DRAFT

ENVIRONMENTAL IMPACT REPORT

FOR THE PROPOSED

BAY CENTER DEVELOPMENT

IN THE REDEVELOPMENT PROJECT AREA

OF THE

CITY OF EMERYVILLE

July, 1985

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PREFACE

This Environmental Impact Report (EIR) has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) as amended through 1983 and the Guidelines for Environmental Impact Reports. It has also been prepared in conformance with the City of Emeryville's adopted procedures for the preparation, processing and review of environmental documents. The purpose of an EIR is to provide objective information to public decision makers and the general public regarding potential environmental effects resulting from project implementation. The City of Emeryville can then institute methods of reducing adverse impacts or consider alternatives to the project. This is the intended use of this EIR.

As stated in CEQA, the purpose of an EIR is to identify only the significant effects of a project on the environment, where significant effects are defined as "substantial adverse impacts(s) on the environment". This EIR, therefore, discusses in detail primarily those impacts determined to have a potentially significant or substantial adverse effect. The Initial Study prepared by the City of Emeryville Redevelopment Agency identified a number of areas in which the project could have significant effects on the environment, including traffic, aesthetics, noise, fire protection and potentially hazardous waste on site.

The city, and project sponsor, also identified the need for a brief discussion of the project's modifications of the fiscal environment as well as the incremental cumulative effects of the construction of the Bay Center Development as a portion of the larger scale Bayfront Redevelopment Project. The Specific Plan for this overall development scenario is currently being prepared by the City of Emeryville and Sedway-Cooke Associates.

Also included in the CEQA Guidelines is the provision that "the discussion of mitigation measures shall distinguish between the measures that are proposed by project proponents to be included in the project, and other measures which are not included, but could be reasonably expected to reduce adverse impacts". Accordingly, all mitigation measures recommended within this EIR are not presently included in the project unless otherwise specifically noted. Where appropriate, this EIR incorporates by reference documents that are readily available to the general public, in accordance with the amended Guidelines.

1. PROJECT DESCRIPTION

PROJECT LOCATION. The proposed Bay Center Development office complex site is located in Emeryville, California, near the eastern shoreline of San Francisco Bay (Figures 1-1 and 1-2). The roughly rectangular site is adjacent to Interstate Route 80 (Figure 1-3) and is bounded by Bay Street and the Southern Pacific Railroad right of way on the east, 64th Street on the south, La Coste Street on the west (between the project area and I-80), and 65th Street on the north. Figure 1-4, an aerial photograph of the site, depicts the parcel's appearance and surrounding uses.

1.1 PROJECT OBJECTIVE

The proposed Bay Center Development is intended to provide new professional office space and required parking on the 17± acre site in the Bayfront Redevelopment area in the City of Emeryville.

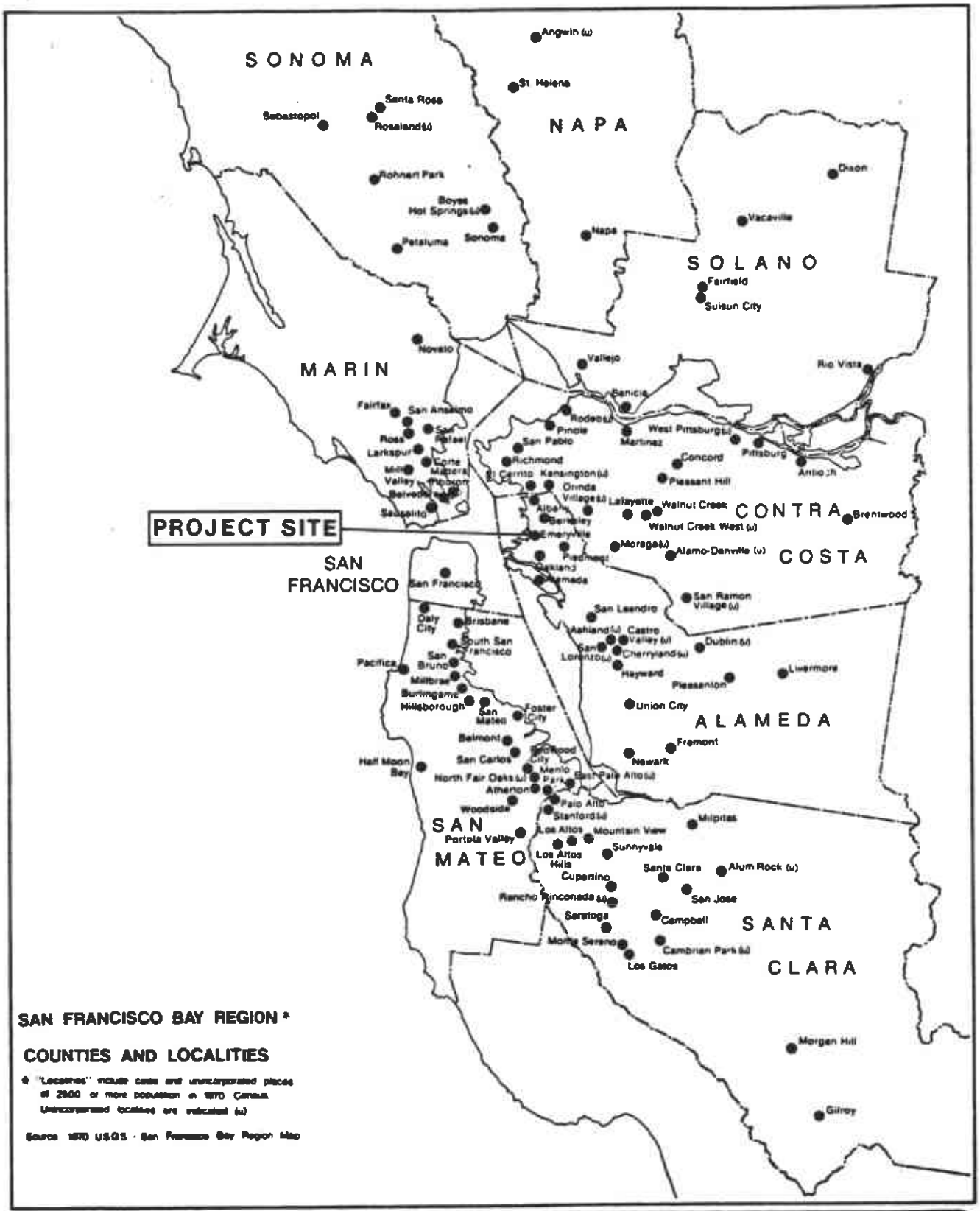
GENERAL DESCRIPTION. The site development plan (Figure 1-5) proposes three office buildings, containing approximately 325,000 square feet of floor space. The north and south buildings will be five stories in height, while the central structure will be three stories in height. Rooftop mechanical equipment (e.g., air conditioning, elevator operating machinery, etc.) will be enclosed in "penthouse" structures on each building. The areas between the major office structures may be developed as a series of retail service shops which could contain a variety of uses (e.g., delicatessen/sandwich shop, printers, etc.). Approximately 1000 parking spaces will be developed on the eastern half of the 17± acre parcel in order to respond to the city's requirement for three spaces per 1000 square feet of floor area. An additional 290 spaces will be available between the office buildings and the western property line (adjacent to Interstate 80).

The large parcel east of the planned office structures, currently proposed as a parking area, will be developed as a future second phase of the overall property. Generalized plans for this area include the development of up to 450,000 square feet of residential usage and approximately 50,000 square feet of service/commercial space. This potential site addition will be subject to an indepth analysis at the time of application; the current study concerns only the 325,000 square foot office complex and parking areas proposed.

The overall site design was developed in order to respond to the city's Bayfront Redevelopment corridor along Interstate 80. Such projects as the Watergate Office Towers, Watergate residential complex, Bay Bridge Holiday Inn, the 30 story Pacific Park Plaza condominiums (in the immediate project area) and proposed developments (e.g., Santa Fe Development's separate hotel and condominium towers) are indicative of the development format underway and proposed in the redevelopment of Emeryville's bayfront area.

The project area is currently utilized for large scale trucking operations (Delta-Garrett truck lines), with numerous tractors and trailers parked on site, loading docks and storage buildings, fueling and maintenance areas, and administrative offices. These uses will be removed and replaced by commercial offices and parking upon implementation of the project plans.

The change in land use will alter the fiscal effects of the property upon the City of Emeryville. The trucking use on site, based upon 1983/84 tax roll information employs 80 individuals and has an assessed value (land and improvements) of $3,266,195 (Sedway-Cooke, 1985). The Bay Center Development will increase the assessed valuation via land purchase price ($13,000,000) and the structures to be constructed ($100 projected cost per square foot for building shell and tenant improvements, or approximately $32,500,000) (Taylor, 1985). The taxable valuation of the property would, therefore, increase from slightly more than three million dollars to over 45 million dollars. Employment (and the related income fiscal effects) will increase from 80 to approximately 1040 individuals (based upon 312.5 square feet per employee [Emeryville Redevelopment Plan EIR, 1985]). These intensified financial generation factors will be reflected in increased revenues available to the City of Emeryville. On site improvements and/or extension of utilities costs will be borne by the project sponsor and installed during the construction phase of the development.



SAN FRANCISCO BAY REGION *

COUNTIES AND LOCALITIES

* "Localities" include cities and unincorporated places of 2500 or more population in 1970 Census. Unincorporated localities are indicated (u).

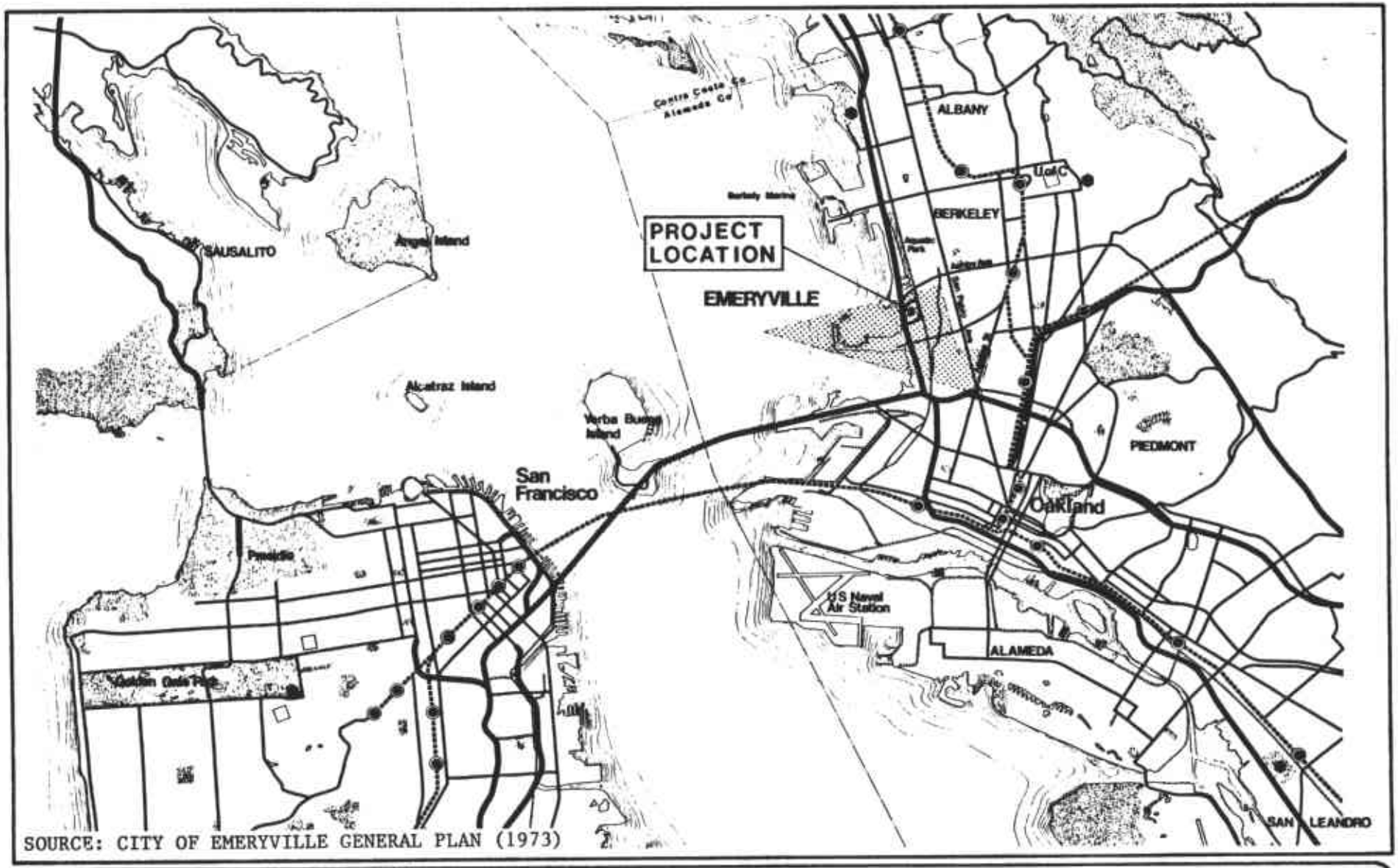
Source: 1970 USGS - San Francisco Bay Region Map

earth metrics

N

SCALE
1"=15 MI.

