
Emeryville Public Market

PARCEL A, PARCEL B, PARCEL F

Development Plan

September 2, 2021

OXFORD

CITY CENTER
REALTY PARTNERS

HR

bionic

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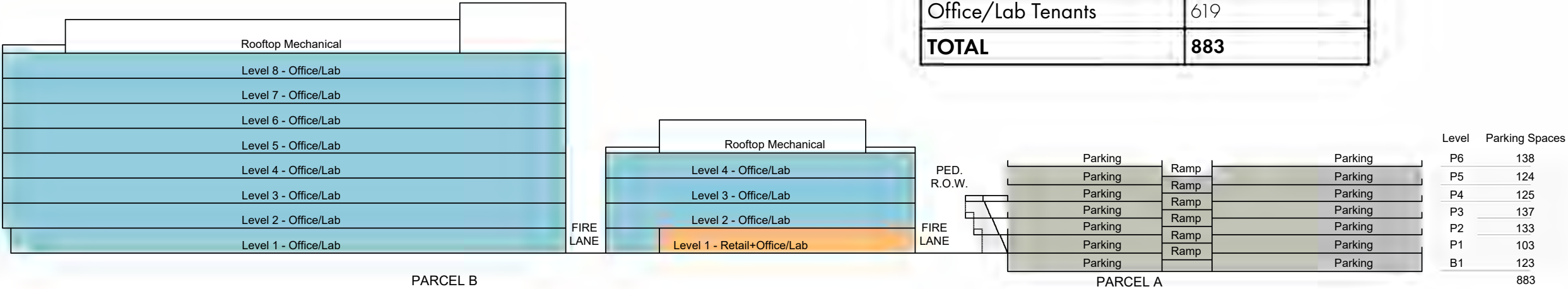
PROJECT DESCRIPTION

Program Data

BUILDING AREA SUMMARY				
Level	Lab Space	Retail Space	Parking	Area (gsf)
Level 8	39,851 sq.ft	-	-	39,851 sq.ft
Level 7	39,851 sq.ft	-	-	39,851 sq.ft
Level 6	37,936 sq.ft	-	-	37,936 sq.ft
Level 5	39,851 sq.ft	-	-	39,851 sq.ft
Level 4	62,122 sq.ft	-	-	62,122 sq.ft
Level 3	62,122 sq.ft	-	-	62,122 sq.ft
Level 2	59,894 sq.ft	-	-	59,894 sq.ft
Level 1	51,208 sq.ft	7,460 sq.ft	-	58,688 sq.ft
Penthouse	13,340 sq.ft	-	-	13,340 sq.ft
B1	-	-	49,500 sq.ft	49,500 sq.ft
P1	-	-	54,000 sq.ft	54,000 sq.ft
P2	-	-	56,000 sq.ft	56,000 sq.ft
P3	-	-	55,700 sq.ft	55,700 sq.ft
P4	-	-	56,200 sq.ft	56,200 sq.ft
P5	-	-	51,200 sq.ft	51,200 sq.ft
P6	-	-	49,400 sq.ft	49,400 sq.ft
TOTAL	406,175 sq.ft	7,460 sq.ft	372,000 sq.ft	785,635 sq.ft

PARKING ALLOCATION IN THE GARAGE	
Parcel	Spaces
Residential	22
Public Market District Users	234
Hyatt Hotel	8
Office/Lab Tenants	619
TOTAL	883

PARKING SUMMARY



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F.A.R ANALYSIS

F.A.R ANALYSIS		
Parcel	Area (sq.ft)	Area (Acre)
Parcel A	79,410 sq.ft	1.823 Acre
Parcel B	71,395 sq.ft	1.639 Acre
Parcel C	49,658 sq.ft	1.140 Acre
Parcel D	65,993 sq.ft	1.515 Acre
Parcel E (Christie Park)	50,094 sq.ft	1.150 Acre
Parcel F	7,884 sq.ft	0.181 Acre
Parcel G	172,454 sq.ft	3.959 Acre
Christie & 64th Street	52,708 sq.ft	1.210 Acre
Market Place Tower	15,464 sq.ft	0.355 Acre
Non Parcel Areas	92,347 sq.ft	2.120 Acre
Public Market Development Area	657,408 sq.ft	15.09 Acre
Total Entitled Development Area (F.A.R 2.0) (Per PDP Condition I(A)(3))	1,314,815 sq.ft	

Development Description	Area (gsf)
Parcel A	0 gsf
Parcel B	0 gsf
Parcel C1 & C2	136,243 gsf
Parcel D	274,613 gsf
Parcel E (Christie Park)	0 gsf
Parcel F	0 gsf
Parcel G	110,000 gsf
Christie & 64th Street	200,000 gsf
Market Place Tower	106,000 gsf
Total Existing Developed Area	826,856 gsf
Development Area Available	487,959 gsf
Proposed Development - Parcel A & B	413,635 gsf
Proposed Development - Parcel F	19,000 gsf
Total Proposed Development	432,635 gsf
Remaining Development Area Available	55,324 gsf

SUBMISSION SCHEDULE

April 05, 2021	Final Development Plan - For Study Session - Draft
June 10, 2021	Final Development Plan - For Study Session - Draft
August 2, 2021	Final Development Plan - For Study Session - Draft
September 2, 2021	Final Development Plan - For Study Session - Draft

PROJECT DESCRIPTION

Introduction

The applicant and owner of the Emeryville Public Market (“EPM”) project, Emeryville Holdings (DE) LLC, is submitting a new Final Development Plan (“FDP”) for several reasons, including but not limited to aesthetics, functionality, financial viability, and community benefit, as described below.

The prior Parcel B FDP included research and development space above structured parking, and the prior Parcel A FDP contemplated market-rate and affordable residential units also above structured parking. The new approach on Parcels A, B and F, the final phase of the Marketplace Redevelopment Project PDP buildout, provides for a more favorable and flexible user experience, more pronounced and dedicated public spaces and dramatically alleviates the height and view corridor concerns raised by our neighbors during the prior Parcel A and B FDP approval processes.

The proposal is currently designed to be an urban campus- meaning a collection of buildings of coherent architectural language, that are conceived with outdoor spaces as part of the overall composition. Currently, a high rise and a low rise life science research and development building on parcel B and part of Parcel A are separated by urban alleyways from each, and from a parking garage to the south on Parcel A. In the side street between the buildings and the parking garage there is a walkway and large open architectural staircase that connects the pedestrian bridge over the railroad tracks to Shellmound Street at the ground level. The new design plan for the Parcel B building moves the parking out from under the research and development space (pursuant to the existing Parcel B FDP), which would allow a more efficient center core floor plate, material storage optionality and demising flexibility for users.

The walkway and staircase will create a more architectural experience connecting between east Emeryville and Shellmound Street as well as a new place for the public to congregate and enjoy vegetation and exceptional views in all directions. The residential component previously planned for Parcel A development is not financially viable and AvalonBay is no longer in contract to purchase and develop the residential units; therefore, the team has reconfigured that component to provide parking for the research and development use and other Public Market District uses. The affordable housing approved in the prior Parcel A FDP will be maintained and delivered as part of the project on Parcel F and will serve as an architecturally significant entrance to the Public Market district. The new design concept captures the history of Emeryville’s industrial design aesthetic and blends it with modern and environmentally conscious elements suitable for today’s user experience. The new design improves the view corridor from the east, increasing from 160’ in width in the existing FDPs to over 285’, in part by eliminating the previous tower on Parcel A. The new design approach process assumes that the existing entitlements for Parcel A and Parcel B would be rescinded upon approval of the new FDP for Parcels A, B and F

Open Space & Public Experience

The new Campus concept increases open spaces that are accessible for pedestrians and opportunities for natural vegetation and light and view for the buildings. This also enhances the connection from the Public Market to the Amtrak station across the tracks. A sequence of urban blocks are integrated into the city fabric by means of alleyways and pedestrian open spaces. The right of way is directly adjacent to an open sidewalk plaza on Shellmound street, as well as to a nexus of various modes of transportation; access and parking for bicycles, a bus station, access to the Amtrack station, and automobile parking. More specifically, the new plan:

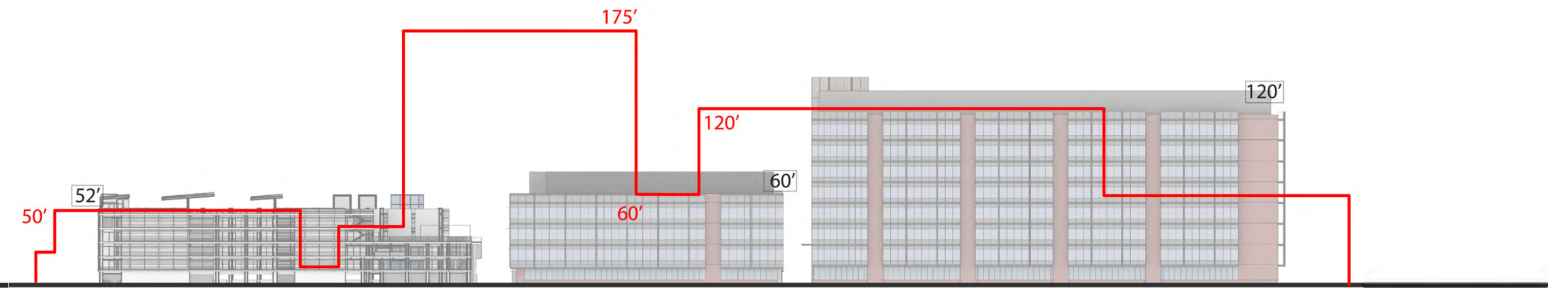
- Allows for a more gradual ascent for pedestrians to the bridge
- Increases daylight and view potential for the research and development building
- Improves the public access and path for bicyclists and garage users arriving to the Public Market district through the landscaped right of way and stair for pedestrians
- Provides an additional landscaped pathway to a generous freight-sized set of elevators to accommodate bicyclists
- Simplifies the pedestrian right of way construction.
- Respects the occupants of neighboring buildings across the railroad tracks with a green roof on the research and development building and the alleyways in lieu of roofing materials and PV arrays in lieu of parking surfaces.
- Reduces the mass along the eastern façade at the railroad tracks by lowering and widening the right of way and shortening the length of the research and development building
- Reduces the impact to Public Market parking and pedestrian traffic during construction with the proposed construction phasing plan
- Creates a wider urban streetscape at Shellmound Street at the stair landing by adding a public plaza
- Identifies opportunities for more plantings and landscaped areas along the bridge walkway to the stairs, the plaza, alleyways, and wider streetscape
- Reduces wind and improves pedestrian comfort by increasing the opening, and stepping the massing at the pedestrian right away, and using the open garage to diffuse wind speeds.

Research and Development & Parking Garage

The prior Parcel B design with research and development space over a parking garage was relatively inefficient as compared to the new design. The combination of the two uses creates conflicting column grids as well as negative impacts on building efficiency, cost and schedule. Separating the research and development use from the parking use is mutually beneficial for the tenants and for the community, as it allows for faster construction completion of the Public Market buildout, including accelerating the delivery of new parking to the patrons of the food hall and retail. The separation also eliminates the adjacency of material delivery and storage to public areas, improving occupant and neighborhood safety.

In the current design, the two architectural components, the research and development building and the parking structure, have been separated. This has enhanced the overall design and provides many benefits to both the users and the community. The two independent buildings have their own unique character and contribute to the urban fabric responding to the existing historic structures. Other attributes include:

- The urban streetscape is improved with an increase in public spaces and a decrease in the parking structure street frontage
- Secondary service and delivery to the research and development building has been removed from Shellmound Street and relocated to the south of low rise with access to the back end of the right of way, thus separating this activity from the public realm and improving the quality and safety of the urban experience
- The new plan provides for greater opportunities to incorporate art in a way that enhances the public’s interface and experience with art installations
- Parcel B development remains within the height limitations identified in the previous FDP
- Parcel A development is lower than the previously approved PDP and FDP at 62’ in height in lieu of 175’ and 90’, respectively
- Construction duration can be phased in a way that has less impact to the continued access and operations of the Public Market during construction, and hence the market as a community amenity is retained throughout this period
- Separation of the parking structure from the research and development building allows for more efficient use of the parking and life sciences building and results in improved seismic and vibration performance for the occupants
- The three independent structures result in programmatic and structural efficiencies optimizing the buildings’ flexibility and operations over the life of the facility while shortening the duration of construction



Comparison: PDP v/s Proposal

Residential

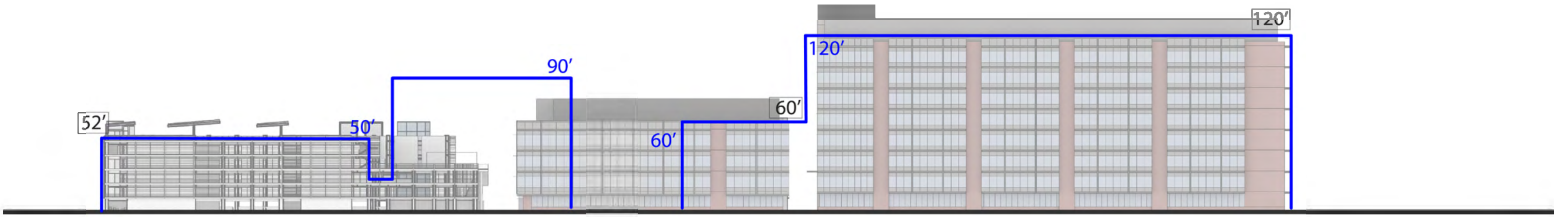
Relocating the residential component to Parcel F provides an opportunity to develop a single residential complex with its own identity and character contributing to the quality of the tenant experience therein and the neighborhood surrounds. Other attributes include:

- Creating a significant edifice on the corner of Shellmound Street and Shellmound Way celebrating the entrance to the Public Market
- Allows for widening of urban streetscape along Shellmound Way enhancing user experience and safety and the connection to the Public Market
- Contributes to the widening of the public right of way and the grand stair

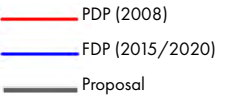
Development Agreement Amendment

The Development Agreement originally between the City, AG-CCRP, and AvalonBay Communities Inc., dated January 13, 2016 and recorded on January 25, 2016 as Document Number 2016016044 ("DA") has been assigned to the applicant and owner, dated December 23, 2020, and recorded on January 7, 2021 as Document Number 2021008037 in the Official Records of Alameda County. In connection with the proposed application, and pursuant to Section 10 of the DA, the following amendments are requested:

- Section 7. 1 - amendment to reflect the movement of 18 affordable housing units planned for Parcel A to the proposed 55’ foot tall building on Parcel F (as well as references to affordable housing units on Parcel A in Recital N and Exhibits E and F)
- Section 9. 4 – incorporate the proposed Parcel A, Parcel B and Parcel F FDPs as Subsequent Project Approvals.



Comparison: FDP v/s Proposal





EMERYVILLE WEST STATION



AMTRAK OVERPASS



HYATT HOUSE EMERYVILLE



URBAN OUTFITTERS PUBLIC PLAZA



SHELLMOUND STREET RENOVATION



THE OFFICES AT PUBLIC MARKET

1) PARCEL A & B - SURROUNDING SITE



PUBLIC MARKET ENTRY



PUBLIC MARKET - ALONG SHELLMOUND STREET



BREEZE WAY & OUTDOOR SPACE



PUBLIC MARKET WORKSHARING SPACE



PUBLIC MARKET & NEW WATERTANK



CHRISTIE PARK

2) EXISTING PUBLIC MARKET DISTRICT



EMME DEVELOPMENT



PARCEL C



PARCEL D



PARCEL C



PARCEL F

3) ADJACENT REDEVELOPMENT PROJECTS



Site Photos



MARKET DRIVE



URBAN OUTFITTERS PLAZA



SHELLMOUND STREET - LOOKING NORTH



VIEW TOWARDS EMERYVILLE STATION WEST



THE TERRACES AT EMERYVILLE STATION



PARCEL B



SHELLMOUND STREET - LOOKING SOUTH



HYATT HOUSE EMERYVILLE



SHELLMOUND WAY - LOOKING EAST



ADJACENT STORE FRONTS - LAZBOY

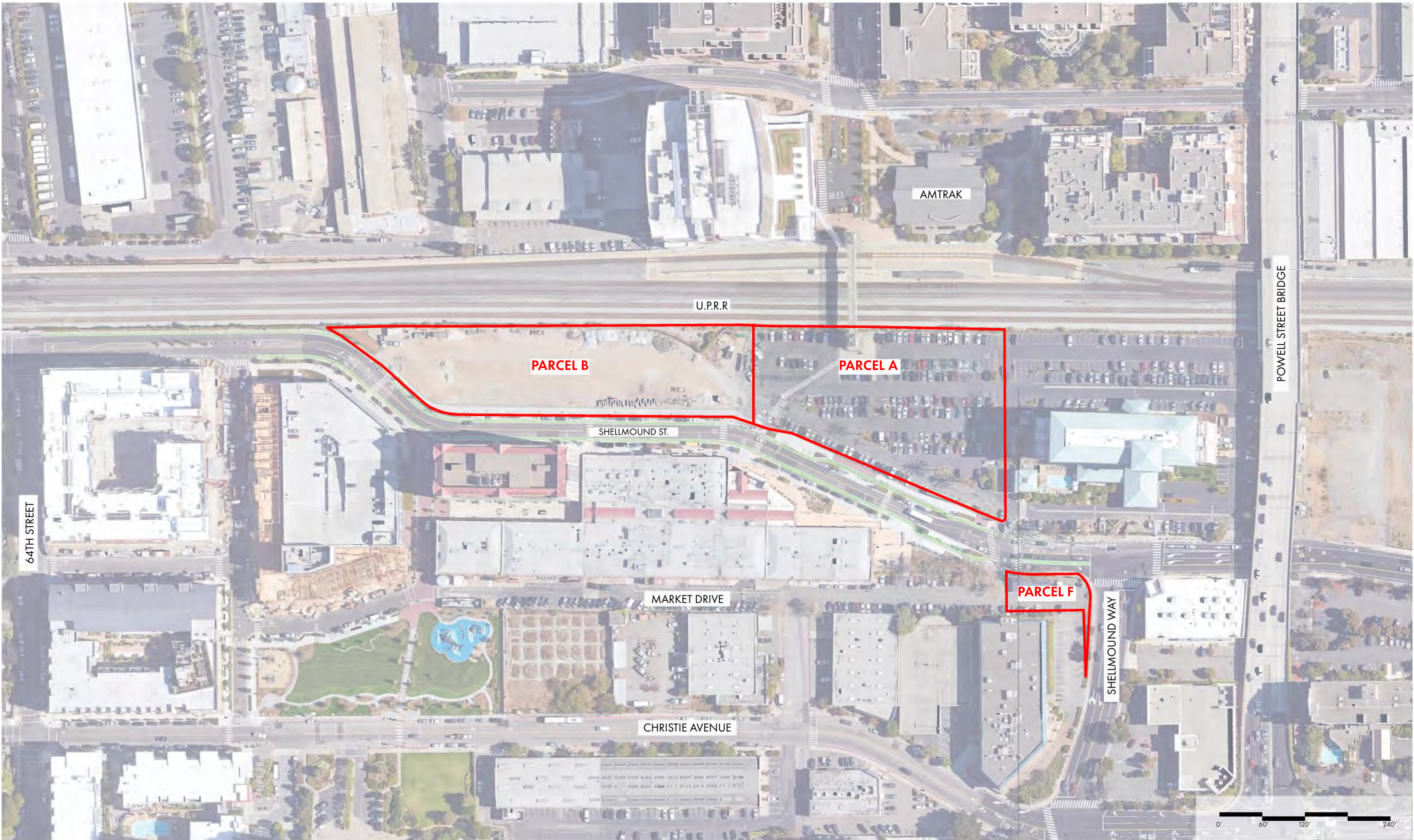


ADJACENT STORE FRONTS - AIRPORT HOME APPLIANCES



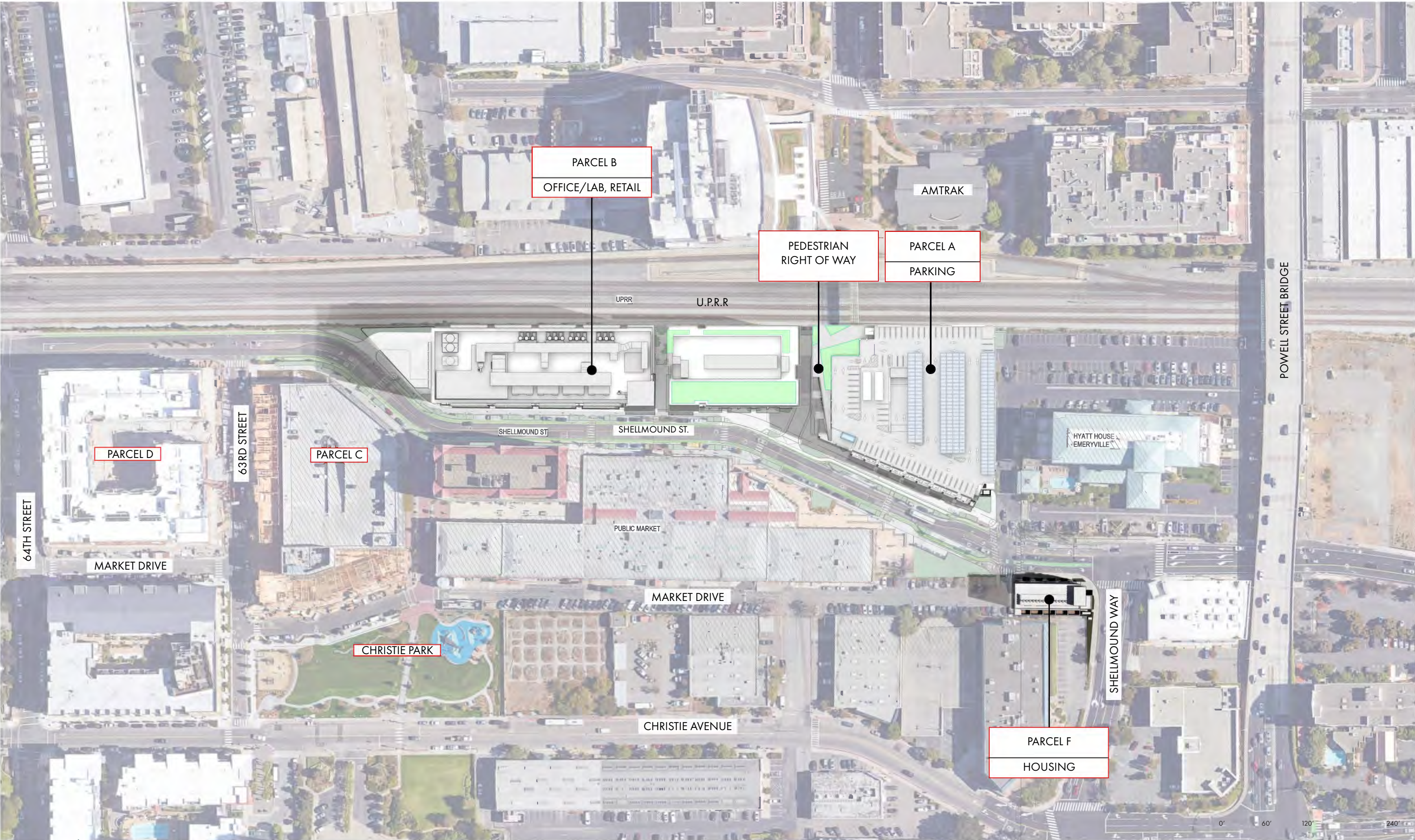
BUILDING TO THE WEST OF PARCEL F

4) PARCEL F - SURROUNDING SITE



Existing Site Plan

EMERYVILLE PUBLIC MARKET - PARCEL A, PARCEL B, PARCEL F

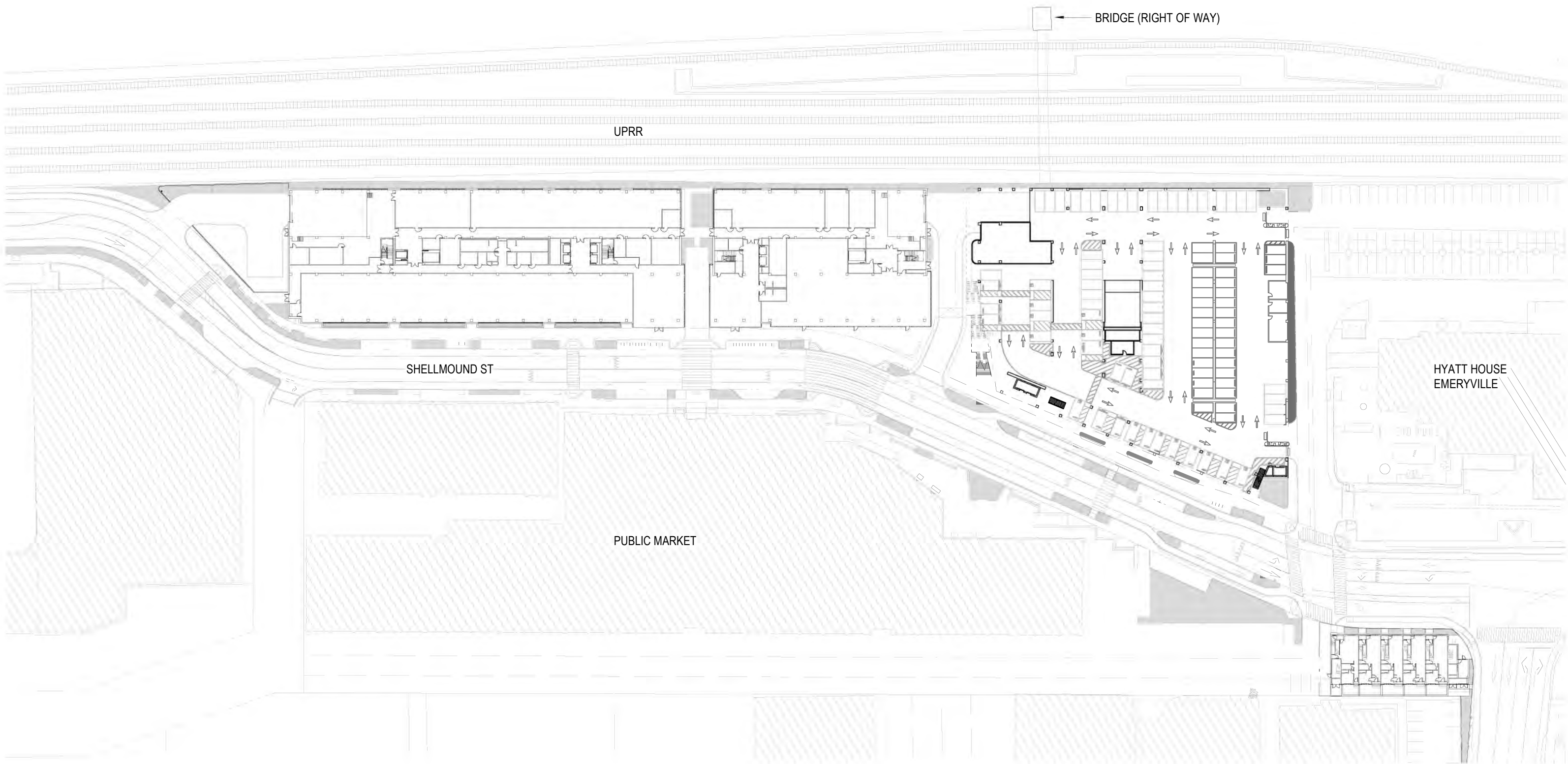


Site Plan at Full Build-Out

EMERYVILLE PUBLIC MARKET - PARCEL A, PARCEL B, PARCEL F



SCALE 1"= 120'-0"



