

RESOLUTION NO. 11-60

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EMERYVILLE ADOPTING THE POWELL STREET URBAN DESIGN PLAN

WHEREAS, the City desired to develop a streetscape design plan ("Plan") for Powell Street between Christie Avenue and Frontage Road which incorporates selected traffic improvements from previous studies commissioned by the Emeryville Redevelopment Agency along with improved access and circulation for bicycles and pedestrians; and

WHEREAS, the City retained Wallace Roberts and Todd, Inc. to develop such a Plan; and

WHEREAS, a draft Plan was presented to the City Council in August 2010, a community meeting open to the general public in October 2010, the Emeryville Planning Commission in October 2010 and the Bicycle and Pedestrian Advisory Committee in November 2010; and

WHEREAS, the comments of these bodies have been considered and incorporated into a Powell Street Urban Design Plan which contains specific and discrete capital projects to improve access and circulation for bicycles and pedestrians; and

WHEREAS, the funding and implementation of the capital projects comprising the Powell Street Urban Design Plan will be considered as part of the City's Capital Improvement Program at a later date; and

WHEREAS, the Powell Street Urban Design Plan is consistent with the Environmental Impact Report (EIR) for the General Plan which was certified by the City Council on October 13, 2009; and

WHEREAS, the Powell Street Urban Design Plan will result in no new significant environmental impacts and no increase in the severity of previously identified environmental impacts; now therefore be it

RESOLVED, that the City Council hereby finds that, in accordance with the California Environmental Quality Act Guidelines Section 15162, no new or supplemental environmental review is required because the proposed Powell Street Urban Design Plan is consistent with the General Plan and present no new impacts, or increases to impacts previously identified in the certified General Plan EIR; and be it

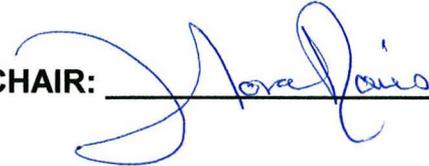
FURTHER RESOLVED, City Council hereby approves and adopts the Powell Street Urban Design Plan, presented as Exhibit A to this Resolution.

ADOPTED by the City Council of the City of Emeryville at a regular meeting held Tuesday, April 5, 2011, by the following votes:

AYES: (5) Mayor Davis, Vice Mayor West and Council Members Atkin, Brinkman & Bukowski

NOES: (0) None **ABSENT:** None

EXCUSED: None **ABSTAINED:** None

CHAIR: 

ATTEST:


SECRETARY

APPROVED AS TO FORM:


AGENCY GENERAL COUNSEL



POWELL STREET URBAN DESIGN PLAN
FRONTAGE ROAD TO CHRISTIE AVENUE

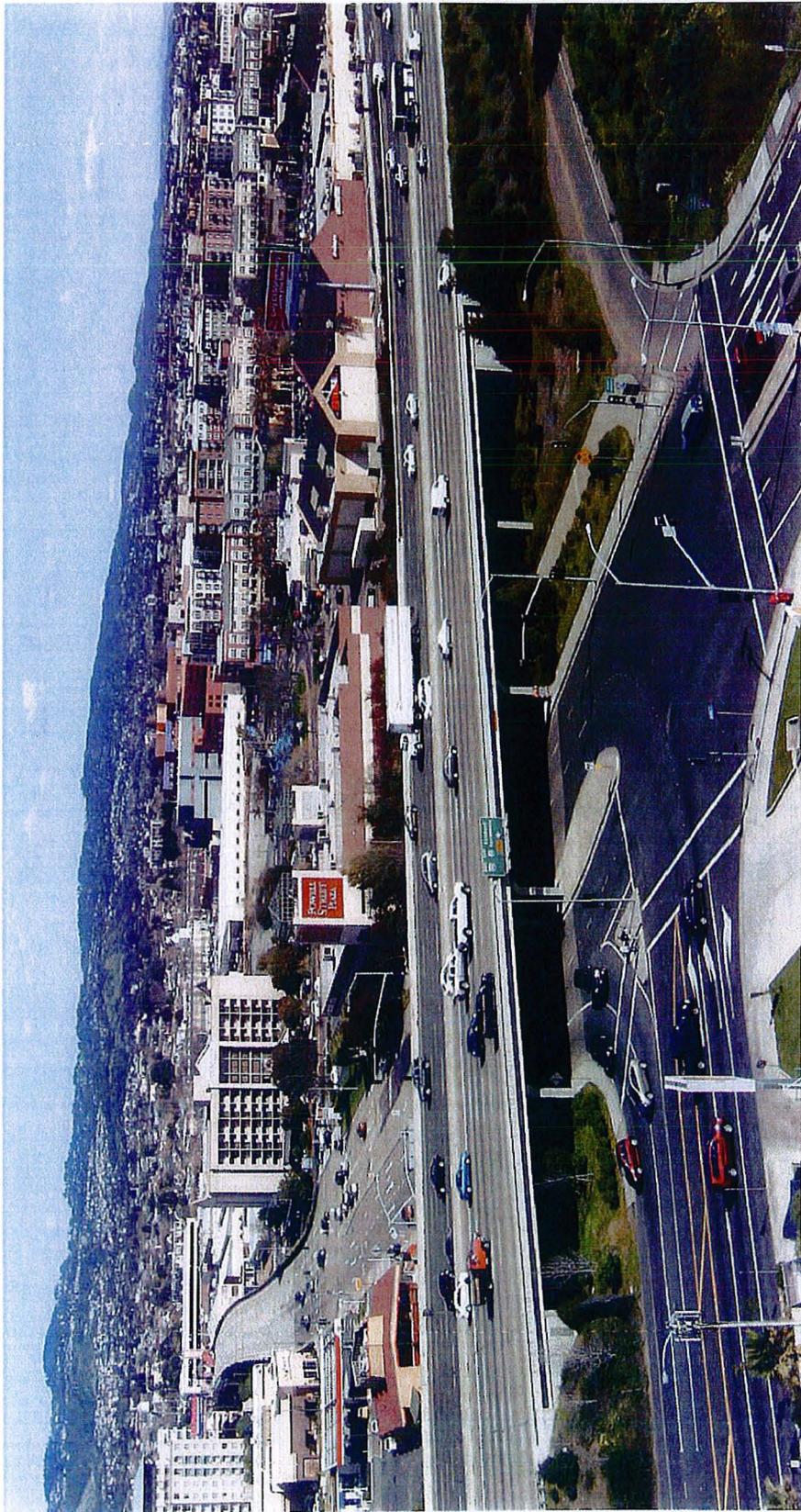
April 5, 2011

City of Emeryville

Wallace Roberts & Todd, LLC



EXHIBIT A



POWELL STREET URBAN DESIGN PLAN
FRONTAGE ROAD TO CHRISTIE AVENUE

April 5, 2011

City of Emeryville



Wallace Roberts & Todd, LLC WRT



Acknowledgements

City of Emeryville

1333 Park Avenue

Emeryville, CA 94608-3517

Office of the City Manager/Emeryville Redevelopment Agency

Patrick O'Keefe, City Manager/Agency Executive Director

Planning and Building Department

Charles S. Bryant (AICP), Director

Public Works Department

Maurice Kaufman, Interim Director

Department of Economic Development and Housing

Helen Bean, Director

Michelle De Guzman, Community Economic Development Coordinator

Wallace Roberts & Todd, LLC – San Francisco

James K. Stickle, ASLA, Principal

John R. Gibbs, ASLA, Project Manager / Landscape Architect

Julie Peng, Landscape Architect

Dan Affleck, Landscape Designer

Adopted _____ 2011, by vote of the Emeryville City Council

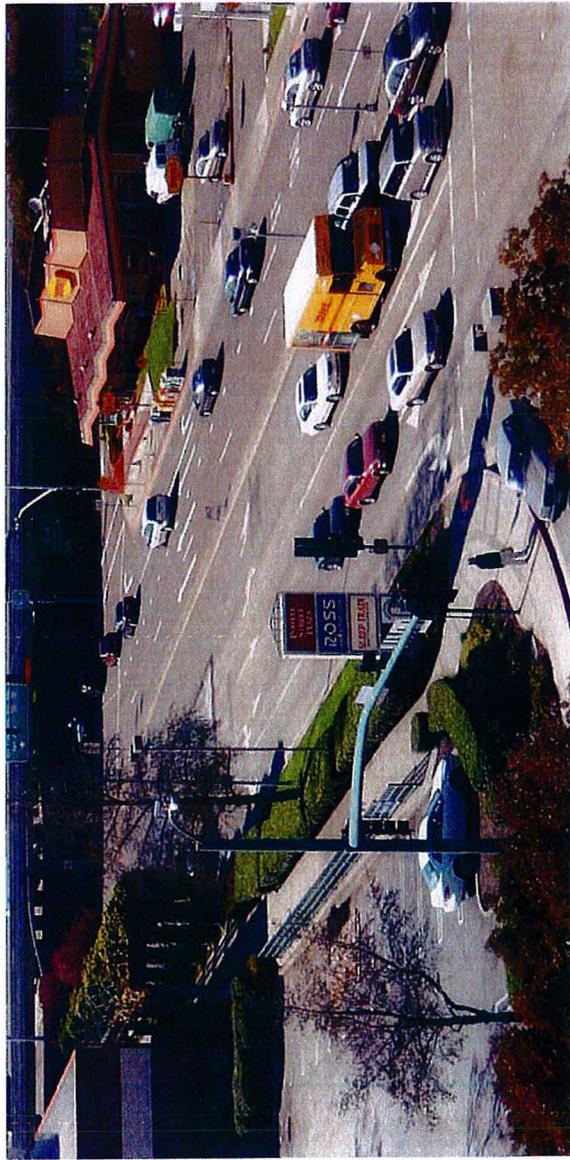


Figure 1-1: Aerial view of the study area showing the highway and surrounding area.

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Conceptual Design Narrative

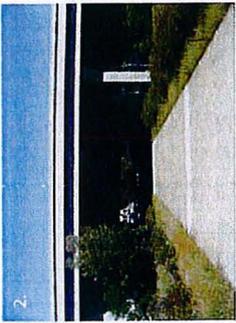
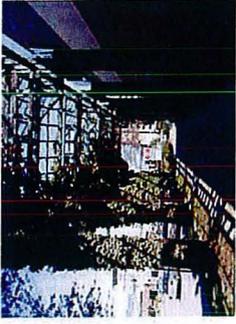
- The General Plan offers street designations and level of service criteria that balance if not favor pedestrian, bicycle, and transit mobility. The plan further articulates a vision for connectivity, revitalization, and sustainability.
- The corridor has been extensively studied. Project designers should incorporate the recommendations of previous authors including the UC Berkeley Traffic Safety Study. The design should embody the objectives of a “complete street”.
- The corridor serves as a significant point of welcome to the City for residents, freeway pass byes, and regional shoppers. As a gateway, it should effectively announce and characterize Emeryville’s quality of life.
- In order to provide optimal pedestrian/bicycle/transit circulation and civic beautification without reducing vehicle travel lanes, the corridor can be widened into the adjacent parcels when redesign of those uses is appropriate. Number of travel lanes on Powell will not change.
- Regional and City residents should gain improved pedestrian and bicycle access to waterfront open space resources via the Bay Trail and other connections.
- The project should promote the revitalization of private properties and stimulate reinvestment/redevelopment.
- The Powell / Shellmound district is an emerging, mixed-use urban neighborhood. A finer grain mix of green space, neighborhood serving retail, and pedestrian access is increasingly appropriate.