FIGURE 1-1 REGIONAL PROJECT LOCATION



SOURCE: CITY OF EMERYVILLE GENERAL PLAN (1973)

earth metrics

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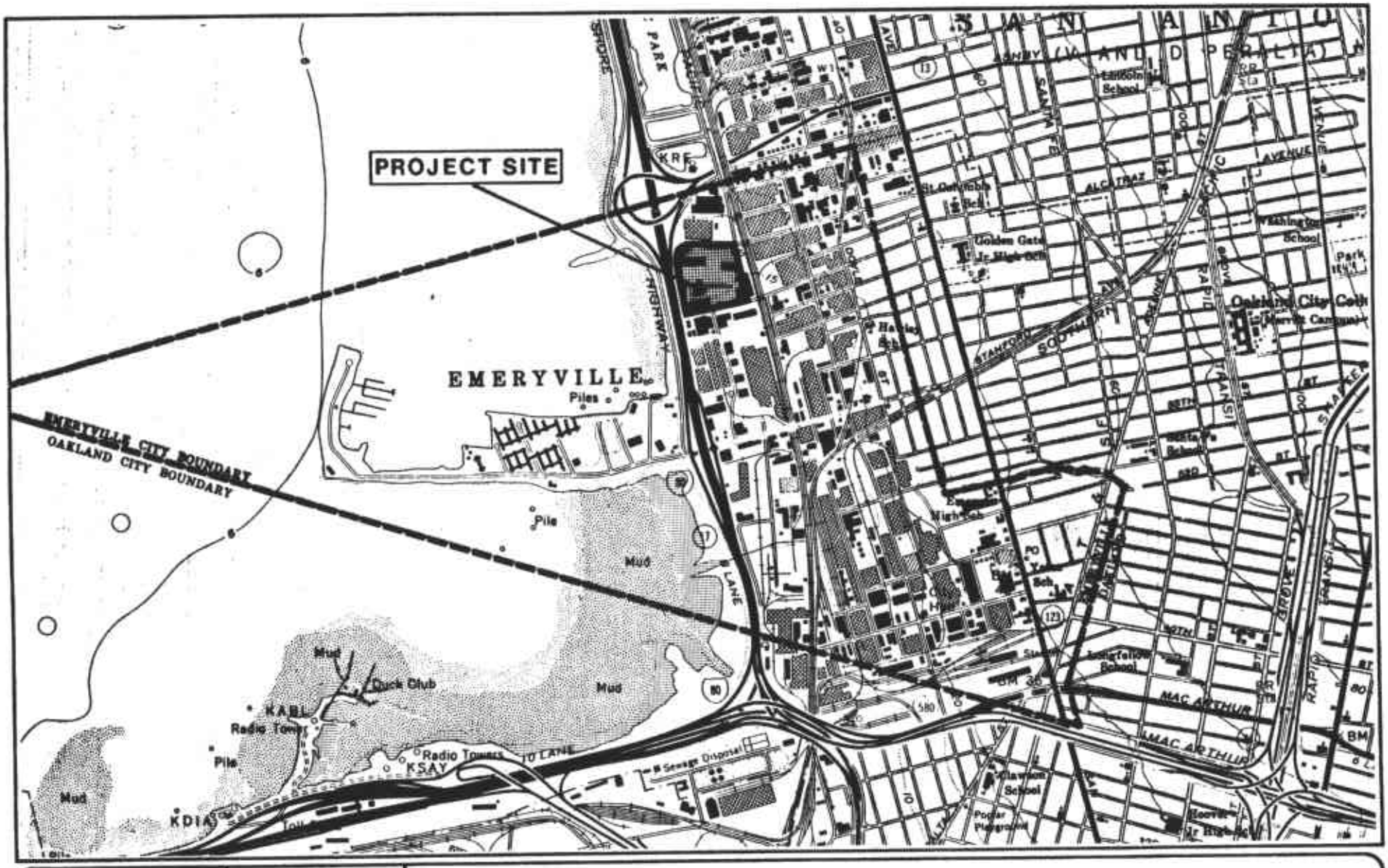
SCALE
1" = 6500'

FIGURE 1-2 GENERAL PROJECT LOCATION

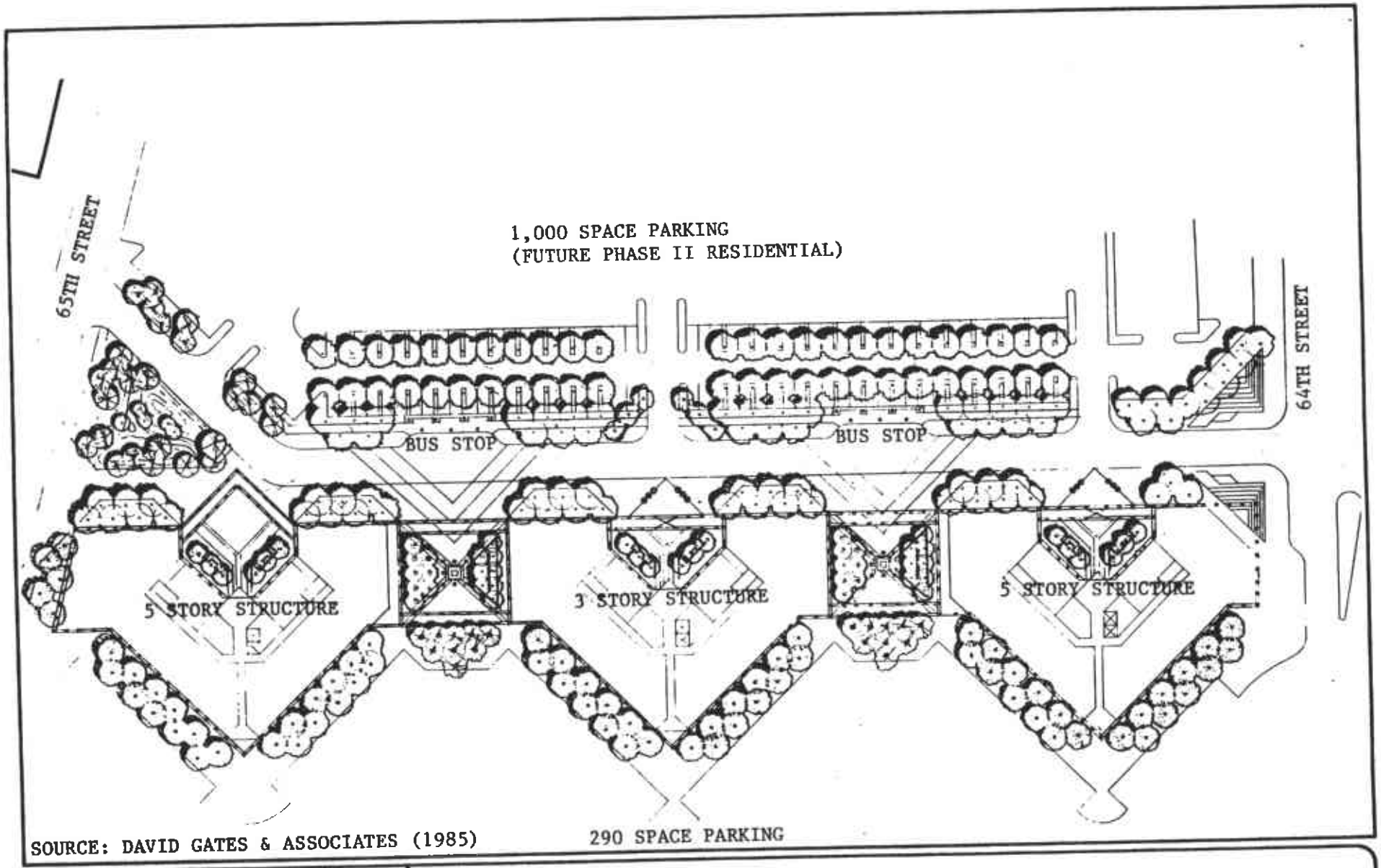


earth metrics

FIGURE 1-3 LOCAL PROJECT SITE LOCATION

SOURCE: GEOMATRIX CONSULTANTS (1983)

FIGURE 1-4 AERIAL PHOTOGRAPH OF PROJECT AREA



SOURCE: DAVID GATES & ASSOCIATES (1985)

earth metrics

N

SCALE
1" = 100'

FIGURE 1-5 PROJECT AREA CONCEPTUAL PLAN

2. SUMMARY OF IMPACTS AND MITIGATION MEASURES

The proposed project is the development of approximately 325,000 square feet of professional commercial office space, in three structures, and required parking on the 17± acre site currently occupied by the Delta-Garrett trucking operation.

2.1 TRAFFIC

EXISTING SETTING. The project site and adjacent roadways are affected by the large scale trucking operations. With the exception of the Frontage Road ramps/Powell Street intersection (Level of Service "E"; Level of Service ratings are defined in Table 3.1-1), none of the intersections in the project area exhibit an LOS lower than "C". Traffic flows in the project area will be affected by proposed CALTRANS and/or city improvements at the intersections of Interstate 80/Powell Street and Interstate 80/Ashby Avenue.

IMPACTS. The proposed project will generate up to 42 trips per inbound peak hour and 510 trips per outbound peak hour (these figures are net and include replacement of Delta-Garrett peak hour traffic). Pending the completion of proposed CALTRANS/City of Emeryville improvements, the Levels of Service of the intersections in the area will remain unchanged. After completion of the CALTRANS and City of Emeryville projects, the Level of Service at the Interstate 80/Powell Street intersection will improve to level "D". In summary, the project by itself will produce minor traffic impacts, and with the proposed areawide mitigations, all traffic impacts are fully mitigated.

MITIGATION MEASURES. No site specific mitigations are proposed to modify the traffic situation in the project area. After the completion of the CALTRANS and City of Emeryville improvements, peak traffic conditions (per LOS calculations) will be better than at present, including the subject project and other cumulative projects in the Emeryville Redevelopment Area.

2.2 NOISE

EXISTING SETTING. The project area is currently subject to noise impacts from vehicular traffic on Interstate 80, railroad operations along the Southern Pacific right of way, and heavy truck operations on the study site as well as adjacent properties.

IMPACTS. Construction activities associated with the development of the project will generate short term noise impacts in the area.

Site specific vehicular traffic associated with the project would generate noise levels approximately 10 dBA below current levels. Site specific traffic noise combined with existing noise levels will increase total traffic generated noise levels by 1± dBA.

The project, upon completion, will be exposed to the noise sources (excepting Delta-Garrett operations) as described in Existing Setting, above.

MITIGATION MEASURES. Construction vehicle noise could be mitigated by such measures as mufflers on equipment and restricting construction hours.

Weather sealing and selection of windows with appropriate Sound Transmission Class ratings will provide attenuation, within the office buildings, for external noise levels.

2.3 VISUAL QUALITY

EXISTING SETTING. The site is currently used by Delta-Garrett Trucking Companies and contains structures and vehicles associated with large scale trucking operations.

IMPACTS. The proposed complex of two, five story and one, three story office buildings will alter the appearance of the site. The project area's location is in a high visibility corridor and, as such, the buildings of the Bay Center Development will be a noticeable addition to the Emeryville Bayfront Redevelopment Area.

MITIGATION MEASURES. The project's design has been developed to coincide with the visual community character being created in and by the Emeryville Redevelopment Area. The variation of structure heights will allow for improved views through the project area than would be available with uniform structure heights. Rooftop mechanical equipment will be enclosed in "penthouse" structures.

2.4 FIRE PROTECTION

EXISTING SETTING. Fire protection to the study site is provided by the Emeryville Fire Department. The nearest fire station, at 63rd and Hollis Streets, is approximately four blocks from the project area and has a response time of within three minutes. Should vehicle or rail traffic delay this fire equipment in response, equipment from the fire station at 43rd and San Pablo Streets can be rerouted to avoid congestion and provide timely response. Water pressure and flows necessary for fire protection in the area are considered adequate.

IMPACTS. The conversion of the project site from large scale trucking operations to professional, commercial office uses, will incrementally modify the fire service requirements on site.

MITIGATION MEASURES. The project sponsors will negotiate a Memorandum of Understanding with the Fire Department, and will incorporate fire safety requirements (sprinklers, additional hydrants, etc.) into the project's final plans as directed by the Fire Department.

2.5 HAZARDOUS WASTE POTENTIAL

EXISTING SETTING. Four preliminary test borings were conducted on the subject property to ascertain if certain heavy metals had been deposited in the subsurface due to prior land uses (unverified report of a former paint factory on site). State of California threshold limits for lead were exceeded in three borings and zinc in one boring and the limit for zinc approached in another boring. None of the borings contained concentrations of chromium in excess of the state limits. Three of the borings contained a strong hydrocarbon smell (possibly the result of truck fueling operations on the project site).

IMPACTS. No grading, which could expose deposits of heavy metals as preliminarily indicated in the test borings, will occur as a result of the project's development. The site will be cleared and leveled, which will include importation of fill materials, prior to construction of the proposed development.

MITIGATION MEASURES. No excavation is proposed; therefore no mitigation measures are required. Fill emplaced on site, will increase the surface "cap" on the waste materials.

3.1 TRAFFIC

Traffic analysis for the proposed project was conducted by DKS Associates, Oakland, California, during May and June, 1985. Their report has been excerpted and/or summarized for inclusion in this section.

EXISTING SETTING. The site of the proposed Bay Center Development is adjacent to Interstate 80 in Emeryville. Access to the project area from I-80 is via either Ashby Avenue (north of the site) or Powell Street (south of the parcel) and the network of surface streets including: Christie Avenue, La Coste Street, Bay Avenue, and 64th and 65th Streets.

Existing Traffic Conditions. The purpose of examining existing traffic conditions is to ascertain whether the road system can absorb the trips generated by the office project. Operational analysis is typically done at roadway intersections because they represent the primary capacity constraint. Key intersections in Emeryville which would be affected by the project include:

- Interstate 80/Powell Street (to be improved by the City of Emeryville and CALTRANS)
- Christie Avenue/Powell Street
- Bay Avenue/65th Street
- Bay Avenue/Ashby Avenue (to be developed in conjunction with CALTRANS' improvements at Interstate 80/Ashby Avenue)

Operational analysis typically looks at peak hour traffic, which occurs during the afternoon commute in this part of Emeryville. Currently, the trucking operations on the site generate 64 and 96 peak hour trips (inbound and outbound, respectively). Level of Service (LOS) designations - ranging from "A" through "F" - described how well an intersection is operating (see Table 3.1-1). An intersection operating smoothly is described as having LOS "A", while a congested intersection would be an "E" or "F". The primary determinants of levels of service are traffic volumes and intersection geometry (roadway width, intersection angles, number of lanes, etc.) These were measured in the field for three key intersections during 1983. Existing levels of service ranged from "E" (I-80/Powell Street) to "A" (Bay Avenue/65th Street), with the intersection of Powell Street/Christie Avenue having an LOS of "B".

Most cities consider LOS "D" to be the limit of acceptable levels of service. Using this criteria, the intersection of Interstate 80 and Powell Street is operating at an unacceptable level of service. Figures 3.1-1 and 3.1-2 illustrate existing roadway geometrics at I-80/Powell Street (and Powell Street/Christie Avenue) and I-80/Ashby Avenue, respectively.