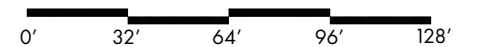
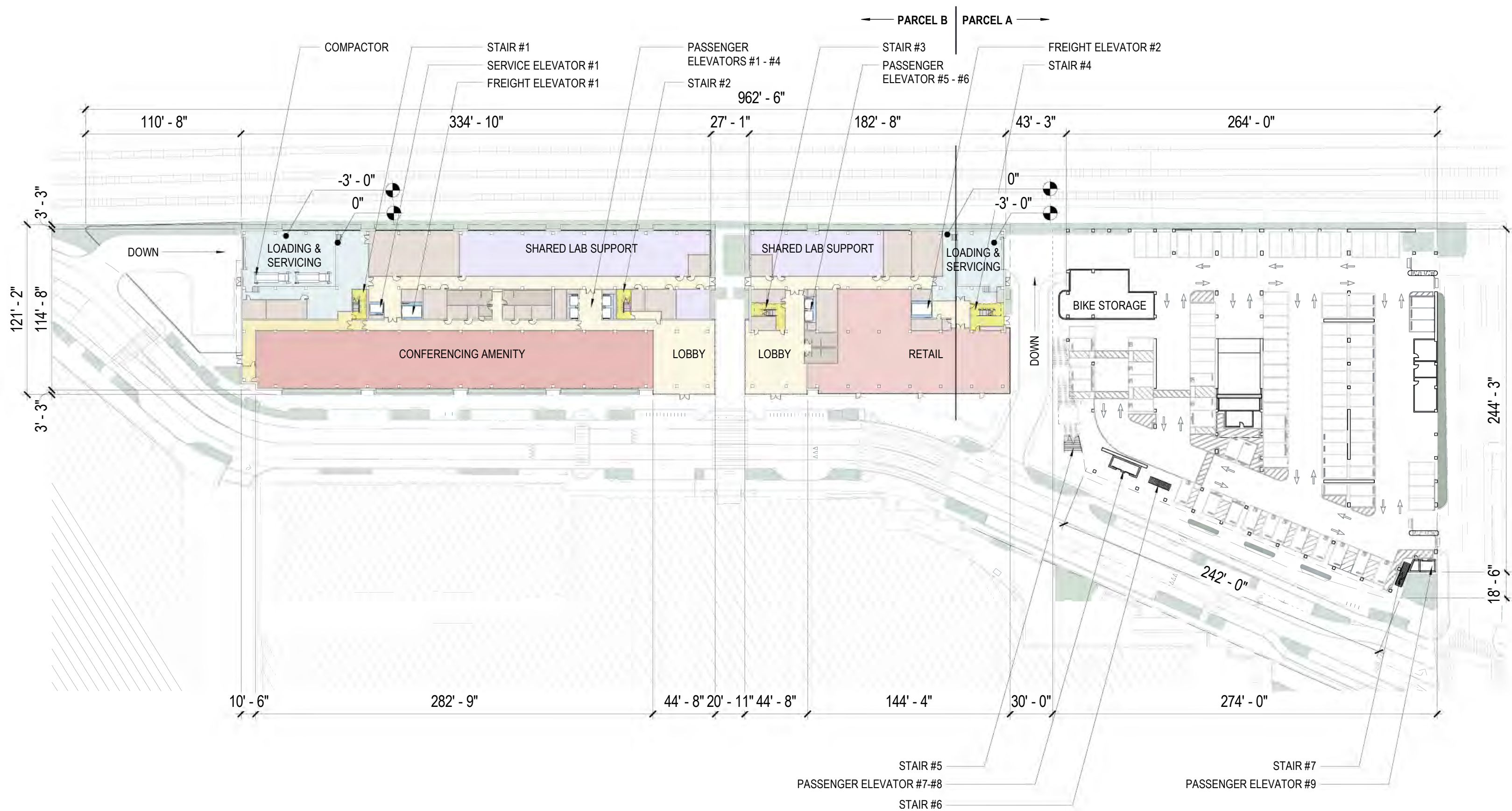
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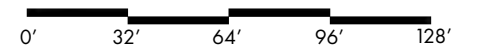
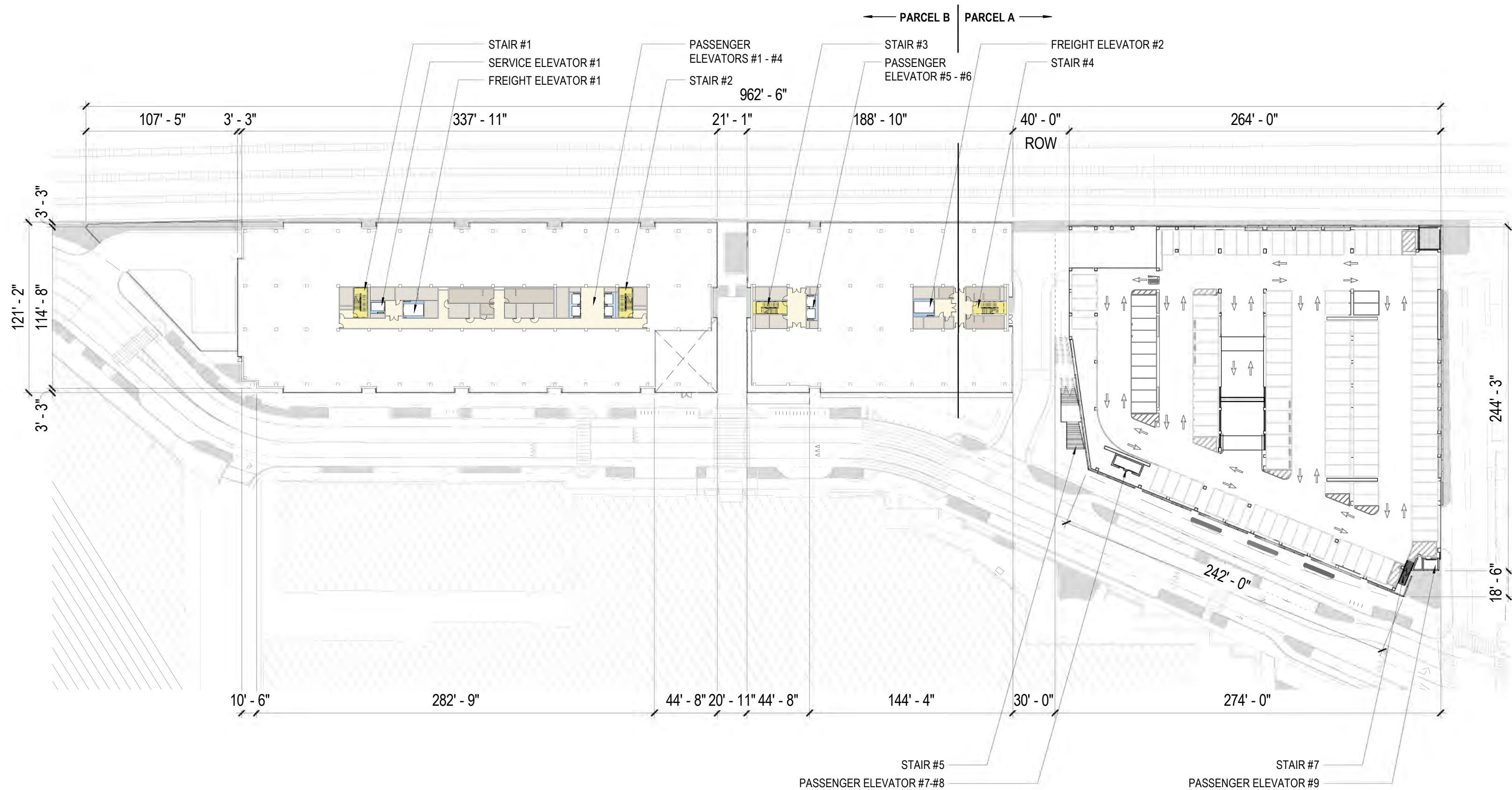
Site Plan

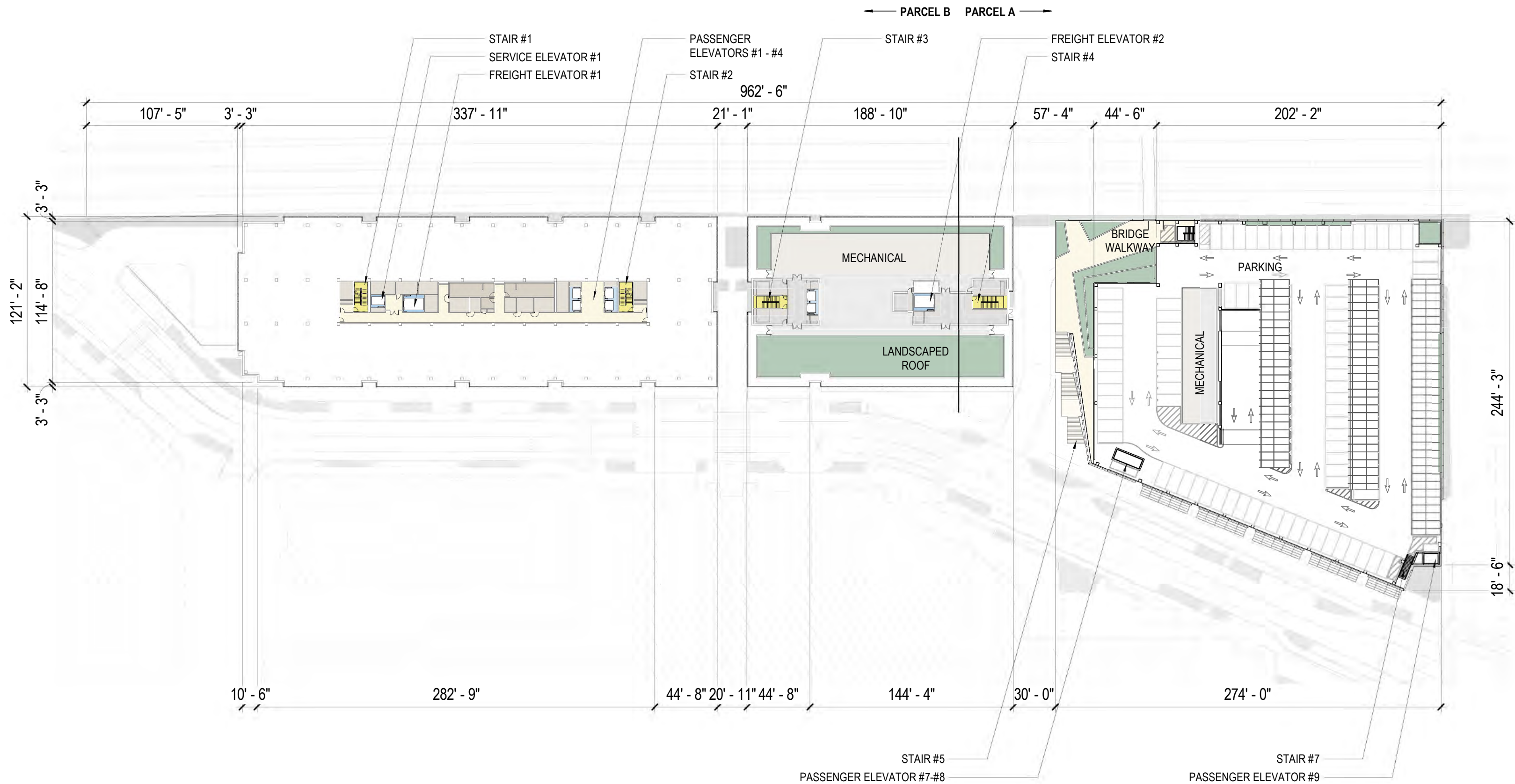
EMERYVILLE PUBLIC MARKET - PARCEL A, PARCEL B, PARCEL F



SCALE 1"= 80'-0"

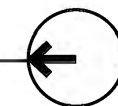


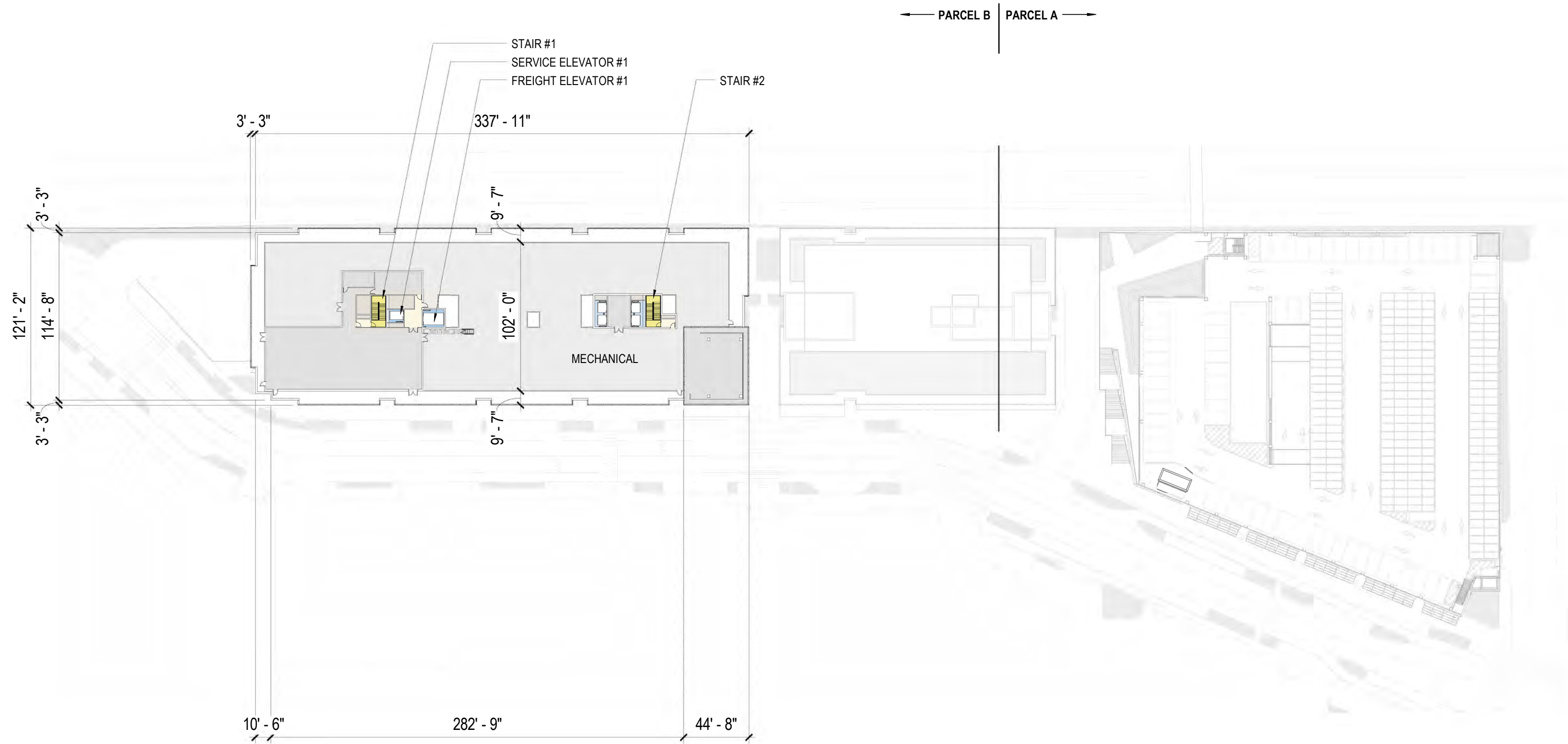




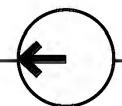
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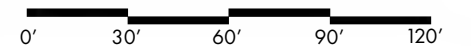
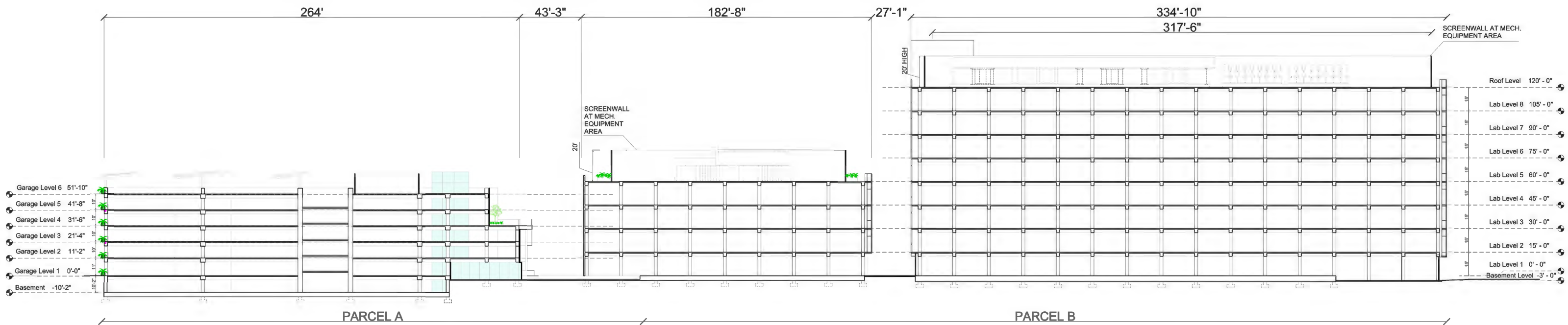
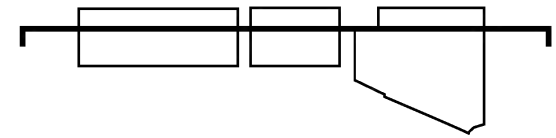
Floor Plan - Level 05

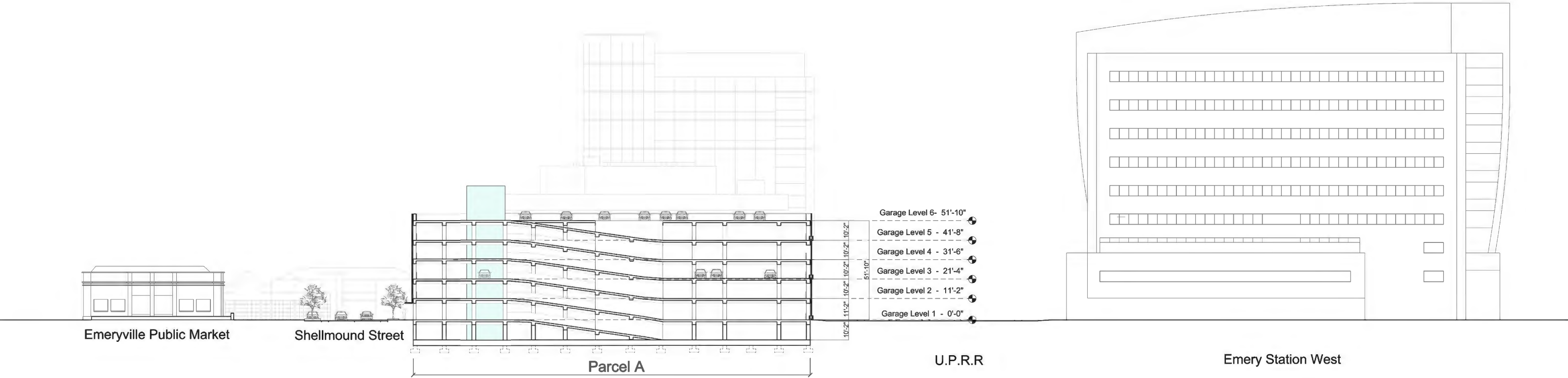
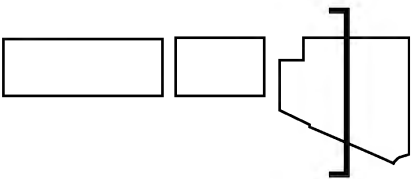


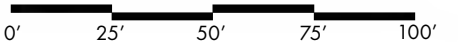
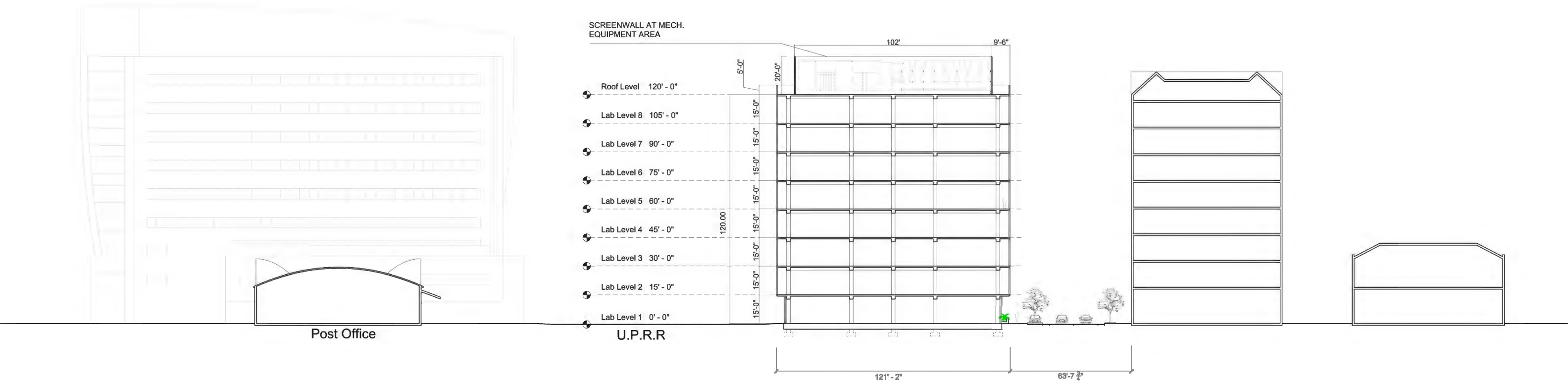
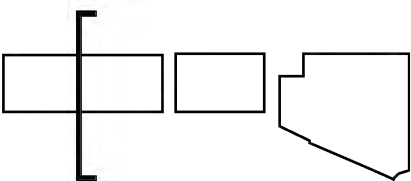


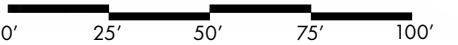
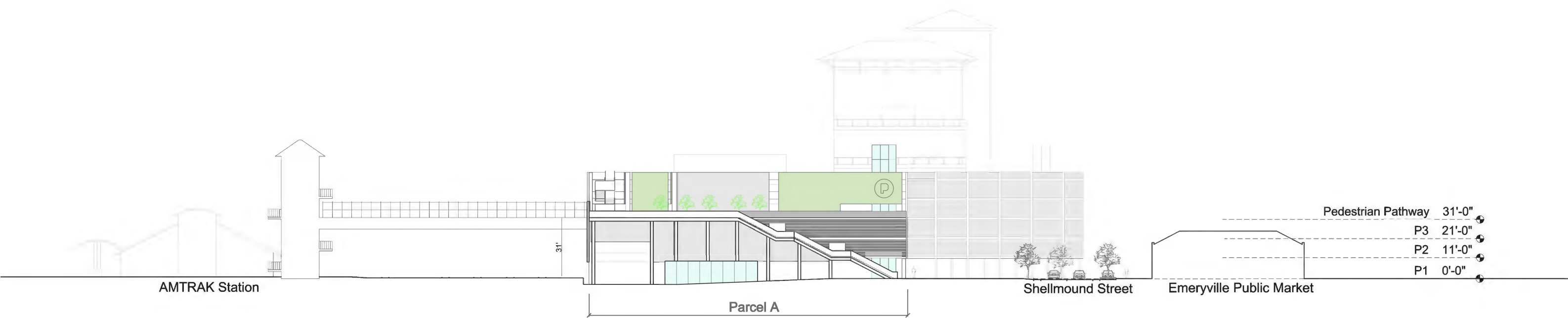
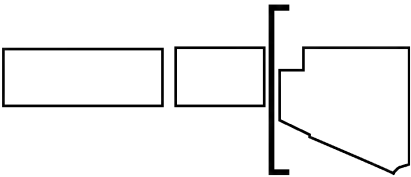
Roof Level Plan



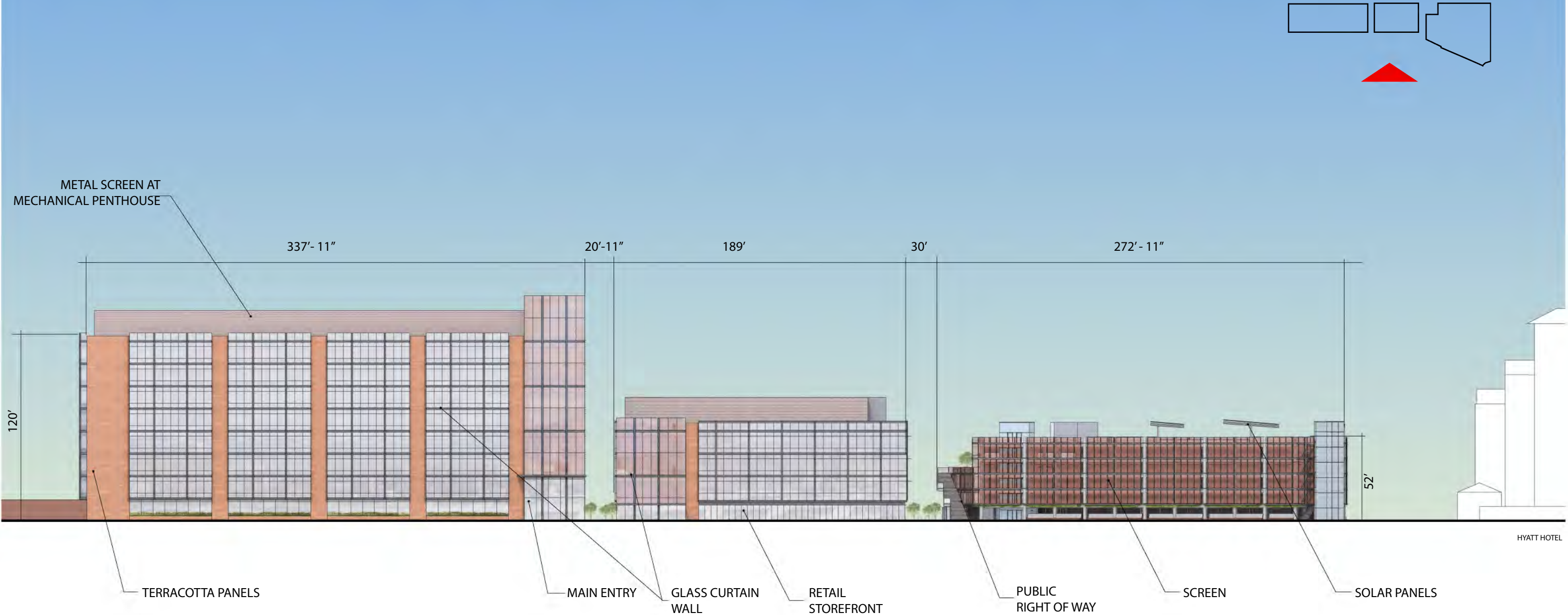






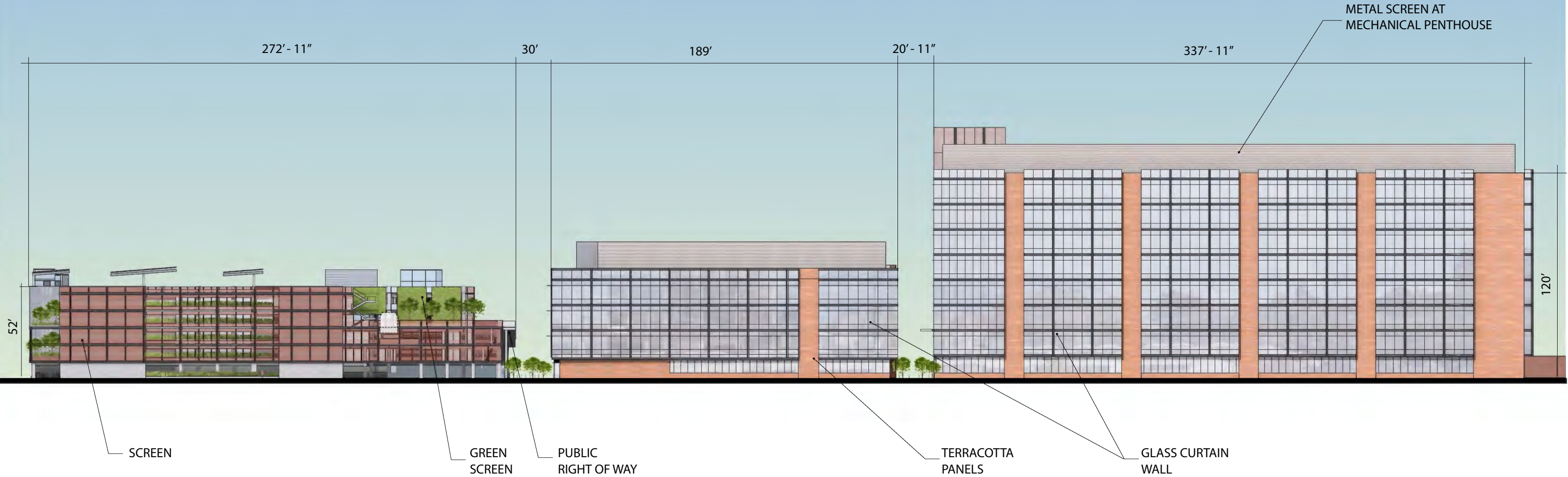
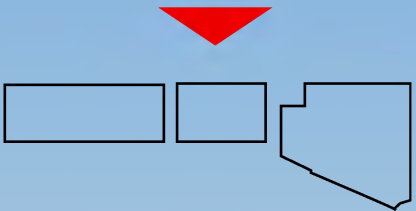


Notes:
Street trees and furnishings omitted for clarity.