- Identify clear project phases that address near term multi-modal improvements (0-5 years) and a long term vision (8-15 years). Each phase should maximize improvement to pedestrian, bicycle, and transit functions.
- Create a distinctive sense of place that makes legible the design principles and builds a positive civic gateway.
- Connect the city’s inland neighborhoods to the Bay and extensive waterfront open space via substantial sidewalk/ multi-use path connectors.
- Prescribe a street geometry where curbs, gutters, and crosswalks each contribute to a clear and regularized aesthetic. Compress vehicle oriented layout such as curb radii, lane width, and speed to acceptable minimums to maintain function while improving pedestrian safety and access.
- Add crosswalks and configure with center median pedestrian refuges.
- Treat stormwater runoff to remove pollutants before discharge to Bay.
- Configure new building edges and massing to best address issues of height, transparency, animation, and entry.
- Promote safe sidewalk conditions through the use of paving and signage which clearly delineates access zones for cyclist and pedestrians.
- Provide a connection point from Powell Street to East Shore State Park.

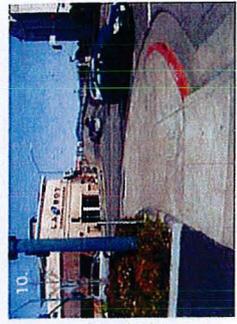


Project area and nearby development projects.

PROJECT APPROACH



Sequential walk on the SOUTH side of Powell St from Frontage Rd. Walking east towards Shellbound Dr.

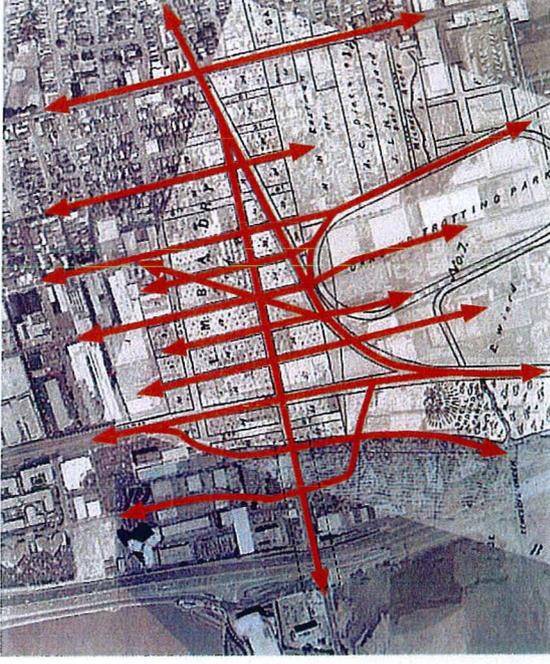


Sequential walk on the NORTH side of Powell St from Frontage Rd. Walking west towards Shellbound Dr.

EXISTING CONDITIONS PHOTOS



View of Powell Blvd, Charlotte Ave., and Hwy 101



View of historic map showing irregular and unique patterns of the city grid that formed over time.

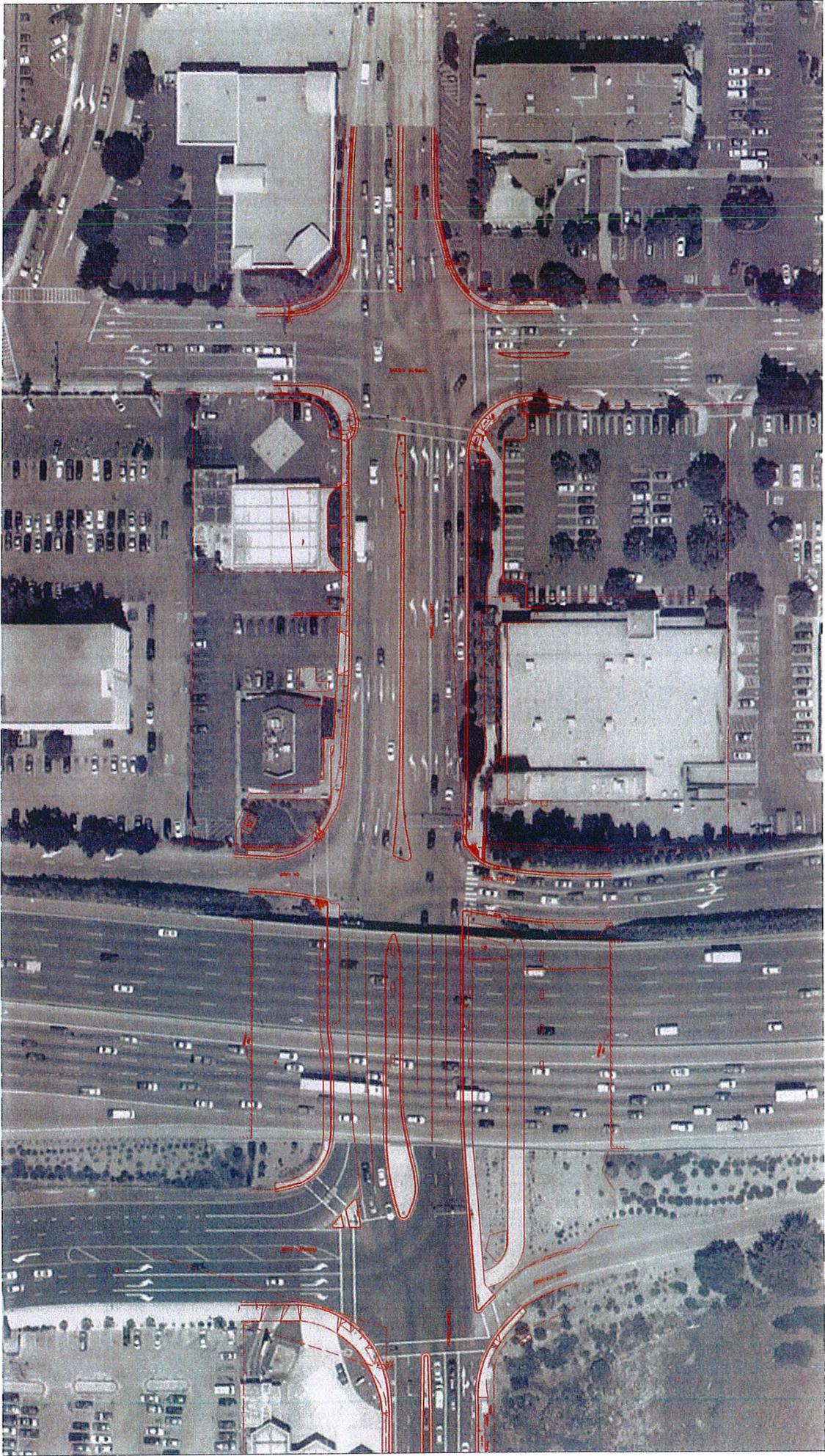


View of Hwy 101, Powell Blvd, and Hwy 101



View of Hwy 101, Powell Blvd, and Hwy 101

EXISTING CONDITIONS PHOTOS



EXISTING CONDITIONS AERIAL AND SURVEY



Phase 1:

Multi-Modal Improvements

- Reconfigure south side Powell Bay Trail/sidewalk and landscape to improve pedestrian/bicycle access from Shellmound to Frontage Road. Greenway is public in character and beautifies the private retail frontage.
- Provide new Transbay bus stops for San Francisco/Emeryville commuting, also available for use by Emery-Go-Round.
- Provide various pedestrian and bicycle improvements including those identified by UC Berkeley Traffic Safety Study.



Phase 2:

Civic Identity

- Create an enhanced pedestrian and bicycle path and landscape corridor on the north side of Powell connecting Christie to the Frontage Road.
- Provide a center median of a sufficient size to include large trees, mounded soil above the water table, and other design features that create a positive civic gateway feature.
- Provide new crosswalk at Powell and Christie intersection.
- Create overlook to Emeryville Crescent and gateway to Eastshore State Park.

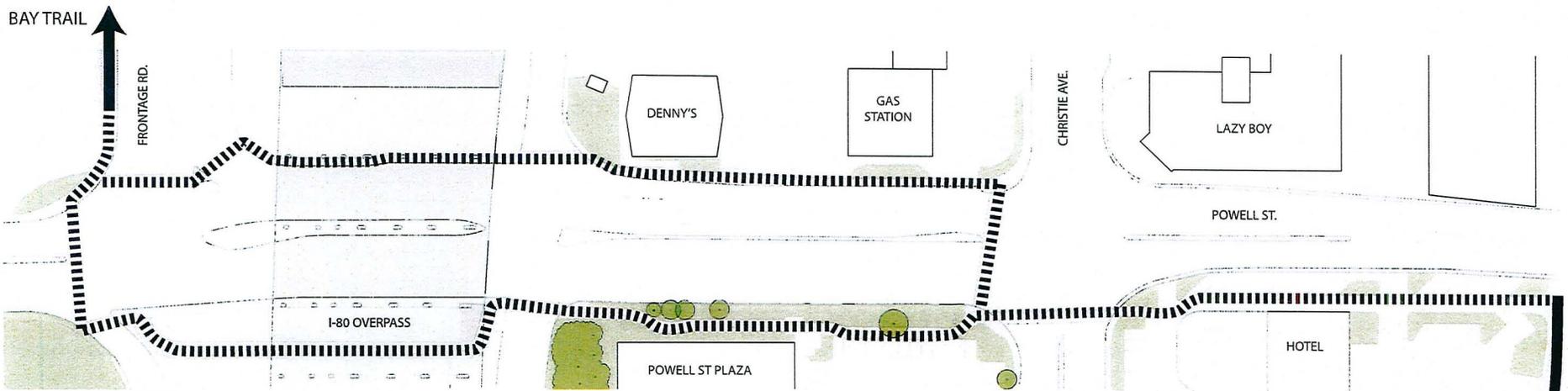


Phase 3:

