RETAIL DEVELOPMENT
SAN PABLO AVENUE AND MONROE STREET
ALBANY, CA 94706

PLANNING STUDY SESSION SUBMITTAL - 4/26/13

PROJECT INFORMATION
CURRENT ZONING: SAN PABLO COMMERCIAL / RESIDENTIAL MEDIUM DENSITY

SITE AREA: 2.87 ACRES = 125,017 SF

BUILDING INFORMATION
GROCERY STORE AREA: 28,000 SF
RETAIL BUILDING AREA: 4,200 SF
TOTAL BUILDING AREA: 32,200 SF

PROPOSED FAR: .26

SETBACKS
FRONT: 0'-0" (AT RETAIL BUILDING ONLY)
SOUTH SIDE: 0'-0" (AT RETAIL BUILDING ONLY)
88'-0" (AT GROCERY STORE)
NORTH SIDE: 43'-8" (AT GROCERY STORE)
REAR: 12'-6"

PARKING
NUMBER OF PARKING SPACES REQUIRED (1/400): 81
NUMBER OF PARKING SPACES PROVIDED: 129
NUMBER OF BIKE PARKING SPACES PROVIDED: 24 (ON SITE)
KEY NOTES

1. DIAGONAL OFF-SITE PARKING, SCD
2. CART CORRALL
3. PROPOSED CURB CUT LOCATION
4. PROPOSED CYCLE TRACK, SCD
5. (E) CROSSWALK, SCD
6. ENTRY PLAZA
7. OUTDOOR SEATING AREA

LEGEND

- PROPERTY LINE
- GROCERY STORE
- RETAIL BUILDING
- LANDSCAPE AREA
- BIKE BARN

PRELIMINARY SITE PLAN, 1" = 50'-0"

GROCERY STORE
28,000 SF

RETAIL
4,200 SF

SAN PABLO AVENUE
MONROE AVENUE
SANTE FE AVENUE
MONROE AVENUE

LOWNEY ARCHITECTURE

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City of Albany Received April 26, 2013
PRELIMINARY 3D VIEW - SIDE SCREENING

City of Albany Received April 26, 2013
PRELIMINARY 3D VIEW - VIEW OF SOUTH SIDE OF SPROUTS

City of Albany Received April 26, 2013
PRELIMINARY 3D VIEW - VIEW OF SAN PABLO FRONTAGE
Parcel A Comments

1. As we have discussed, City staff has reservations about the urban design implications of setting the store back away from the San Pablo and Monroe frontage.

Response: This is the only format that will work for the Grocery Store. We have reviewed moving the building to the front of the parcel, and it is not functional and very inefficient and they cannot and will not live with that design.

2. No improvements to Village Creek are shown.

Response: Village Creek is a University owned creek and there are no improvements needed. Storm water will be managed on site prior to entering creek and the design will prevent erosion of the creek. The “Restoration” of the creek that was agreed to by the university in exchange for a height restriction variance for Bellmont senior housing was to consist of a maintained grassy area near the creek with 2 picnic tables and a decorative style fence. The current design will use this area for storm water treatment which will not allow for a nice seating area. We will however create an aesthetically pleasing bio-swale and the creek will be maintained long term so that it remains aesthetically pleasing. We are providing a bike shelter along the bike track shown on the submittal design documents as a public amenity. There is also a significant public seating area on the South side of the proposed grocery store which will provide for a nice gathering place for the public.

3. No screening of the sides and back of store are shown.

Response: Screening on the West (rear) of the grocery store has been addressed on the submittal design documents.

4. No green building or public amenity features are described.

Response: The Grocery store will obtain LEED Gold Certification. After receiving comments from the first City Study Session, the project LEED consulting team will be assembled to provide a detailed breakdown of how the project will achieve LEED Gold certification. The LEED team will also analyze energy generation required for the project. Energy generation was formally agreed to by the university as part of negotiations with Rollers and Strollers. Energy generation needs to be part of the Bellmont Senior Housing project.

We are proposing a bike shelter and a bike track along San Pablo as desired by Rollers and Strollers and the City of Albany. This is a significant undertaking for the project and is a very strong public amenity.
5. No dimensions in the parking lots have been provided, thus we have not analyzed compliance with City requirements.

Response: Dimensions are included on submittal design documents.

6. An explanation for the change from structured parking to surface parking would be helpful.

Response: There has been no “change”. The current project has no relation to the previous project and we have never indicated that there would be structured parking on the site, as there will not be.

7. No shopping cart corrals are shown in the parking lot.

Response: Shopping cart corrals are shown on the submittal design documents.

Parcel B Comments

Response: Parcel B parking will be accommodated by way of a cross parking easement with Parcel A.

Parcel C Comments Belmont Comments- Please keep Separate from Grocery Parcel.

Remainder Parcel Comments

1. The 76.5-foot roadway width is difficult to evaluate without information on lane widths, sidewalk and landscape areas, the location of the bus stop, and the dimensions of the parking.

Response: Details are provided on the submittal design documents.

2. Be careful about what you show on the plans (“if you draw it, you build it”). Use existing conditions as your baseline.

Response: We understand.

3. A traffic operations analysis will need to be done to understand detailed traffic movements, including length of turn lanes on Monroe.

Response: We will have a more detailed traffic operation analysis done after we get feedback at the May 8th study session. BKF to provide after meeting on the 8th.

4. One of the consequences of moving the grocery store back is that bicycle circulation will change, potentially affecting Monroe. A bicycle circulation plan will be helpful.
Response: We will provide a bicycle circulation along with the traffic analysis after the meeting on the 8th.

5. Turning radii for the Monroe-San Pablo intersection do not appear to work for the right turn from southbound San Pablo to westbound Monroe and eastbound Monroe to southbound San Pablo

Response: A meeting needs to be held with Cal Trans and the City of Albany’s traffic consultant after the May 8th meeting to better define how the intersection needs to be modified.

6. Provide more detail on the location of San Pablo and Monroe bus stops, and particularly the impact on street parking.

Response: A meeting needs to be held with AC Transit regarding the bus stops after the May 8th meeting to better define the right solution for bus stops in conjunction with this project.

7. The design team needs to verify that the location, geometry, and dimensions of the San Pablo Avenue driveway are consistent with Caltrans design standards.

Response: Submittal design documents will comply with Cal Trans standard driveway from San Pablo into the site.

8. The eastern-most driveway on Monroe appears to be a relic of an earlier site plan.

Response: Driveways from Monroe into site are updated on submittal design documents.

9. The driveway from Monroe into the retail parking lot is the critical node for the function of the market. It appears that bikes, pedestrians and autos will use the as a primary entrance. Thus, attention to the function of this driveway is important. As a starting point, a crosswalk across Monroe is critical. The design team should evaluate bulb outs for this crosswalk. In addition, the turning radii for the westbound Monroe into the parking lot does not appear to work.

Response: Turning radii have been adjusted on submittal design documents. Crosswalk across Monroe is now shown on submittal design documents.

10. The western-most driveway from the retail lot onto Monroe is a minor route, and should be one-way if possible. The need or desirability of a traffic circle at this location should be re-evaluated.

Response: Full access at this intersection is needed in order to provide adequate circulation through the site. This drive will be analyzed by Cal Trans as part of the meeting with them after the May 8th study session.
11. The northbound 10th to eastbound Monroe does not appear to work for trucks.

Response: Delivery trucks will access the site from San Pablo, not 10th street, so we don’t see the need for this truck movement to work. These trucks travel via major arterials as they make deliveries throughout the Bay Area and will access the site via San Pablo, they would have no reason to access via 10th Street.