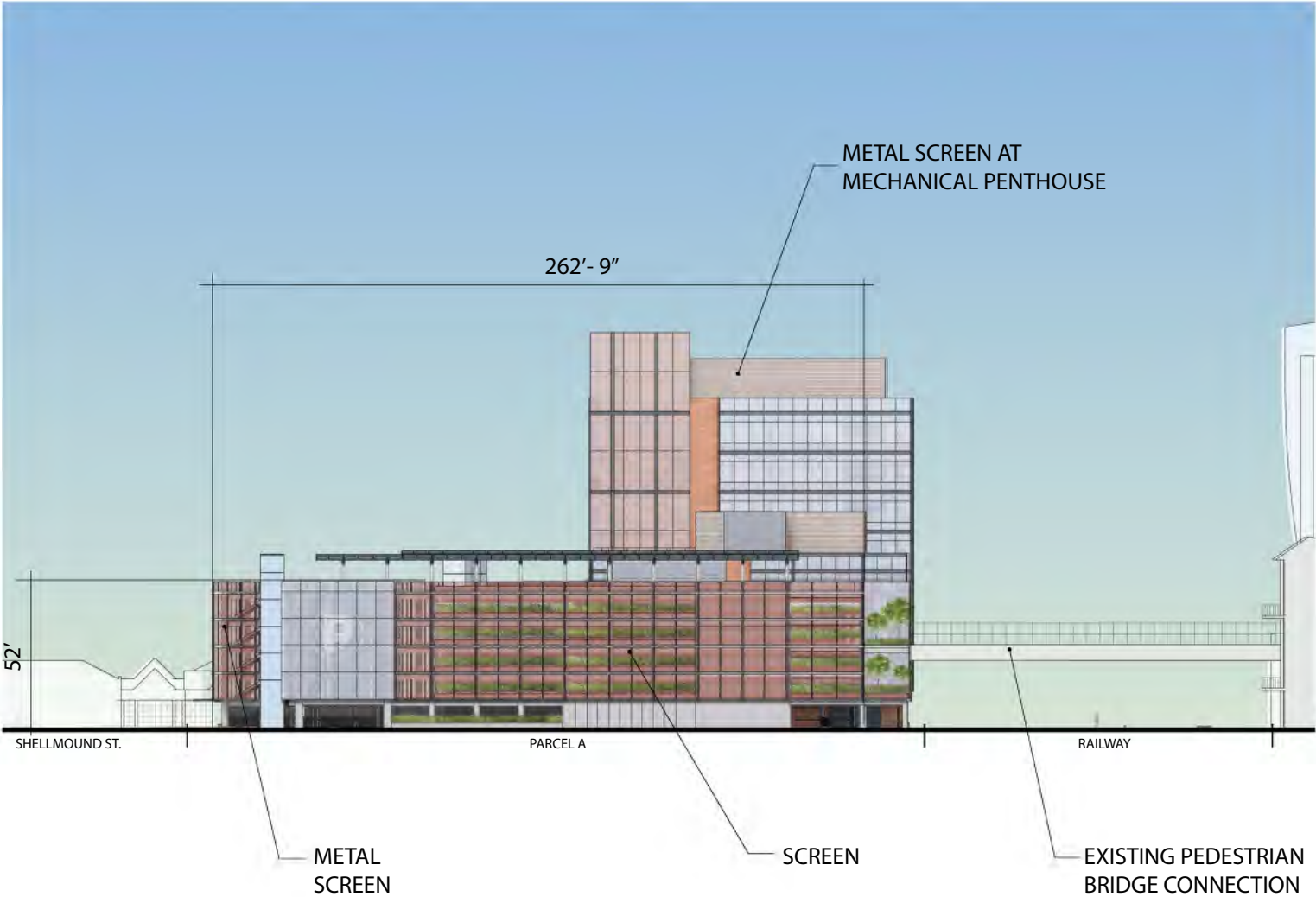
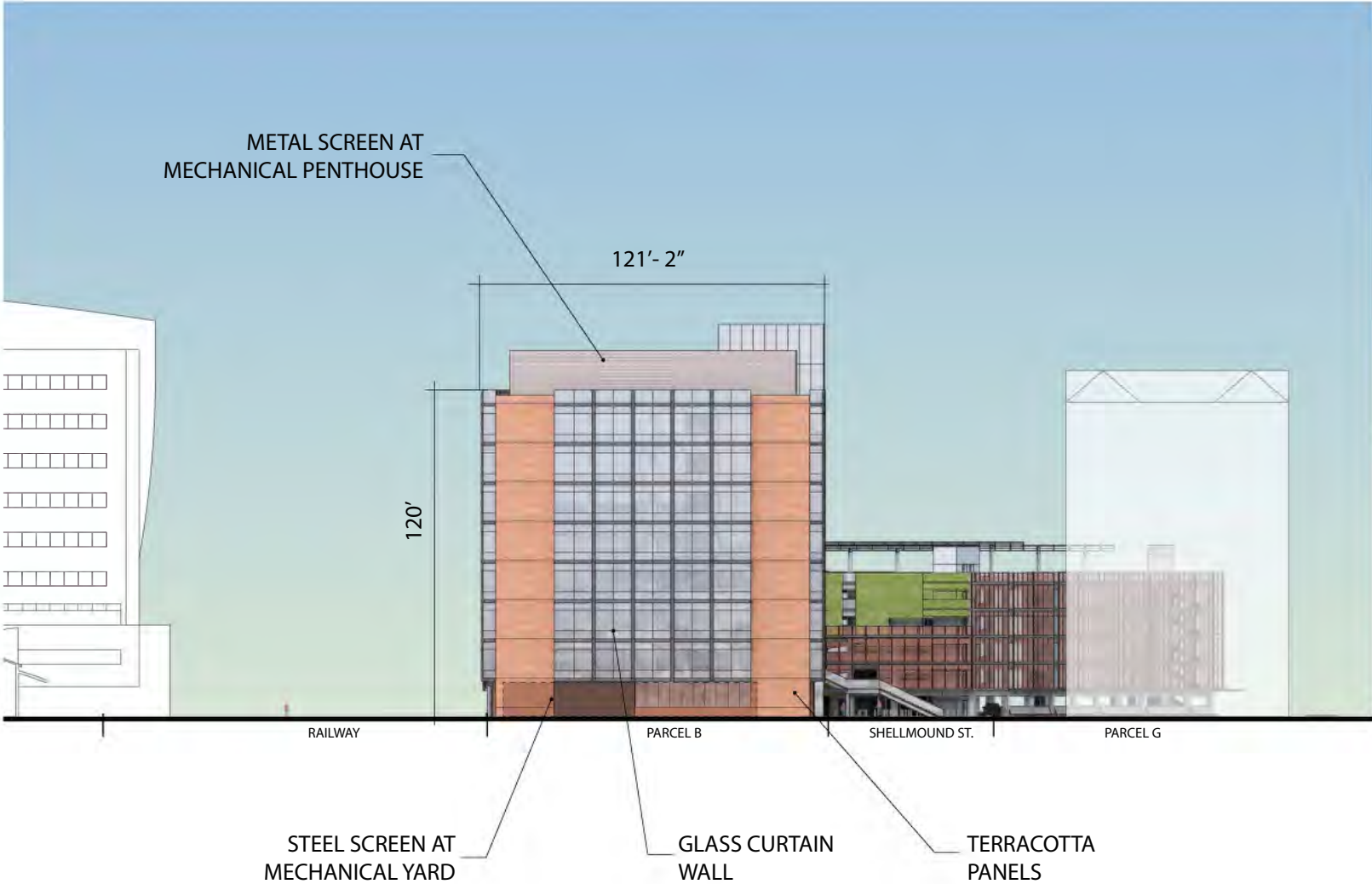
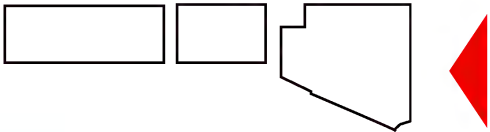
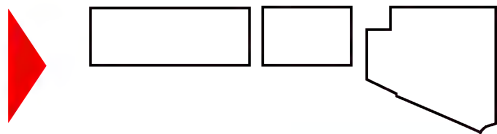


West Elevation

Notes:
Street trees and furnishings omitted for clarity.



Notes:
Street trees and furnishings omitted for clarity.













Terracotta Panels + Baguettes



Perforated Metal Panels



Perforated Metal Panels



Green Screen Trellis Screens



Sun Shading Fins and Shades



Sun Shading Fins and Shades



Steel Mesh Screens



Curtain Wall System with Vision Glass, Fritted Glass and Shadow Box



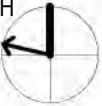
Curtain Wall System with Vision Glass, Fritted Glass and Shadow Box

SHELLMOUND STREET

RESIDENTIAL BUILDING

SHELLMOUND WAY

TRUE NORTH



NEW ROAD CURB
& CURB CUT

DEMOLISH EXIST.
CURB CUT

10' - 0" SETBACK

SHORT TERM
BIKE PARKING

NEW 5' WIDE SIDEWALK

LOADING
ZONE

10' - 0"

FD CONNECTION
STANDPIPE

10' - 0" SETBACK

COMPOST &
RECYCLE BINS

10' - 0" 8' - 10 1/8"

GARBAGE
BINS

SOLID 6' HT.
FENCE

6' HT. FENCE

BIORETENTION
AREA

PROJECT STATS

BUILDING HEIGHT:	55' - 2"
BUILDING STOREYS:	5
LOT AREA:	7,864 SF

FLOOR AREAS

LEVEL 01	4201.1 SF
LEVEL 02	4163.84 SF
LEVEL 03	3881.37 SF
LEVEL 04	3480.12 SF
LEVEL 05	3481.4 SF
ROOF LEVEL (SERVICE)	519.11 SF
	19726.94 SF

2.51

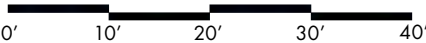
UNIT TYPE AREAS

APT 1	590.1 SF
APT 2	884.11 SF
APT 3	884.11 SF
APT 4	574.47 SF
APT 5	590.1 SF
APT 6	884.11 SF
APT 7	884.11 SF
APT 8	574.47 SF
TH 1 (FF)	969.01 SF
TH 2 (FF)	950.87 SF
TH 3 (FF)	950.87 SF
TH 4 (FF)	950.87 SF
TH 5 (FF)	911.08 SF
TH 6 (FF)	1119.59 SF
TH 7 (FF)	1103.97 SF
TH 8 (FF)	1103.97 SF
TH 9 (FF)	1103.97 SF
TH 10 (FF)	1120.8 SF
	16150.57 SF

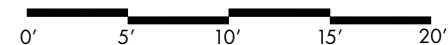
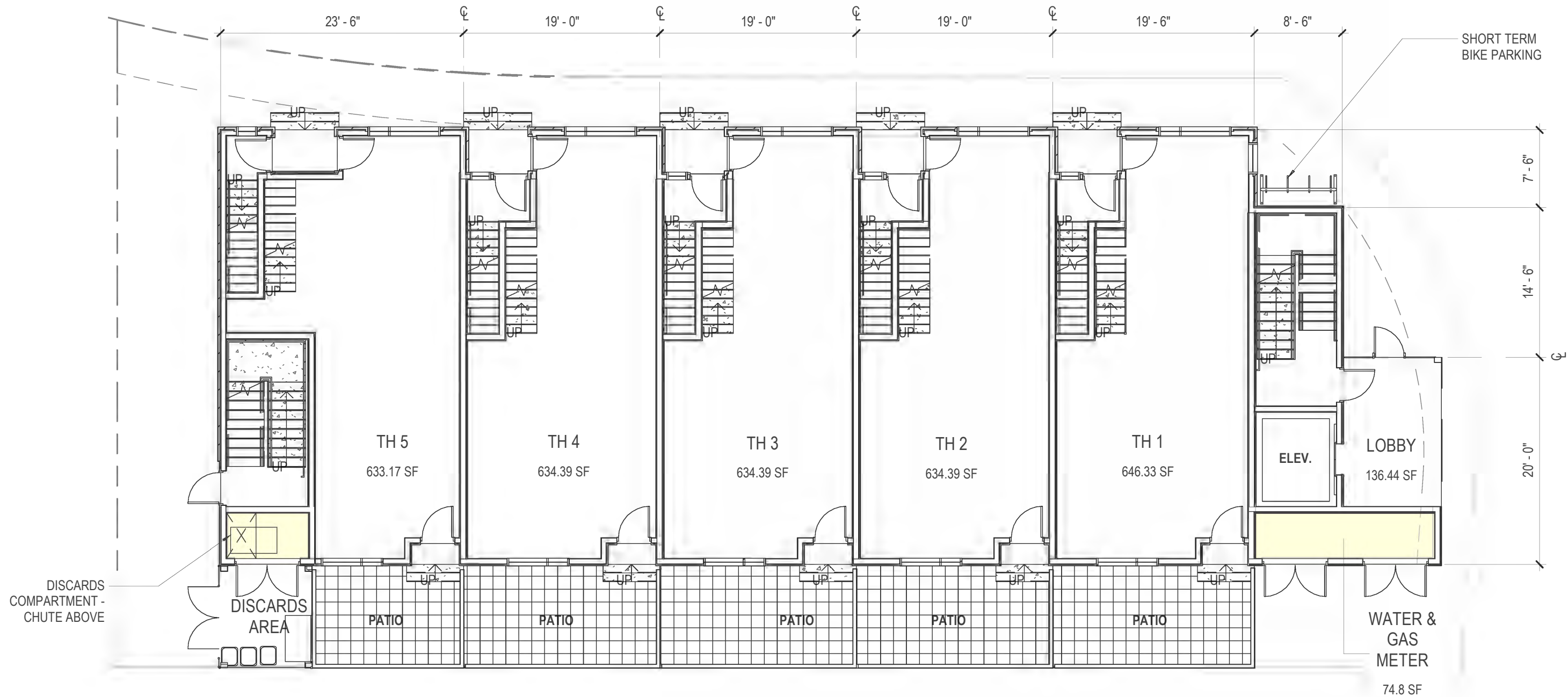
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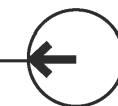
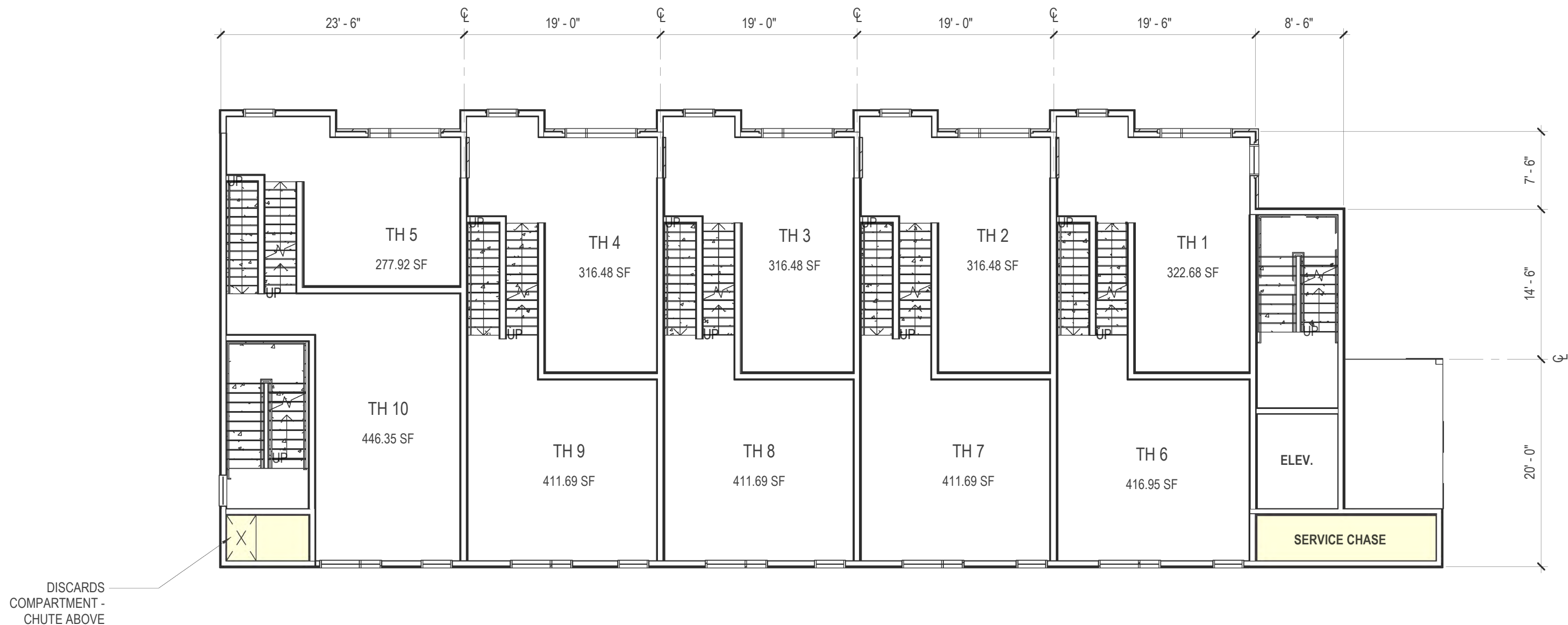
FF = FAMILY FRIENDLY UNIT

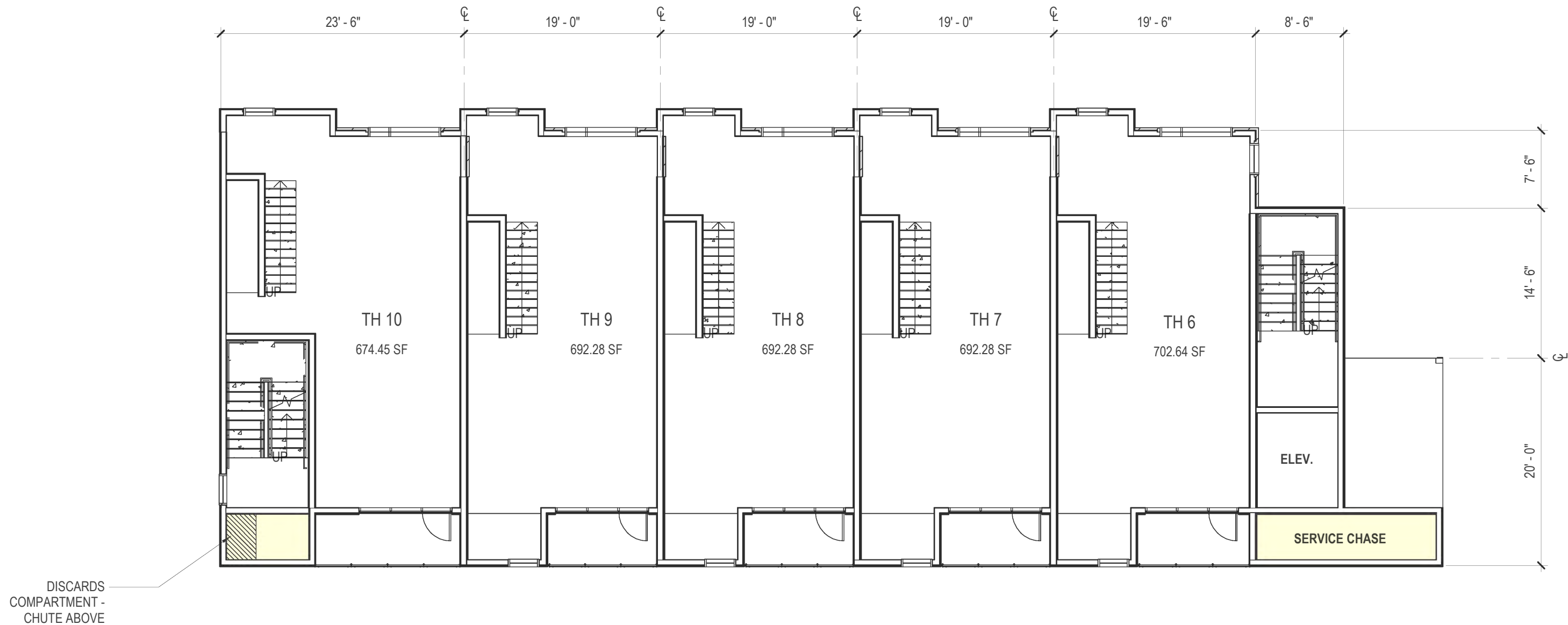
AREA DOES NOT INCLUDE APARTMENT
CORRIDORS

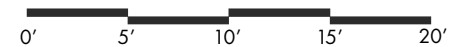
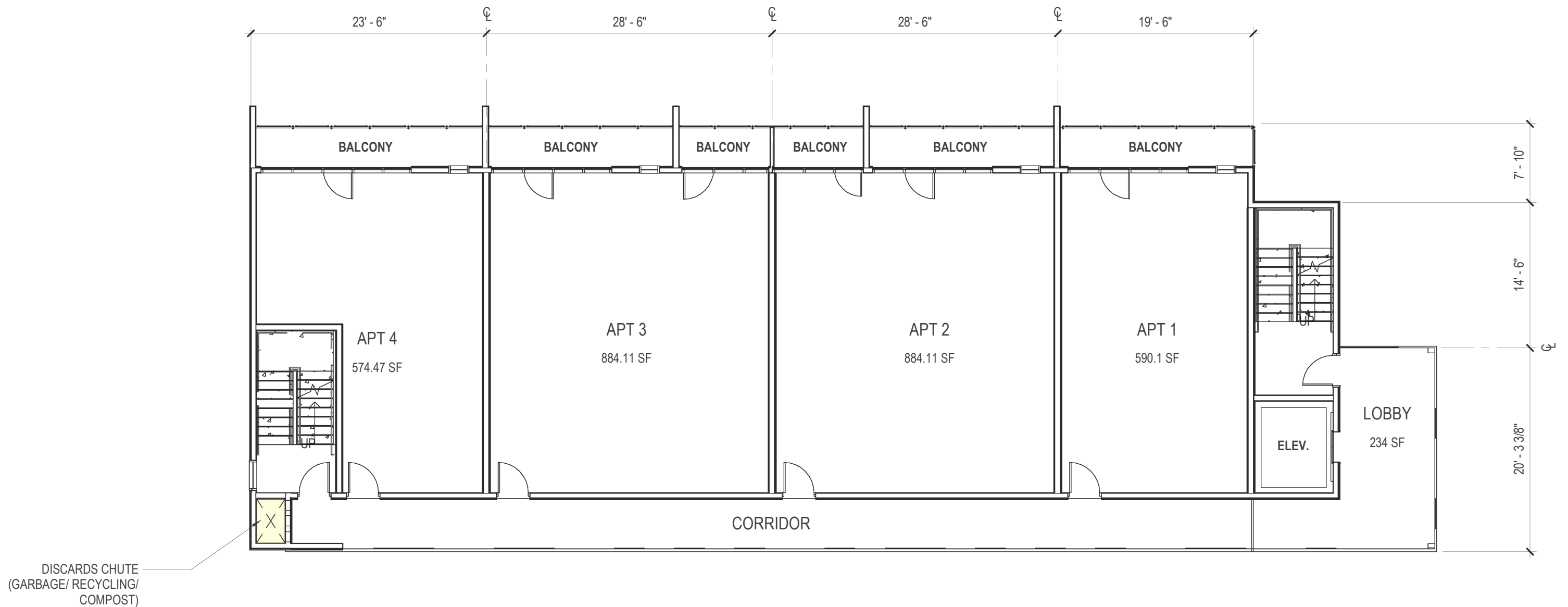


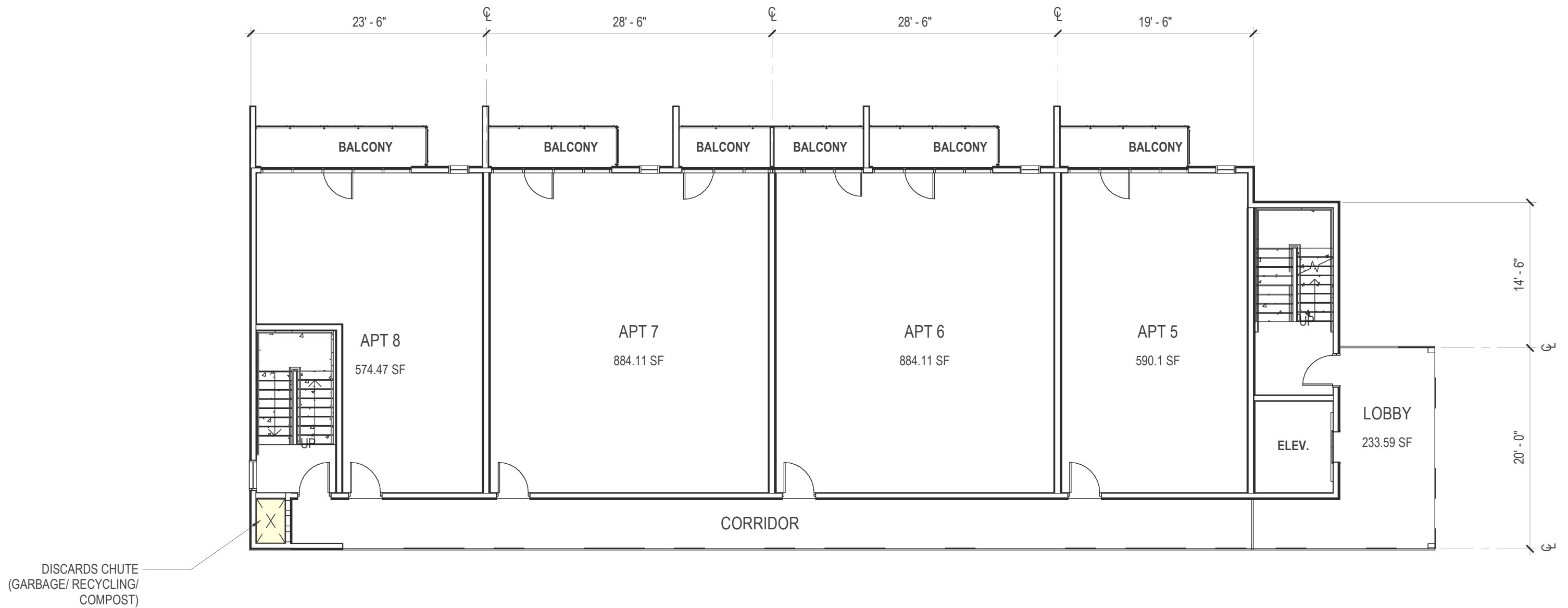
SCALE 1"= 20'-0"

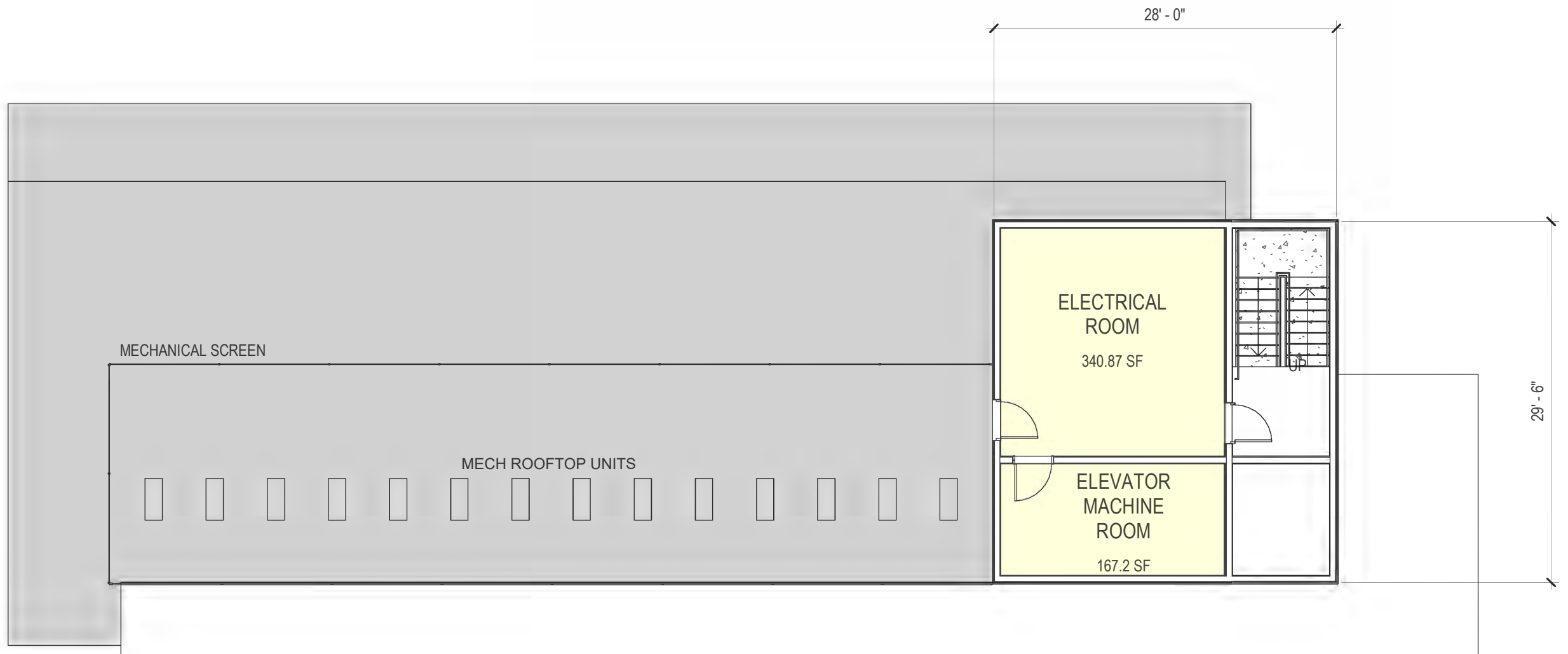




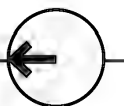






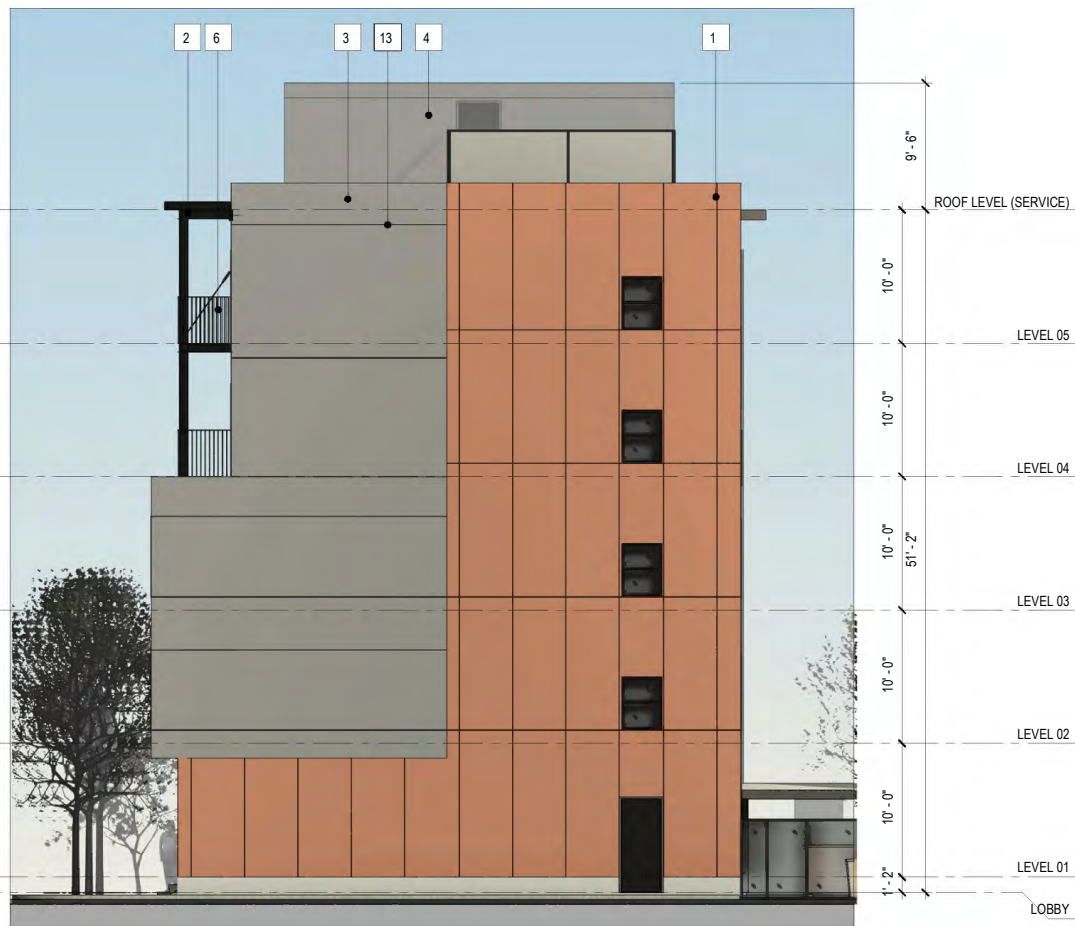


Roof Plan





ELEVATION - EAST



ELEVATION - NORTH

EXTERIOR FINISH LEGEND

1	FIBRE CEMENT PANEL (BEHR M210-7)	6	POWDER-COATED STEEL (BLACK) RAILING	11	PRE-FINISHED EXPANDED METAL SCREEN PANELS ON METAL FRAMES, SUPPORTS
2	POWDER-COATED STEEL (BLACK)	7	METAL DOOR WITH VISION GLAZING (BLACK)	12	CHAINLINK FENCE
3	ACRYLIC STUCCO PANEL (LIGHT GRAY)	8	VINYL WINDOW (BLACK)	13	CONTROL JOINT
4	ACRYLIC STUCCO (MEDIUM GRAY)	9	VINYL PATIO DOORS (BLACK)		
5	METAL PANEL (DARK GRAY)	10	ANNODIZED ALUMINUM LOUVER (BLACK)		

