City of Emeryville
CALIFORNIA

M E M O R A N D U M

DATE: October 30, 2018

TO: Christine Daniel, City Manager

FROM: Charles S. Bryant, Community Development Director

SUBJECT: San Pablo Avenue General Plan and Planning Regulations Amendments

A Resolution Of The City Council Of The City Of Emeryville Amending The General Plan To Increase The Maximum Development Potential That Could Occur Within An Area Of Approximately 2.5 Acres Fronting The East Side Of San Pablo Avenue From 40th Street To Approximately 170 Feet South Of 45th Street By Modifying Figure 2-3: Maximum Floor Area Ratios, Figure 2-4: Maximum Building Heights, And Figure 2-6: Maximum Residential Densities (APNs: 49-1026-2 (Partial), -22 (Partial), -23, -24 (Partial), -26-2 (Partial); 49-1079-13 (Partial), 14-1, 17-1, 19-4 (Partial); 49-1555-11 Through 19; -65, -66, and -67 (Partial)) (CEQA Determination: Addendum To 2009 General Plan EIR Prepared)

Introduction And First Reading Of An Ordinance Of The City Council Of The City Of Emeryville Amending The Planning Regulations To Ensure Consistency With The General Plan By Updating Figure 9-4.201(a): Maximum Floor Areas Ratios, Figure 9-4.202(a): Maximum Building Heights, And Figure 9-4.203(a): Maximum Residential Densities To Reflect Updated General Plan Figures 2-3, 2-4, And 2-6, Respectively (CEQA Determination: Addendum To 2009 General Plan EIR Prepared)

RECOMMENDATION

The Planning Commission and staff recommend that the City Council amend the General Plan and Planning Regulations to increase the maximum development potential that could occur within an area of approximately 2.5 acres fronting the east side of San Pablo Avenue from 40th Street to approximately 170 feet south of 45th Street by increasing the allowable floor area ratio (FAR), building height, and residential density.

BACKGROUND

On April 18, 2017, the City Council adopted Resolution No. 17-51 designating 4300 San Pablo Avenue as an affordable senior rental housing development site and authorizing staff to issue a Request for Qualifications and Proposal (RFQ/P). This was consistent with the 2015–2023 Housing Element of the Emeryville General Plan that identified the City-

Attachment 1

owned property at this site as a possible site for affordable housing. At the City's pre-bid meeting on May 8, 2017 several potential developers expressed concern that, given the existing maximum density and floor area ratio ("FAR") on the site, it was impossible to design a project that would be financially viable. With this feedback, staff examined the General Plan designations in the vicinity of this site and noted that the parcels across from the site on the western side of San Pablo Avenue were designated with higher development potential as expressed by their FAR, height, and residential density. In order to accommodate a senior housing development on a City-owned property, to accommodate more housing generally in this area, and to make the development regulations consistent on both sides of San Pablo Avenue, staff is proposing a General Plan Amendment ("GPA") to increase the maximum development potential that could occur within an area of approximately 2.5 acres fronting the east side of San Pablo Avenue from 40th Street to approximately 170 feet south of 45th Street by increasing the allowable FAR, building height, and residential density. The Planning Regulations must also be amended because the General Plan FAR, height, and residential density maps are incorporated into the Planning Regulations. It is anticipated that Economic Development and Housing Division staff will then reissue the RFQ/P for the 4300 San Pablo Avenue site pending City Council approval of the proposed amendments to the General Plan and Planning Regulations.

DISCUSSION

The proposed action includes a General Plan Amendment to increase development potential of 21 parcels totaling approximately 2.5 acres as shown in table below:

Assessor's Parcel Numbers (APNs)	Residential Density Base/with Bonus (units/acre)		Floor Area Ratio Base/with Bonus		Height Base/with Bonus (feet)	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
49-1026-2 (partial); 49-1026-22 (partial); 49-1062-23; 49-1062-24 (partial); 49-1062-26-2 (partial)	50/60	85/100	1.2/1.6	2.0/3.0	30/55	55/75
49-1079-13 (partial); 49-1079-14-1; 49-1079 -17-1; 49-1079-19-4 (partial)	50/60	85/100	1.2/1.6	2.0/3.0	30/55	55/75
49-1555-11 thru 19 49-1555-65; 49-1555-66; 49-1555-67 (partial)	50/60	85/100	1.2/1.6	2.0/3.0	30/55	55/75

Attachment 1 highlights the above parcels.

The General Plan maps of Maximum Floor Area Ratios (Figure 2-3), Maximum Building Heights (Figure 2-4), and Maximum Residential Densities (Figure 2-6) would be amended for the parcels described in the above table and illustrated in Attachment 1. The amended maps are included in the attached resolution as Exhibits A, B, and C. In addition, these three General Plan maps are included in the Planning Regulations as Figures 9-4.201(a), 9-4.202(a), and 9-4.203(a), respectively. Therefore, it is necessary to amend the Planning Regulations to update these three figures, which would be accomplished by passage of the attached draft ordinance.

Environmental Review

The General Plan Environmental Impact Report (EIR) was certified by the City Council by Resolution No. 09-207 on October 13, 2009. When an EIR has been certified for a project, no subsequent EIR shall be prepared unless there is substantial evidence of substantial changes to the proposed project, substantial changes in the circumstances under which the project will be undertaken, or new information of substantial importance that has become known and that was not available previously. (State Public Resources Code Section 21166 and California Environmental Quality Act (CEQA) Guidelines Sections 15162.) If the conditions for a subsequent EIR are not met, then the lead agency prepares an addendum in accordance with CEQA Guideline 15164 for the proposed change to the project. The proposed modifications to the FAR, height, and residential density maps will result in a slight increase in development potential from what was analyzed in the General Plan EIR. However, as discussed below, and in the proposed addendum to the General Plan EIR (see Attachment 2), these changes to the General Plan do not result in substantial evidence to support a subsequent EIR. Accordingly, staff recommends that the City Council adopt the addendum to the General Plan EIR.

Summary of the CEQA Addendum to the General Plan EIR

Citywide, the 2030 buildout scenario analyzed in the General Plan included 16,600 residents, 9,800 residential units, and 3.1 million square feet of retail space. The proposed GPA would result in the potential to add up to 98 residents, develop approximately 58 more residential units and approximately 15,000 square feet of retail floor area in the 2.5-acre amendment area. The increase in development within the amendment area is the result of the proposed increase to the maximum FAR, maximum building heights, and maximum residential density compared to the maximums specified in the current General Plan.

The addendum concludes that the proposed GPA would not result in any new or substantially more severe impacts than those identified in the 2009 EIR, as specified below.

- The impacts to the following topics would remain **beneficial**, as identified in the 2009 EIR: *Land Use, Plans and Policies* (local and regional physical connectivity);

Hydrology and Water Quality (temporary and long-term water quality at Temescal Creek); *Parks and Recreation*; and *Aesthetics* (visual character).

- The impacts to the following topics would remain **less-than-significant**, as identified in the 2009 EIR: *Land Use, Plans and Policies* (displacement of houses, businesses, and/or people; conflict with other plans and ordinances; and land use incompatibility); *Traffic and Circulation* (Emery Go-Round and AC Transit bus overcrowding, pedestrian and bicyclist hazards, and motor vehicle parking demand); *Hazards and Hazardous Materials*; *Biological Resources*; *Hydrology and Flooding* (erosion/siltation during construction, dewatering/discharge during construction, stormwater drainage patterns and system, and flood/flooding risk); *Geology, Soils, and Geohazards*; *Noise* (construction noise, roadway noise, and ground-borne noise/vibration); *Cultural Resources* (archaeological and paleontological resources); *Air Quality* (Transportation Control Measures [TCMs] consistency, fugitive dust/criteria pollutants during construction, substantial pollutant concentrations, and odors); *Public Services*; *Recreation*; *Aesthetics* (scenic vistas and short-term visual resources/views); and *Greenhouse Gas and Energy*.

- The impacts to the following topics would remain **significant and unavoidable** as identified in the 2009 EIR: *Traffic and Circulation* (intersection operations, freeway segments, and transit travel times); *Noise* (roadway noise); *Cultural Resources* (historic resources); and *Air Quality* (Bay Area Ozone Strategy conflict).

- Lastly, the addendum also identified the following topics that were not addressed in the 2009 EIR (because they were not required for CEQA purposes when that EIR was prepared) and which would not exceed any current established thresholds*: Forestry Resources, Construction Emissions, Cumulative Health Risk Exposure, Vehicle Miles Traveled,* and *Tribal Cultural Resources*.

Proposed CEQA Findings

The increase in population and development that could occur with the proposed GPA would not cause new or substantially more severe significant impacts than those identified in the previously certified 2009 EIR. Neither are any new mitigation measures or mitigating General Plan policies required, nor have there been any changes to circumstances or new information that would trigger any new or substantially more severe significant impacts than identified in the 2009 EIR. The addendum includes detailed findings supporting that no supplemental CEQA environmental review is required for the proposed GPA.

General Plan Amendment

In order for City Council to approve the proposed General Plan amendment, the Council needs to make certain findings as outlined in Section 9.7-1205 of the Planning Regulations. Staff believes these findings can be made in the following way:

(a) The proposed amendment will contribute to the public health, safety, and general welfare or will be of benefit to the public.

The proposed General Plan Amendment will be of benefit to the public because it will provide incentives for the provision of more housing units than are currently allowed under the General Plan at this location, including, but not limited to, affordable and senior housing. The proposed amendment will meet the following policies and programs of the Housing Element: Policy H-2-2, that pertains to support of new housing opportunities for extremely low-, very low-, low- and moderate-income households; Program H-3-1-2 that pertains to supporting the development of residential care facilities for the elderly and independent senior housing developments, where appropriate, particularly senior housing facilities that offer housing affordable to lower income senior households; and Policy H-4-1 to ensure that the zoning ordinance facilitates development of a variety of housing types. This in turn helps in achieving the City's Regional Housing Needs Allocation (RHNA).

(b) The proposed amendment is consistent with the General Plan Guiding Principles, unless the Guiding Principles themselves are proposed to be amended.

The proposed General Plan Amendment will facilitate the development of additional housing, including, but not limited to, affordable and senior housing, which is consistent with Guiding Principle 7, "A diverse, balanced, and inclusive community", which states that "the General Plan embraces physical, social, and economic diversity, … [and] furthers a variety of housing types and emphasizes family-friendly housing, and linkages to Emeryville's school system to promote the success of its youth and to encourage new residents to actively contribute to the community."

(c) The proposed amendment retains the internal consistency of the General Plan and is consistent with other adopted plans, unless concurrent amendment to those plans is also proposed and will result in consistency;

The proposed General Plan Amendment will retain internal consistency between the Maximum Floor Area Ratios map (Figure 2-3), Maximum Building Heights map (Figure 2-4), Maximum Residential Densities map (Figure 2-6), and the text that describes them.

(d) The proposed amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act; and

An addendum to the General Plan Environmental Impact Report that was certified by the City Council on October 13, 2009 has been prepared, which concluded that the proposed General Plan Amendment will not result in any new or substantially more severe impacts than those identified in the 2009 EIR.

(e) The proposed amendment complies with State law for the preparation, adoption, and amendment of general plans at California Government Code Section 65350 et seq.

The proposed General Plan Amendment complies with applicable State law in that the procedures required by Government Code Section 65350 et seq. are satisfied. The California Environmental Quality Act does not trigger public notice or review of an Addendum to a certified Environmental Impact Report. The standard public noticing for a General Plan Amendment was done by sending notices to property owners and tenants within 300 feet of the project site and a legal notice was published in the Oakland Tribune.

Planning Regulations Amendment

In order for the City Council to approve the proposed amendment to the Planning Regulations, the Council needs to make certain findings as outlined in Section 9.7-1305 of the Planning Regulations. Staff believes these findings can be made in the following way:

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

The intent of this amendment to the Planning Regulations is to ensure consistency with the General Plan by updating Figure 9-4.201(a), Maximum Floor Area Ratios, Figure 9-4.202(a), Maximum Building Heights, and Figure 9-4.203(a), Maximum Residential Densities, to reflect updated General Plan Figures 2-3, 2-4, and 2-6, respectively.

(b) The proposed amendment is necessary for public health, safety, and general welfare or will be of benefit to the public.

The proposed General Plan Amendment will be of benefit to the public because it will provide incentives for the provision of more housing units than are currently allowed under the General Plan at this location, including, but not limited to, affordable and senior housing. The proposed amendment will meet the following policies and programs of the Housing Element: Policy H-2-2, that pertains to support of new housing opportunities for extremely low-, very low-, low- and moderate-income households; Program H-3-1-2 that pertains to supporting the development of residential care facilities for the elderly and independent senior housing developments, where appropriate, particularly senior housing facilities that offer housing affordable to lower income senior households; and Policy H-4-1 to ensure that the zoning ordinance facilitates development of a variety of housing types. This in turn helps in achieving the City's Regional Housing Needs Allocation (RHNA).

(c) The proposed amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act.

An addendum to the General Plan Environmental Impact Report that was certified by the City Council on October 13, 2009 has been prepared, which concluded that the proposed General Plan Amendment that is the basis for this amendment to the Planning Regulations will not result in any new or substantially more severe impacts than those identified in the 2009 EIR.

(d) For a change to the Zoning Maps, that the subject property is suitable for the uses permitted in the proposed zone in terms of access, size of parcel, relationship to similar or related uses, and other relevant considerations, and that the proposed change of zoning district is not detrimental to the use of adjacent properties.

No changes to the Zoning Map in Figure 3.103(a) or the Zoning Overlay Map in Figure 9-3.103(b) of the Planning Regulations are proposed.

Adoption of Resolution and Ordinance

The resolution approving the General Plan Amendment requires a majority vote of the entire membership of the City Council, i.e., a minimum of three votes (Government Code section 65356). Likewise, the ordinance amending the Planning Regulations must be adopted by a majority of the total membership of the City Council, i.e., a minimum of three votes (Government Code section 36936).

FISCAL IMPACT

Adoption of the amendments to the General Plan and Planning Regulations will have no direct fiscal impact on the City.

STAFF COMMUNICATION WITH THE PUBLIC

The Planning Commission unanimously recommended that the City Council approve the proposed General Plan Amendment and Planning Regulation Amendment at their September 27, 2018 meeting. (Vote: 5-0; Commissioners Barrera and Hidalgo had excused absences.)

CONCLUSION

The Planning Commission and staff recommend that the City Council take the following actions:

1. Resolution amending the General Plan:
   a. Take public testimony regarding the Resolution.
   b. Adopt the Resolution.

2. Ordinance amending the Planning Regulations:
   a. Introduce the Ordinance after a motion to read by title only.
   b. Take public testimony regarding the Ordinance.
   c. Adopt the first reading of the Ordinance.

PREPARED BY: Miroo Desai, Senior Planner

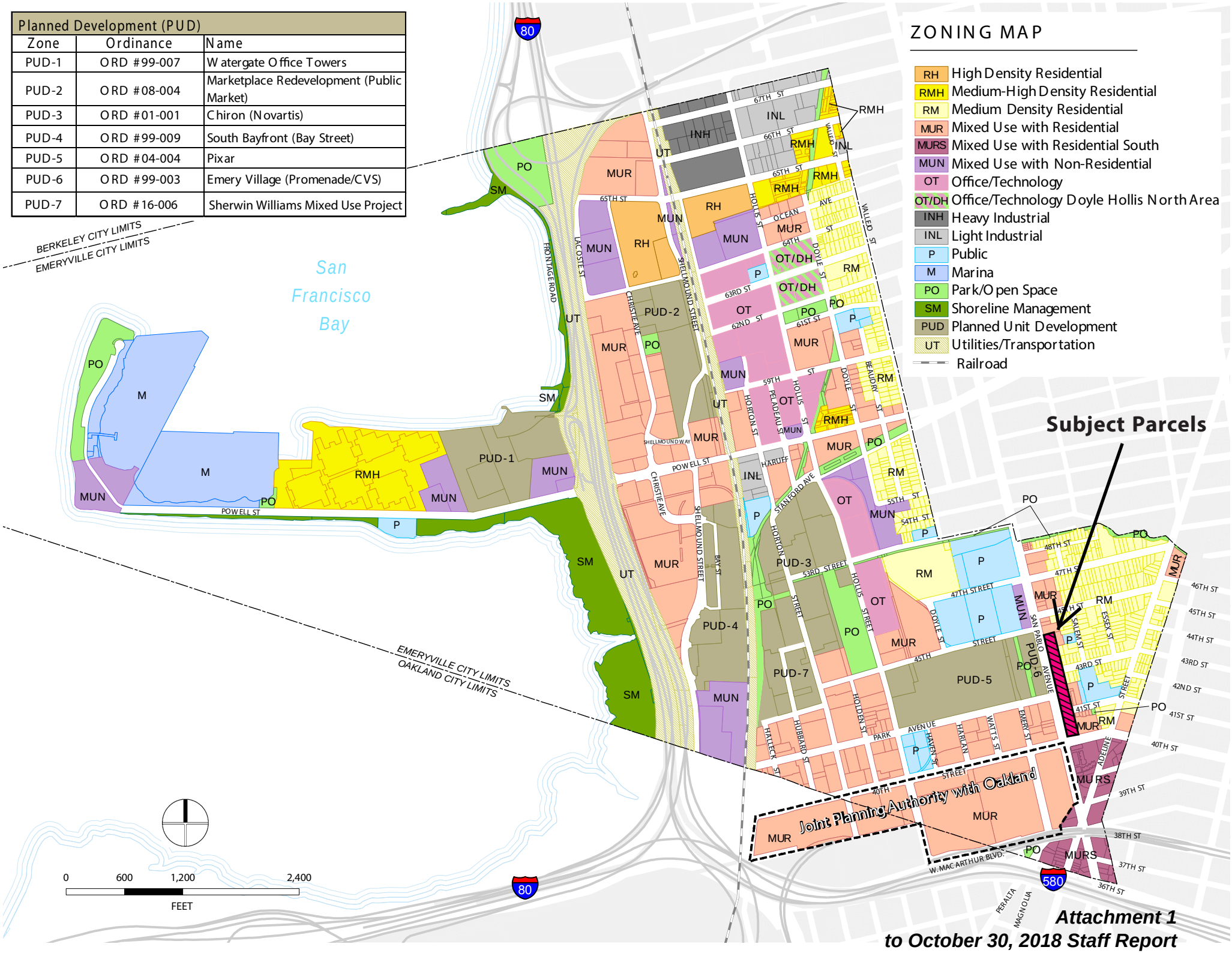
APPROVED AND FORWARDED TO THE CITY OF EMERYVILLE CITY COUNCIL:

Christine Daniel, City Manager

Attachments:

- Subject Parcels
- Addendum to the General Plan Environmental Impact Report.
- Resolution amending the General Plan
  - Exhibit A. Revised Figure 2-3, “Maximum Floor Area Ratios”
  - Exhibit B. Revised Figure 2-4, “Maximum Building Heights”
  - Exhibit C. Revised Figure 2-6, “Maximum Residential Densities”
- Ordinance amending the Planning Regulations
  - Exhibit A. Revised Figure 9-4.201(a), “Maximum Floor Area Ratios”
  - Exhibit B. Revised Figure 9-4.202(a), “Maximum Building Heights”
  - Exhibit C. Revised Figure 9-4.203(a), “Maximum Residential Densities”

Planned Development (PUD)		
Zone	Ordinance	Name
PUD-1	ORD #99-007	Watergate Office Towers
PUD-2	ORD #08-004	Marketplace Redevelopment (Public Market)
PUD-3	ORD #01-001	Chiron (Novartis)
PUD-4	ORD #99-009	South Bayfront (Bay Street)
PUD-5	ORD #04-004	Pixar
PUD-6	ORD #99-003	Emery Village (Promenade/CVS)
PUD-7	ORD #16-006	Sherwin Williams Mixed Use Project



Addendum #1 to the Emeryville General Plan EIR

GENERAL PLAN AMENDMENT TO INCREASE THE MAXIMUM FLOOR AREA RATIO, BUILDING HEIGHT, AND RESIDENTIAL DENSITY ALONG THE EAST SIDE OF SAN PABLO AVENUE, GENERALLY 40TH TO 45TH STREETS

Pursuant to California Resources Code Section 21166 and
CEQA Guidelines Sections 15162 and 15164

Date:	September 18, 2018
Project Address:	4000 – 4322 San Pablo Avenue, Emeryville, CA
Case Number:	GPA18-002
Zoning:	MUR Mixed Use with Residential
General Plan Land Use Classification:	Mixed Use with Residential, with Neighborhood Retail Overlay
APNs:	All or parts of APNs: 49-1555-11 to -19; -65 to -67 (partial); 49-1026-2 (partial); -22 (partial); -23; -24 (partial); -26-2 (partial); and 49-1079-13 (partial); -14-1; -17-1; and -19-4 (partial)
Area Size:	2.52 acres, approximately three contiguous linear blocks
Applicant:	City of Emeryville
City Staff:	Miroo Desai, Senior Planner mdesai@emeryville.org 510-596-3785

This page intentionally left blank

Table of Contents

Appendices

Tables

Figures

I. Overview

The City of Emeryville proposes to amend its General Plan (adopted October 15, 2009, last amended October 18, 2016) to increase the maximum residential development potential that could occur within an area fronting the east side of San Pablo Avenue, from 40th Street to just south of 45th Streets ("Amendment Area"), as shown in **Figure 1** (General Plan Land Use Diagram and 2018 Proposed Amendment Area) in this addendum.

The proposed General Plan Amendment ("Proposed GPA") is the eighth amendment to the General Plan (also "GP") and would specifically amend the existing General Plan Maximum Floor Area Ratio (FARs) Map (GP Figure 2-3), Maximum Building Heights Map (GP Figure 2-4), and Maximum Residential Densities Map (GP Figure 2-6) to change the designations and thereby increase these allowances in the Amendment Area.[1]

The City certified an Environmental Impact Report (EIR) for the Emeryville General Plan on October 13, 2009, pursuant to the California Environmental Quality Act (CEQA) (2009 EIR). The City has subsequently approved minor adjustments to the General Plan, including the 2015 General Plan Amendment #6 that modified the base level FARs, building heights, and residential densities citywide (see Section II, *Background*). However, the City determined that none of the approved amendments to the 2009 General Plan constituted major changes that warranted subsequent changes to the certified General Plan EIR pursuant to CEQA, with one exception in 2016 for the Sherwin Williams Development Project.[2] Therefore, this CEQA document is the first addendum to the certified 2009 EIR.

The 2009 EIR analyzed a citywide 2030 General Plan Buildout Scenario ("2030 buildout scenario") based on a set of specific development and growth assumptions that are mostly also applied in this addendum, since minimal change has occurred to the assumptions since the 2009 EIR was prepared.[3] Overall, the Proposed GPA would accommodate up to approximately 58 more residential units and approximately 15,000 square feet of retail floor area in the Amendment Area compared to the maximum development that could occur in that area under the General Plan (as amended through 2016) and evaluated in the 2009 EIR. This addendum evaluates whether the changes associated with the Proposed GPA would trigger preparation of a subsequent or

---

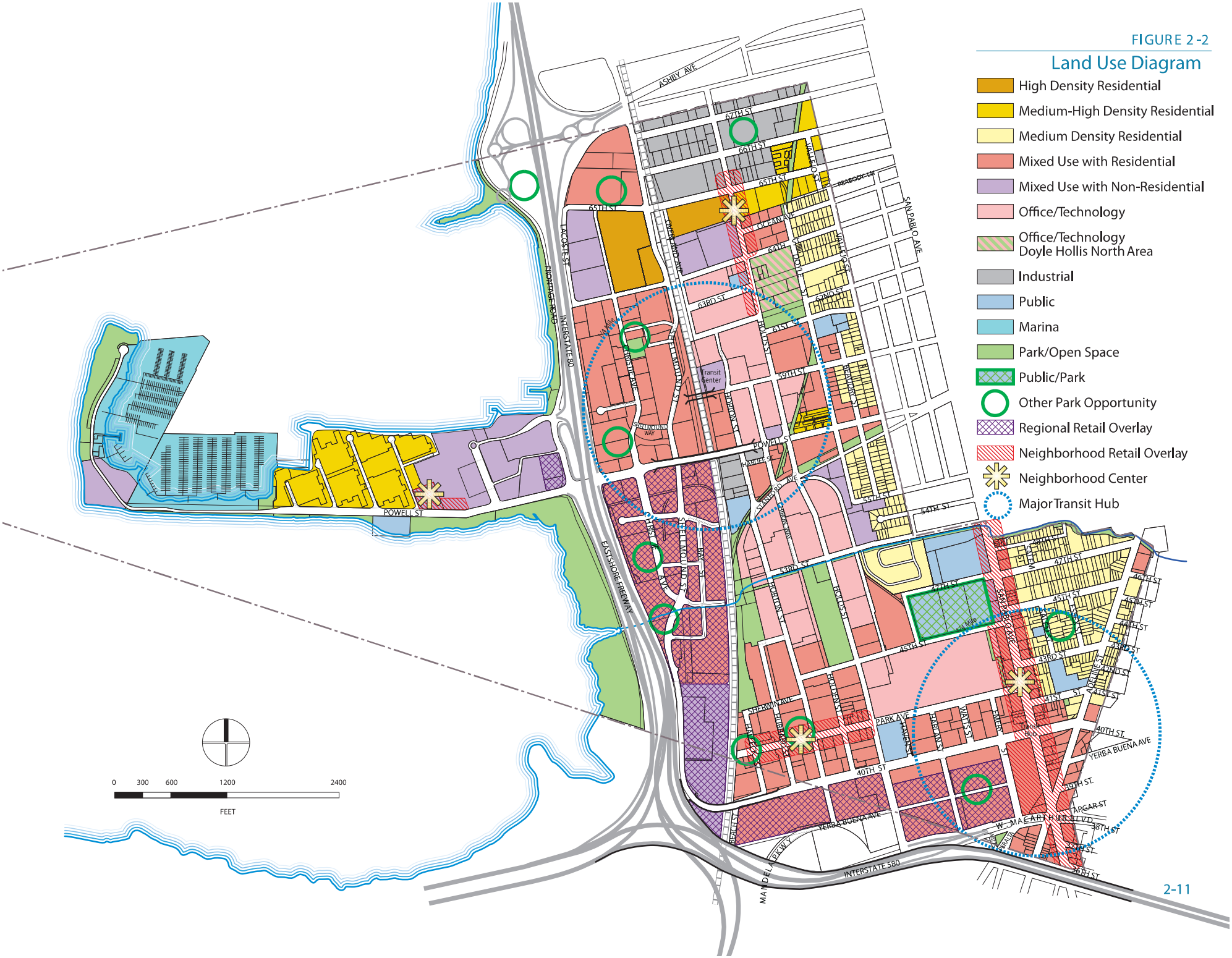
1 The Emeryville General Plan Map figures cited are those in the existing General Plan, as last amended by the 2016 General Plan Amendment #7 and included in the General Plan currently published on the City's website.

2 The City determined that January 2010 GPA #1, September 2010 GPA #2, and May 2012 GPA #3 were minor in substance and effect and therefore covered by the analysis conducted in the 2009 Draft EIR and addressed by the Findings of Fact and Statement of Overriding Considerations adopted for the 2009 General Plan. The City determined that April 2013 GPA #4, July 2014 GPA #5, as well as October 2015 GPA #6 qualified as exempt from environmental review under the "general rule" at Section 15061(b)(3) of the State CEQA Guidelines because it can be seen with certainty that there is no possibility that the proposal (the amendments) may have a significant effect on the environment. October 2016 SPA #7 pertained to the Sherwin Williams Development Project, for which an Environmental Impact Report was prepared.

3 Development and growth assumptions underlying the 2030 buildout scenario included ratios of persons per household, housing vacancy rate, and projections for jobs and employment. A comparison of these assumptions compared to current ratios is summarized in Table 4 and discussed under *Maximum Development Scenario for the Amendment Area*, in Section III, *Project Description.*

FIGURE 2-2

Land Use Diagram



supplemental EIR before the City approves the Proposed GPA, pursuant to State Public Resources Code (PRC) Section 21166 and CEQA Guidelines Sections 15162 and 15164 (see Section IV, *Purpose of this Addendum*).

II. Background

2009 General Plan EIR

2030 General Plan Buildout Scenario

The 2030 General Plan Buildout Scenario analyzed in the 2009 EIR was established according to a set of specific development and growth assumptions applied to the development generated by the then-proposed maximum FARs, maximum building heights, and maximum residential densities described and illustrated in the 2009 Final EIR. The 2030 buildout scenario was also based on the location of opportunity sites ("Areas for Potential Change"), which included the proposed 2.52-acre Amendment Area.

The 2030 buildout scenario analyzed in the 2009 EIR is summarized in **Table 1** below, and for reference, the maximum FARs, building heights, and residential densities maps from the 2009 Final EIR are included as **Appendix A** to this addendum.

TABLE 1
2030 GENERAL PLAN BUILDOUT SCENARIO ANALYZED IN THE 2009 EIR - CITYWIDE

	2008 Existing (Baseline)	2030 Buildout Scenario	Change from 2008 Existing
Housing Units	5,988	9,800	+ 64 %
Households [b]	5,570	9,310	+ 67 %
Population [a]	9,727	16,600	+ 71 %
Retail Floor Area (sq.ft.)	2,441,660	3,083,000	+ 26 %
Jobs [c, e]	20,552	30,000	+ 46 %
Employed Residents [d, e]	5,565	11,600	+ 108 %
Ratio (Jobs/Emp. Residents)	3.7	2.6	-1.1

[a] Assumed 1.79 persons per household.
[b] Assumed an estimated five percent vacancy rate of total housing units.
[c] Assumed square foot per employee ratios by land use, per 2009 EIR Table 2.4-3.
[d] Assumed ABAG's Projections 2005 and 2010 ratios for Alameda County in year 2030:70 percent of population.
[e] Estimated using ABAG projections for 2005 and 2010.

SOURCES: 2009 EIR Table 2.4-2 (Population, Housing Units, and Households at Buildout); 2009 EIR Table 2.4-3 (Jobs per Employed Residents Ratio); and 2009 General Plan Table 1-1 (General Plan Development Buildout Potential).

(The maximum FAR, building height, and residential density applicable to the Amendment Area pursuant to the 2009 General Plan and EIR are described in Table 2 in Section III, *Project Description,* below.)

2009 General Plan EIR Environmental Effects

The 2009 EIR determined that development of the 2030 buildout scenario would result in the following environmental effects (environmental topic and impact number designated in the EIR): [4]

- **Beneficial**

  Land Use and Housing (local and regional physical connectivity, 3.1-1); **Hydrology and Flooding** (temporary and long-term water quality at Temescal Creek, 3.5-4); **Parks and Recreation** (parkland service ratio, 3.11-1); and **Visual Resources** (visual character, 3.12-2).

- **Less than Significant – After Implementation of General Plan Policies/Actions**

  The 2009 EIR determined that development of the 2030 buildout scenario would result in the following *less-than-significant impacts with the implementation of General Plan policies or actions only* for the following environmental topics: **Land Use and Housing** (displacement of houses, businesses, and/or people, 3.1-2; conflict with other plans and ordinances, 3.1-3; land use incompatibility, 3.1-4); **Traffic, Circulation, and Parking** (Emery Go-Round and AC Transit bus overcrowding, 3.2-4; pedestrian and bicyclist hazards, 3.2-5; and motor vehicle parking demand, 3.2-6); **Hazardous Materials, Toxics, and Safety** (releases during construction, 3.3-1); hazardous building components during demolition and construction, 3.3-2; handling/storage during construction, 3.3-3; and accidental upset, 3.3-4); **Biological Resources** (special status species, 3.4-1; nesting birds and nesting raptors, 3.4-2; and street trees, 3.4-4); **Hydrology and Flooding** (erosion/siltation during construction, 3.5-1; stormwater drainage patterns and system, 3.5-3); **Geology and Soils** (erosion during construction, 3.6-1; and seismic risk, 3.6-2); **Noise** (construction noise, 3.7-1; roadway noise, 3.7-2; and ground-borne noise/vibration, 3.7-2); **Cultural Resources** (archaeological resources, 3.8-1); **Air Quality** (Transportation Control Measures [TCMs] consistency, 3.9-2; fugitive dust/criteria pollutants during construction, 3.9-3; substantial pollutant concentrations, 3.9-4; and odors, 3.9-5); **Public Services and Utilities** (school facility demand, 3.10-1; water demand, 3.10-2; wastewater treatment capacity and waste generation, 3.10-2; landfill capacity, 3.10-4; and police and fire services, 3.10-5); **Parks and Recreation** (facilities deterioration, 3.11-2, and recreational facilities expansion, 3.11-3); **Visual Resources** (scenic vistas, 3.12-1); and **Energy and Greenhouse Gases** (project contribution to total cumulative energy consumption, 3.13-1; construction of new energy infrastructure facilities, 3.13-2; project contribution to total cumulative carbon dioxide equivalent emissions, 3.13-3).

- **Less than Significant – No Mitigating General Plan Policies/Actions Required**

  Biological Resources (filling of wetlands/other waters, 3.4-3); **Hydrology and Flooding** (dewatering/discharge during construction, 3.5-2; and flooding risk, 3.5-5); **Geology and Soils** (settlement/expansive soils, 3.6-3); **Cultural Resources** (paleontological resources, 3.8-

[4] The 2009 EIR identified General Plan policies and actions that reduce environmental impacts under CEQA.