Roadway Improvements in Project Area. The City of Emeryville and CALTRANS have scheduled joint improvement projects for the Interstate 80/Powell Street interchange which will, upon completion, improve traffic flow conditions in the area. The City of Emeryville also plans to improve the intersection geometry at Christie Avenue/Powell Street. The City of Emeryville projects are scheduled to be in place prior to the completion of the Bay Center

TABLE 3.1-1. LEVEL OF SERVICE INTERPRETATION

LEVEL OF SERVICE	DESCRIPTION	AVERAGE VEHICLE DELAY (SECONDS)	VOLUME TO CAPACITY RATIO
A	Free flow. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Insignificant delays.	0-16	0.0-0.59
B	Stable Operation. An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. Minimal delays.	16-22	0.60-0.69
C	Stable Operation. Major approach phase may become fully utilized. Most drivers feel somewhat restricted. Acceptable delays.	22-28	0.70-0.79
D	Approaching Unstable. Drivers may have to wait through more than one red signal indication. Queues develop but dissipate rapidly, without excessive delays.	28-35	0.80-0.89
E	Unstable Operation. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. Significant delays.	35-40	0.90-0.99
F	Forced flow. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections. Excessive delays.	40 or greater	not applicable

Source: DKS Associates (1985)

Development in 1987 (Kolb, 1985) while the CALTRANS improvements at I-80/Powell Street are projected to be in place by the end of 1988 (Dunham, 1985). Figures 3.1-3 and 3.1-4 depict the improved roadway geometrics at the above described intersections. The CALTRANS improvements will be developed concurrently with the construction of the High Occupancy Vehicle (HOV) lane on the eastern periphery of I-80 from the Bay Bridge to Ashby Avenue, in the project area.

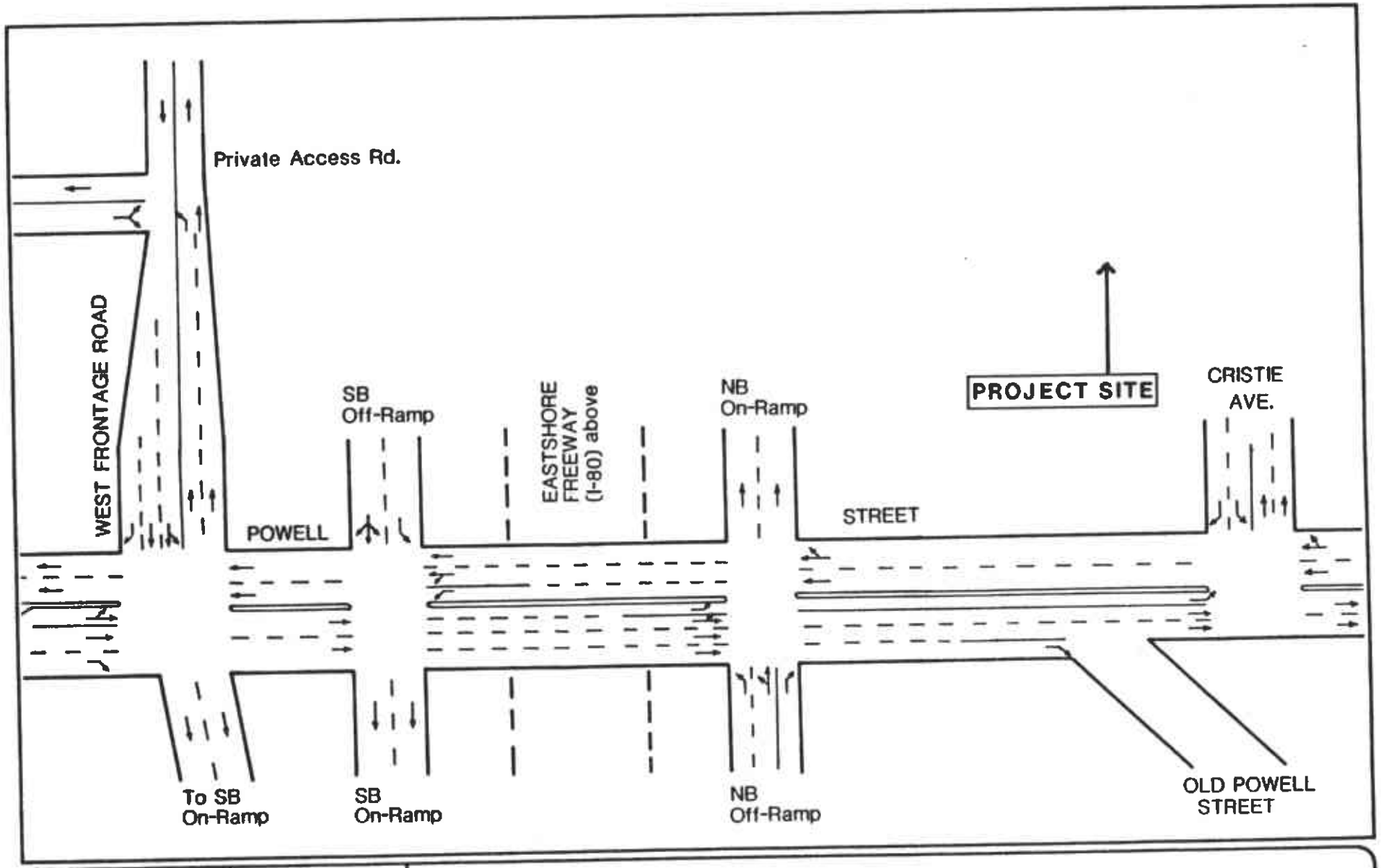


FIGURE 3.1-1 EXISTING GEOMETRICS AT POWELL/I-80 INTERCHANGE AND CRISTIE/POWELL

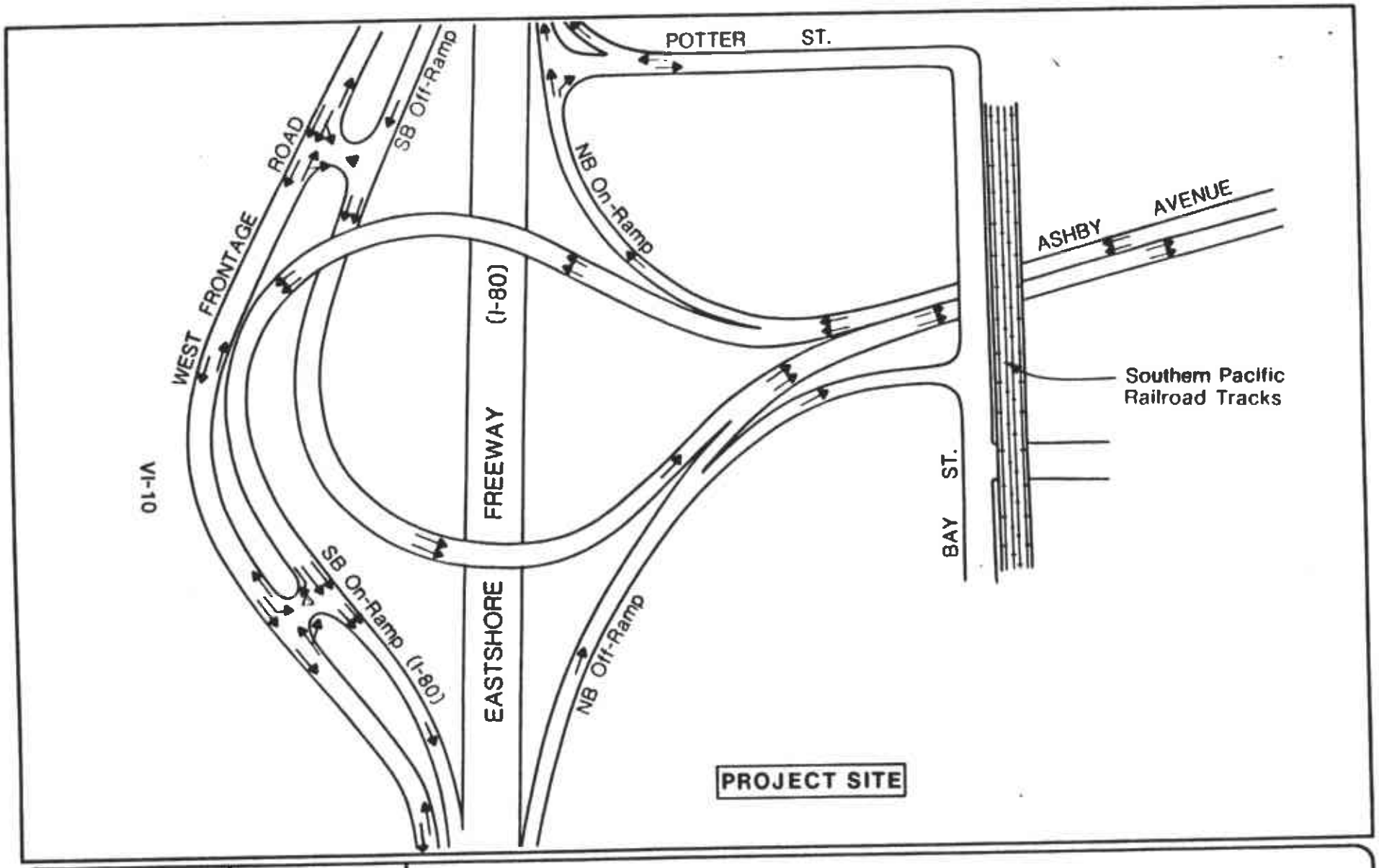


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FIGURE 3.1-2 EXISTING GEOMETRICS AT ASHBY/I-80 INTERCHANGE

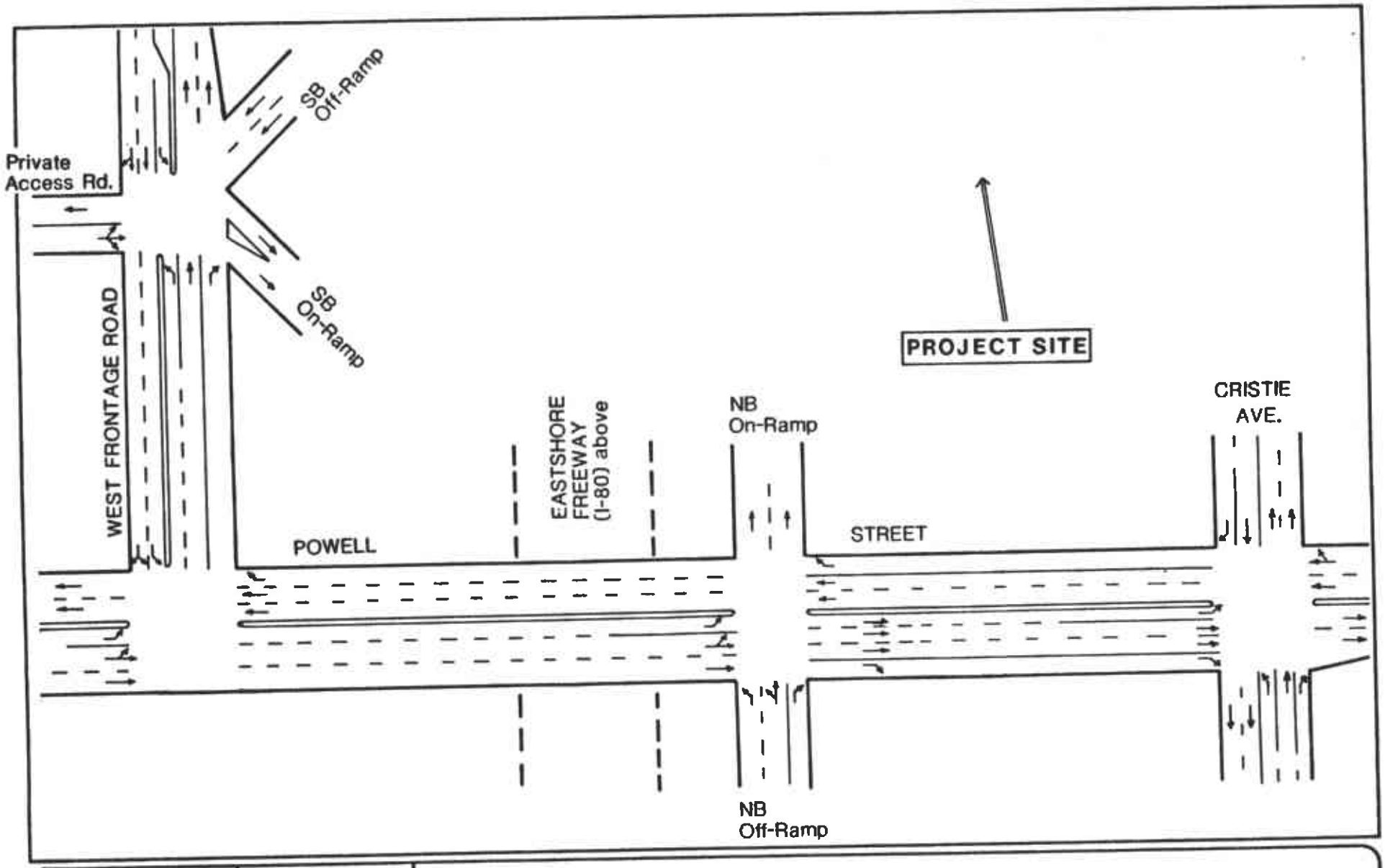

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FIGURE 3.1-3 CITY OF EMERYVILLE AND CALTRANS PROPOSED GEOMETRICS AT POWELL/I-80 CITY OF EMERYVILLE PROPOSED GEOMETRICS AT CRISTIE/POWELL

