City of Emeryville
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NOTICE OF PREPARATION

SUTTER HOSPITAL MEDICAL CENTER ENVIRONMENTAL IMPACT REPORT (EIR)

To: State Clearinghouse
Governor's Office of Planning and Research
Alameda County Clerk
Responsible Agencies
Interested Individuals and Organizations

From: Miroo Desai, AICP
Planning Manager
City of Emeryville
1333 Park Avenue
Emeryville, CA 94608

NOTICE IS HEREBY GIVEN THAT the City of Emeryville (City) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Sutter Emeryville Medical Center Project (project). This Notice of Preparation (NOP) is being distributed to responsible agencies, trustee agencies, agencies with jurisdiction by law, and other interested parties consistent with the California Environmental Quality Act (CEQA). The City will also mail the NOP to properties within 1,500 feet of the project site boundaries; post on the City's website; and email to individuals who have requested to be kept informed about the project. The project location and description are summarized below. The City has not prepared an Initial Study and will instead proceed directly with preparation of an EIR.

A 30-DAY NOP REVIEW PERIOD: The City is requesting comments regarding the scope and content of the EIR, including potentially significant environmental issues, reasonable alternatives, and mitigation measures that should be considered as the document is prepared.

In accordance with the time limits established by CEQA, responses must be received during the 30-day comment period, which begins on August 14, 2026, and ends at 5:00 p.m. on September 14, 2026. Public agency responses should identify a contact person; the significant environmental issues, reasonable alternatives, and mitigation measures that the agency believes should be addressed in the EIR; and whether the agency will be a responsible or trustee agency for the project.

Responses should be directed to: Miroo Desai, AICP, Planning Manager, City of Emeryville, 1333 Park Avenue, Emeryville, CA 94608, mdesai@emeryville.org

PUBLIC SCOPING MEETING: **A scoping session for the preparation of the EIR will be held at 6:30 p.m. on August 27, 2026 at City Council Chambers, 1333 Park Avenue, Emeryville**. The public and public agencies are invited to attend the scoping session and provide comments regarding the scope of potential environmental impacts, mitigation measures, and reasonable alternatives to be evaluated in the EIR.

PROJECT SITE

Location. The approximately 12-acre project site (project site) is within the City of Emeryville in the County of Alameda. It is a subset of the larger 22-acre Emeryville Life Sciences Center Planned Unit Development/Preliminary Development Plan (PUD-3), also known as the "Chiron PUD/PDP".

The site is generally bounded by Stanford Avenue to the north, Hollis Street to the east, 46th Street and 53rd Street to the south, and Horton Street, Horton Landing Park and Emeryville Greenway to the west. It is approximately 0.2 miles east of Interstate (I-) 580/80, 1.5 miles west of Highway 24, and 0.3 miles west of State Route (SR) 123 (San Pablo Avenue). It is also between the city limits of Berkeley to the north and Oakland to the south and east. The site is in Emeryville's South Hollis neighborhood and a few blocks west of North Oakland's Golden Gate neighborhood. See Figure 1, Project Location Map.

The project site is approximately 0.2 miles south of Emeryville Amtrak Station, 1.7 miles west of MacArthur BART Station and 2.4 miles north of West Oakland BART Station. The project site is east of Bay Street Emeryville, a mixed-use shopping and residential center, which is accessible on foot via the South Bayfront Bridge over the railroad tracks. The project site and its vicinity are also served by bicycle facilities and bus transit, as shown on Figure 1, Project Location Map.

Project Site. The approximately 12-acre project site includes seven Sutter-owned parcels as listed in Table 1, Project Site Parcels, and shown in Figure 2, Project Site Map.

TABLE 1 PROJECT SITE PARCELS

Parcel	Location/Address	Existing Bldgs. Current Use	Parcel Size (AC)	Existing Bldg (Sq Ft)
49-1558-5	SW corner at Stanford Ave & Hollis St	Surface Parking Lot	1.4	--
49-1558-6	5555 Hollis St	Building 2/3 – recent BMR building	2.3	270,700
49-1558-4	5300 Chiron Way	Building 4 – prior Chiron building	2.1	292,500
49-1558-2	1400 53rd St	Undeveloped Site	2.2	--
49-1041-29-1	SW corner at 53rd St & Hollis St	Hollis Green Park	0.7	--
49-1544-1-4	4563 Horton St	Building 13/14 – Parking Garage	2.7	1,200[a]
49-1544-2	4595 Horton St	Power Distribution Unit (PDU) Building	0.5	20,700
TOTAL			**~12 AC**	**585,100**

[a] Retail space
Source: Project Sponsor Project Description, August 5, 2026; and 2021 FDP submission.