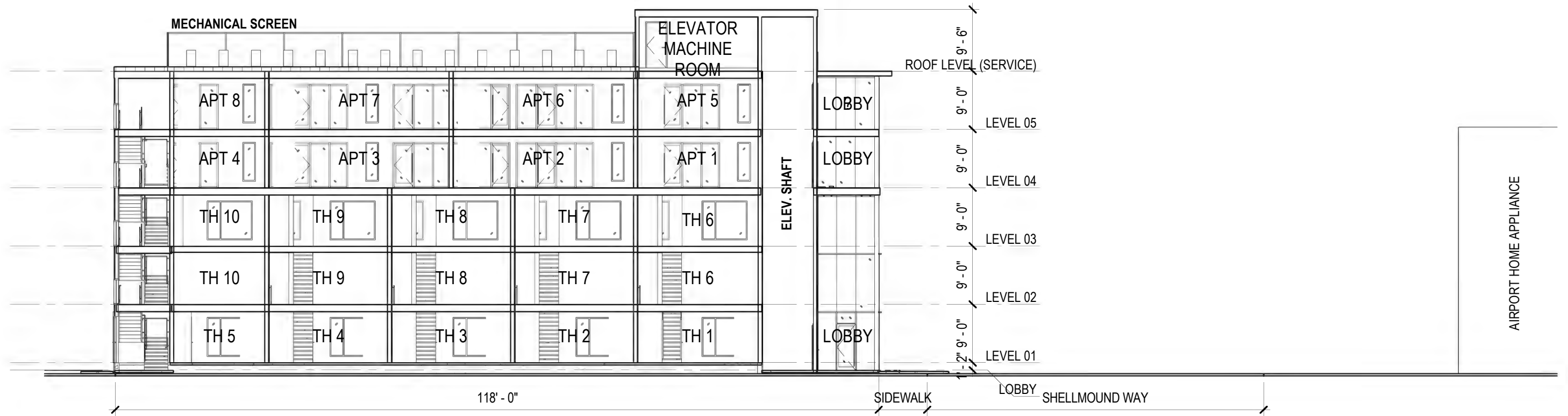


ELEVATION - WEST

EXTERIOR FINISH LEGEND					
1	FIBRE CEMENT PANEL (BEHR M210-7)	6	POWDER-COATED STEEL (BLACK) RAILING	11	PRE-FINEEXPANDED METAL SCREEN PANELS ON METAL FRAMES, SUPPORTS
2	POWDER-COATED STEEL (BLACK)	7	METAL DOOR WITH VISION GLAZING (BLACK)	12	CHAINLINK FENCE
3	ACRYLIC STUCCO PANEL (LIGHT GRAY)	8	VINYL WINDOW (BLACK)	13	CONTROL JOINT
4	ACRYLIC STUCCO (MEDIUM GRAY)	9	VINYL PATIO DOORS (BLACK)		
5	METAL PANEL (DARK GRAY)	10	ANNODIZED ALUMINUM LOUVER (BLACK)		

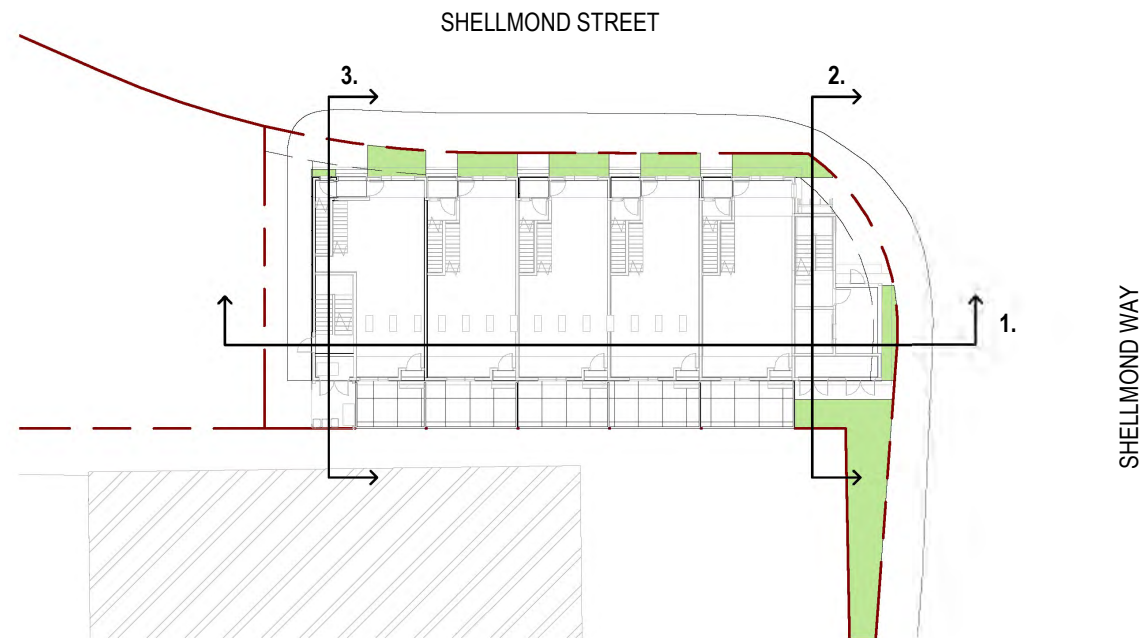


ELEVATION - SOUTH

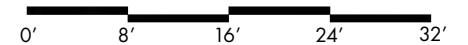
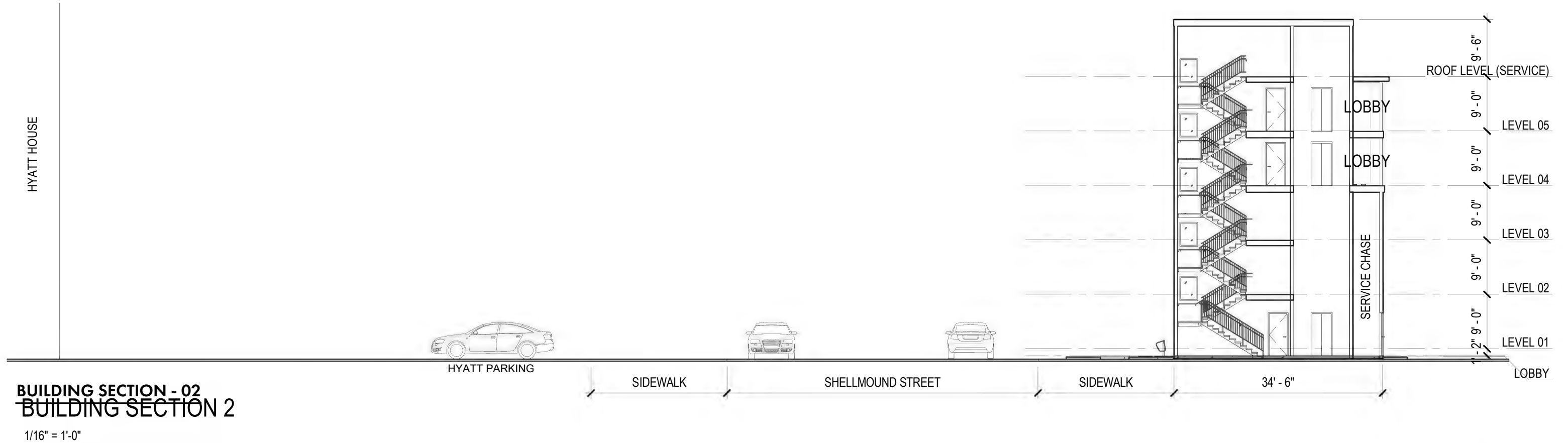


BUILDING SECTION 1

1/16" = 1'-0"



0' 8' 16' 24' 32'

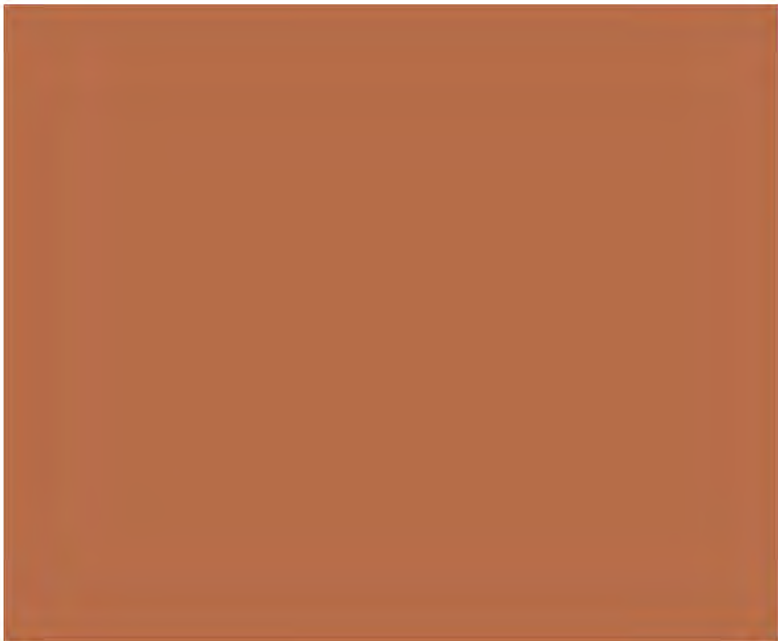




RENDERING IN PROCESS OF BEING UPDATED, TO BE REISSUED.



RENDERING IN PROCESS OF BEING UPDATED, TO BE REISSUED.



FIBER CEMENT PANEL (TEXTURED)



ACRYLIC STUCCO (LIGHT GREY)



ACRYLIC STUCCO (MEDIUM GREY)



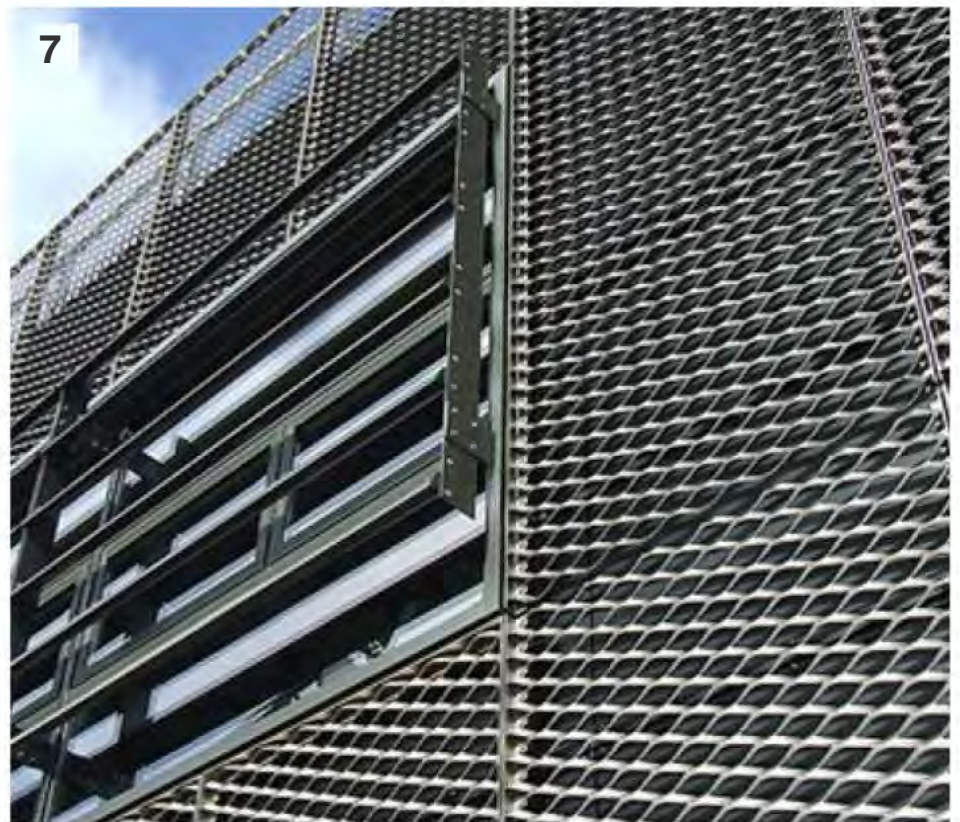
METAL PANEL (DARK GREY)



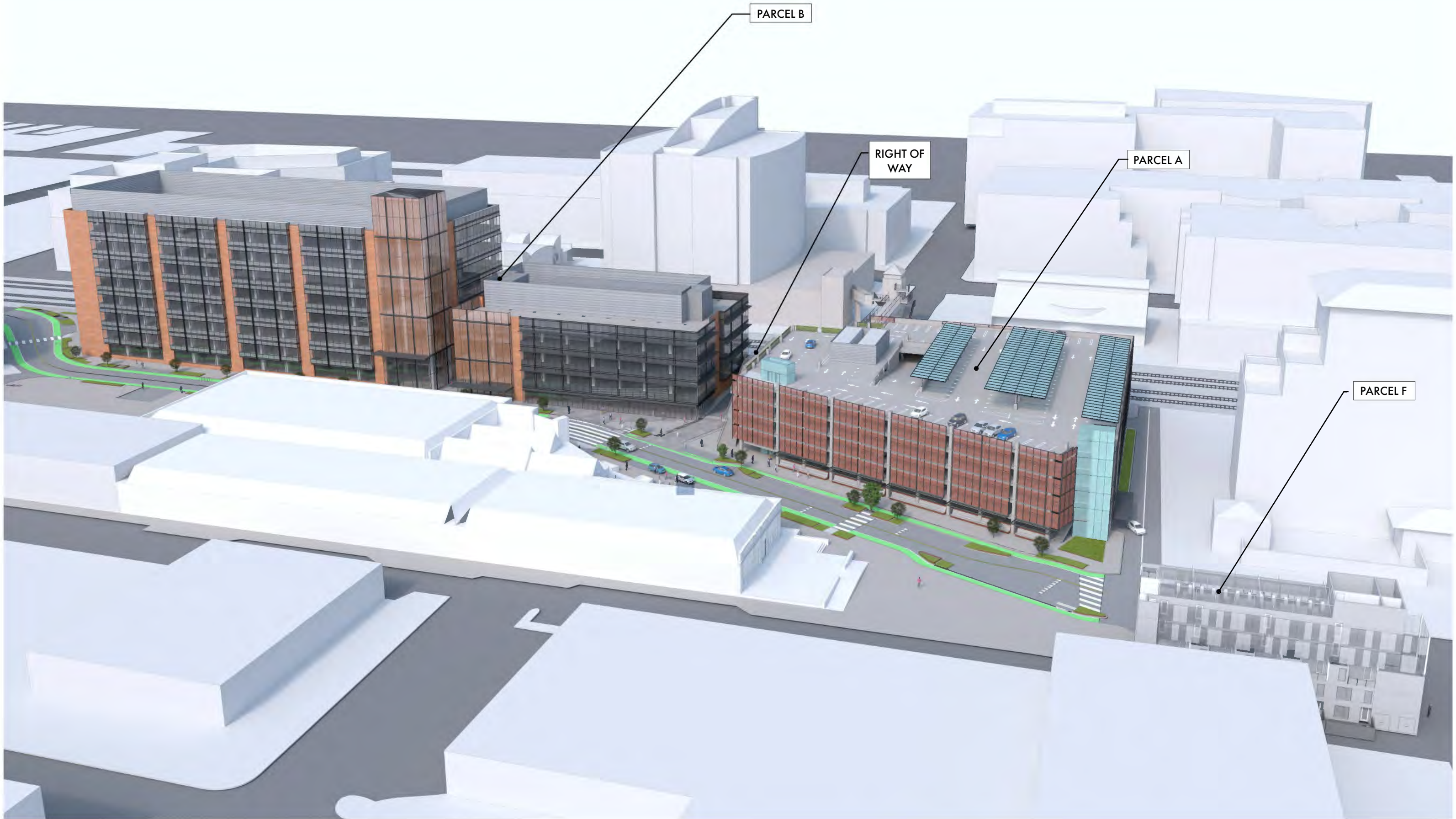
LOW-PROFILE EXTERIOR METAL RAILING (POWDER COATED)

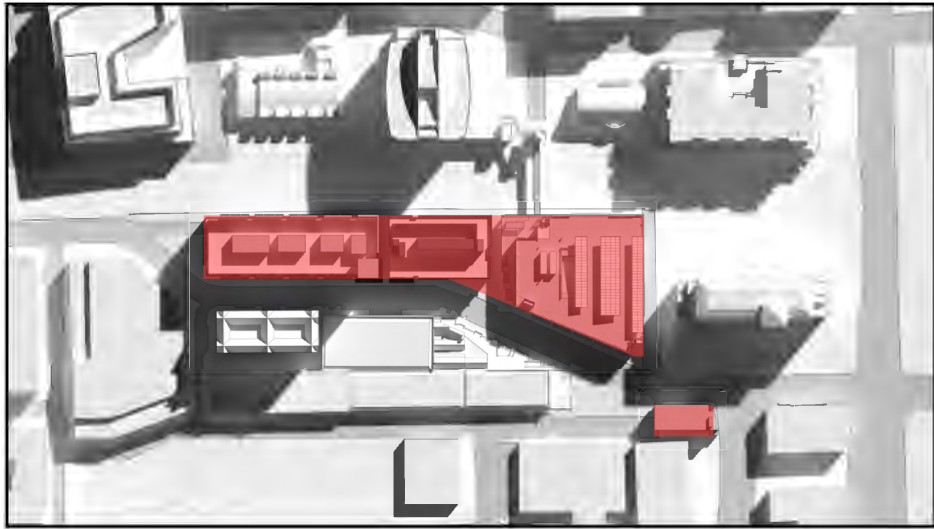


VINYL WINDOW (BLACK)

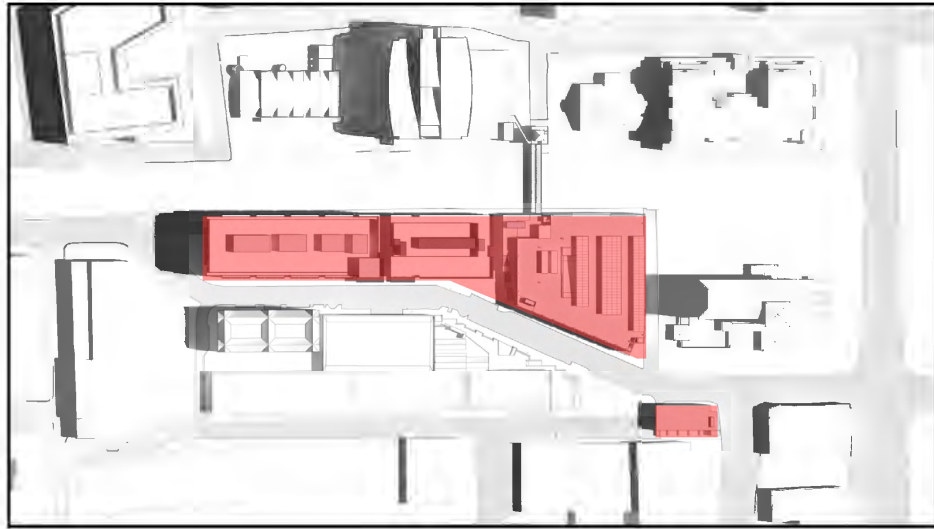


EXPANDED METAL MESH SCREEN (POWDER COATED)