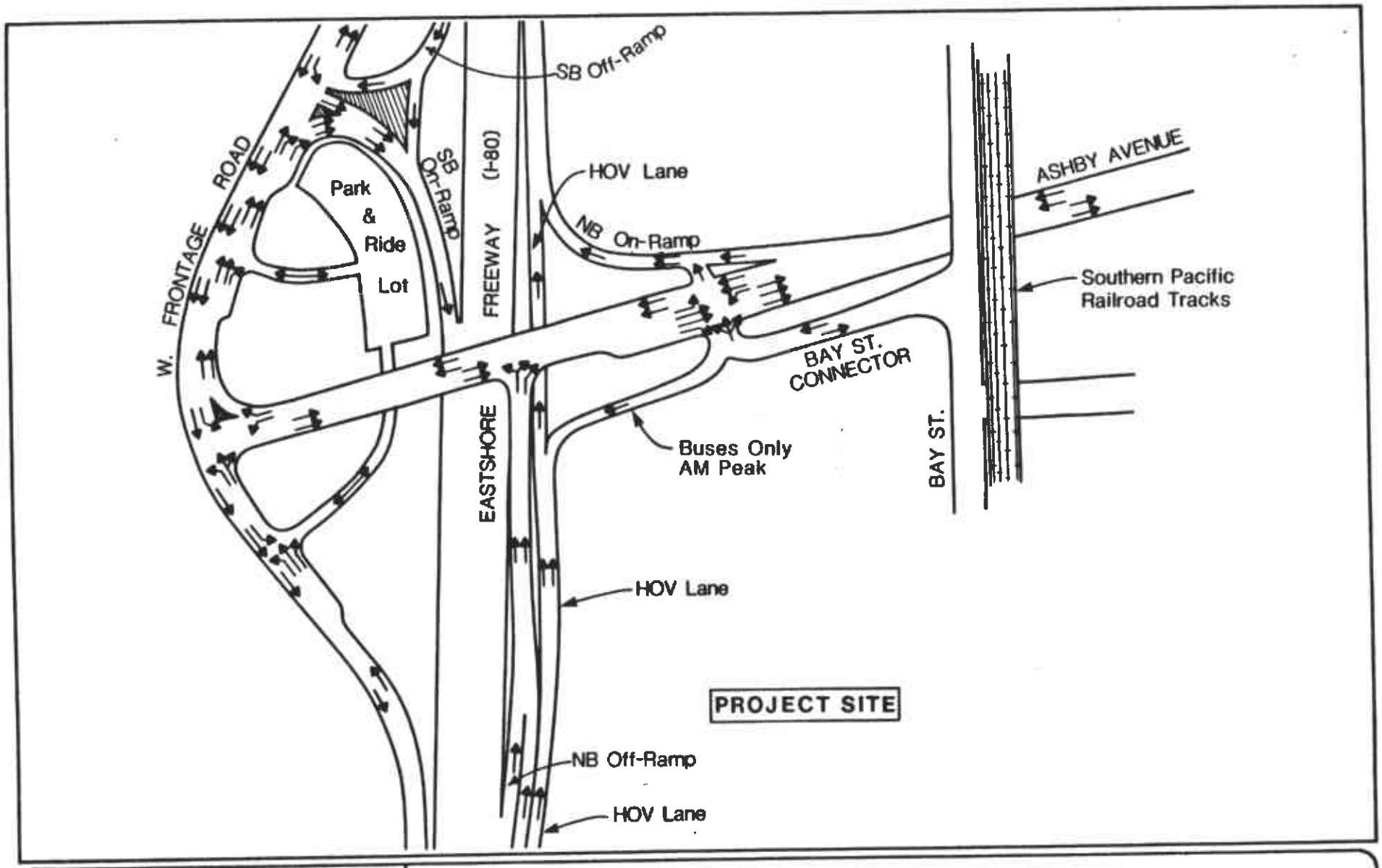

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FIGURE 3.1-4 CALTRANS PROPOSED GEOMETRICS AT ASHBY/I-80 INTERCHANGE

The traffic impacts of the proposed project were evaluated based on the Emeryville TRACS (Traffic Analysis Computer Software) model, developed by DKS Associates in 1984. This model was further refined in the course of the study to allow more detailed analysis in the vicinity of the proposed project. Existing traffic volumes and moments, planned roadway improvements, and additional developments in the project area provided the supplemental data utilized in the assessment of the six transportation/land use scenarios for the project area. The parameters evaluated include:

I. Existing traffic with existing street and freeway geometrics (Figures 3.1-1 and 3.1-2).

II. Existing traffic with new geometrics at Interstate 80/Powell Street (as proposed by the City of Emeryville and CALTRANS) and at Christie Avenue/Powell Street (currently planned by the City of Emeryville). Figure 3.1-3 illustrates these projected improvements. Other local street geometrics are presumed to remain unchanged.

III. Same geometrics as Scenario II. Existing traffic plus trips associated with two new traffic generating developments near the project site. Pacific Park Plaza (at full occupancy of its 590 condominium units) and the 150 room Day's Inn Motel (also assumed to be at 100 percent occupancy). This is the No Project Alternative.

IV. Same geometrics and traffic as Scenario III plus net trips associated with the proposed Bay Corporate Plaza office project. That is, the estimated trips associated with the office development less the trips associated with the two truck terminals existing at the time of the baseline traffic counts in December, 1983.

V. Same geometrics and traffic volumes as in Scenario III with the addition of the full interchange at Ashby Avenue by CALTRANS. Figure 3.1-4 illustrates this new interchange. Note that a new intersection between Ashby and a Bay Street connector will be created in conjunction with this project.

VI. Same geometrics and traffic volumes as Scenario V plus net trips associated with the proposed project.

VII. Interim traffic volumes with existing traffic volumes and street/geometrics (Scenario I) plus net trips from proposed project and two traffic generating developments included in Scenario II (Pacific Park Plaza and Day's Inn). Discussed in Cumulative Impact Overview in this section.

Table 3.1-2 summarizes the traffic conditions under the six scenarios at the four Emeryville intersections most affected by the project and other development in the immediate vicinity. In addition, summary information relative to available development concepts within the Bayfront Redevelopment Area (Sedway-Cooke Associates, 1985) was utilized to generate an overview of cumulative effects in the redevelopment area. The proposed project would be

TABLE 3.1-2. VOLUME/CAPACITY (V/C) AND LEVEL OF SERVICE (LOS) OF CRITICAL EMERYVILLE INTERSECTIONS (PM PEAK PERIOD)

SCENARIO/ INTERSECTION	I	II	III	IV*	V	VI *	VII*
	Existing Geometrics Existing Traffic Volumes	New Geometrics (except Ashby) Existing Traffic Volumes	As in Scenario II, plus other Cumulative development trips.	As in Scenario III, plus net Bay Center Development project trips.	New Geometrics (incl Ashby) Existing & Center Development project trips.	As in scenario V, plus net Bay Center Development project trips.	Existing Geometrics Existing, cumulative, and Bay Center Development trips.
1. Frontage Ramps & Powell (I-80/Powell)	.93 (E)	.72 (C)	.78 (C)	.88 (D)	.74 (C)	.83 (D)	1.21 (F)
2. Christie & Powell	.61 (B)	.51 (A)	.66 (B)	.70 (C)	.56 (A)	.60 (B)	.87 (D)
3. Bay & Ashby	n/a	n/a	n/a	n/a	.63 (B)	.72 (C)	n/a
4. Bay & 65th	.14 (A)	.14 (A)	.15 (A)	.18 (A)	.29 (A)	.39 (A)	.18 (A)

* Indicates a "with project" scenario

Source: DKS Associates (1985)

an incremental contributor to traffic conditions resulting from implementation of the various proposals available within the scope of the redevelopment area plans.

P.M. peak hour trip generation which can be attributed to the Bay Center Development are projected to be 42 vehicles inbound and 510 vehicles outbound. These quantities are net amounts and reflect replacement of existing trips generated by the Delta Garrett truck operations. These trips will add to the existing traffic flows on the roadways serving the project area and the City of Emeryville. In the interim period prior to the completion of the City of Emeryville/CALTRANS roadway improvements (1987 through late 1988) the proposed project's individual impact on the street network of the area is not considered as being significant (DKS, 1985).

The distribution of vehicle trips to the various roadways serving the area was assessed based, upon both "Employment Area" (the existing and proposed project site uses, Day's Inn Motel, etc.) and "Residential Area" (Pacific Park Plaza) trips (see Table 3.1-3). Table 3.1-4 presents the peak hour vehicle trip distribution to and from the project area.

The proposed development of the full interchange at Interstate 80 and Ashby Avenue (and the associated improvement of the Bay Street/Ashby Avenue connector) will substantially affect the directional traffic flow assignment in the project area. Traffic flows utilizing the Ashby Avenue interchange are anticipated to follow the established pattern in that the majority of vehicles utilize this route for access to and from northbound Interstate 80. Pending completion of the improved I-80/Ashby Avenue interchange, the traffic to and from I-80 is projected to utilize a combination of Ashby, 7th Street, Hollis Street, 64th Street to access the project area. During the A.M. peak hour (after the interchange's completion), 26 percent of the project's inbound and two percent of the outbound traffic would access the site from I-80/Ashby Avenue. The P.M. peak hour traffic levels to the Ashby Interchange will likely be lower due to the favorable combination of right turns available on the routes to the Powell Street/I-80 interchange (which will be improved by the City of Emeryville and CALTRANS). Approximately six percent of the traffic to and from the Bay Center Development will access Ashby Avenue from the Berkeley area east of 7th Street both before and after improvement of the interchange. The level of service, as measured in June of 1985, at the intersection of Ashby Avenue/7th Street is projected to change from its current LOS of "B" (V/C of .66) to LOS "C" (V/C of .74) after completion of the Bay Center Development. In a similar manner, Pacific Park Plaza (and other existing Emeryville trips) traffic flows using the Ashby Avenue/Interstate 80 interchange would increase from the current five percent of total trips to up to 65 percent after the interchange is modified per CALTRANS' plans.

Impacts Summary

- With City of Emeryville and CALTRANS' planned improvements at I-80/Powell (but without planned improvements to I-80/Ashby), traffic generated by the Martin project would utilize about 10 percent of the capacity at I-80/Powell, 4 percent of the capacity at Christie/Powell and 3 percent of the capacity at Bay/65th. Intersection levels of service (LOS) with the project would be "D" at I-80/Powell (an improvement over the current LOS of "E"), "C" at Christie/Powell (currently LOS "B") and "A" at Bay/65th (no change from current LOS).

TABLE 3.1-3. ESTIMATED VEHICLE TRIP GENERATION IN P.M. PEAK HOUR (BY PROJECT)

DEVELOPMENT PROJECT	TRIP GENERATED INBOUND	TRIP GENERATED OUTBOUND
Martin Company Project		
Proposed Phase I Office (325,000 ft.)	107	608
Delta-Garrett truck terminals (existing to be replaced)	-64	-96
Net Phase I Office Project Trips	42	510
Other Cumulative Development Projects		
Pacific Park Plaza condominiums (full occupancy of 590 units)	240	120
Day's Inn (full occupancy of 150 room motel)	46	48

Source: DKS Associates (1985).

TABLE 3.1-4. VEHICLE TRIP DISTRIBUTION (PEAK HOUR)

ACCESS ROUTE	TO AND FROM RESIDENTIAL AREAS	TO AND FROM EMPLOYMENT AREAS
Interstate 80 North	15%	28%
California 24 East	3%	6%
Interstate 580 South	5%	19%
California 17 South	15%	13%
S.F. - Oakland Bay Bridge	33%	15%
Ashby Avenue (into Berkeley)	5%	6%
San Pablo/MacArthur (into Oakland)	6%	7%
Emeryville Local	18%	6%

Source: DKS Associates (1985).

- With CALTRANS' planned improvements to I-80/Ashby, the Martin project would utilize 9 percent of capacity at I-80/Powell, 4 percent at Christie/Powell, 10 percent at Bay/65th and up to 26 percent at the newly created Bay/Ashby intersection. The P.M. peak hour levels of service would be "D" at I-80/Powell, "B" at Christie/Powell, "A" at Bay/65th and "C" at Bay/Ashby.

- Emeryville's proposed geometrics for I-80/Powell include a new westbound right turn lane on Powell which will significantly reduce the current problem of traffic queues backing up from the northbound freeway ramp to Christie/Powell, even with the addition of project and other cumulative traffic.

- Until the proposed roadway improvements are completed, the traffic generated by the proposed project will incrementally add to the traffic volumes on the roadways serving the area. This increase in volume will be a relatively short term condition and will not exceed the capacities of the road system.

Cumulative Impact Overview. A diversity of development plans would be available within the Bayfront Redevelopment Area per preliminary parameters being developed by Sedway Cooke Associates and the City of Emeryville. Utilizing a potential development scenario which could be implemented in the redevelopment area (Section 8, Cumulative Impacts), and which contains a variety of land uses, the total of projects in the redevelopment area would have the potential to generate approximately 9000 peak hour trips. Based upon this theoretical scenario, the proposed Bay Center Development traffic generation would constitute a 6.2 percent increment of the total peak hour flow resulting from buildout of the redevelopment area.

The existing traffic flow conditions (e.g. Levels of Service) will not be significantly adversely impacted by trip generations resulting from the completion of the Bay Center Development. The interim traffic situation (present time until all CALTRANS/City of Emeryville improvements are completed) traffic situation is considered a short term condition which will be incrementally affected by the proposed project's development (DKS, 1985). The existing traffic plus project traffic plus the Pacific Park Plaza and Day's Inn developments (Scenario VII) would degrade the existing Levels of Service at the intersections of I-80/Powell Street from LOS "E" to "F", and Christie/Powell Streets from LOS "B" to "C"; the intersection of Bay/65th would remain unchanged at LOS "A" (DKS, 1985). The project's incremental volume contribution to traffic flows would, in part, be responsible for the significant traffic congestion (LOS "F") at the I-80/Powell Street intersection, as it currently exists.

MITIGATION MEASURES. There are two approaches to mitigation of project impacts. One is to reduce project trips through Transportation Systems Management measures, and the other is to improve the road system through the reconfiguration of intersections. No site specific traffic mitigation measures are included in the project plans other than improvement of ingress/egress to the site's parking areas from adjacent streets.

Transportation Systems Management. Transportation Systems Management measures include carpools, vanpools, transit, bicycles and walking, and flexible or

staggered work hours, i.e., any measure that will reduce the use of automobiles during peak commute hours. The trip generation rates used in this study assume that almost all trips are made by single occupant autos. Thus, the analysis herein represents a worst case scenario for project traffic.

Road System Improvements. The planned interchange, intersection, and/or roadway improvements to be developed by the City of Emeryville and CALTRANS will improve peak traffic conditions above current levels of service in the project vicinity. The improvements will benefit the Bay Center Development as well as other projects to occur in the redevelopment area. Such transportation network improvements, however, cannot be considered mitigation of project impacts because they will be constructed with or without the project.

