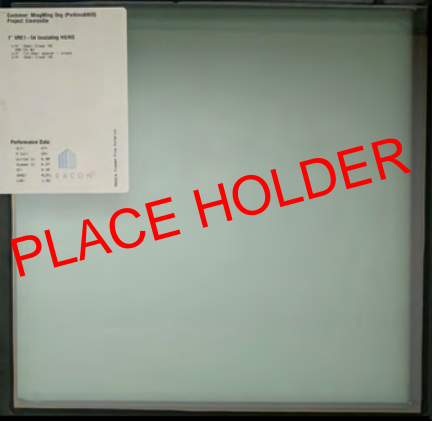
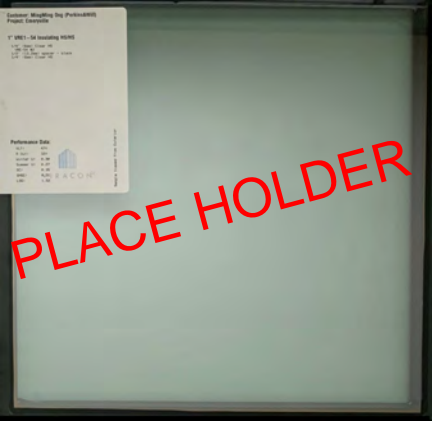


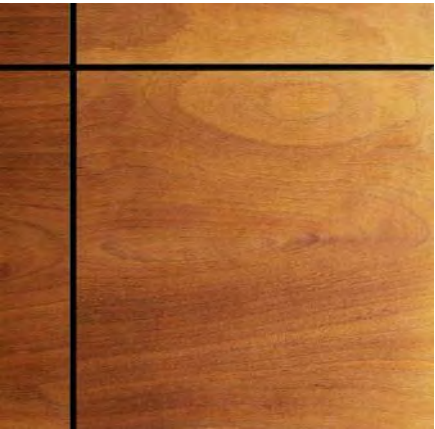

**2 GARAGE SECTION LOOKING EAST**  
1" = 40'-0"



**1 BUILDING AND GARAGE SECTION LOOKING NORTH**  
1" = 40'-0"





		
1A: GLASS WITH REFLECTIVE COATING, 4 SIDED SSG	1B: TINTED GLASS, FULLY CAPTURED/ 2 SIDED SSG	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: PARKLEX PANEL OR SIM. WOOR-LIKE EXTERIOR PANEL
		
6: MORIN MATRIX SERIES OR SIM. METAL SCREEN		

MATERIAL LEGEND

BUILDING FACADE MATERIALS

- 1A

GLASS WITH REFLECTIVE COATING, 4 SIDED SSG
- 1B

TINTED GLASS, FULLY CAPTURED/ 3 OR 2 SIDED SSG
- 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

PARKLEX PANEL OR SIM. WOOD-LIKE EXTERIOR PANEL
- 5

GLASS GUARDRAIL
- 6

MORIN MATRIX SERIES OR SIM. METAL SCREEN

GARAGE FACADE MATERIALS

- 11A

BOARD FORM CONCRETE
- 11B

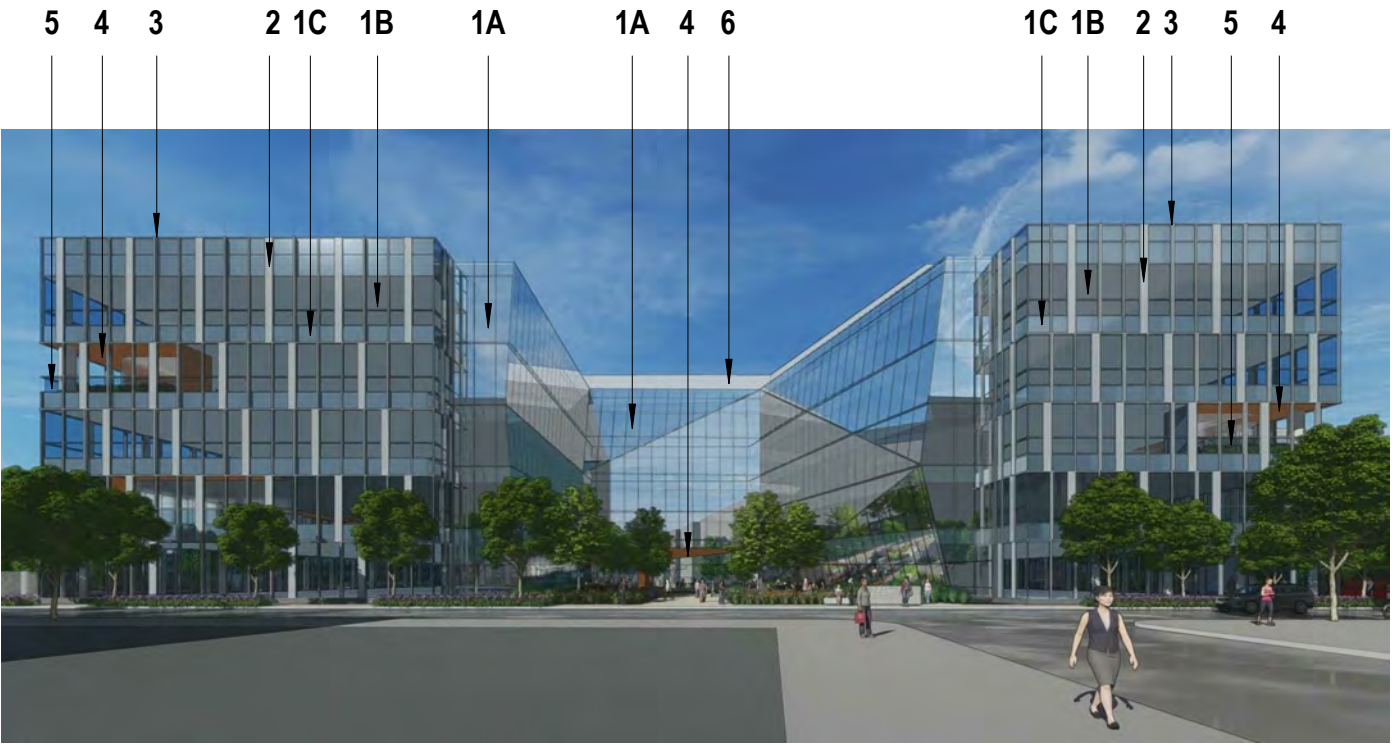
BOARD FORM CONCRETE WITH COLOR ADMIXTURE
- 12

ALUMINUM SLATS
- 13





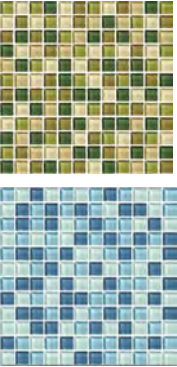
MASONARY WALL WITH COLOR GLASS INSERTS
- 14

FORMED METAL OR PRECAST PLANTER
- 15

POSSIBLE LOCATION FOR POTENTIAL ART WORK





		
11A: BOARD FORM CONCRETE	11B: BOARD FORM CONCRETE WITH COLOR ADMIXTURE	12: ALUMINUM SLATS/ CS ARCHITECTURAL GRILLES VB 640 BOLD LINE OR SIM.
		