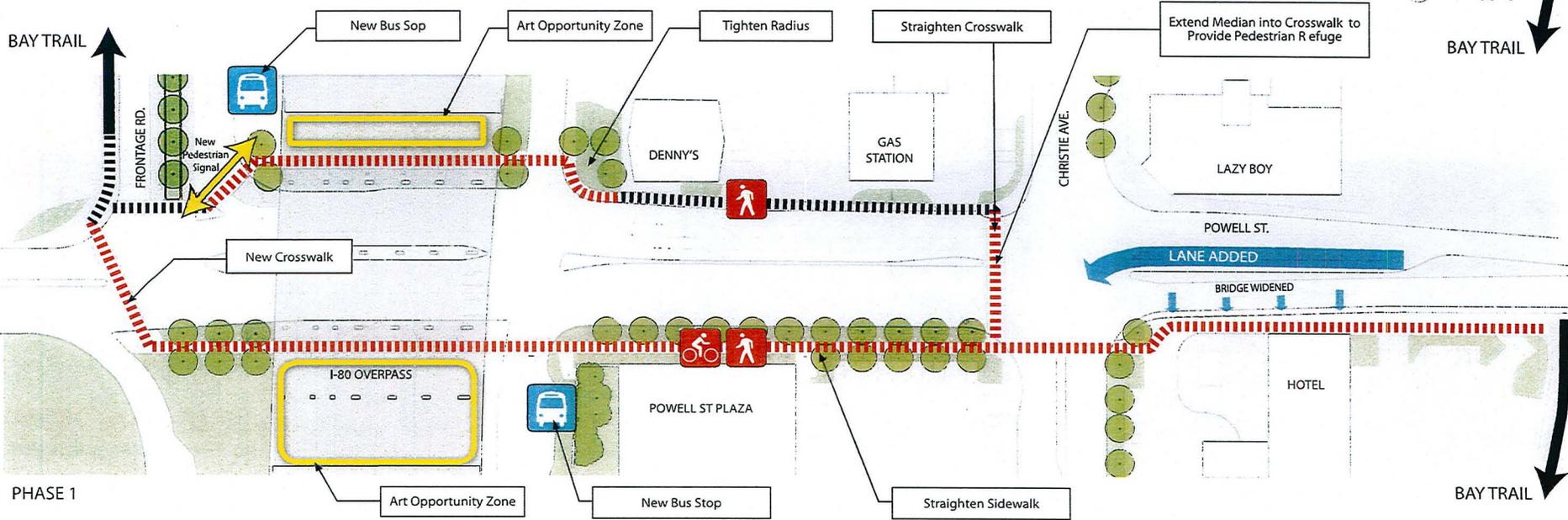
Transit Vision

- Provide dedicated transit access from the freeway offramp through the Powell Christie intersection (remove stops at ramp locations).
- Provide new crosswalk at Powell and freeway ramp intersection.
- Configure Powell Frontage intersection to allow bus only left turn access to bridge. Prevent illegal vehicle access through use of hydraulic bollard, signage, and raised, mountable curb.
- Create an enhanced pedestrian and bicycle path and landscape corridor on the south side of Powell to mirror the north side.

PROJECT OVERVIEW



EXISTING CONDITIONS



PHASE 1

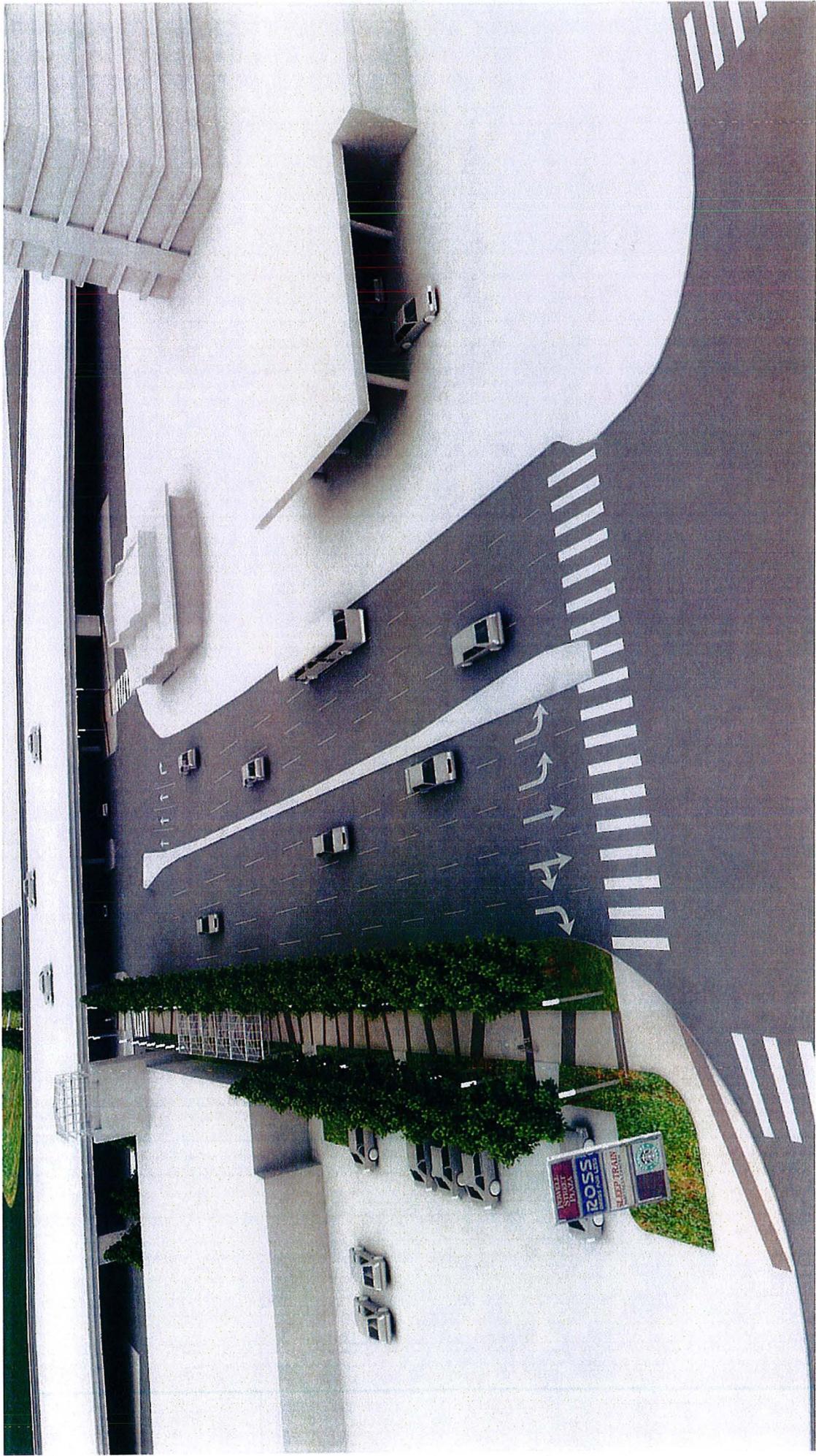
EXISTING AND PHASE 1 DIAGRAM

Phase 1: Multi-Modal Improvements

Pedestrian and Bicycle	Transit	Vehicle	Image and Atmosphere
<ul style="list-style-type: none"> • Straighten class 1 path on south side at Powell Plaza and 80 underpass from Frontage to Shellmound • Improve visibility of Bay Trail on south side as important connection to the waterfront. • Improve visibility and crossing safety at ramp crossings on south side (80 EB and WB). ● Improve safety at 80 on ramp near Denny's by tightening radius and planting the area. ● Improve pedestrian crossing of Frontage Road on north side by installing pedestrian signal phase on right turn lanes. ● Improve Bay Trail connection to Shellmound at Hotel parking lot. • Extend median into crosswalk to provide pedestrian refuge • Provide striping, special paving and signage to clearly separate bike and pedestrian traffic appropriate to path width 	<ul style="list-style-type: none"> • Provide interim stops for AC Transit Transbay busses. Inbound bus stop is at off ramp location. Bus would pull out of traffic per Caltrans. Outbound is off Frontage Road. • Highlight shelters with contemporary design, lighting, and proximity to sidewalk connection. • Consider sponsorship of interim shelters by businesses and arts groups. 	<p>Powell-Frontage:</p> <ul style="list-style-type: none"> • Add new approach (one-way NB left and thru) for traffic from EB I-80 off-ramp left-turns. • Add new phase to signal timing at intersection. <p>Powell-80 ramps:</p> <ul style="list-style-type: none"> • Signal operation/phasing to remain the same, but adjust timings parameters. <p>Powell-Christie:</p> <ul style="list-style-type: none"> • Change existing WB bridge approach by adding left-turn lane. • Modify EB bridge to accommodate Bay Street garage entry. • Adjust timings parameters of signal operation/phasing 	<ul style="list-style-type: none"> • Create new landscape treatment for south side Powell Street that compliments both civic and retail improvement goals. • Provide lighting and or art features to convey Bay Trail connection from Christie to Frontage Road on south side.

● Indicates Project Recommended by UC Berkeley Pedestrian and Bicycle Safety Evaluation for the the City of Emeryville at Four Intersections. These Projects are the Current Subject of The Bike and Pedestrian Safety Improvement Project by the City of Emeryville Department of Public Works