3); **Visual Resources** (short-term visual resources/views, 3.12-3); and **Energy and Greenhouse Gases** (Emeryville Climate Action Plan conflict, 3-13-4).

- **Significant Unavoidable**

  Traffic, Circulation, and Parking (intersection operations, 3.2-1); freeway segments, 3.2-2; and transit travel times, 3.2-3); **Noise** (roadway noise); **Cultural Resources** (historic resources, 3.8-2); and **Air Quality** (Bay Area Ozone Strategy conflict, 3.9-1). Due to the significant unavoidable impact findings, the City adopted a Statement of Overriding Considerations as part of the City's approvals for the General Plan.

2015 General Plan Amendment #6

The existing General Plan incorporates seven prior site- or policy-specific amendments to the original 2009 General Plan.[5] As mentioned above in Section I, *Overview*, the 2009 General Plan was amended in 2015 by GPA #6, which was the first amendment to address an overall change to citywide maps affecting development potential.[6] A primary objective of the 2015 GPA #6 was to provide incentives for more residential development projects to seek development bonuses that would trigger in-project affordable units, other community benefits, and condominium maps. To achieve that objective, the 2015 GPA #6 lowered the base level FARs, building heights, and residential densities citywide, as shown in **Appendix B** to this addendum. Specifically, the base levels were generally reduced to 50 percent of the development bonus levels, which remained unchanged.[7] This resulted in a two-tier system that requires projects seeking development bonuses to earn at least half their points from affordable housing and no more than half from other community benefits.[8] The 2015 GPA #6 also involved an amendment to the City's Planning Regulations to establish related provisions for Multi-Unit Residential development. Because approval of the 2015 GPA #6 to lower the base level FARs, building heights, and residential densities would not exceed the maximum development potential under the 2030 buildout scenario, no subsequent or supplemental environmental review was required or prepared (see footnote #2, above).

---

5 In addition to GPA #6, the City has adopted six other amendments to the General Plan, as listed in footnote #2 above. Site-specific amendments included 2010 GPA #1 generally affecting Pixar Animation Studios properties and Wareham Development Property); 2010 GPA #2 generally affecting the Doyle Hollis North Area; 2012 GPA #4 affecting a Pedestrian Path connecting 45th and 47th Streets; 2015 GPA #5 generally affecting the northwest corner of Stanford Avenue and Doyle Street; and 2016 GPA #7 affecting the Sherwin Williams Development Project site. The 2012 GPA #3 modified Transportation Element Policy T-P-8 and related diagrams.

6 Resolution No. 15-129, adopted October 20, 2015.

7 "Development bonuses" are discretionary increases granted to the base level FARs, building heights, and residential densities after a developer provides certain community amenities. Bonus levels are specified in the Planning Regulations and are based on a point system (2009 General Plan page 2-15).

8 September 24, 2015, Planning Commission Staff Report for GPA15-001 and ORD15-001. Quantified, the reduction in the base level FARs, building heights, and residential densities could potentially result in a surplus of 2,661 dwelling units above the City's Regional Housing Needs Allocation (RHNA) obligation, which was less than previously projected in the City's Housing Element Update January 28, 2015, but still more than approximately three times that of the City's RHNA.

III. Project Description

Overview

As described in the adopted Emeryville General Plan (page 1-15), the General Plan is intended to be a living document and, as such, would be subject to site-specific and comprehensive amendments over time for various reasons, such as to modify policies that may become obsolete or unrealistic due to changed conditions. The Proposed GPA is intended to increase the maximum residential development potential that could occur along approximately three blocks on the east side of San Pablo Avenue, between 40th Street and just south of 45th Street, the proposed Amendment Area (as previously delineated in Figure 1 in this addendum). To achieve this objective, the Proposed GPA would specifically amend the current Maximum FARs Map (GP Figure 2-3), Maximum Building Heights Map (GP Figure 2-4), and Maximum Residential Densities Map (GP Figure 2-6) (per 2016 GPA #7) to increase these allowances in the Amendment Area.

This section describes the characteristics of the Amendment Area; describes and compares in tabular and graphic formats the existing and proposed FARs, building heights, and residential densities applicable to the Amendment Area; and describes the potential development and demographic changes estimated to result from implementation of the Proposed GPA.

As described below, to achieve the City's objective to increase potential residential development in the Amendment Area, no changes are proposed or required to any General Plan text or other maps or exhibits, nor to the subject maps outside the Amendment Area. As also discussed below, no change is warranted to the City's Zoning Map or Planning Regulations, except that the General Plan FAR, building height, and residential density maps are incorporated by reference into the Planning Regulations, so that portion of the Planning Regulations would need to be updated. The Proposed GPA also aligns with the key General Plan objectives and guiding principles adopted in the General Plan and considered in the evaluation in this addendum.

Site Conditions and Surroundings

Baseline conditions within the proposed Amendment Area have not substantially changed since certification of the 2009 EIR. This is based on a pedestrian survey conducted on June 25, 2018, to identify substantive land use changes from those presented in the 2009 EIR (*Exhibit 3.1-1, Existing Land Use,* 2005) and known to City staff and preparers of this addendum. Relatively new development that converted previous light industrial uses has occurred in the Amendment Area at 4000 San Pablo Avenue (Oak Walk Residential and convenience market at the northeast corner of 40th Street and San Pablo Avenue) was already underway when the 2009 General Plan and EIR were prepared.

Figure 2 is a birdseye photo of the Amendment Area, which continues to include a mix of neighborhood retail, restaurants, personal and financial services, City facilities (former Emeryville Recreation Center, still used by the City), surface parking, and housing. Development ranges from one three stories in height along the street frontage, with four-story residential development set back from the street level – much as it did during preparation of the 2009 General Plan.

Figure 2
Birdseye View of the Proposed Amendment Area

Figure 3 depicts the Amendment Area land uses and development from street level, as documented on the June 25, 2018, pedestrian survey. Development surrounding the Amendment Area is generally a mix of neighborhood retail and restaurants, a regional shopping center to the southwest, a card club across San Pablo Avenue, and residential neighborhoods to the east.

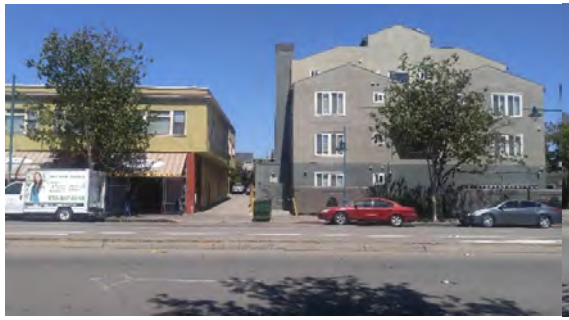
Planning and Zoning Context

The Amendment Area is within the *San Pablo Avenue Urban Design Plan*, adopted by the City in 1990 and largely implemented.

The Amendment Area is designated in the "Mixed Use with Residential" General Plan land use classification (see Figure 1), which permits one or more of a variety of residential and nonresidential uses, including but not limited to offices, retail and hotels. On larger sites, a mix of residential and non-residential uses is required; on smaller sites, a single use may be permitted with a neighborhood retail overlay.

The Amendment Area is included within a "Neighborhood Retail Overlay" (see Figure 1). The overlay is intended for a neighborhood center typified by *"stores, offices, services, and restaurants/cafés that serve the local community, as well as 'flex space' that can be adapted for retail/restaurant use in the future, but may be used for other uses in the interim. A majority of the ground floor use, and a substantial portion of the frontage along any public street, shall be devoted to these uses. Establishments shall generally be smaller sized, lending themselves to the pedestrian oriented nature of the centers..."*

The Amendment Area is also included within a "Major Transit Hub" (see Figure 1). These are described in the Transportation Chapter of the General Plan as *"locations where a number of major transit routes intersect, and where high density "transit-oriented development" and enhanced amenities to promote transit ridership are appropriate. Other measures such as parking pricing could increase the financial attractiveness of transit. Expanded service and increased frequency would also make transit more attractive."*



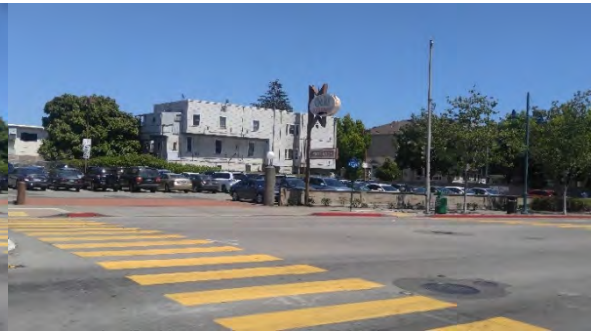
→ Emery Villa Senior Housing (4320-4322)

City facilities (former Emeryville Recreation Center) (4300-4310)

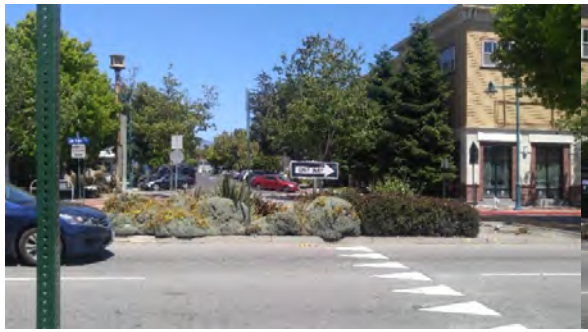
43rd Street at San Pablo Ave.

Bank of America (4120)

Bank of America Parking Lot (4110)



Oaks Card Club Parking Lot (4100)



41st Street at San Pablo Ave.

Retail/Office Use (4098)

Oak Walk Residential

Office and Convenience Store (4000) ←

Figure 3: Proposed Amendment Area Street Photos – North to South

The Amendment Area is designated within the "MUR Mixed Use with Residential" Zone, which is consistent with the existing and aforementioned Mixed Use with Residential General Plan land use classification on the area. It also has three overlay zones: (1) Neighborhood Retail, which corresponds to the General Plan Neighborhood Retail Overlay designation noted above; (2) Pedestrian Priority Overlay Zone, which corresponds to the same designation on the General Plan Circulation diagram and requires a specific sidewalk design for new developments; and (3) Transit Hub Overlay, which corresponds to the General Plan Major Transit Hub designation noted above, and in which all off-street parking requirements are reduced by 50 percent.

Proposed General Plan Amendment

Changes to Maximum FAR, Building Height, and Residential Density in the Amendment Area

Table 2 shows the proposed changes to the allowances for the Amendment Area compared to those that applied in the 2009 EIR and as amended by the 2015 GPA #6. The proposed changes to the existing General Plan maps for maximum FARs, maximum building heights, and maximum residential densities are shown in **Figure 4, Figure 5,** and **Figure 6**, respectively, that follow.

TABLE 2
PROPOSED CHANGES TO THE AMENDMENT AREA FAR, BUILDING HEIGHT, AND RESIDENTIAL DENSITY

	2009 General Plan [a]	2016 GPA #7 [b]	Proposed General Plan Amendment [c]
	(base / with bonus)		
Maximum FAR	1.2 / 1.6 FAR	1.0 / 1.6 FAR	1.5 / 3.0 FAR
Maximum Building Height	30 / 55 feet	30 / 55 feet	40 / 75 feet
Maximum Residential Density	50 / 60 units per acre	35 / 60 units per acre	50 / 100 units per acre

[a] See maps in Appendix A to this addendum.
[b] See maps in Appendix B to this addendum.
[c] See Figure 4, Figure 5, and Figure 6 in this addendum.

Maximum Development Scenario for the Amendment Area

Assumptions

To determine and evaluate the environmental effects of the General Plan with the Proposed GPA, a maximum development scenario was formulated for the Amendment Area. The 2030 buildout scenario for the General Plan reasonably assumed that not every property in the city that *could* redevelop by 2030 would do so; therefore, the 2030 buildout scenario was 20 percent of the maximum buildout potential.

Similarly, the City identified properties within the Amendment Area that are likely to redevelop, even though the entire Amendment Area is within the "Areas of Potential Change" established in the General Plan. *Excluded* are recently established developments, which include part of the Oak

FIGURE 2-3

Maximum Floor Area Ratios

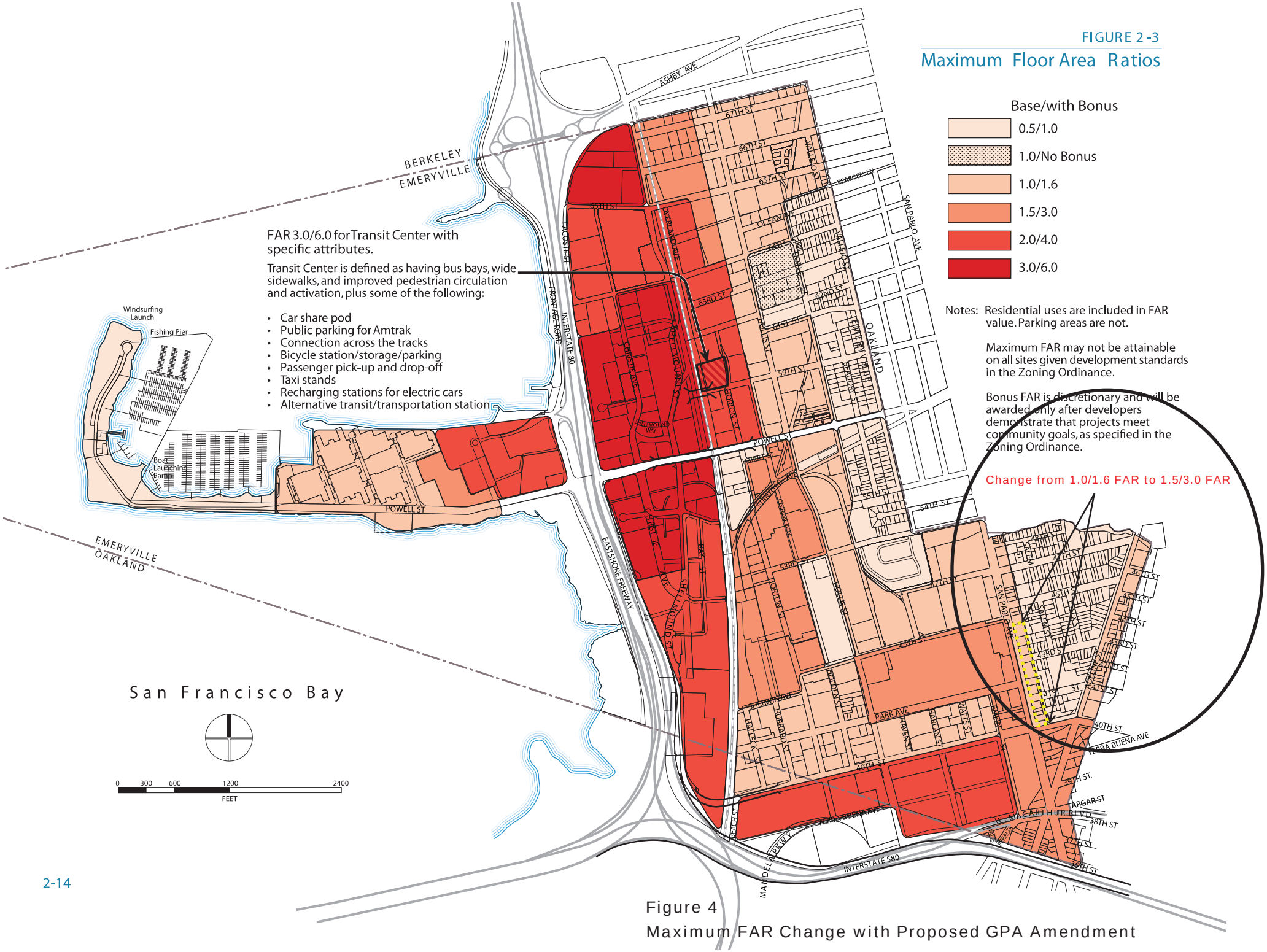


Figure 4
Maximum FAR Change with Proposed GPA Amendment

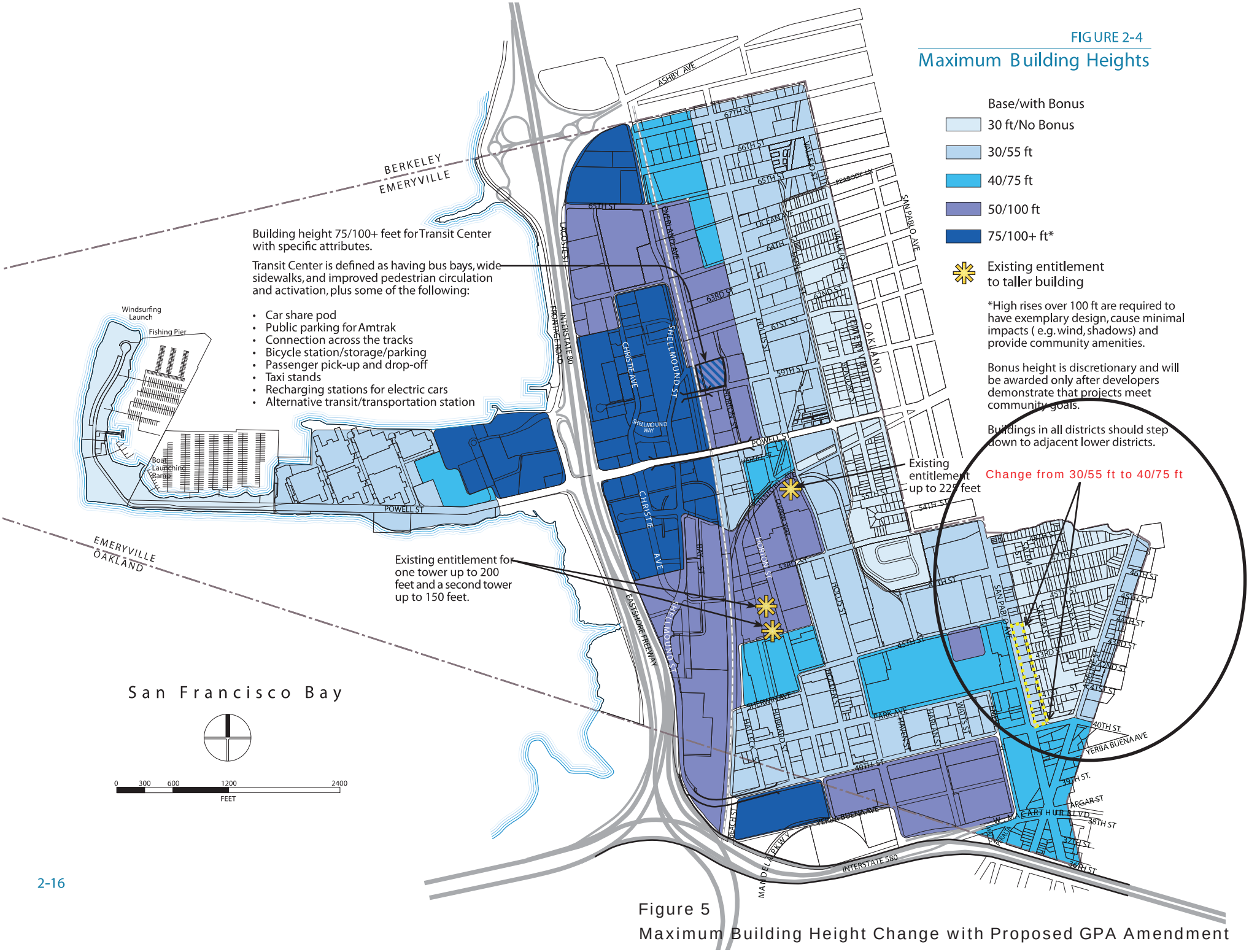


Figure 5
Maximum Building Height Change with Proposed GPA Amendment

FIGURE 2-6

Maximum Residential Densities

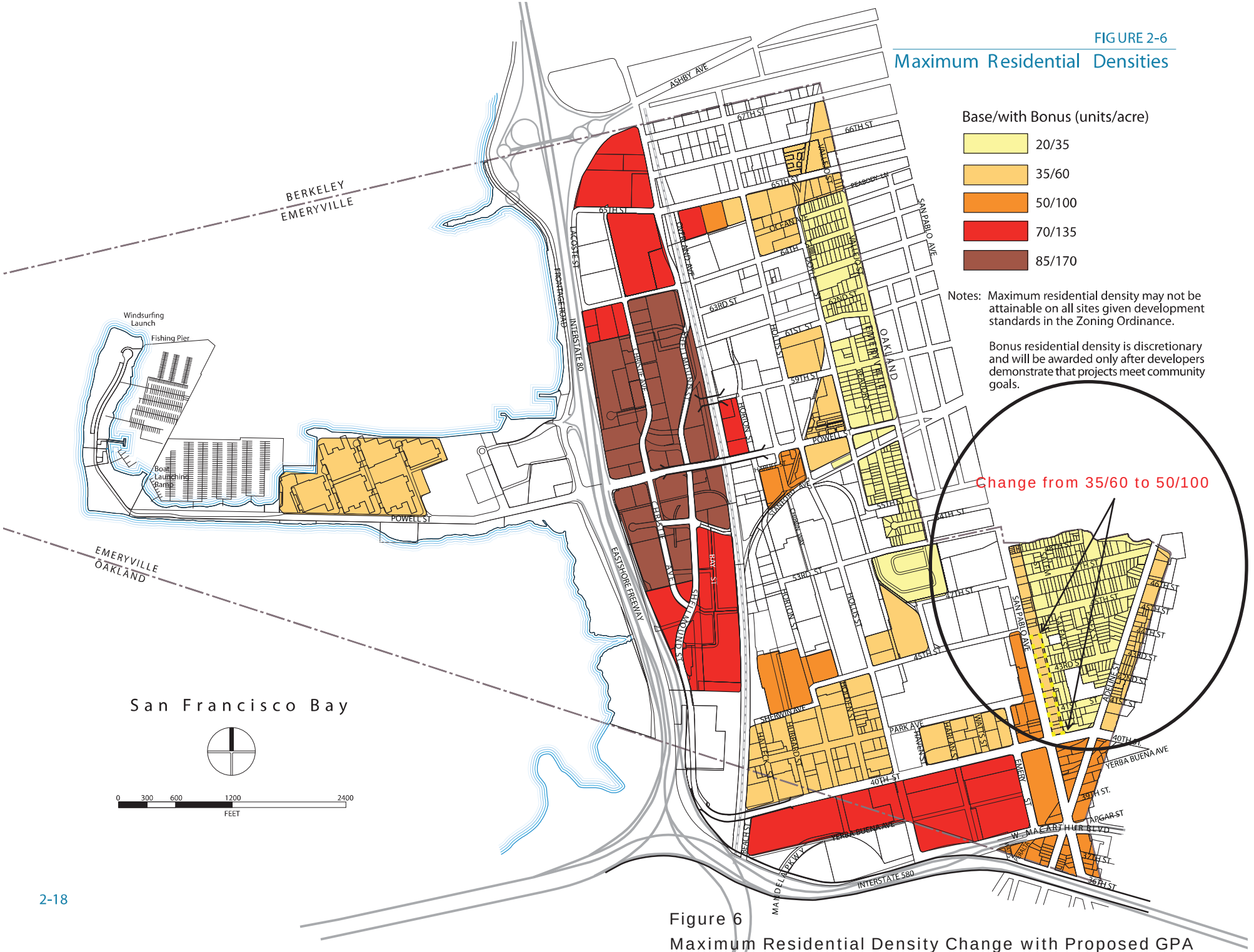


Figure 6
Maximum Residential Density Change with Proposed GPA Amendment

Walk Residences and convenience market (at the southernmost end of the Amendment Area) and part of the Emery Villa Senior Residences (at the northernmost end of the Amendment Area). *Included* are properties that are considered "underutilized" compared to their potential under the General Plan. These include the Bank of America building and parking lot and the Oaks Card Club parking lot (which extend the full block between 41st and 43rd Streets), in addition to the City-owned property that previously housed the Emeryville Recreation Center (immediately north of 43rd Street to midblock).

Table 3 describes the Proposed GPA development scenario properties and the Amendment Area, which are also shown mapped in **Appendix C** for reference. The development scenario properties total approximately 1.43 acres (or 57 percent) of the 2.52-acre Amendment Area. The development scenario properties are bound by the Amendment Area boundaries and therefore may include parts of assessor parcels, since the Amendment Area is not consistently delineated by parcel boundary lines.

TABLE 3
PROPOSED AMENDMENT AREA AND DEVELOPMENT SCENARIO PROPERTIES

San Pablo Avenue Block (East Side) [a]	Land Uses	Amendment Area (square feet / acres) [b]		Development Scenario Area (square feet / acres) [b]	
40th to 41st Street	Convenience Store (7-11), Oak Walk Residential, and Retail/Office	25,874.4 sf	0.59 ac	No Redevelopment Assumed	
41st to 43rd Street	Oaks Club Surface Parking	12,000 sf	0.28 ac	12,000 sf	0.28 ac
	Bank of America and Surface Parking	29,839.2 sf	0.69 ac	29,839.2 sf	0.69 ac
43rd to Near 45th Street	City of Emeryville Recreation Department [c]	24,720 sf	0.57 ac	20,600 sf	0.46 ac
	Emery Villa Senior Housing	16,920 sf	0.39 ac	No Redevelopment Assumed	
Total		**109,353.6 sf**	**2.52 ac**	**62,439.2 sf**	**1.43 ac**

[a] Amendment Area and the development scenario properties are 120 feet in depth, measured from San Pablo Avenue.

[b] Annotated Assessor's Maps showing parcel dimensions provided in in Appendix C.

[c] Development scenario area excludes panhandle access to adjacent private parcel.

SOURCES: ESA; City of Emeryville Planning

Development Scenario

As mentioned in Section I, *Overview*, generally the same set of development and growth assumptions used to formulate the 2030 General Plan buildout scenario were used to develop the maximum development scenario for the Proposed GPA. There has not been substantial change in Emeryville's actual or projected persons per household, vacancy rates, or employment and jobs projections since preparation of the 2009 General Plan and EIR; the more conservative assumptions (in terms of potential environmental effects) are applied, which in most cases are those in the 2009

documents (discussed in detail under Checklist Topic 13, *Population and Housing* in the Addendum Checklist in Section VI of this document). Moreover, a comparison of 2007 and more recent (2013 – 2017) traffic volumes at the intersections of San Pablo Avenue at 40th Street, and San Pablo Avenue at Adeline Street, demonstrate minimal change in traffic volumes near the Amendment Area (discussed under Checklist Topic 16, *Transportation and Circulation*).

The City's objective is to increase the maximum residential development potential that could occur in the Amendment Area. Therefore, maximum residential density (units per site acre) is the factor used in this addendum to estimate the number of residential units and drive the maximum development scenario. The Proposed GPA will also increase the maximum FAR applied to the Amendment Area. Pursuant to the General Plan, FAR includes both residential and non-residential uses (excluding parking), therefore the change in retail development in the Amendment Area is informed based on the remaining floor area available for non-residential use after the residential density is maxed.

Resulting Changes and Analysis Approach

Table 4 shows that the Proposed GPA would allow up to 143 residential units in the Amendment Area. This total is 58 more units than the maximum 85 units that could have been developed within the Amendment Area under the 2009 General Plan (as originally adopted and analyzed in the 2009 EIR, and as amended in 2015).[9] Up to 136 households and 243 residents/persons could result in the Amendment Area with the Proposed GPA, 55 households and 98 residents more than under the 2009 General Plan analyzed in the 2009 EIR.

The 2009 EIR conducted a program-level analysis evaluating the General Plan as a whole. The same is done in this addendum - adding in the increased growth, development and traffic resulting from the Proposed PGA to the General Plan's 2030 development scenario to assess the change in impacts, if any. As a programmatic document, like the EIR, this addendum does not assess site-specific impacts, although they may be discussed under certain topics where relevant.

The changes in housing units, households, and population with the Proposed GPA compared to baseline conditions in the 2009 EIR were increases of approximately 68 percent for each (shown in Table 4 above). This is comparable to the changes that would occur under the 2030 buildout scenario analyzed in the 2009 EIR, which were 64 percent, 67 percent and 71 percent, respectively (see Table 1 in Section II, *Background*, of this document).

The potential increase in the maximum residential development that could occur with the Proposed GPA would generate more peak-hour and daily vehicle trips, more residential population and school-age children, as well as increased demands for public services, use of recreation facilities, and utilities and service systems. The Proposed GPA would not change the total developable land acreage from that considered in the 2030 buildout scenario (see Table 1).

[9] No specific development scenario was assigned to parcels or properties within the proposed Amendment Area addressed in this addendum.

TABLE 4
PROPOSED GENERAL PLAN AMENDMENT AND CHANGES FROM 2009 EIR BASELINE CONDITIONS

	Baseline General Plan [a] / 2009 EIR	Proposed GPA	Change
Housing Units [b]	85 units [b]	143 units [c]	+58 units (+68%)
Households [d]	81 households	136 households	+55 households (+68%)
Population [e]	145 persons	243 persons	+98 persons (+68%)
Retail Floor Area	0 sq.ft [f]	15,000 sq.ft. [g]	+15,000 sq.ft.
Jobs	0 jobs	55 jobs [h]	+55 jobs
Employed Residents [i]	102 emp. residents	112 emp. residents	+10 emp. residents (10%)
Ratio (Jobs/Emp. Residents) [i]	0	0.5	+0.5

[a] Maximum allowances are the same as applied in the 2009 General Plan and as amended (2015 GPA #6).

[b] Assumes 100 percent of maximum 60 units per acre (see Table 2) on 1.43 acres of developable acreage.

[c] Assumes 100 percent of maximum 100 units per acre (see Table 2) on 1.43 acres of developable acreage.

[d] Assumes five percent vacancy rate, same as applied in the 2009 General Plan and EIR.

[e] Assumes 1.79 persons per household (pph) per ABAG Projections 2007, same as applied in the 2009 General Plan and EIR.

[f] The floor area associated with the maximum residential density does not leave available floor area for ground floor retail use. Acre 43,560 sq.ft. times 1.43 acres times maximum 1.6 FAR (per the 2009 General Plan and EIR) equals 99,665 sq.ft., divided by 85 residential units equals 1,173 sq.ft. per unit (rounded to 1,200 sq.ft./unit). Zoning Code Section 9-3.303(b)(2)(a) permits a single land use on lots less than one acre in the MUP Mixed Use with Residential Zone.

[g] Acre 43,560 sq.ft. times 1.43 acres times maximum 3.0 FAR (proposed GPA) equals 186,872 sq.ft. Total residential floor area is 143 units times 1,200 sq.ft, totaling 171,600 sq.ft. Balance is floor area available for ground floor retail:15,272 square feet, rounded to the nearest thousand.

[h] Retail jobs calculated based on 275 sq.ft./employee, same as applied in the 2009 General Plan and EIR.

[i] Approximately 46 percent of projected countywide population, per the same methodology applied in the 2009 General Plan and EIR.

SOURCES: 2009 General Plan EIR Table 2.4-2 (Population, Housing Units, and Households at Buildout); 2009 EIR Table 2.4-3 (Jobs per Employed Residents Ratio); and ABAG Projections 2013.

Changes to Existing General Plan Land Use and Zoning

The Proposed GPA would not change the existing "Mixed Use with Residential" General Plan land use classification or the "Neighborhood Retail Overlay" on the Amendment Area, since no change is proposed to the types of land uses envisioned with the Proposed GPA. Also, no change is required to the "MUR Mixed Use with Residential" Zone designated on the Amendment Area, since the zoning is consistent with the existing General Plan land use classification.[10] Overall, the proposed changes to increase the maximum FAR, building height, and residential density allowances in the Amendment Area do not affect the allowable land uses or conflict with any existing MUR development standards.

[10] The purpose of the MUR zone is to implement the provisions of the General Plan applicable to the Mixed Use with Residential land use classification (Section 9-3.102(a)(3\4) of the Emeryville Zoning Ordinance).

Required Discretionary Actions

The City has initiated the proposed amendment to the existing General Plan and, as Lead Agency, prepared this addendum to the 2009 EIR. To adopt the Proposed GPA, the City Council must consider and approve a resolution of the City Council to amend the General Plan.

IV. Purpose of this Addendum

The purpose of this addendum to the 2009 EIR is to demonstrate CEQA compliance of the Proposed GPA. State PRC Section 21166 and Section 15164(a) of the CEQA Guidelines states that "a lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Section 15164(e) states that "a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR." Discussion of the City's decision not to prepare a Subsequent EIR is summarized below in Section V, *Summary of Addendum Findings,* and discussed in detailed in Section VII, *Addendum Findings / CEQA Compliance*, following the Addendum Checklist.

The environmental analysis in the 2009 EIR for the General Plan is the basis of this assessment. Previous amendments to the General Plan did not warrant the preparation of additional environmental review, except for the Sherwin Williams project, for which an EIR was prepared, as discussed in Section II, *Background*. An addendum is considered suitable for the Proposed GPA, as demonstrated by the analysis in the Addendum Checklist prepared for comprehensive review and public information, and presented in Section VI, *Addendum Checklist,* of this document.