3.2 NOISE

EXISTING SETTING

Sensitive Receptors. The primary sensitive receptor in the site vicinity is a high rise condominium building, 400 to 500 feet south of the project boundary.

Noise Sources. Noise sources affecting the project site and vicinity include: vehicular traffic on Interstate 80; railroad operations on the Southern Pacific Railroad (SPRR) tracks east of the site; as well as truck activities at industrial facilities (and the project site). I80 carries a daily volume of 219,000 vehicles (CALTRANS, 1985) along the west side of the parcel. The SPRR has a total of approximately thirty operations a day on the main line tracks east of the site (Southern Pacific Transportation Company, 1985). These include eight through AMTRAK passenger trains, twelve through freight trains, and ten to twelve switching operations.

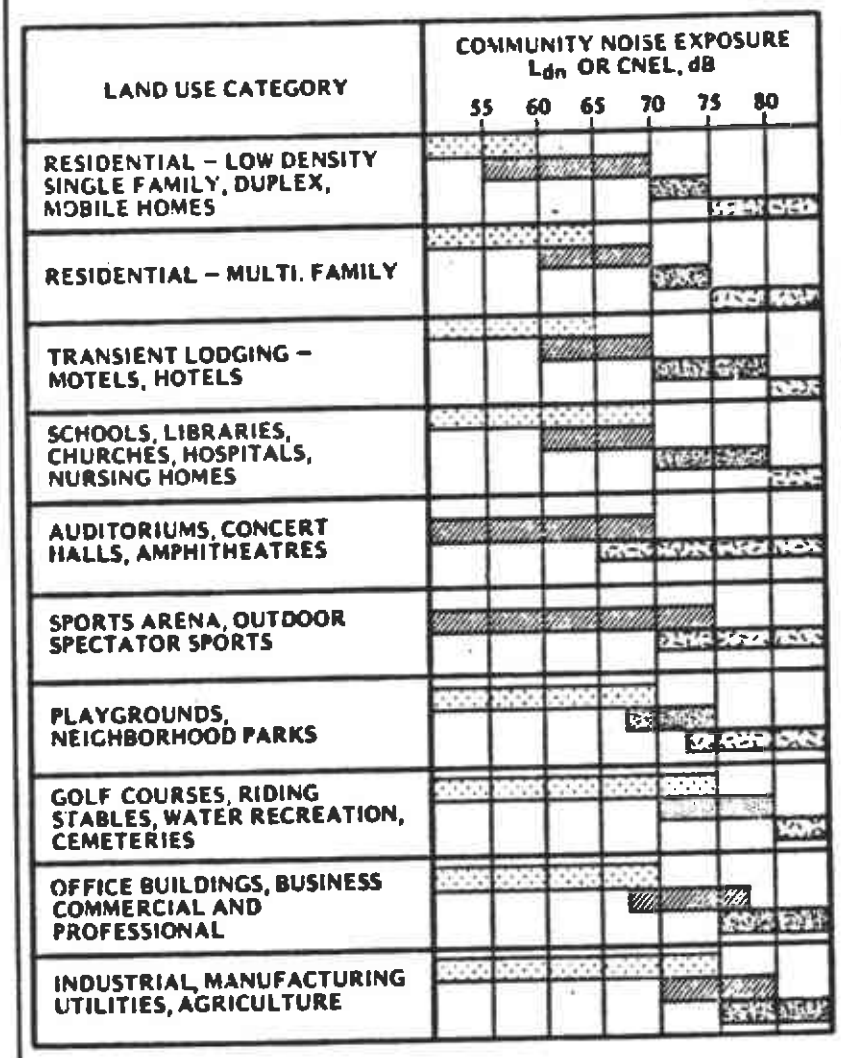
City of Emeryville Noise Standards. The City of Emeryville uses the recommended noise standards of the State of California (Figure 3.2-1). These standards identify an exterior noise level of 70 dBA Ldn or CNEL as normally acceptable for office buildings, and an exterior noise level of 65 dBA Ldn/CNEL as normally acceptable for multifamily residential land use. The standards specify an interior limit of 45 dBA Ldn/CNEL.

FHWA Noise Guidelines. The Federal Highway Administration (FHWA) recommends maximum noise levels for various land uses. The FHWA maximum Leq (equivalent energy) levels apply to the noisiest hour of the day which typically occurs during the peak traffic hour. For office buildings and residences, the FHWA recommended maximum exterior Leq levels are 72 dBA and 67 dBA Leq, respectively.

Existing Noise Levels. The existing noise levels at the planned office buildings due to traffic sources, were calculated in accordance with procedures of the Federal Highway Administration (FHWA, 1978), and using traffic volume information provided by CALTRANS (1985). The Leq for the peak traffic hour was calculated to be 78 dBA and in excess of the 72 dBA design level of FHWA. An upward adjustment in accordance with data trends presented in the Handbook of 2 dBA (Noise Control, 1979) was applied to the Leq to obtain an approximate value of the Ldn/CNEL. The Ldn/CNEL was calculated to be 80 dBA, and in excess of the normally acceptable range of the City of Emeryville standards.

The existing level at the high rise condominium building near the site is calculated, in accordance with methods of the FHWA, to be approximately 78 dBA Leq, and in excess of the FHWA design level. The existing Ldn/CNEL is calculated to be 80 dBA, and thus in excess of the 65 dBA compatibility level of the City of Emeryville.

The existing noise levels due to railroad operations were calculated using methods of the State of California Office of Noise Control (1975). In addition, traffic volume information provided by the Southern Pacific Company was used. The calculations yielded a noise level of 60 dBA Ldn/CNEL at the planned building location. This level is in compliance with the 70 dBA normally acceptable level of the Emeryville standards.



INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Source: Guidelines For The Preparation and Content of Noise Elements of General Plan. Prepared by the California State Office of Noise Control.

earth metrics

FIGURE 3.2-1 LAND USE COMPATABILITY FOR COMMUNITY NOISE ENVIRONMENTS

The noise level from railroad sources which occurs at the condominium building is also calculated to be approximately 60 dBA Ldn/CNEL. This level is in compliance with the 60 dBA compatibility level of the City of Emeryville standards.

IMPACTS

Construction Noise. Initial noise impacts of the proposed project would result from construction activity. Construction noise, which includes noise from the operation of paving equipment, trucks and other equipment, would increase ambient noise levels in the project vicinity. Major sources of construction noise and the typical A weighted sound levels at 50 feet are: dump trucks (88), portable air compressors (81), concrete mixer (85), piledriver (101), jackhammer (88), bulldozer (87), paver (89), pneumatic tools (85), backhoes (85) (Noise News, 1974). It should be noted that the initial effect of construction noise would be temporary and confined to relatively small areas at any one time. In addition to noise created at the site, some noise would also be produced by construction related trucks traveling to and from the project.

Project Generated Traffic Noise. As shown by the traffic report, there will be a total of 551 project generated trips in the P.M. peak hour. The largest number of these, 48 percent or 265 trips, will travel by way of the Bay Bridge. This additional volume alone would be a noise level which is 10 dBA or more below the existing level, where the existing level has been estimated based on previous measurements taken near the entrance to the bridge. This traffic volume, added to the existing traffic flows, will increase the noise level by approximately one dBA.

At roadway segments other than highways, the traffic distributions will be 11 percent and 13 percent of the total on Ashby Avenue and San Pablo/MacArthur, respectively. The predicted additional traffic will be 61 to 72 vehicles per hour, and will create a calculated noise level of approximately 55 dBA L10 at a 75 foot distance from the center line. This level would be approximately 10 dBA below the existing level, and therefore not significant, where the existing level has been estimated based on previous experience with arterial roadways.

Cumulative Traffic Noise. For cumulative traffic conditions, the total from peak hour generation is predicted to be 1006 trips. This includes consideration of the proposed Phase I office, with Delta Garrett truck terminals to be replaced; the Pacific Park Plaza condominiums, and the Days Inn.

The projected additional traffic of 483 P.M. peak hour trips at the Bay Bridge would create a noise level of 68 dBA at 100 feet from the center line. This level will, again, be on the order of 10 dBA below the existing ambient levels.

Along Ashby Avenue and San Pablo/MacArthur, the projected additional traffic for cumulative conditions will create a noise level of approximately 58 dBA at a 75 foot distance from the center line. This project level will result in an increase of one dBA over existing ambient levels. This increase is normally not perceptible and is not significant.

Interstate 80 Noise Impacts. The impact of future (year 2005) I80 noise sources was calculated in accordance with methods of the FHWA (1978). Also, reference was made to traffic information provided by CALTRANS (1984). These calculations yielded a noise level of 75 dBA Leq at the planned office building. This level is therefore three dBA over the 72 dBA design goal of FHWA. The interior levels would be reduced by the building skin attenuation to 51 dBA Leq, and therefore in compliance with the 52 dBA design level identified by FHWA.

The Ldn/CNEL would be approximately two dBA higher than the peak traffic hour Leq. Therefore, the exterior level would be 77 dBA Ldn/CNEL, and over the 70 dBA normally acceptable level of the Emeryville standards for office buildings.

HOV Lane Impacts. The noise level impacts of the proposed HOV lane were predicted in accordance with methods of the Federal Highway Administration (FHWA, 1978) and using the projected traffic volume data provided by CALTRANS (1984). Thus, for the projected four hour volume of approximately 400 person trips, which is assumed to correspond to 1,300 vehicle trips, the noise level is predicted to be 65 dBA Leq. This level is in compliance with the 72 dBA design level of FHWA.

The noise level described above applies at the upper floors of the planned office building. At the lower floors, the noise levels would be an estimated five dBA lower, due to shielding provided by the shoulder of the elevated HOV lane.

Combined I80 and HOV Lane Impacts. As described in the preceding subsections, the noise level at the office buildings, due to future I80 traffic, is predicted to be 75 dBA Leq. Also, the noise level due to the proposed HOV lane will be up to 65 dBA Leq. By decibel addition, the total noise level for the combined sources will be approximately 75 dBA Leq and will be primarily controlled by the I80 traffic. This level is over the 72 dBA design level of the FHWA standards. The Ldn/CNEL would be 77 dBA Ldn/CNEL, and in excess of the normally acceptable level of the Emeryville standards.

Future Railroad Noise Impacts. The future volumes on the SPRR tracks could increase by ten operations per day (Southern Pacific Transportation Company, 1985). These additional passbys would create a sound level increase of two dBA over the existing levels, thus the resulting level would be 62 dBA Ldn/CNEL. The future level is therefore in compliance with the 70 dBA compatibility level of the Emeryville standards.

MITIGATION MEASURES

Construction Noise. The following measures are recommended to mitigate the temporary noise impacts in the neighborhood originating from the project construction.

- To minimize the noise impact of construction, all construction vehicles and equipment will be properly muffled.
- Construction activities at the project site will be restricted to between the weekday hours of 7 A.M. and 6 P.M. to minimize disturbance to local residents.

- Inform the public of proposed construction timelines to minimize potential annoyance related to construction noise. This is important for any residences located within a few hundred feet of construction activity.

Traffic Noise at Project. To achieve acceptable interior noise levels in the planned office building, the following is recommended, and applies for worst case traffic conditions.

- The windows should be rated at least Sound Transmission Class (STC) of 35 and should have effective weather seals. This applies to windows facing I80 and the proposed HOV lane. The exterior doors should have effective weather seals.

3.3 VISUAL CHARACTER

EXISTING SETTING. The project site comprises 17± acres in an urbanized setting east of Interstate Route 80, south of the Ashby Avenue (State Route 13) interchange with I-80, and west of the Southern Pacific railroad right of way. The site topography is generally level. The project area is currently occupied by a large scale trucking operation (Delta-Garrett Lines).

The onsite trucking operation's appearance components include the large open areas for vehicle maneuvering/parking, loading/storage buildings, maintenance operations areas, administrative offices and parking, and the truck/trailer use of the site. Figure 3.3-1, Plates A through D, illustrate the site specific aesthetic qualities as they relate to the current uses.

Nearby land uses include visually abrupt departures, as represented by the Pacific Park Plaza condominiums (30 stories) immediately south of the project area and the 4 to 20 story residential and office structures developed on the peninsula west of the study site, from the general citywide two to four story building heights.

View Corridors. A view corridor is a vista spanning a distant area from a point of visual origin. View corridors described in this report originate from likely viewer vantage points and focus on the proposed project site. These views are depicted in Figure 3.3-3, Plates A through D, as viewed from locations indicated in Figure 3.3-2. These views also illustrate the visual predominance of the area by the previously mentioned multiple story developments. The project area, while visible from the bayfront and peninsula of Emeryville, cannot be seen from such nearby land uses as the Berkley Marina area and the Bay Bridge.

View Opportunities. The project site provides limited visual opportunities of the significant natural features of San Francisco Bay to the west, and the Berkeley Hills east of the study area. The site's immediate surroundings are developed for commercial, industrial, residential, and transportation (Southern Pacific Railway, Interstate Route 80) uses. These adjacent uses effectively restrict viewing potential from the subject property. Seasonal early morning and late afternoon sun angles will generate areas of shadow coverage to land in and on the immediate project area.

IMPACTS. The visual component of the site will be altered by the removal of existing uses and the development of three multi-story office buildings. The northern and southernmost buildings will be five stories in height and the central structure will be three stories tall.

View Corridors. The development of the three office structures will block some existing views through the site, however, the variation in height (Figure 3.3-4, Plates A and B) will provide a partial view corridor through the project area. This design will also preclude a visually monotonous, uniform height, building "wall" as seen from the surrounding area, especially the Interstate 80 corridor.