13: MASONRY WALL WITH COLOR GLASS INSERTS		

MATERIAL LEGEND

BUILDING FACADE MATERIALS

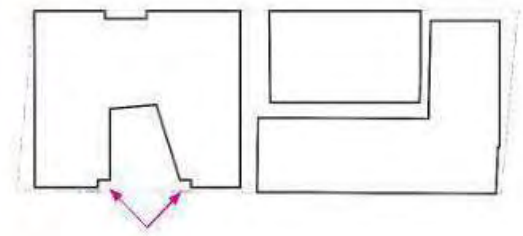
- 1A GLASS WITH REFLECTIVE COATING, 4 SIDED SSG
- 1B TINTED GLASS, FULLY CAPTURED/ 3 OR 2 SIDED SSG
- 1C BACK PAINTED SPANDREL GLASS
- 2 GLAZED IN METAL PANEL, SILVER GRAY COLOR OR SIM.
- 3 VERTICAL METAL FIN CAP, SILVER GRAY COLOR OR SIM.
- 4 PARKLEX PANEL OR SIM. WOOD-LIKE EXTERIOR PANEL
- 5 GLASS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

GARAGE FACADE MATERIALS

- 11A BOARD FORM CONCRETE
- 11B BOARD FORM CONCRETE WITH COLOR ADMIXTURE
- 12 ALUMINUM SLATS
- 13 MASONRY WALL WITH COLOR GLASS INSERTS
- 14 FORMED METAL OR PRECAST PLANTER
- 15 POSSIBLE LOCATION FOR POTENTIAL ART WORK