V. Summary of Addendum Findings

The analysis in the Addendum Checklist that follows confirms that the Proposed GPA qualifies for an addendum because the required findings can be made regarding the conditions for preparation of a subsequent EIR, pursuant to State PRC Section 21166 and CEQA Guidelines Sections 15162 and 15164.' The findings that are the basis for CEQA compliance for the Proposed GPA are discussed in detail in Section VII, *Addendum Findings / CEQA Compliance*, following the Addendum Checklist analysis.

VI. Addendum Checklist

Overview

The following provides global guidance regarding the organization, protocols and analysis in this Addendum Checklist.

A. Analysis Approaches

The 2009 EIR is a program EIR with a plan-level analysis. For certain topics addressed in the CEQA analysis that follows, project-level and/or site-specific effects are assessed, however, significance determinations are based on plan-level thresholds in the 2009 EIR. Where dual analysis are

conducted (plan and project, or old and new thresholds), it is conduced either to (1) address current topics or significant threshold that did not apply or were not developed when the 2009 EIR was prepared; (2) quantify how the resulting growth and development could potentially "change" the 2030 General Plan buildout scenario, and thereby allow an assessment of whether new or substantially more severe impacts would result compared to those previously identified; and/or (3) to provide more information to the public and decision-makers. In cases where new thresholds were adopted since the 2009 EIR, the effects under both current the current and 2009 thresholds are addressed.

b. "Future Development Under the Proposed GPA"

The Propose GPA will guide future development that could occur within the Amendment Area affect; the Proposed GPA itself will increase the maximum allowances for FAR, building heights, and residential density in the Amendment Area, affecting the future development that could occur there. The City has not received an application for a specific development project on in the Amendment Area. For clarity, use of "Proposed GPA" in this Addendum Checklist in particular infers all future development that would occur within the Amendment Area and in accordance with the applicable maximum development allowances. The program level impact determinations address that effect of development under the 2030 General Plan buildout scenario analyzed in the 2009 EIR, with the addition of development under the Proposed GPA maximum development scenario.

C. General Plan Policies and Actions

No mitigations measures are identified in the 2009 EIR. Impacts have either been addressed through new General Plan policies and actions, or are significant and unavoidable. All of the General Plan policies and actions will continue to apply with the Proposed GPA, as discussed in each topical analysis in this Addendum Checklist. The alpha-numerical reference to each mitigating General Plan policy and action identified in the 2009 EIR are listed by environmental topic and impact number (e.g., Impact 3.9-1) in EIR **Table ES-3** (Summary of Impacts and Proposed General Plan Policies that Reduce the Impact), which is included for reference as **Appendix D** to this addendum to the 2009 EIR. Neither the references nor the full text of the General Plan policies and actions are restated in this document.

D. Environmental Topics and Significance Criteria

This Addendum Checklist hereby incorporates by reference all components of the certified 2009 General Plan EIR. For ease of reference, the Checklist is organized by the environmental factors in the CEQA Environmental Checklist Form (Appendix G to the CEQA Guidelines), presented in alphabetical order and generally by the factor name indicated in CEQA Appendix G and CEQA Appendix F (Energy Conservation).[11] While this sequence and some of the factor names are different from those used in the 2009 EIR, it allows the reviewer to easily locate a particular topic or significance criterion. Changes adopted to criteria since preparation of the 2009 EIR are included,

[11] Certain criteria adopted by the City of Emeryville are used where applicable, such as for *Transportation and Circulation.*

however, all previous criteria that applied in 2009 are retained for purposes of this Addendum analysis.

In some instances, the 2009 EIR addressed significance criteria under different topics than is standard; reference notes are included throughout this Addendum Checklist for easy cross reference. For example, the 2009 EIR addressed population/housing criteria and the land use criteria together, under a single heading of "Land Use and Housing." This Addendum Checklist presents each significance criterion (sometimes combined with other similar criteria, where appropriate) under its traditional environmental factor heading. Reference notes are provided throughout the Checklist for easy cross-referencing with the 2009 EIR.

E. Impact Determinations

The Checklist indicates a determination of whether the Proposed GPA would result in:

1) Equal or Less Severity of Impact Previously Identified in the 2009 EIR;

2) Substantial Increase in Severity of Previously Identified Significant Impact in the 2009 EIR; or a

3) New Significant Impact.

Neither condition #2 or #3 were found in this Addendum Checklist, as discussed in Section VII, *Addendum Findings / CEQA Compliance*, which describes how the Proposed GPA meets the criteria and standards specified in State PRC Section 21166 and CEQA Guidelines Sections 15162 and 15164, based on the substantial evidence presented in the analysis that follows.

1. Aesthetics

1. **Aesthetics** *(3.12 Visual Resources)* Would the project:	Equal or Less Severity of Impact Identified in the 2009 EIR	Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR	New Significant Impact
a. Have a substantial adverse effect on a scenic vista, which could be caused by blocking panoramic views or views of significant landscape features or landforms as seen from public viewing areas;	☒	☐	☐
b. Have substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;	☒	☐	☐
c. Substantial degrade the existing visual character or quality of the study area and its surrounding;	☒	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	☒	☐	☐

Scenic Vistas, Scenic Resources, Visual Character, and light/glare (Criteria 1A Through 1D)

2009 EIR Findings

The 2009 EIR found that the impacts of new development and redevelopment activities under the General Plan would be less than significant regarding scenic vistas **(2009 Impact 3.12-1)** and short-term effects on visual resources **(2009 Impact 3.12-3)**. Beneficial effects were identified regarding visual character **(2009 Impact 3.12-2)** since development would adhere to since-adopted Design Guidelines, site planning criteria, and other urban design guidance intended to maintain and re-establish a unified, pedestrian-friendly, and aesthetically pleasing streetscape; a historic street grid; improve the image of the City skyline; and maintain maximum sun exposure. The analysis also found that development under the General Plan was not expected to create new sources of adverse light or glare.

The 2009 EIR identified General Plan policies and actions that would reduce the potential effects of scenic vistas and visual character in particular to less than significant. These policies and actions are listed in Appendix D to this document, under *3.12. Visual Resources*.

Under the 2009 General Plan, maximum building heights of up to 30 / 55 feet (base / with bonus), and maximum FARs of 1.0 / 1.6 were established for properties addressed by the Proposed GPA (see Table 2 and Appendix A to this document).

Proposed GPA Analysis

The Proposed GPA could add to the citywide 2030 General Plan buildout scenario for the entire city up to 98 residential dwelling units and 15,000 square feet of additional ground floor retail space, and development in the Amendment Area – specifically on the 1.43 acres designated for redevelopment - could be constructed approximately 20 feet taller than previously considered in the 2009 EIR. No aspect of development that would occur under the Proposed GPA would alter the beneficial impact of General Plan development on visual character, nor would it change or worsen the less-than-significant impact identified for scenic vistas and visual resources.

The increased maximum building height with the Proposed GPA would be the same as currently allowed pursuant to the General Plan opposite the Amendment Area - west side of San Pablo Avenue, and south of 40th Street. Therefore, the increase would not be substantially different than previously envisioned for the corridor, and would support the beneficial effect of added interest to the appearance of the City's skyline. Development would be guided by the same Design Guidelines, site planning criteria, and other urban design guidance considered in the previous analysis.

The mitigating General Plan policies and actions identified the 2009 EIR (see Appendix D to this document, under *3.12. Visual Resources*) would continue to reduce potential impacts to scenic vistas to less than significant and ensure the beneficial effect to visual character.

Summary - Aesthetics

Overall, based on the preceding examination of the visual resources analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of the aesthetics (visual resources) impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

2. Agriculture and Forestry Resources

	2. Agriculture and Forestry Resources (*Topic Section not included in 2009 EIR)* Would the project:	**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use;	☒	☐	☐
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☒	☐	☐
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g); or	☒	☐	☐
d.	Result in the loss of forest land or conversion of forest land to non-forest use; or	☒	☐	☐
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	☒	☐	☐

(Note: The 2009 EIR addressed the conversion of farmlands as part of *3.1. Land Use and Housing*.)

Agriculture and Forestry Resources (Criteria 2a Through 2e)

2009 EIR Findings

The 2009 EIR disclosed that no agricultural lands exist in Emeryville, so conversion of farmland for potential conflicts with agricultural zoning or Williamson Act contract is not addressed in any detail (Criteria a, b and c). Forest land resources were not required to be addressed when the 2009 EIR was prepared. Although the topic is not addressed in that document, the City's existing and proposed land use maps and zoning do not include forest land, timberland, or lands zoned for such (Criteria c, d, and e). Therefore, no development under the General Plan would convert or result in conflicts with such land types.

Proposed GPA Analysis

Development that could occur under the Proposed GPA would occur in the urbanized area of the city, which the 2009 EIR reported has no agricultural lands. Therefore, the circumstances are the same, and the no impact determination would apply.

Summary - Agriculture and Forestry Resources

Based on the evidence discussed above, development that could occur under the Proposed GPA would not result in a new significant impact regarding agricultural lands and forestry resources, as none are known to exist in Emeryville.

3. Air Quality

3. **Air Quality** *(3.9 Air Quality)* Would the project:		**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a.	Conflict with or obstruct implementation of the applicable air quality plan;	☒	☐	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation;	☒	☐	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);	☒	☐	☐
d.	Expose sensitive receptors to substantial pollutant concentrations (including Toxic Air Contaminants (TACs); or	☒	☐	☐
e.	Create objectionable odors affecting a substantial number of people.	☒	☐	☐

Methodology Overview

As discussed in the *Overview* preceding this Addendum Checklist, the 2009 EIR is a program EIR with a plan-level analysis and does not assess site-specific impacts. The analysis in this Addendum Checklist considers the effects of amending the General Plan pursuant to the Proposed GPA. The Proposed GPA does not propose a future development project, however, the "maximum development scenario" was formulated for the Proposed GPA in order to quantify how the resulting growth and development could potentially "change" the 2030 General Plan buildout scenario analyzed in the 2009 EIR, and thereby allow an assessment of whether new or substantially more severe impacts would result compared to those previously identified.

For a plan-level analysis, the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines do not require preparing pollutant estimates. However, although not required, this analysis includes project-level pollutant estimates of the Proposed GPA development scenario in order to conduct that assessment, as well as to provide more information to the public and decision-makers. The project-level pollutant estimates incorporate the current *BAAQMD 2017 CEQA Guidelines and Thresholds* (adopted May 2017), as well as the 2009 EIR thresholds (based upon the *BAAQMD 1999 CEQA Air Quality Guidelines*) applied in the 2009 EIR. Significance determinations are based on plan-level thresholds the 2009 EIR.

Regional Air Quality Plan (Criteria 3a and 3b)

2009 EIR Findings

The 2009 EIR analyzed consistency of the General Plan development with the air quality plan using the BAAQMD-recommended method for assessing plan-level impacts. The analysis identified a significant and unavoidable impact **(2009 Impact 3.9-1)** based on the finding that the annual population growth rate under implementation of the General Plan (2.5 percent per year, 2008 and 2030) would exceed ABAG's 2003 projected population growth rate (1.2 percent per year, 2005-2030), which was the basis of the *2005 Bay Area Ozone Strategy* (2005 Ozone Plan, the regional Clean Air Plan at that time). (The 2009 EIR reported projected 10,500 persons in Emeryville in 2030, and implementation of the General Plan would increase the 2030 population to 16,600 [see Table 1 in Section I, *Overview,* of this document]).

The 2009 EIR also identified that the proposed General Plan would be considered to be consistent with the Transportation Control Measures (TCMs) in the 2005 Ozone Strategy to reduce the number of vehicle trips and vehicle miles made regionally, ensuring a less-than-significant impact **(2009 Impact 3.9-2)**.

The 2009 EIR identified General Plan policies to reduce air quality emissions, but not to a level that would be less than significant. Adherence to the regional plan measures (the TCMs) in addition to mitigating General Plan policies were also identified to reduce the potential impact regarding plan-level air quality standards to less than significant. (See applicable policies in Appendix D to this document, under *Impact 3.9-2*).

Proposed GPA Analysis

The Proposed GPA could add up to 98 persons (see Table 4 in Section III, *Project Description*, of this document), resulting in a total 2030 buildout population of 16,698 persons. The increase with the Proposed GPA would result in essentially the same annual population growth rate estimated under the General Plan (2.6 percent, 2008-2030) [12], which would continue to exceed the regional projection (1.2 percent, 2008-2030).

For comparative purposes, this analysis considers new information provided with the subsequent *ABAG Projections 2013*, which was not available when the 2009 EIR was prepared. The 2030 population projected for Emeryville in ABAG 2013 is 17,100 persons. The updated annual population growth rate with implementation of the General Plan (6,873 persons) and the Proposed GPA (98 persons) under ABAG 2013 projections (approximately 2.7 percent per year, 2008-2030) would be continue to exceed the estimated annual population growth rate for the comparable period, assuming the 2013 regional projections (0.7 percent per year, 2005-2030).[13]

[12] An increase of 6,971 persons (9,727 to 16,698 persons) over 21 years (2008 to 2030).

[13] Conservatively assumes that *ABAG Projections 2013* includes the citywide 2030 population estimated to occur pursuant to the 2030 General Plan buildout scenario (6,971 persons) set forth for the General Plan adopted in 2009. Therefore, those persons are subtracted from 2030 population projection conducted in 2013 (17,100).

Overall, with the Proposed GPA, the impact would continue to be significant and unavoidable regarding air quality plan compliance, under regional projections applied in the 2009 EIR as well as current projections. General Plan policies identified in the 2009 EIR would continue to apply to development under the Proposed GPA (see Appendix D to this document, under *Impact 3.9-2*), as would the required adherence to the TCMs in the Clean Air Plan to reduce air quality emissions.

Construction and Operational Emissions / Odors (Criterion 3c AND 3e)

2009 EIR Findings

The 2009 EIR found that emissions associated with construction and operations resulting from increased criteria pollutants from development under the General Plan would result in less-than-significant effects **(2009 Impact 3.9-3)**. When the 2009 EIR was prepared, BAAQMD significance thresholds for construction consisted solely of whether a project implemented feasible dust control measures identified by BAAQMD. Construction-related emissions of criteria air pollutants were assumed to have been included in the regional inventory under which the Clean Air Plan had been developed and were not required to be estimated or assessed for significance. The 2009 EIR did not calculate operational criteria pollutant emissions. It analyzed operational criteria air pollutant impacts based on consistency with the *2005 Ozone Plan*, as described above.

Proposed GPA Analysis

As analyzed below, including under current BAAQMD CEQA Guidelines (2017) not applicable when the 2009 EIR was prepared, the Proposed GPA would result in similar criteria pollutant emissions impacts as comparable analyses previously identified in the 2009 EIR.

Construction Air Emissions

Assumptions for Construction Emissions

The analysis below applies the following assumptions to calculate average daily construction emissions associated with a worst-case (most impactful from an environmental aspect) construction scenario for the Proposed GPA:

- No additional excavation requiring exported soil would be necessary for achieving the proposed intensity (FAR), residential density, or building height increases;
- Construction phase (e.g., grading, building, etc.) length used model (CalEEMod 2016.3.2) default estimates;
- The number and types of construction equipment used for each construction phase and the number of off-road vehicle trips as estimated by model default values;
- The footprint lot size of the Proposed GPA development input into CalEEMod 4.0 acres (although the maximum development scenario assumes only 1.43 acres would be redeveloped; see Table 3 in Section III, *Project Description,* in this document);

- Construction of 58 mid-rise residential units and 15,000 square feet of ground floor retail space; and
- Construction period beginning in 2018 so as to use the worst case (most impactful from an environmental aspect) emission factors.

Analysis of Construction Emissions

The average daily construction-related emissions generated by development that could occur in the Amendment Area of the Proposed GPA, based on the assumptions above, are presented in **Table AIR-1**. (*Technical Air Quality Emissions Tables* information is provided in **Appendix E** to this document.) As shown in the table, annual average daily construction emissions for the Proposed Project would not exceed the BAAQMD thresholds for ROG NO_X, PM_{10} or $PM_{2.5}$. These thresholds were developed to represent a cumulatively considerable contribution to regional air quality, and as such, represent not only a project level threshold but a cumulative threshold as well.

As previously mentioned, the 2009 EIR analyzed construction-related air emissions relative to the methodology and thresholds of the BAAQMD contained in its *1999 CEQA Air Quality Guidelines*, which did not require quantification of construction-related emissions or identify quantitative thresholds for assessing construction-related emissions. As also previously stated, the 2009 EIR identified a less-than-significant impact with respect to construction-related emissions, based on dust control policies contained in the *Conservation, Safety, and Noise Element* of the General Plan.

TABLE AIR-1
UNMITIGATED INCREMENTAL EMISSIONS FROM CONSTRUCTION (AVERAGE LBS PER DAY)[A]

Construction Year (phase)	ROG	NO_x	PM_{10}	$PM_{2.5}$
Project				
Average Daily Construction Emissions	5.9	23.1	1.3	1.3
BAAQMD Thresholds (2017)	54	54	82	54
Significant (Yes or No)?	**No**	**No**	**No**	**No**

[a] Project construction emissions estimates were made using CalEEMod, version 2016.3.2. See Appendix E to this Addendum. Emissions are average daily pounds per day during the theoretical two-year construction period.

SOURCE: ESA, 2018.

Therefore, the Proposed GPA would have the same less-than-significant construction-related air quality impact compared to that previously identified in the 2000 EIR. Also, the General Plan policies identified in the 2009 EIR would continue to apply under the Proposed GPA (see Appendix D to this document, under *Impact 3.9-3*).

Operational Air Emissions

Assumptions for Operational Emissions

The analysis below applies the following assumptions to calculate the daily operational emissions associated with a worst-case (most impactful from an environmental aspect) operational scenario for the Proposed GPA:

- 58 mid-rise residential units and 15,000 square feet of ground floor retail space;
- The vehicle trip generation rates that were input into CalEEMod (Version 2016.3.2) account for the modal split adjustments factors estimated by Fehr & Peers for near-transit developments;
- Energy demand based on compliance with 2016 Title 24 energy standards;
- All other inputs in CalEEMod were based on model default values.

Analysis of Operational Emissions

The daily operational emissions for the Proposed GPA, based on the assumptions above, are presented in **Table AIR-2**. As shown in the table, annual average daily regional emissions that could occur in the Amendment Area of the Proposed GPA would not exceed the BAAQMD thresholds for ROG, NO_x, PM_{10} or $PM_{2.5}$. As with the construction thresholds, these thresholds were developed to represent a cumulatively considerable contribution to regional air quality and as such, represent not only a project level threshold but a cumulative threshold as well.

The Proposed GPA would have the same less-than-significant operational air quality impact than previously identified in the 2009 EIR, because the incremental project operational emissions would be considered less than cumulatively considerable based on BAAQMD's 2017 CEQA Air Quality Guidelines. Also, the General Plan policies identified in the 2009 EIR would continue to apply under the Proposed GPA (see Appendix D to this document, under *Impact 3.9-3*).

TABLE AIR-2
UNMITIGATED INCREMENTAL EMISSIONS FROM OPERATION (LBS PER DAY)[A]

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Project				
Area Source Emissions	1.90	0.04	0.01	0.01
Energy Emissions	0.02	0.15	0.01	0.01
Project Vehicle Emissions[b]	0.41	3.17	1.83	3.13
Total Emissions	**2.33**	**3.36**	**1.85**	**0.50**
BAAQMD Thresholds (2017)	54	54	82	54
Significant (Yes or No)?	**No**	**No**	**No**	**No**

[a] Project operational emissions estimates were made using CalEEMod, version 2016.3.2. See Appendix E to this Addendum.
[b] The vehicle trip rates used to calculate the emissions accounts for mode split for projects located in dense, urban environments such as the project site.

SOURCE: ESA, 2018.

Cumulative Air Emissions

The 2009 EIR used a plan-level analysis methodology which, by virtue of its scope, represents a cumulative analysis.

As shown in **Table AIR-2**, the Proposed GPA would not result in project-level exceedances of criteria pollutants. The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the emissions resulting from the Proposed GPA do not exceed the project-level thresholds, it would not result in a considerable contribution to cumulative regional air quality impacts. The impact would be the same as previously identified.

Odors

The 2009 EIR identified that development that could occur under the General Plan could place residences and other sensitive receptors in proximity to light industrial uses, which could result in odor impacts. depending on the types of industries proposed. The impact was considered less than significant **(2009 Impact 3.9-5)**, with implementation of established regulations and mitigation policy in the *Conservation, Safety, and Noise Element* of the General Plan, pertaining to buffer distances (see Appendix D to this document, under *Impact 3.9-5*).

Development that could occur in the Amendment Area as a result of the Proposed GPA would include additional residences, although the area is not located in proximity to light industrial uses that could have adverse odors. Regardless, the General Plan policy identified in the 2009 EIR and other applicable regulations would continue to apply to development under the Proposed GPA. The impact would be the same as previously identified.

Toxic Air Contaminants (Criterion 3d)

2009 EIR Findings

The 2009 EIR for the General Plan analyzed air emissions relative to the methodology and thresholds of the BAAQMD contained in its *1999 CEQA Air Quality Guidelines,* which did not specifically require quantification of cumulative health risks and screening tools for analyzing such cumulative risks were not available from BAAQMD at that time. TAC emissions associated with construction resulting from development that could occur under the 2009 EIR were found to result in less-than-significant effects **(2009 Impact 3.9-4)**, with implementation of policies identified in the *Conservation, Safety, and Noise Element* of the General Plan (see Appendix D to this document, under *Impact 3.9-4*).

Proposed GPA Analysis

Construction Impacts

Construction-related activities for the incremental development that could occur in the Amendment Area of the Proposed GPA could involve a negligible increase in duration of construction compared to that assumed for the 2030 General Plan buildout scenario of the General Plan. The additional 58 residential units and 15,000 square feet of ground floor retail space would be a vertical construction increment for the same footprint of development considered by the 2030 buildout scenario in the 2009 EIR (see Table 3 in Section III, *Project Description,* in this document).

Health risk assessment guidance of the state Office of Environmental Health Hazard Assessment states that due to the uncertainty in assessing cancer risk from very short-term exposures, assessing cancer risk for projects lasting less than two months is not recommended; it is reasonable that the negligible increase in construction duration for the additional 58 units and 15,000 square feet of ground floor retail could be less than two months.

Additionally, due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB, 2005). With implementation of the mitigating General Plan policies to address substantial pollutant concentrations (see Appendix D to this document, under *Impact 3.9-4*) would also be apply and be sufficient to address construction-related emissions of TACs and ensure that the impact would be less than significant.

Operational Impacts

The current 2017 *BAAQMD CEQA Air Quality Guidelines* provide a methodology for assessing potential cumulative health risk exposure impacts to new sensitive land uses. However, in the *California Building Industry Association v. Bay Area Air Quality Management District* legal case decided in 2015,[14] the California Supreme Court held that CEQA does not generally require lead agencies to consider how existing environmental conditions might impact a project's users or residents, except where the project would significantly exacerbate an existing environmental condition. Notwithstanding this decision, the analysis below provides for the informational purposes of the decision makers an assessment of exposure to the residences that could develop under the Proposed GPA.

The Amendment Area is located more than 1,000 feet from Interstate 580 (I-580), Interstate 80 (I-80), and railroad tracks, which is outside what the BAAQMD considers to be the zone of influence where health risk contributions should be considered in a CEQA analysis. TAC sources in the vicinity of the Amendment Area include four permitted stationary sources within 1,000 feet of where residential development would likely occur, and within 1,000 feet of San Pablo Avenue, which is a state highway. For informational purposes, **Table AIR-3**, totals all the contributions to the project receptors located within 1,000 feet and compares them to the BAAQMD 100 in one million cumulative impact threshold. Cumulative TAC exposures would be below BAAQMD significance threshold of 100 in one million; the Proposed GPA would not result in a new significant impact with respect to cumulative TAC impacts.

Implementation of the General Plan *Land Use Element* policy identified in the 2009 EIR to address the pollutant concentration impact would continue to apply with the Proposed GPA development (see Appendix D to this document, under *Impact 3.9-4*). The mitigating General Plan policy would

[14] *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal.4th 369. Opinion Filed December 17, 2015.

be sufficient to address construction-related emissions of TACs and ensure that the impact would be less than significant.

TABLE AIR-3
ESTIMATED HEALTH IMPACTS FOR PROJECT SITE RECEPTORS

Source	Cancer Risk	Hazard Impact (acute/chronic)	$PM_{2.5}$ Concentration
Stationary Sources[a]			
J & L Peaberry Coffee 4059 Emery Street	0	0	0.002
AC Transit, 1177 47th Street	20.56	0.005	0.027
AC Transit 45th Street	0	0	0
Pacific Internment Service 1094 Yerba Buena Avenue	2.81	0.086	0.035
Freeways and High Volume Roadways[b]			
San Pablo Avenue	12.47	0.01	0.02
Cumulative Impact	35.72	0.10	0.084
Significance Threshold	100	10	0.8
Potentially Significant (Yes or No)?	**No**	**No**	**No**

NOTES:
a Cancer Risk, Hazard Impact, and PM2.5 Concentration values for permitted stationary sources are based on BAAQMD's Stationary Source Risk & Hazard Analysis Tool, dated May 30, 2012. Cancer Risk was adjusted by a factor of 1.37 to account for the Revised OEHHA Guidance Manual. See Appendix E to this Addendum.
b Cancer Risk, Hazard Impact, and PM2.5 Concentration values for San Pablo Avenue are based on BAAQMD's Highway Screening Analysis Tool, dated April 28, 2011. Cancer Risk was adjusted by a factor of 1.37 to account for the Revised 2015 OEHHA Guidance Manual. See Appendix E to this Addendum.

SOURCE: ESA, 2018.

Summary- Air Quality

Overall, based on the preceding examination of the visual resources analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, the impacts of development that could occur under the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of the aesthetics (visual resources) impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

Overall, based on the preceding examination of the air quality analysis and conclusions of the 2009 EIR, as well as new analysis presented above per current thresholds, the impacts of development that could occur under the Proposed GPA would not result in a new significant impact regarding operational air quality emissions or, conservatively, a cumulative air quality impact identified in the 2009 EIR. The analysis above also determines that development under the Proposed GPA would not result in a new significant impact regarding construction emissions, which was not addressed in the 2009 EIR.

4. Biological Resources

	4. Biological Resources (*3.4 Biological Resources*) Would the project:	**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;	☒	☐	☐
b.	Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means;	☒	☐	☐
c.	Fundamental conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	☒	☐	☐

Special-Status Species, Wildlife Corridors, Riparian and Sensitive Habitat, Wetlands, Tree and Creek Protection (Criteria 4a through 4c)

2009 EIR Findings

The 2009 EIR found that the effects to biological resources would be less than significant, specifically with adherence to established federal, state and local regulations, in addition to General Plan policies identified to reduce potential impacts (see Appendix D to this document, under *Impacts 3.4-1 through 3.4-4*). General Plan policies are identified to ensure less-than-significant effects regarding sensitive plant species that may exist within urbanized areas of the City, as well as sensitive species and habitats in the shoreline and mudflat area and the State and Regional Park System along the Emeryville peninsula **(2009 Impact 3.4-1)**, construction effects on nesting birds and raptors **(2009 Impact 3.4-2)**, filling of wetlands **(2009 Impact 3.4-3)**, and street tree removal **(2009 Impact 3.4-4)**. The 2009 EIR also determined there would be no adverse effect to the movement of any resident or migratory fish or wildlife, nor would there be any conflict with City ordinances regarding tideland areas or the Eastshore State Park General Plan.

Proposed GPA Analysis

The Amendment Area is located in the fully developed urban area along Emeryville's San Pablo Avenue corridor. No aspect of the additional growth or development that could occur under the Proposed GPA would change the potential biological resources effects previously described in the 2009 EIR. Although future development that could occur on approximately 1.43 acres of the Amendment Area (about two city blocks - between 41st Street and mid-block of 43rd Street and 45th Street) could be constructed up to 20 feet taller than previously considered, the additional building height would not increase the incidents of bird strikes because several other factors influence that risk more so than building height – such as expansive glass or reflective facades adjacent to significant landscaping. Site-specific development standards and design guidelines would consider bird attractants.

Summary – Biological Resources

Overall, based on the preceding examination of the biological resources analysis and conclusions of the 2009 EIR, as well as the assessment of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of the biological resources impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

5. Cultural Resources

5. **Cultural Resources** *(3.8 Cultural Resources)* Would the project:	Equal or Less Severity of Impact Identified in the 2009 EIR	Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR	New Significant Impact
a. Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5.	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	☒	☐	☐

Historical Resources (Criterion 5a)

2009 EIR Findings

The 2009 EIR identified that potential impacts to local historic resources would be significant and unavoidable, given the potential that development under the General Plan would demolish historic resources **(2009 Impact 3.8-2)**. The impact would be significant and unavoidable, despite the adherence to General Plan policies that require new development in downtown Emeryville to be compatible with existing historic character (see Appendix D to this document *Impact 3.8-2*).

Proposed GPA Analysis

Although the Amendment Area does not include known historic resources nor is it located within the historic district, it is located across the street where the Park Avenue Overlay District meets San Pablo Avenue (at Park Avenue). Development that could develop on about two blocks or 1.43 acres within the Amendment Area could be constructed approximately 20 feet taller than previously considered in the 2009 EIR, but this would match the maximum height allowed on the west side of San Pablo Avenue, abutting the Overlay District. Moreover, development under the Proposed GPA would adhere to all regulations, guidance, and General Plan policies intended to ensure development that is compatible with existing historic character. The impact would continue to be significant, as identified in the 2009 EIR.

Archaeological Resources, Paleontological resources, and Human Remains (Criteria 5b through 5d)

2009 EIR Findings

The 2009 EIR found that there is a high possibility of uncovering and identifying additional archaeological deposits almost anywhere in the entire city. However, the potential impacts to

undiscovered archaeological resources and human remains **(2009 Impact 3.8-1)** would be less than significant with adherence to existing standards and laws pertaining to these resources. In particular, adherence to standard conditions that address the proper handling of undiscovered archeological resources when encountered during construction; and similarly, existing State laws direct the treatment of human remains discovered during construction, including if the remains are Native American. General Plan policies were identified to ensure the impact on archaeological resources would be less than significant (see Appendix D to this document, under *Impact 3.8-1*). The 2009 EIR also identified that the potential impact to paleontological resources during construction would be reduced to less than significant with adherence to existing State regulations and project-specific studies **(2009 Impact 3.8-3)**.

Proposed GPA Analysis

Since the prior analysis confirmed that development anywhere in the City could adversely affected archaeological resources, the less-than-significant impact identified in the 2009 EIR would continue to occur under the Proposed GPA. The specified State regulations and General Plan policies would continue to apply, ensuring a less-than-significant impact.

Summary – Cultural Resources

Overall, based on the preceding examination of the cultural resources analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of the cultural resources impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

6. Geology, Soils, and Geohazards

	Equal or Less Severity of Impact Identified in the 2009 EIR	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
6. **Geology, Soils, and Geohazards** *(3.6 Geology, Soils, and Seismicity)* Would the project:			
a. Expose people or structures to substantial risk of loss, injury, or death involving: • Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; • Strong seismic ground shaking; • Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or • Landslides;	☒	☐	☐
b. Result in substantial soil erosion or loss of topsoil,	☒	☐	☐
c. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property; creating substantial risks to life, property, or creeks/waterways.	☒	☐	☐
d. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water	☒	☐	☐

Seismic Hazards, Expansive Soils, and Soil Erosion (Criterion 6a through 6d)

2009 EIR Findings

The 2009 EIR identified that the City is located within a Seismic Hazard Zone. However, development under the General Plan would have less-than-significant impacts pertaining to substantial erosion **(2009 Impact 3.6-1)**; surface fault rupture, ground shaking, liquefaction **(2009 Impact 3.6-2**); and differential settlement **(2009 Impact 3.6-3)**. These impacts are all determined to be less than significant assuming proper enforcement of existing State and local building code requirements, as well as adherence to General Plan policies addressing City enforcement of existing regulations (see Appendix D to this document, under *Impact 3.6-1 and 3.6-2*). The 2009 EIR also disclosed that new development under the General Plan would not require alternative wastewater disposal systems, and the topic is not analyzed in detail. The analysis also reported that the very low risk of landslides given the relatively flat topography of the City; this topic is therefore not analyzed in detail in the EIR.

Proposed GPA Analysis

Development that could be developed under the Proposed GPA would be subject to the same geologic and seismic risks and conditions that exist citywide. The impacts related to those conditions and future development activities were found to be less than significant. As assumed in the 2009 EIR, development per the Proposed GPA would adhere to as best management practices, existing codes, regulations, and procedures enforced by the City. For example, all development would submit engineering reports, geotechnical investigations ensuring compliance with the requirements of all applicable building code regulations, pursuant to standard City procedures. Specific mitigating General Plan policies identified in the EIR would pertain to the Proposed GPA development, ensuring a less-than-significant impact.