PHASE 1 SUMMARY OF CHANGES

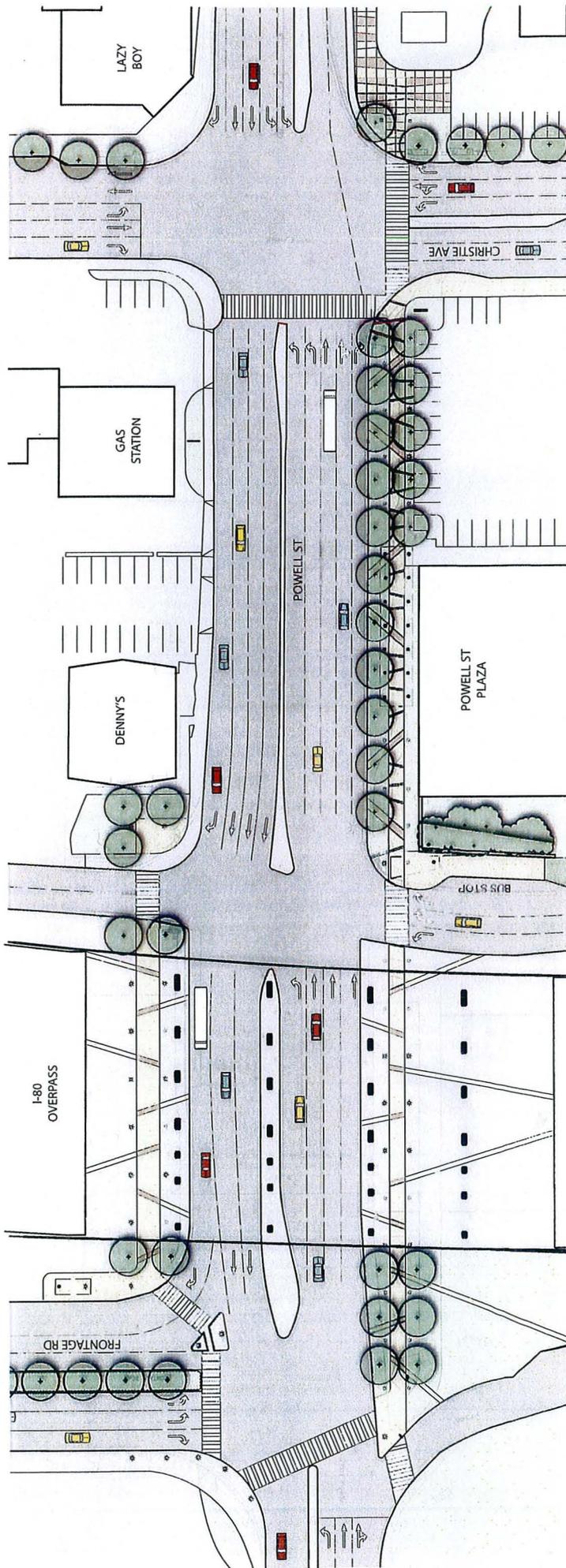


PHASE 1: MULTI-MODAL IMPROVEMENTS



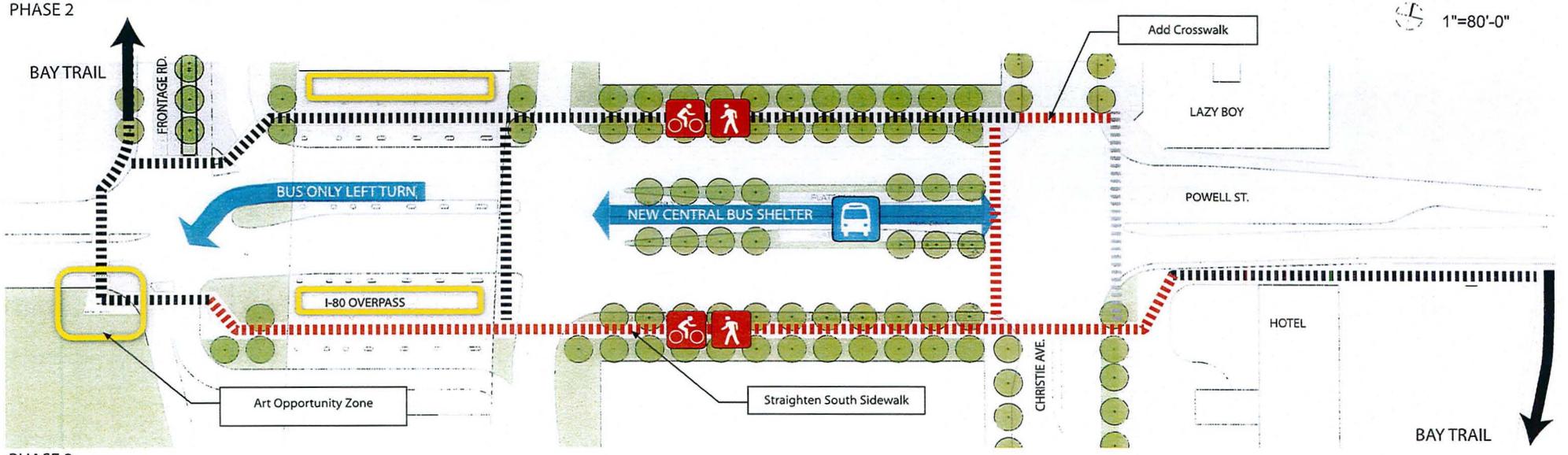
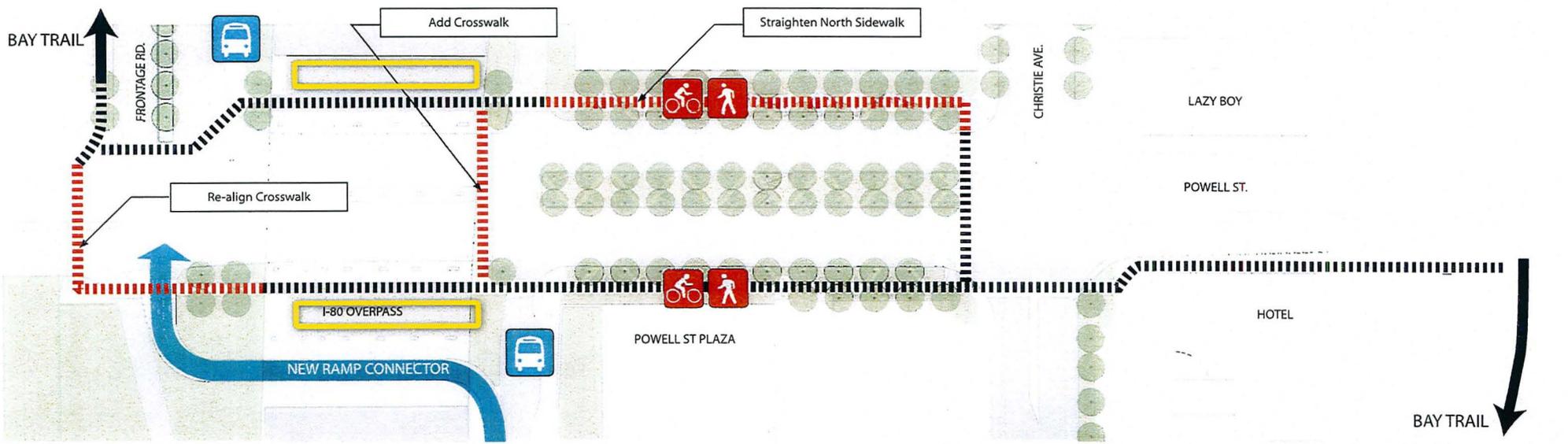
Figure 14: Multi-modal transportation improvements at the intersection of 1st and 2nd Streets.

PHASE 1: MULTI-MODAL IMPROVEMENTS



1"=60'-0"

PHASE 1: MULTI-MODAL IMPROVEMENTS



1"=80'-0"

PHASE 2 AND 3 DIAGRAM

Phase 2: Civic Identity

Pedestrian and Bicycle	Transit	Vehicle	Image and Atmosphere
<ul style="list-style-type: none"> • Create new multi-use path and class 1 bicycle facility on north side of Powell. • Create new center median with pedestrian refuge to improve crossing of Powell at Christie. • Add new crosswalk on Powell Street at 80 ramps. • Modify curb and radius on northeast corner to provide new crosswalk at Powell/Christie intersection. • Provide striping, special paving and signage to clearly separate bicycle and pedestrian traffic appropriate to path width. 	<ul style="list-style-type: none"> • Provide on-going improvement to existing operations. 	<ul style="list-style-type: none"> • Improve EB 80 off ramp and Powell intersection. Redirect left-turn traffic away under overpass and to Powell-Frontage intersection. • Restripe WB lanes on Powell from Christie to Frontage Road. 	<ul style="list-style-type: none"> • Create major new civic identity from landscape treatments on north side and center median. • Add new decorative light fixtures to north and south side of Powell. • Create opportunities for more public art on new paths to celebrate and interpret the unique culture of Emeryville. • Create overlook at Emeryville Crescent to reconnect city to Bay and serve as gateway to Eastshore Park.

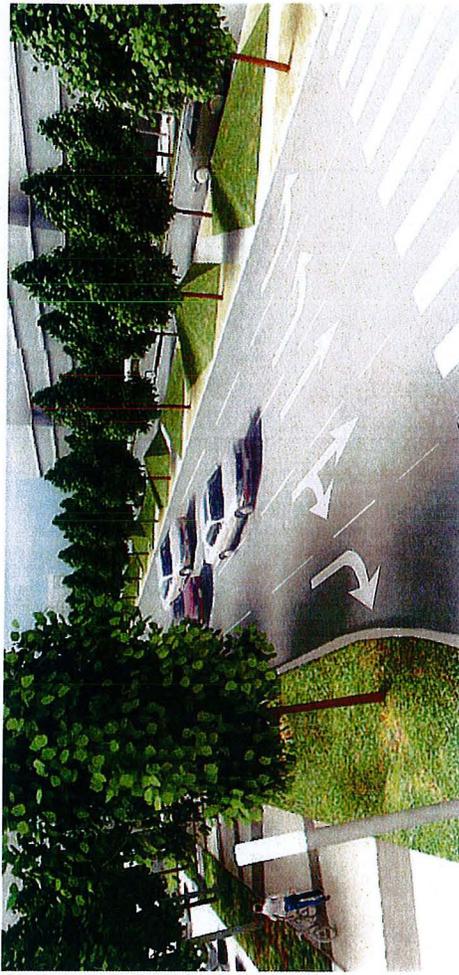
Phase 3: Transit Vision

Pedestrian and Bicycle	Transit	Vehicle	Image and Atmosphere
<ul style="list-style-type: none"> • Create new Bay Trail/ multi-use path on newly landscaped south side of Powell connecting Shellmound St. to Bay. • Create new center median with pedestrian refuge to improve crossing of Powell at Christie. • Provide striping, special paving and signage to clearly separate bicycle and pedestrian traffic appropriate to path width. 	<ul style="list-style-type: none"> • Provide dedicated transit only lanes and center median station as civic marker and signature gateway feature. • Modify signal timing at Powell and Christie to prioritize bus movements over private vehicles. • Provide bus only lane for WB 80 onramp from Powell. 	<ul style="list-style-type: none"> • Restripe EB lanes on Powell from Frontage Road to Christie. • Prevent illegal WB 80 onramp access with flexible posts and a hydraulic bollard. 	<ul style="list-style-type: none"> • Integrate public art into new transit shelter design through dynamic graphic media, lighting, color, and or form. • Complete civic identity through landscape treatments on south side to match north. Reinstall decorative lights from phase 2.