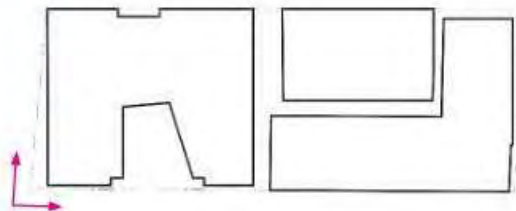




EXISTING STREET VIEW



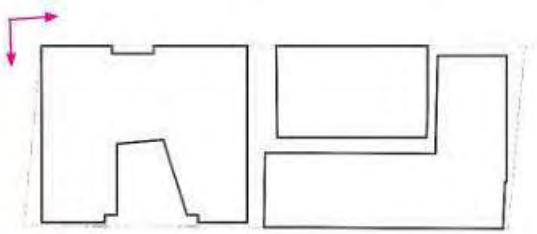




EXISTING STREET VIEW



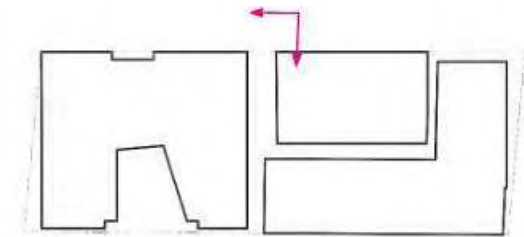




EXISTING STREET VIEW



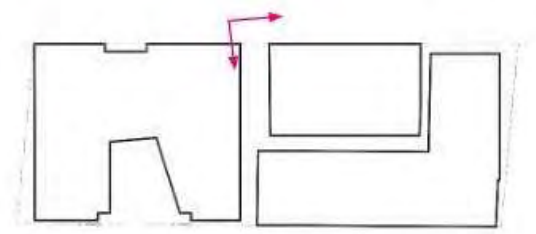




EXISTING STREET VIEW



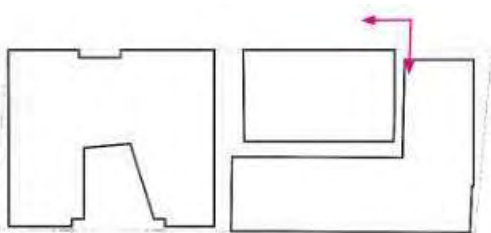




EXISTING STREET VIEW



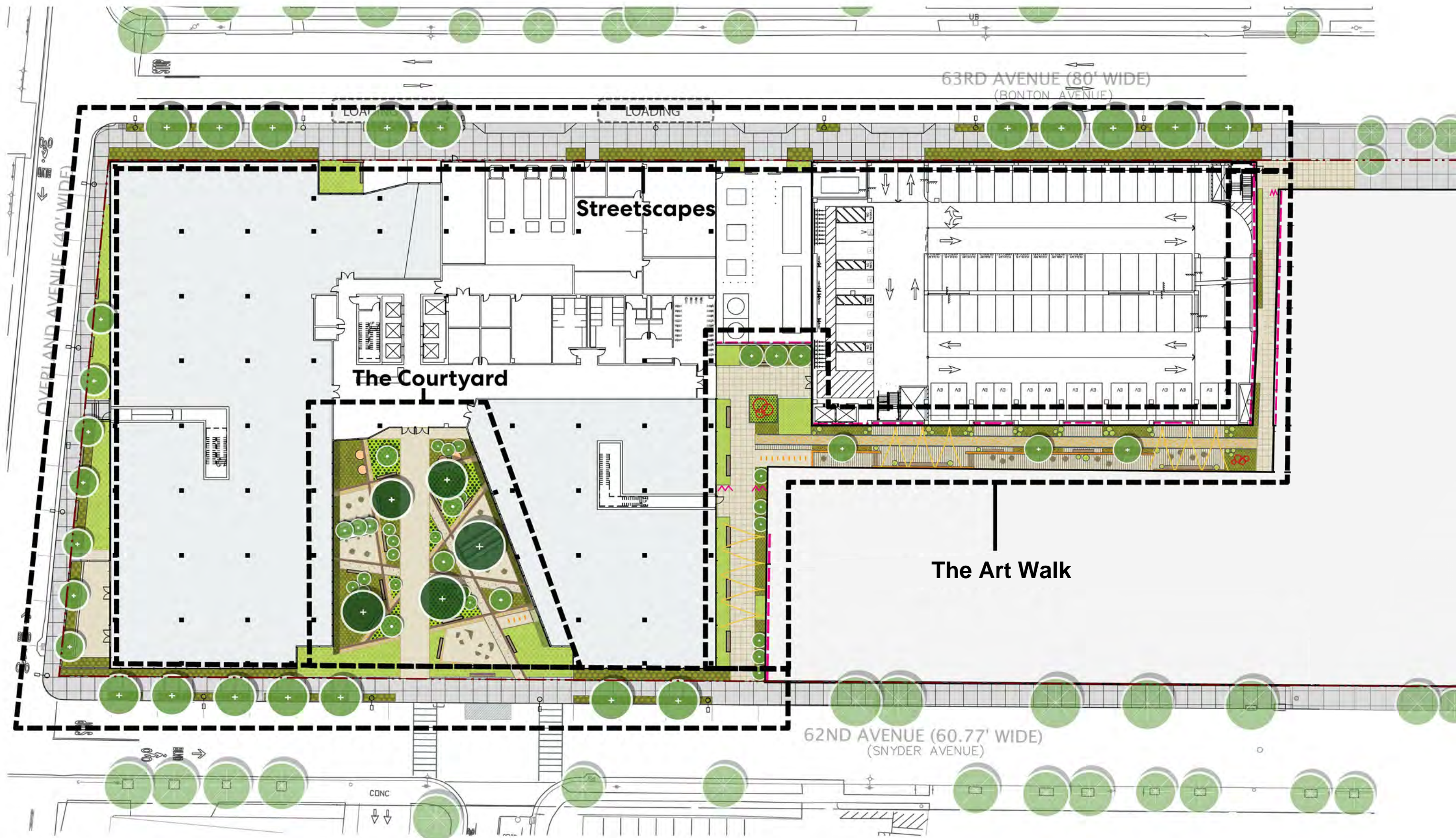




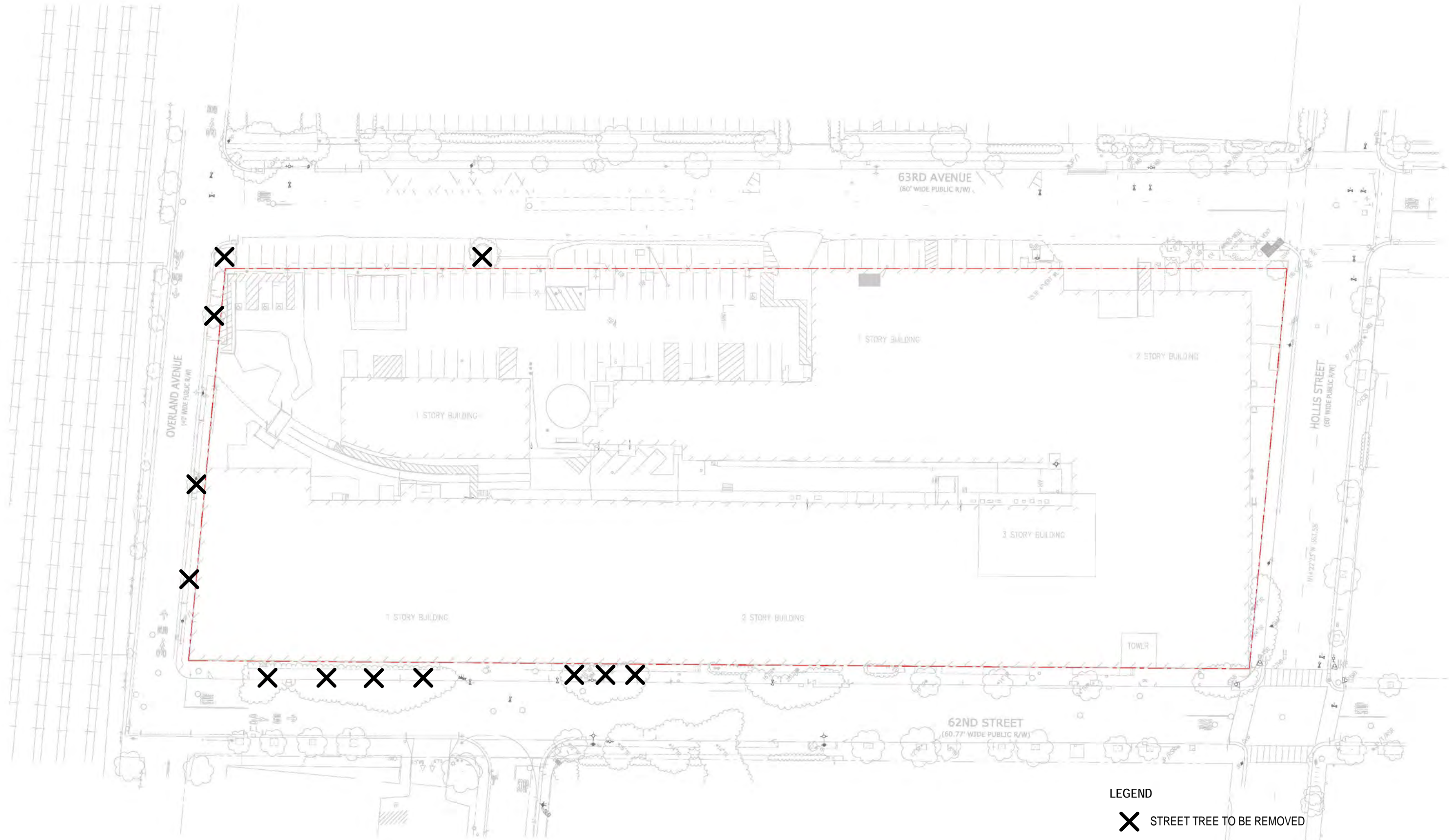
EXISTING STREET VIEW









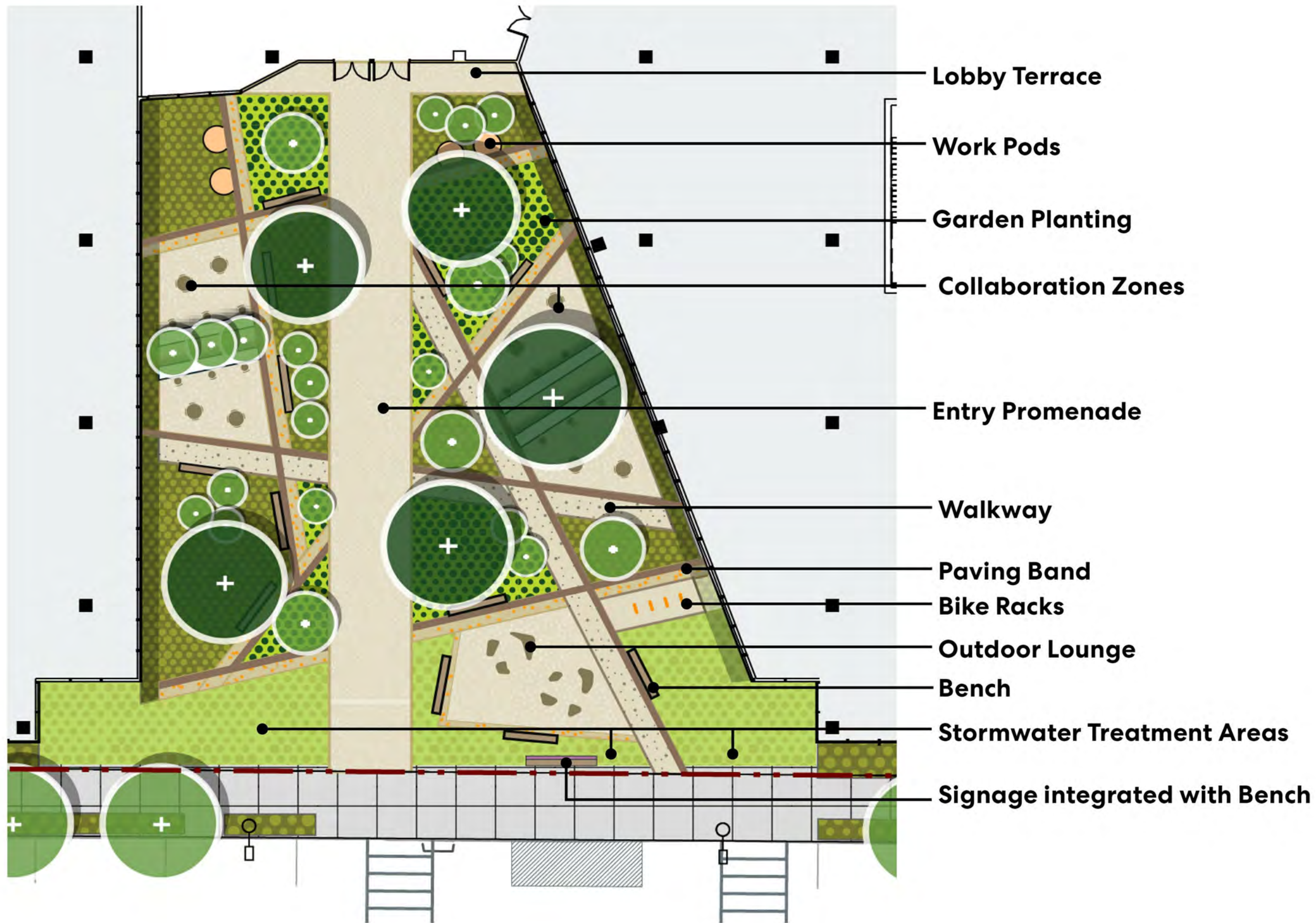


LEGEND

**X** STREET TREE TO BE REMOVED

NOTE: the project replaced the street trees with 17 new street trees, see L0.01 Landscape Site Plan for details.