Summary – Geology, Soils, and Geohazards

Overall, based on the preceding examination of the geology, soils, and geohazards analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of the geologic, soils and geohazards resources impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

7. Greenhouse Gas and Energy

		Equal or Less Severity of Impact Identified in the 2009 EIR	Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR	New Significant Impact
7.	**Greenhouse Gas and Energy** *(3.13 Energy and Greenhouse Gases)* Would the project:			
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically: • For a project involving a land use development, produce total emissions of more than 1,100 metric tons of CO_2e annually AND more than 4.64 metric tons of CO_2e per service population annually. The service population includes both the residents and the employees of the project. The project's impact would be considered significant if the emissions exceed BOTH the 1,100 metric tons threshold and the 4.6 metric tons threshold. Accordingly, the impact would be considered less than significant if the project's emissions are below EITHER of these thresholds;	☒	☐	☐
b.	Fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions, such as the Emeryville CAP or other applicable energy or GHG emissions policies or standards;	☒	☐	☐
c.	Result in a substantial increase in total energy consumption in the City, compared to existing conditions; or	☒	☐	☐
d.	Result in the need for additional energy infrastructure or facilities, the construction of which could cause significant environmental effect.	☒	☐	☐

Methodology Overview

Information on climate change and greenhouse gas (GHG) emissions was known, or could have been known, in 2009 with the General Plan EIR was prepared. Therefore, it is not legally "new information" as specifically defined under CEQA Guidelines Section 15088.5, and therefore is not legally required to be analyzed as a part of this Addendum. However, an analysis of the Proposed GPA using the previously recommended May 2011 *BAAQMD CEQA Guidelines and Thresholds* (republished in 2017) has been conducted to provide more information to the public and decision-makers, and in the interest of full disclosure. Although this analysis evaluates climate change and GHG emissions, there is no resulting significant CEQA impact.

Greenhouse Gas Emissions (Criterion 7a)

2009 EIR Findings

The 2009 EIR included GHG emissions and impacts analyses, as this document was prepared after former Governor Schwarzenegger's 2005 Executive Order S-3-05 that set forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as well as

California's landmark Assembly Bill 32 in 2006. The program analysis in the 2009 EIR identified a less-than-significant GHG emissions impact **(2009 Impact 3.13-3**) with the incorporation of numerous applicable policies and actions in the City's adopted Climate Action Plan (CAP) and General Plan (see Appendix D to this document, under *3.13. Energy and Greenhouse Gases*). Specifically, climate change and GHG emissions was addressed in the 2009 EIR using a "percentage increase comparative" analysis that was conducted prior to the BAAQMD's development of GHG thresholds. Using the 2009 methodology, it was determined that while there would be a significant cumulative increase in GHG emissions by the 2030 horizon year of the General Plan, the plan-level contribution would be less than significant and would be reduced by 25 Policies contained in the General Plan. No mitigation measures were necessary.

Proposed GPA Analysis

Development that could be developed under the Proposed GPA would not result in a significant effect (cumulative) relating to GHG emissions, as analyzed below. Both BAAQMD and the California Air Pollution Control Officers Association (CAPCOA) consider GHG impacts to be exclusively cumulative impacts, in that no single project could, by itself, result in a substantial change in climate. Therefore, the evaluation of GHG emissions impacts evaluates whether the Proposed GPA would result in a considerable contribution to cumulative climate change effects.

Construction GHG Emissions

The CalEEMod model run for the construction emissions associated with the Proposed GPA development (see Checklist Topic *3, Air Quality,* above) also calculated the GHG emissions that would be generated by construction activities under the Proposed GPA. As shown in **Table GHG-1**, construction-related emissions would result in an incremental addition of 417 metric tons of CO_2 equivalents (CO_2e) over all construction years. Annualized over an assumed project life of 40 years, construction-related GHG emissions under Proposed GPA development would be 10.4 metric tons per year of CO_2e. These emissions are factored into the total operational GHG emissions calculation further below (Table GHG-2) to determine significance.

Operational GHG Emissions

The Proposed GPA would generate GHG emissions from many of the same sources as presented in air quality **Tables AIR-1 and AIR-2** (under Checklist Topic *3, Air Quality*, above). Additionally, GHG emissions would be generated indirectly by increased electrical demand, increased water and wastewater demand, and increased solid waste generation. The total operational GHG emissions for the Proposed GPA presented in **Table GHG-1**. This table presents the Proposed GPA-related GHG emissions from all sources and assesses the impact relative to currently published BAAQMD thresholds. As shown in Table GHG-1, the Proposed GPA would not exceed the screening threshold of 1,100 metric tons of CO2e per year, nor would it exceed the City's 4.6 metric tons of CO2e per service population threshold. Therefore, the GHG emission impact would be less than significant. Several key General Plan and CAP policies and actions identified in the 2009 EIR would continue to apply with the Proposed GPA to ensure the reduced impact.

TABLE GHG-1
GHG EMISSIONS FROM CONSTRUCTION AND OPERATION (METRIC TONS PER YEAR)[A]

Project Component	CO_2e
Project	
Area Source Emissions (Landscape Maintenance)	3.11
Energy Emissions (Natural Gas and Grid Electricity)	84.2
Mobile Emissions	341
Solid Waste	21.3
Water and Wastewater Treatment & Conveyance	11.6
Annualized Construction Emissions (Over 40 Years)	10.4
Total Increase	**471**
BAAQMD Screening Threshold	1,100
Exceedance of Project Threshold?	No
Total Emissions per Service Population (166 residents)	2.84
City Emissions per Service Population Threshold	4.6
Exceedance of Service Population (Efficiency) Threshold?	No
Significant?	**No**

[a] Project operational emissions estimates were made using CalEEMod, version 2013.2.2.

SOURCE: ESA, 2018

Consistency with GHG Emissions Plans and Policies (Criterion 7b)

2009 EIR Findings

The 2009 EIR addressed the General Plan's consistency with the City's 2008 Climate Action Plan and the states Climate Change Scoping Plan and found there was a less-than-significant impact **(2009 Impact 3.13-4)**. General Plan policies ST-P-1, 6, and 8 are directly related to energy use reduction and GHG emissions reduction. In addition, action items ST-A-1-5 and UD-A-1 of the General Plan implement the CAP, the green building ordinance, and Design Guidelines which include sustainability objectives. Additional policies further reduce GHG emissions, and thus further contribute to achieving the goals set forth in the CAP and Scoping Plan. Key specific policies and actions items are listed in Appendix D to this document, under *Impacts 3.13-1 and 3.13-2)*.

Proposed GPA Analysis

The Proposed GPA would comply with the current *Emeryville Climate Action Plan 2.0 2016*, after completion of the 2009 EIR. The same General Plan policies identified in the 2009 EIR would apply to the development under the Proposed GPA, which would also comply with current City Sustainability Programs, and General Plan policies and regulations regarding GHG reductions and

other local, regional and statewide plans, policies and regulations that are related to the reduction of GHG emissions and relevant to the development under the Proposed GPA.

Specifically, the Proposed GPA would also be consistent with the State's Updated Climate Change Scoping Plan in that it is located within a City Center Priority Development Area, as designated by Plan Bay Area - the Bay Area's Sustainable Communities Strategy. Development under the Proposed GPA will also meet the newly implemented Building Energy Efficiency Standards, as would development that would occur under the General Plan. The impact would remain less than significant, as identified in the 2009 EIR.

Energy Consumption and Additional Infrastructure (Criteria 7c and 7d)

2009 EIR Findings

The 2009 EIR analyzed the potential for development under the General Plan to result in a significant cumulative increase in total energy use **(2009 Impact 3.13-1)**. While the cumulative increase would be significant, the contribution of development under the General Plan would not have a considerable contribution to that impact given the numerous measures and policies employed to reduce energy use. In fact, the effect of the General Plan would be beneficial.

For example, encouraging development of high-density mixed-use development reduces vehicle miles traveled (VMT) per capita and thus energy use per capital will reduce energy use. Other measures involve adherence to energy-saving building codes, the Emeryville CAP, and use of alternative modes of transportation, and compliance with State policies and executive orders targeting energy consumption. Numerous General Plan policies, actions, and goals that complement and reinforce the CAP in an effort to reduce overall energy use are identified in the 2009 EIR (see Appendix D, under *Impacts 3.13-1 and 3.13-2*). It is not anticipated that development under the General Plan will warrant additional infrastructure facilities be built to accommodate use demand **(2009 Impact 3.13-2)**.

Proposed GPA Analysis

The increased population and development that would result under the Proposed GPA would constitute a substantially small addition to the 2030 building scenario of the General Plan. The increase in maximum FAR, building height and residential density would result in up an additional 98 residents, 58 residential dwelling units, 15,000 square feet of additional ground floor retail space, and up to 41 additional peak-hour vehicle trips near the Amendment Area. Together, the added growth and development would add an increment of additional energy use (even factoring in the net change factoring in the limited existing uses on the Amendment Area).

New development will adhere to all of the laws, measures, and requirements mentioned above to counter unnecessary energy use in total and per capita. For example, new development will employ measures in the City's Sustainability Element that promote environmentally friendly and energy efficient building design, as well as Urban Design Element guidance for the reuse of

building materials. Like other buildout development under the General Plan, development under the Proposed GPA will contribute to cumulative energy use as well as be highly energy efficient. Development in the Amendment Area is anticipated to be a mix of high-density multifamily residential over ground floor neighborhood retail uses, located on a major transit corridor, thereby facilitating use of alternative transportation modes by residents and workers in the Amendment Area.

Summary – Greenhouse Gas and Energy

Overall, based on the preceding examination of GHG emissions and energy use, and the conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA under current thresholds and analysis methods, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of the GHG emissions or energy impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

8. Hazards and Hazardous Materials

	8. Hazards and Hazardous Materials *(3.3 Hazardous Materials, Toxics, and Safety)* Would the project:	**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors;	☒	☐	☐
b.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;	☒	☐	☐
c.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., the "Cortese List") and, as a result, would create a significant hazard to the public or the environment;	☒	☐	☐
d.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area	☒	☐	☐
e.	Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	☒	☐	☐
f.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	☒	☐	☐

Exposure, Use, Storage, Disposal and Exposure to Hazardous Materials (Criteria 8a and 8c through 8f) and Proximity to Schools (Criterion 8B)

2009 EIR Findings

The 2009 EIR described that hazardous materials use would be associated with all land uses to some extent, either associated with contaminated soils, groundwater or building materials. The disturbance and release of contaminated soils or groundwater during construction activities **(2009 Impact 3.3-1)**, and/or present in existing structural materials (i.e., asbestos, PCBs, lead-based paint)

(2009 Impact 3.3-2), in addition to releases through improper handling, storage, or disposal of hazardous materials during construction or operations **(2009 Impact 3.3-3)** were determined to have potential impacts. These potential impacts would be reduced to less than significant with the adherence to several established protocols, best management practices (BMPs), stormwater control measures pursuant to the local ordinances and countywide programs (e.g, Alameda Countywide Clean Water Program) that protect workers, the public and the environment from exposure to hazardous materials. The 2009 EIR also identified a number of General Plan policies that help to reduce the impacts (see Appendix D to this document, under *Impacts 3.3-1 through 3.3-3*).

The previous analysis also identified potential impacts associated with the handling and transport of hazardous materials near schools **(2009 Impact 3.3-4)**, which would be reduced to less than significant through adherence to current regulations that address waste storage, handling and disposals of materials.

Topics determined to not be affected by development under the General Plan included the City's emergency response or evacuation plans (Criterion e), impacts regarding airports or airstrips, since neither exists within two miles of the City (Criterion d), and the potential for impacts regarding wildland fires (Criterion f).

Proposed GPA Analysis

The Proposed GPA will allow development involving the same types of activities as evaluated in the 2009 EIR. Activities would involve demolition of existing buildings and remove concrete and/or asphalt pavement associated with the parking lots.

It is possible that these activities may encounter hazardous materials. Those instances, as well as the transportation, use, and storage of all hazardous materials involved with new development and uses under the Proposed GPA, would be required to follow the applicable laws and regulations adopted to safeguard workers and the general public. Properties anticipated to redevelop within the Amendment Area of the Proposed GPA are located approximately 500 feet or 1.5 blocks of the nearest school (*Escuela Bilingue Internacional*) at 4550 San Pablo Avenue. BMPs for hazardous materials; removal of asbestos and lead-based paint; and other hazardous materials and wastes, including those found in the soil and groundwater – all of which would reduce impacts to less than significant. Also, mitigating General Plan policies identified in the 2009 EIR would also apply to development under the Proposed GPA.

Summary – Hazards and Hazardous Materials

Overall, based on the preceding examination of the hazards and hazardous materials analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of the hazards and hazardous materials impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

9. Hydrology and Water Quality

		Equal or Less Severity of Impact Identified in the 2009 EIR	Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR	New Significant Impact
9.	**Hydrology and Water Quality** *(3.5 Hydrology and Flooding)* Would the project:			
a.	Violate any water quality standards or waste discharge requirements; Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters; Create or contribute substantial runoff which would be an additional source of polluted runoff; Otherwise substantially degrade water quality;	☒	☐	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or proposed uses for which permits have been granted);	☒	☐	☐
c.	Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems; Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, of a creek, river, or stream in a manner that would result in substantial erosion, siltation, or flooding on- or off-site	☒	☐	☐
d.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, that would impede or redirect flood flows; Place within a 100-year flood hazard area structures which would impede or redirect flood flows; or Expose people or structures to a substantial risk of loss, injury, or death involving flooding.	☒	☐	☐

Water Quality, Stormwater, and Drainages and Drainage Patterns (Criteria 9a and 9c)

2009 EIR Findings

The 2009 EIR found less-than-significant impacts related to hydrology and water quality, primarily given required adherence to existing regulatory requirements regarding stormwater management and discharge, in addition to specific General Plan policies. Impacts were identified regarding water quality impairment **(2009 Impact 3.5-1)** resulting during construction activities when erodible soils, fuel, and other chemicals could be washed into surface water if not properly managed, as well as soil erosion affecting the water quality of receiving waters and eventually San Francisco Bay. Adherence to local stormwater and control ordinances and measures (e.g., NPDES

stormwater permit and a SWPPP), as well as the incorporation of erosion control provisions in landscaping plans would help reduce potential impact to less than significant.

The analysis identified potential impacts associated with substantial stormwater runoff and changes to drainage patterns resulting from new development **(2009 Impact 3.5-3)**. The analysis acknowledged that new development would largely occur on existing impervious surfaces, therefore there would not likely be a change in quantity or velocity of stormwater runoff affecting water quality and potential flooding. Compliance with existing regulatory provisions (e.g, C.3 provisions, stormwater control measures), the City's stormwater guidelines would be controlled and not exceed the existing storm drainage system capacity. In addition, General Plan policies to address water quality, stormwater runoff and drainage patterns were identified to ensure the impacts are reduced to less than significant (see Appendix D to this document, under *Impacts 3.5-1 and 3.5-3)*. The 2009 EIR also discussed the beneficial long-term water quality effects from the proposed improvements to Temescal Creek **(2009 Impact 3.5-4)**.

Proposed GPA Analysis

The Proposed GPA will allow redevelopment that would be the same as that considered in the 2009 EIR analysis. In particular, properties anticipated for redevelopment within the Amendment Area involve expansive surface parking envisioned to be replaced with building development conducted in accordance with all applicable regulatory requirements regarding stormwater management and discharge to ensure water quality. The impact with the Proposed GPA would be less than significant, as identified in the previous analysis.

Use of Groundwater (Criterion 9b)

2009 EIR Findings

Because the water table in the City is Emeryville is relatively high, new development would require construction of structures with subsurface foundations or open trenches to intercept shallow groundwater. The resulting potential impact (2009 Impact 3.5-2) of contaminated or sediment-laden waters flowing to the Bay would be reduced to less than significant because of adherence to provisions the NPDES permit.

Proposed GPA Analysis

Development that could occur under the Proposed GPA would experience the same site conditions requiring dewatering activities during construction. Work would incorporate and adhere to the existing regulatory requirements and permitting to ensure impacts are reduced to less than significant, as identified in the previous analysis.

Flooding and Substantial Risks from Flooding (Criteria 9d)

2009 EIR Findings

The 2009 EIR found less-than-significant impacts related to flooding and risks from flooding, including seiche or mudflows, since the City is in an area of minimal flooding and there are no enclosed water bodies. Therefore, residences would not be located within a 100-year flood hazard area, and the impact would be less than significant **(2009 Impact 3.5-5)**. The storm drainage facilities, stormwater control measures, as well as General Plan policies identified above to minimize adverse flooding effects from runoff would also apply here and ensure less-than-significant effects. The previous analysis also discussed that sea level rise modeling did not show Emeryville susceptible under risk of flooding from sea level rise, although the City continues to monitor climate change effects and will implement measures necessary to reduce any risk of flooding from sea level rise in the future.

Proposed GPA Analysis

Development that could occur under the Proposed GPA would experience the same flood and flood risk conditions that exist citywide, and therefore would have the same less-than-significant impact as identified in the 2009 EIR.

Summary – Hydrology and Water Quality

Overall, based on the preceding examination of the hydrology and water quality analysis and the conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of hydrology and water quality impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

10. Land Use, Plans, and Policies

	Equal or Less Severity of Impact Identified in the 2009 EIR	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
10. Land Use, Plans, and Policies *(3.1 Land Use and Housing)* Would the project:			
a. Physically divide an established community;	☒	☐	☐
b. Result in a fundamental conflict between adjacent or nearby land uses (and proposed and existing neighborhoods); or	☒	☐	☐
c. Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.	☒	☐	☐

(Note: The 2009 EIR addressed the conversion of farmlands in this discussion of *3.1 Land Use and Housing*; the topic is addressed under Checklist Topic *2, Agriculture and Forestry Resources* in this Checklist Addendum.)

(Note: The 2009 EIR addressed population and housing displacement in the discussion of *3.1 Land Use and Housing*; the topic is addressed under Checklist Topic *13, Population and Housing* in this Checklist Addendum).

Physical Community Division, Land Use Conflicts, and Plan/Policy Consistency (Criteria 10a through 10c)

2009 EIR Findings

The 2009 EIR found beneficial effects regarding enhanced local and regional physical connectivity **(2009 Impact 3.1-1)**; and less-than-significant impacts regarding the potential for development under the General Plan to conflict with other plans and ordinances **(2009 Impact 3.1-3)**; or have fundamental land use conflicts between new and existing uses **(2009 Impact 3.1-4)**. Several General Plan policies and actions are identified to ensure less-than-significant effects (see Appendix D to this document, under *Impacts 3.1-1, 3.1-3, and 3.1-4*).

Proposed GPA Analysis

The existing land conditions on and around the Amendment Area have remained largely unchanged since preparation of the 2009 EIR. As described in the *Project Description* (Section III) of this document, relatively new development that converted previous light industrial uses has occurred in the Amendment Area at 4000 San Pablo Avenue (Oak Walk Residential and convenience market at the northeast corner of 40th Street and San Pablo Avenue) was already underway when the 2009 General Plan and EIR were prepared.

The Proposed GPA would not change the types of land use activities from those considered in the 2009 analysis for the General Plan. Therefore, the less-than-significant impacts regarding connectivity and land use compatibility would be the same with the Proposed GPA.

The increased maximum FAR, building height and residential density would be the same as currently permitted along the west frontage of San Pablo Avenue, directly across the street from the Amendment Area. Therefore, no aspect of the Proposed GPA is substantially different from previously analyzed at and around the Amendment Area. Further, the Proposed GPA to increase the maximum FAR, building height and residential density allowances in the Amendment Area does not conflict with any existing policies or development standards, since no changes are proposed to the existing "Mixed Use with Residential" (MUR) land use classification; the existing "MUR Mixed Use with Residential" zoning on the Amendment Area is consistent with the MUR land use classifications. In fact, the purpose of the MUR zone is to implement the provisions of the General Plan applicable to the MUR land use classification (Section 9-3.102(a)(3\4) of the Emeryville Zoning Ordinance). Also, the Proposed GPA also would not result in changes that would create characteristics in the Amendment Area that would conflict with objectives of the Neighborhood Retail Overlay, Major Transit Hub designation, or the Pedestrian Priority Overlay within with the Amendment Area. The impacts would be beneficial and less than significant.

Summary – Land Use, Plans, and Policies

Overall, based on the preceding examination of the land use, plans, and policies analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of land use impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

11. Mineral Resources

11. **Mineral Resources** *(Topic section not included in 2009 EIR)* Would the project:		**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or	☒	☐	☐
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☒	☐	☐

Mineral Resources (Criteria 11a and 11b)

2009 EIR Findings

The 2009 EIR did not address mineral resources. however, The City is an urbanized area that is located within the Mineral Resource Zone-1 (MRZ-1) classification, (Department of Conservation, 2014) which are "Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources." No impacts would occur regarding the loss of known mineral resources from develop from citywide development.

Proposed GPA Analysis

Development that could occur under the Proposed GPA would occur in the urbanized area of the city, and therefore would be subject to the same MRZ-1 conditions. Therefore, the same no impact would apply.

Summary – Mineral Resources

Based on the evidence discussed above, development that could occur under the GPA would not result in a new significant impact regarding mineral resources, as none are known to exist.

12. Noise

12. Noise Would the project:	Equal or Less Severity of Impact Identified in the 2009 EIR	Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR	New Significant Impact
a. Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐
b. Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐
e. For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☒	☐	☐
f. For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐

Construction and Operational Noise, Exposure of Receptors to Noise (Criteria 12a and 12d)

Construction Noise

2009 EIR Findings

The 2009 EIR determined that noise impacts related to construction activities associated with development under the 2030 buildout scenario would be less than significant with the implementation of policies and actions proposed under the General Plan (see Appendix D to this document, under Impact 3.7-1) and compliance with the limitations on construction activity and associated noise standards established in Chapter 13 of the City of Emeryville Municipal Code **(2009 Impact 3.7-1)**.

Proposed GPA Analysis

Construction activities associated with the increased development in the Amendment Area would be similar to those described under the General Plan construction impacts in the 2009 EIR. Construction would entail excavation and shoring; foundation and below-grade construction; and construction of the building and finishing interiors. As in the case of the 2009 EIR, construction

impacts would be reduced to less than significant with adherence to restrictions on construction activity in Chapter 13 of the City of Emeryville Municipal Code. Compliance with the Municipal Code is mandatory and would restrict both noise levels generated by construction equipment and the hours of construction to the less noise-sensitive daytime hours. In addition, development under the Proposed GPA would adhere to the several General Plan policies that would reduce noise impacts from construction activities to a less–than-significant level.

Operational Noise

2009 EIR Findings

The 2009 EIR disclosed that the City will implement a variety of policies designed to address operational noise issues from various sources and ensure that future CEQA documentation is prepared for individual projects (with project-specific data) (see Appendix D to this document, under Impact 3.7-3). However, due the uncertainty about whether future noise impacts could be adequately mitigated for every individual project that would be developed under the General Plan, this impact, at the plan level would be significant and unavoidable **(2009 Impact 3.7-3)**.

Proposed GPA Analysis

The GPA would increase residential density and commercial/retail development in the Amendment Area. Operational noise from this increased residential and ground floor retail development would be primarily from the operation of mechanical equipment such as HVAC systems to condition the buildings. (Traffic noise is discussed below under Criterion 10C.) Noise from all proposed mechanical equipment would be subject to applicable General Plan policies that would help reduce impacts (see Appendix D to this document, under Impact 3.7-3). Implementation of the specified policies could reduce operational noise impacts to a less than significant level, however, as conservatively assumed in the 2009 EIR, the impact would remain significant and unavoidable.

Exposure to Sensitive Receptors

2009 EIR Findings

As part of Impact 3.7-3 addressed above, the 2009 EIR disclosed that during operations of the buildings developed under the General Plan, mechanical equipment would generate noise; however, equipment would be standardized and would be required to comply with the City of Oakland Noise Ordinance. The impact would be less than significant **(2009 Impact 3.7-2)**, including through adhering to several General Plan policies to reduce noise levels affecting sensitive receptors.

Proposed GPA Analysis

The GPA would increase the number of sensitive receptors by increasing the residential density in the Amendment Area. These residences could be subject to ambient noise levels considered unacceptable for such uses. However, all development in the proposed Amendment Area would

undergo a detailed noise analysis as part of further project level CEQA evaluation when individual projects are proposed. This project-specific evaluation would identify the level of impacts and mitigation measures, if any, required. Future project sponsors and developers would adhere to the following additional General Plan policies that were not specified in Table ES-3 in Appendix D to this document: CSN-P-50 The community noise compatibility standards shall be used as review criteria for new land uses.

CSN-P-52 Occupants of existing and new buildings should be protected from exposure to excessive noise, particularly adjacent to Interstate-80 and the railroad.

CSN-P-53 A noise study and mitigation measures shall be required for all projects that have noise exposure levels greater than "normally acceptable" levels.

CSN-P-54 Developers shall reduce the noise impacts on new development through appropriate means (e.g. double-paned or soundproof windows, setbacks, berming, and screening). This noise attenuation method should avoid the use of visible sound walls.

Traffic Noise (Criterion 12c)

2009 EIR Findings

The 2009 EIR determined with the development proposed under the 2030 buildout scenario, increases in traffic noise levels would be less than significant along roadway segments and intersections in the vicinity of the Amendment Area. One intersection – at 40th Street and San Pablo Avenue in the vicinity of the Amendment Area was included in the analysis, and the increase in traffic noise from the 2030 GP Buildout scenario (as compared to the then existing conditions when the EIR was prepared) was found to increase peak hour noise levels by less than 5 A-weighted decibels (dBA). Traffic noise impacts from the implementation of the General Plan overall was found to be significant due to greater traffic noise increases from development in other parts of the City **(2009 Impact 3.7-2)**.

Proposed GPA Analysis

Increased development in the Amendment Area under the Proposed GPA would result in population and employment increases and more automobile and truck use. This activity would contribute to increased ambient noise levels in the vicinity of the Amendment Area. Based on the traffic report, the GPA would lead to a net increase of 500 daily vehicle trips when compared to the 2030 Buildout scenario analyzed in the 2009 EIR. Based on a review of daily to peak hour counts in the area, PM peak hour traffic was found to be approximately 10 percent of daily traffic.

Therefore, the Proposed GPA would generate approximately 50 PM peak hour trips. Even assuming that all the 50 net new vehicle trips would travel through the 40th Street and San Pablo Avenue intersection, the increase in traffic due to the GPA would not lead to a noticeable increase in traffic noise and the impact would be less than significant considering site specific development. The Proposed GPA traffic noise would be a contributor to the significant impact identified in the plan-level 2009 EIR analysis.

For perspective, it takes a doubling of traffic volume to increase noise levels by 3 dBA, the smallest change perceptible to the human ear. An increase of 50 vehicle trips to an intersection handling close to 4,750 PM peak hour trips in the previously analyzed 2030 Buildout scenario, will not noticeable increase associated noise levels. Therefore, traffic noise increase at this intersection in the vicinity of the Amendment Area would remain less than significant, as previously analyzed in the 2009 EIR

Construction and Operational Vibration (Criterion 12B)

2009 EIR Findings

The 2009 EIR included a qualitative assessment of the vibration impacts from development proposed under the 2030 buildout scenario of the General Plan. Vibration impacts **(2009 Impact 3.7-3)** were determined to be less than significant at the plan level with the implementation of General Plan policies (see Appendix D to this document, under Impact 3.7-3).

Proposed GPA Analysis

The Proposed GPA would increase the density of residential development in the Amendment area, thereby increasing the number of sensitive receptors. However, the Amendment area is not located in the vicinity of any operational sources of vibration. As with other development assumed in the 2030 buildout scenario for the General Plan, the additional development proposed in the Amendment Area will also be subject to the following General Plan policies not specified in Table ES-3 in Appendix D to this document Adherence with these General Plan policies would ensure that vibration impacts from the increased residential development in the Amendment Area would be less than significant, as identified in the 2009 EIR.

LU-P-25 If new residential buildings are proposed adjacent to freeways and railroad tracks impacts of these corridors, including noise, vibration, and air pollution, should be considered during site planning. Noise, vibration, and air pollution shall be mitigated to the extent possible.

T-P-44 The City supports grade-separated crossings and other appropriate measures to mitigate the impacts of increased rail traffic on Emeryville, including noise, air pollution, and traffic disruption.

Airport Noise (Criterion 12e and 12f)

As previously indicated under Checklist Topic *8, Hazards and Hazardous Materials* (Criterion d), among topics determined to not be affected by development under the General Plan are those regarding public or private airports or airstrips, since neither exists within two miles of the City.

Based on the aforementioned evidence, development that could occur under the Proposed GPA would not result in a new significant impact regarding airport noise, as no facility is located within 2 miles of a public or private use airport.

Summary - Noise

Overall, based on the preceding examination of the noise analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of noise impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

13. Population and Housing

	13. Population and Housing (*Topic section not included in 2009 EIR)* Would the project:	**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a.	Induce substantial population growth in a manner not contemplated in the General Plan, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extensions of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed;	☒	☐	☐
b.	Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere	☒	☐	☐

(Note: The 2009 EIR addressed population and housing displacement in the discussion of *3.1 Land Use and Housing*.)

(Note: The 2009 EIR addressed substantial population growth in the discussion of *3.9 Air Quality/Clean Air Plan*.).

Population Growth and Displacement (Criteria 13a and 13b)

2009 EIR Findings

As previously discussed above in *3.9 Air Quality* (Criterion a), the 2009 EIR calculated that the annual population growth rate under implementation of the General Plan (2.5 percent per year, 2008 and 2030) would exceed ABAG's 2003 projected population growth rate (1.2 percent per year, 2005-2030), based on population projections conducted by ABAG (*Projections 2003 and Projections 2013*).

The 2009 EIR reported a projected 2030 population for Emeryville of 10,500 persons, increased from 8,556 persons in 2005 – an increase of 23 percent. Implementation of the General Plan would increase the projected 2030 population to 16,600 (see Table 1 in Section I, *Overview,* of this document), increased from a 2008 population of 9,727 persons – an increase of 71 percent.

Based on this comparative population change, the 2009 EIR concluded that the direct increase in population growth as a result of new housing and businesses envisioned by the general Plan would be a significant impact **(2009 Impact 3.9-1).**

Also, the 2009 EIR analysis identified that the potential for development under the General Plan to displace houses, businesses, and/or people would be minimal and less than significant **(2009 Impact 3.1-2).**

Proposed GPA Analysis

The Proposed GPA could add up to 98 persons (see Table 4 in Section III, *Project Description*, of this document), resulting in a total 2030 buildout population of 16,698 persons. The increase with the

Proposed GPA would result in essentially the same comparative annual and total growth rates estimated under the General Plan which represent a significant impact. The impact would be the same as identified in the 2009 EIR.

In addition, the properties assumed for redevelopment in the Amendment Area (the development scenario) do not currently contain housing or substantial business; they include surface parking, a bank, and City offices housed in temporary structures (see Table 3 in Section III, *Project Description*, of this document). That impact will remain less than significant.

Summary – Population and Housing

Overall, based on the preceding examination of the population and housing analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of population and housing impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

14. Public Services

14. **Public Services** *(3.10 Public Services and Utilities)* Would the project:	**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: • Fire protection; • Police protection; • Schools; or • Other public facilities.	☒	☐	☐

(Note: The 2009 EIR addressed water and sanitary sewer facilities, and landfill capacity, in this discussion of *3.10 Public Services and Utilities*, which are addressed in this Checklist Topic *18, Utilities and Service Systems,* below.)

Public Services (Criterion 14a)

2009 EIR Findings

The 2009 EIR determined that, with the anticipated population growth and expansion of commercial and residential development citywide, there would be an increased demand for police, fire and emergency medical services. Existing facility needs for each police and fire were acknowledged and would be further assessed based on specific factors, including response times, the impact was determined to be less than significant **(2009 Impact 3.10-5),** given the commitment in the General Plan to ensure adequate police and fire staffing to meet response time targets, and further policies and actions pertaining to police and fire protection (see Appendix D to this document, under *Impact 3.10-5*).

The additional population that would result from development under the General Plan was estimated to generate 23 additional students as a result of approximately 6,400 new residents. Given Emery Unified School District's (USD) capacity to accommodate nearly 400 additional students as of 2008, the impact was determined to be less than significant **(2009 Impact 3.10-1),** and General Plan policies and actions pertaining to school demand were identified.

Proposed GPA Analysis

As discussed previously, the Proposed GPA would result in up to an additional 98 residents, 58 residential dwelling units, 15,000 square feet of additional ground floor retail space, and up to 41 additional peak-hour vehicle trips near the Amendment Area. Together, the added growth and development would result in a minimally increased demand for public police and fire and medical services (again, even factoring in the net change factoring in the limited). Moreover, the new 98

residents would not generate a new student, based on the resident : student generation rate established in the EIR. The impacts will remain less than significant, same as in the 2009 EIR.

Summary - Public Services

Overall, based on the preceding examination of the public services analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, public services impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of public services impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

15. Recreation

15. **Recreation** *(3.11 Parks, Open Space, and Recreation)* Would the project:		**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a.	Require the provision of new or physically altered public park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios for parkland;	☒	☐	☐
b.	Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or	☒	☐	☐
c.	Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment.	☒	☐	☐

Recreation (Criteria 15a through 15c)

2009 EIR Findings

The 2009 EIR identified a beneficial impact resulting from approximately 41 to 46 acres of new parks and open spaces that will be added to the City under the General Plan, and factoring that new acreage into the anticipated increase in population, and the new standard of parkland per resident adopted with the General Plan. Because the result would provide an additional acre of parkland per every 1,000 residents, the effect is beneficial **(2009 Impact 3.11-1)**. Given the increase in parkland ratio per population, the analysis determined that the overall deterioration of parks and other recreational facilities would be a less-than-significant impact as well, particularly given that a new parks masterplan would be developed with the General Plan **(2009 Impact 3.11-2)**. Lastly, the construction of new recreational facilities under the General Plan would also have a less than significant impact **(2009 Impact 3.11-3)**, with beneficial effects called out due to the additional greening, permeable surfaces, shade trees, and the reuse of shared facilities.