PHASE 2 AND 3 SUMMARY OF CHANGES



East Street corner of Powell St and Chestnut Ave, phase 2, conceptual



East Street corner of Powell St and Chestnut Ave, phase 2, conceptual

PHASE 2: CIVIC IDENTITY



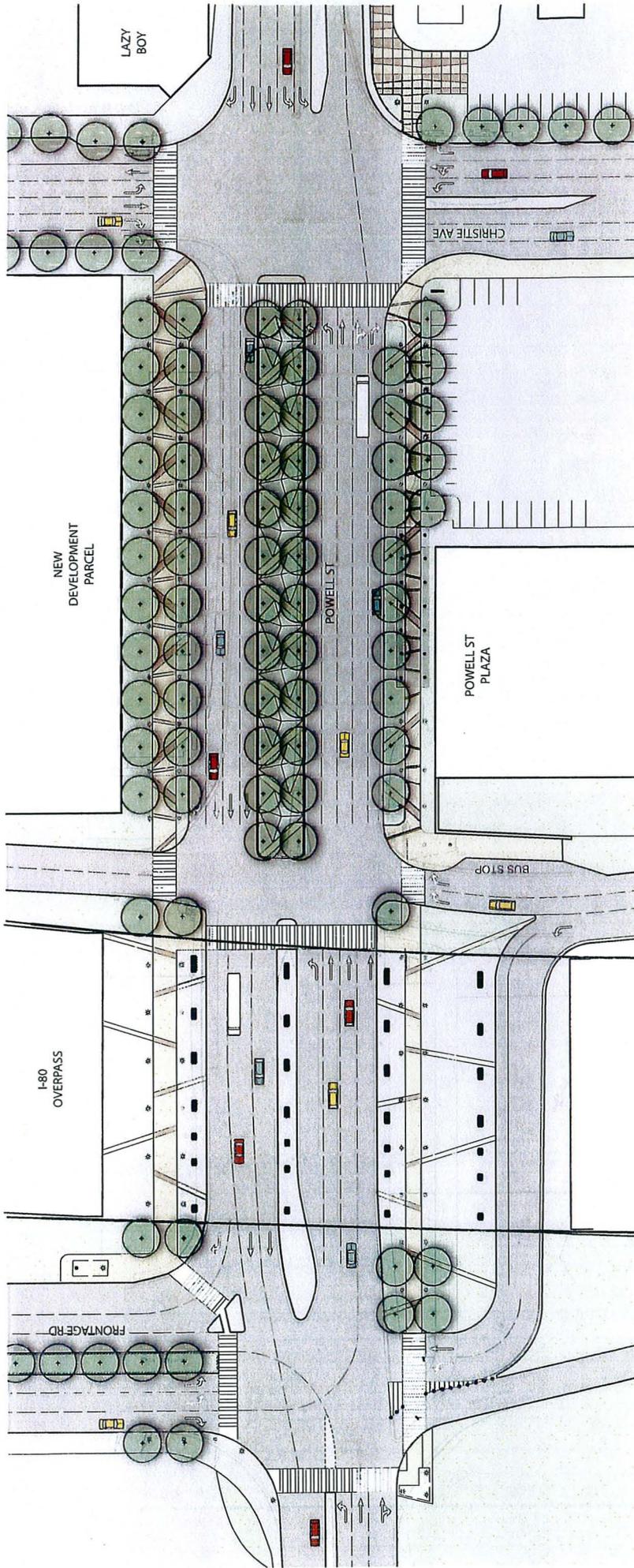
PHASE 2: CIVIC IDENTITY



View of existing location



PHASE 2: CIVIC IDENTITY



1"=60'-0"

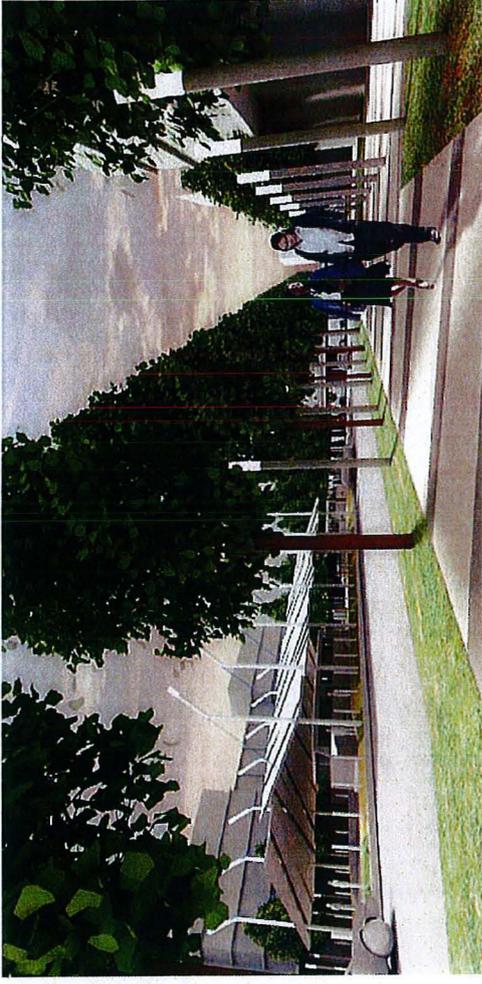
PHASE 2: CIVIC IDENTITY



Southeast corner of Powell St and Christie Ave, phases 1-2 conditions



Southeast corner of Powell St and Christie Ave, phase 3 condition



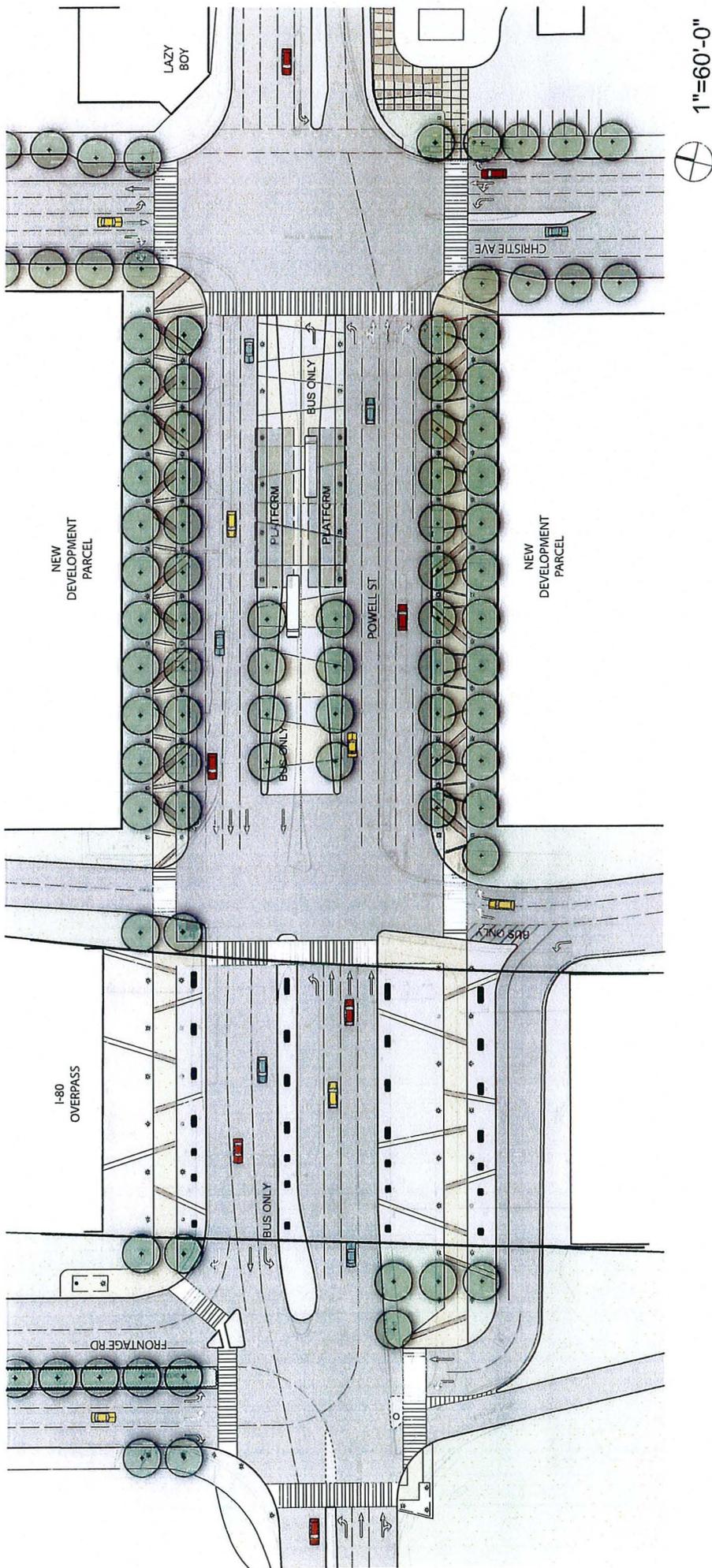
PHASE 2: CIVIC IDENTITY



PHASE 3: TRANSIT IDENTITY

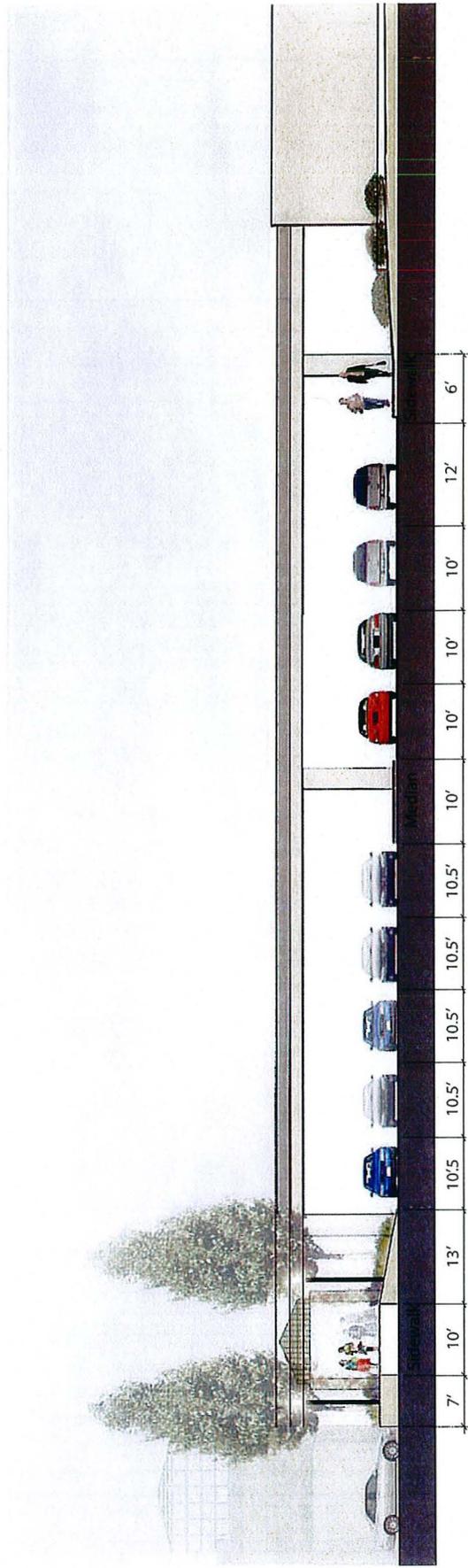
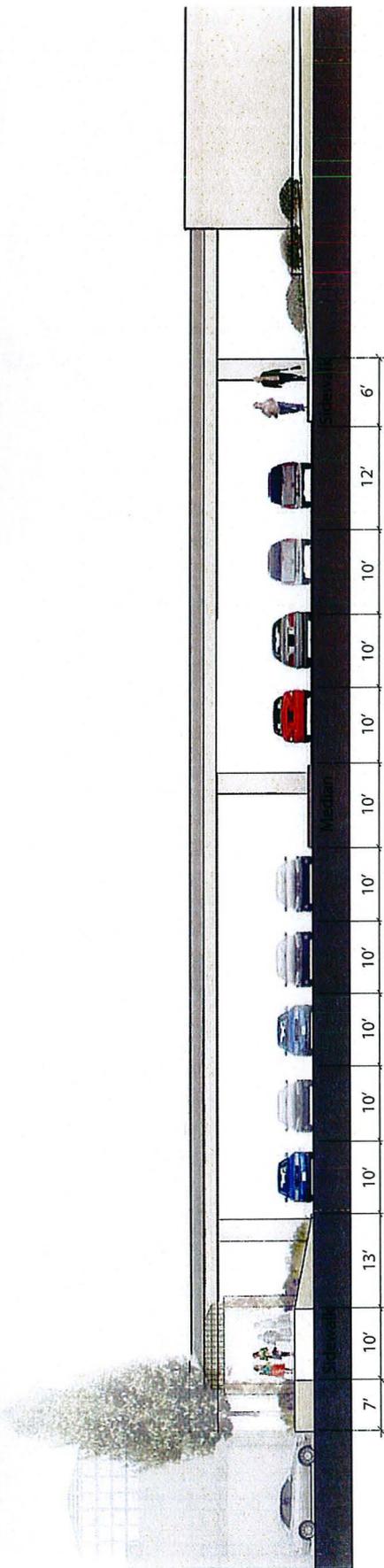