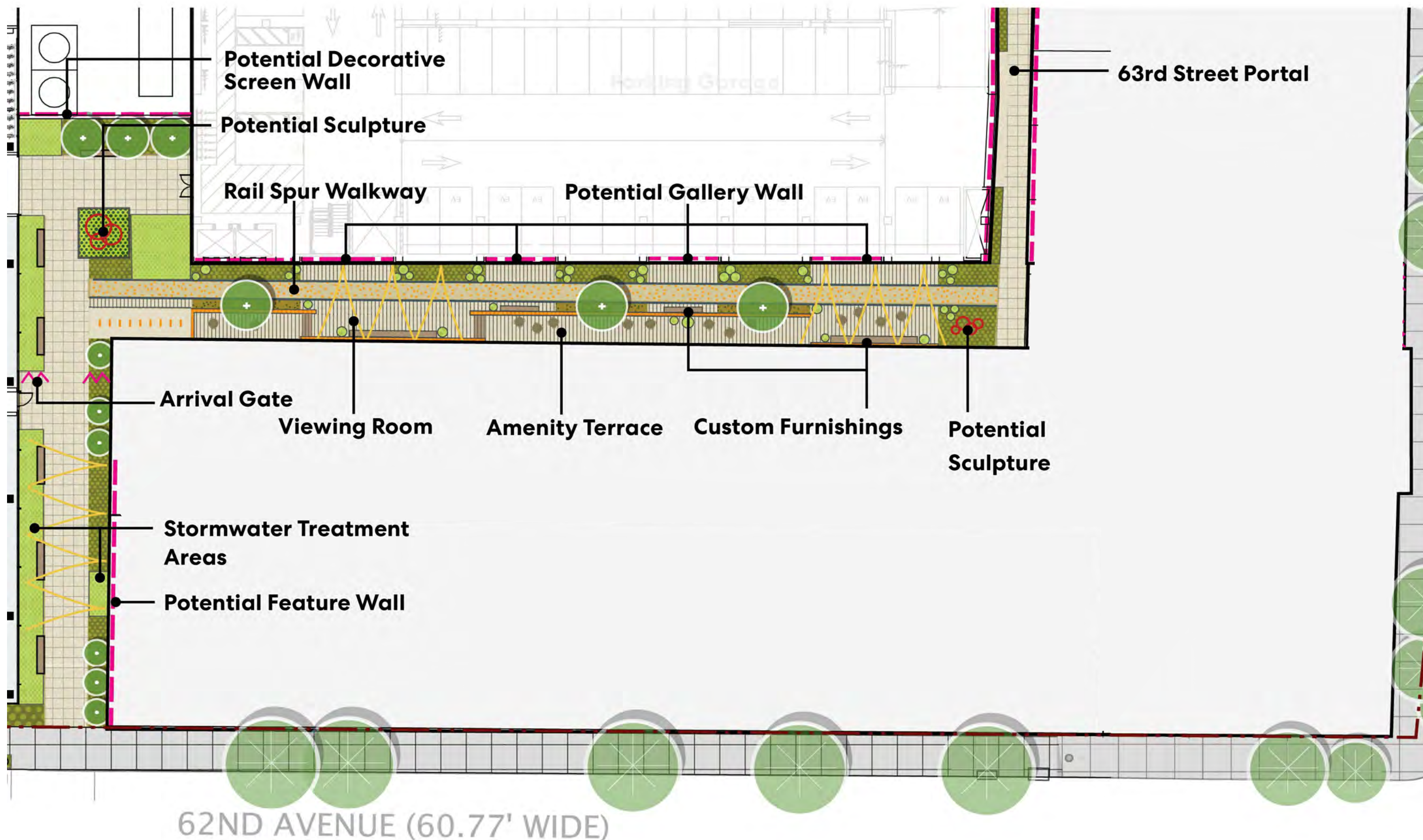




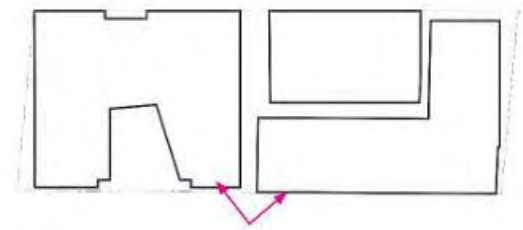








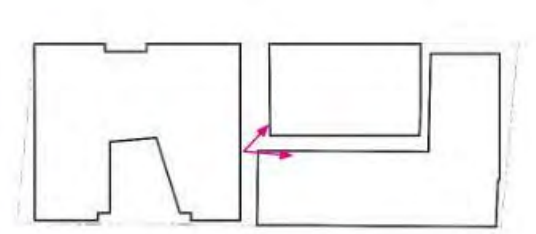




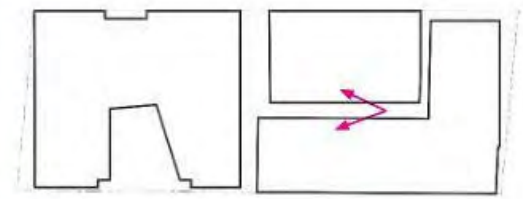
EXISTING STREET VIEW







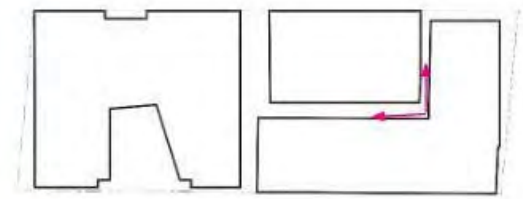




EXISTING VIEW BETWEEN BUILDINGS



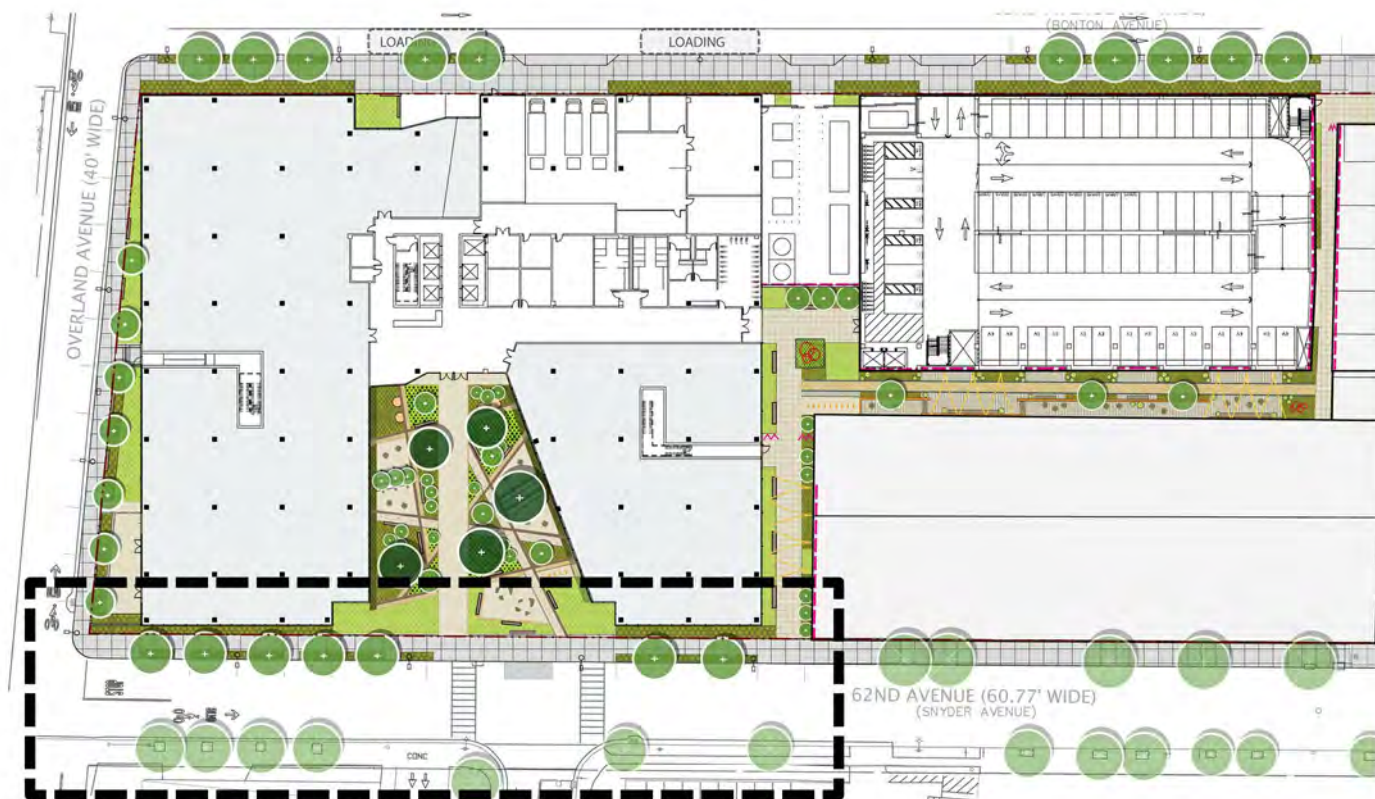




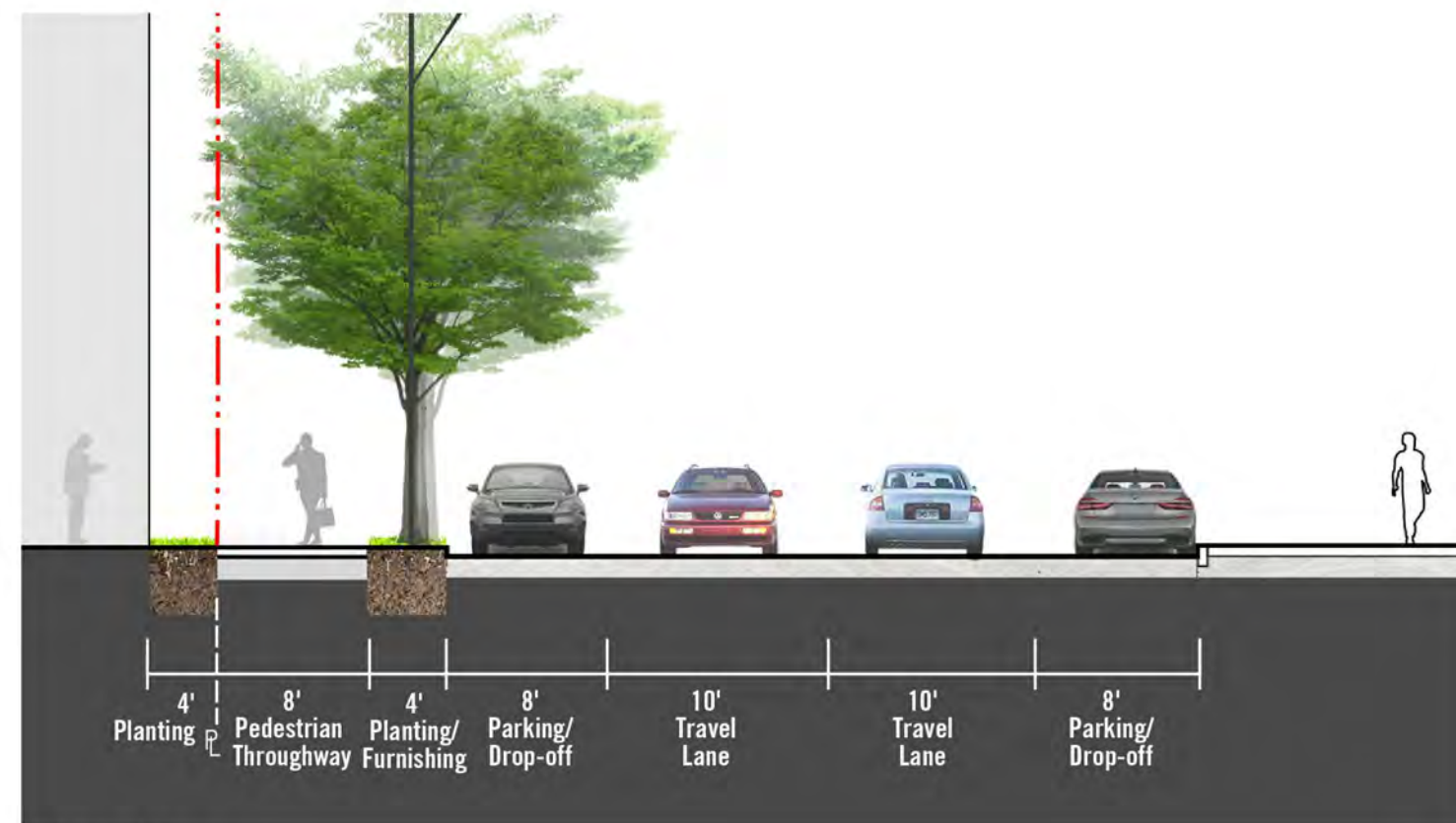
EXISTING VIEW BETWEEN BUILDINGS



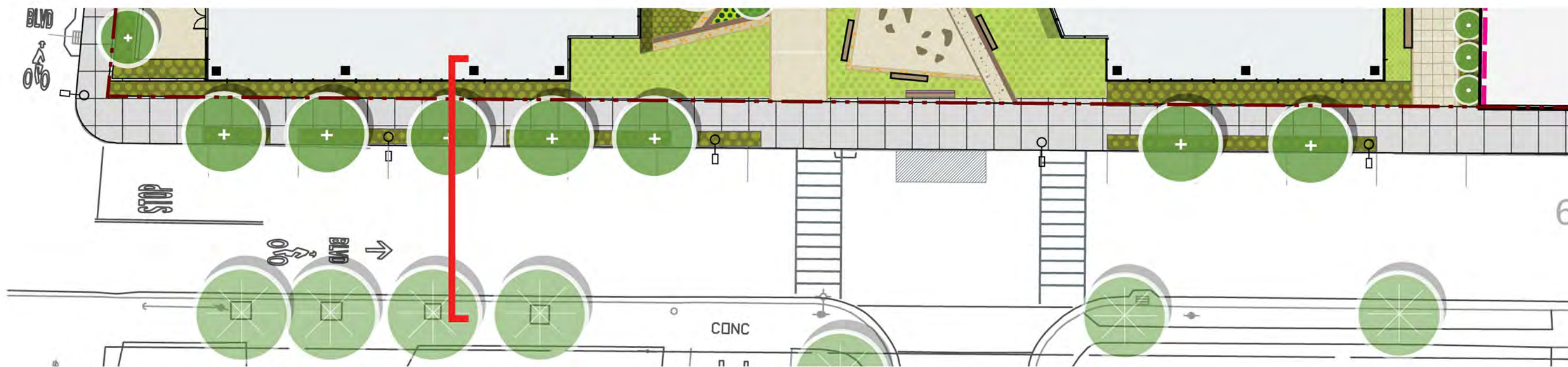




Key Plan

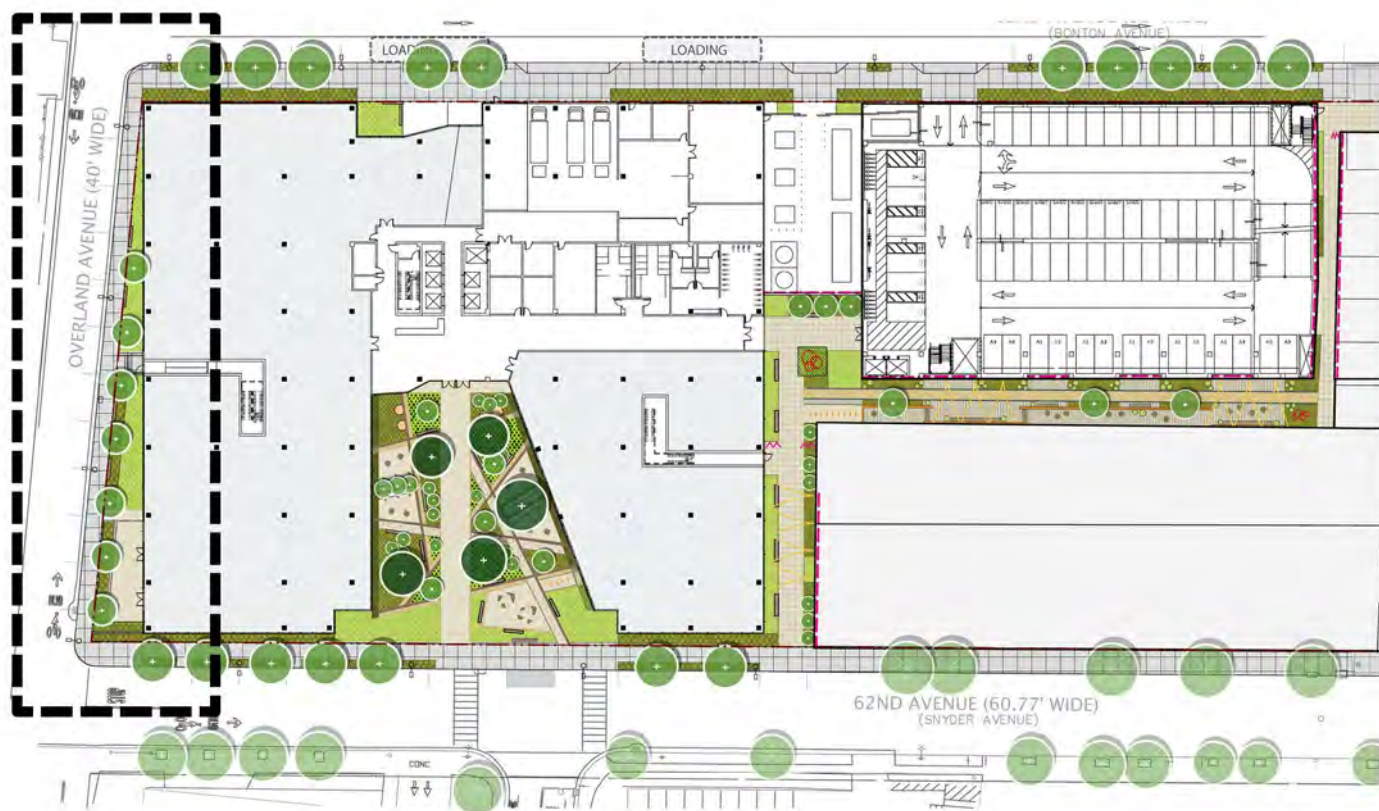


Section

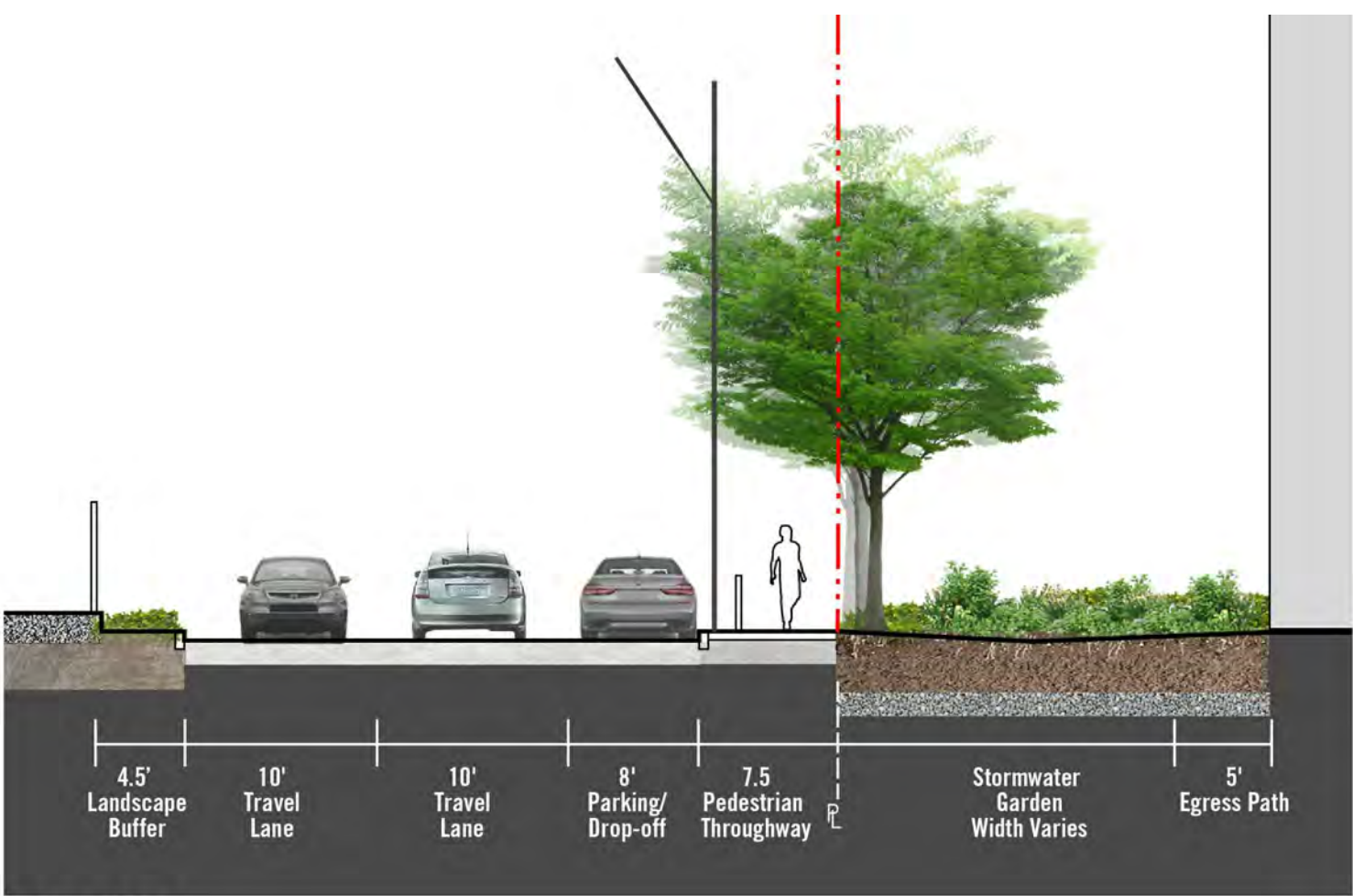


Plan Detail

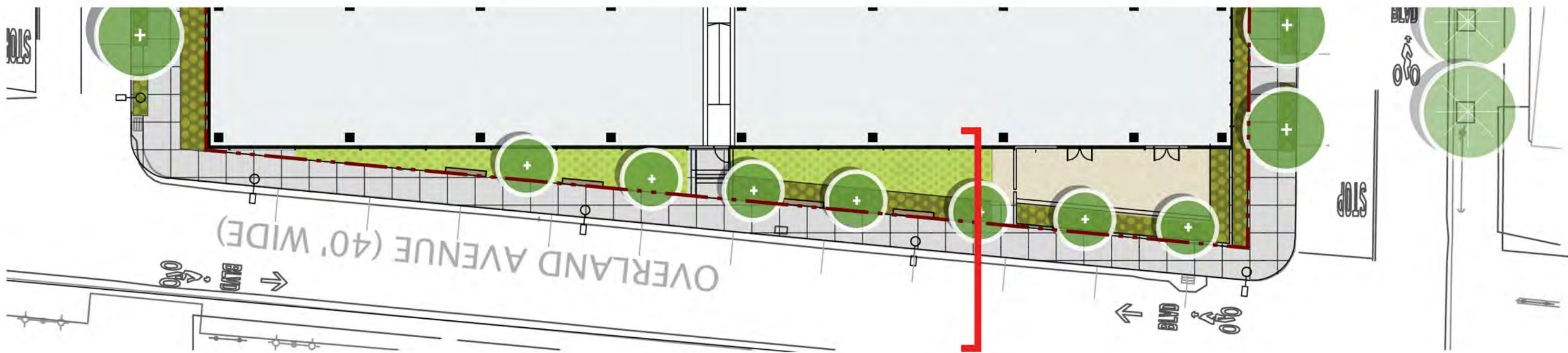




Key Plan



Section

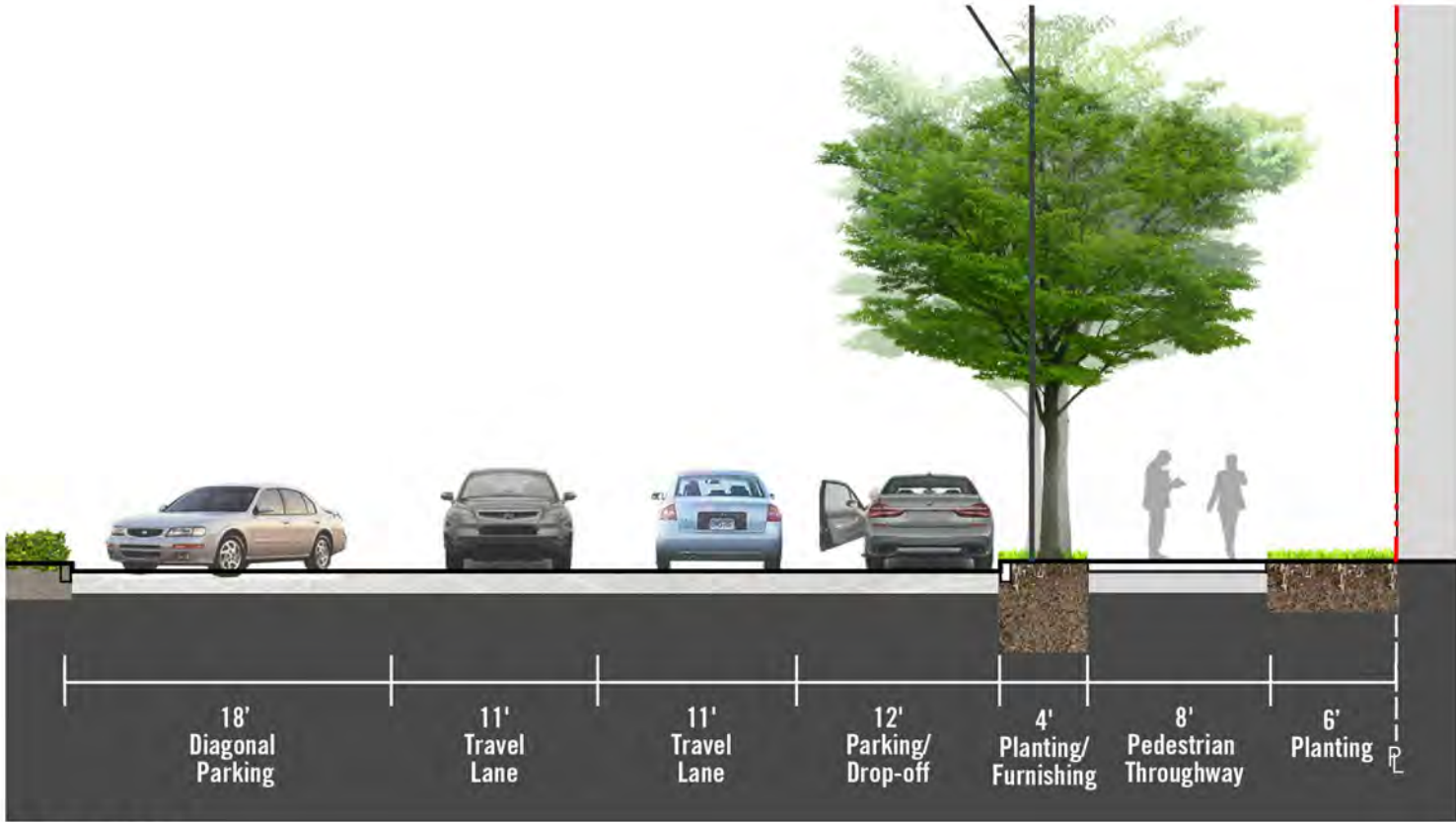


Plan Detail

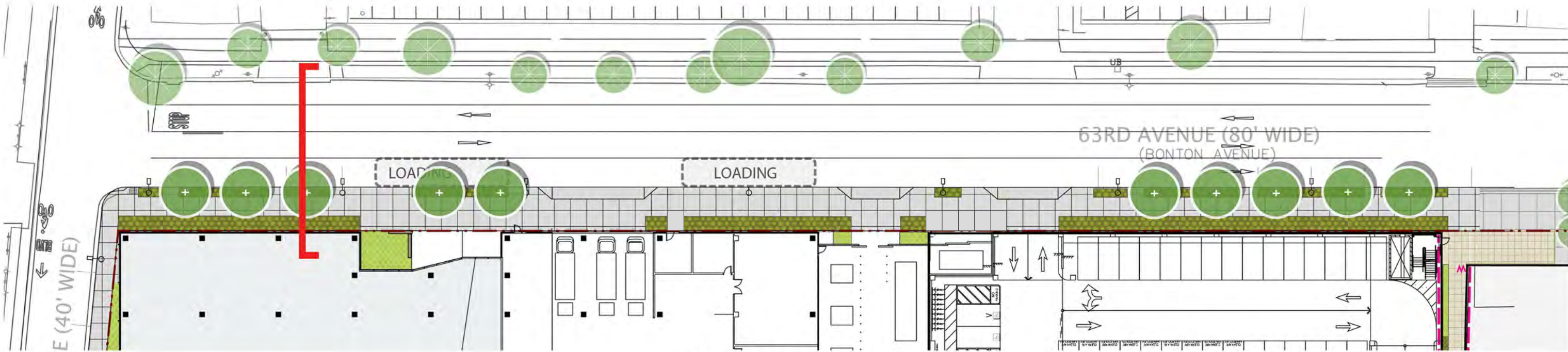




Key Plan