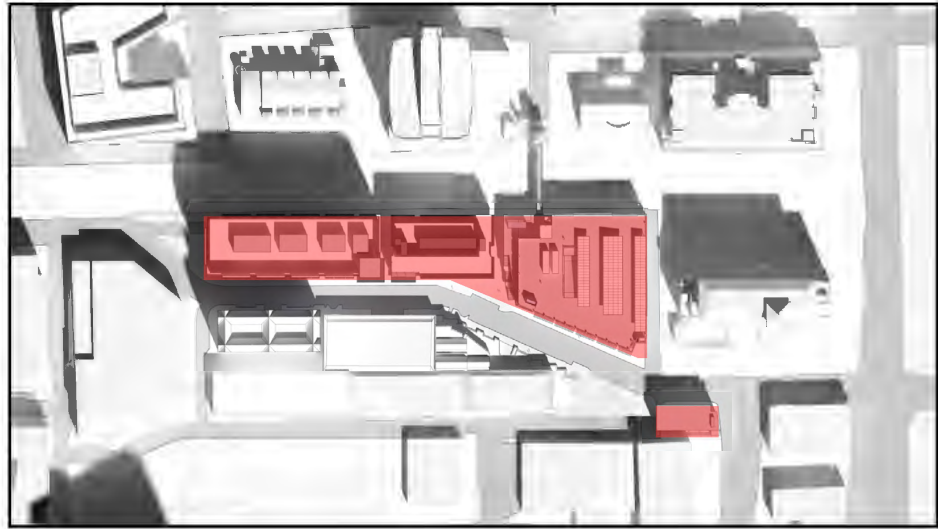




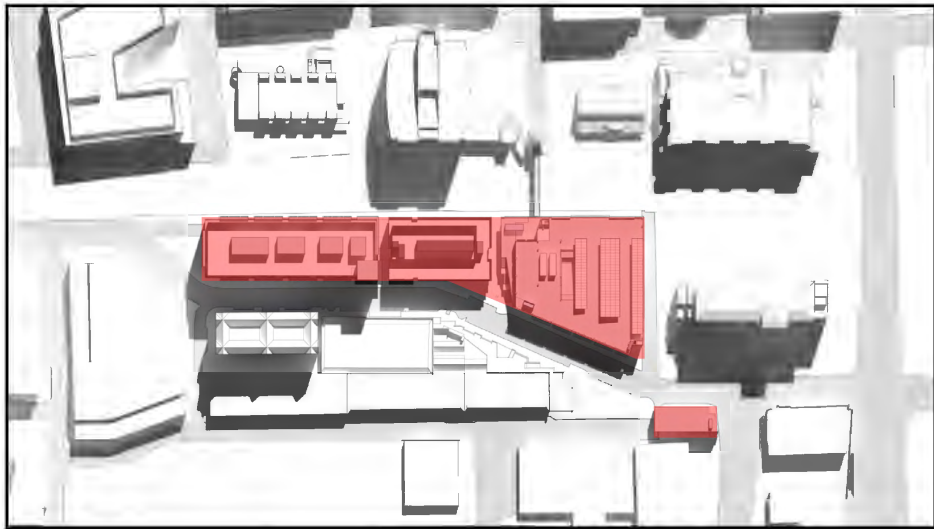
EQUINOX (MARCH 21) - 9 AM



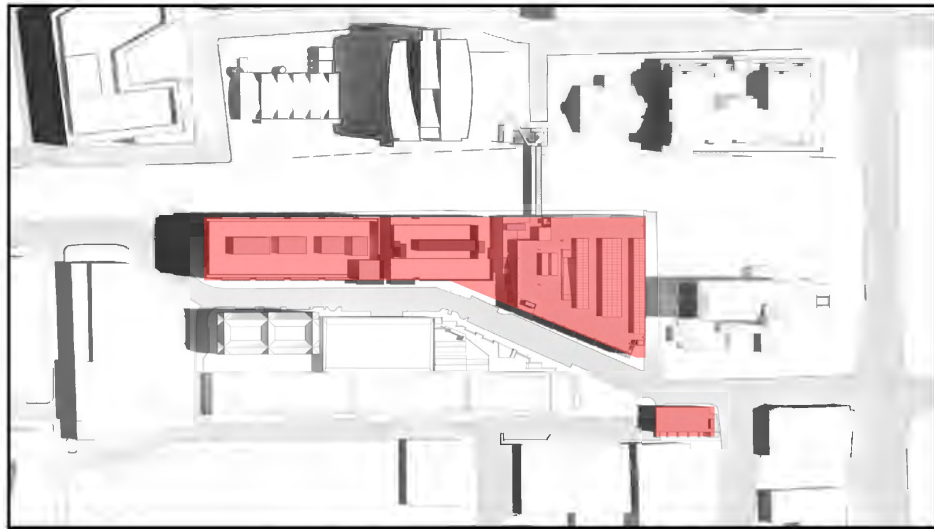
EQUINOX (MARCH 21) - 12 PM



EQUINOX (MARCH 21) - 3 PM



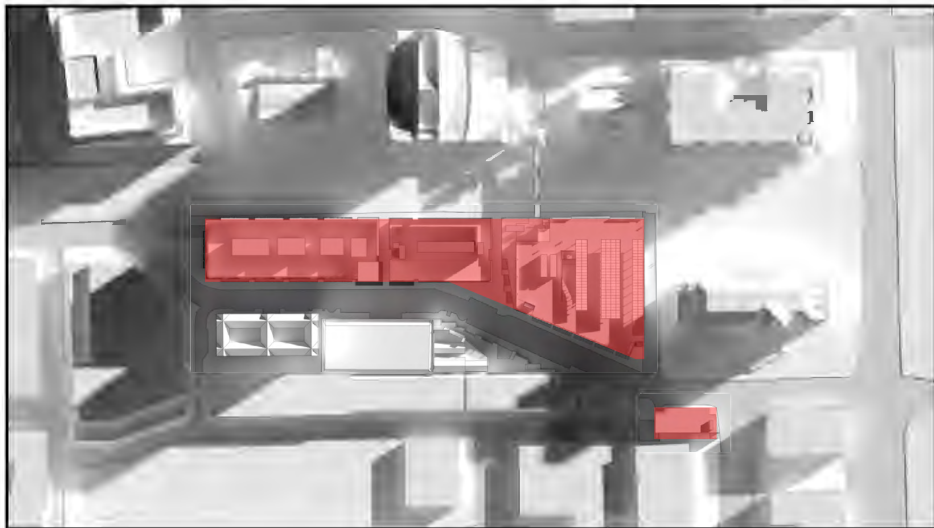
SUMMER SOLSTICE (JUNE 21) - 9 AM



SUMMER SOLSTICE (JUNE 21) - 12 PM



SUMMER SOLSTICE (JUNE 21) - 3 PM



WINTER SOLSTICE (DECEMBER 21) - 9 AM



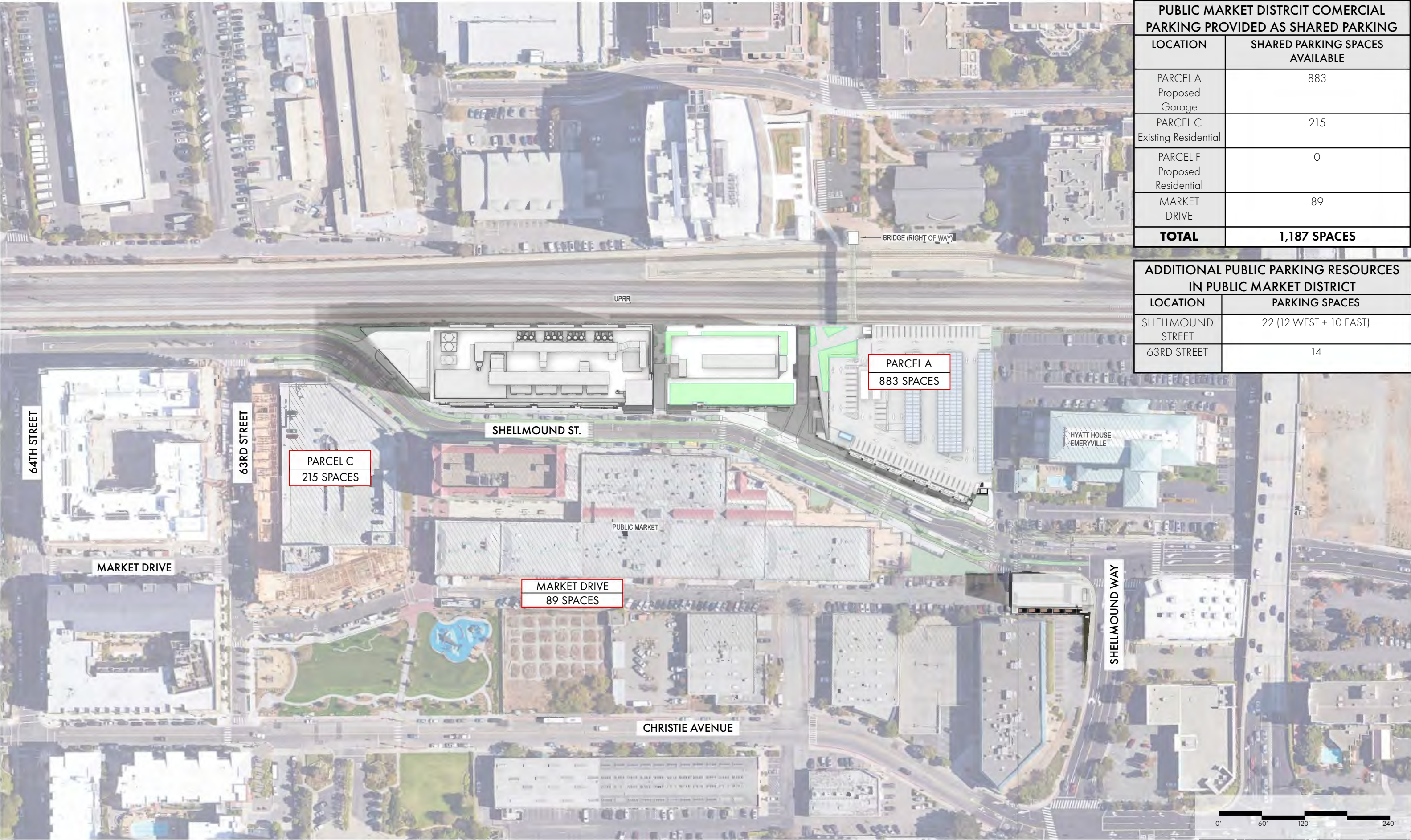
WINTER SOLSTICE (DECEMBER 21) - 12 PM



WINTER SOLSTICE (DECEMBER 21) - 3 PM

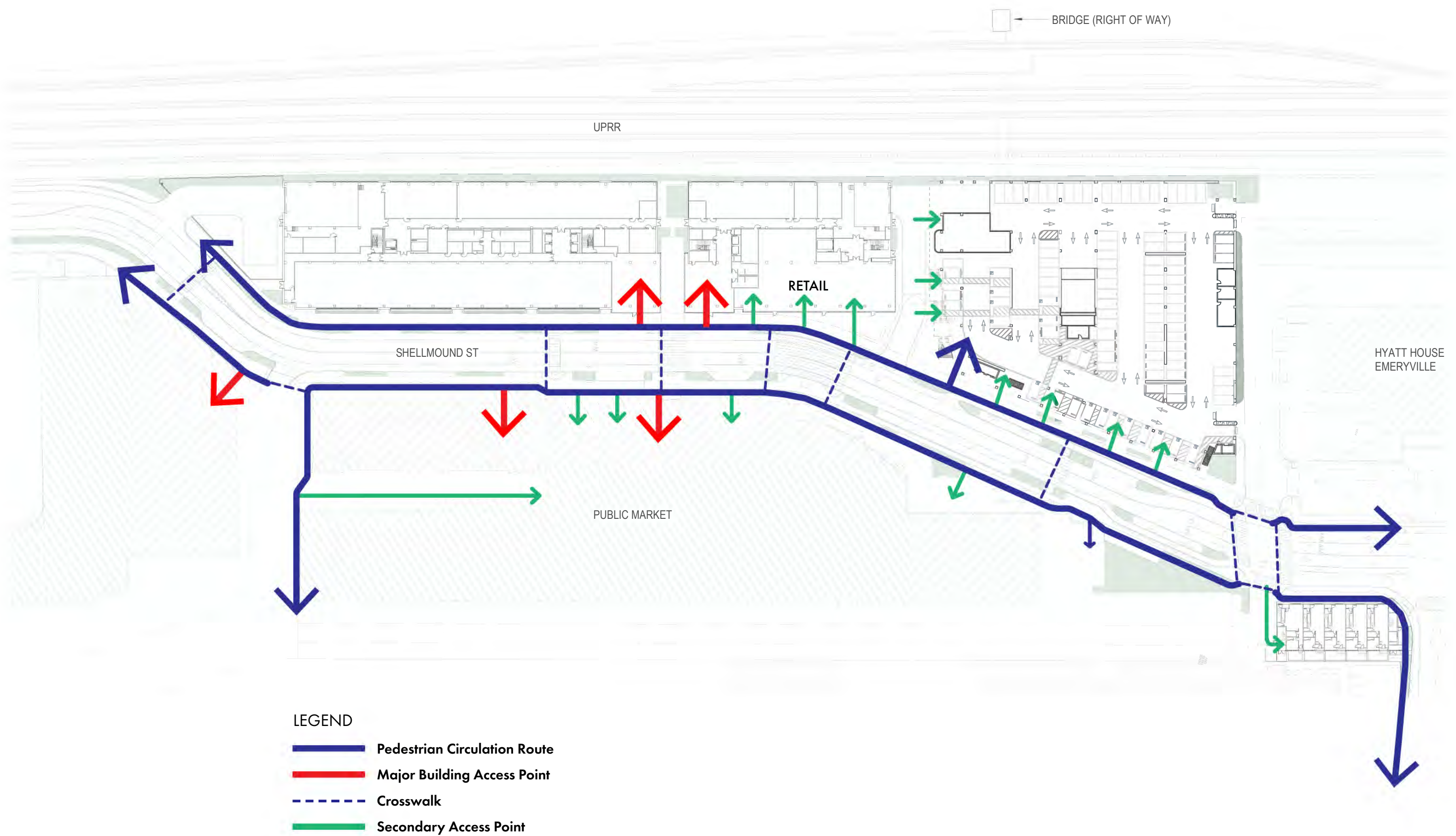
Shadow Studies

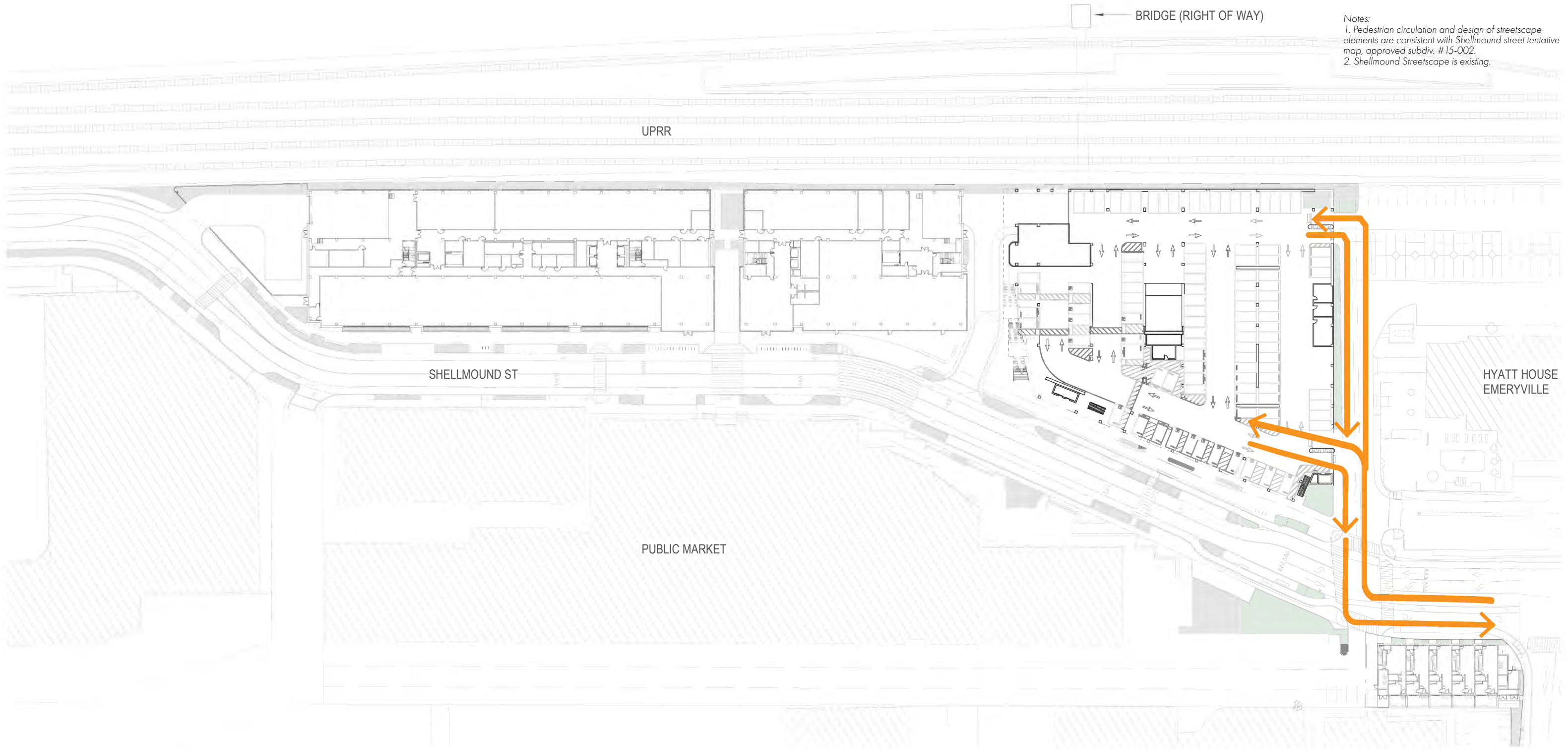




PUBLIC MARKET DISTRICT COMMERCIAL PARKING PROVIDED AS SHARED PARKING	
LOCATION	SHARED PARKING SPACES AVAILABLE
PARCEL A Proposed Garage	883
PARCEL C Existing Residential	215
PARCEL F Proposed Residential	0
MARKET DRIVE	89
TOTAL	1,187 SPACES

ADDITIONAL PUBLIC PARKING RESOURCES IN PUBLIC MARKET DISTRICT	
LOCATION	PARKING SPACES
SHELLMOUND STREET	22 (12 WEST + 10 EAST)
63RD STREET	14





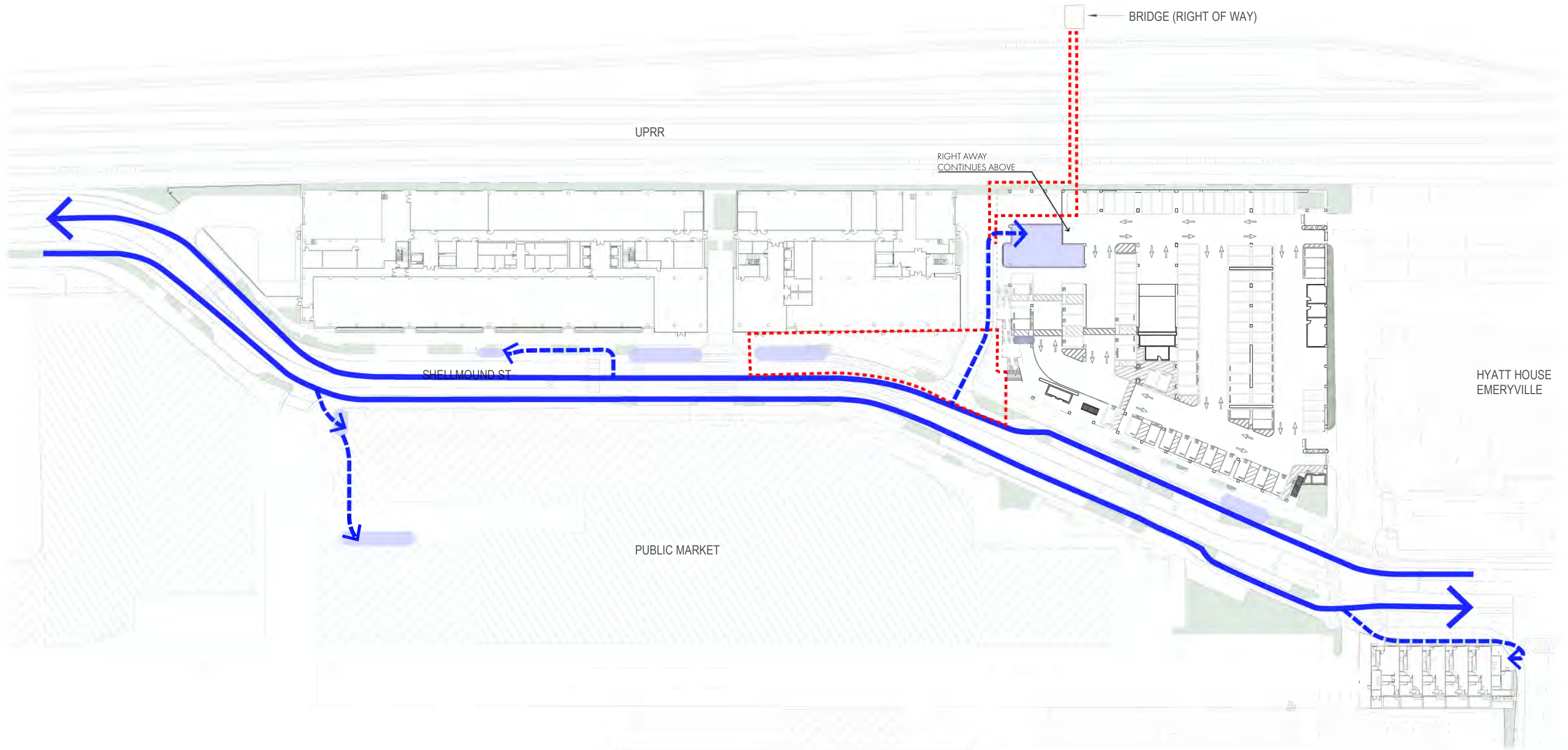
Notes:
 1. Pedestrian circulation and design of streetscape elements are consistent with Shellmound street tentative map, approved subdiv. #15-002.
 2. Shellmound Streetscape is existing.

LEGEND

Car Circulation

0' 40' 80' 120' 160'

Car Circulation



LEGEND

- Bike Circulation
- Pedestrian Right of Way
- Bike Parking
- - - - - Path to Bike Parking

SHORT TERM BIKE PARKING ON PARCEL A,B & F	
Existing Off-site	16 (at Parcel A & B)
New Off-site	64 (at Parcel B)
New On-site	4 (at Parcel B)
New On-site	4 (at Parcel F)
New On-site	12 (at Parcel A)
TOTAL	100 (reqd. min 89)

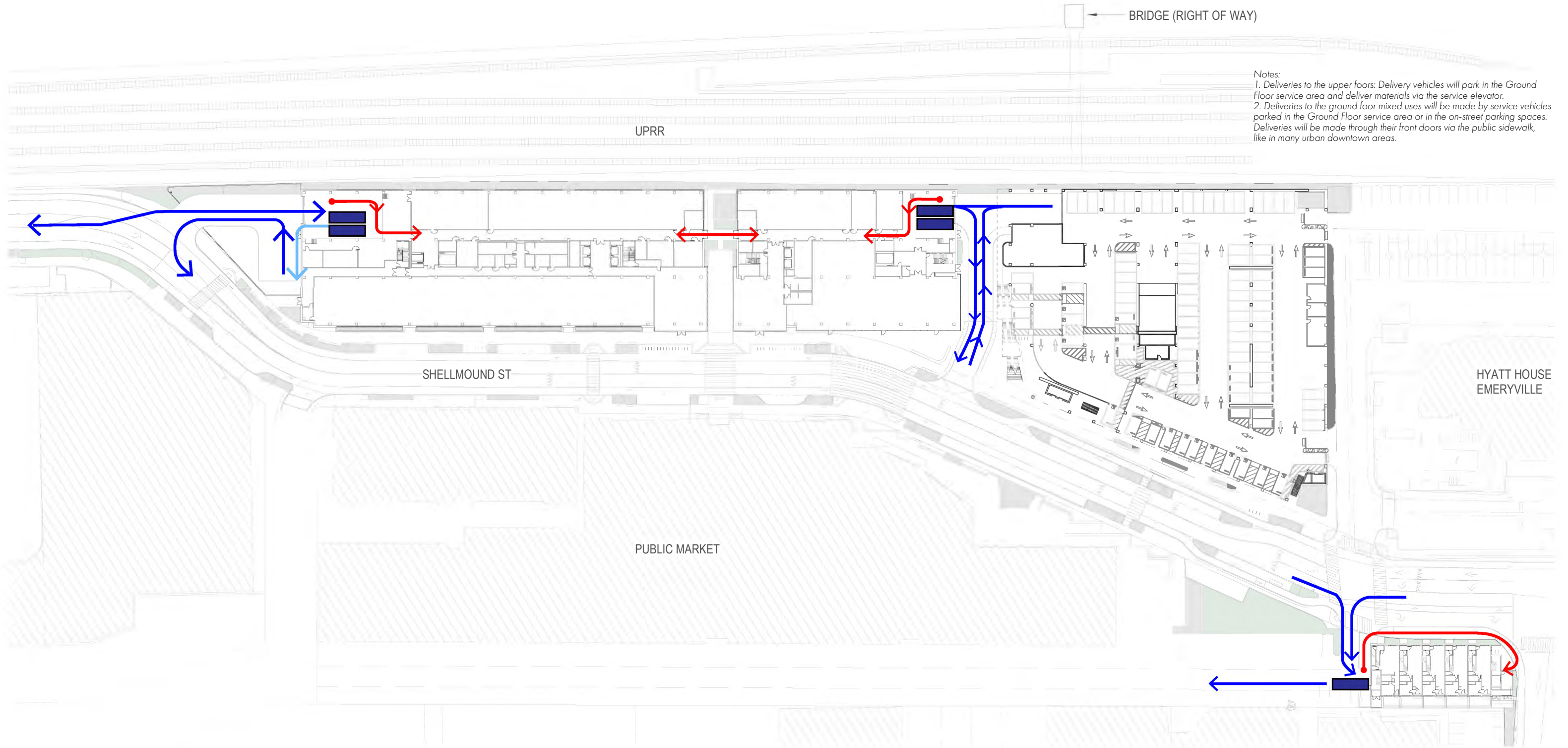
LONG TERM BIKE PARKING ON PARCEL A,B & F	
New On-site	110 (at Parcel A)
TOTAL	110 (reqd. min 106)

Bike Circulation

0' 40' 80' 120' 160'



SCALE 1"= 80'-0"



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

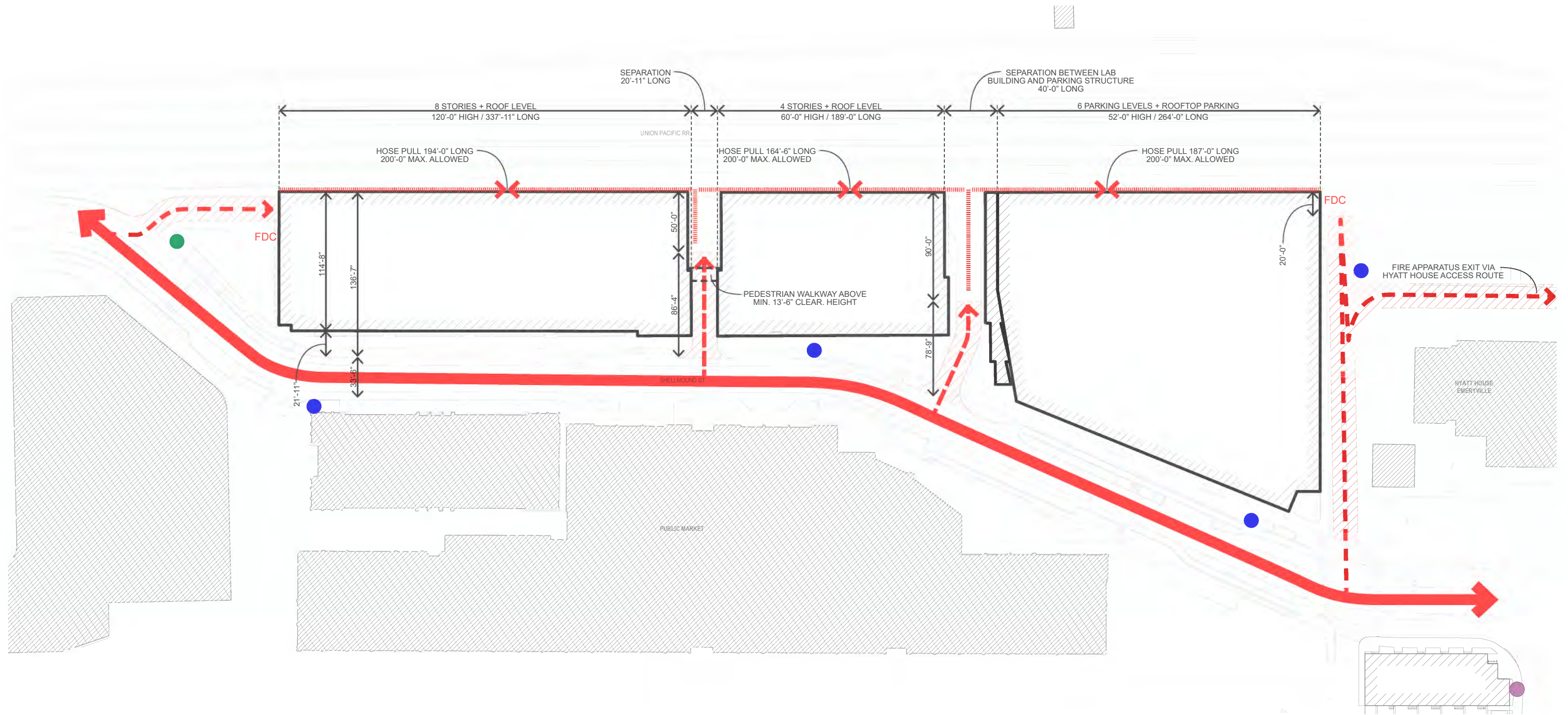
LEGEND

- ← Delivery Vehicle Route
- Delivery Vehicle Space
- ← Delivery Person Accessible Route
- ← Trash Vehicle Route - Reverse





0' 40' 80' 120' 160'





Servicing Plan



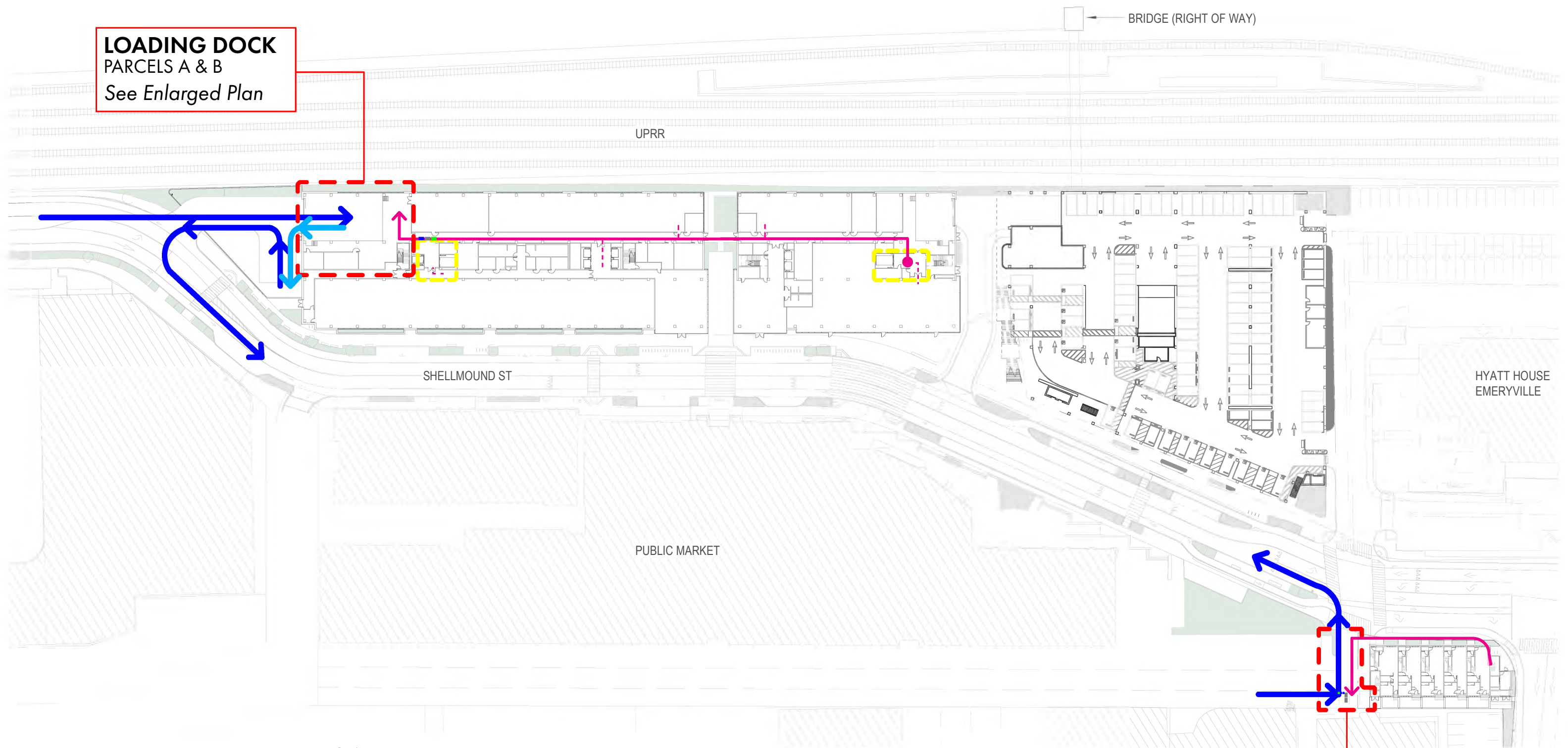


LEGEND

-  Emergency Vehicle Access Route along Shellmound
-  E.V.A Route
-  Proposed Building Footprint
-  Standpipe

-  Existing Fire Hydrant to remain
-  Proposed Relocated Fire Hydrant
-  Proposed New Fire Hydrant
-  Fire Department Connection

0' 40' 80' 120' 160'



LEGEND

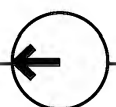
- | | | | |
|--|--|--|------------------|
| | Trash Vehicle Route - Forward | | Compost Stream |
| | Trash Vehicle Route - Reverse | | Trash Stream |
| | Accessible Route To Trash Rooms | | Recycling Stream |
| | Staging Area & Loading Zone,
See Next Page For Enlarged Plans | | |
| | Service Elevator For Discards
From Levels Above | | |

STAGING AREA
See Enlarged Plan

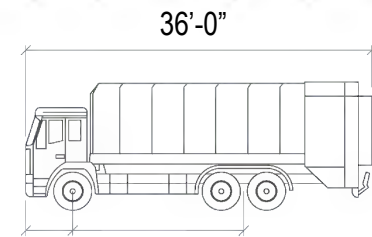
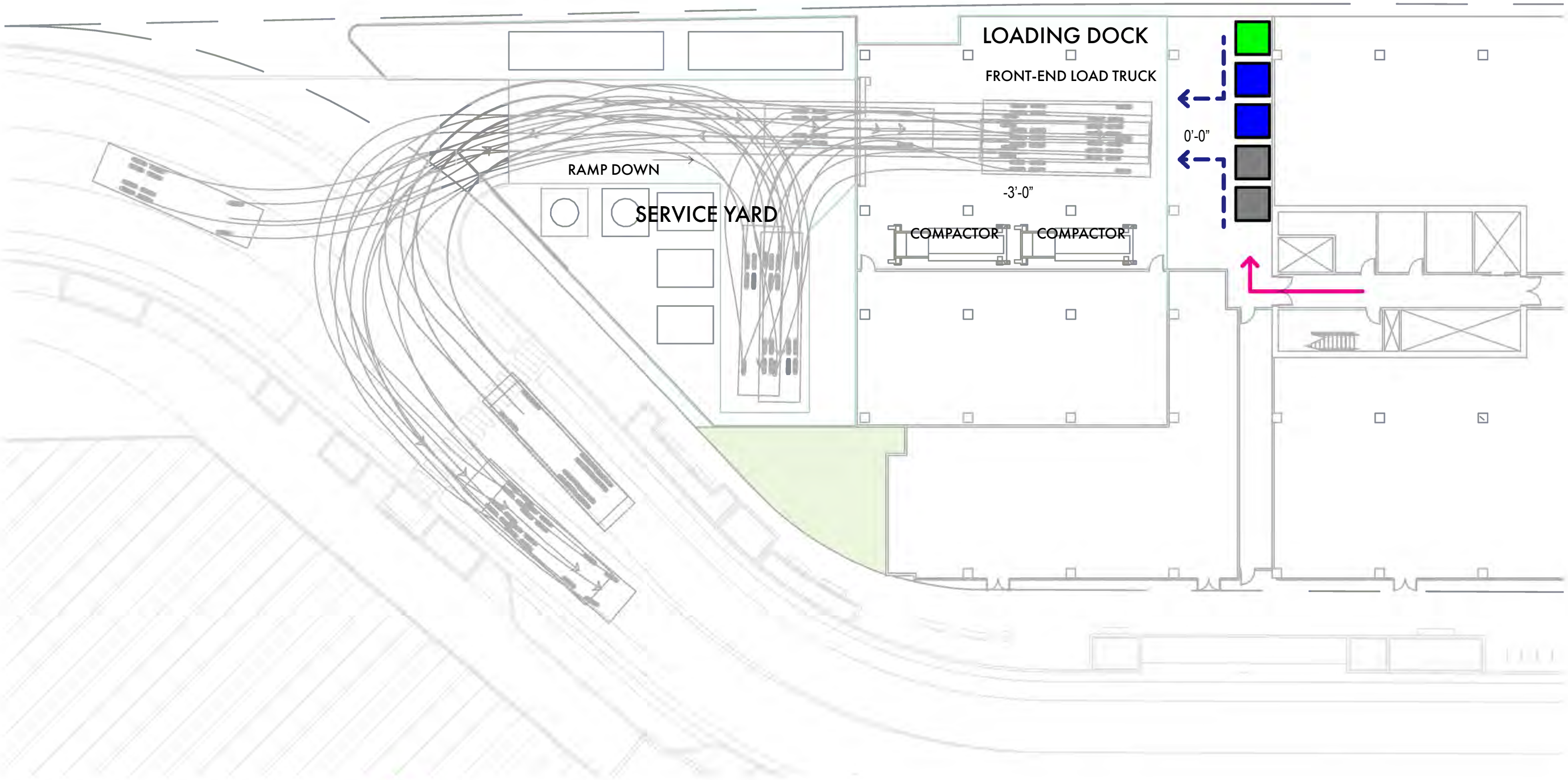
0' 40' 80' 120' 160'