View Opportunities. The project would create no new public viewing opportunities. Private tenants in offices at the upper stories, however, would view the Berkeley Hills to the east, the developed East Bay

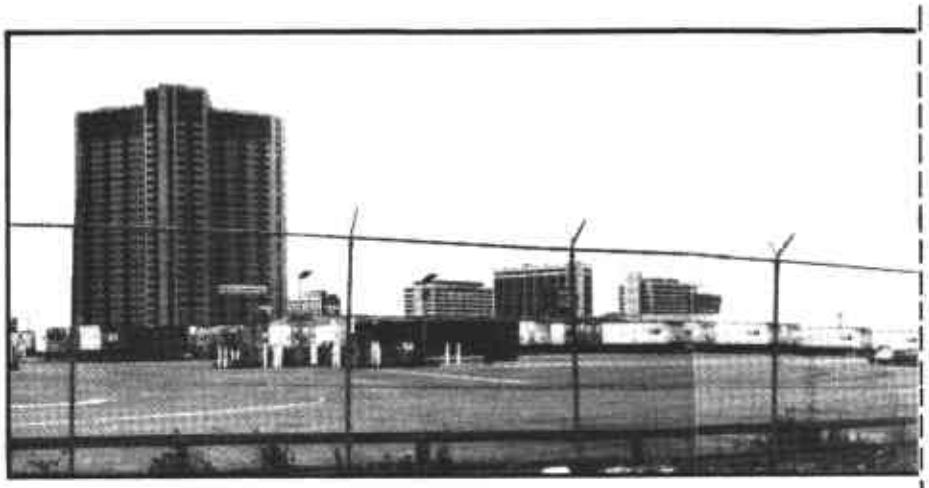


PLATE A: VIEW ARC (SOUTH THROUGH WEST) AT A LOCATION, APPROXIMATELY MIDWAY BETWEEN LA COSTE AND BAY STREETS, ON THE NORTHERN PERIPHERY OF THE PROJECT AREA.

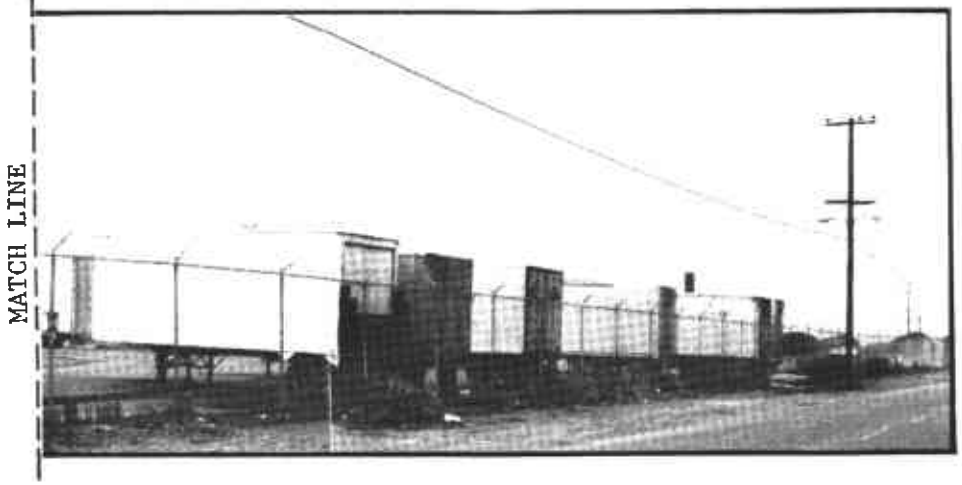


PLATE B: VIEW SOUTHWESTWARD FROM THE INTERSECTION OF BAY AND 65TH STREETS.

FIGURE 3.3-1 EXISTING SITE APPEARANCE PHOTOGRAPHS

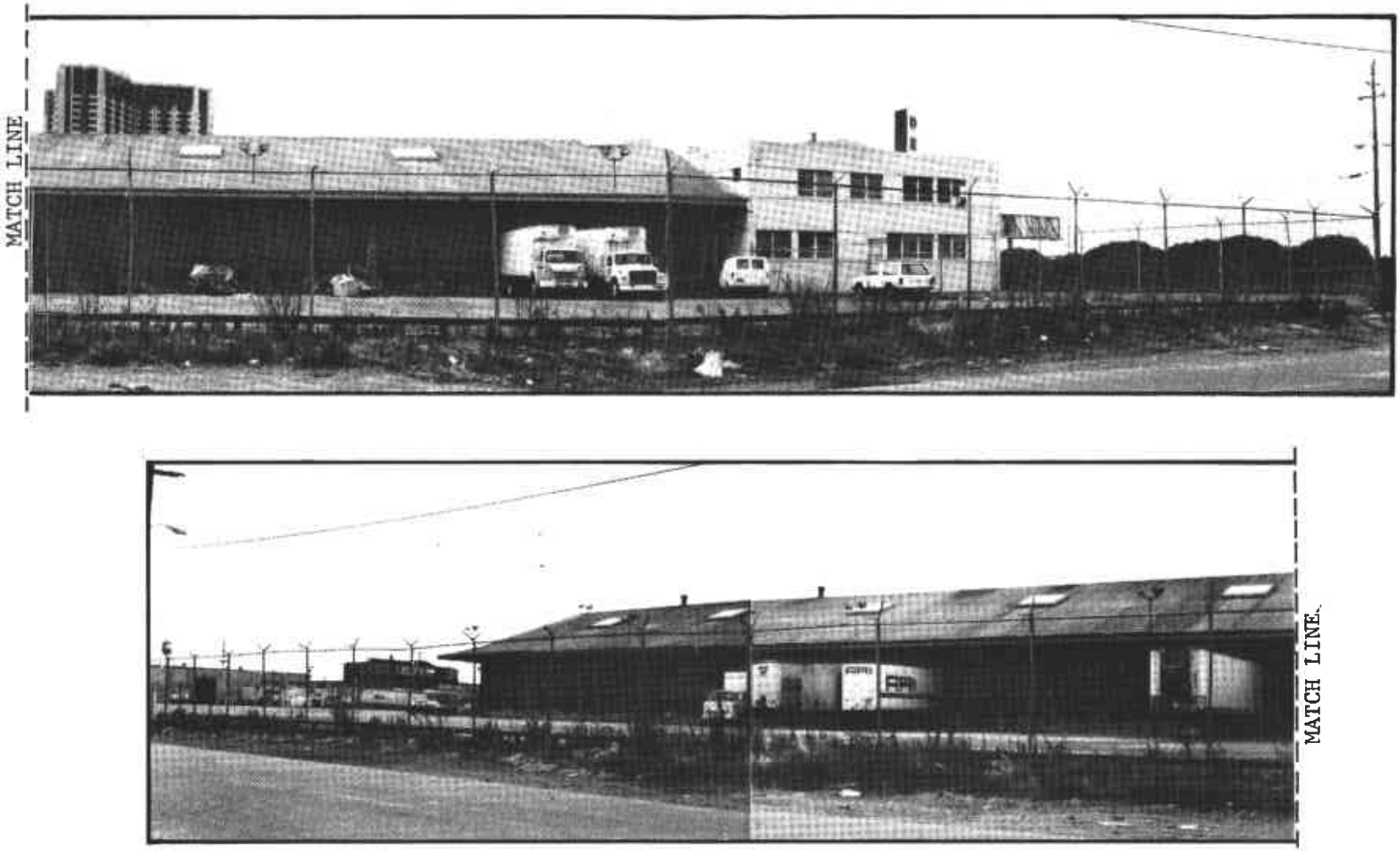


PLATE C: VIEW ARC (EAST THROUGH WEST) FROM A LOCATION, APPROXIMATELY 100 FEET EAST OF THE INTERSECTION OF LA COSTE AND 65TH STREETS, IMMEDIATELY NORTH OF THE PROJECT AREA

FIGURE 3.3-1 (CONTINUED) EXISTING SITE APPEARANCE PHOTOGRAPHS

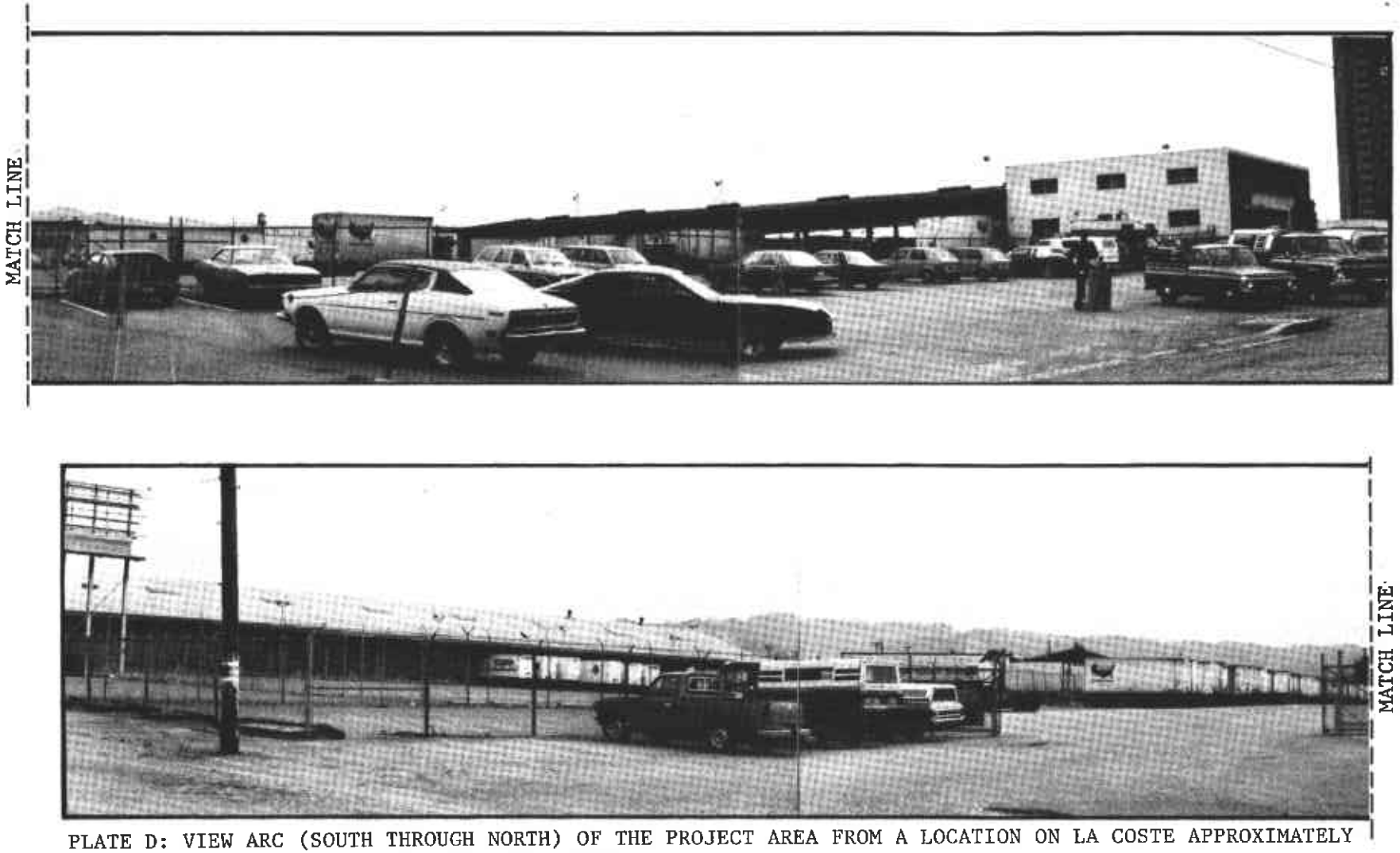
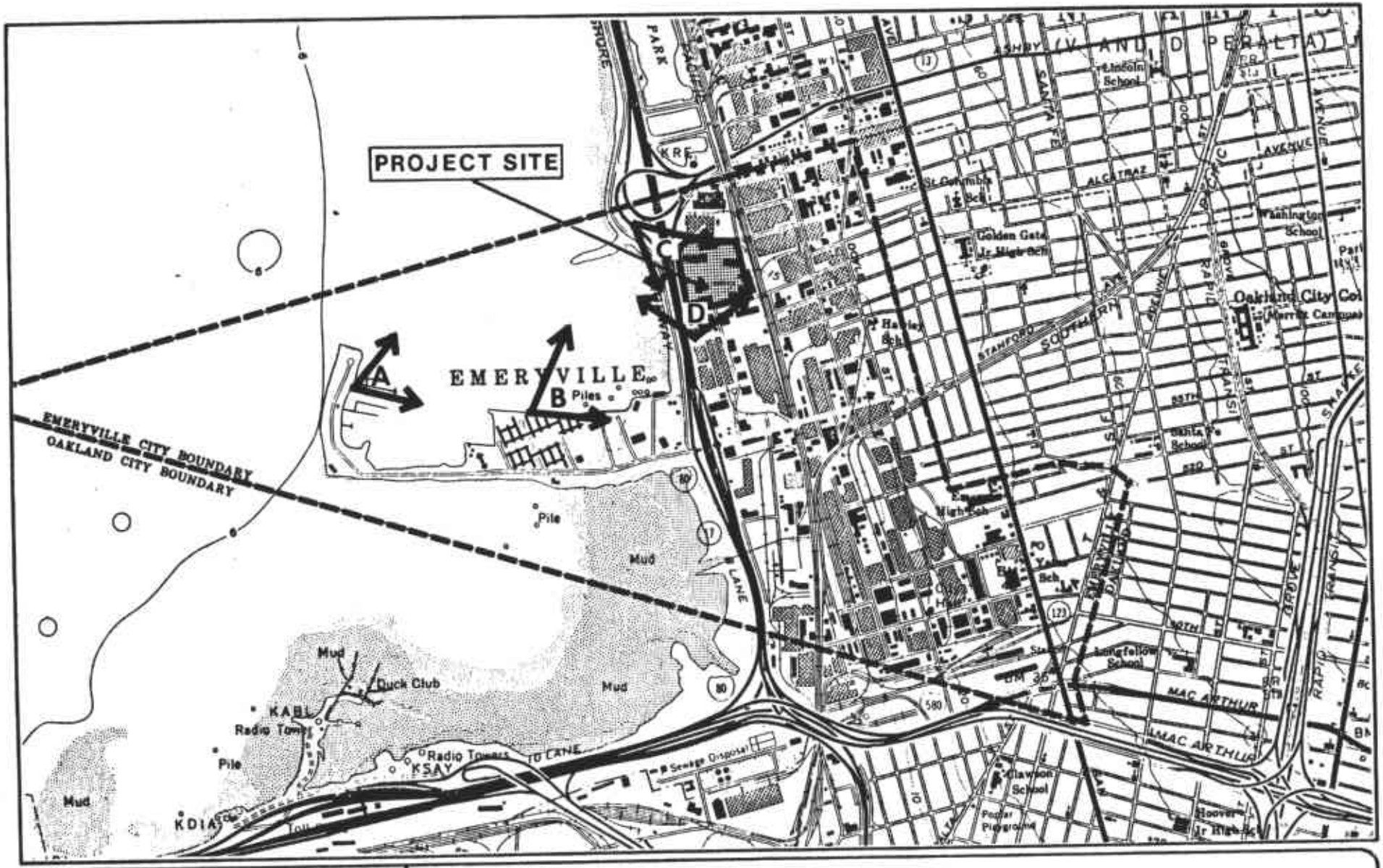