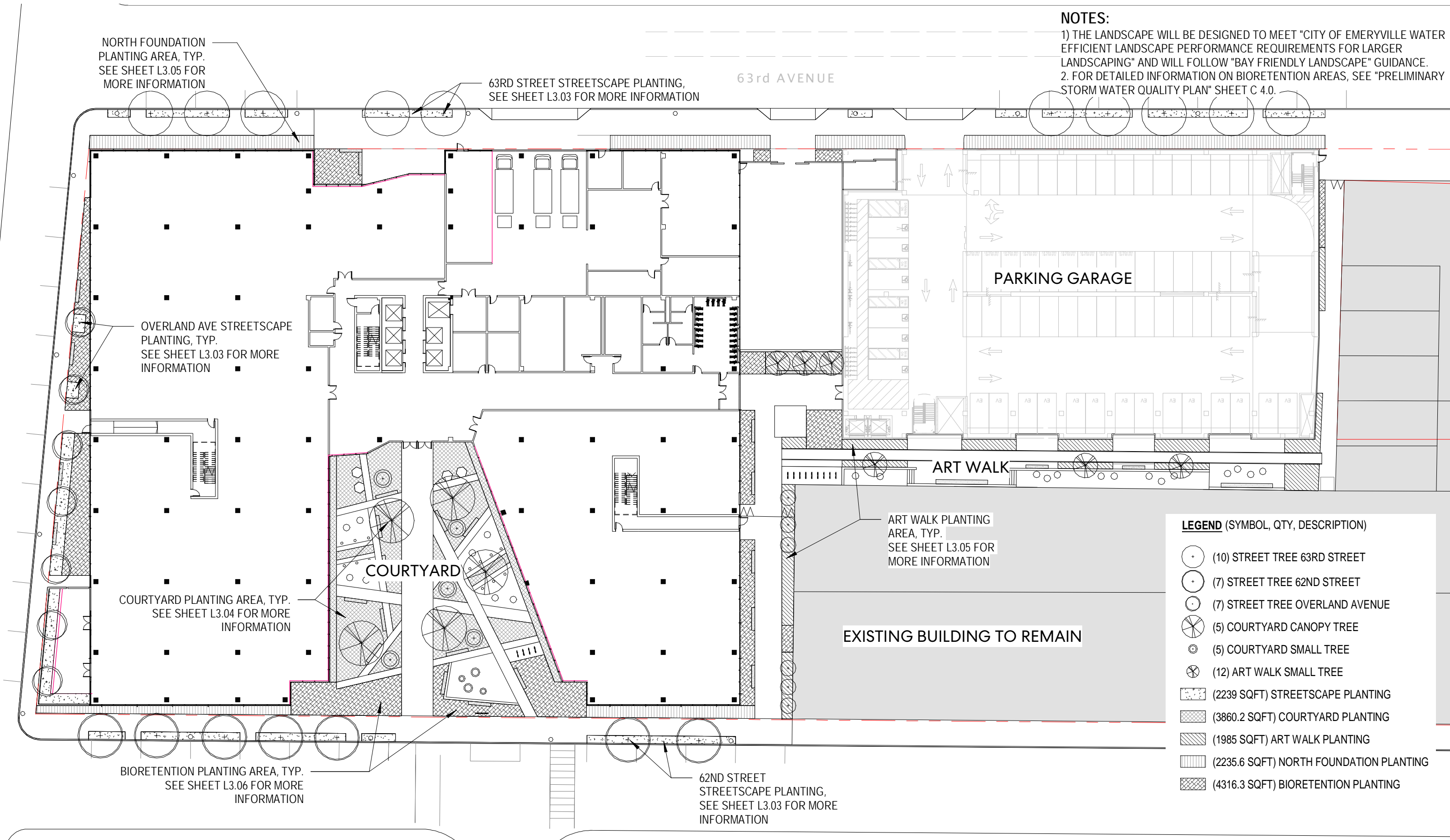


Section



Plan Detail













# STREETSCAPE PLANT SPECIES

## 63rd Street Plants

	
SCHINUS TEREBINTHIFOLIUS BRAZILIAN PEPPER	ELYMUS MAGELLANICUS BLUE WHEATGRASS MAGELLAN WHEATGRASS
	
LEYMUS CONDENSATUS 'CANYON PRINCE' CANYON PRINCE WILD RYE	LIBERTIA PEREGRINANS NEW ZEALAND IRIS
	
ANEMANTHELE LESSONIANA PHEASANT GRASS	
	
ARCTOSTAPHYLOS UVA URSI 'RADIANT' RADIANT BEARBERRY	

## Overland Avenue Plants


RHUS LANCEA AFRICAN SUMAC

## 62nd Street Plants

	
QUERCUS SUBER CORK OAK	ELYMUS MAGELLANICUS BLUE WHEATGRASS MAGELLAN WHEATGRASS
	
LEYMUS CONDENSATUS 'CANYON PRINCE' CANYON PRINCE WILD RYE	LIBERTIA PEREGRINANS NEW ZEALAND IRIS
	
ANEMANTHELE LESSONIANA PHEASANT GRASS	
	