Discards Collection Plan

EMERYVILLE PUBLIC MARKET - PARCEL A, PARCEL B, PARCEL F



SCALE 1"= 80'-0"



GARBAGE TRUCK
 Width: 8.83'
 Track: 7.50'
 Lock to Lock Time: 6.00'
 Steering Angle: 36.90'



Compost 8-Yard Dumpster (TBD)
Recycling 8-Yard Dumpster (TBD)
Trash 8-Yard Dumpster (TBD)



Path of Travel For On-Site Personnel To/From Trash Room For Trash Staging



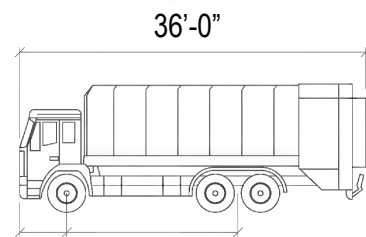
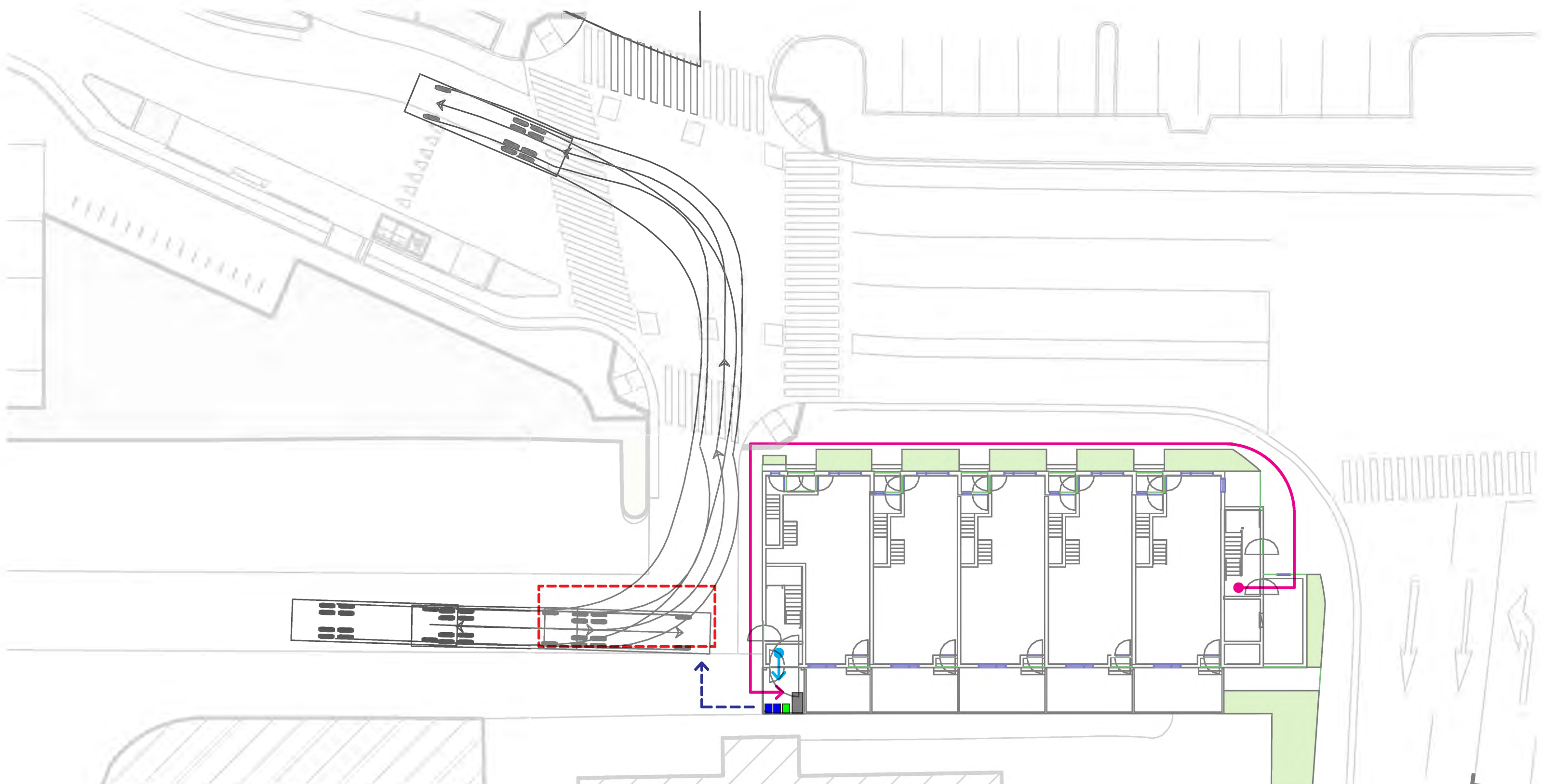
Chute Above



Accessible Route to Loading Dock

0' 20' 40' 60' 80'





GARBAGE TRUCK
 Width: 8.83'
 Track: 7.50'
 Lock to Lock Time: 6.00'
 Steering Angle: 36.90'

- Compost 8-Yard Dumpster (TBD)
- Recycling 8-Yard Dumpster (TBD)
- Trash 8-Yard Dumpster (TBD)

- Path of Travel For On-Site Personnel To/From Trash Room For Trash Staging
- Chute Above
- Accessible Route to Loading Dock

0' 20' 40' 60' 80'





Construction Phasing:

Phase I: The southern portion of the Parcel A Parking Garage will be constructed and completed first. This will allow for adequate parking supply during the remainder of the project construction. Temporary parking will be provided on portions of parcels A and B during its construction. The pedestrian right away from the Railroad Track Pedestrian Bridge will be maintained throughout construction.

Phase II: The high-rise portion of the Lab Building on the north side of Parcel B will start construction first. Once the Parcel A southern parking garage is completed, the remaining portions of the Lab Building and the Parcel F Residential Building will start construction. All portions of Phase II Construction will generally complete at the same time.

Emeryville Public Market Public Art Goals

- To create a unique visual identity for the Market
- To enhance the distinctive identity of the Shellmound District and elevate it into a regional destination
 - To serve as an attraction for all visitors including locals and tourists
 - To commission permanent vibrant high-quality artwork with an enduring aesthetic
 - To commission artwork that is relevant to a broad audience
- To improve and activate the street level experience, as well as to encourage pedestrian activity.

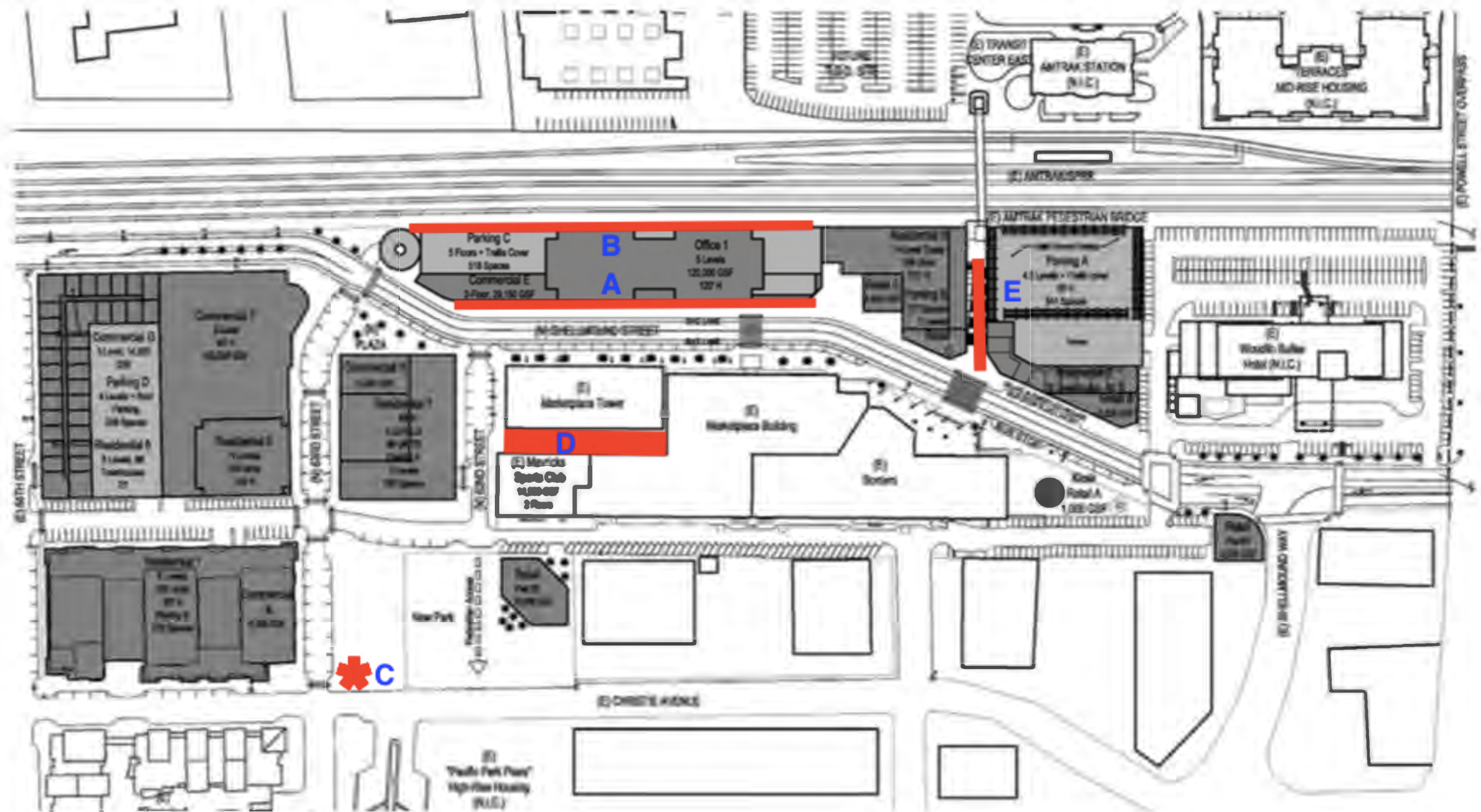
CURATORIAL VISION:

To commission fun, colorful, and whimsical artworks that will draw visitors and locals to the site, as well as to enhance their experience.

PREVIOUSLY APPROVED ART LOCATIONS

The total artwork budget is approximately \$2.4 million dollars. The exact amount will be determined based on construction valuation. Artwork contracts and installation budgets to be allocated as follows:

- A. Life Science Building West Facade \$1.25M
- B. Life Science Building East Facade \$450,000
- C. Christie Park \$100,000
- D. Public Market Courtyard \$350,000
- E. Stairwell Plaza \$250,000



3

NEW ARTWORK LOCATIONS

The total artwork budget is approximately \$4 million dollars. The exact amount will be determined based on construction valuation. Artwork contracts and installation budgets to be determined:

A. Previously Approved Locations

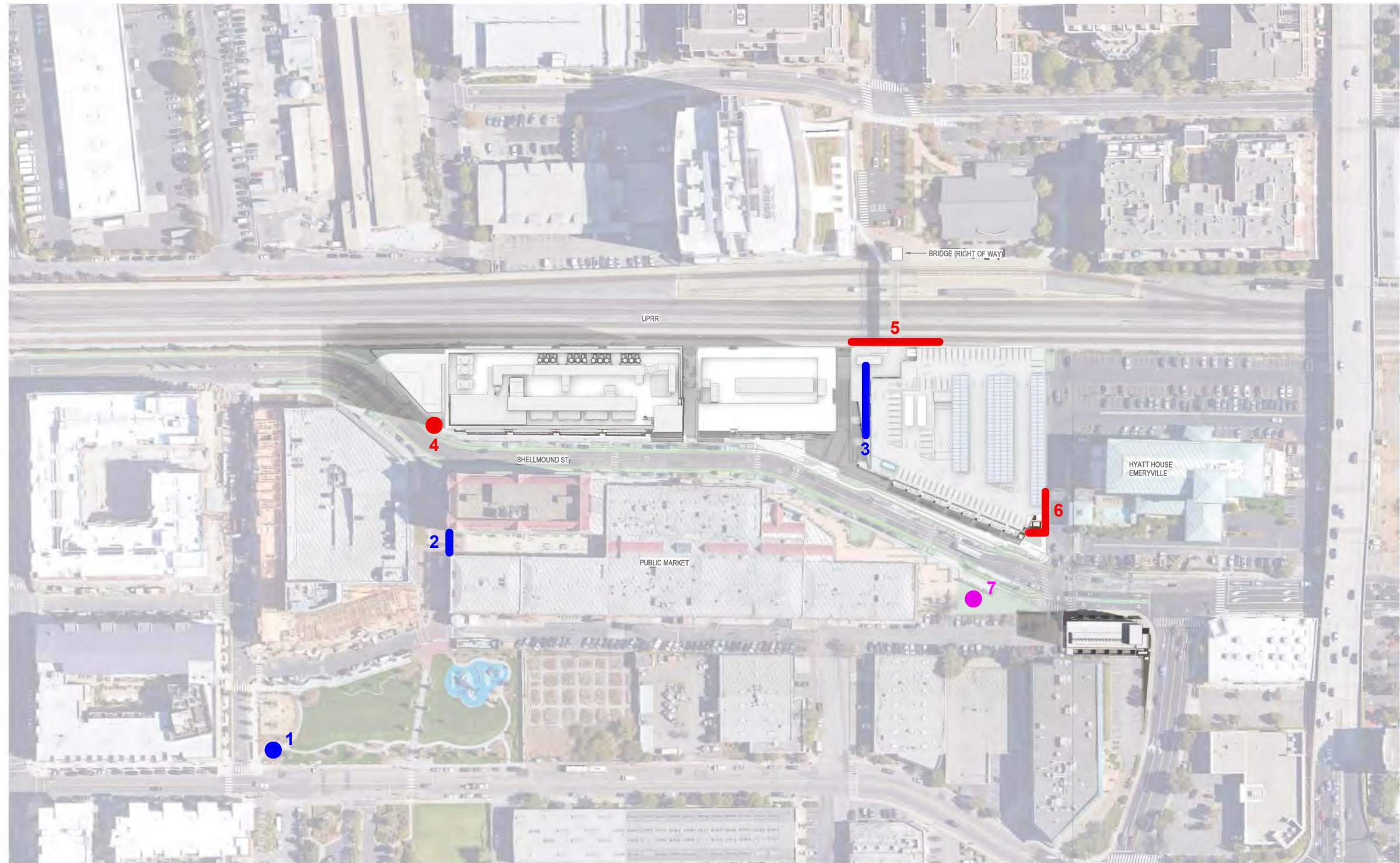
1. Christie Park
2. Public Market Courtyard Entrance
3. Stairwell Plaza

B. New Priority Opportunities

4. Sculpture - North Yard
5. Life Science Building East Facade
6. Glass Corner - South & West Elevation Parking

B. Secondary Opportunity

7. Sculpture - Corner Market Drive & Shellmound Street



ARTWORK LOCATIONS

A. Previously Approved Locations

1. Christie Park

Located at the intersection of 63rd and Christie Avenue, the park is at the center of the Public Market District and is the key public open space in the the northwest quadrant of Emeryville. The selected location for artwork is the northwest corner of the park. The artwork will connect the park to the surrounding neighborhood welcoming visitors and serving as a way finder and meeting spot. Sofie Ramos is the selected artist and her artwork is human scale and appealing to children. It will be fabricated from metal and fiberglass. Surrounded by a seat wall, it will also be a social gathering place.

2. Public Market Courtyard

The Courtyard is located off of the 62nd Street Plaza main entrance and is the central courtyard and communal area of the Market. The courtyard currently consists of plain white concrete tiles with some seating. Enhancing the courtyard with public art will invigorate and engage social interaction and serve as a draw to the site. The vision for the artwork is to create an element that serves as an entrance to the courtyard as well as a windbreak. It will be made of glass and steel.

3. Stairwell Plaza

The Stairwell Plaza is located on the east side of Shellmound Street across from the existing Public Market and is considered a primary public accessible space in the Shellmound Public Art Master Plan. The Grand Stair lands on a 45-foot-wide public plaza on Shellmound Street. Rising from the plaza, an elevated pedestrian path provides the primary east-west connection between the Shellmound Market District and the neighborhoods across the railway. An artwork consisting of multiple elements on the plaza, stairs, and possibly the walls will invoke curiosity, joy and invite further pedestrian exploration. It will also serve as a placemaker and wayfinder.

B. New Primary Opportunities

4. 62nd and Shellmound Gateway

Located on the east side of Shellmound Street in the north yard of the new life science building, this location serves as the primary entry point to the Market from the building and northern Emeryville. A gateway sculpture will serve as a meeting place and wayfinder.

5. Life Science Building East Façade

The wall on the east façade of the life science building on either side of the elevated pedestrian path will be visible by pedestrians from the Stairwell Plaza Bridge and neighbors across the track. The east side of the structure is bound by Union Pacific Railroad, which allows for only a narrow egress, as well as potential load limitation of the structure may make this a difficult site to install art. The installation may consist of screens, UV resistant plastics, or tile, and may include light elements.

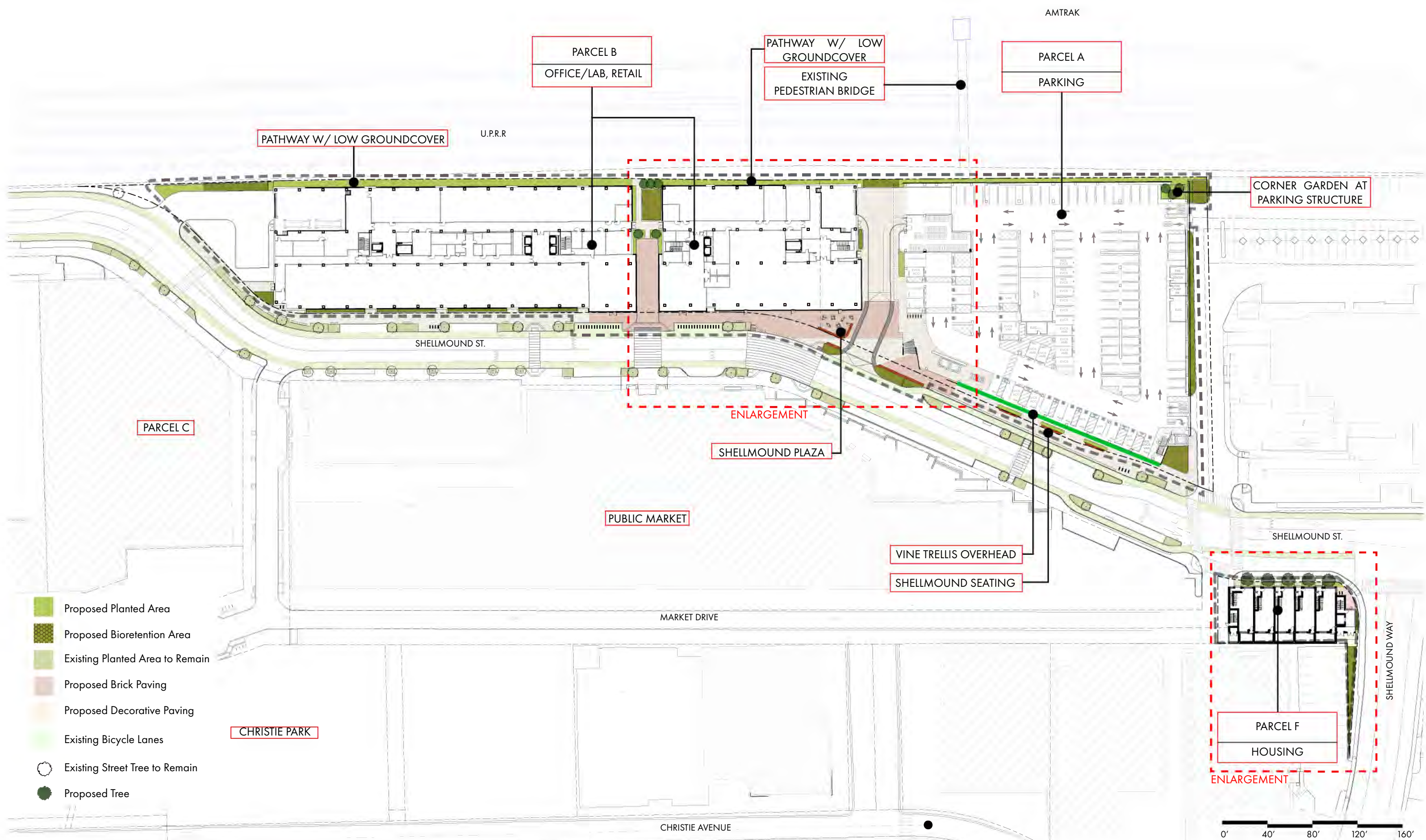
6. South and West Elevation Parking – Glass Corner

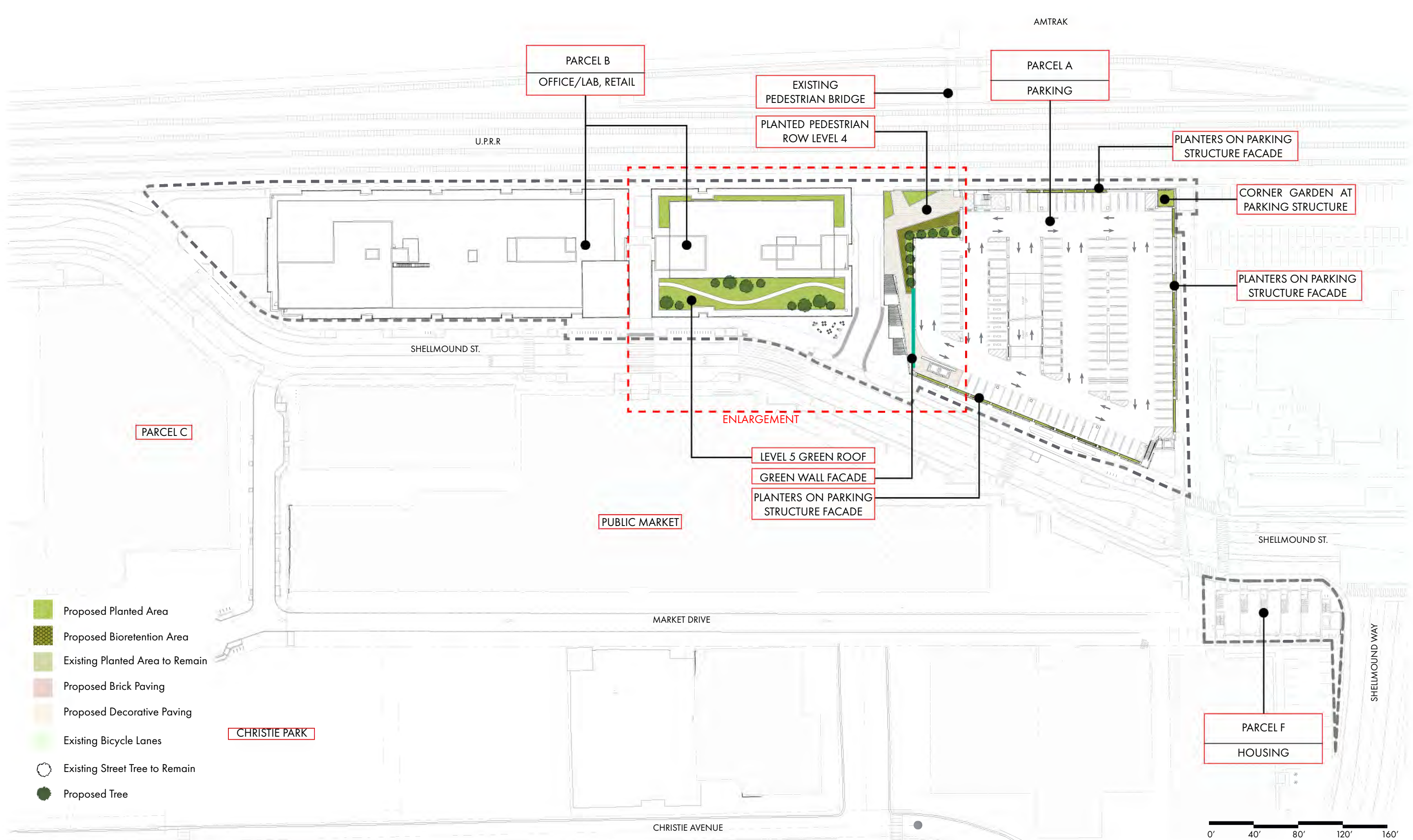
The glass corner of the parking garage is at the southern entrance to the Public Market project. An artwork embedded into the glass would be experienced from both near and far by pedestrians as well as those on bikes and in vehicles.

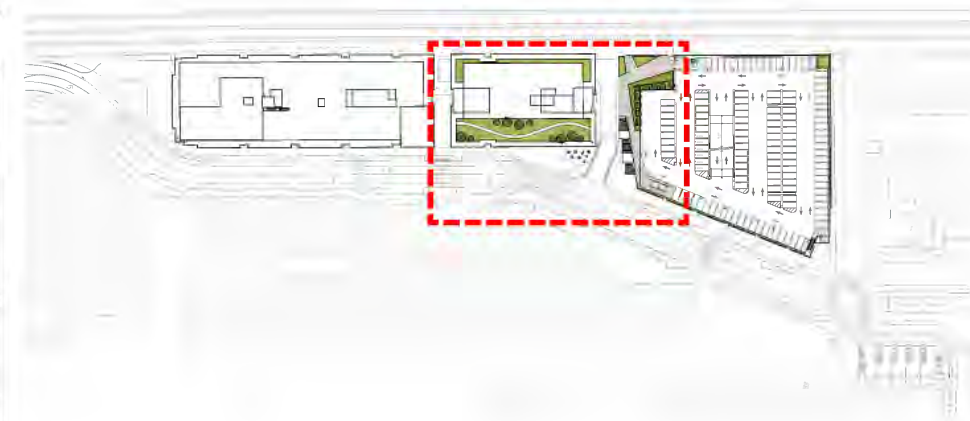
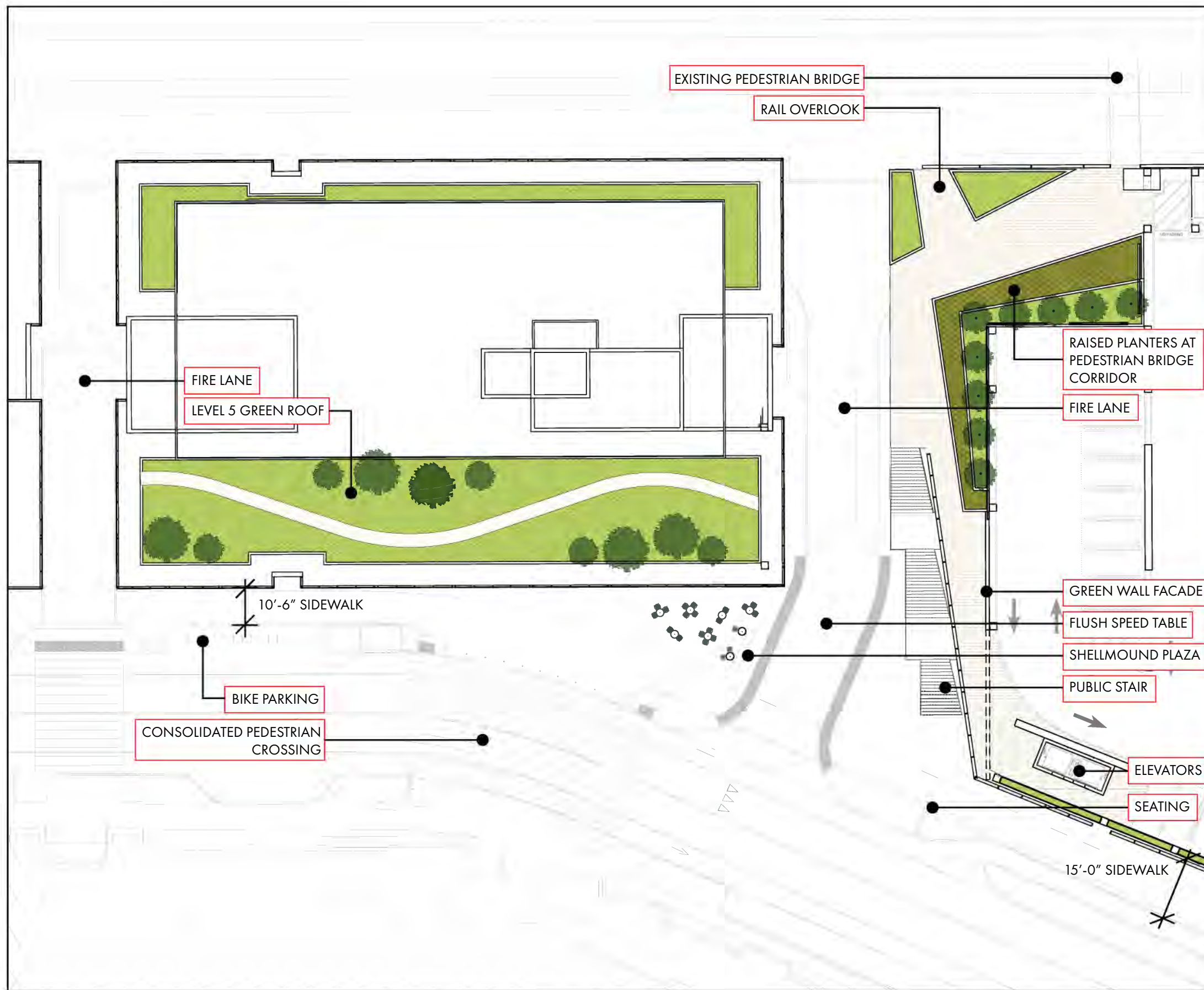
C. Secondary Opportunity

7. Corner of Market Drive & Shellmound Street

In initial conversations with the Emeryville Public Art Committee, members expressed interest in having a gateway sculpture at this location as it is the southern entrance to the public market and it would also serve as a wayfinder and meeting place.