Proposed GPA Analysis

As discussed previously, the Proposed GPS would result in up to an additional 98 residents, 58 residential dwelling units, and 15,000 square feet of additional ground floor retail space in the Amendment Area. Together, the added growth and development would result in a minimal additional increase in demand for public parks, recreation facilities and open space. No additional recreation facilities or open space would occur in the Amendment Area as a result of the Proposed GPA growth. The impacts would be the same as identified in the 2009 EIR.

Conclusion - Recreation

Overall, based on the preceding examination of the recreation analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, recreation impacts resulting with the Proposed

GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of recreation impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

16. Transportation and Circulation

16. Transportation and Circulation *(3.2 Traffic, Circulation, and Parking)* Would the project:	**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the V/C ratio for freeways, or congestion at intersections);	☒	☐	☐
b. Exceed, either individually or cumulatively, an LOS standard established by the county Congestion Management Agency (AACMA) or City of Emeryville for designated roads or highways;	☒	☐	☐
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections);	NA	NA	NA
d. Result in inadequate emergency access;	NA	NA	NA
e. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; or	NA	NA	NA
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐
(Proposed changes to Appendix G of the CEQA guidelines, as presented in *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (November 2017.)* g. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?	☒	☐	☐

(Note: Criteria c through e were identified in 2009 EIR significance criteria, but not discussed or analyzed.)

Setting

The Amendment Area is located along the San Pablo Avenue corridor, a designated Transit Street, and is wholly located within a Major Transit Hub area as well as a Pedestrian Priority Zone. The following describes transportation facilities in the Proposed GPA study area, including the surrounding roadway network, and transit, pedestrian, and bicycle facilities in the vicinity of the Amendment Area.

Roadway System

San Pablo Avenue is designated as State Route 123 and is a four-lane north-south roadway that connects the City of Oakland at Frank Ogawa Plaza to the community of Rodeo. Left-turn pockets are generally provided at major intersections with a landscaped median, although left-turns are prohibited at its intersection with 41st Street. Through Emeryville, San Pablo Avenue is a designated transit street. As a transit street, other travel modes are accommodated, but if there are conflicts between modes, transit takes priority. On-street parking is permitted along portions of San Pablo Avenue in the Proposed GPA area, but is time restricted. San Pablo Avenue is also a designated truck route through the City of Emeryville.

40th Street forms the southern boundary of the GPA area and runs east-west through the cities of Emeryville and Oakland. 40th Street provides two vehicle lanes and a bike lane in each direction. It begins at Shellmound Street in Emeryville and continues east, ending at Howe Street in Oakland. The speed limit is 30 mph along 40th Street near the Amendment area. 40th Street is a designated transit street. On-street parking is not permitted in the vicinity of the Amendment Area.

41st and 43rd Streets are east-west two-way two-lane local streets that connect Emeryville to Oakland. Land uses are generally residential with a school campus that extends from 41st Street to 43rd Street. On-street parking is generally permitted.

45th Street extends in an east-west direction from Horton Street to Broadway in Oakland. 45th Street provides for two-way travel and has a posted speed limit of 25 mph. It is also a designated a bicycle boulevard. On-street parking is permitted on portions of the street.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. Pedestrian facilities are provided on public roadways within the Amendment Area. In the immediate vicinity, pedestrian crosswalks, push buttons and signals are provided on all legs at signalized intersections. Unsignalized pedestrian crossings are also provided across San Pablo Avenue at 41st and 43rd Streets.

Bicycle facilities in Emeryville include the following:

- Bike paths (Class I) – Paved trails that are separated from roadways. These facilities are typically shared with pedestrians, although bicycles must yield to pedestrians.
- Bike lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends, and signs. There may or may not be parking allowed on the roadway.
- Bike routes (Class III) – Designated roadways for bicycle use by signs only; may or may not include additional pavement width for cyclists.
- Bicycle Boulevard – A street classification on which bicycles have priority, and which may or may not have bike lanes.

Within the Amendment Area, Class II bike lanes are provided on Emery Street south of 40th Street and Adeline Street through the City of Emeryville. San Pablo Avenue is designated as a Class III bike route through the City of Emeryville. A dedicated bicycle turning lane and signal are provided for movements from southbound San Pablo Avenue onto eastbound West MacArthur Boulevard. These adjacent bike facilities provide access to a wider bike network including Class II bike lanes on 40th Street and Hollis Street as well as regional access via the San Francisco Bay Trail and the Bay Bridge Trail. 45th Street is a designated bicycle boulevard, and to the north of the Amendment Area, 47th Street provides Class II bicycle lanes.

Several Ford *GoBike* bike share stations are located within a few blocks of the Amendment Area, at 40th Street/Adeline Street and San Pablo/47th Street.

Existing Transit Service

The southern end of the Amendment Area is located at the ***40th Street transit hub***, which is served by numerous local, express, and Transbay AC Transit lines as well as the free Emery Go-Round shuttle service. Additional transit stops served by AC Transit are located on San Pablo Avenue at 40th Street and 45th Street. The Amendment Area is approximately 0.8 miles from the MacArthur BART station, an approximately 15-20 minute walk or five minute bike ride.

AC Transit and Emery Go-Round connect the Amendment Area to neighboring cities in the East Bay as well as to the MacArthur BART Station and Downtown Oakland. Emery Go-Round provides service at 10 minute headways during peak commute periods and 20 minute headways during off- peak periods. AC Transit provides service on 12 to 30 minute headways during the weekdays.

The ***Bay Area Rapid Transit (BART)*** system provides regional rail transit service connecting San Francisco, Alameda County, Contra Costa County, and parts of San Mateo County. From the MacArthur BART station, direct connections to San Francisco, destinations on the Richmond and Fremont lines, and the Antioch Line are provided. During peak periods, trains operate on less than 10 minute headways to/from San Francisco. Trains run to/from San Francisco with 15 to 20 minute headways during off-peak periods.

Amtrak provides passenger rail service from a station in the City of Emeryville approximately 1 mile northwest of the Amendment area. Service from the Emeryville Amtrak station provides inter-regional access to Sacramento, the Central Valley, Southern California, and Northern California.

Changed Conditions

Since the preparation of the 2009 EIR:

- No major roadway network changes, such as the addition of new vehicle capacity on San Pablo Avenue or 40th Street, have occurred in the Amendment Area;
- AC Transit has changed transit routes and adjusted service frequencies in the area;
- Bike share and car share have become prevalent;

- The City continues to develop the non-motorized transportation system; and
- Use of Transportation Network Companies (TNC), such as UBER and Lyft have changed travel patterns for many travelers into and out of Emeryville.

On the average, these changes have shifted travel from single-occupant vehicles to other travel modes and have provided increased mobility options for existing and future Emeryville residents.

Trip Generation

As the Proposed GPA could result in a greater level of future vehicle trip generation from the Amendment Area than contemplated in the 2009 EIR analysis, the following trip generation assessment was prepared for the maximum allowed net-increase in dwelling units and retail square footage to determine if additional off-site transportation analysis would be required to meet City of Emeryville, Caltrans or Alameda County Transportation Commission (Alameda CTC) requirements.

Trip generation is the process of estimating the total amount of trips generated by a site, as well as the expected travel mode. For this project, trip generation rates presented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) were used. A number of potential trip generation rates were reviewed for the residential uses, including Multifamily Housing (Mid-Rise) (Land Use 221), Multifamily Housing (High-Rise) (Land Use 222), and High-Rise Residential with 1st-Floor Commercial (Land Use 232). For the retail portion of the allowed development potential, trip rates for a general Shopping Center (Land Use 820) wereused.

Rates for a High-Rise Residential with 1st-Floor Commercial were not used, although the most apt description for the development type within the Amendment Area, as there are limited data points, and limited information about the setting of the surveyed sites. Rates for Multifamily Housing (High-Rise) were not used as the average size of surveyed sites was much larger than the development potential of the entire Amendment Area. The Multifamily Housing (Mid-Rise) rates were ultimately selected for use after reviewing the average size of development surveyed and other site characteristics. The 10th Edition of *Trip Generation Manual* provides vehicle trip generation rates for projects located in Dense Multi-Use Urban areas and General Urban/Suburban settings.

For this assessment, the starting point was rates for units in General Urban/Suburban settings as the sample size for projects in dense urban settings is very limited. As the trip generation estimates pivot from rates that may be collected in primarily suburban settings, Fehr & Peers adjusted the ITE-based estimates to account for the project's setting and proximity to frequent transit service, as well as the location within a Major Transit Hub that reduces the maximum allowed on-site parking supply by 50 percent as compared to a project not in a Major Transit Hub area. The adjustments are based on U.S Census data, California Household Travel Survey (CHTS), proximity to transit, and the availability of other travel modes.

As the Amendment Area is located within a Major Transit Hub, maximum allowed on-site parking supplies are reduced by half from the standard planning regulations, which would limit the ability

of future residents to own a car and make vehicle trips, with the resulting trip generation estimates presented in **Table TRA-1**. Additionally, for potential commercial uses, the first 1,500 square feet is exempt from parking standards, and if a use is less

TABLE TRA-1
TRIP GENERATION SUMMARY

Land Use	ITE Code	Units[1]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
EXISTING GENERAL PLAN (2009)									
Apartments	Mid-Rise Apartments (221)[2]	85 DU	460	8	23	34	32	14	37
	Less Trip Reductions								
	External Transit Reduction[3]		-60	-1	-4	-5	-4	-2	-6
	External Walk/Bike Reduction[4]		-90	-2	-4	-6	-5	-3	-8
	General Plan Vehicle Trip Generation		310	5	15	20	14	9	23
PROPOSED GENERAL PLAN AMENDMENT									
Apartments	Mid-Rise Apartments (221)[2]	143 DU	780	13	38	51	38	25	63
General Retail	Shopping Center (820)	15 KSF	570	9	5	14	27	30	57
	Less Trip Reductions								
	External Transit Reduction - Residential[3]		-110	-2	-6	-8	-6	-4	-10
	External Walk/Bike Reduction - Residential[4]		-160	-3	-8	-11	-8	-5	-13
	External Transit Reduction - Retail[3]		-20	-1	0	-1	-2	-4	-7
	External Walk/Bike Reduction - Retail[4]		-250	-4	-3	-7	-12	-14	-26
	GPA Vehicle Trip Generation		810	12	26	38	36	29	64
Net Difference between 2009 General Plan and Proposed GPA			500	7	11	18	22	20	41

1. DU = dwelling unit
2. ITE *Trip Generation (10th Edition)* land use category 221 (mid-rise apartments). Daily Average Rate: 5.44 per dwelling unit
   AM Peak Hour Average Rate = 0.36 trips per DU (26% in, 74% out) PM Peak Hour Average Rate = 0.44 trips per DU (61% in, 39% out)
3. ITE *Trip Generation (10th Edition)* land use category 820 shopping center). Daily Average Rate: 37.75 per 1,000 square feet
   AM Peak Hour Average Rate = 0.94 trips per 1,000 square feet (62% in, 38% out) PM Peak Hour Average Rate = 3.81 trips per 1,000 square feet (52% in, 48% out)
4. A 15 percent reduction was taken from the base residential rates and 5 percent reduction was taken from the base retail rates to account for higher levels of transit use in the Amendment Area than a generic General Urban/Suburban setting.
5. A 20 percent reduction was taken from the base residential rates and a 45 percent reduction was taken from the base retail rates to account for higher levels of walking and bicycling in the Amendment Area than a generic General Urban/Suburban setting.

SOURCE: Fehr & Peers, 2018.

Intersection and Freeway Operations (Criteria 16a and 16b)

2009 EIR Findings

Future (2030) Intersection Operations

The 2009 EIR identified significant impacts resulting from increased motor vehicle traffic between the existing condition and future (2030) with buildout General Plan conditions **(2009 Impact 3.2-1)**. Unacceptable level of service (LOS) at several study intersections. No feasible mitigation measures were identified, and the impact was significant and unavoidable, even though several General Plan policies encouraging alternative transportation modes were identified

The 2009 EIR analysis also identified that the proposed General Plan will reduce per capita Vehicle Miles Traveled (VMT) (estimated per the methodology applied at that time; see *VMT Assessment* below), even though congestion will result in some locations.

Future (2030) Freeway Operations

Traffic forecasts at certain study freeway segments (eastbound I-80 and eastbound SR-24) were expected to operate at unacceptable levels in 2030 under either the No Growth or the General Plan **(2009 Impact 3.2-2)**. No feasible mitigation measures were identified, and the impact was significant and unavoidable, even though several General Plan goals and policies use of transit.

Proposed GPA Analysis

As shown in Table TRA-1, above, 2030 buildout development contemplated under the General Plan analyzed in the 2009 EIR could generate up to 310 daily vehicle trips, with 20 morning peak hour and 23 evening peak hour trips. Under the Proposed GPA, development could generate up to 810 daily trips, including 38 morning and 52 evening peak hour trips, a net-change of 500 daily, 18 morning peak hour and 41 evening peak hour trips.

Alameda CTC requires the preparation of a transportation impact assessment (TIA) for land use projects that would cause a net increase of 100 or more trips. Caltrans requires the preparation of a TIA for land use projects that generate more than 50 peak hour trips that would be assigned to a State highway facility that experiences noticeable delay, such as San Pablo Avenue. As shown in Table TRA-1, the expected net-new trips generated under the Proposed GPA do not trigger the need for additional studies. However, as future redevelopment projects are contemplated, detailed site access and circulation studies may be required if site access locations to/from San Pablo Avenue are altered. The City of Emeryville does not have a specific requirement for when the preparation of a TIA is required. At a minimum, a detailed site access and circulation assessment, as well as a transportation demand management plan would be prepared for future development proposal in the Amendment Area.

Other Transportation System Effects (Criteria 16f)

2009 Findings

The 2009 EIR identified a number of impacts to the transportation system, including:

- Contribute to increased travel time on transit corridors (significant and unavoidable) **(2009 Impact 3.2-3)**
- Increased transit ridership (less-than-significant) **(2009 Impact 3.2-4)**
- Increased levels of pedestrian and bicycle activity (less-than-significant / beneficial) **(2009 Impact 3.2-5)**
- Increased demand for parking (less-than-significant) **(2009 Impact 3.2-6)**

Proposed GPA Analysis

The Proposed GPA is not expected to appreciably change the any of the previously identified transportation impacts, and is not expected to result in new impacts.

VMT Assessment and Estimate (Draft Criterion G)

Vehicle Miles of Travel (SB 743)

In response to Senate Bill 743 (SB 743), the Office of Planning and Research (OPR) has updated the California Environmental Quality Act (CEQA) guidelines to include new transportation-related evaluation metrics. Final guidelines published in November 2017 and the formal rule making process is expected to take six-months, with compliance expected by 2020. In response to the guidelines, an assessment of the VMT generated by development that could occur under the Proposed GPA was prepared consistent with the final guidelines.

The following provides a brief project description, language of the draft CEQA guidelines related to VMT, and preliminary results of the VMT assessment for the project. Potential thresholds of significance are also presented.

CEQA Guidelines

As shown in "criterion g" under Checklist Topic *16, Transportation and Circulation,* checklist box at the beginning of this section, proposed changes to Appendix G of the CEQA guidelines, as presented in *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (November 2017)[15], provide the potential basis for the evaluation of vehicle miles of travel generated by a project.

The criteria for analyzing transportation impacts per this guidance is as followings:

[15] Full document can be found here: http://www.fehrandpeers.com/wp-content/uploads/2017/11/20171127_Comprehensive_CEQA_Guidelines_Package_Nov_2017.pdf

- **Land Use Projects**: Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

OPR has established a draft threshold for the evaluation of different land use types.

- For **residential** uses, new developments that have an estimated vehicle miles of travel 15 percent below **existing** city VMT/capita or regional VMT/capita (household or home-based) would be considered less than significant.
- For **office** uses, developments that would result in VMT 15 percent below **existing** regional VMT per employee (work tour or home-based work) would be considered less than significant.
- **Local-serving retail** may be less than significant (projects less than 50,000 square feet). Retail which increases VMT compared to previous shopping patterns may be considered significant.

As neither the City of Emeryville nor the Alameda CTC have established thresholds, and the new guidelines have not yet been adopted, this assessment is prepared for informational purposes only. This assessment focuses on the net-change in residential units that would be allowed under the Proposed GPA, as allowed retail development under the current General Plan and Proposed GPA must be locally serving and therefore would be exempt from a VMT assessment.

However, based on guidance provided by OPR, a potential development project in the Amendment Area may be exempt from the preparation of a VMT assessment as it is located within a half-mile of high quality transit, as long as it meets specific criteria, which include:

- Floor area ratio greater than 0.75;
- Does not oversupply parking as compared to code requirements; and,
- Is consistent with the Sustainable Communities Strategy.

2009 Findings

In the 2009 EIR, daily VMT for trips originating and/or ending in Emeryville were estimated using the Alameda County Congestion Management Agency model for the Year 2035. The balance of internal and external trips was estimated based on the ratio of internal to external trip generation as determined through the trip mode choice and generation, distribution, and assignment process.

The VMT per trip originating and/or ending in Emeryville would reduce from 6.5 miles to 6.0 miles in 2030 with the General Plan, representing an eight percent reduction over baseline (2008) conditions for Emeryville-related VMT. The eight percent reduction achieved by Emeryville was in contrast to the two percent increase in Bay Area VMT per Trip expected to occur by 2030. Emeryville VMT was expected to be about 30 percent less than the Bay Area VMT with the General Plan. No impact determination regarding VMT was made in the 2009 EIR, as it was not required.

The assessment found that the General Plan would reduce per capita VMT, even though congestion would result in some locations (as demonstrated in Impact 3.2-1).

Proposed GPA Analysis

This vehicle miles of travel assessment is prepared to estimate the overall amount of vehicle travel generated by the GPA, as well as for the purposes of SB 743 consistency. The following provides background information related to SB 743, followed by the VMT assessment.

For this assessment, the Metropolitan Transportation Commission (MTC) Travel Model was used as well as California household travel survey data. The MTC Travel Model is a model that assigns all predicted trips within, across, or to or from the nine-county San Francisco Bay Area region onto the roadway network and the transit system by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario. The City of Emeryville is expressed geographically in transportation as one Transportation Analysis Zone (TAZ), which limits its ability to consider the local transportation context of individual land development projects, but does allow for a comparison of projects in Emeryville to regional averages.

The travel behavior from the MTC Travel Model is modeled based on the following inputs:

- Socioeconomic data developed by the Association of Bay Area Governments (ABAG);
- Population data created using 2000 US Census and modified using the open source PopSyn software;
- Zonal accessibility measurements for destinations of interest;
- Travel characteristics and automobile ownership rates derived from the 2000 Bay Area Travel Survey; and
- Observed vehicle counts and transit boarding.

The daily VMT output from the MTC Travel Model for residential and office uses comes from a tour-based analysis. The tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from the project site. In this way, all of the VMT for an individual resident or employee is included; not just trips into and out of the person's home or workplace. For example: a resident leaves their apartment in the morning, stops for coffee, and then goes to the office. In the afternoon they head out to lunch, and then return to the office, with a stop at the drycleaners on the way. After work they go to the gym to work out, and then join some friends at a restaurant for dinner before returning home. The tour-based approach would add up the total amount driven and assign the daily VMT to this resident for the total number of miles driven on the entire "tour".

Table TRA- 2 describes the 2020 and 2040 VMT for TAZ 991, the TAZ in which the Amendment Area is located as well as the regional average.

TABLE TRA-2
DAILY VEHICLE MILES TRAVELED PER CAPITA – RESIDENTIAL USES ONLY

	Bay Area				Emeryville TAZ 991	
	2020		2040			
Land Use	Regional Average	Regional Average minus 15%	Regional Average	Regional Average minus 15%	2020	2040
Residential (VMT per Capita) [1]	15.0	12.8	13.8	11.7	9.2	8.3

1. MTC Model results at analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerCapita and accessed in May 2018.

SOURCE: Fehr & Peers, 2018.

As shown in **Table TRA-2**, the 2020 and 2040 average daily VMT per capita in the Amendment Area TAZ is more than 15 percent below the regional average. However, as the City of Emeryville is represented by only one TAZ, it is difficult to ascertain if development under the Proposed GPA would result in VMT less than 15 percent below Citywide average VMT.

A separate VMT calculation based on MTC Travel Model Data, California Household Survey Data, and the expected level of vehicle trip generation from the development under the Proposed GPA, was conducted with the results presented in **Table TRA-3**. As shown in Table TRA-3, residential units in the Amendment Area are expected to generate 6.9 vehicle miles of travel per capita, which is less than 15 percent of the existing and projected City of Emeryville average. This is primarily due to the Amendment Area location within a Major Transit Hub and Pedestrian Priority Zone. As increased residential development in the Amendment Area would help the City further reduce overall vehicle travel, the potential impact to VMT with the Proposed GPA is considered less than significant. Although presented for information only, this effect is the same as identified in the 2009 EIR, which shows that the General Plan would reduce VMT compared to regional VMT.

TABLE TRA-3
PROJECT VMT ESTIMATES – RESIDENTIAL USES ONLY

	Average Trip Length[1]	Total Trips[2]	Total VMT	Site Residents[3]	VMT Per Capita
Residential Increment (128 Units)	3.63	200	727	107	6.8

1. Based on California Household Travel Survey Data and NCHRP Research.
2. Net change in residential only vehicle trips from Table TRA-1.
3. Increment of 58 net-new dwelling units with an average of 1.84 people per dwelling unit.

SOURCE: Fehr & Peers, 2018.

Additionally, results of the VMT assessment show that allowing increased development by increasing residential density in this Amendment Area would reduce overall VMT growth as compared to developing the same number of residential units elsewhere in the region that is not as well served by transit, walking, and bicycle networks.

Summary – Transportation and Circulation

Overall, based on the preceding examination of transportation analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impact resulting with the Proposed GPA generally would be the same as those identified in the 2009 EIR. The level of additional development that could occur under the Proposed GPA would not trigger the need for the preparation of detailed transportation impact studies required by either Caltrans or Alameda CTC, although detailed site access and circulation reviews may be warranted for specific future projects. Moreover, development of additional residential development in the Amendment Area is expected to reduce VMT per capita on both a City and regional level; however, it is not expected to substantially increase the severity of transportation impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

17. Tribal Cultural Resources

	17. Tribal Cultural Resources *(Topic section not included in 2009 EIR)* Is the project:	**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐

Tribal Cultural Resources (Criteria 17a and 17b)

2009 EIR Findings

As discussed previously under Checklist Topic *5, Cultural Resources*, the 2009 EIR reported that there is a high possibility of uncovering and identifying additional archaeological deposits almost anywhere in the entire city. A records search revealed that five recorded Native American archaeological sites and 18 historic archaeological sites are currently located within the Emeryville General Plan area. However, the potential impacts to undiscovered archaeological resources and human remains **(2009 Impact 3.8-1)** would be less than significant with adherence to existing standards and laws pertaining to these resources.

Also, a number of historic buildings, including many which contribute to local historic districts are identified. A majority of the city's historic resources are located in the Emeryville Historic Industrial District, including 19 contributory resources. Two additional structures are listed on the NRHP. All properties listed in or determined eligible for the National Register are automatically included in the California Register. Development under the General Plan could result in the demolition of registered historical structures and historic structures not yet registered or deemed eligible for the NRHP. The potential for redevelopment under the General Plan to adversely affect / demolish these resources is considered a significant impact **(2009 Impact 3.8-2)**.

Proposed GPA Analysis

Since the prior analysis confirmed that development anywhere in the City could adversely affected archaeological resources, the less-than-significant impact identified in the 2009 EIR would continue to occur under the Proposed GPA. Although the Amendment Area does not include known historic resources nor is it located within the historic district, this analysis conservatively maintains the significant impact identified in the 2009 EIR. All activity will adhere to the State and local guidance's

for the treatment, notification, etc. of historic and archaeological resources should they be encountered.

Summary – Tribal Cultural Resources

Overall, based on the preceding examination of the tribal cultural resources analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of the tribal cultural resources impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

18. Utilities and Service Systems

18. **Utilities and Service Systems** *(Public Services and Utilities)* Would the project:	**Equal or Less Severity of Impact Identified in the 2009 EIR**	**Substantial Increase in Severity of Significant Impact Identified in the 2009 EIR**	**New Significant Impact**
a. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board; Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects; Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
b. Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
c. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects; Violate applicable federal, state, and local statutes and regulations related to solid waste;	☒	☐	☐
d. Violate applicable federal, state and local statutes and regulations relating to energy standards; or Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects.	☒	☐	☐

Water, Wastewater, Stormwater and Solid Waste (Criteria 18a through 18d)

2009 EIR Findings

The 2009 EIR identified that development under the General Plan would have less-than-significant utilities impacts regarding wastewater treatment capacity **(2009 Impact 3.10-3)**, increased water demand **(2009 Impact 3.10-2)**, as well as waste generation and landfill capacity **(2009 Impact 3.10-4)**.

The proposed General Plan would not exceed the remaining treatment capacity at the East Bay Municipal Utility District's plant, given the relative small percent the additional flows area compared to capacity, which is up to eight percent of the total wastewater treated by EBMUD's WWTP. No new or expanded water or wastewater treatment facilities would be required.

The proposed General Plan estimates a 2030 population of 16,500, while ABAG Projections 2005 estimated a 2030 population of 11,500 – both being approximately one percent of the total projected population of 1,598,000 in the EBMUD service area in 2030. This indicated that the future population under the General Plan was sufficiently accounted for in EBMUD's planning document. In addition, several General Plan policies would further reduce the impact of increased demand on the regional water supply (see Appendix D to this document, under *Impact 3.10-2*).

Similarly, Emeryville's waste generation in 2030 will represent 0.1 percent of the daily permitted waste intake. Therefore, it is expected that the Altamont Landfill has adequate capacity to accommodate waste generated by the proposed project, and with numerous waste reduction and diversion requirements, such as a zero or near zero waste measures,

Proposed GPA Analysis

The assessment of adequate capacities related to water, stormwater and solid waste are largely driven by population and building activity. As previously described, the Proposed GPA will result in a minimal increase in population and growth relative to the General Plan growth previously analyzed. The impacts would be the same as identified in the 2009 EIR.

Summary – Utilities and Service Systems

Overall, based on the preceding examination of the utilities and service systems analysis and conclusions of the 2009 EIR, as well as the analysis of the Proposed GPA, utility impacts resulting with the Proposed GPA would be the same as those identified in the 2009 EIR. The Proposed GPA would not substantially increase the severity of utility impacts identified in the 2009 EIR, nor would it result in new significant impacts not identified in the 2009 EIR.

Appendices (follows Section VII. *Addendum Findings / CEQA Compliance*)

A. **2009 Original General Plan Maps**

Original Maximum FAR Map (EIR Figure 2.3-2; GP Figure 2-3), Maximum Building Heights Map (EIR Figure 2.3-3; GP Figure 2-4), and Maximum Residential Densities Map (EIR Figure 2.3-4; GP Figure 2-6), as adopted with the original 2009 General Plan and analyzed in the 2009 General Plan EIR (Source: 2009 Final EIR, Chapter 4, *Revisions to the Draft EIR*)

B. **Current General Plan Maps, as Amended**

Current Maximum FAR Map (GP Figure 2-3), Maximum Building Heights Map (GP Figure 2-4), and Maximum Residential Densities Map (GP Figure 2-6), as Amended (Source: City of Emeryville website, *The General Plan*, Chapter 2. https://www.ci.emeryville.ca.us/385/General-Plan-and-Supporting-Documents. Accessed July 12, 2018)

C. **Proposed GPA Development Scenario Area Assessor Parcel Maps and Acreage**

D. **2009 EIR Table ES-3, Summary of Impacts and Proposed General Plan Policies that Reduce the Impact**

E. **Technical Air Quality Emissions Data**

VII. Addendum Findings / CEQA Compliance

The analysis in the preceding Addendum Checklist contains the substantial evidence supporting that the Proposed GPA qualifies for an addendum. This is because the following findings can be made regarding the conditions for preparation of a subsequent EIR, pursuant to State PRC Section 21166 and CEQA Guidelines Sections 15162 and 15164.

Findings

Public Resources Code § 21166

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

The Proposed GPA will not involve substantial changes to the 2009 General Plan that will require major revisions of the 2009 EIR. The environmental analysis in the Addendum Checklist does not identify any new or changed environmental effects resulting from increased allowances for maximum FAR, building height, and/or residential density within the 2.52-acre Amendment Area.

The 2030 buildout scenario analyzed in the 2009 EIR would result in 16,600 residents, 9,800 residential dwelling units, and approximately 3.1 million square feet of retail floor area citywide, as summarized in Table 1 of this Addendum Checklist. Apportioning the 2030 buildout scenario to the proposed 2.5-acre Amendment Area, 145 residents, 85 residential dwelling units, and no retail floor area was assumed to occur, as show in Table 4 of this document.

Comparing the Amendment Area's maximum allowable FAR, building height, and residential density analyzed in the 2009 EIR compared to the Proposed Amendment, the maximum FAR would increase from 1.6 to 3.0, maximum building height would increase from 55 feet to 75 feet, and maximum residential density would increase from 60 to 100 units per acre, as show in in Table 2 of this document and illustrated in Figures 4 through 6 and in Appendix B to this document.

As analyzed in this Addendum Checklist, the aforementioned changes will result an addition of up to 98 residents, 58 residential dwelling units, 15,000 square feet of additional ground floor retail space in the Amendment Area, and up to 20 additional feet in building height (as limited by the FAR). This change in development results in up to 41 additional peak-hour vehicle trips nearby the Amendment Area, which is not a substantial change compared to the citywide increases resulting from the 2030 buildout scenario analyzed in the 2009 EIR (see Table TRA-1 of this document). The growth and change in the Amendment Area is approximately 68 percent from existing conditions (see Table 4). Comparatively, the growth and change citywide in the 2009 EIR ranges from 64 to 71 percent (see Table 1). The difference in the resulting changes are not substantial — 68 percent compared to 64 to 71 percent. Therefore, no major revisions are required to the 2009 EIR.

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

Since preparation of the analysis and certification of the 2009 EIR, there have been no substantial changes to the circumstances under which the Proposed GPA would be

undertaken; new development has occurred citywide consistent with the 2009 General Plan—as amended through 2016— as well as in and near the Amendment Area. However, as discussed in the environmental analysis in the Addendum Checklist, no recent development has caused substantial changes in circumstances, such as circulation, site conditions, resource availability, etc. Nor has the City previously amended the General Plan, zoning, or other guidance or regulations that would apply to development under the Proposed GPA and cause development in the Amendment Area to be conducted differently than considered in the 2009 EIR. Therefore, no major revisions are required to the 2009 EIR.

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

No new information emerged that would materially change the analyses or conclusions set forth in the 2009 EIR and that was not known and could not have been known with the exercise of reasonable diligence when the 2009 EIR was certified on October 13, 2009.

New information addressed in the analysis primarily pertain to updated BAAQMD thresholds and criteria, but general awareness of these topics and their potential environmental considerations were well-known at that time. Moreover, new significance thresholds are not considered "new information" for purposes of this finding; CEQA Guidelines Section 15088.5 directs that "significant new information" warranting recirculation of an EIR is information that, because it did not previously exist in the EIR, deprived the public of "meaningful opportunity to comment on a significant impact and/or feasible mitigation measures or alternatives that the project sponsor declined to implement. This is not the case for new thresholds adopted by BAAQMD for the quantification of construction emissions and the quantification of cumulative health risks during construction and operations, as discussed in in the Checklist Topic *3. Air Quality*. See related findings under Section 15162 (3), below.

CEQA Guidelines § 15162 - Subsequent EIR [and Negative Declaration]

1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR [or negative declaration] due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

As described in *Finding* PRC 21166(a), the Proposed GPA does not constitute a substantial change to the General Plan that requires major revisions to the 2009 EIR. As also described above, the additional 98 residents, 58 residential dwelling units, 15,000 square feet of additional ground floor retail space, and up to 41 additional peak-hour vehicle trips near the Amendment Area that could result with the Proposed GPA would not worsen or create new significant impacts compared to those identified in the 2009 EIR.

Compared to citywide growth and development, the increase of 98 persons to the previous 16,600 (less than 0 percent increase), 58 housing units to the previous 9,800 (0.58 percent increase), 15,000 square feet of retail space added to the previous 3,083,000 square feet (0.48 percent increase) are reasonably considered nominal increases that would not result in new significant impacts. A comparison of the proposed GPA growth to the 2009 General Plan is not the basis for assessing the environmental effects of the Proposed Amendment in this Addendum Checklist. [16] However, the nominal increase in citywide growth and

[16] The impact analysis in this CEQA Checklist apportions the citywide 2030 buildout scenario to the proposed 2.52-acre Amendment Area.

development with the Proposed GPA would consequently increase the number of peak-hour and daily vehicle trips and resulting emissions and traffic noise; school-age children; as well as increase the demands for public services, use of recreation facilities, and utilities and service systems. Also, the additional residents and employees would be located in an area of existing seismic, noise and potentially hazardous conditions, but these conditions are the same as evaluated in the previous analysis. Further, the potentially taller structures that could be built in the Amendment Area with the Proposed GPA would be the same height as those that could be built on the opposite sides of the streets bordering the Amendment Area (west across the San Pablo Avenue corridor, and south across 40th Street. (Each of the impacts identified in the 2009 EIR and that will remain unchanged with the Proposed GPA are summarized in *Finding* 15164(e) below.)