ARCTOSTAPHYLOS UVA URSI 'RADIANT' RADIANT BEARBERRY	


















# COURTYARD PLANT SPECIES

## Trees


ARBUTUS 'MARINA' MARINA STRAWBERRY TREE

VITEX TRIFOLIA 'PURPUREA' ARABIAN LILAC

## Garden Plants

			
PEROVSKIA ATRIPLICIFOLIA RUSSIAN SAGE	SENECIO MANDRALISCAE BLUE CHALK STICKS	LEUCOCOSPERMUM SP PINCUSHION FLOWER	TAGETES LEMMONII MEXICAN MARIGOLD
			
PILOBIUM CANUM CALIFORNIA FUCHSHIA	ASCLEPIAS TUBEROSA SHOWY MILKWEED	CERATOSTIGMA WILMOTTIANUM CHINESE PLUMBAGO	BESCHORNERIA 'FLAMINGO' VARIEGATED AMOLE
			
BULBINE FRUTESCENS AFRICAN BULBINE	ANIGOZANTHOS SP KANGAROO PAWS	CALINDRINIA SPECTABILIS ROCK PURSLANE	SEDUM 'BLUE SPRUCE' BLUE SEDUM
			
LEUCADENDRON SP CONEBUSH	LANTANA MONTEVIDENSIS TRAILING LANTANA	ECHINACEA 'BIG SKY' CONEFLOWER	