PHASE 3: TRANSIT IDENTITY



PHASE 3: TRANSIT IDENTITY

LOOKING WEST TOWARDS FREEMWAY



POWELL STREET CROSS SECTIONS

LOOKING WEST TOWARDS FREEWAY

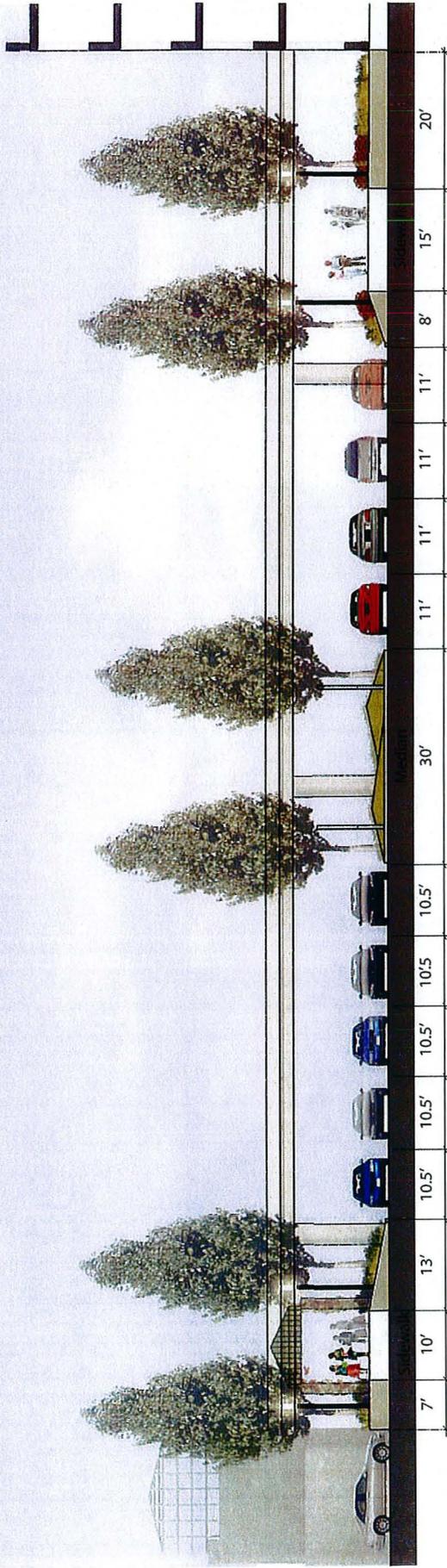
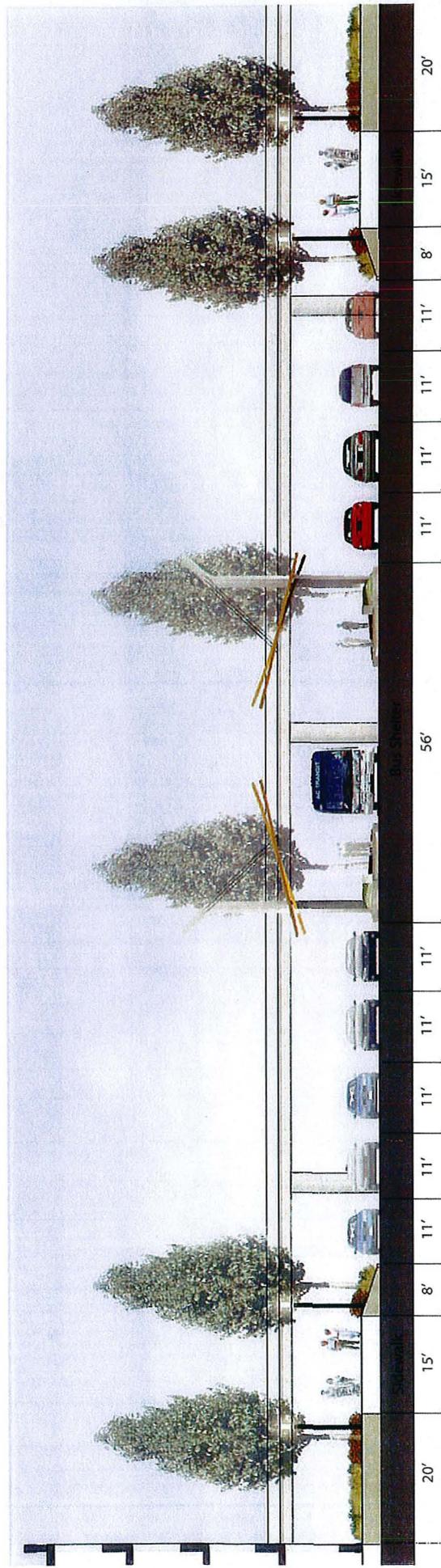


PHOTO: PROFFER ASSOCIATES



POWELL STREET CROSS SECTIONS



Photo: Wikimedia Commons



Photo: Nathan Gagnon, Belgium



Photo: BPT station, Eugene, Oregon

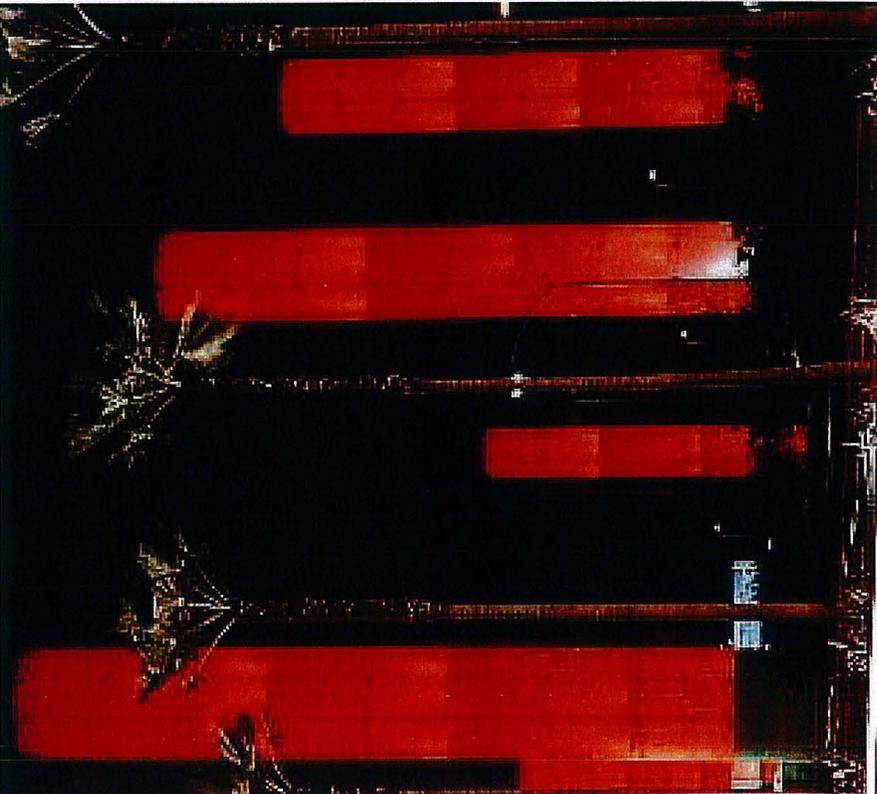
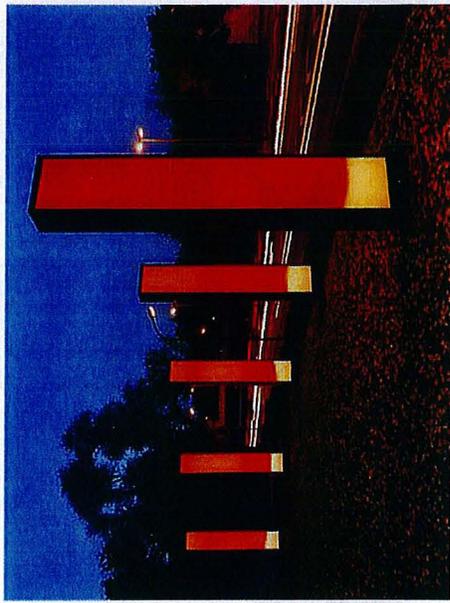
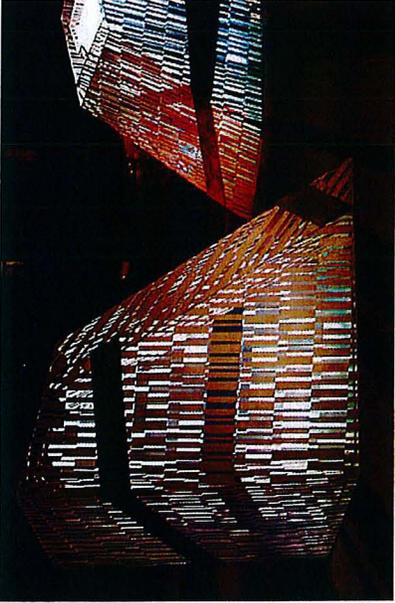
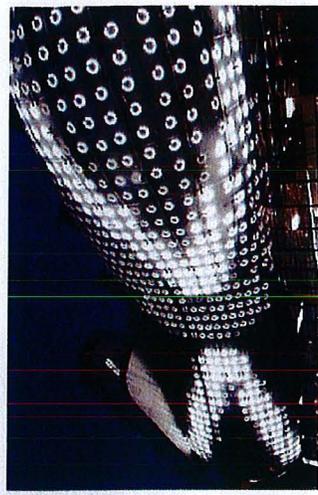
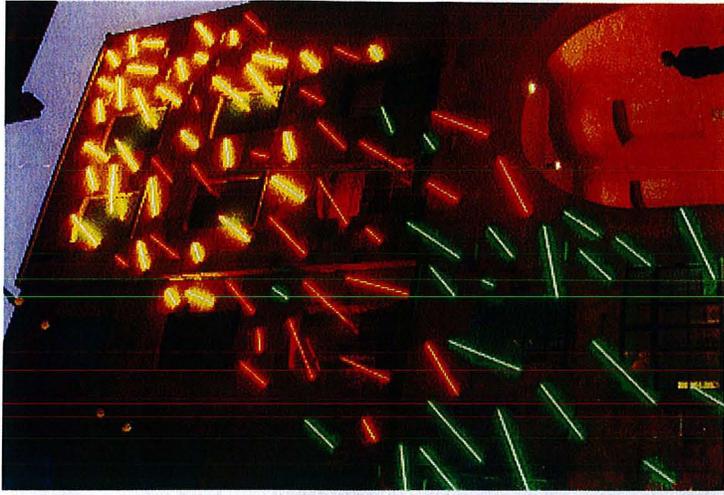


Photo: Wikimedia Commons, Paris, France



Photo: Wikimedia Commons, Paris, France

**PROJECT CONCEPT PRECEDENTS
SUPPLEMENTAL INFORMATION**



View of the public art sculpture, featuring a large, illuminated face sculpture, at night. The foreground is filled with numerous vertical, glowing tubes in red and green, creating a vibrant, abstract pattern.