The PUD/PDP area contains 13 existing buildings, 4 of which are owned by Sutter Health and fall within the project site, including: 1 vacant office/laboratory building at 5555 Hollis Street (Building 2/3) and a partially occupied office building at 5300 Chiron Way (Building 4), a PDU building at 4595 Horton Street, and a parking garage, Horton Street Garage, at 4563 Horton Street (Building 13/14). Parcel 49-1558-5 is currently used as a surface parking lot. Parcel 49-1041-29-1 is privately owned, publicly accessible open space, known as Hollis Green Park. Parcel 49-1558-2 is an undeveloped fenced lot.

Hazards. The project site includes properties identified on the State Water Resources Control Board list compiled pursuant to Section 65962.5(c)(1) for underground storage tanks for which an unauthorized-release report was filed. These properties, including their Global IDs and contaminants of concern, are

summarized in Table 2. The identified records, which are available through the State Water Resource Control Board's GeoTracker database are: Former Chiron, Building M UST (1400 53rd Street) and Rifkin Investment Company (4525-4549 Horton Street). Both cases have received regulatory case closure.

The project site also includes four Cleanup Program Sites listed on the State Water Resource Control Board's GeoTracker database: Novartis (5300 Chiron Way), Novartis – Former Chiron Building M SCP (1400 53rd Street), Novartis – Former Rifkin (4525-4563 Horton Street), and Novartis – PDU Building (4595 Horton Street). Due to residual contamination from former operations, portions of the site are subject to Risk Management Plans under regulatory oversight. Recorded land use covenants and environmental restrictions are in place for certain parcels as shown in Table 2 below, imposing site management requirements and restricting sensitive uses. The City consulted the applicable lists on August 11, 2026. The DEIR will evaluate whether existing site conditions, including conditions associated with the closed and open regulatory cases, could result in a significant hazard to the public or the environment.

TABLE 2 PROJECT SITE HAZARDS

Global ID	APN	Facility Description/Address	Case Type/Status	Potential Contaminants of Concern	Cortese List (Y/N)
T0600102062	49-1558-2	Former Chiron, Building M UST 1400 53rd Street (Building 8)	LUST Cleanup Site Completed – Case Closed	Underground Storage Tanks	Y
T0600101139	Previous 49-1544-1 Current 49-1544-1-4	Rifkin Investment Company 4525-4549 Horton Street (Horton Plaza/Building 13/14)	LUST Cleanup Site Completed – Case Closed	Underground Storage Tanks	Y
T10000008349	Previous 49-1041-71-2 Current 49-1588-4	Novartis 5300 Chiron Way (Building 4)	Cleanup Program Site Open – Long Term Management	Arsenic, Other Petroleum, Other Solvent or Non-Petroleum Hydrocarbon, Polychlorinated Biphenyls (PCBs), Silver Includes a Land Use Covenant and Environmental Restriction	N
T10000005539	49-1558-2	Former Chiron, Building M SCP 1400 53rd Street (Building 8)	Cleanup Program Site Open – Long Term Management	Total Petroleum Hydrocarbons (TPH), Silver Includes a Land Use Covenant and Environmental Restriction	N
SL20222840	49-1544-1-4	Novartis – Former Rifkin 4525-4563 Horton Street (Building 13/14 – Parking Garage)	Cleanup Program Site Open – Long Term Management	1,2,3-trichloropropane (TCP), Arsenic, Benzene, Diesel, Lead, Naphthalene, Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE), TPH, Trichloroethylene (TCE) Includes a Land Use Covenant and Environmental Restriction	N
T10000022546	49-1544-2	Novartis – PDU Building 4595 Horton Street (PDU Building)	Cleanup Program Site Open – Inactive	TCE	N

Source: State Water Resource Control Board's GeoTracker database, accessed August 11, 2026.

Existing Land Use. A mix of land uses exists on the project site and in its vicinity.