## Ornamental Grasses

	
MISCANTHUS 'ADAGIO' MAIDEN GRASS	MUHLENBERGIA RIGENS DEER GRASS
	
CALAMAGROSTIS 'KARL FOERSTER' FEATHER REED GRASS	LIBERTIA PEREGRINANS NEW ZEALAND IRIS
	
ANEMANTHELE LESSONIANA PHEASANT GRASS	
	
LEYMUS CONDENSATUS 'CANYON PRINCE' CALIFORNIA WILD RYE	



# ART WALK PLANT SPECIES

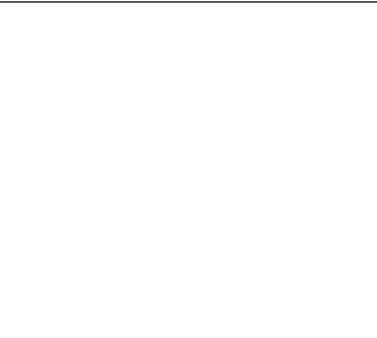
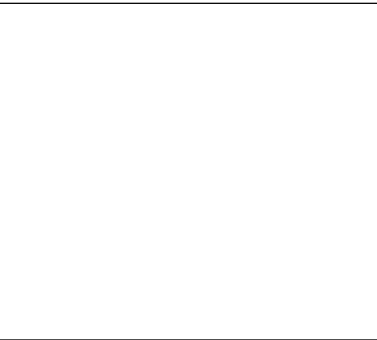
## Trees / Bamboo



FARGESIA RUFA 'SUNSET GLOW'  
SUNSET GLOW BAMBOO



LAURUS 'SARATOGA'  
SARATOGA LAUREL



## Understory



WOODWARDIA FIMBRIATA  
GIANT CHAIN FERN



IRIS DOUGLASSIANA  
PACIFIC COAST IRIS



SARCOCOCCA RUSCIFOLIA  
SWEET BOX



SALVIA SPATHACEA  
HUMMINGBIRD SAGE



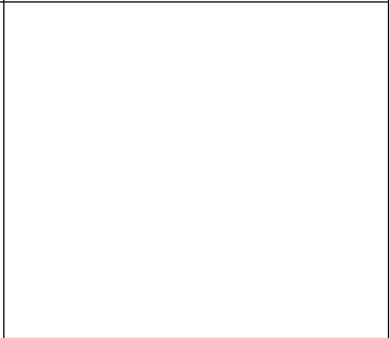
RIBES SPECIOSUM  
FUCHSIA FLOWERING GOOSEBERRY



POLYSTICHUM MUNITUM  