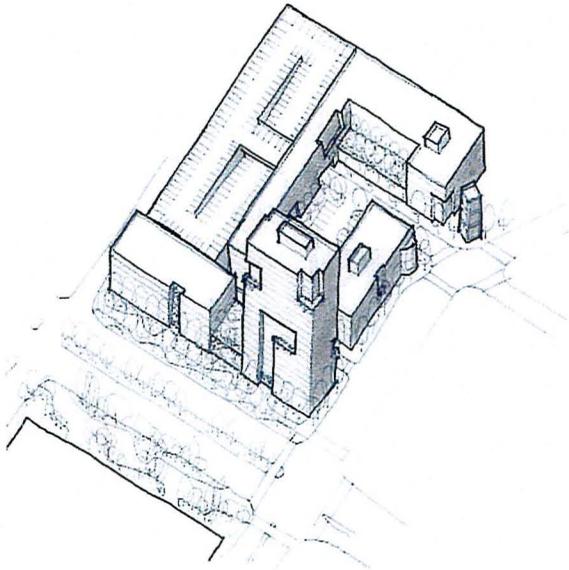
**ART ELEMENTS
SUPPLEMENTAL INFORMATION**



Signage and striping can greatly affect the flow of traffic and increase the safety of bicyclists and pedestrians, as well as people with disabilities.



BICYCLE AND PEDESTRIAN SAFETY SUPPLEMENTAL INFORMATION

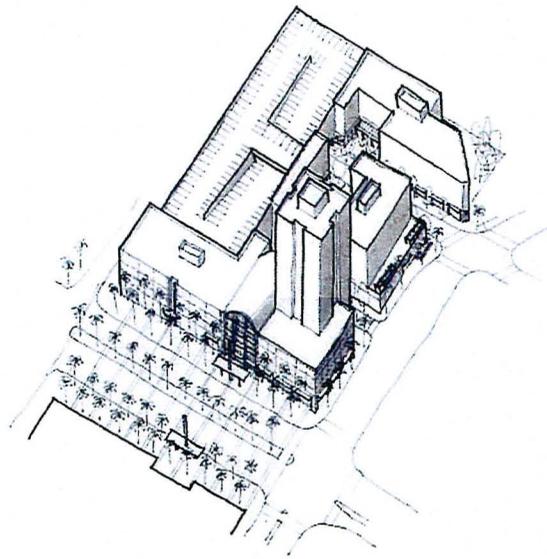


Massing and Form Description

- Building Form/Edges: Flexible frontage massing with potential entries and varying degrees of transparency. (i.e. de Young Museum)
- FAR shown above 3.5 - 5.0

Potential Programming

- Mixed use with residential, office/commercial, cultural venue
- Ground floor retail facing Christie Ave
- Assumes realigned Christie Way

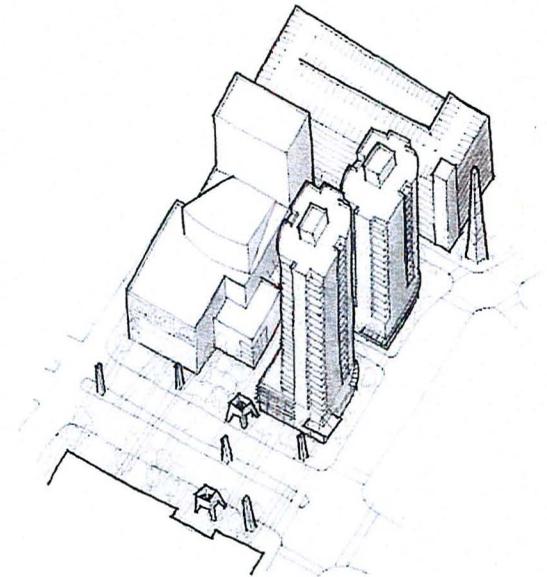


Massing and Form Description

- Building Form/Edges: Consistent frontage massing and architecture with entry positioned at corner and Christie. Towers are symmetrical to the North and South of Powell.
- FAR shown above 3.5-5.0

Potential Programming

- Mixed use with residential, office/commercial
- Ground floor retail facing Christie Ave
- Assumes realigned Christie Way



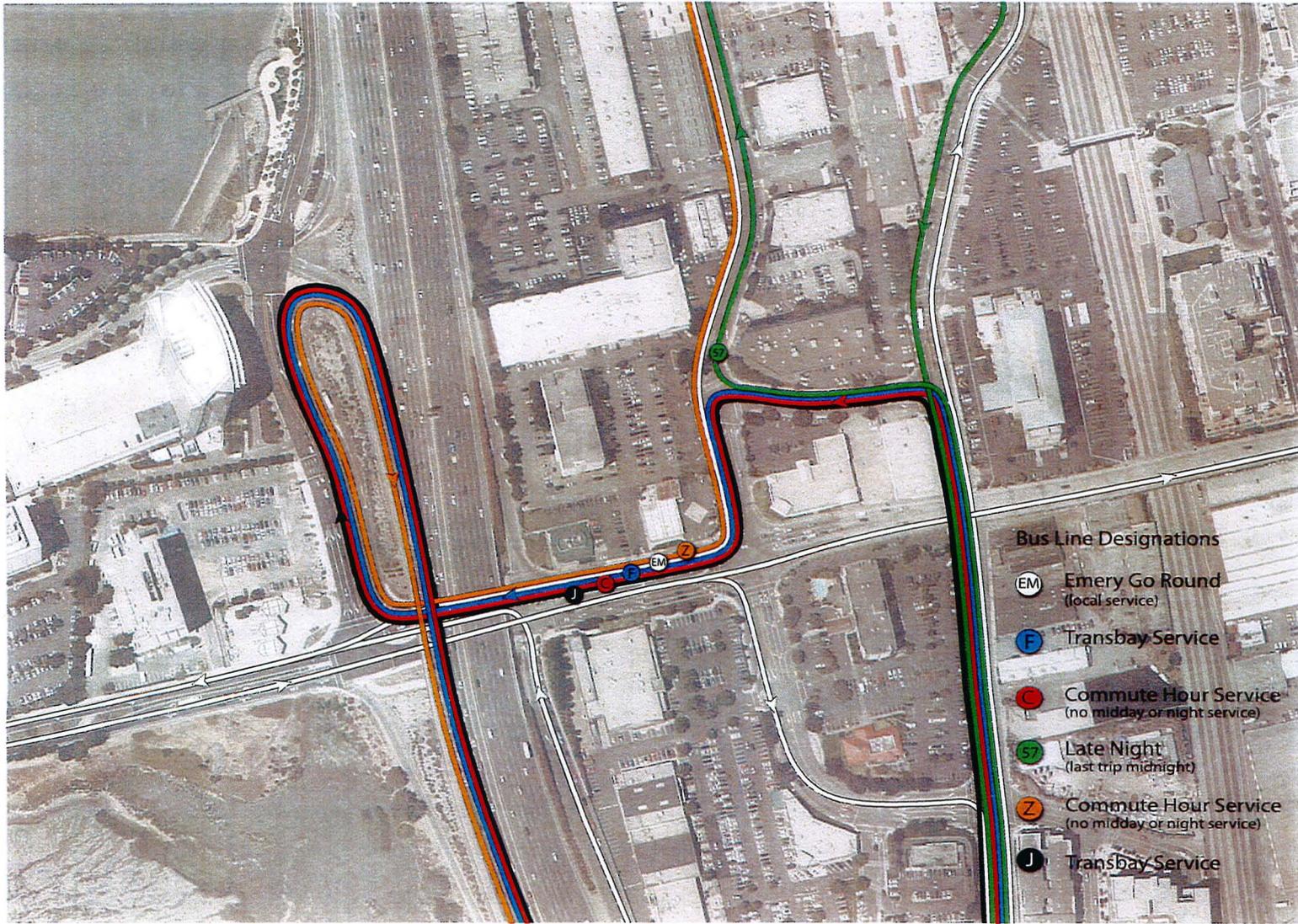
Massing and Form Description

- Building Form/Edges: Two separate masses are appropriate on Powell, shown as a tower and 5 story building, with a plaza between and accessed from Powell Street and the site interior. Each building should engage the street with high transparency. Event venue type uses would contribute to the theme of commerce.
- Scheme shows a second tower to test mass and FAR
- FAR shown above 4.5-6.0

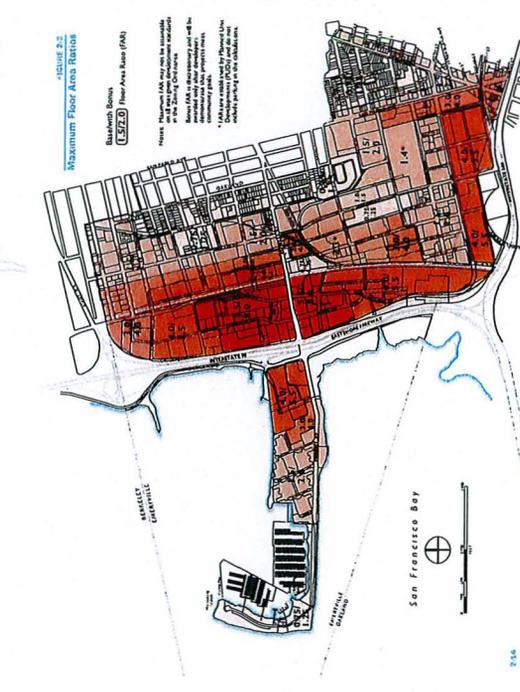
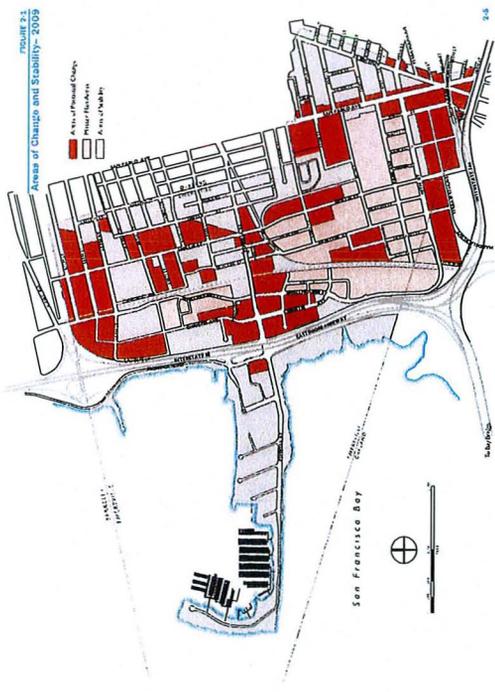
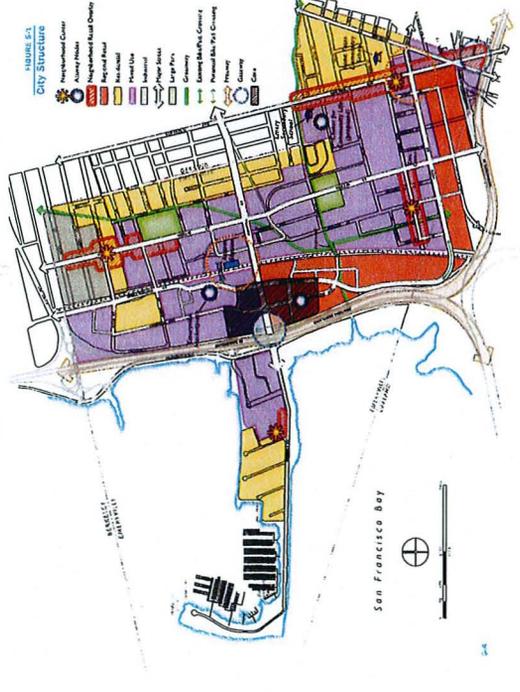
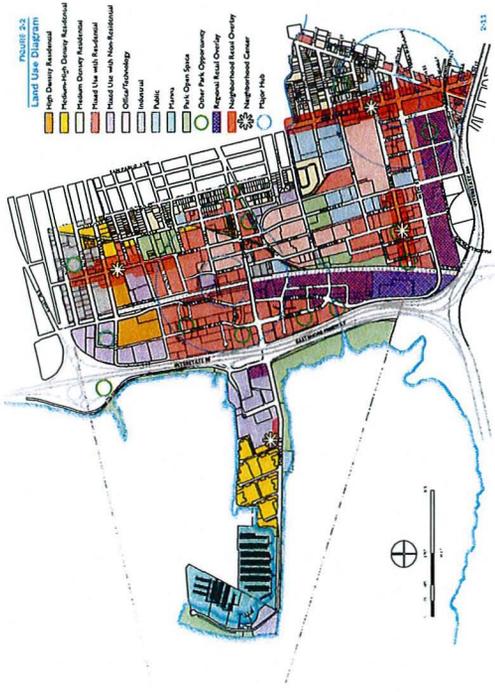
Potential Programming