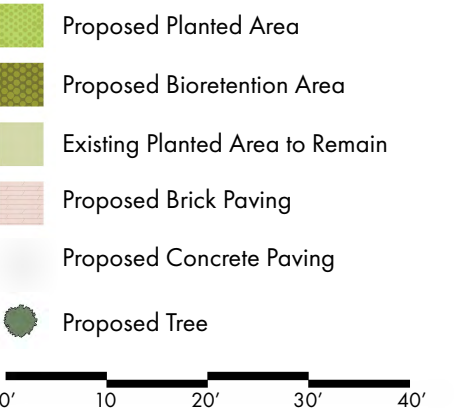
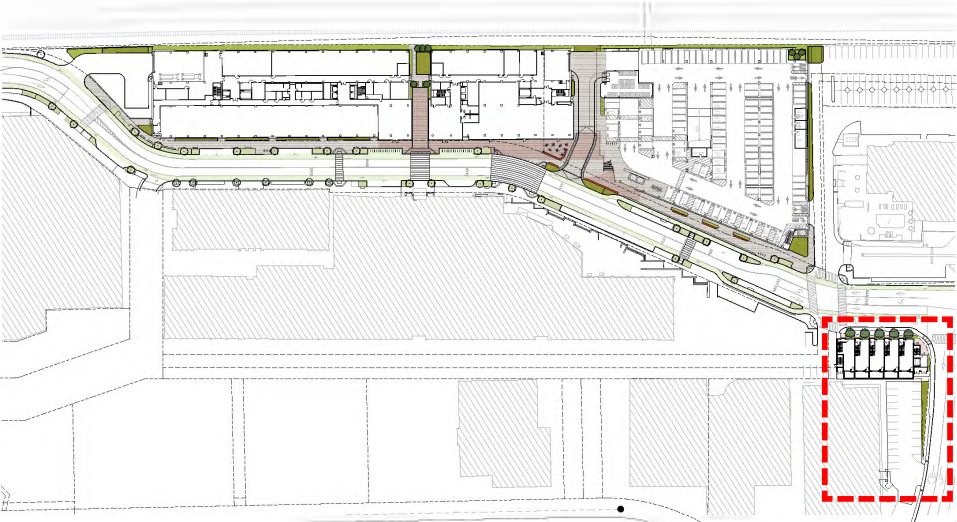






- ROW Above
- Proposed Planted Area
- Proposed Bioretention Area
- Existing Planted Area to Remain
- Proposed Brick Paving
- Proposed Concrete Paving
- Existing Bicycle Lanes
- Existing Street Tree to Remain
- Proposed Tree

0' 15' 30' 45' 60'





① Alley



② Planted Alley



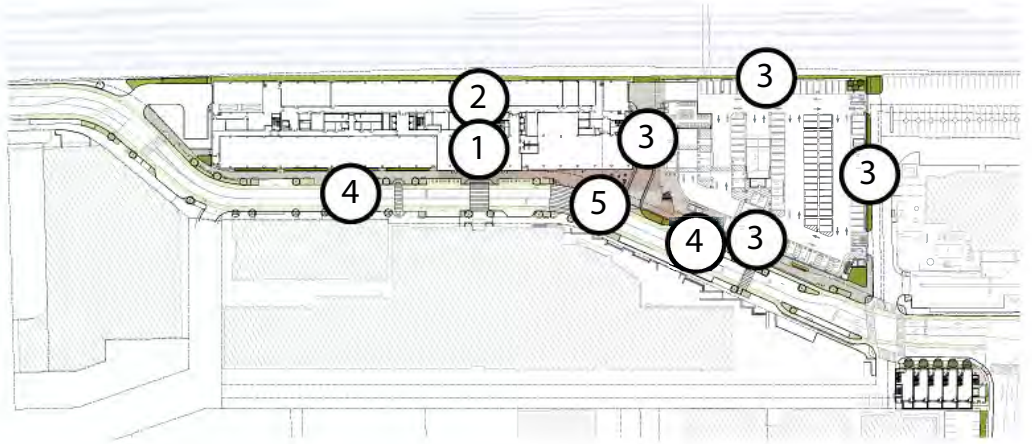
③ Green Facades



④ Street Furniture



⑤ Plaza





Shade



Meadow



Bioretention



Streetscape



Green Roof



Maidenhair Tree
Ginkgo Biloba



Crape Myrtle
Lagerstroemia indica



Heritage Oak
Quercus macrocarpa x robur



Armstrong Red Maple
Acer rubrum 'Armstrong'



Oklahoma Redbud
Cercis texensis 'Oklahoma'



Living Wall



Green Screen



Vine on Trellis



Planters on Facade/Slab



Creeping Vine on Shear Wall



Star Jasmine
Trachelospermum jasminoides



Trumpet Vine
Campsis radicans



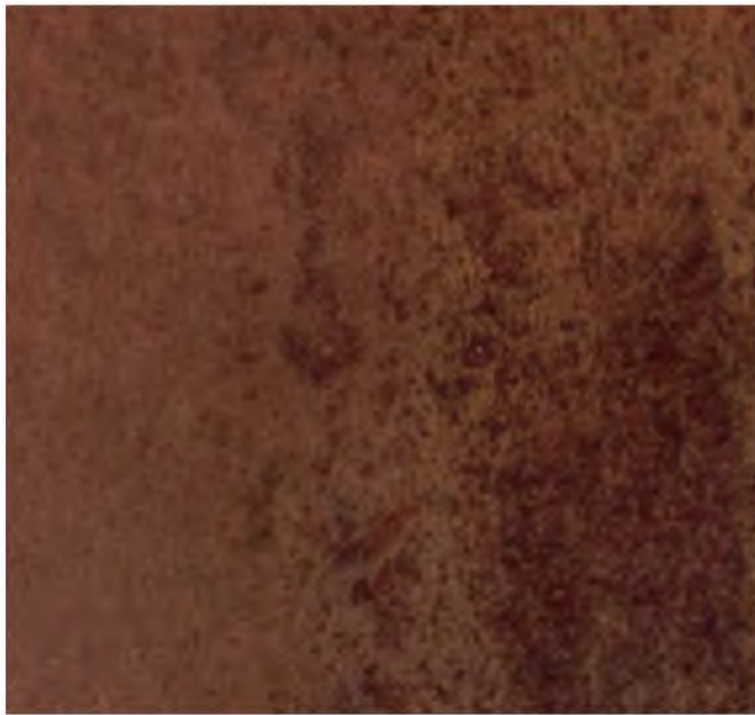
Wisteria
Wisteria sinensis



Creeping Jenny
Lysimachia nummularia



Creeping Fig
Ficus pumila



Corten Steel



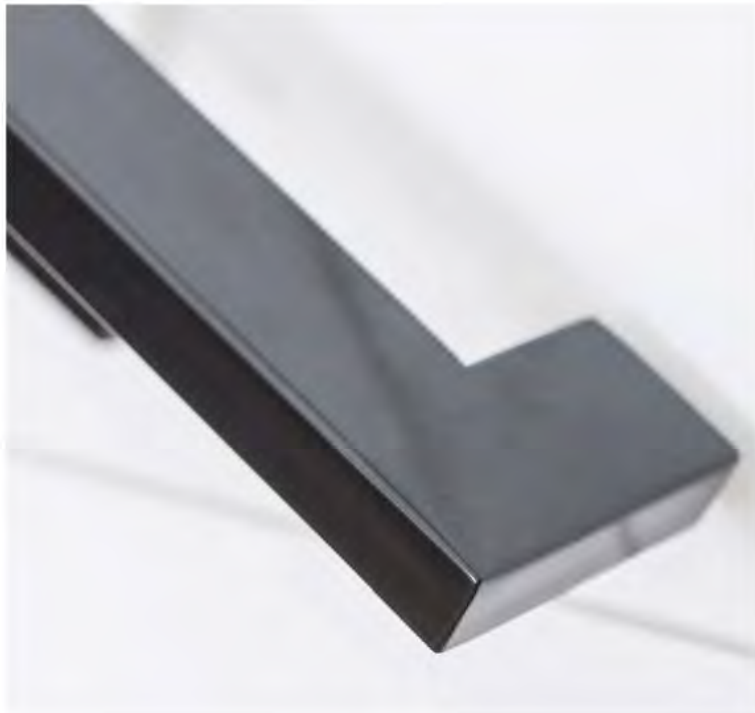
Brick



Concrete Unit Pavers



Cast in Place Concrete



Powder Coated Metal



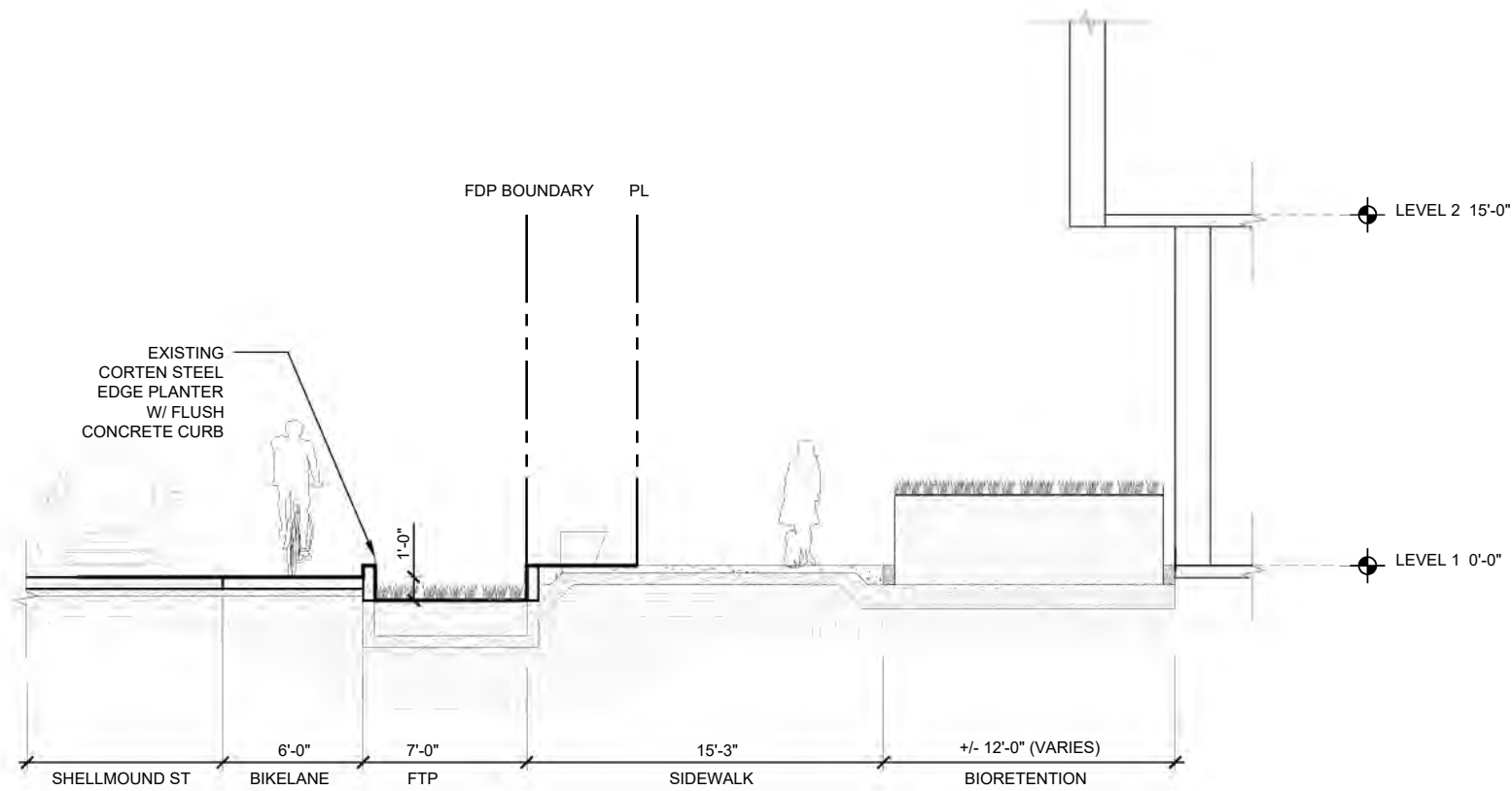
Stainless Steel



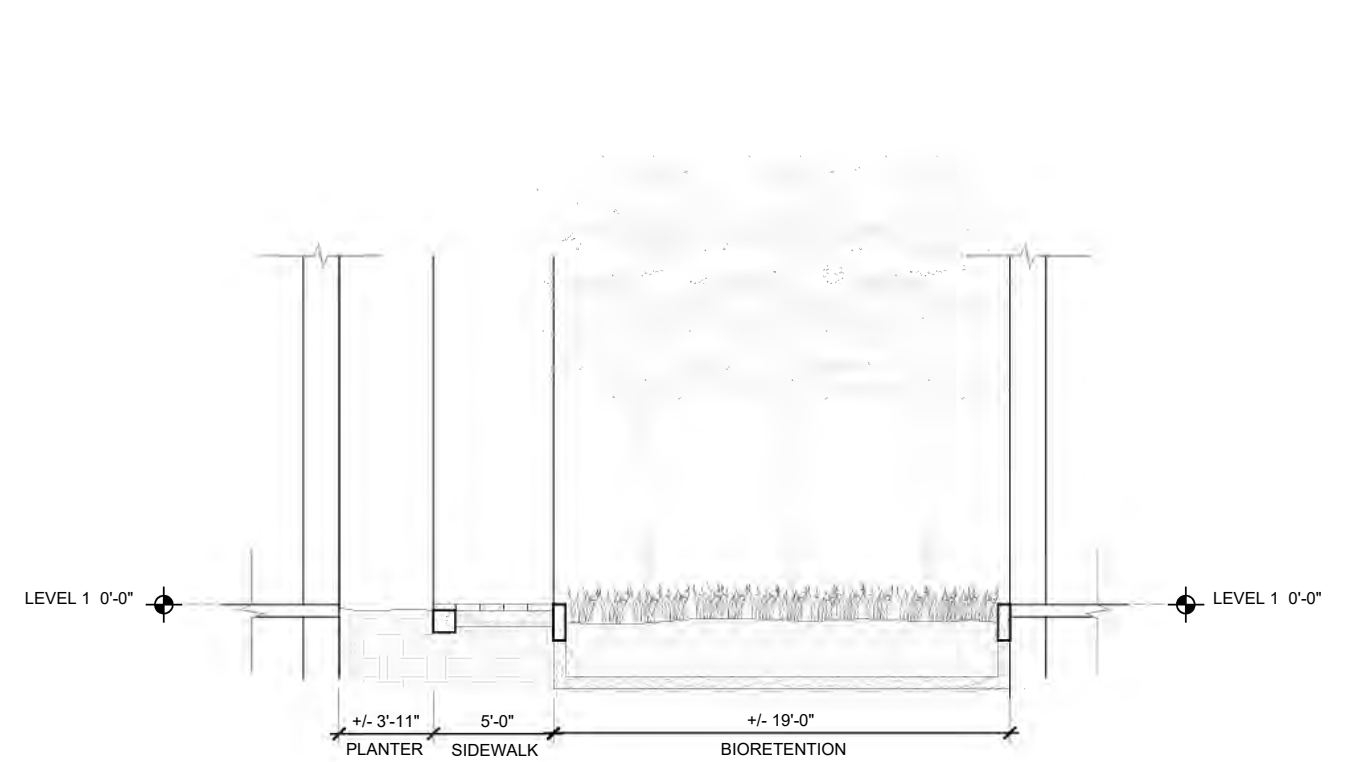
Accent Color



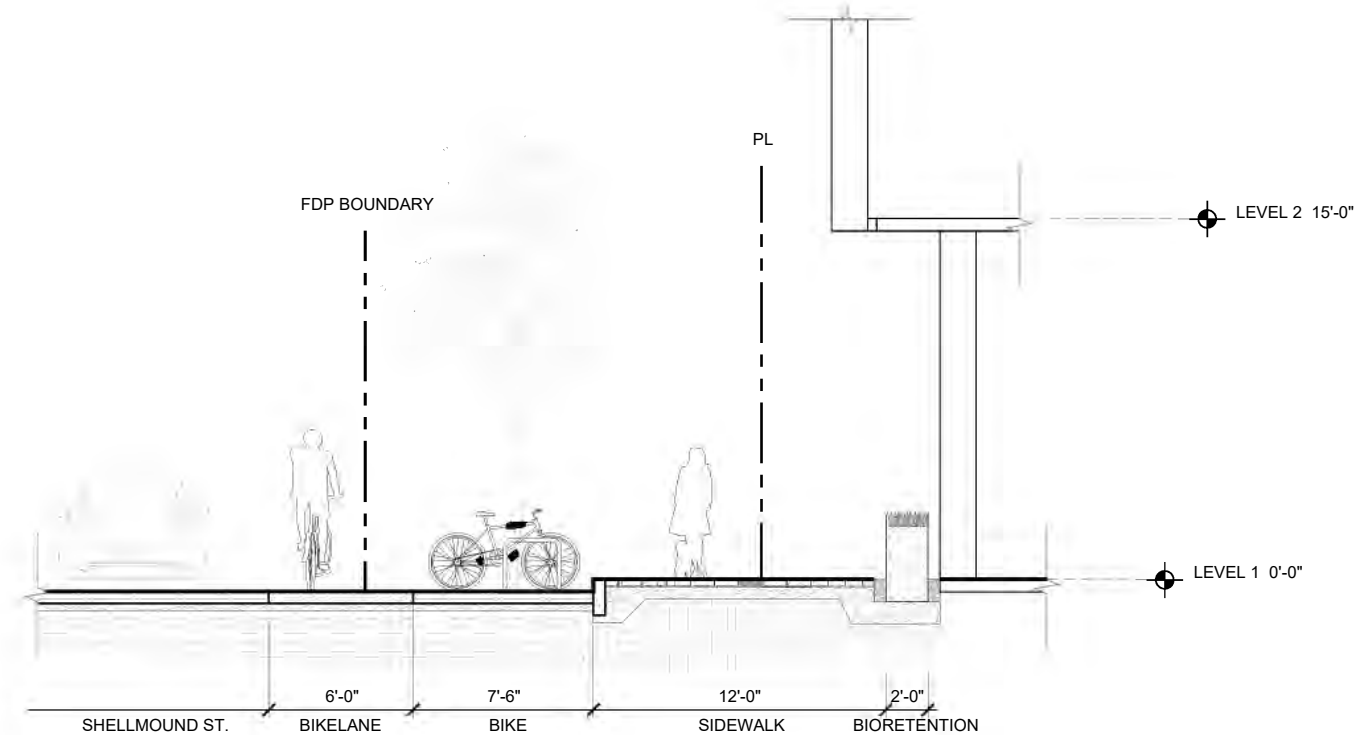
Accent Color



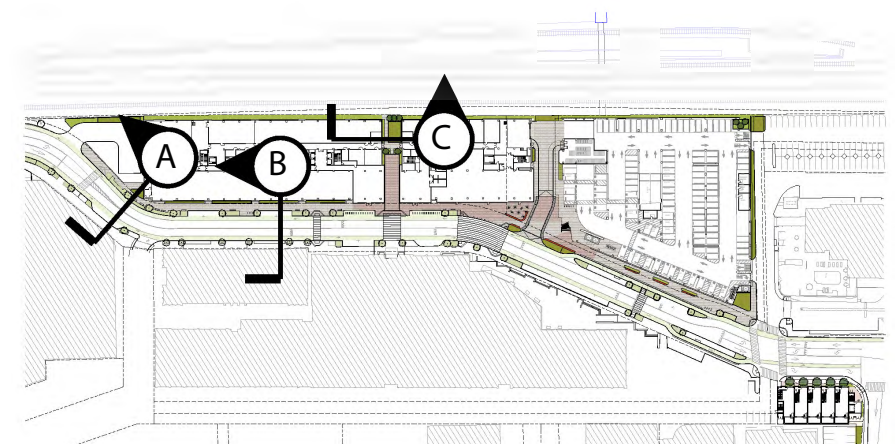
SECTION SECTION STREETScape SCALE: 1/4" = 1'-0" (A)

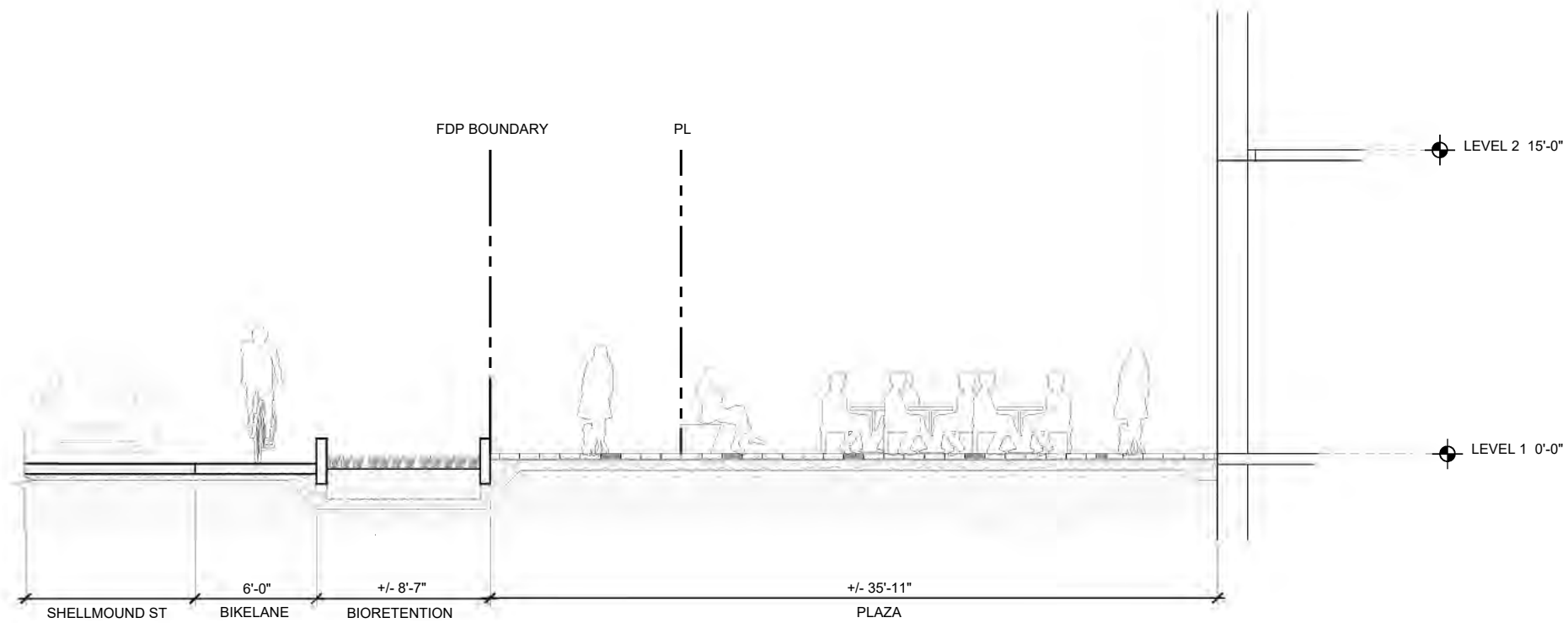


SECTION SECTION FIRE ACCESS ALLEY SCALE: 1/4" = 1'-0" (C)

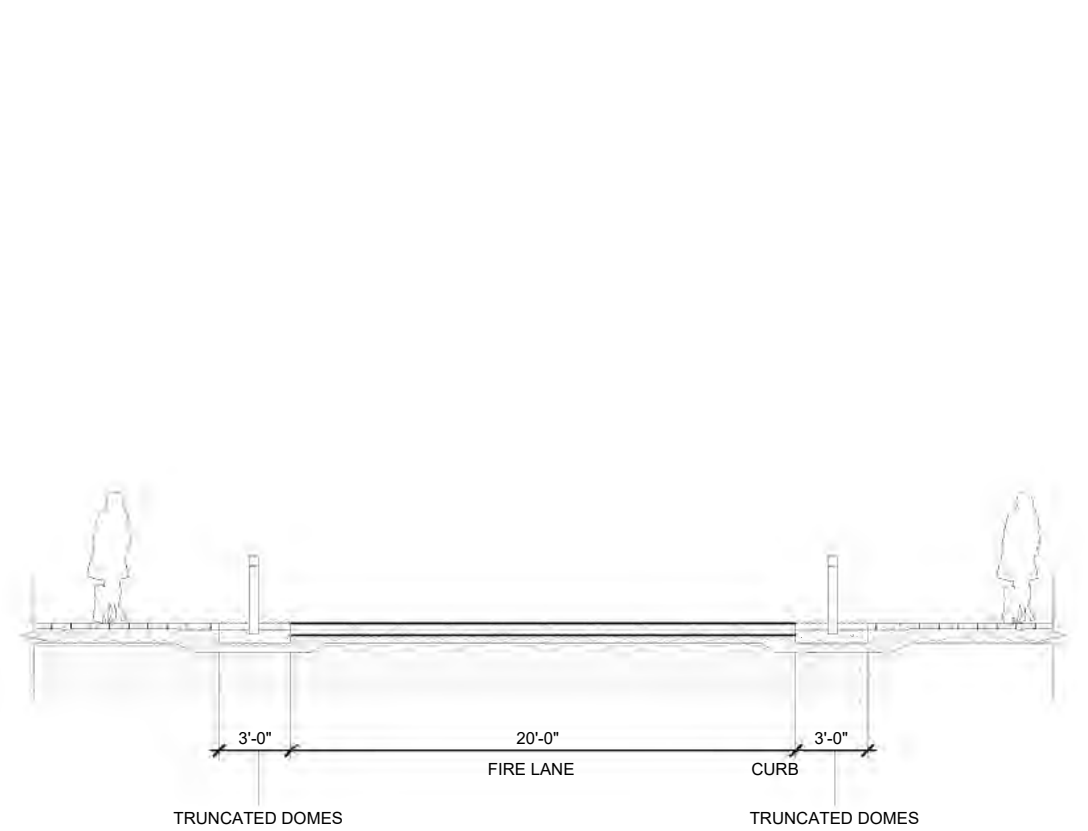


SECTION SECTION STREETScape SCALE: 1/4" = 1'-0" (B)

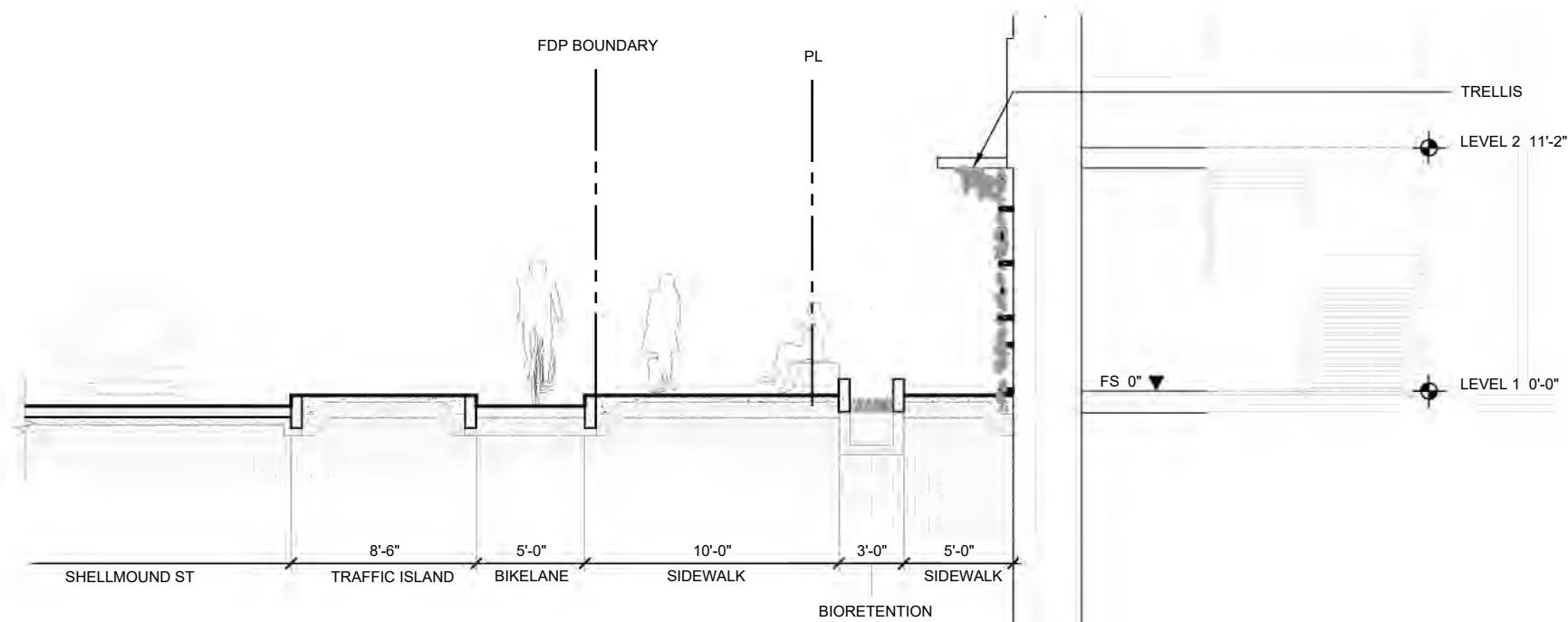




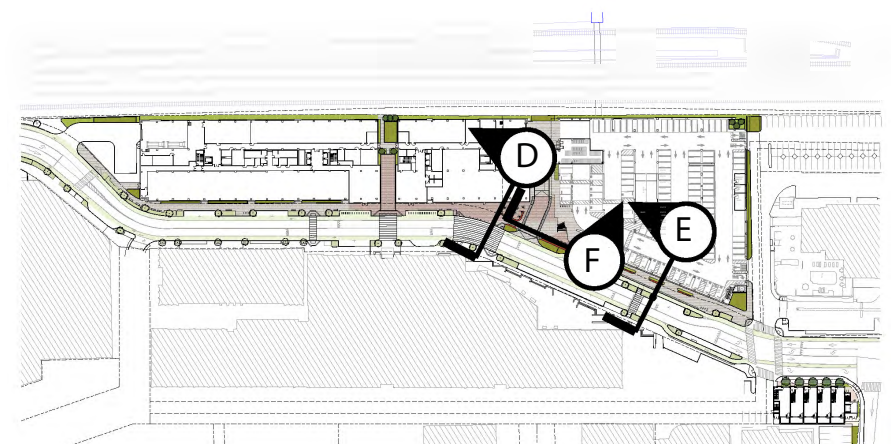
SECTION PLAZA
SCALE: 1/4" = 1'-0" (D)