WESTERN SWORD FERN



HEUCHERA MAXIMA  
ISLAND ALUM ROOT



# NORTH FOUNDATION PLANT SPECIES

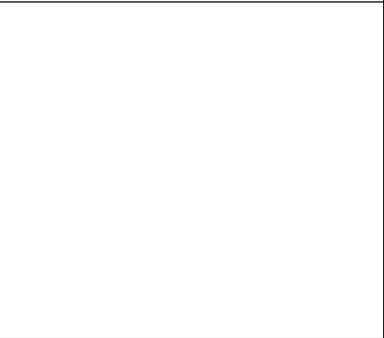
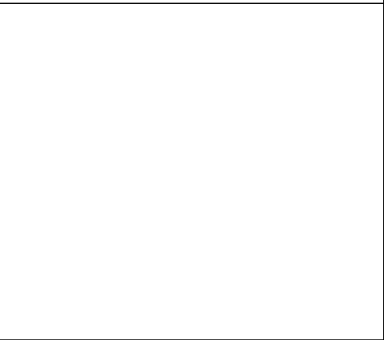
## Shade Tolerant Screening Plants



MYRICA CALIFORNICA  
PACIFIC WAX MYRTLE



MYTRUS COMMUNIS  
COMMON MYRTLE



# BIORETENTION PLANT SPECIES

## Ornamental Grasses

	
CHONDROPETALUM TECTORUM CAPE RUSH	CALAMAGROSTIS FOLIOSA MENDOCINO REED GRASS
	
JUNCUS PATENS CA GRAY RUSH	BAUMEA RUBIGNOSA VAR. STRIPED RUSH
	
LOMONDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	
	
SESLARIA AUTUMNALIS AUTUMN MOOR GRASS	

## Herbaceous Perennials


ACHILLEA MILLEFOLIUM YARROW

ESCHOLZIA CALIFORNICA CALIFORNIA POPPY

LAYIA PLATYGLOSSA TIDY TIPS

PENSTEMON SP. BEARDED TONGUE