- Mixed use with residential, office/commercial, cultural/event venue
- Exhibition space, conference center may be appropriate
- Ground floor retail facing Christie Ave
- Assumes realigned Christie Way

GATEWAY PARCEL MASSING STUDY SUPPLEMENTAL INFORMATION



TRANSIT NETWORK SUMMARY
SUPPLEMENTAL INFORMATION



**GENERAL PLAN DIAGRAMS
SUPPLEMENTAL INFORMATION**

ENVIRONMENTAL DECLARATION
(CALIF. FISH AND GAME CODE SEC. 711.4)

ATTACHMENT 1

NAME AND ADDRESS OF APPLICANT OR LEAD AGENCY

: FOR COURT USE ONLY

LEAD AGENCY:
City of Emeryville
1333 Park Avenue
Emeryville CA 94608

**ENDORSED
FILED
ALAMEDA COUNTY**

OCT 16 2009

APPLICANT:
City of Emeryville

PATRICK O'CONNELL, County Clerk
By C. Lake Deputy

: FILING NO.

09-911

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

CLERKS
USE ONLY

1. NOTICE OF EXEMPTION/STATEMENT OF EXEMPTION PLU 117
[] A - STATUTORILY OR CATEGORICALLY EXEMPT
\$50.00 (Fifty Dollars) - CLERKS FEE
- [] B - DE MINIMUS IMPACT - CERTIFICATE OF FEE EXEMPTION REQUIRED PLU 117
\$50.00 (Fifty Dollars) - CLERKS FEE
2. NOTICE OF DETERMINATION - FEE REQUIRED
- [] A - NEGATIVE DECLARATION PLU 116
\$1,800.00 (One Thousand Eight Hundred Dollars)-
STATE FILING FEE
\$50.00 (FIFTY DOLLARS) - CLERKS FEE
- [X] B - ENVIRONMENTAL IMPACT REPORT PLU 115
\$2,768.25 (Two Thousand Seven Hundred Sixty Eight Dollars, Twenty five Cents)
STATE FILING FEE
\$50.00 (FIFTY DOLLARS) - CLERKS FEE
3. [] OTHER PLU 117
\$50.00 (FIFTY DOLLARS) - CLERKS FEE

*THIS FORM MUST BE COMPLETED AND SUBMITTED WITH ALL ENVIRONMENTAL DOCUMENTS FILED WITH THE ALAMEDA COUNTY CLERK'S OFFICE.

FIVE COPIES OF ALL NECESSARY DOCUMENTS ARE REQUIRED FOR FILING PURPOSES.

APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING ENVIRONMENTAL DOCUMENTS WITH THE ALAMEDA COUNTY CLERK'S OFFICE.

MAKE CHECK PAYABLE TO: ALAMEDA COUNTY CLERK.

Rev. 12/29/06

ENVIRONMENTAL DECLARATION
(CALIF. FISH AND GAME CODE SEC. 711.4)

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NAME AND ADDRESS OF APPLICANT OR LEAD AGENCY :

LEAD AGENCY:
City of Emeryville
1333 Park Avenue
Emeryville CA 94608

**ENDORSED
FILED
ALAMEDA COUNTY**

OCT 16 2009

APPLICANT:
City of Emeryville

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By C. Lake Deputy

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USE ONLY

- | | | |
|----|---|---------|
| 1. | NOTICE OF EXEMPTION/STATEMENT OF EXEMPTION | PLU 117 |
| | <input type="checkbox"/> A - STATUTORILY OR CATEGORICALLY EXEMPT
\$50.00 (Fifty Dollars) - CLERKS FEE | |
| | <input type="checkbox"/> B - DE MINIMUS IMPACT - CERTIFICATE OF FEE EXEMPTION REQUIRED
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| | <input type="checkbox"/> A - NEGATIVE DECLARATION
\$1,800.00 (One Thousand Eight Hundred Dollars)-
STATE FILING FEE
\$50.00 (FIFTY DOLLARS) - CLERKS FEE | PLU 116 |
| | <input checked="" type="checkbox"/> B - ENVIRONMENTAL IMPACT REPORT
\$2,768.25 (Two Thousand Seven Hundred Sixty Eight Dollars, Twenty five Cents)
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| 3. | <input type="checkbox"/> OTHER
\$50.00 (FIFTY DOLLARS) - CLERKS FEE | PLU 117 |

*THIS FORM MUST BE COMPLETED AND SUBMITTED WITH ALL ENVIRONMENTAL DOCUMENTS FILED WITH THE ALAMEDA COUNTY CLERK'S OFFICE.

FIVE COPIES OF ALL NECESSARY DOCUMENTS ARE REQUIRED FOR FILING PURPOSES.

APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING ENVIRONMENTAL DOCUMENTS WITH THE ALAMEDA COUNTY CLERK'S OFFICE.

MAKE CHECK PAYABLE TO: ALAMEDA COUNTY CLERK.

**CITY OF EMERYVILLE
NOTICE OF DETERMINATION**

TO: Alameda County Clerk
1106 Madison Street
Oakland, CA 94607

FROM: City of Emeryville
1333 Park Avenue
Emeryville, CA 94608

Subject: Filing of Notice of Determination within five (5) working days of project approval in compliance with Public Resources Code Section 21152, California Code of Regulations Section 15094 and the City of Emeryville local guidelines.

Project Title: *Emeryville General Plan
City of Emeryville, California*

**ENDORSED
FILED
ALAMEDA COUNTY**

OCT 16 2009

**Project
Location:** City of Emeryville – citywide

PATRICK O'CONNELL, County Clerk
By: C. Cape Deputy

Lead Agency: City of Emeryville, 1333 Park Avenue, Emeryville, CA 94608

Project

Description: The Emeryville General Plan establishes a planning framework and policies respecting land use, circulation, open space, conservation, noise, safety, housing, urban design and sustainability designed to guide growth and development within the City of Emeryville over a 20-year planning period. The new Emeryville General Plan was approved pursuant to City Council Resolution No. 09-208.

Approval

Date: October 13, 2009

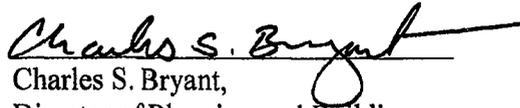
Determination: Significant and unavoidable impacts, and significant and irreversible environmental changes to traffic, noise, air quality and cultural resources were identified in the Final EIR as a result of approval of the Project. Findings of fact regarding impacts and mitigation measures and a statement of overriding considerations were adopted with the Project in accordance with California Code of Regulations Section 15091. Mitigation measures were not made a condition of approval of the Project and thus no mitigation monitoring plan/program was adopted.

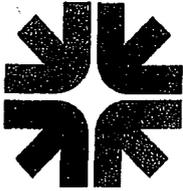
Declaration: An Environmental Impact Report (State Clearinghouse No. 200602208) was prepared for this Project pursuant to CEQA. The Final EIR was certified by the City Council on October 13, 2009 pursuant to Resolution No. 09-207.

Availability: The Emeryville General Plan, Final EIR, staff reports, adopted resolutions, and the record for the Project are available at the Office of the City Clerk, 1333 Park Avenue, Emeryville, CA 94608.

Date: October 16, 2009

Signature:


Charles S. Bryant,
Director of Planning and Building
(510) 596-4361



CITY OF EMERYVILLE

INCORPORATED 1896

1333 PARK AVENUE
EMERYVILLE, CALIFORNIA 94608-3517

TEL: (510) 596-4300 FAX: (510) 658-8095

Statement of Findings Pursuant to State Fish and Game Code 711.4 – Filing Fees for Environmental Documents.

Project Name and Reference Number:
Emeryville General Plan, Emeryville, California
State Clearing Housing No.: 200602208

_____ This project is Categorically Exempt from the California Environmental Quality Act.
(Please refer to attached Notice of Exemption.) No further filing fees under State Fish
and Game Code 711.4 are required.

This project, as approved, required a _____ Negative Declaration, _____ Mitigated
Negative Declaration, Environmental Impact Report, _____ Other (Please
Explain: _____)

This project will have a potentially significant impact on fish and
wildlife resources; therefore, an additional filing fee in the amount of
\$ 2,768.25 is attached.

_____ This project as approved has been found to be de minimus in its effect
on fish and wildlife because there has been not substantial evidence
presented in the record for the project that any fish and wildlife
resources are present at the project site or the immediate area, and that
no wild animals, birds, plants, fish, amphibians, and related ecological
communities, including the habitat upon which the wildlife depends
for its continued viability will be affected by the project (Ref: Section
711.2 of the State Fish and Game Code.)

The record for this project, upon which this finding has been made, may be reviewed at the City of
Emeryville, 1333 Park Avenue, Emeryville, CA 94608.

Signed: Deborah Diamond Oct 16, 2009
Deborah Diamond, Project Manager