The Proposed GPA does not require preparation of a subsequent EIR under this finding.

2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

As described in *Finding* PRC 21166(b), no substantial changes have occurred to the circumstances under which the Proposed GPA would be undertaken. As also described in Finding 15162(1) above, the additional growth and development would not worsen or create new significant impacts compared to those identified in the 2009 EIR. The Proposed GPA does not require preparation of a subsequent EIR under this finding.

3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*

As discussed under Finding PRC 21166(c), no new information, including that of substantial importance and that was not and could not have been known with the exercise of reasonable diligence when the 2009 EIR was certified (October 13, 2009). Therefore, none of the following conditions were consequently met.

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

Although not meeting the conditions of "new information" prescribed in these findings, the City elected to discuss for informational purposes the potential environmental effects of the Proposed GPA under the new significance thresholds that did not apply in 2009. These address **forestry resources**, **construction emissions**, **cumulative health risk exposure**, **vehicle miles traveled** (VMT), and **tribal cultural resources** (See Checklist references in summarizing *Finding* 15164(e). Also, the analysis of the Proposed GPA factors in any changes to projections or background conditions published in regional projections or demographic data (e.g., ABAG, U.S. Census), since the 2009 EIR; these new data factor into **population growth** (Checklist Criteria 3a and 13a). None of these new topics or thresholds would have a significant effect not previously known or analyzed, as supported by the analysis in the Addendum Checklist for informational purposes.

No new significant impacts would result in the Proposed GPA that did not get addressed in the 2009 EIR.

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

While no "new information" prescribed in these findings exist, the Proposed GPA does not substantially increase the severity of previous *significant* environmental impacts identified in the 2009.

The significant impacts identified in the 2009 EIR are listed in Section II, *Background,* and in each of the topical analyses in Section VI, *Addendum Checklist,* in of this document. They include the following, each followed by the analysis evidence supporting the finding:

- **Traffic and Circulation:** intersection operations (2009 Impact 3 .2-1); freeway segments (2009 Impact 3.2-2); and transit travel times (2009 Impact 3.2-3)

  The analysis under Checklist Topic 16, *Transportation and Circulation,* concludes that the addition of 41 additional peak-hour vehicle trips with the Proposed Amendment would not result in a new significant effect by itself or worsen the significant unavoidable finding in the 2009 EIR.

- **Noise:** roadway noise (2009 Impact 3.7-2)

  The analysis under Checklist Topic 12, *Noise*, concludes that the addition of 41 peak-hour resulting from 58 residential units and an additional 15,000 square feet of retail use with the Proposed Amendment would not result in a new significant effect by itself or worsen the significant unavoidable finding in the 2009 EIR.

- **Cultural Resources:** historic resources (2009 Impact 3.8-2)

  The analysis under Checklist Topic 5, *Cultural Resources*, concludes that the additional 58 residential units and 15,000 square feet of retail development with the Proposed Amendment would not result in a new significant effect by itself or worsen the significant unavoidable finding in the 2009 EIR.

- **Air Quality:** Bay Area Ozone Strategy conflict (2009 Impact 3.9-1)

  The analysis under Checklist Topic 3, *Air Quality*, concludes that the additional 98 residents with the Proposed Amendment would not substantially worsen the City's exceedance of the previous regional population projections (ABAG 2003) or current projections (ABAG 2013) (the exceedances with the Proposed Amendment being 1.2 percent exceedances in both instances). Therefore, would not result in a new significant effect or worsen the significant unavoidable finding in the 2009 EIR.

Therefore, no significant impacts identified in the 2009 EIR would become substantially more severe with the Proposed GPA.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;

No mitigation measures were identified in the 2009 EIR, however mitigating General Plan policies and actions that reduced impacts were identified. None of the General Plan policies or actions were considered infeasible. The 2009 EIR analyzed two growth alternatives, neither of which were considered infeasible. This condition described in this finding does is not met by the Proposed GPA because the Proposed Amendment would not result in changes to any of the significant effects identified in the 2009 EIR, and the project proponent (the City of Emeryville) adopted all mitigation policies and actions proposed and that continue to apply under the Proposed GPA.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No new mitigation measures, or new or different alternatives are introduced in this Addendum Checklist analysis as a result of new impacts identified with the Proposed GPA. Therefore, this condition is not met by the Proposed GPA.

CEQA Guidelines § 15164 - Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

None of the conditions described in Section 15162 apply, as discussed above. No changes or additions are necessary to the 2009 EIR for it to adequately address the environmental effects with the Proposed GPA. A subsequent EIR is not required.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary.

Not applicable. This addendum is to an EIR.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

The City of Emeryville, as lead agency, will attach this addendum to the Final EIR

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

The Emeryville City Council will consider this addendum with the Final EIR prior to making a decision on the Proposed GPA.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

The City of Emeryville decided not to prepare a subsequent EIR for the CEQA clearance of the Proposed GPA. As discussed throughout this document, which presents the supporting substantial evidence for the City's decision throughout this document, the environmental analysis in the Addendum Checklist (Section VI) and its associated appendices, no conditions under Section 15162 above are triggered by the Proposed GPA.

As described in *Finding* PRC 21166(a) above, the Proposed GPA could add to the 2030 General Plan buildout scenario for the entire city up to 98 residents, 58 residential dwelling units, 15,000 square feet of additional ground floor retail space, and up to 41 additional peak-hour vehicle trips near the Amendment Area. Citywide, the 2030 buildout scenario included 16,600 residents, 9,800 residential units, and 3.1 million square feet of retail space. Although not the basis for assessing the environmental effects in this Addendum Checklist, the Proposed GPA's contributions to the 2030 buildout scenario represents increases of less than 0 percent (population), 0.58 percent (housing units), and 0.48 percent (retail use floor area). [17]

Also, properties fronting the east side of San Pablo Avenue for approximately two city blocks - between 41st Street and mid-block of 43rd Street and 45th Street, could be developed approximately 20 feet taller than previously considered, and the same as allowed on the west side of San Pablo Avenue, opposite the Amendment Area, as well as commercial areas further west and south of 40th Street.

The environmental analysis provides evidence that the additional residents, physical development, traffic, and their other associated effects would not make these 2009 *beneficial* impacts worse or result in a *new significant impact:*

- **Land Use, Plans and Policies**: local and regional physical connectivity (2009 Impact 3.1-1)
- **Hydrology and Water Quality:** temporary and long-term water quality at Temescal Creek (2009 Impact 3.5-4)
- **Parks and Recreation:** parkland service ratio (2009 Impact 3.11-1)
- **Aesthetics:** visual character (2009 Impact 3.12-2)

The environmental analysis also provides evidence that the additional residents, physical development, traffic, and their other associated effects would not make the impacts for these 2009 *less-than-significant impacts* substantially worse or result in a *new significant impact:*

- **Land Use, Plans and Policies:** displacement of houses, businesses, and/or people (2009 Impact, 3.1-2); conflict with other plans and ordinances (2009 Impact 3.1-3); and land use incompatibility (2009 Impact 3.1-4)

[17] The impact analysis in this CEQA Checklist apportions the citywide 2030 buildout scenario to the proposed 2.52-acre Amendment Area.

- **Traffic and Circulation:** Emery Go-Round and AC Transit bus overcrowding (2009 Impact 3.2-4); pedestrian and bicyclist hazards (2009 Impact 3.2-5); and motor vehicle parking demand (2009 Impact 3.2-6)
- **Hazards and Hazardous Materials**: releases during construction (2009 Impact 3.3-1); hazardous building components during demolition and construction (2009 Impact 3.3-2); handling/storage during construction (2009 Impact 3.3-3); and accidental upset (2009 Impact 3.3-4)
- **Biological Resources**: special status species (2009 Impact 3.4-1); nesting birds and nesting raptors (2009 Impact 3.4-2); filling of wetlands/other waters (2009 Impact 3.4-3); and street trees (2009 Impact 3.4-4)
- **Hydrology and Flooding:** erosion/siltation during construction (2009 Impact 3.5-1), dewatering/discharge during construction (2009 Impact 3.5-2); stormwater drainage patterns and system (2009 Impact 3.5-3); and flood/flooding risk (2009 Impact 3.5-5)
- **Geology, Soils, and Geohazards:** erosion during construction (2009 Impact 3.6-1); seismic risk (2009 Impact 3.6-2); and settlement/expansive soils (2009 Impact 3.6-3)
- **Noise:** construction noise (2009 Impact 3.7-1); roadway noise (2009 Impact 3.7-2); and ground-borne noise/vibration (2009 Impact 3.7-2)
- **Cultural Resources:** archaeological resources (2009 Impact 3.8-1), and paleontological resources (2009 Impact 3.8-3)
- **Air Quality:** Transportation Control Measures [TCMs] consistency (2009 Impact 3.9-2); fugitive dust/criteria pollutants during construction (2009 Impact 3.9-3); substantial pollutant concentrations (2009 Impact 3.9-4); and odors (2009 Impact 3.9-5)
- **Public Services:** school facility demand (2009 Impact 3.10-1); water demand (2009 Impact 3.10-2); wastewater treatment capacity and waste generation (2009 Impact 3.10-3); landfill capacity (2009 Impact 3.10-4); and police and fire services (2009 mpact 3.10-5)
- **Recreation:** facilities deterioration (2009 Impact 3.11-2), and recreational facilities expansion (2009 Impact 3.11-3)
- **Aesthetics**: scenic vistas (2009 Impact 3.12-1), and short-term visual resources/views (2009 Impact 3.12-3)
- **Greenhouse Gas and Energy:** project contribution to total cumulative energy consumption (2009 Impact 3.13-1); construction of new energy infrastructure facilities (2009 Impact 3.13-2); project contribution to total cumulative carbon dioxide equivalent emissions (2009 Impact 3.13-3); and Emeryville Climate Action Plan conflict (2009 Impact 3.13-4)

Further, the environmental analysis provides evidence that the additional residents, physical development, traffic, and their other associated effects would not make these *significant and unavoidable* impacts substantially worse (also see Finding 15162(3)(B) above):

- **Traffic and Circulation:** intersection operations (2009 Impact 3 .2-1); freeway segments (2009 Impact 3.2-2); and transit travel times (2009 Impact 3.2-3)
- **Noise:** roadway noise (2009 Impact 3.7-2)
- **Cultural Resources:** historic resources (2009 Impact 3.8-2)
- **Air Quality:** Bay Area Ozone Strategy conflict (2009 Impact 3.9-1)

Lastly, as discussed above for *Finding* 15162(3)(A), the analysis addresses the following topics that were not addressed in the 2009 EIR because they were not required for CEQA purposes when that EIR was prepared. These analyses are included for informational purposes since none are considered "new information" that was not known and could not have been known with the exercise of reasonable diligence when the 2009 EIR was certified. Moreover, none of the topics result in a new significant impact.

- **Forestry Resources** (Checklist Topic 2, *Agriculture and Forestry Resources*, Criteria c-e)
- **Construction Emissions** (Checklist Topic 3, *Air Quality*, Criterion c)
- **Cumulative Health Risk Exposure** (Checklist Topic 3, *Air Quality*, Criterion d)
- **Vehicle Miles Traveled** (Checklist Topic 16, *Transportation and Circulation*, Criterion g)
- **Tribal Cultural Resources** (Checklist Topic 17, *Tribal Cultural Resources,* Criteria a-b)

Based on the results of these findings, no subsequent EIR is warranted to address the Proposed GPA.

Determination

Overall, the analyses conducted and the conclusions reached in the 2009 EIR certified by the Emeryville City Council on October 13, 2009, remain valid. The development scenario for the Proposed GPA would not cause new or substantially more severe significant impacts not identified in the previously certified 2009 EIR. No new mitigation measures or mitigating General Plan policies would be necessary to reduce significant impacts. No changes have occurred, with respect to circumstances surrounding buildout of the General Plan, that would cause significant environmental impacts to which the General Plan with the Proposed GPA would contribute considerably, and no new information has been put forward that shows that new significant environmental impacts would occur.

Therefore, the potential environmental impacts associated with the Proposed GPA have been adequately analyzed and determined to be covered by the prior 2009 EIR. Moreover, no supplemental environmental review is required in accordance with PRC Section 21166 and CEQA Guidelines Sections 15162 and 15164. The above findings provide the basis for CEQA compliance.

Charles S. Bryant

9/19/18

Charles S. Bryant, AICP
Community Development Director

Date

VIII. References

All references cited below are specific to this Addendum and available to view electronically at the City of Emeryville, Planning Division, 1333 Park Avenue, Emeryville, California, unless specified otherwise. References previously cited in the 2009 General Plan are incorporated herein by reference.

ABAG, 2013. *Bay Area Plan* Projections 2013. December 2013.

BAAQMD, 2017a. California Environmental Quality Act Air Quality Guidelines, (2017), http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed August 7, 2018.

BAAQMD, 2017b. Final 2017 Clean Air Plan, adopted April 19, 2017. Available: http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en, accessed August 7, 2018.

BAAQMD, 2018a. Bay Area Air Pollution Summary, 2015 -2017, http://www.baaqmd.gov/about-air-quality/air-quality-summaries, accessed August 7, 2018.

BAAQMD, 2018b. Air Quality Standards and Attainment Status, updated June 28, 2018, http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status, accessed August 7, 2018.

California Department of Conservation, Farmland Mapping and Monitoring Program, 2014. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/ala14.pdf. California Department of Conservation, Division of Land Resource Protection, 2014, accessed August 29, 2018.

City of Emeryville documents

City of Emeryville, Emeryville General Plan. October 2009, amended 2015. http://www.ci.emeryville.ca.us/385/General-Plan-and-Supporting-Documents

City of Emeryville, Emeryville General Plan Draft Environmental Impact Report (EIR). May 2009. http://www.ci.emeryville.ca.us/385/General-Plan-and-Supporting-Documents

City of Emeryville, Emeryville General Plan Final EIR. August 2009. http://www.ci.emeryville.ca.us/385/General-Plan-and-Supporting-Documents

City of Emeryville, Sherwin Williams Project Draft EIR. September 2016. http://www.ci.emeryville.ca.us/1019/Sherwin-Williams

Appendix A

2009 Original General Plan Maps for Maximum FAR, Building Heights, and Residential Densities

This page intentionally left blank

Figure: 2.3-2

FLOOR AREA RATIO

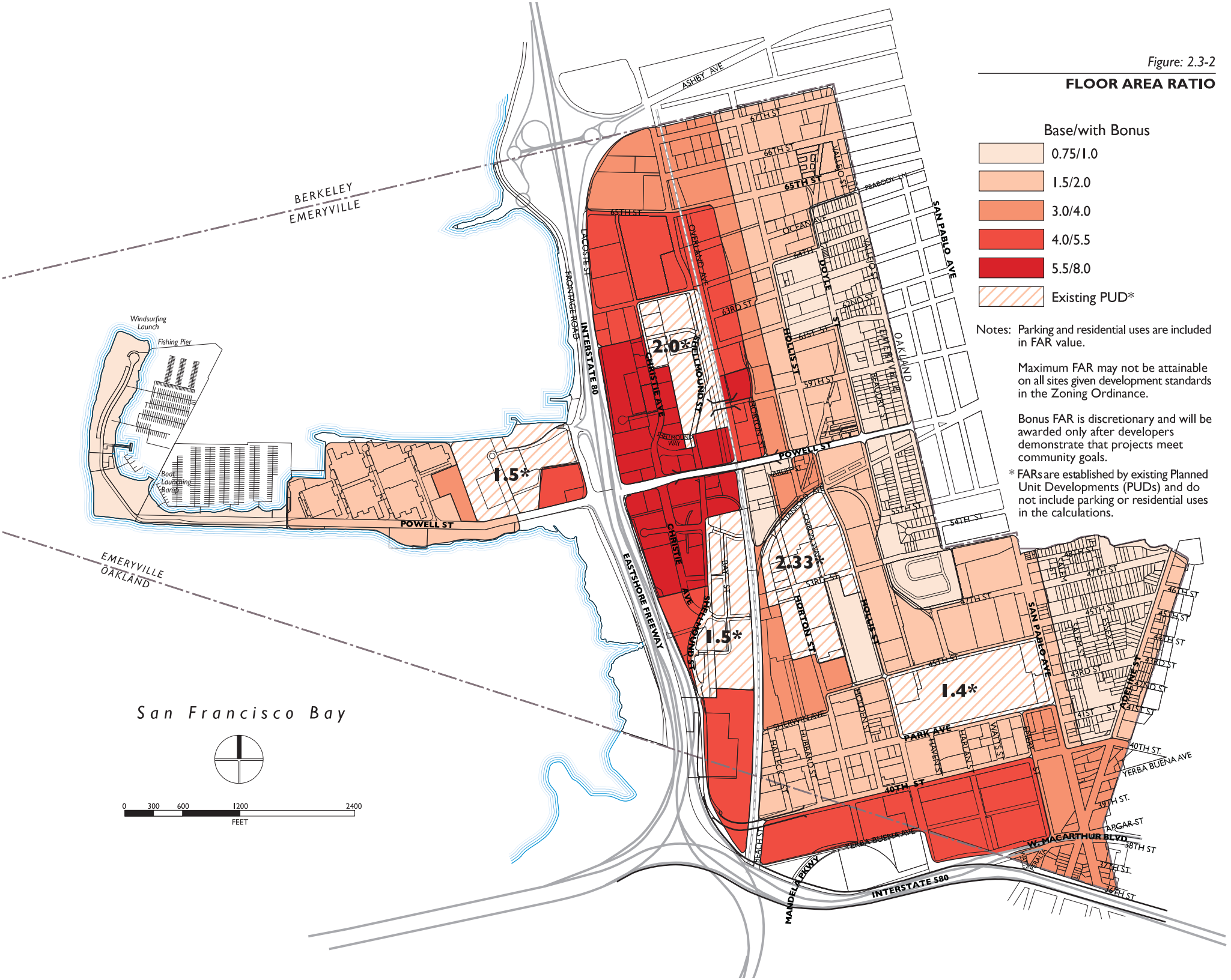
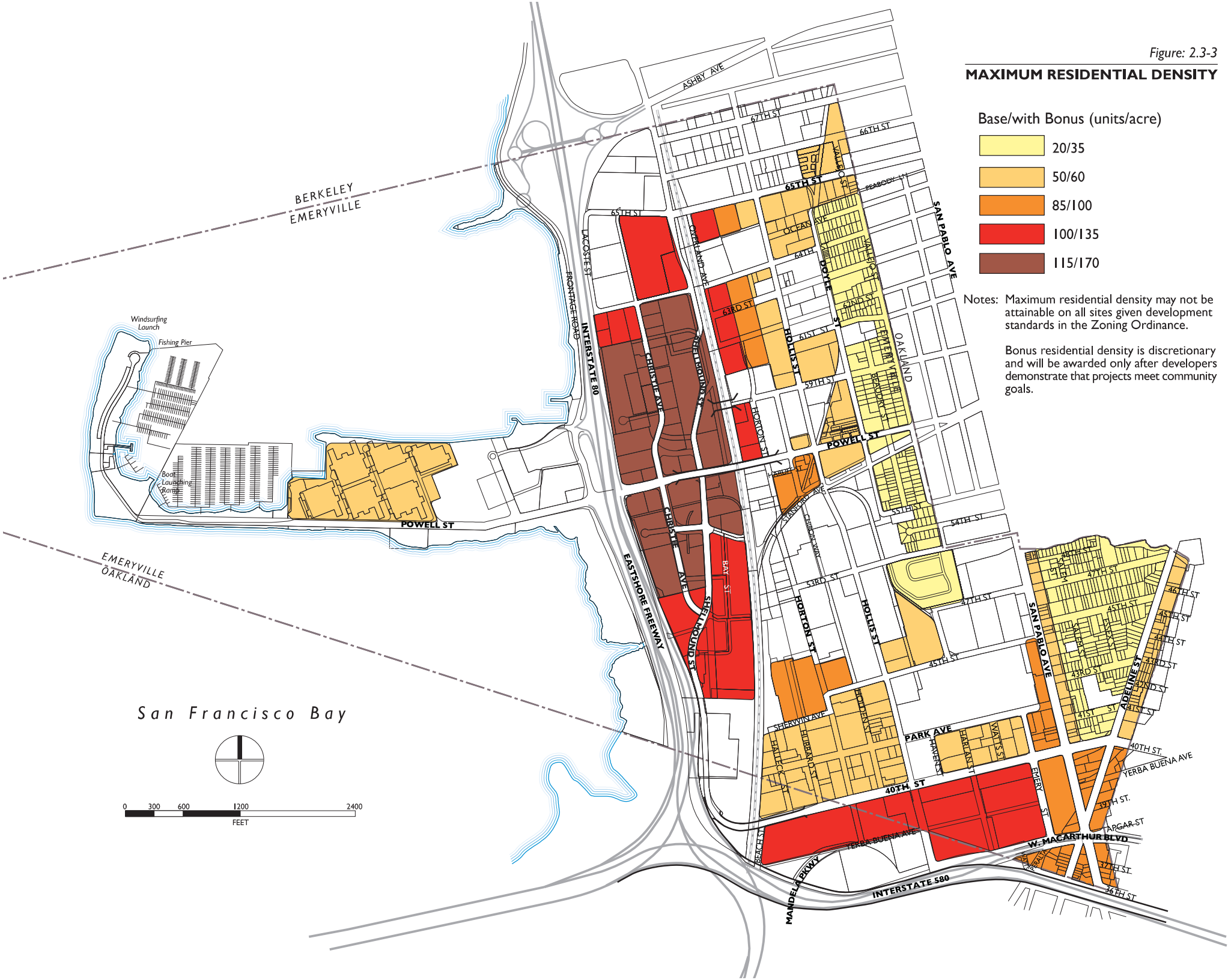


Figure: 2.3-3

MAXIMUM RESIDENTIAL DENSITY

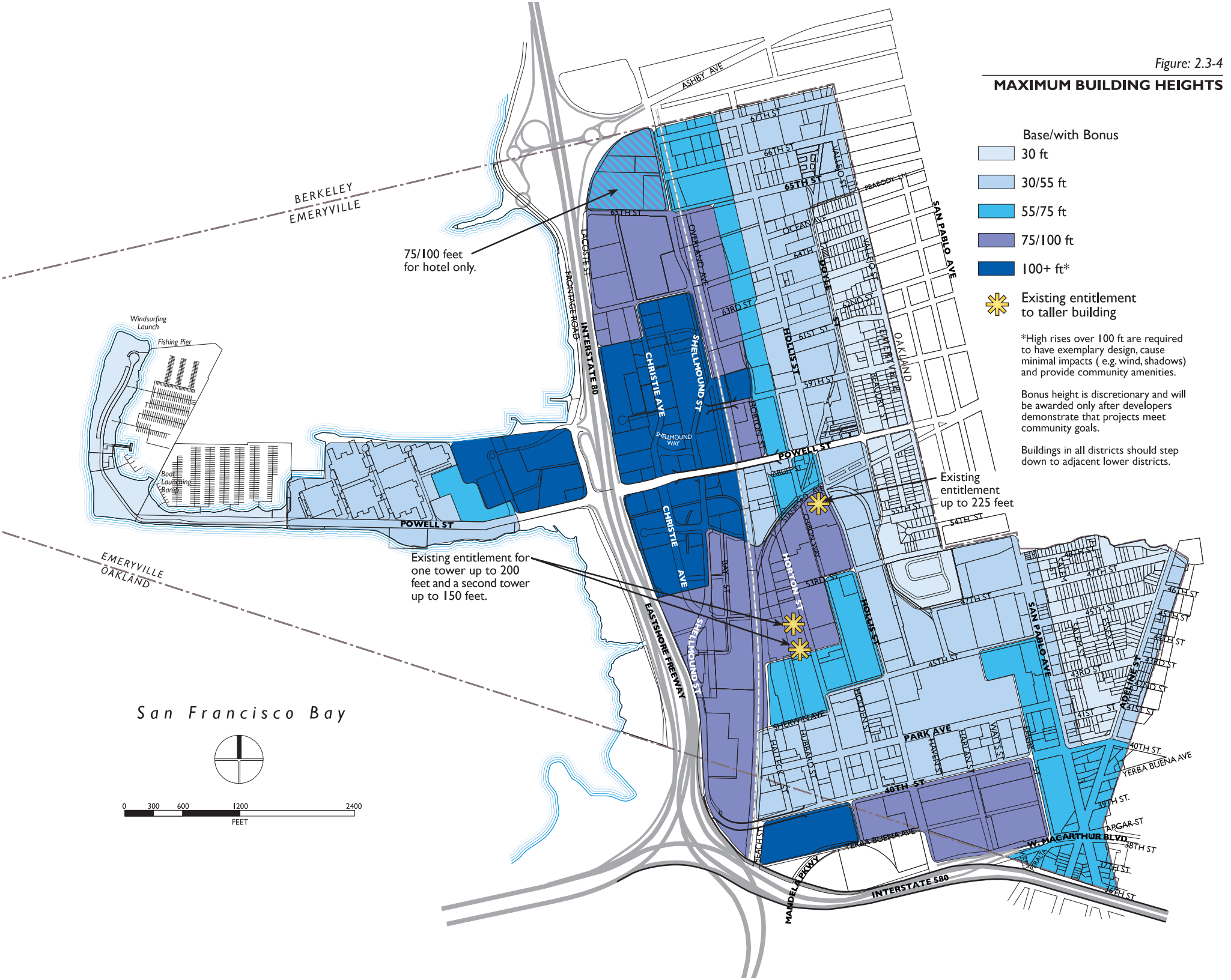


Notes: Maximum residential density may not be attainable on all sites given development standards in the Zoning Ordinance.

Bonus residential density is discretionary and will be awarded only after developers demonstrate that projects meet community goals.

Figure: 2.3-4

MAXIMUM BUILDING HEIGHTS



This page intentionally left blank

Appendix B

Current General Plan Maps for Maximum FAR, Building Heights, and Residential Densities (as amended through 2016 GPA #7)

This page intentionally left blank

FIGURE 2-3

Maximum Floor Area Ratios

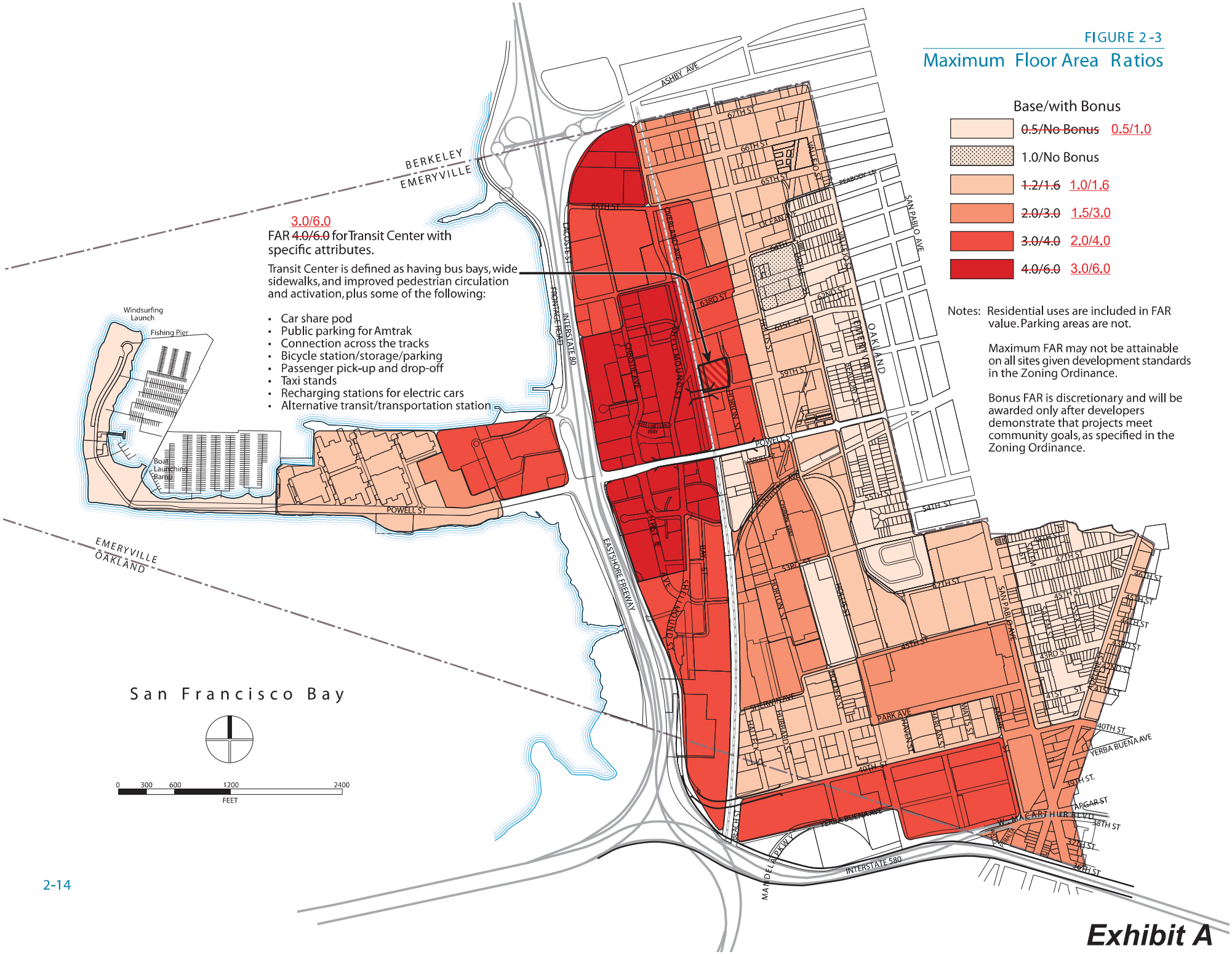


Exhibit A

FIGURE 2-4

Maximum Building Heights

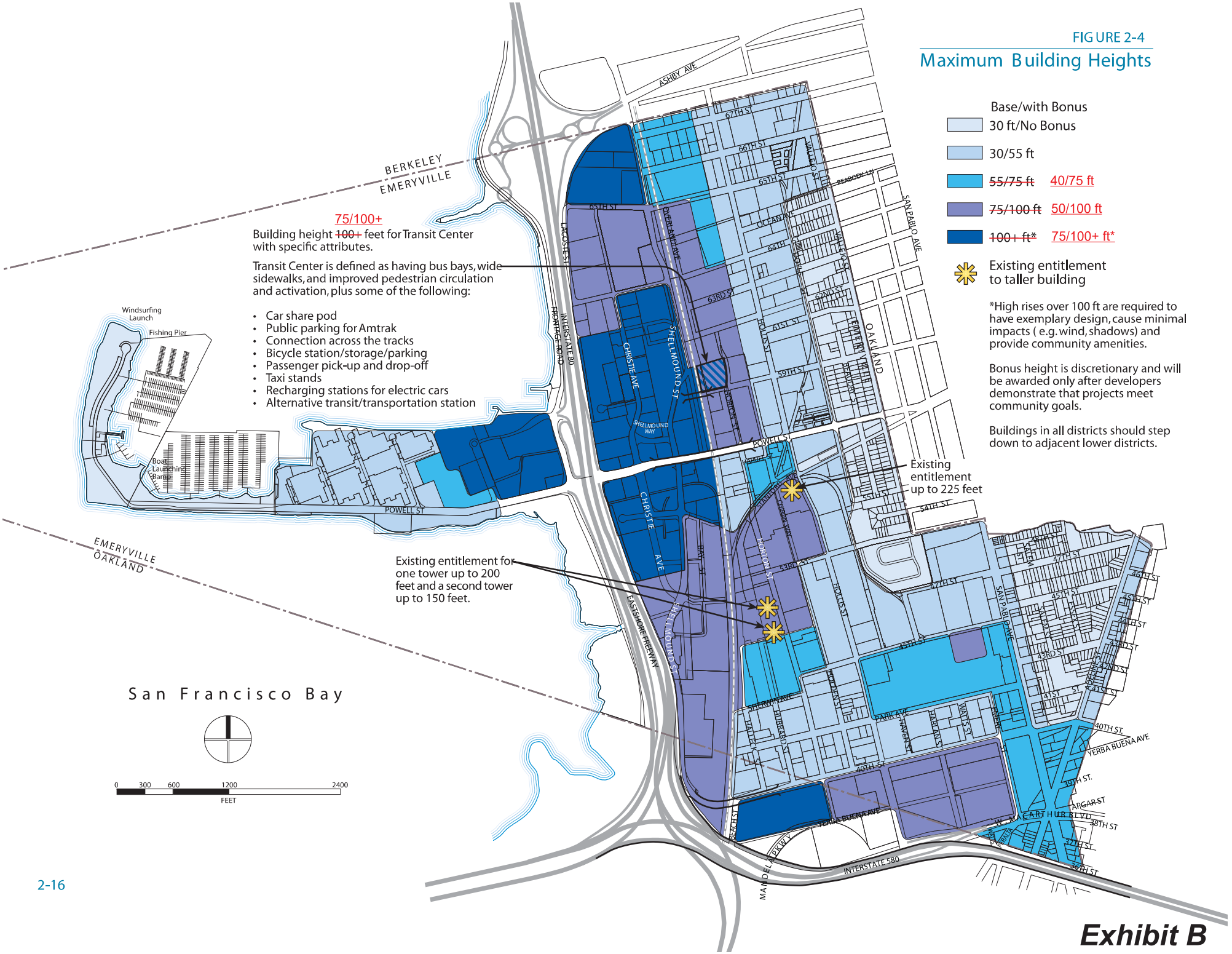


Exhibit B

FIGURE 2-6

Maximum Residential Densities

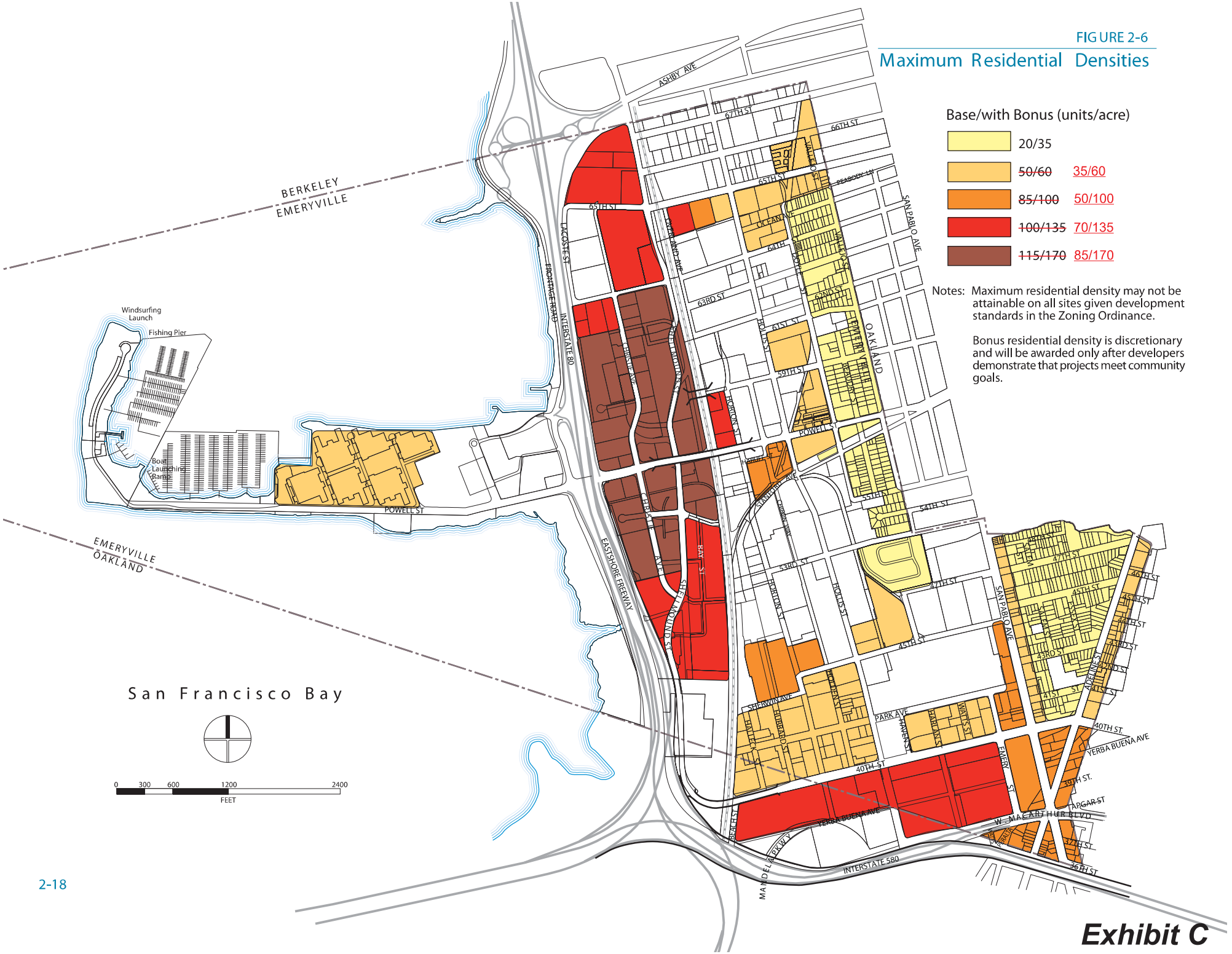


Exhibit C

This page intentionally left blank

Appendix C

Proposed GPA Development Scenario Area Assessor Parcel Maps and Acreage

This page intentionally left blank

ASSESSOR'S MAP 49

1555

SCALE: 1" = 50'