- **North** – Stanford Street and a mix of low-rise buildings and commercial and light industrial uses; beyond that is Powell Street with taller multi-story residential buildings, commercial uses, and Interstate (I-) 580/80 access via Powell Street to the west; further north is the Emeryville Amtrak station, the North Hollis Neighborhood, a pedestrian and bike rail crossing to the Market Place mixed-use development, and the Emeryville-Berkeley city limits.
- **West** – Emeryville Greenway, Horton Plaza, Horton Landing Park, a portion of the Sherwin-Williams mixed-use residential development and the South Bayfront Pedestrian Bicycle Bridge, which crosses the railway to connect to the Bay Street mixed-use development; further west is Shellmound Way and Powell Street Plaza.
- **South** – A portion of the Sherwin-Williams mixed-use residential development and a mix of low-rise buildings and commercial and light industrial uses including artist workspaces extending to 40th Street; further south are the Emeryville neighborhoods of Park Avenue and East Bay Bridge. Beyond that is Interstate (I-) 580/80 and Oakland's Clawson neighborhood.
- **East** – Hollis Street and a mix of low-rise buildings and commercial and light industrial uses; two blocks east of the site and Hollis Street are primarily residential neighborhoods within Emeryville and northwest of Oakland's Golden Gate neighborhood. These adjacent residential neighborhoods include many schools, including Happa Baby School, the Emeryville Child Development Center (ECDC), Emery High School and Anna Yates Elementary, and the residential community, Emery Bay Village.

The project site is also partially surrounded by other buildings and properties in the PUD/PDP area owned by Grifols.

PROJECT DESCRIPTION

The project is the proposed redevelopment of the project site into a medical campus, including a hospital, medical office buildings (MOBs), open space and circulation improvements, parking, and either an additional MOB or housing as a project variant. The current project details are outlined below. The project is early in design development, and this description is provided for scoping purposes. The project may be refined during preparation of the EIR, provided that any refinements are described and fully evaluated in the EIR as required by CEQA.

Building Development and Demolition. The project includes three key components:

(1) Demolition:
- Demolish surface parking on parcel 49-1558-5 and the PDU Building at 4595 Horton Street.

(2) Retention and Improvement:
- Retain 10-story Horton Street Garage (Building 13/14) at 4563 Horton Street to serve as the project's primary parking facility, and
- Improve and convert existing Building 2/3 at 5555 Hollis Street and existing Building 4 at 5300 Chiron Way into MOBs.

(3) New Construction of two new buildings:
- Hospital with a helipad (Building 8) at 1400 53rd Street, approximately 785,000 square feet and 330 feet tall, up to 325 beds. The hospital will be all-electric.
- New building (Building 1) on parcel 49-1558-5 with a ground-level parking garage and two variants:
    - Variant 1 - Medical office building (MOB), approximately 55,600 square feet and 50 feet tall

- Variant 2 - Multi-family residential building (up to 133 units), approximately 129,500 square feet and 95 feet tall

Table 3 summarizes the uses, hours of operation and population for each building.

TABLE 3 PROJECT OVERVIEW

Building Name	Uses	Hours of Operation	Population[2]
Building 8 Hospital	- 325-bed Hospital - Labor and Delivery - Neo-natal care unit - Postpartum - Medical-Surgical - Intensive Care Unit - ER and Operating Rooms - Program elements including a clinical laboratory, inpatient pharmacy, administration, receiving and central supply areas, central utility plant, and a loading dock. - Helipad – located at a height of 301 feet at a frequency of approximately one round-trip flight per day, including nighttime hours - patient transport	24/7 3 shifts	163 physicians+1,886 employees 488 visitors daily
Building 1 (Two variants)	Medical office (MOB) and parking (53 spaces, including 9 ADA spaces for B2/3) OR Housing (133-units) and parking (52 spaces, including 9 ADA spaces for B2/3)	7am to 7pm, M-F; 8am to Noon Saturdays	25 physicians + 97 employees daily 1088 visitors daily OR Residential population will be identified in EIR
Building 4	MOB and associate support space	7am to 7pm, M-F; 8am to Noon Saturdays	134 physicians + 509 employees daily 5,829 visitors daily
Building 2/3	- MOB - Surgical center -Urgent care - Pharmacy - Blood lab - Specialty clinics (OB/GYN; prenatal; urology; ENT; pediatrics	7am to 7pm, M-F; 8am to Noon Saturdays	107 physicians + 489 employees daily 4,655 visitors daily
PDU Building Site	Demolish and install a park	TBD	N/A
Building 13/14	1,991 spaces; 1200 sq. ft. commercial space	24/7 Regular business hours	N/A

[1] Total Net Square Feet of Buildings: Variant 1 - 1,405,000, Variant 2 – 1,478,900 (excludes garage)
[2] Total Daily Personnel Population = 3,410, Total Daily Visitor Population = 12,060
Source: Emeryville City Council Staff Report, July 21, 2026 and Project Sponsor Project Description, August 5, 2026.