PLATE D: VIEW ARC (SOUTH THROUGH NORTH) OF THE PROJECT AREA FROM A LOCATION ON LA COSTE APPROXIMATELY MIDWAY BETWEEN 64TH AND 65TH STREETS

FIGURE 3.3-1 (CONTINUED) EXISTING SITE APPERANCE PHOTOGRAPHS



earth metrics

N

SCALE
1" = 2000'

FIGURE 3.3-2 PHOTOGRAPHS SITE LOCATIONS AND VIEWING ARCS FOR PLATES A THROUGH D

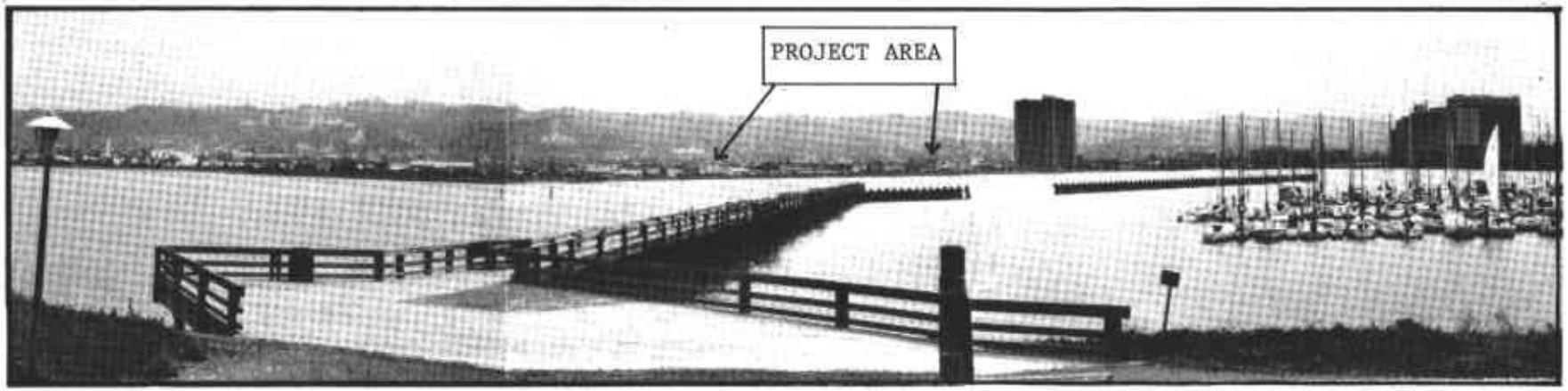


PLATE A: PLATE A: PROJECT AREA AS VIEWED FROM THE EMERYVILLE MARINA AREA

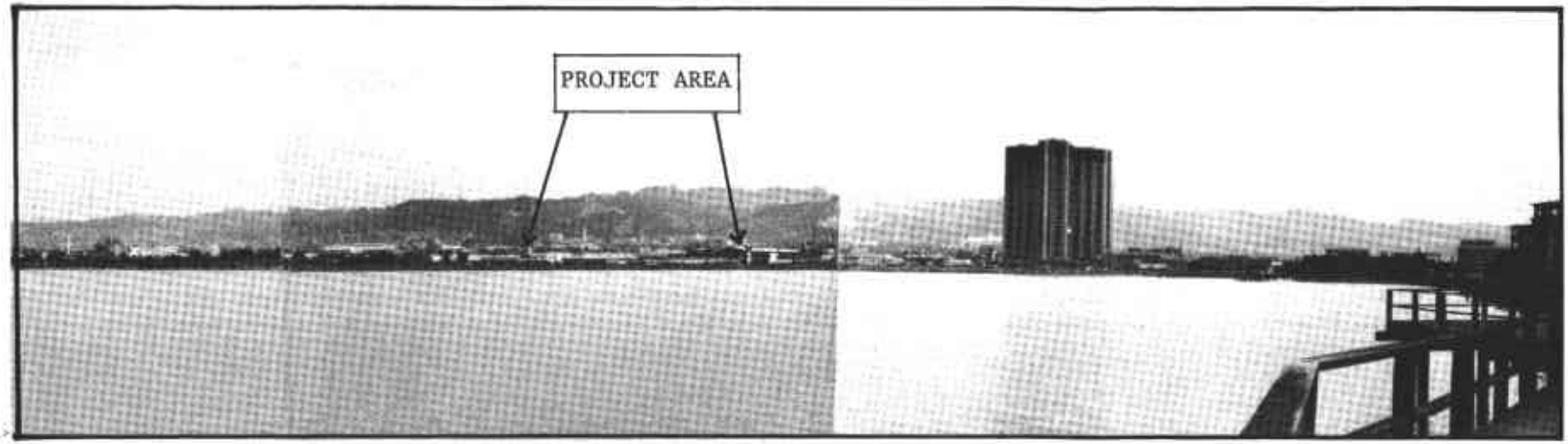


PLATE B: PROJECT AREA AS VIEWED FROM THE APARTMENT COMPLEX ON THE NORTH SIDE OF THE EMERYVILLE PENINSULA

FIGURE 3.3-3 PROJECT AREA VIEWS

PLATE C: VIEW LOOKING SOUTHEAST FROM THE SOUTHBOUND INTERSTATE 80 ONRAMP OF THE ASHBY INTERCHANGE.

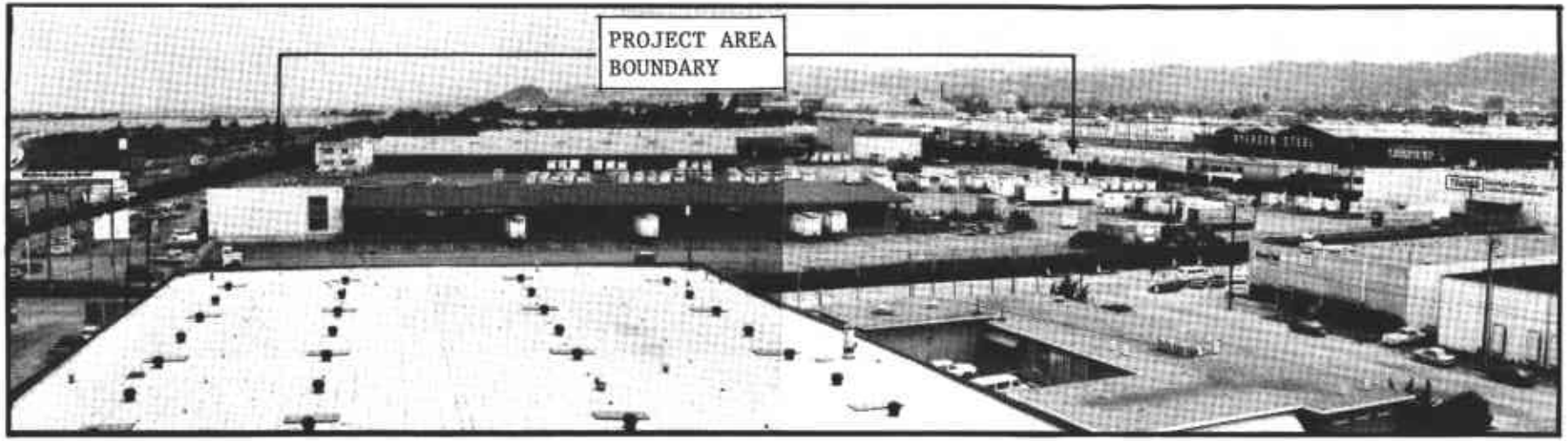


PLATE D: VIEW LOOKING NORTH FROM THE SEVENTH FLOOR OF THE PACIFIC PARK PLAZA CONDOMINIUM TOWER.

FIGURE 3.3-3 (CONTINUED) PROJECT AREA VIEWS

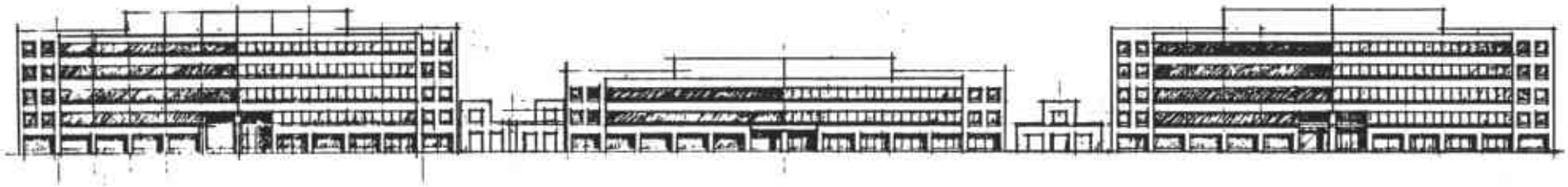


PLATE A: PROJECT APPEARANCE AS VIEWED FROM INTERSTATE 80

PLATE B: PROJECT STRUCTURES AS VIEWED FROM EAST OF THE SITE

SOURCE: GENSLER ASSOCIATES (1985)

SCALE 1" = 90'	FIGURE 3.3-4 CONCEPTUAL ELEVATIONS OF BAY CORPORATE PLAZA

(particularly Oakland and Berkeley) to the north and south, and San Francisco Bay in a broad viewing arc from the northwest through the southwest.

MITIGATION MEASURES

- Warm tone lights on low profile dark standards should be considered for the parking area lighting.

- Finalized landscaping plans should be developed to provide both visual variety and partial screening, and be submitted to the City of Emeryville prior to approval of the project.

- Mechanical equipment atop each building (elevator machinery, air conditioning units, etc.) will be enclosed in a "penthouse" structure to remove such equipment from the project's viewscape (especially as seen from the upper stories of the nearby Pacific Park Plaza condominiums).

- The variation of building heights will provide a partial view corridor through the development and a visual "break" in the site's appearance.

3.4 FIRE PROTECTION

EXISTING SETTING. Fire protection to the site is provided by the City of Emeryville Fire Department. The department has two stations, 63rd Street and Hollis Street, and 43rd Street and San Pablo Street, which would respond to fire calls from the site. The station at 63rd/Hollis Streets is approximately three and a half to four blocks from the project area and can respond to the site generally within three minutes. Factors affecting response times would be heavy roadway traffic and/or rail traffic along the Southern Pacific right of way. Should such a delay occur, the equipment responding from 43rd/San Pablo Streets could be rerouted, via radio, in order to avoid congestion and provide timely response (Truemm, 1985). Four fire hydrants are located immediately adjacent to the project area at the intersection of Bay Avenue/65th Street, midway between La Coste Street and Bay Avenue on 65th Street, and at La Coste Street's intersections with both 64th and 65th Streets. Good water pressure is available; however, flows are somewhat restricted. Fire fighting water flows, with pumping, are considered adequate (Truemm, 1985).

IMPACTS. Construction of the Bay Center Development will alter the fire service demands on site from a trucking operation to a more densely populated commercial office situation. Response times and equipment will remain unchanged.

MITIGATION MEASURES

- The developer should negotiate a Memorandum of Understanding with the Fire Department in order to develop appropriate fire safety mitigations within the project plans.

- Sprinklers will be required throughout the structures, with five inch snaptite inlets in addition to the required 2 1/2 inch inlets.

- Additional fire hydrants may be required by the Fire Department pending review of detailed site plans.

- The Fire Department may require further safety provisions which are not code specific (such provisions to be negotiated via the Memorandum of Understanding).

① R&W J— info only ② TOSS

3.5 HAZARDOUS WASTES POTENTIAL

EXISTING SETTING. Prior and existing site uses have distributed potentially unsafe materials into the soils of the project area. Truck fueling overflows and/or potential leakage from underground fuel tanks and lines, and the unconfirmed former on site use for a paint factory/distribution center could have contributed to the subsurface waste materials. Threshold limits for the three heavy metals specifically tested for, as established by the State of California Assessment Manual, are:

Chromium	2500 mg/kg
Lead	1000 mg/kg
Zinc	5000 mg/kg

In May, 1985, four exploratory borings were drilled at random locations on the subject property (Figure 3.5-1). Laboratory tests performed on samples obtained from the borings indicated the following:

- Threshold values for lead were exceeded in Borings 2, 3 and 4.
- Threshold limits for zinc were exceeded in Boring 4 and are close to allowable values in Boring 2.
- Chromium concentrations are below the State threshold limits in all borings.
- A strong hydrocarbon smell was apparent in Borings 1, 2 and 4.

IMPACTS. Development of the proposed office project will not require grading on site which may expose deposits of the heavy metals and/or hydrocarbon materials. Fill material will be imported to provide a level building site.

The fill material placed on site will further seal the waste materials, encountered in the testing, from surface disturbance potential.