Code Area Nos. 14-004

(A) Map of Lot No.7 in the H.C. DOHR's HOMESTEAD 19/7
(B) P.M.8005 270/44 45
(C) TR. 7945 305/23-24

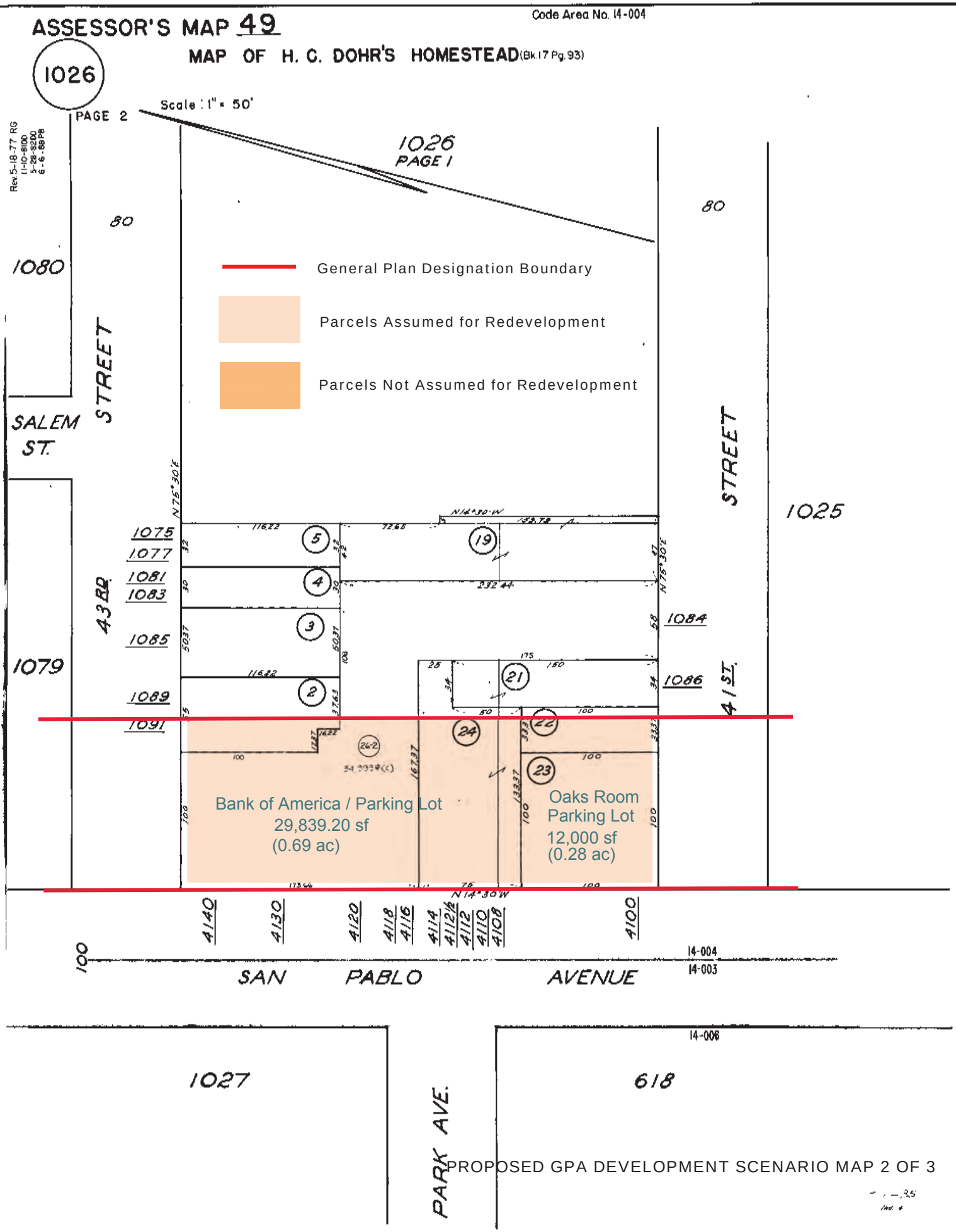
Parcels Assumed for Redevelopment

Parcels Not Assumed for Redevelopment

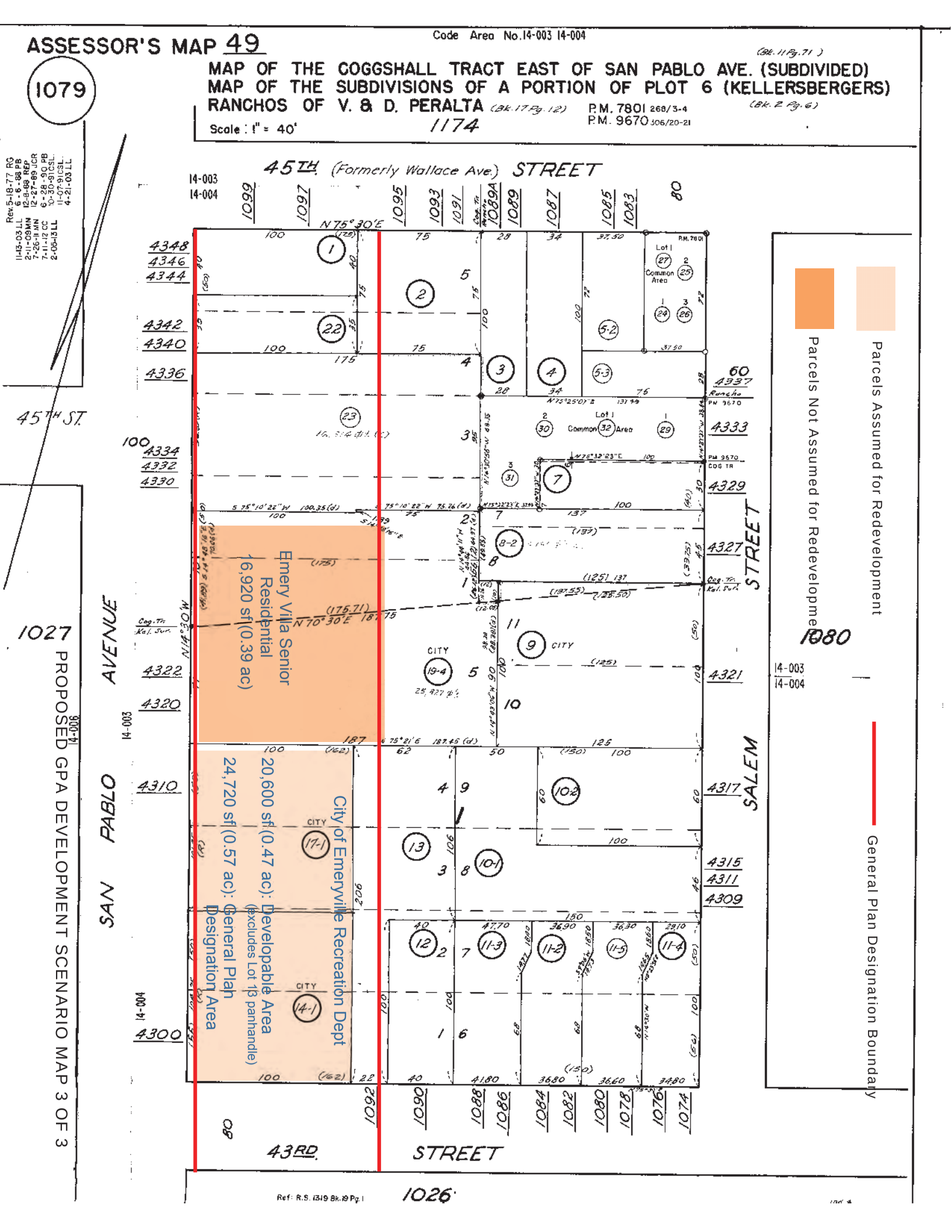
General Plan Designation Boundary

Oak Walk Residential & Convenience Market
25,874.4 sf
(0.59 ac)

PROPOSED GPA DEVELOPMENT SCENARIO MAP 1 OF 3



PROPOSED GPA DEVELOPMENT SCENARIO MAP 2 OF 3


ASSESSOR'S MAP 49
Code Area No. 14-003 14-004
(Bk. 11 Pg. 71)
MAP OF THE COGGSHALL TRACT EAST OF SAN PABLO AVE. (SUBDIVIDED)
MAP OF THE SUBDIVISIONS OF A PORTION OF PLOT 6 (KELLERSBERGERS)
RANCHOS OF V. & D. PERALTA (Bk. 17 Pg. 12)
P.M. 7801 268/3-4
P.M. 9670 306/20-21
(Bk. 2 Pg. 6)
Scale : 1" = 40'
1174
1079
45TH (Formerly Wallace Ave.) STREET
14-003
14-004
45TH ST.
1027
SAN PABLO AVENUE
14-003
14-004
SALEM STREET
1080
14-003
14-004
43RD. STREET
1026
Emery Villa Senior Residential
16,920 sf (0.39 ac)
20,600 sf (0.47 ac): Developable Area
(excludes Lot 13 panhandle)
24,720 sf (0.57 ac): General Plan Designation Area
City of Emeryville Recreation Dept
Parcels Assumed for Redevelopment
Parcels Not Assumed for Redevelopment
General Plan Designation Boundary
PROPOSED GPA DEVELOPMENT SCENARIO MAP 3 OF 3
Ref: R.S. 13/9 Bk. 19 Pg. 1

Appendix D

2012 EIR Table ES-3, Summary of Impacts and Proposed General Plan Policies that Reduce the Impact

This page intentionally left blank

Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the potential impacts of the proposed City of Emeryville General Plan.[1] The proposed Plan was developed in response to policy direction provided by the City Council and the Planning Commission as well as community concerns identified through an extensive public participation and outreach program, including newsletters, community workshops and public meetings in 2005-2009. The City of Emeryville is the "lead agency" for this EIR, as defined by the California Environmental Quality Act (CEQA). As the lead agency, the City is required to evaluate the potential effects of the Plan in an EIR.

An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a proposed project. No mitigations are identified. Impacts have either been addressed through new General Plan policies or are significant and unavoidable. The EIR also evaluates reasonable alternatives to the proposed project that may reduce or avoid one or more significant environmental effects. These alternatives must include a "No Project" alternative that represents the result of not implementing the project and a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects of the project.[2] Based on the alternatives analysis, an environmentally superior alternative is identified.

This EIR is a program EIR that examines the potential effects resulting from implementing designated land uses and policies in the proposed General Plan. The impact assessment evaluates the General Plan as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this EIR does not assess site-specific impacts. In order to place many of the proposed General Plan policies into effect, the City would adopt or approve specific actions, such as zoning regulations, zoning map amendments, design guidelines, development impact fees, specific plans, capital improvement programs, development projects, that would be consistent with the policies and implementation measures of the Plan and therefore reflected in this EIR. Any future development project made possible by the General Plan will be subject to individual, site-specific environmental review, as required by State law. Project-level environmental review will need to focus on project-scale impacts. Cumulative and citywide impacts (such as traffic), would not need to be evaluated, provided the data and assumptions used in this EIR remain current and valid.

[1] Throughout this document, the term "proposed Emeryville General Plan" is used interchangeably with "General Plan," "proposed Plan" or the "proposed project."

[2] CEQA Guidelines 15126.6(a)

E.1 PROPOSED PROJECT

The City of Emeryville is located on the east shore of San Francisco Bay in Alameda County. It is bordered by the City of Berkeley to the north, the City of Oakland to the east and south, and the San Francisco Bay to the west.

The proposed Emeryville General Plan is intended to replace the existing General Plan, which was last updated in 1987 and revised in 1993. The General Plan is comprised of goals, policies, a land use diagram, and other graphic figures and maps (e.g. open space systems, a transportation network, and public facilities) to guide future development within the city's boundaries, through the year 2030.

The Plan includes the seven elements required by State law, including Land Use, Transportation/ Circulation, Housing, Open Space, Conservation, Noise, and Safety. It also includes two optional elements, Sustainability and Urban Design. The Housing Element is being updated separately in 2009 and is not part of the current General Plan revision, so is not analyzed in this Draft EIR.

KEY PRINCIPLES OF THE PROPOSED GENERAL PLAN

Ten key principles emerged through the public input process, as the General Plan took shape. Maps and policies in the General Plan are structured around these key principles.

1 **A cohesive city of distinctive districts and livable neighborhoods.** Emeryville's growth is shaped—through land use, urban form, and design—to create a tapestry of distinctive districts, and neighborhoods with a full complement of uses and easy access to parks, stores, and other amenities of everyday living.

2 **A connected place.** The General Plan fosters new connections—for automobiles, pedestrians, and bicyclists—between the western and eastern halves of the city; better connections to the Peninsula; and new and safe pedestrian and bicycle linkages to the San Francisco Bay.

3 **Enhanced and connected open space network and green streets.** The General Plan outlines strategies for an expanded public realm, building on the strength and connectivity of the city's greenways, with a range of new parks, plazas, community commons, and recreational paths.

4 **A walkable, fine-grained city, emphasizing pedestrians.** A fine-grained pattern of blocks and streets is a fundamental prerequisite of a walkable and accessible city; the General Plan promotes walkability through encouragement of active uses, creation of smaller parcels/blocks and inter-connections as large sites are redeveloped, and improved sidewalks, pathways, and streetscapes.

5 **A diversity of transportation modes and choices.** The General Plan fosters and provides incentives for alternative transportation modes, including transit, car/vanpooling, bicycling, walking, and telecommuting.

6 **A vibrant, urban community.** Reflecting its strategic location in the heart of the Bay Area, Emeryville will continue as a vibrant community, with cultural offerings, and urban amenities.

7 **A diverse, balanced, and inclusive community.** The General Plan embraces physical, social, and economic diversity, and strengthens the community with facilities and programs such as the Center of Community Life and a cultural center in the Park Avenue district.

8 **A balance of regional and local amenities.** Given its location, Emeryville will remain a regional destination. However, the City will balance retail uses that draw visitors from throughout the region, with stores and amenities that serve neighborhood needs, while ensuring fiscal health and sustainable economy.

9 **Sustainability and innovation, with respect for the past.** The Emeryville community strives to live within means that do not compromise the ability of future generations in Emeryville to enjoy a livable, healthy, and vibrant city. The Plan encourages redevelopment of contaminated land as a healthy and cost-effective way of improving the local environment, use of "green" construction techniques, and a lifestyle with low ecological impacts upon energy consumption, climate, and the natural environment.

10 **An image able and memorable city.** Foster high-quality new construction of exceptional design while preserving and enhancing the best of existing buildings and neighborhoods. Foster a dramatic skyline of slender and elegant high rise buildings stepping down to low-rise buildings in the older residential neighborhoods. Enhance experience of entering Emeryville with attractive and appropriate streetscape improvements along major regional and city arterials.

These themes and the policies proposed to implement them are described in greater detail in Chapter 2: Project Description of this EIR.

ESTIMATED BUILDOUT OF THE PROPOSED GENERAL PLAN

Full development under the proposed General Plan is referred to as "buildout." Although the proposed General Plan applies a 20-year planning horizon, the Plan is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be built or redeveloped with that use in the next 20 years. The Land Use Element of the proposed General Plan provides a more detailed analysis of General Plan buildout. Table ES-1 summarizes buildout for the proposed General Plan by population, housing units, households, and jobs.

Residential Development

Approximately 5,988 housing units (5,570 households) currently exist in Emeryville, as of 2008. The proposed General Plan is intended to accommodate approximately 3,800 additional housing units, resulting in about 9,800 housing units (9,310 households) at buildout. This infill residential development will consist of medium-, medium-high and high-density housing, developed as stand-alone structures or part of mixed-use developments.

Buildout Population

The Emeryville Planning Area will accommodate a population of approximately 16,600 people at buildout, an increase of about 71 percent over the 2008 estimated population of 9,727. Over a 20-year period, this represents an average annual growth rate of 2.7 percent, a slightly higher rate than that experienced between 1990 and 2005, which was about 2.2 percent.

Buildout Employment

Emeryville will accommodate approximately 30,000 total jobs at buildout, an increase of approximately 46 percent. This represents just under 10,000 new jobs over the 20-year planning period, for an average annual growth rate of 1.9 percent. In comparison, the City's job base increased by the same percentage (46 percent) during the 15-year period between 1990 and 2005.

Table ES-1: Population, Housing Units, and Households at Buildout

	Existing	*Buildout (2030)*[1]	*Percent Change*	*Annual Growth Rate*
Population[2]	9,727	16,600	71	2.7%
Housing Units	5,988	9,800	64	2.5%
Households[3]	5,570	9,310	67	2.6%
Jobs	20,552[4]	30,000	46	1.9%

1. Buildout population rounded to nearest hundred; employment rounded to nearest thousand.
2. Buildout population was calculated assuming 1.79 persons per household.
3. Households are estimated as 95 percent of the total housing units, assuming a 5 percent vacancy rate.
4. 2008 existing jobs calculated using ABAG projections for 2005 and 2010 employment.

Source: Department of Finance 2008; ABAG Projections 2007; City of Emeryville, 2008; and Dyett & Bhatia, 2008.

E.2 ALTERNATIVES TO THE PROPOSED GENERAL P L A N

The following alternatives are described and evaluated in this EIR:

- *Alternative 1: The Mixed Use City.* The Mixed-Use City Alternative permits a range of residential and non-residential uses (office, retail and other commercial) throughout much of the city. At buildout, this alternative would result in somewhat fewer housing units and residents, but more jobs, compared with the proposed General Plan.
- *Alternative 2: Neighborhood Centers.* The Neighborhood Center Alternative creates new residential neighborhoods as well as neighborhood-serving activity nodes, comprised of residential, retail, and public uses. Compared with the proposed General Plan at buildout, this alternative would result in more housing units and residents, but fewer jobs.
- *No Project Alternative.* The No Project Alternative assumes continuation of land use development under the 1993 General Plan and the current Zoning Ordinance (which implements the General Plan). Compared with the proposed General Plan at buildout,

the No Project Alternative would result in fewer housings units and residents and slightly fewer jobs.

Table ES-2 summarizes key characteristics of the resident and worker populations at buildout (2030) under the proposed General Plan and each of the EIR alternatives. A detailed comparison of alternatives and associated impacts is provided in Chapter 4: Alternatives of this EIR.

Table ES-2: Comparison of Buildout of the Proposed General Plan and Alternatives[1]

	Existing	*Proposed General Plan*	*Alternative 1*	*Alternative 2*	*No Project*
Housing Units	5,988	9,800	8,900	11,700	7,500
Households[2]	5,570	9,300	8,500	11,100	7,100
Population[3]	9,727	16,600	15,200	19,900	12,700
Employed Residents	5,800	11,600	10,600	13,900	8,900
Jobs[4]	20,552	30,000	33,000	28,000	29,000
Jobs/Employed Residents Ratio	3.5	2.6	3.1	2.0	3.3

1. Projections rounded to the nearest hundred or thousand (jobs).
2. Households calculated as 95% of housing units (assumes 5% vacancy rate).
3. Population calculated at 1.79 persons per household.
4. 2008 jobs calculated from annual growth rate assumed by ABAG for 2005-2010: 1.5%

Source: Dyett & Bhatia, 2008.

E.3 SUMMARY OF IMPACTS & ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table ES-3 presents the summary of the proposed General Plan impacts identified in the EIR and the proposed General Plan policies that reduce these impacts. Because many of the Plan's policies are designed to avoid or minimize impacts, the Plan is self-mitigating with respect to most of the impacts identified in the EIR. However, in the issue areas of transportation, noise, air quality, and cultural resources, significant unavoidable impacts are identified. Even with mitigation, these impacts would not be reduced to levels that are not significant. Detailed discussions of the impacts and proposed policies that would reduce impacts are in Chapter 3. The significance of each impact with implementation of the proposed General Plan policies is also shown in Table ES-3. The level of significance is determined by comparing the impact to the significance criteria described in Chapter 3.

Based on the comparative analysis in Chapter 4 of this Draft EIR, and setting aside the No Project alternative (as provided by CEQA), the proposed General Plan is identified as the environmentally superior alternative. This determination is based on the fact that the proposed General Plan minimizes impacts while achieving the goals and guiding principles developed by the General Plan Steering Committee. In particular, the proposed Project focuses development at key nodes and around transit hubs, and improves the balance of job and residential growth, lessening the strain on public facilities. Since all new development in the city will result from infill

development—the redevelopment of existing sites—each alternative expects development on the same set of sites. Therefore, impacts are no different for many issue areas, including biological resources, hydrology, and geology. For the topics where significant impacts have been identified—traffic, noise, air quality, and cultural resources—differences between the alternatives and the proposed General Plan are negligible in a program EIR.

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
3.1	Land Use and Housing			
3.1-1	The proposed General Plan would not physically divide any established communities, and would increase connectivity both locally and regionally.	LU-P-2, LU-P-3, LU-P-18, LU-P-19, T-P-2, T-P-9, T-P-33	Beneficial	None Required
3.1-2	Changes in land uses under the proposed General Plan may result in the displacement of a minimal number of houses, businesses, and/or people.	LU-P-32, LU-P-33	Less than Significant	None Required
3.1-3	Changes in land uses proposed by the General Plan would conflict with existing local and regional plans and zoning ordinances.	LU-A-1, LU-A-3, LU-A-4, LU-A-5	Less than Significant	None Required
3.1-4	New urban development may be incompatible with adjacent, existing land uses.	LU-P-1, LU-P-8, LU-P-A, LU-P-26, CAN-P-32, CSN-P-34, CSN-P-35, CSN-P-41, CSN-P-42	Less than Significant	None Required
3.2	Traffic, Circulation, and Parking			
3.2-1	Increased motor vehicle traffic between the existing condition and future (2030) with General Plan conditions would result in unacceptable level of service (LOS) at 10 study intersections. One is in Berkeley; one is in Oakland; the remaining eight are in Emeryville (two are State Highways).	T-P-3, T-P-5, T-P-7, T-P-22, T-P-28, T-P-30, T-P-32, T-P-33, T-P-34, T-P-35 T-P-36, T-P-37, T-P-38, T-P-39, T-P-45, T-P-47, T-P-48, T-P-49, T-P-50, T-P-52, T-P-55, T-P-60, T-P-61, T-P-62, T-P-63	Significant and Unavoidable	No feasible mitigation measures have been identified
3.2-2	Increased motor vehicle traffic between the existing condition and future (2030) with General Plan conditions would contribute traffic to freeway segments that are expected to operate at unacceptable level of service (LOS).	T-P-5, T-P-28, T-P-30, T-P-32, T-P-33, T-P-34, T-P-35, T-P-36, T-P-37, T-P-38 T-P-39, T-P-42A, T-P-49, T-P-60, T-P-61, T-P-62, T-P-63	Significant and Unavoidable	No feasible mitigation measures have been identified
3.2-3	Increased motor vehicle traffic and increased congestion with the General Plan would result in increased transit travel times on transit corridors.	T-P-30, T-P-40, T-P-40A, T-P-44	Significant and Unavoidable	No additional (beyond General Plan policies) mitigation measures have been identified

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
3.2-4	Increased transit ridership with the General Plan would result in overcrowding on the Emery Go-Round and AC Transit bus transit systems.	T-P-26, T-P-28, T-P-29, T-P-30, T-P-31, T-P-33, T-P-35, T-P-35A	Less than Significant	None Required
3.2-5	The General Plan would increase the number pedestrians and bicyclists on the roadways citywide, which could overload existing sidewalks, pedestrian paths and non-motorized multi-use paths, and bicycle parking, and could add pedestrians and bicyclists to locations with unsafe conditions.	T-P-3, T-P-8, T-P-9, T-P-10 T-P-11, T-P-12, T-P-13, T-P-14, T-P-15, T-P-18, T-P-19, T-P-20, T-P-21, T-P-22, T-P-23, T-P-24, T-P-28, T-P-32, UD-P-4, UD-P-11, UD-P-12 UD-P-16, UD-P-17, UD-P-18, UD-P-19 UD-P-20, UD-P-21, UD-P-22, UD-P-23 UD-P-24, UD-P-27, UD-P-32, UD-P-39 UD-P-40, UD-P-41, UD-P-43, UD-P-44, UD-P-47, UD-P-49, UD-P-53, UD-P-54, UD-P-63, UD-P-68	Less than Significant	None Required
3.2-6	Implementation of the proposed General Plan would result in increased demand for motor vehicle parking.	T-P-45, T-P-46, T-P-47, T-P-48 T-P-49, T-P-50, T-P-52, T-P-54, T-P-55	Less than Significant	None Required
3.3	Hazardous Materials, Toxics, and Safety			
3.3-1	New development under the proposed General Plan could disturb and release contaminated soil during demolition, construction, or transportation of excavated material, or release contaminated groundwater which could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials.	CSN-P-32, CSN-P-35	Less than Significant	None Required
3.3-2	New development under the proposed General Plan could disturb and release hazardous structural and building components (i.e., asbestos, lead, PCBs, USTs, and ASTs) during demolition and construction phases and could expose construction workers, the	CSN-P-33, CSN-P-34	Less than Significant	None Required

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
	public, or the environment to adverse conditions related to hazardous materials handling.			
3.3-3	New development under the proposed General Plan could release to the environment, through improper handling or storage, hazardous materials used onsite during construction activities (i.e., fuels, lubricants, solvents).	CSN-P-7	Less than Significant	None Required
3.3-4	New development under the proposed General Plan could include uses that would handle hazardous materials, and could cause an adverse effect on the environment or the public including any nearby schools through accidental upset or through emissions from operations.	CSN-P-36, CSN-P-37	Less than Significant	None Required
3.4	Biological Resources			
3.4-1	New development under the proposed General Plan could result in substantial adverse effects, either directly or through habitat modifications, on special status species.	CSN-P-17, CSN-P-18, CSN-P-19, CSN-P-20, CSN-P-21	Less than Significant	None Required
3.4-2	New development under the proposed General Plan could have adverse effects on nesting birds and nesting raptors.	**[POLICIES RECONCILED IN ADDENDUM 1 TO 2009 EIR]** CSN-P-7, CSN-P-8, CSN-P-17, CSN-P-18, CSN-P-21	Less than Significant	None Required
3.4-3	New development under the proposed General Plan could result in filling of wetlands and other waters, including open water associated with San Francisco Bay.	**[POLICIES RECONCILED IN ADDENDUM 1 TO 2009 EIR]** CSN-P-17, CSN-P-18, CSN-P-19, CSN-P- 20, CSN-P-21	Less than Significant	None Required
3.4-4	New development under the proposed General Plan could result in harm to or removal of street trees.	UD-P-46	Less than Significant	None Required

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
3.5	Hydrology and Flooding			
3.5-1	Construction activities for new development under the proposed General Plan would generate loose and erodible soils that, if not properly managed, could result in substantial erosion or siltation. Inadvertent release of fuels or other chemicals used during construction could affect water quality.	CSN-P-7, CSN-P-30	Less than Significant	None Required
3.5-2	New development under the proposed General Plan could require dewatering during construction activities. Discharge of the extracted water, if polluted, would cause an adverse water quality impact.		Less than Significant	None Required
3.5-3	New development under the proposed General Plan could change existing drainage patterns, which could increase the volume of stormwater runoff resulting in erosion and flooding affecting the existing stormwater drainage system.	CSN-P-9, CSN-P-10, CSN-P-11 CSN-P-15, CSN-P-38, CSN-P-39	Less than Significant	None Required
3.5-4	Proposed improvements to Temescal Creek could cause a temporary water quality impact from construction, however, it would result in long term water quality improvements.		Beneficial	None Required
3.5-5	New development under the proposed General Plan could be subject to flooding.		Less than Significant	None Required
3.6	Geology and Soils			
3.6-1	New development under the proposed General Plan could generate loose and erodible soils during construction activities that, if not properly managed, could result in substantial erosion.	CSN-P-31	Less than Significant	None Required