SECTION FIRE LANE
SCALE: 1/4" = 1'-0" (F)



SECTION GARAGE
SCALE: 1/4" = 1'-0" (E)

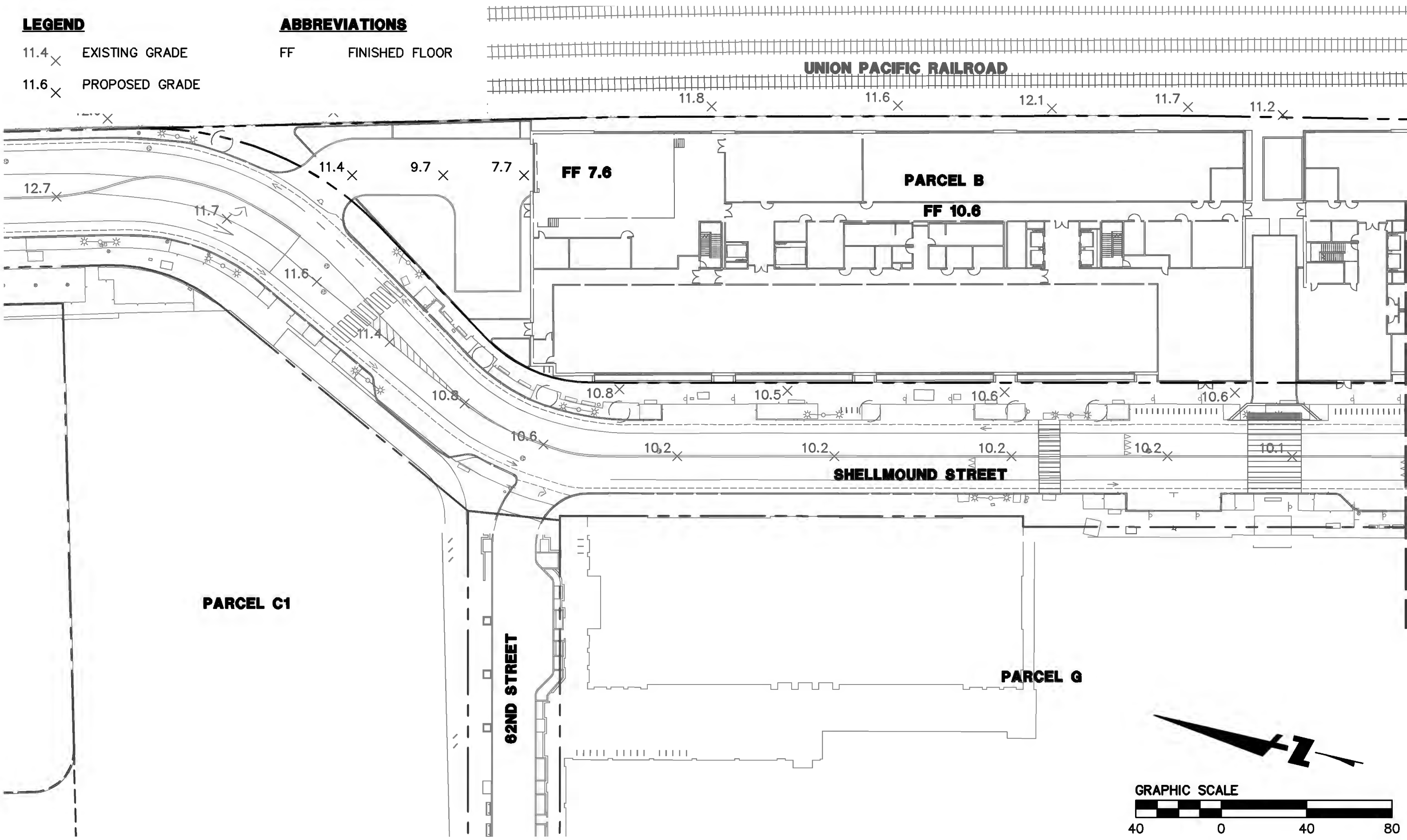


LEGEND

11.4 ✕ EXISTING GRADE
11.6 ✕ PROPOSED GRADE

ABBREVIATIONS

FF FINISHED FLOOR

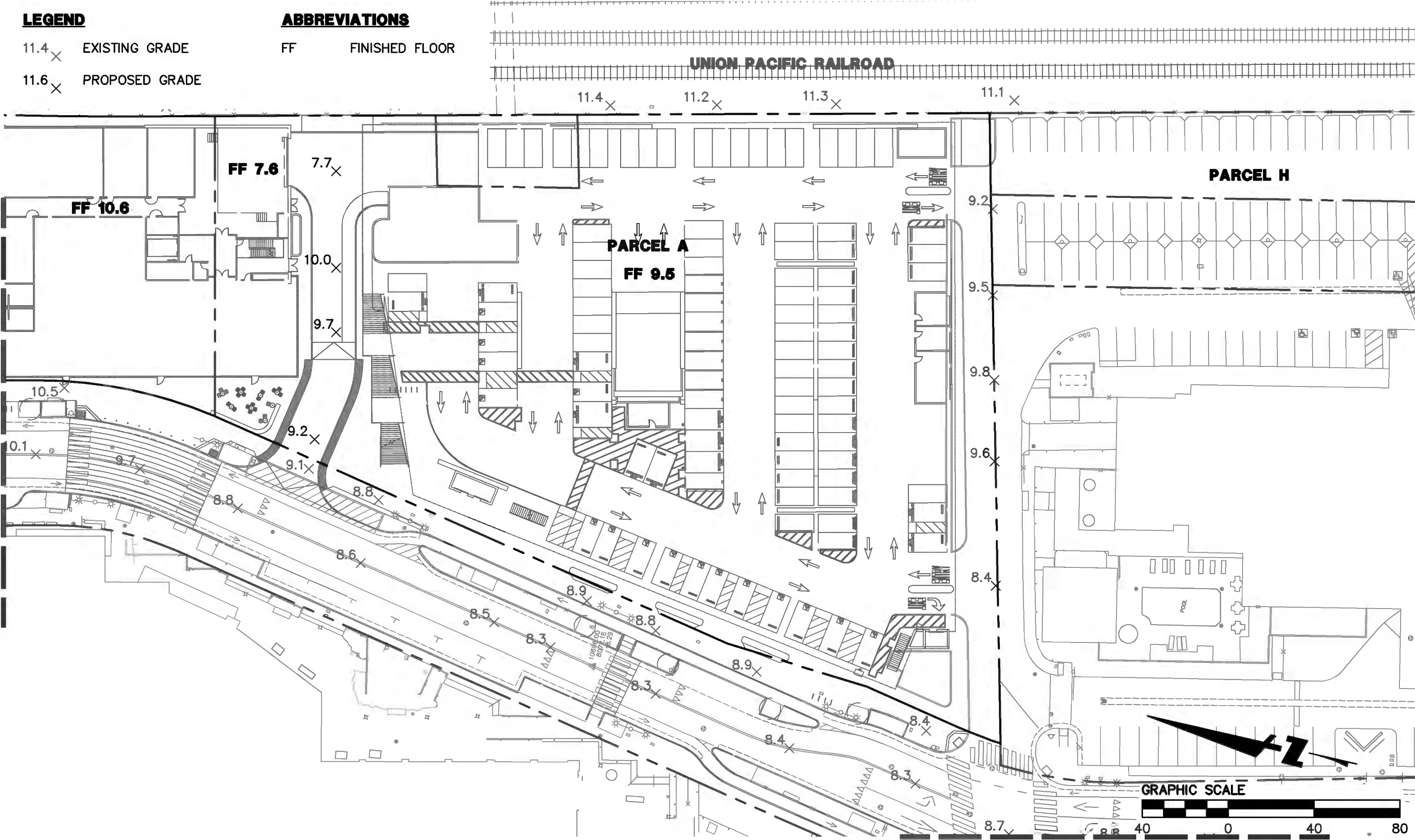


LEGEND

11.4 ✕ EXISTING GRADE
11.6 ✕ PROPOSED GRADE

ABBREVIATIONS

FF FINISHED FLOOR

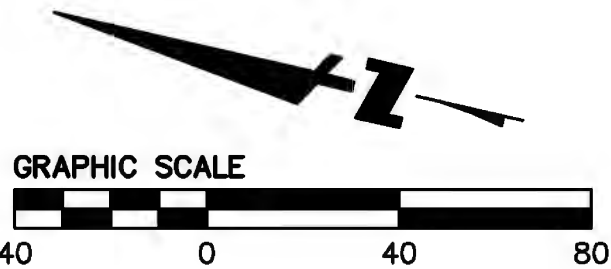
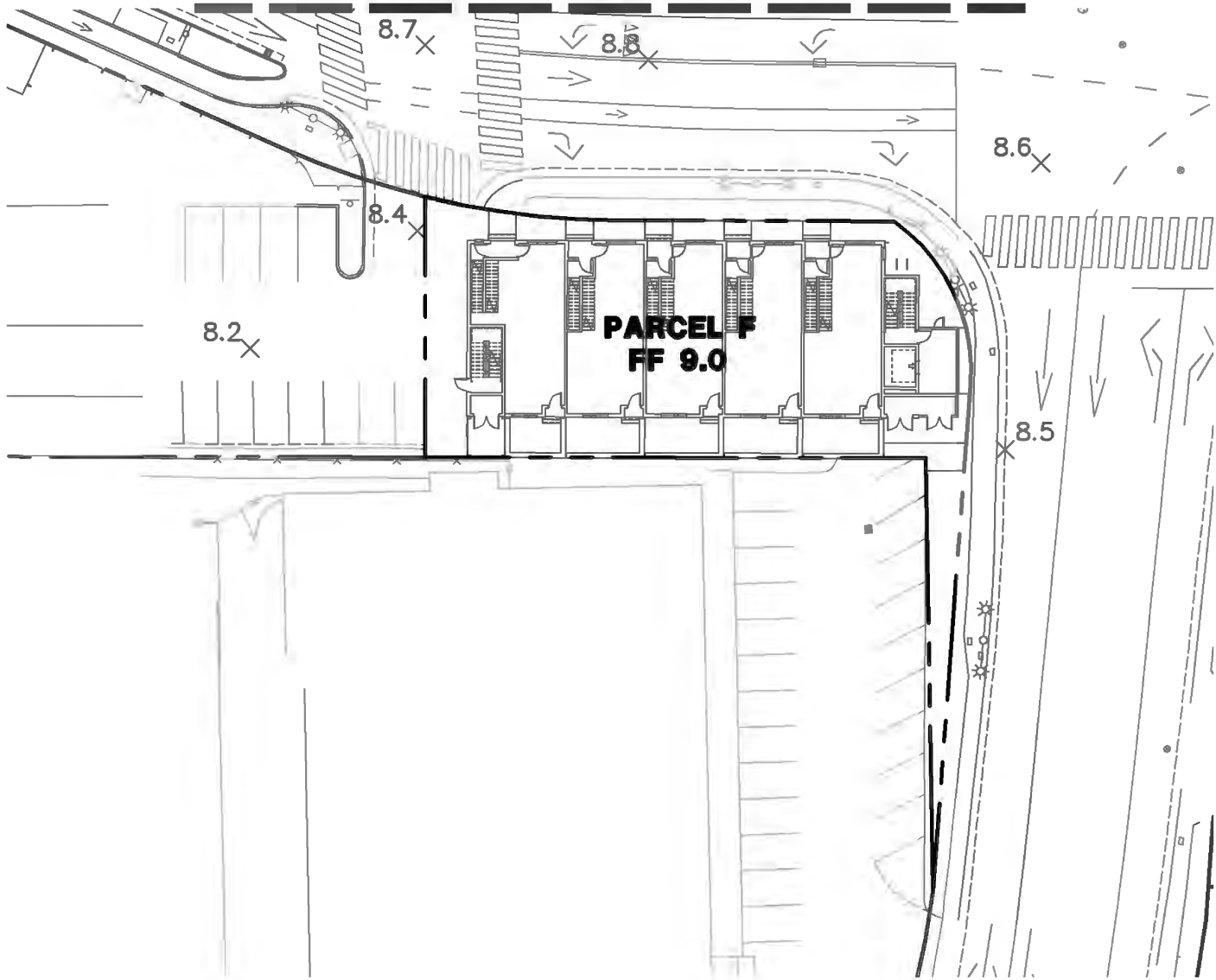


LEGEND

- 11.4 ✕ EXISTING GRADE
- 11.6 ✕ PROPOSED GRADE

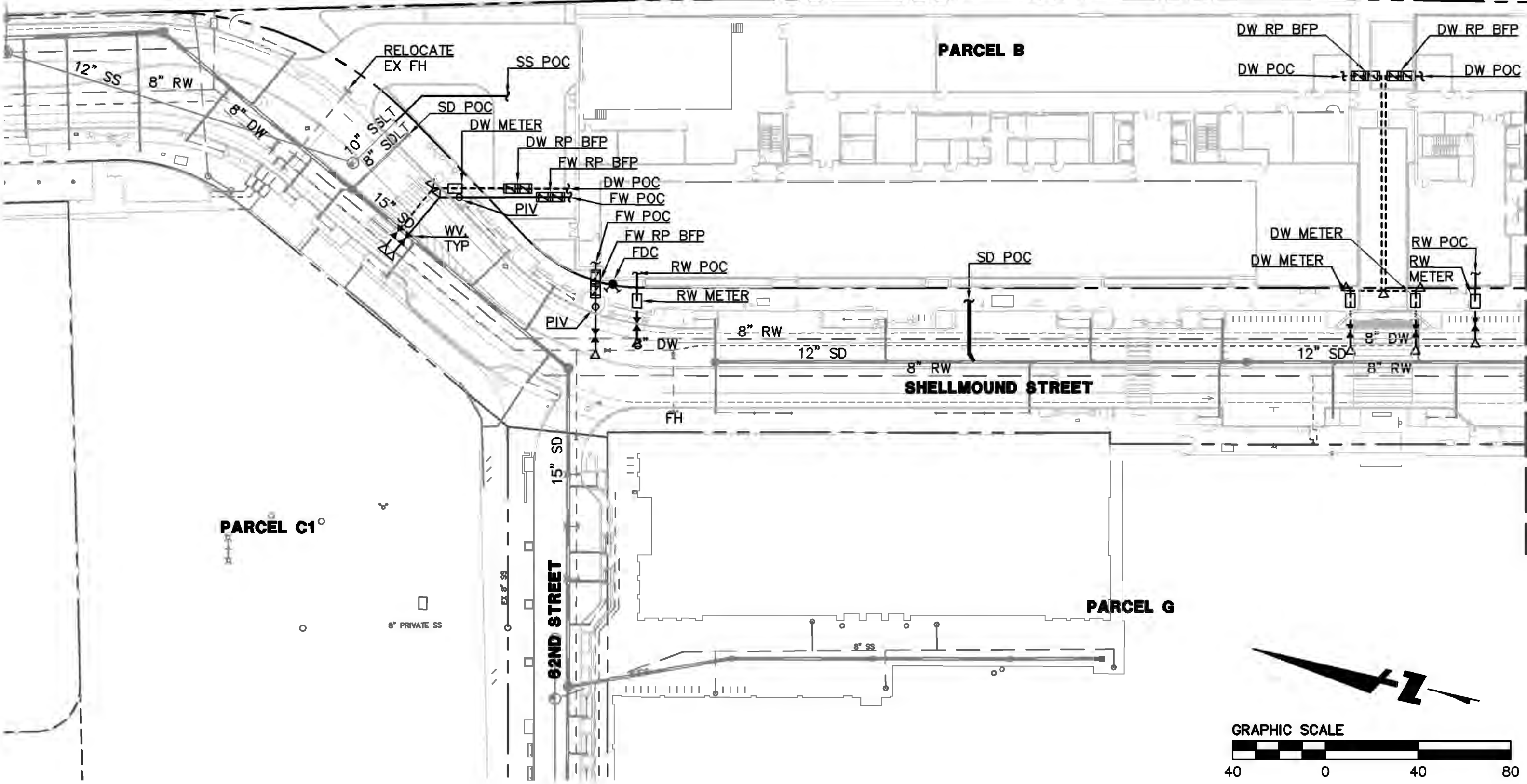
ABBREVIATIONS

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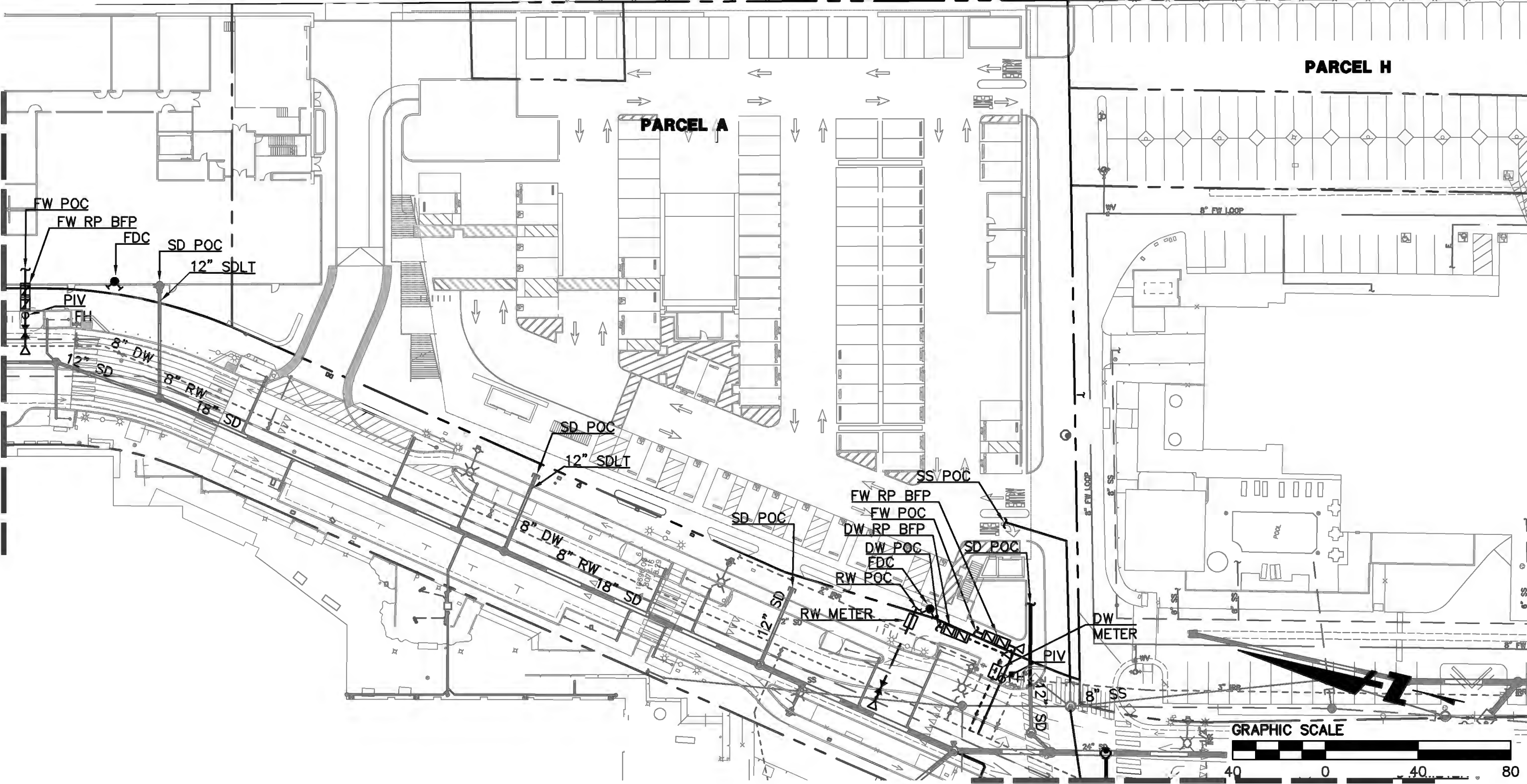
ABBREVIATIONS

EX	EXISTING	RW	RECYCLED WATER
BFP	BACKFLOW PREVENTOR	SDLT	STORM DRAIN LATERAL
DW	DOMESTIC WATER	SS	SANITARY SEWER
FH	FIRE HYDRANT	SSLT	SANITARY SEWER LATERAL
POC	POINT OF CONNECTION		



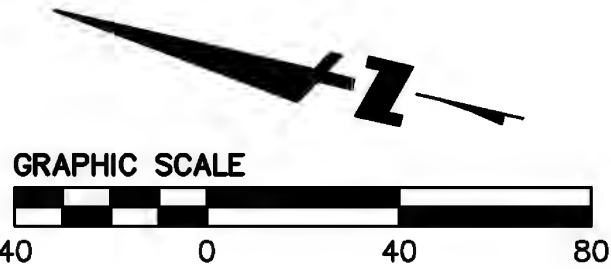
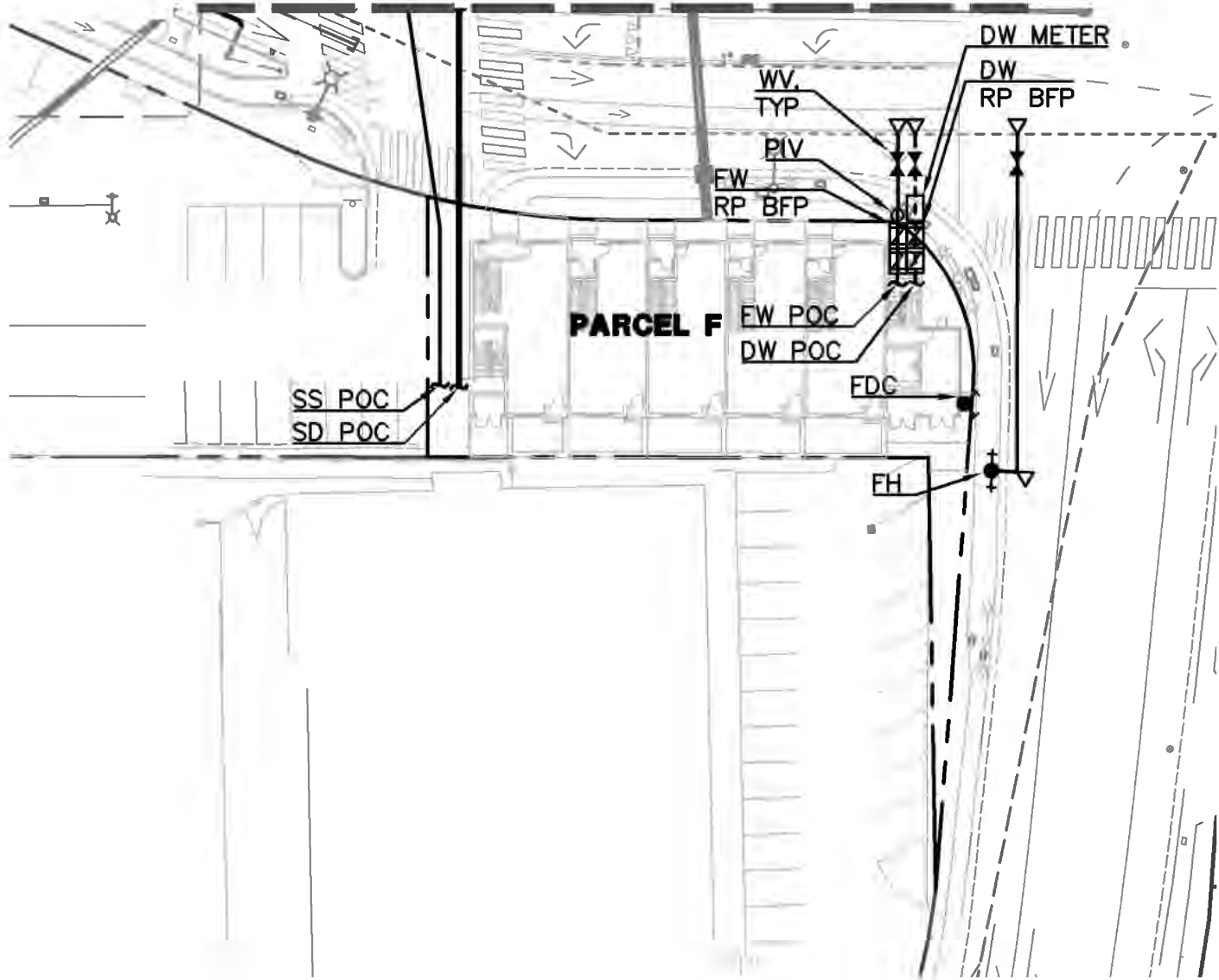
ABBREVIATIONS

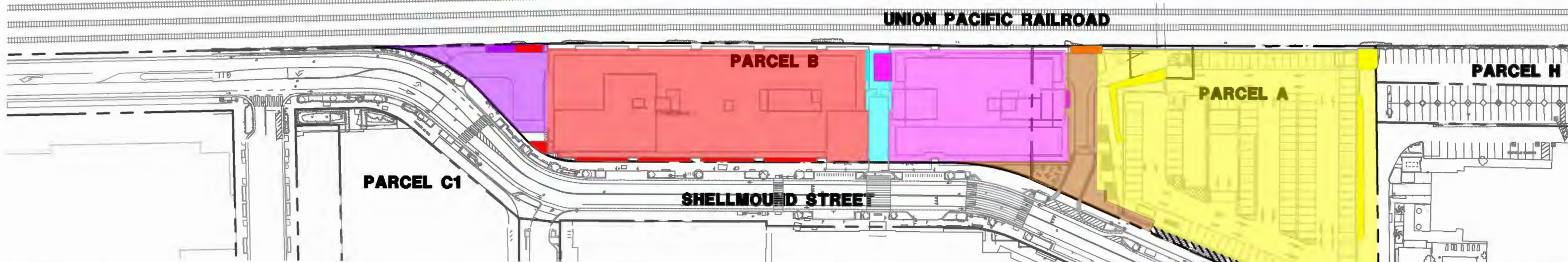
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CATCHMENT AREA IDENTIFIER/COLOR	TOTAL SQ. FT.	GREEN ROOF	ADJUSTED* SQ. FT.	TREATMENT AREA IDENTIFIER/COLOR	SQ. FT.	TREATMENT AREA REQUIRED (FVC), SQ. FT.	MEETS REQUIREMENT?	PONDING (INCHES)
CA-1	6,869	—	6,869	TA-1	205	205	YES	—
CA-2	38,426	—	38,426	TA-2	1,155	1,155	YES	—
CA-3	2,246	—	2,246	TA-3	100	68	YES	—
CA-4	21,756	6,159	16,213	TA-4	567	490	YES	—
CA-5	7,242	—	7,242	TA-5	247	220	YES	—
CA-6	62,177	—	62,177	TA-6	2,513	1,865	YES	—
CA-7	5,988	—	4,872	TA-7	549	147	YES	—

* ADJUSTED CATCHMENT AREA IS THE TOTAL CATCHMENT AREA REDUCED BY GREEN ROOF AREA. EFFECTIVE AREA REDUCTION OF PERVIOUS LANDSCAPE AREAS BY MAGNITUDE OF 0.1. SITE DESIGN MEASURES PER ALAMEDA COUNTY C.3 TECHNICAL GUIDANCE, CHAPTER 4.

NOTES:

1. TREATMENT AREAS SHOWN ARE DRAWN TO SCALE AND PROVIDE ADEQUATE TREATMENT FOR THE CONTRIBUTING CATCHMENTS.
2. CATCHMENT AND TREATMENT SIZES AND LOCATIONS ARE PRELIMINARY AND SUBJECT TO FINAL ENGINEERING AND PLUMBING DESIGN.
3. THE PROJECT TREATMENT AREAS ARE SIZED WITH THE FLOW VOLUME COMBINATION METHOD PER ALAMEDA COUNTY CLEAN WATER PROGRAM C.3 TECHNICAL GUIDANCE HANDBOOK, CHAPTER 5.

LEGEND

DRAINS TO OFFSITE TREATMENT OR OFFSET BY TREE CREDITS.