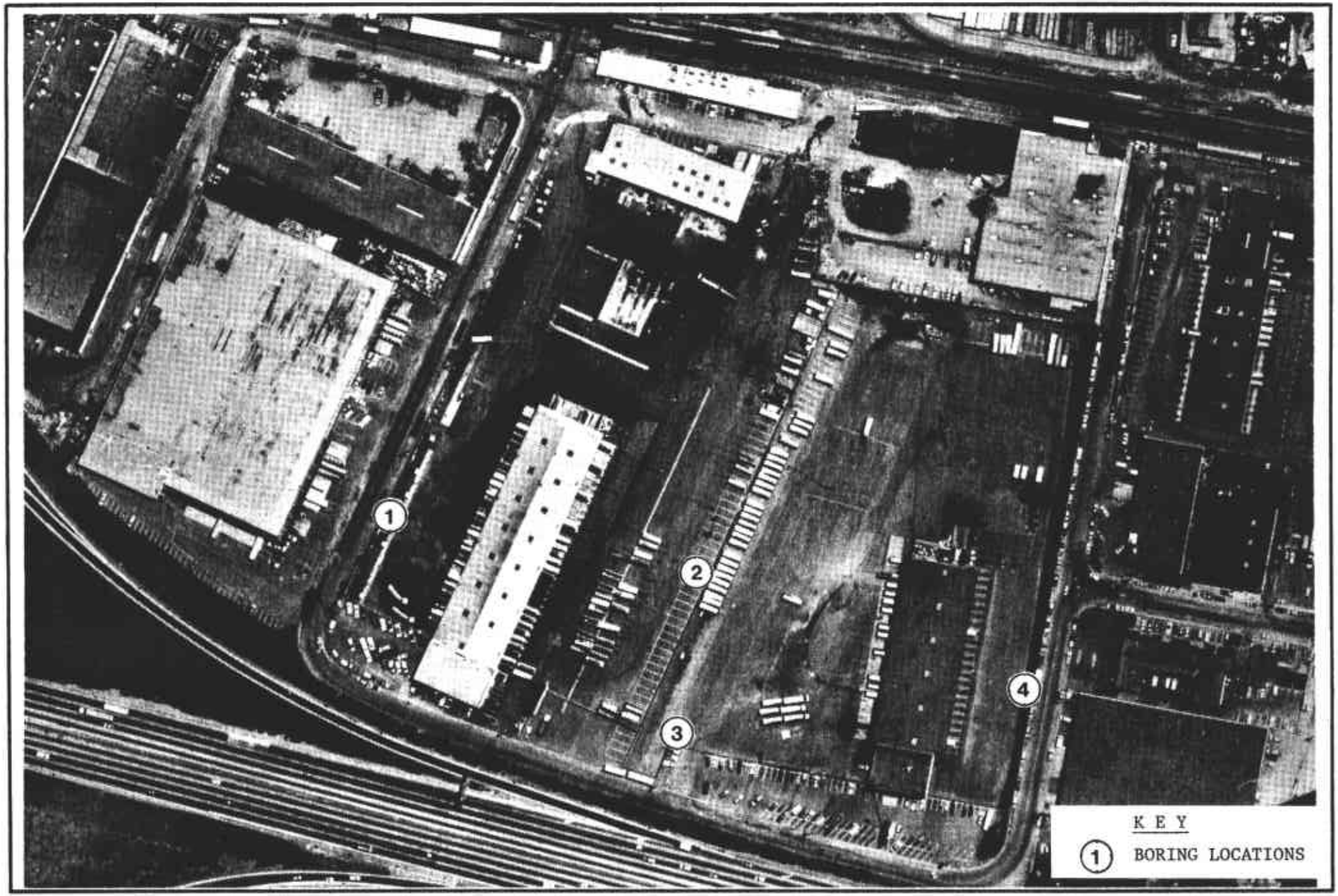


FIGURE 3.5-1 EXPLORATORY BORING LOCATIONS

4. ALTERNATIVES TO THE PROPOSED PROJECT

An analysis of reasonable alternatives to the proposed project is presented in this section, focusing on general evaluations conducted for comparison with the proposed project. No site plans have been developed for the alternatives in this section. This section presents the likely environmental effects of the following alternatives: no project, development at a reduced scale, residential development, and a mix of office and commercial uses.

NO PROJECT. The no project alternative assumes that development as proposed would not occur on the project site at the present time. The site would retain its present appearance and character pending future development proposals. This alternative would postpone the environmental impacts as discussed in Section 3. The site, currently owned by the Garrett Company, would continue to be used for large scale trucking operations.

REDUCED SCALE DEVELOPMENT. This alternative assumes that the square footage of office floor space to be developed at the project site is reduced by a given percentage from that which has been proposed. Since the issues of potential significance are based on square footage generation factors, a reduction in the scale of the proposed project would result in a proportional reduction in the level of individual and cumulative impacts created.

The Specific Plan under development for the area considers Floor Area Ratios* of 1.0 to 1.5 as being appropriate to the city's development goals. The Bay Center Development proposal contains a 0.45 FAR for the office development which, upon future development of the Phase II residential project, will be within the overall 1.0 to 1.5 FAR of the Specific Plan.

RESIDENTIAL DEVELOPMENT. Development of the project site for residential use would improve the local and regional jobs/housing balance to a limited extent by providing more housing rather than the additional jobs which would be provided by the proposed project. Residential development on the site area near Interstate 80 would not be appropriate due to the Ldn/CNEL noise level of 80 dBA in the area due to traffic noise from Interstate 80. Residential uses are indicated for future development of the site in the area, currently to be used as a parking lot, between the office structure and Bay Street. Such future uses would be provided incremental attenuation for I-80 traffic noise by the office structures currently proposed.

MIXED USE OFFICE/COMMERCIAL DEVELOPMENT. Development of a portion of the proposed project site with retail and service commercial uses could reduce daily and peak hour trip generation in the project area. Uses such as restaurants, banks, printers, and office supplies could serve area businesses. Employees would be able to walk to these establishments rather than drive, which generates multiple automobile related impacts (traffic, emissions, energy consumption, etc.). The current project plan includes service and consumer goods retail operation space in the area between the three major structures.

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* The FAR describes the intensity of development as a ratio of the floor area within a building to the land area upon which it is sited. Thus, a one-story building of 20,000 square feet on a 40,000-square-foot site would have an FAR of 0.5. A two-story building of 20,000 square feet (each story having 10,000 square feet) would also have an FAR of 0.5. However, either building on a 20,000-square-foot site would have an FAR of 1.0 (Sedway-Cooke, 1985).

5. SIGNIFICANT UNAVOIDABLE EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

Section 3 of this report has discussed the potential significant impacts of the proposed project and offered mitigation measures for eliminating impacts or reducing them to insignificant levels. In most cases, the measures proposed would resolve potential impact issues. The following environmental impacts cannot feasibly be avoided.

- Increased traffic volumes on streets serving the project area (see Traffic and Circulation, Section 3.1).

- Project generated traffic volumes will increase the area's traffic generated noise levels by approximately one dBA (see Noise, Section 3.2).

- Views of the three office commercial structures from adjacent land uses (Pacific Park Plaza condominiums, Interstate 80, and certain other areas of Emeryville) (see Visual Character, Section 3.3).

- Increased available tax based revenues to the City of Emeryville and/or Redevelopment Agency.

6. THE RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

The relationship between local short term uses of man's environment and the maintenance and enhancement of long term productivity is often one of tradeoffs or a balancing of social, economic, and environmental impacts over time. In some cases, a relatively short term benefit may have adverse cumulative effects. The opposite situation in which long term benefits occur at the expense of short term impacts, is also possible. Decisions that influence the balancing of such impacts for this project are the responsibility of the City of Emeryville as part of its policy and decision making function.

Short term impacts of the proposed project that would result from construction activities include traffic, localized construction vehicle and equipment noise, increased rates of air pollutant emissions on site, and energy consumption. Also, there would be temporary visual impacts during construction, energy and construction materials consumption, and increased construction jobs. Long term effects include:

- Alteration of the site's visual character.
- Intensified usage of the site with attendant increased demands for consumer goods, services, utilities, and public services.
- Increased vehicular traffic on the road system serving the site area.
- Increases in tax based revenues available to the City of Emeryville.
- Office space and associated employment potential increases.

The existing site uses can be viewed as a resource in which labor, materials, and capital have previously been invested, but currently constitute an under utilization of the site's potential (Sedway-Cooke, 1985). Enhancement of long term productivity of the environment would entail the development of the site's resource potential for efficient utilization in a manner that would cause the least adverse short and long term environmental impacts.

7. IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Use of the project site would be irreversibly changed from large scale trucking operations to an area with a cluster of three office buildings and additional parking. Materials used in construction of all parts of the project would be irreversibly committed. Construction and use of the project areas as proposed would require some expenditure of nonrenewable energy resources, primarily oil.

8. CUMULATIVE IMPACTS

The Bay Center Development office complex (and ultimate Phase II residential development) has been designed to respond to the future plans of the City of Emeryville as are being developed for the Bayfront Specific Plan by the city and Sedway-Cooke Associates. The project site is a 15 percent portion of the overall Bayfront Redevelopment Area (Figure 8-1) which contains a total of 118.34 acres of remaining developable land (Bayfront Specific Plan, 1985). A matrix of alternatives for high, medium, and low densities is being evaluated for the Bayfront Area. Various combinations of housing, office, retail, hotel, and open space land uses are being considered as applicable for the redevelopment of the study portion of Emeryville. This document assumed a median mix of development to occur within the Bayfront Redevelopment Area. This cumulative development scenario included 1386 dwelling units (averaging 1000 square feet each), 2.5 million gross square feet of office space (including the Bay Center Development's 13 percent increment), 500 hotel rooms (average of 600 square feet each), and up to 887,000 square feet of retail floor space (Sedway-Cooke, 1985).

TRAFFIC. The level of service analysis in Section 3.1, Traffic and Circulation, includes calculations of the cumulative impact of traffic from the existing, approved and proposed projects.

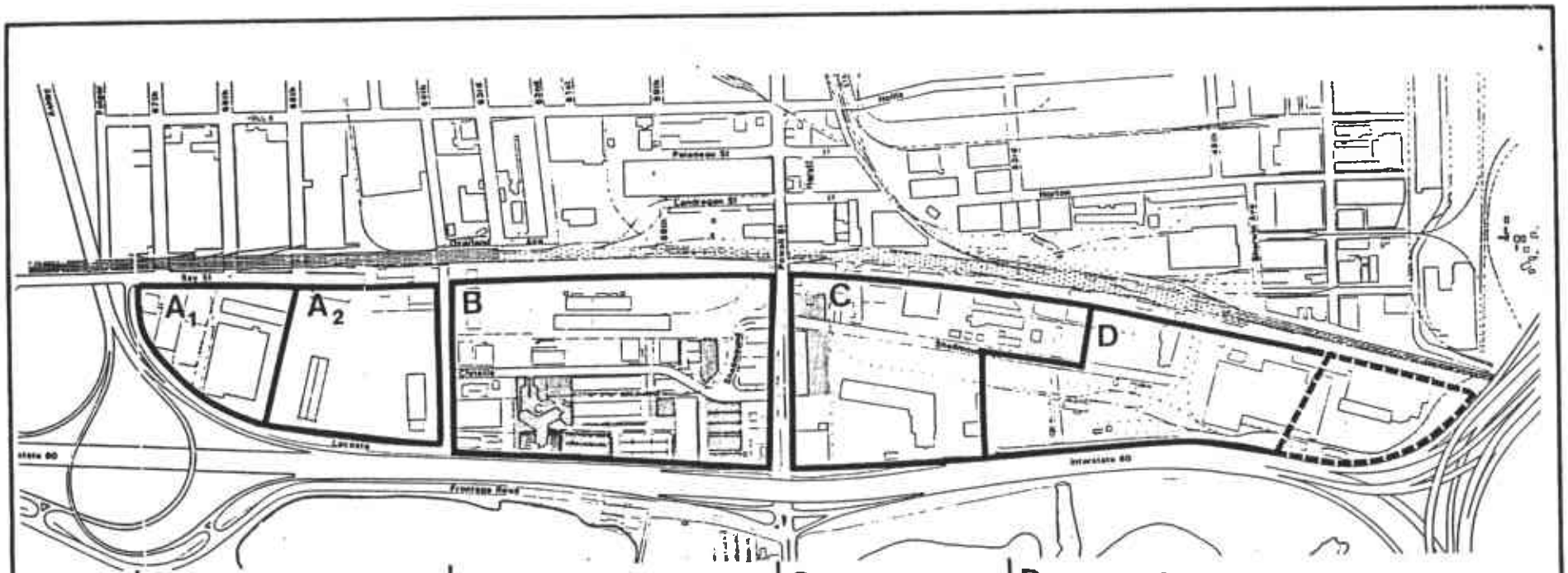
Peak hour and daily traffic volumes will increase on local and regional roadways (refer to Section 3.1 for details). The study proposal would be an approximate 6.2 percent incremental contributor to cumulative traffic increases in the Emeryville area as a result of long term redevelopment plans (based on the mid-line alternative scenario).

NOISE. The change in land use will result in a net increase of 1± dBA in site use generated noise levels above existing levels.

VISUAL QUALITY. The site's appearance will be altered with structures designed to coincide with the intent of the City of Emeryville to develop an improved community appearance in the redevelopment area.

FIRE PROTECTION. The change in on site land uses will be an incremental modification of fire service demands in the context of the redevelopment area.

HAZARDOUS WASTES POTENTIAL. No cumulative impacts in the City of Emeryville.



A_1 11.1 AC	B. 47.43 AC	C. 31.10 AC	D. 27.94 AC
A_2 17.8 AC	34.00 AC	27.50 AC	16.92 AC
	13.43 AC	3.60 AC	11.02 AC

LAND SUPPLY

Developable Land	107.32 AC
Remaining in Existing Use	17.03 AC
Total Land Supply	124.35 AC
(Developable Land Outside City Limits)	11.02 AC

SOURCE: SEDWAY-COOKE (1985)

earth metrics

N

SCALE
1" = 950'

FIGURE 8-1 BAYFRONT SPECIFIC PLAN AREA

9. GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

A project is generally considered to be growth inducing if it can foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth. Growth is often induced through one or more of the following actions: extending urban services into a previously unserved area, extending a major roadway into a previously unserved area, or establishing major new employment opportunities.

SERVICES. The proposed project does not extend a water supply and sewer service to a new area. Existing service lines will be improved as necessary.

ROADS. No new roadways are proposed as part of this project. Access lanes into/through the site will be developed at 64th Street (aligned with existing Christie Street) and at 65th Street (refer to Figure 1-5).

EMPLOYMENT. The proposed project would develop 325,000 square feet of available office space in the City of Emeryville. An indeterminate amount of the space will be occupied by existing companies in the Emeryville area, yet new tenants to the Bay Center Development as well as offices vacated by firms relocating will generate a positive employment potential increase. This influx of population, whether residing in Emeryville or commuting to jobs in the project, will create an increase in demand for consumer goods and services.

HOUSING. The proposed Phase II development on site will increase available housing in Emeryville by up to 450,000 square feet (a theoretical 450 units of 1000 square feet each). This phase will be subject to a separate indepth analysis to be conducted at the time plan submission and permit applications are made.

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