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
3.6-2	New development under the proposed General Plan could be subject to fault rupture, severe ground shaking, or liquefaction capable of causing injury and/or structural damage.	CSN-P-28, CSN-P-29, CSN-P-31	Less than Significant	None Required
3.6-3	New development under the proposed General Plan could be subject to settlement due to compressive soils or settlement/uplift as a result of expansive soils.		Less than Significant	None Required
3.7	Noise			
3.7-1	New development under the proposed General Plan would potentially expose existing noise-sensitive uses to construction-related increases in ambient noise.	CSN-P-46	Less than Significant	None Required
3.7-2	New development under the proposed General Plan would contribute to a noticeable increase in the ambient noise level along some major roads, which would impact nearby existing and proposed residential receptors	CSN-P-44, CSN-P-46, LU-P-26, T-P-5, T-P-40	Significant and Unavoidable	No programmatic mitigation measures are feasible and site-specific measures shall be identified during CEQA review of specific development proposals made to the City
3.7-3	New development under the proposed General Plan could result in the exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels.	LU-P-26, T-P-40	Less than Significant	None Required
3.8	Cultural Resources			
3.8-1	New development under the proposed General Plan has the potential to disrupt undiscovered archaeological resources.	CSN-P-25, CSN-P-27	Less than Significant	None Required

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
3.8-2	New development under the proposed General Plan within previously developed areas of the City has the potential to impact sites of local historic importance.	CSN-P-22, CSN-P-23, CSN-P-24, CSN-P-26, CSN-P-27	Significant and Unavoidable	No programmatic mitigation measures are feasible and site-specific measures shall be identified during CEQA review of specific development proposals made to the City
3.8-3	New development under the proposed General Plan could adversely affect unidentified paleontological resources.		Less than Significant	None Required
3.9	Air Quality			
3.9-1	New development under the proposed General Plan would increase population in the area at a rate greater than that assumed in regional air quality planning and, therefore, conflict with the implementation of the Bay Area Ozone Strategy.	CSN-P-1, CSN-P-2, CSN-P-3, CSN-P-4, CSN-P-5, LU-P-2, LU-P-3, LU-P-4, LU-P-7, LU-P-26, T-P-2, T-P-3, T-P-5, T-P-7, T-P-8, T-P-9, T-P-12, T-P-13, T-P-14, T-P-15, T-P-16, T-P-17, T-P-18, T-P-19, T-P-21, T-P-22, T-P-23, T-P-24, T-P-25, T-P-26, T-P-27, T-P-28, T-P-29, T-P-30, T-P-31, T-P-32, T-P-33, T-P-40, T-P-41, T-P-42, T-P-43, T-P-44, T-P-47, T-P-50, T-P-51, T-P-52, T-P-64, T-P-65, T-P-66	Significant and Unavoidable	No programmatic mitigation measures are feasible and site-specific measures shall be identified during CEQA review of specific development proposals made to the City
3.9-2	New development under the proposed General Plan would be consistent with the Transportation Control Measures (TCMs) in the 2005 Bay Area Ozone Strategy.	T-P-2, T-P-3, T-P-7, T-P-8, T-P-12, T-P-13, T-P-14, T-P-15, T-P-16, T-P-17, T-P-18, T-P-19, T-P-21, T-P-45, T-P-46, T-P-61, T-P-62, CE-P-1, CE-P-3, CE-P-4, CE-P-5	Less than Significant	None Required
3.9-3	New development under the proposed General Plan would create fugitive dust and other criteria pollutant emissions generated by construction and	CSN-P-3, CSN-P-4, CSN-P-5	Less than Significant	None Required

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
	demolition activities that would result in health and nuisance type impacts in the immediate vicinity of construction sites.			
3.9-4	The proposed General Plan could expose sensitive receptors to substantial pollutant concentrations.	CSN-P-3, CSN-P-5, LU-P-26	Less than Significant	None Required
3.9-5	New development under the proposed General Plan could expose substantial numbers of people to objectionable odors.	CSN-P-6	Less than Significant	None Required
3.10	Public Services and Utilities			
3.10-1	New development under the proposed Emeryville General Plan will increase the demand for school facilities.	PP-P-14, PP-P-15, PP-P-16, PP-P-17, PP-P-18, PP-A-7	Less than Significant	None Required
3.10-2	New development under the proposed General Plan may increase the demand for water beyond available distribution capacity/available through existing EBMUD entitlements.	CSN-P-11, CSN-P-12, CSN-P-13, CSN-P-14, CSN-P-15, CSN-P-16, PP-A-12, CSN-A-3	Less than Significant	None Required
3.10-3	New development may exceed wastewater treatment capacity of the East Bay Municipal Utility District (EBMUD), requiring construction of new wastewater treatment facilities, expansion of existing facilities or implementation of programs and policies to further reduce inflow and infiltration (I/I) of storm water into the city's wastewater collection system and private sewer laterals during wet weather events.	PP-P-24	Less than Significant	None Required
3.10-4	New development under the proposed General Plan would cause an increase in waste generation, but would be served by a landfill with sufficient	CSN-P-33, CSN-P-36, ST-P-2, ST-P-3, ST-P-4, ST-P-7, ST-A-1, ST-A-2, ST-A-3	Less than Significant	None Required

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
	permitted capacity to accommodate the project's solid waste disposal needs.			
3.10-5	New development in the proposed General Plan requires police and fire protection services that exceed current staffing and facilities.	PP-P-22, PP-P-23, PP-A-11, CSN-A-9, CSN-A-10	Less than Significant	None Required
3.11	Parks and Recreation			
3.11-1	Future development according to the proposed General Plan will increase the ratio of parkland per 1,000 residents and meet the City's goal of 3 acres of parkland per 1,000 new residents.	PP-P-1, PP-P-2, PP-P-3, PP-P-4, PP-P-5, PP-P-6, PP-P-7, PP-P-8, PP-P-9, PP-P-12, PP-P-13, PP-A-1, PP-A-2, PP-A-4, PP-A-9	Beneficial	None Required
3.11-2	Future development according to the proposed General Plan will reduce the overall deterioration of parks or other recreational facilities, although the phasing of parkland development and residential growth may have interim impacts on existing parkland.	PP-P-3, PP-P-11	Less than Significant	
3.11-3	The construction or expansion of recreational facilities may have an adverse physical effect on the environment.	PP-P-10, PP-PA-3, PP-A-8	Less than Significant	
3.12	Visual Resources			
3.12-1	Future proposed development in Emeryville has the potential to affect scenic vistas to the San Francisco Bay and Berkeley-Oakland hills.	UD-P-4, UD-P-5 UD-P-6, UD-P-8, UD-P-19, UD-P-20, UD-P-22, UD-P-27, UD-P-28, UD-P-29, UD-P-30, UD-P-32, UD-P-34, UD-P-35, UD-A-6	Less than Significant	None Required
3.12-2	New development and redevelopment activities may have the potential to change the visual character of Emeryville, particularly where incompatibilities with existing development in scale and/or character may exist.	UD-P-1, UD-P-3, UD-P-10, UD-P-11, UD-P-12, UD-P-13, UD-P-14, UD-P-15, UD-P-16, UD-P-17, UD-P-18, UD-P-21 UD-P-23, UD-P-24, UD-P-25, UD-P-36, UD-P-37, UD-P-38, UD-P-39, UD-P-42, UD-P-45,	Beneficial	None Required

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
		UD-P-46, UD-P-48, UD-P-49, UD-P-52, UD-P-53, UD-P-54, UD-P-58, UD-P-58, UD-P-59, UD-P-60, UD-P-61, UD-P-62, UD-P-63, UD-P-64, UD-P-65, UD-P-66, UD-A-1, UD-A-2, UD-A-3, UD-A-4, UD-A-7, UD-A-8, UD-A-9, UD-A-10		
3.12-3	Development under the proposed General Plan has the potential to adversely affect visual resources in the short-term during periods of construction by blocking or disrupting views.		Less than Significant	None Required
3.13	Energy and Greenhouse Gases			
3.13-1	New development under the proposed General Plan may increase total energy consumption.	LU-P-7, LU-P-18, T-P-3, T-P-7, T-P-9, T-P-10, T-P-17, T-P-18, T-P-21, T-P-22, T-P-24, T-P-29, T-P-30, T-P-31, T-P-32, T-P-33, T-P-34, T-P-35, T-P-36, T-P-47, T-P-50, T-P-51, T-P-52, T-P-64, T-P-66, UD-P-30, UD-P-58, UD-P-61, UD-P-66, CE-P-3, ST-P-1, ST-P-6, ST-P-8, T-A-7, T-A-8, T-A-11, T-A-12, T-A-13, T-A-14, T-A-15, T-A-16, T-A-18, UD-A-1, CSN-A-1, CSN-A-16, ST-A-1, ST-A-2, ST-A-3, ST-A-4, ST-A-5, ST-A-6, ST-A-7	Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable	None Required
3.13-2	New development under the proposed General Plan may require the construction of additional energy infrastructure facilities, the construction of which could cause significant environmental effects.	ST-P-7, UD-P-23, UD-P-26	Less than Significant	None Required
3.13-3	Implementation of the proposed General Plan would increase total carbon dioxide equivalent emissions in the City compared to existing conditions.	UD-P-21, UD-P-57, CSN-P-1, CSN-P-2, CSN-P-5, ST-P-2, ST-P-4, ST-P-9, ST-P-12, ST-P-13	Significant Cumulative Impact, Project Contribution	None Required

Table ES-3: Summary of Impacts and Proposed General Policies that Reduce the Impact

#	*Impact*	*Proposed General Policies and Actions that Reduce the Impact*	*Significance*	*Mitigation*
			Not Cumulatively Considerable	
3.13-4	New development under the proposed General Plan may conflict with applicable energy efficiency and GHG reduction policies or standards, such as the Emeryville Climate Action Plan.		Less than Significant	None Required

Appendix E
Technical Air Quality Emissions Data

This page intentionally left blank

Averaging of Construction Emissions

UNMITIGATED

Annual Emission from CalEEMOd:

ROG	Nox	PM10	PM2.5	
0.8757	3.4499	0.1997	0.1953	tons/year

Days of Construction = (from CalEEMod input file)

Days

Total = 299

Average daily Emissions =

ROG	Nox	PM10	PM2.5	
5.86	23.08	1.34	1.31	pound/day

Total =	500

CalEEMod Weekday and Weekend default rates from ITE = 21.35

	Weekday	Saturday	Sunday
Residential	6.59	7.16	6.07
Retail	44.32	42.04	20.43

Calculate weekend trips based on Project specific Trip demand from Fehr & Peers

	Saturday		Rate		Sunday		Rate	
Residential	217	trips	3.746533	trip/unit	184	trips	3.176181	trip/unit
Retail	285	trips	18.97112	trip/ksf	138	trips	9.219314	trip/ksf
	502	trips			323	trips		

Mission Bay Block 6 West - San Francisco Bay Area Air Basin, Annual

Mission Bay Block 6 West

San Francisco Bay Area Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	30.00	Space	0.27	12,000.00	0
Apartments Mid Rise	152.00	Dwelling Unit	0.81	152,000.00	435

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	427	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E CO2 Intensity Factor from 2013.

Land Use - Lot acreage set equal to available square footage of lot.

Construction Phase - Based on project-specific construction schedule.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Bore/drill rig added for pile-driving activities.

Off-road Equipment -

Grading - Total acres graded left as CalEEMod default of 1.5 acres.

Architectural Coating -

Woodstoves - No woodstoves or fireplaces.

Energy Use -

Mobile Land Use Mitigation -

Trips and VMT -

Vehicle Trips -

Consumer Products - SF-specific EF

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	436.00
tblConstructionPhase	NumDays	4.00	65.00
tblConstructionPhase	PhaseEndDate	4/9/2020	5/31/2021
tblConstructionPhase	PhaseEndDate	3/12/2020	5/3/2021
tblConstructionPhase	PhaseEndDate	6/6/2019	8/30/2019
tblConstructionPhase	PhaseEndDate	3/26/2020	5/17/2021
tblConstructionPhase	PhaseStartDate	3/27/2020	5/18/2021
tblConstructionPhase	PhaseStartDate	6/7/2019	9/1/2019
tblConstructionPhase	PhaseStartDate	3/13/2020	5/4/2021
tblConsumerProducts	ROG_EF	2.14E-05	1.5E-05
tblFireplaces	NumberGas	22.80	0.00
tblFireplaces	NumberWood	25.84	0.00
tblGrading	AcresOfGrading	24.38	1.50
tblGrading	MaterialExported	0.00	5,200.00
tblLandUse	LotAcreage	4.00	0.81
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs

tblProjectCharacteristics	CO2IntensityFactor	641.35	427
tblWoodstoves	NumberCatalytic	3.04	0.00
tblWoodstoves	NumberNoncatalytic	3.04	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1787	1.5364	1.0502	2.5800e-003	0.2003	0.0681	0.2684	0.0949	0.0645	0.1594	0.0000	228.3033	228.3033	0.0394	0.0000	229.2879
2020	0.3246	2.2447	2.1628	4.6700e-003	0.1335	0.1064	0.2399	0.0359	0.1027	0.1386	0.0000	402.9424	402.9424	0.0498	0.0000	404.1883
2021	2.4843	0.7322	0.7502	1.6300e-003	0.0457	0.0328	0.0785	0.0123	0.0315	0.0438	0.0000	140.7670	140.7670	0.0178	0.0000	141.2125
Maximum	**2.4843**	**2.2447**	**2.1628**	**4.6700e-003**	**0.2003**	**0.1064**	**0.2684**	**0.0949**	**0.1027**	**0.1594**	**0.0000**	**402.9424**	**402.9424**	**0.0498**	**0.0000**	**404.1883**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1787	1.5364	1.0502	2.5800e-003	0.2003	0.0681	0.2684	0.0949	0.0645	0.1594	0.0000	228.3031	228.3031	0.0394	0.0000	229.2877
2020	0.3246	2.2447	2.1628	4.6700e-003	0.1335	0.1064	0.2399	0.0359	0.1027	0.1386	0.0000	402.9421	402.9421	0.0498	0.0000	404.1880

2021	2.4843	0.7322	0.7502	1.6300e-003	0.0457	0.0328	0.0785	0.0123	0.0315	0.0438	0.0000	140.7669	140.7669	0.0178	0.0000	141.2123
Maximum	**2.4843**	**2.2447**	**2.1628**	**4.6700e-003**	**0.2003**	**0.1064**	**0.2684**	**0.0949**	**0.1027**	**0.1594**	**0.0000**	**402.9421**	**402.9421**	**0.0498**	**0.0000**	**404.1880**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**6-1-2019**	**8-31-2019**	0.7848	0.7848
2	**9-1-2019**	**11-30-2019**	0.6946	0.6946
3	**12-1-2019**	**2-29-2020**	0.6588	0.6588
4	**3-1-2020**	**5-31-2020**	0.6443	0.6443
5	**6-1-2020**	**8-31-2020**	0.6432	0.6432
6	**9-1-2020**	**11-30-2020**	0.6385	0.6385
7	**12-1-2020**	**2-28-2021**	0.5979	0.5979
8	**3-1-2021**	**5-31-2021**	2.8457	2.8457
		Highest	2.8457	2.8457

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6894	0.0131	1.1314	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8441	1.8441	1.7900e-003	0.0000	1.8888
Energy	7.1600e-003	0.0612	0.0260	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	195.9238	195.9238	9.8500e-003	3.0600e-003	197.0809
Mobile	0.2639	1.2753	2.9778	0.0101	0.8493	9.4300e-003	0.8587	0.2280	8.8400e-003	0.2368	0.0000	927.2731	927.2731	0.0353	0.0000	928.1558

Waste						0.0000	0.0000		0.0000	0.0000	14.1931	0.0000	14.1931	0.8388	0.0000	35.1629
Water						0.0000	0.0000		0.0000	0.0000	3.1419	14.6114	17.7533	0.3237	7.8300e-003	28.1775
Total	**0.9604**	**1.3495**	**4.1352**	**0.0106**	**0.8493**	**0.0206**	**0.8699**	**0.2280**	**0.0200**	**0.2480**	**17.3350**	**1,139.6525**	**1,156.9875**	**1.2094**	**0.0109**	**1,190.4660**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6894	0.0131	1.1314	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8441	1.8441	1.7900e-003	0.0000	1.8888
Energy	7.1600e-003	0.0612	0.0260	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	195.9238	195.9238	9.8500e-003	3.0600e-003	197.0809
Mobile	0.2333	1.0466	2.2716	7.0300e-003	0.5707	6.7000e-003	0.5774	0.1532	6.2800e-003	0.1595	0.0000	645.2399	645.2399	0.0272	0.0000	645.9208
Waste						0.0000	0.0000		0.0000	0.0000	14.1931	0.0000	14.1931	0.8388	0.0000	35.1629
Water						0.0000	0.0000		0.0000	0.0000	3.1419	14.6114	17.7533	0.3237	7.8300e-003	28.1775
Total	**0.9298**	**1.1208**	**3.4290**	**7.4800e-003**	**0.5707**	**0.0179**	**0.5886**	**0.1532**	**0.0175**	**0.1707**	**17.3350**	**857.6192**	**874.9543**	**1.2014**	**0.0109**	**908.2310**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.19**	**16.95**	**17.08**	**29.17**	**32.80**	**13.25**	**32.34**	**32.80**	**12.79**	**31.18**	**0.00**	**24.75**	**24.38**	**0.67**	**0.00**	**23.71**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description

1	Grading	Grading	6/1/2019	8/30/2019	5	65	
2	Building Construction	Building Construction	9/1/2019	5/3/2021	5	436	
3	Paving	Paving	5/4/2021	5/17/2021	5	10	
4	Architectural Coating	Architectural Coating	5/18/2021	5/31/2021	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.27

Residential Indoor: 307,800; Residential Outdoor: 102,600; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Bore/Drill Rigs	1	7.00	221	0.50
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	4	10.00	0.00	650.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	114.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1479	0.0000	0.1479	0.0808	0.0000	0.0808	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0541	0.6262	0.2735	7.2000e-004		0.0269	0.0269		0.0248	0.0248	0.0000	65.0920	65.0920	0.0206	0.0000	65.6069
Total	**0.0541**	**0.6262**	**0.2735**	**7.2000e-004**	**0.1479**	**0.0269**	**0.1748**	**0.0808**	**0.0248**	**0.1056**	**0.0000**	**65.0920**	**65.0920**	**0.0206**	**0.0000**	**65.6069**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	2.9700e-003	0.1018	0.0199	2.6000e-004	5.4900e-003	3.9000e-004	5.8800e-003	1.5100e-003	3.7000e-004	1.8800e-003	0.0000	25.1725	25.1725	1.3300e-003	0.0000	25.2057
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1800e-003	8.7000e-004	8.9000e-003	3.0000e-005	2.5700e-003	2.0000e-005	2.5900e-003	6.8000e-004	2.0000e-005	7.0000e-004	0.0000	2.3230	2.3230	6.0000e-005	0.0000	2.3246
Total	**4.1500e-003**	**0.1026**	**0.0288**	**2.9000e-004**	**8.0600e-003**	**4.1000e-004**	**8.4700e-003**	**2.1900e-003**	**3.9000e-004**	**2.5800e-003**	**0.0000**	**27.4955**	**27.4955**	**1.3900e-003**	**0.0000**	**27.5302**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1479	0.0000	0.1479	0.0808	0.0000	0.0808	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0541	0.6261	0.2735	7.2000e-004		0.0269	0.0269		0.0248	0.0248	0.0000	65.0919	65.0919	0.0206	0.0000	65.6068
Total	**0.0541**	**0.6261**	**0.2735**	**7.2000e-004**	**0.1479**	**0.0269**	**0.1748**	**0.0808**	**0.0248**	**0.1056**	**0.0000**	**65.0919**	**65.0919**	**0.0206**	**0.0000**	**65.6068**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9700e-003	0.1018	0.0199	2.6000e-004	5.4900e-003	3.9000e-004	5.8800e-003	1.5100e-003	3.7000e-004	1.8800e-003	0.0000	25.1725	25.1725	1.3300e-003	0.0000	25.2057

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1800e-003	8.7000e-004	8.9000e-003	3.0000e-005	2.5700e-003	2.0000e-005	2.5900e-003	6.8000e-004	2.0000e-005	7.0000e-004	0.0000	2.3230	2.3230	6.0000e-005	0.0000	2.3246
Total	**4.1500e-003**	**0.1026**	**0.0288**	**2.9000e-004**	**8.0600e-003**	**4.1000e-004**	**8.4700e-003**	**2.1900e-003**	**3.9000e-004**	**2.5800e-003**	**0.0000**	**27.4955**	**27.4955**	**1.3900e-003**	**0.0000**	**27.5302**

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0988	0.6951	0.5867	9.6000e-004		0.0398	0.0398		0.0385	0.0385	0.0000	79.6363	79.6363	0.0153	0.0000	80.0190
Total	**0.0988**	**0.6951**	**0.5867**	**9.6000e-004**		**0.0398**	**0.0398**		**0.0385**	**0.0385**	**0.0000**	**79.6363**	**79.6363**	**0.0153**	**0.0000**	**80.0190**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7000e-003	0.0992	0.0254	2.1000e-004	5.1300e-003	6.8000e-004	5.8200e-003	1.4800e-003	6.5000e-004	2.1400e-003	0.0000	20.6340	20.6340	1.1400e-003	0.0000	20.6626
Worker	0.0180	0.0133	0.1358	3.9000e-004	0.0392	2.7000e-004	0.0395	0.0104	2.5000e-004	0.0107	0.0000	35.4455	35.4455	9.5000e-004	0.0000	35.4692

Total	**0.0217**	**0.1125**	**0.1613**	**6.0000e-004**	**0.0443**	**9.5000e-004**	**0.0453**	**0.0119**	**9.0000e-004**	**0.0128**	**0.0000**	**56.0795**	**56.0795**	**2.0900e-003**	**0.0000**	**56.1318**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0988	0.6951	0.5867	9.6000e-004		0.0398	0.0398		0.0385	0.0385	0.0000	79.6362	79.6362	0.0153	0.0000	80.0189
Total	**0.0988**	**0.6951**	**0.5867**	**9.6000e-004**		**0.0398**	**0.0398**		**0.0385**	**0.0385**	**0.0000**	**79.6362**	**79.6362**	**0.0153**	**0.0000**	**80.0189**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7000e-003	0.0992	0.0254	2.1000e-004	5.1300e-003	6.8000e-004	5.8200e-003	1.4800e-003	6.5000e-004	2.1400e-003	0.0000	20.6340	20.6340	1.1400e-003	0.0000	20.6626
Worker	0.0180	0.0133	0.1358	3.9000e-004	0.0392	2.7000e-004	0.0395	0.0104	2.5000e-004	0.0107	0.0000	35.4455	35.4455	9.5000e-004	0.0000	35.4692
Total	**0.0217**	**0.1125**	**0.1613**	**6.0000e-004**	**0.0443**	**9.5000e-004**	**0.0453**	**0.0119**	**9.0000e-004**	**0.0128**	**0.0000**	**56.0795**	**56.0795**	**2.0900e-003**	**0.0000**	**56.1318**

3.3 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2660	1.9373	1.7276	2.8900e-003		0.1043	0.1043		0.1007	0.1007	0.0000	237.8202	237.8202	0.0442	0.0000	238.9239
Total	**0.2660**	**1.9373**	**1.7276**	**2.8900e-003**		**0.1043**	**0.1043**		**0.1007**	**0.1007**	**0.0000**	**237.8202**	**237.8202**	**0.0442**	**0.0000**	**238.9239**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.1200e-003	0.2721	0.0684	6.4000e-004	0.0155	1.3300e-003	0.0168	4.4700e-003	1.2700e-003	5.7400e-003	0.0000	61.7370	61.7370	3.1800e-003	0.0000	61.8166
Worker	0.0495	0.0354	0.3668	1.1400e-003	0.1180	7.9000e-004	0.1188	0.0314	7.3000e-004	0.0321	0.0000	103.3852	103.3852	2.5000e-003	0.0000	103.4478
Total	**0.0586**	**0.3075**	**0.4352**	**1.7800e-003**	**0.1335**	**2.1200e-003**	**0.1356**	**0.0359**	**2.0000e-003**	**0.0379**	**0.0000**	**165.1222**	**165.1222**	**5.6800e-003**	**0.0000**	**165.2644**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2660	1.9373	1.7276	2.8900e-003		0.1043	0.1043		0.1007	0.1007	0.0000	237.8199	237.8199	0.0442	0.0000	238.9236
Total	**0.2660**	**1.9373**	**1.7276**	**2.8900e-003**		**0.1043**	**0.1043**		**0.1007**	**0.1007**	**0.0000**	**237.8199**	**237.8199**	**0.0442**	**0.0000**	**238.9236**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.1200e-003	0.2721	0.0684	6.4000e-004	0.0155	1.3300e-003	0.0168	4.4700e-003	1.2700e-003	5.7400e-003	0.0000	61.7370	61.7370	3.1800e-003	0.0000	61.8166
Worker	0.0495	0.0354	0.3668	1.1400e-003	0.1180	7.9000e-004	0.1188	0.0314	7.3000e-004	0.0321	0.0000	103.3852	103.3852	2.5000e-003	0.0000	103.4478
Total	**0.0586**	**0.3075**	**0.4352**	**1.7800e-003**	**0.1335**	**2.1200e-003**	**0.1356**	**0.0359**	**2.0000e-003**	**0.0379**	**0.0000**	**165.1222**	**165.1222**	**5.6800e-003**	**0.0000**	**165.2644**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.0788	0.5932	0.5611	9.6000e-004		0.0298	0.0298		0.0287	0.0287	0.0000	78.9732	78.9732	0.0141	0.0000	79.3257
Total	**0.0788**	**0.5932**	**0.5611**	**9.6000e-004**		**0.0298**	**0.0298**		**0.0287**	**0.0287**	**0.0000**	**78.9732**	**78.9732**	**0.0141**	**0.0000**	**79.3257**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4900e-003	0.0818	0.0204	2.1000e-004	5.1300e-003	1.8000e-004	5.3100e-003	1.4900e-003	1.7000e-004	1.6600e-003	0.0000	20.3066	20.3066	1.0000e-003	0.0000	20.3316
Worker	0.0152	0.0105	0.1112	3.7000e-004	0.0392	2.6000e-004	0.0394	0.0104	2.4000e-004	0.0107	0.0000	33.1256	33.1256	7.4000e-004	0.0000	33.1442
Total	**0.0177**	**0.0923**	**0.1316**	**5.8000e-004**	**0.0443**	**4.4000e-004**	**0.0448**	**0.0119**	**4.1000e-004**	**0.0123**	**0.0000**	**53.4323**	**53.4323**	**1.7400e-003**	**0.0000**	**53.4758**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0788	0.5932	0.5611	9.6000e-004		0.0298	0.0298		0.0287	0.0287	0.0000	78.9731	78.9731	0.0141	0.0000	79.3256
Total	**0.0788**	**0.5932**	**0.5611**	**9.6000e-004**		**0.0298**	**0.0298**		**0.0287**	**0.0287**	**0.0000**	**78.9731**	**78.9731**	**0.0141**	**0.0000**	**79.3256**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4900e-003	0.0818	0.0204	2.1000e-004	5.1300e-003	1.8000e-004	5.3100e-003	1.4900e-003	1.7000e-004	1.6600e-003	0.0000	20.3066	20.3066	1.0000e-003	0.0000	20.3316
Worker	0.0152	0.0105	0.1112	3.7000e-004	0.0392	2.6000e-004	0.0394	0.0104	2.4000e-004	0.0107	0.0000	33.1256	33.1256	7.4000e-004	0.0000	33.1442
Total	**0.0177**	**0.0923**	**0.1316**	**5.8000e-004**	**0.0443**	**4.4000e-004**	**0.0448**	**0.0119**	**4.1000e-004**	**0.0123**	**0.0000**	**53.4323**	**53.4323**	**1.7400e-003**	**0.0000**	**53.4758**

3.4 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	3.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.2200e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.4600e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4342	0.4342	1.0000e-005	0.0000	0.4344
Total	**2.0000e-004**	**1.4000e-004**	**1.4600e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4342**	**0.4342**	**1.0000e-005**	**0.0000**	**0.4344**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	3.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.2200e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.4600e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4342	0.4342	1.0000e-005	0.0000	0.4344
Total	**2.0000e-004**	**1.4000e-004**	**1.4600e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4342**	**0.4342**	**1.0000e-005**	**0.0000**	**0.4344**

3.5 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.3819					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**2.3830**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	2.4000e-004	2.5800e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.1000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.7682	0.7682	2.0000e-005	0.0000	0.7686
Total	**3.5000e-004**	**2.4000e-004**	**2.5800e-003**	**1.0000e-005**	**9.1000e-004**	**1.0000e-005**	**9.1000e-004**	**2.4000e-004**	**1.0000e-005**	**2.5000e-004**	**0.0000**	**0.7682**	**0.7682**	**2.0000e-005**	**0.0000**	**0.7686**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.3819					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**2.3830**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Worker	3.5000e-004	2.4000e-004	2.5800e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.1000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.7682	0.7682	2.0000e-005	0.0000	0.7686
Total	**3.5000e-004**	**2.4000e-004**	**2.5800e-003**	**1.0000e-005**	**9.1000e-004**	**1.0000e-005**	**9.1000e-004**	**2.4000e-004**	**1.0000e-005**	**2.5000e-004**	**0.0000**	**0.7682**	**0.7682**	**2.0000e-005**	**0.0000**	**0.7686**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Integrate Below Market Rate Housing

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2333	1.0466	2.2716	7.0300e-003	0.5707	6.7000e-003	0.5774	0.1532	6.2800e-003	0.1595	0.0000	645.2399	645.2399	0.0272	0.0000	645.9208
Unmitigated	0.2639	1.2753	2.9778	0.0101	0.8493	9.4300e-003	0.8587	0.2280	8.8400e-003	0.2368	0.0000	927.2731	927.2731	0.0353	0.0000	928.1558

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,010.80	971.28	890.72	2,281,892	1,533,431
Parking Lot	0.00	0.00	0.00		
Total	1,010.80	971.28	890.72	2,281,892	1,533,431

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Parking Lot	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	125.1087	125.1087	8.5000e-003	1.7600e-003	125.8450
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	125.1087	125.1087	8.5000e-003	1.7600e-003	125.8450
NaturalGas Mitigated	7.1600e-003	0.0612	0.0260	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	70.8151	70.8151	1.3600e-003	1.3000e-003	71.2360
NaturalGas Unmitigated	7.1600e-003	0.0612	0.0260	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	70.8151	70.8151	1.3600e-003	1.3000e-003	71.2360

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.32703e+006	7.1600e-003	0.0612	0.0260	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	70.8151	70.8151	1.3600e-003	1.3000e-003	71.2360
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.1600e-003**	**0.0612**	**0.0260**	**3.9000e-004**		**4.9400e-003**	**4.9400e-003**		**4.9400e-003**	**4.9400e-003**	**0.0000**	**70.8151**	**70.8151**	**1.3600e-003**	**1.3000e-003**	**71.2360**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.32703e+006	7.1600e-003	0.0612	0.0260	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	70.8151	70.8151	1.3600e-003	1.3000e-003	71.2360
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.1600e-003**	**0.0612**	**0.0260**	**3.9000e-004**		**4.9400e-003**	**4.9400e-003**		**4.9400e-003**	**4.9400e-003**	**0.0000**	**70.8151**	**70.8151**	**1.3600e-003**	**1.3000e-003**	**71.2360**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	641742	124.2952	8.4400e-003	1.7500e-003	125.0267
Parking Lot	4200	0.8135	6.0000e-005	1.0000e-005	0.8183
Total		**125.1087**	**8.5000e-003**	**1.7600e-003**	**125.8450**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	641742	124.2952	8.4400e-003	1.7500e-003	125.0267
Parking Lot	4200	0.8135	6.0000e-005	1.0000e-005	0.8183
Total		**125.1087**	**8.5000e-003**	**1.7600e-003**	**125.8450**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	0.6894	0.0131	1.1314	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8441	1.8441	1.7900e-003	0.0000	1.8888
Unmitigated	0.6894	0.0131	1.1314	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8441	1.8441	1.7900e-003	0.0000	1.8888

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0343	0.0131	1.1314	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8441	1.8441	1.7900e-003	0.0000	1.8888
Total	**0.6894**	**0.0131**	**1.1314**	**6.0000e-005**		**6.2400e-003**	**6.2400e-003**		**6.2400e-003**	**6.2400e-003**	**0.0000**	**1.8441**	**1.8441**	**1.7900e-003**	**0.0000**	**1.8888**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					

Architectural Coating	0.2382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4169					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0343	0.0131	1.1314	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8441	1.8441	1.7900e-003	0.0000	1.8888
Total	**0.6894**	**0.0131**	**1.1314**	**6.0000e-005**		**6.2400e-003**	**6.2400e-003**		**6.2400e-003**	**6.2400e-003**	**0.0000**	**1.8441**	**1.8441**	**1.7900e-003**	**0.0000**	**1.8888**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.7533	0.3237	7.8300e-003	28.1775
Unmitigated	17.7533	0.3237	7.8300e-003	28.1775

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e

Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24346	17.7533	0.3237	7.8300e-003	28.1775
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**17.7533**	**0.3237**	**7.8300e-003**	**28.1775**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24346	17.7533	0.3237	7.8300e-003	28.1775
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**17.7533**	**0.3237**	**7.8300e-003**	**28.1775**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e

	MT/yr			
Mitigated	14.1931	0.8388	0.0000	35.1629
Unmitigated	14.1931	0.8388	0.0000	35.1629

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1629
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**14.1931**	**0.8388**	**0.0000**	**35.1629**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1629
Parking Lot	0	0.0000	0.0000	0.0000	0.0000

Total		**14.1931**	**0.8388**	**0.0000**	**35.1629**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation