

A. LAND USE

This section describes existing land uses at and in the vicinity of the project site, and evaluates the compatibility of proposed land uses with existing land uses. Potential land use impacts that would result from development of the proposed project are identified, and mitigation measures are recommended, as appropriate. The project's consistency with land use planning policies is discussed in Chapter IV.B, Planning Policy.

1. Setting

This section discusses existing and planned land uses in and around the project site.

a. Existing Conditions and Land Use at the Project Site. The approximately 1.12-acre project site is located along Adeline Street between Yerba Buena Avenue on the north and 39th Street on the south, and consists of five parcels (APNs: 012-953-027, 012-953-031, 012-953-032, 012-953-033, and 012-953-034). The site straddles the City of Oakland/City of Emeryville border; the western three quarters of the site are located in the City of Emeryville; the eastern quarter of the site is located in Oakland.

The project site currently contains a brick building that originally was used for manufacturing, as well as a parking and service area in the northern part of the site along Yerba Buena Avenue. Though it is essentially one building, it consists of three distinct parts. The main, corner building at Adeline and 39th extends halfway up Adeline and is mostly a one-story building, though it extends to two-stories at the corner of Adeline and 39th. The east end of the 39th Street façade extends six bays in length. This part of the building matches the main building's façade, though it is simpler than the main building and may have been built separately.¹ Standard Beverages, Ltd. originally occupied the building, which was constructed in phases between 1917 and 1924. Current building occupants include Oriental spa, a T-shirt silk-screener, a hair studio/salon, and a vintage automobile restoration service.

b. Existing Land Use at the Project Site Vicinity. The site is bordered by Yerba Buena Avenue and multi-family residential and offices uses to the north; industrial and single-family residential uses to the east; 39th Street and miscellaneous industrial uses to the south; and Adeline Street and mixed uses to the west. Existing land uses at the project site vicinity are shown in Figure IV.A-1, and are described in more detail below.

(1) North of the Project Site. The area north of the project site contains a mix of retail and residential uses. A three-story loft-style residential building (Key Route Lofts) is located just north of the project site, across Yerba Buena Avenue on Adeline Street. A four-story residential development (Avalon) with an associated multi-level parking garage sits just northwest of the project site across Adeline Street. The area further north along Adeline Street and San Pablo Avenue includes a mix of retail and residential development,



Photo V.A-1: View looking north along Adeline Street. The project site is on the right.

¹ Preservation Architecture, 2006. "3900 Adeline Street: Existing Building Evaluation." November 6.

with some older light industrial buildings to the northeast. A significant amount of mixed-use and residential development along San Pablo Avenue and Adeline Street is three or four stories high and was constructed in the last decade. Residential uses further to the northeast are predominantly older single- and multi- family detached homes, between one and three stories high.

(2) East of the Project Site. The area east of the project site along the north-facing side of Yerba Buena Avenue, 39th Street, and Apgar Street (one block south of 39th Street) consists predominantly of detached single- and multi-family homes. These homes form the western portion of a medium-density residential neighborhood that extends east to Highway 24, with several small-scale light industrial and commercial uses scattered in between. Oakland Military Institute, a school, is located at Lusk Street and 39th Street, 0.4 miles east of the project site.



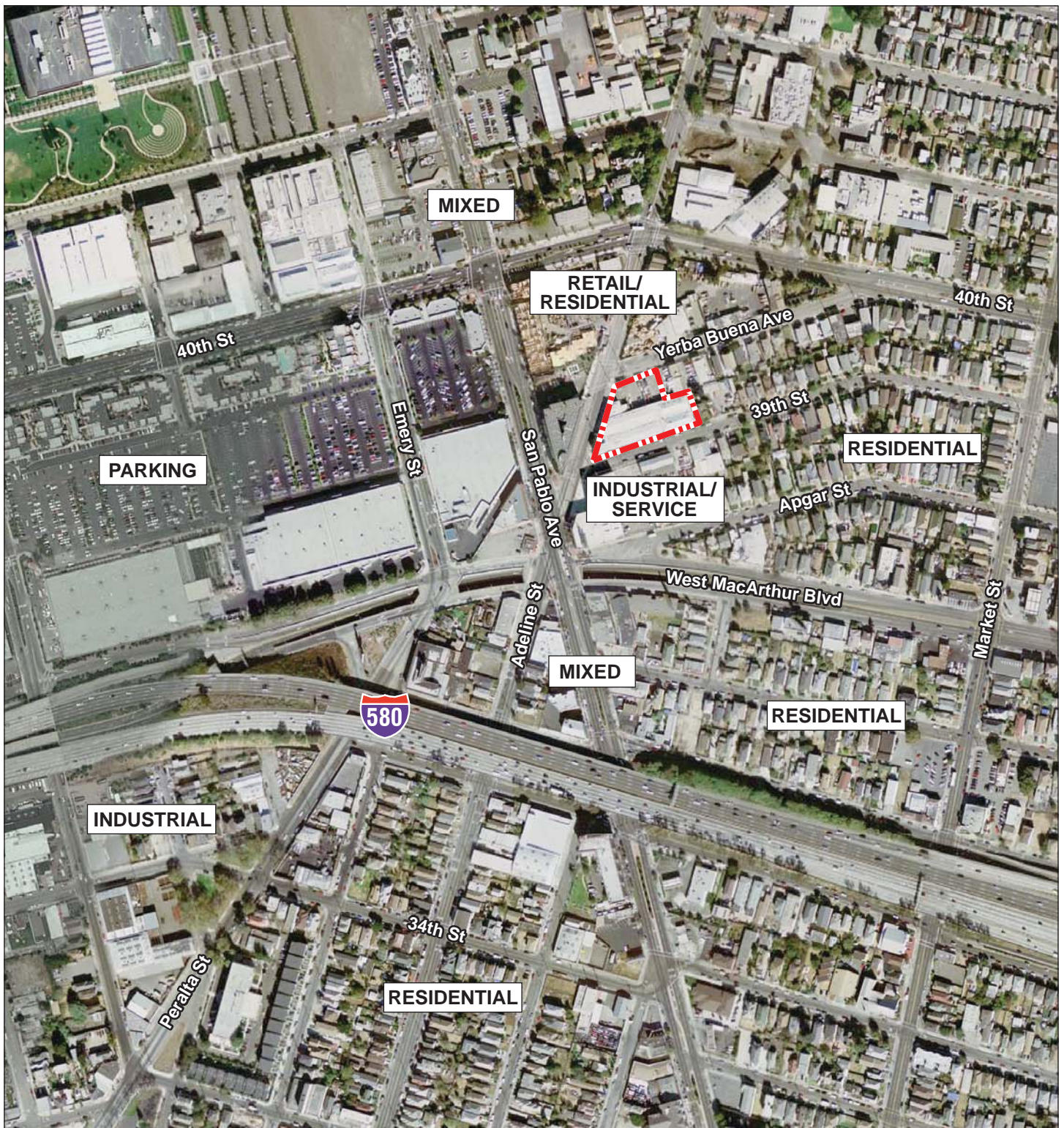
Photo V.A-2: View southwest from the project site, across Adeline Street and San Pablo Avenue.

(3) South of the Project Site. The area south of the project site is a mix of light industrial and residential uses. An auto repair service, auto center, and other miscellaneous service uses lie just to the south of the project site along Adeline Street. Residential uses to the south of West MacArthur Boulevard, which is one block south of the project site, include a mix of one- to three-story single- and multi-family detached homes, as well as larger multi-family developments. San Pablo Avenue south of the project site is lined with a mixture of land uses.



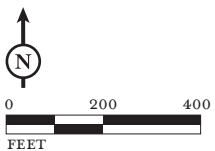
Photo V.A-3: View of residences east of the project site, down 39th Street.

(4) West of the Project Site. A four-story structure with ground-floor retail space and residential uses on the top three floors is located directly west of the project site on Adeline Street. Uses to the west of this building are predominantly large-scale retail with associated street-level parking lots. A few single- and multi-family homes lie south of the retail center, abutting the northern edge of Interstate 580.



LSA

FIGURE IV.A-1



 PROJECT SITE

39th and Adeline Mixed-Use Project
Land Uses Around the Project Site

SOURCE: GOOGLE EARTH, 2007.

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c. Planned Projects in the Project Site's Vicinity. A number of parcels in Emeryville² and Oakland³ are undergoing redevelopment or anticipated to be redeveloped in the near future. Projects that are within ½-mile of the project site are summarized below.

- *Oak Walk Mixed Use Project* (4002 San Pablo Avenue in Emeryville, 0.2 miles northwest of the site). This mixed-use project would consist of 5,500 square feet of retail space and up to 62 residential condominiums, including construction of a new four-story building with a podium-level courtyard and 113 at-grade parking spaces. This project is currently under construction.
- *Ambassador Site* (1168 36th Street in Emeryville, 0.2 miles southwest). This project would construct 55 for-sale affordable residential units. The Emeryville Planning Commission approved the project in December 2004.
- *Arts and Cultural Center* (4060 Hollis Street in Emeryville, 0.5 miles west). This project would be the Space for Celebration of Arts, including space for performing arts and the Historical Society. This project is in the planning stage.
- *Emeryville Center of Community Life* (site to be determined). This project involves the construction of a multi-purpose community facility, including arts, recreation, education, and community support space. Environmental review and planning approvals are anticipated in 2008 to 2009.
- *Bakery Lofts Phase IV* (53rd Street and Adeline Street in Emeryville, 0.5 miles northeast). This project would develop 18 residential loft units and a 1,450 square-foot café. The City of Emeryville approved the project in November 2007.
- *Flatiron Building* (3645 San Pablo Avenue in Emeryville, 0.2 miles south). This project would redevelop the existing building as 3,000 square feet of retail space. The City Council approved the project on March 6, 2007.
- *MacArthur San Pablo Mixed Use* (San Pablo Avenue/MacArthur Boulevard/37th Street in Emeryville and Oakland, 0.2 miles south). This project would develop 94 residential units and 5,800 square feet of retail space. The City of Emeryville approved the project in December 2007 and the City of Oakland approved the project in January 2008.
- *4520 San Pablo Townhouses* (San Pablo Avenue and 45th Street in Emeryville, 0.4 miles northwest). This project would develop 29 residential units. The Planning Commission approved the project in 2006.
- *Adeline Place ("Check Cashing")* (San Pablo Avenue/West MacArthur Boulevard/Adeline Street in Emeryville, 0.1 miles southwest). This project would develop 36 residential units and 2,400 square feet of retail space. The project is under construction.
- *Salem Manor* (4333 Salem Street in Emeryville, 0.4 miles north). This project would include three new condo units in detached two-story structures. This project is under construction.

² Emeryville, City of, 2007. City of Emeryville Planning and Building Department: Status of Major Development Projects – City of Emeryville. Website: www.ci.emeryville.ca.us/planning. August.

³ Oakland, City of, 2007. City of Oakland Community and Economic Development Agency: Active Major Development Projects; Sept-Oct. 2007. Website: www.oaklandnet.com/government/ceda. October.

- *Vue 46* (“46th Street Lofts”) (Adeline between 45th Street and 46th Street, 0.4 miles north). This project would redevelop an existing industrial building as 79 residential loft units. This project is near completion.
- *3250 Hollis* (3250 Hollis Street in Oakland, 0.5 miles southwest). This project would redevelop the entire block with 46 live/work units and 74 residential units. An extension for the project was granted in December, 2006.
- *Hollis 34* (3241 Hollis Street in Oakland, 0.5 miles southwest). This project would redevelop the entire block with 124 live/work units. The City of Oakland Planning Commission approved this project in October, 2006.
- *898 41st Street* (989 41st Street in Oakland, 0.3 miles northeast). This project would consist of 48 residential units. The project was approved in August, 2007.
- *46th Street Lofts (formerly Flecto Project)* (47th Street and Adeline, in Oakland and Emeryville, 0.5 miles northeast). This mixed-use project would redevelop the former Flecto building into 79 residential units and 3,000 square feet of commercial space. The project is under construction.
- *Green City Loft Project* (41st and Adeline in Oakland and Emeryville, 0.2 miles northeast). This project would redevelop a former office/warehouse site into 62 residential loft units. The project has been completed.

2. Impacts and Mitigation Measures

The following section presents a discussion of the impacts related to land use that could result from implementation of the proposed project. The section begins with the criteria of significance, establishing the thresholds to determine whether an impact is significant. The latter part of this section presents the land use impacts that would result from the proposed project.

a. Thresholds of Significance. The proposed project would have significant land use and planning impacts if it would:

- Physically divide an established community;
- Result in a fundamental conflict between adjacent or nearby land uses;
- Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment; or
- Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan.

b. Less-than-Significant Land Use Impacts. Implementation of the proposed project would result in the following less-than-significant land use impacts.

(1) Divide an Established Community. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas.

The proposed project is located in an urban area on five developed parcels that currently contain one former manufacturing building and a parking and service area. Redevelopment of the site would result in the removal of the existing building and associated parking and service area. Construction of the proposed project would result in the development of four three-story (plus mezzanine) buildings. The building with the largest footprint would bend around the corner of Adeline Street and 39th Street and would contain the proposed café at its point (i.e., the intersection of Adeline Street and 39th Street).

No new roadways would be constructed to accommodate the project, though it would stripe 13 new on-street parking spaces along Yerba Buena Avenue, 39th Street, and Adeline Street. The café would include a patio and outdoor seating. While the café's extension into the sidewalk could slightly alter pedestrian flow, it would likely enhance the pedestrian environment along the project site and open up the storefront to the street.⁴ No substantial physical barriers would be developed on the project site that would impede access to and around the site, and no existing vehicular access would be permanently removed. Construction of the proposed project would not result in the impediment of access between the commercial area west of Adeline Street and the predominantly detached single- and multi-family homes to the east of the project site. Furthermore, the project's bulk would be similar to other residential and mixed-use development along Adeline Street and in the vicinity of the site. Therefore, the proposed project would not divide an established community.

(2) Compatibility with Surrounding Land Uses. As described above, the project site is located in an urban area characterized by a mix of commercial, residential, and light industrial uses. The site is bordered by Yerba Buena Avenue and multi-family residential and offices uses to the north; industrial and single-family residential uses to the east; 39th Street and miscellaneous industrial uses to the south; and Adeline Street and mixed uses to the west.

The proposed project would result in the development of four three-story (plus mezzanine) residential buildings with one ground-level café on the corner of 39th Street and Adeline Street. The project's schematic design suggests that it would be similar in height and bulk to the four-story residential building with ground-floor retail directly west of the project site across Adeline Street, as well as to the three-story residential building north of the project site across Yerba Buena Avenue. Many other planned or newly-constructed projects along Adeline Street and San Pablo Avenue to the north, west, and south of the project site share a similar height and bulk, and mix of residential and commercial uses.

The project would place new residences and a café adjacent to an auto repair service immediately south of the project site, on the corner of 39th Street and Adeline Street. However, these auto repair uses are of low intensity and are not grossly incompatible with residential uses.

The proposed project would increase the intensity of uses on the site, particularly in the context of the one- and two-story detached homes to the east along 39th Street and Buena Vista Way. Because the project would provide a mix of residential and commercial uses, it would serve as a buffer between the residential neighborhood to the east of Adeline Street and the large-scale retail centers to the west

⁴ For a comparison between existing and proposed aesthetic and cultural resources on the project site, please refer to Section IV.C. Cultural and Paleontological Resources for a discussion of the project's potential effects on the historic character of the neighborhood.

of San Pablo Avenue. The ground-level café would be compatible with the predominantly residential neighborhood to the east, and would enhance commercial activity and the pedestrian experience along Adeline Street. It is not expected that noise or odors from the café would be perceptible at the existing residential uses. In addition, trees would be planted along all streets adjacent to the project site. The project's eastern-most buildings would be only two stories high with a setback of approximately four and one-half feet, which would create a transition into the smaller-scale residential area to the east of the site.

For the reasons described above, the proposed project would be mostly compatible with surrounding land uses, and would not result in a significant adverse impact on the area's mixed-use character.

(3) Conflict with Land Use Policy. Conflicts between the project and applicable policies do not constitute significant physical environmental impacts in and of themselves. A policy inconsistency is considered to be a significant adverse environmental impact only when it is related to a policy adopted for the purpose of avoiding or mitigating an environmental effect and it is anticipated that the inconsistency would result in a significant adverse physical impact. Section IV.B, Planning Policy discusses the project's conformance with applicable plans or policies adopted for the purposes of mitigating an environmental effect. As described in Section IV.B, the proposed project would not substantially conflict with any such applicable plans or policies. As such, development of the proposed project would result in a less-than-significant impact on adopted land use plans and policies.

(4) Habitat Conservation Plan/Natural Community Conservation Plan. The very urbanized project site is not subject to the provisions of a Habitat Conservation Plan or Natural Community Conservation Plan (HCP/NCCP).

c. Significant Land Use Impacts. Implementation of the proposed project would not result in any significant land use impacts.