In total, the project includes approximately 840,600 square feet of new development with the MOB variant (Building 1) or 914,500 square feet of new development with the residential variant (Building 1), together with approximately 563,200 square feet of tenant improvements converting existing

office/laboratory space in Buildings 2/3 and 4 to medical office uses. Table 4 summarizes the existing, renovated, new, and demolished square footage and parking associated with each building.

TABLE 4 BUILDING REDEVELOPMENT OVERVIEW

Building Name	Existing (Sq Ft)	Height/ Stories	Renovate/ New (Sq Ft)	Demolish (Sq Ft)	New (N)/ Existing (E) Parking Spaces	Total (Sq Ft)
Building 1 Variant 1 – MOB	--	50'/3	55,600	--	53 (N)	55,600
Building 1 Variant 2 – Residential	--	95'/8	129,500	--	52 (N)	129,500
Building 2/3 – MOB	270,700	114'/7	270,700	--	--	270,700
Building 4 – MOB	292,500	106'/7	292,500	--	--	292,500
Building 8 – Hospital	--	330'/15[b]	785,000	--	--	785,000
PDU Building	20,700	~15'/1	--	20,700	--	--
Building 13/14 – Parking Garage	1,200[a]	121'/10[c]	--	--	1,991 (E)	1,200[a]
TOTAL (Variant 1)	**585,100**	**--**	**1,403,800**	**20,700**	**2,044**	**1,405,000**
TOTAL (Variant 2)	**585,100**	**--**	**1,477,700**	**20,700**	**2,043**	**1,478,900**

[a] Commercial space
[b] plus 2 stories (mechanical + helipad)
[c] plus roof parking
Notes: Parking areas are excluded from listed square footage. Font in *italics* represent existing buildings. Square footages are approximate and may be adjusted as project design is refined.
Source: Project Sponsor Project Description, August 5, 2026; and 2021 FDP submission.

On- and Off-Site Improvements. Other currently anticipated project components include landscaping; utility and infrastructure improvements; and circulation, parking, and open-space improvements and modifications, including:

- Removal of the traffic diverter north of the intersection of Horton Street and 53rd Street to allow vehicle flow;
- Addition of protected and separated raised bikeways (Class IV) along Horton Street from 53rd Street to 62nd Street in both directions;
- Establishment of a dedicated shuttle depot in a portion of Hollis Green Park to transport staff, patients, and visitors between the project site and the Emeryville Amtrak Station, MacArthur BART Station, West Oakland BART Station, and potential off-site parking facilities in Berkeley and Oakland (see more information related to the proposed shuttle service below).
- Removal of 20 street trees and 40 private trees; planting of approximately 74 private trees;
- Development of a new park encompassing the site of the current PDU Building.

In total, the proposed project would increase the overall open space area within the project site by 14,250 square feet, from 109,500 to 123,750 square feet, as shown in Table 5.

TABLE 5 EXISTING AND PROPOSED OPEN SPACE

Type	Existing (Square Feet)	Proposed (Square Feet)	Net Difference (Square Feet)
Institutional/Privately Owned Publicly Accessible Open Space (POPOS) - Total	109,500	123,750	+14,250
Hollis Green Park	29,600	22,100	-7,500
The Paseo	19,650	19,650	0
Horton Plaza	13,150	13,150	0
Stanford Plaza	9,200	13,500	+4,300
Chiron Plaza	37,900	29,500	-8,400
New Park at PDU Site	0	25,850	+25,850

Source: Project Sponsor Project Description, August 5, 2026.

The EIR will also evaluate, as project components or clearly identified project variants, the addition of a traffic diverter east of Hollis Street on 53rd Street and the use of additional leased parking within the Bay Street parking garage.

Shuttle Service. At full buildout of the proposed health campus, depending on the variant ultimately selected, the project is projected to have a maximum onsite parking deficit of approximately 585 spaces. To address this deficit, the project will provide off-site parking facilities for employees and operate a dedicated employee shuttle service to transfer staff between the off-site parking locations and the health campus. Off-site parking facilities are being considered in several locations, including in Berkeley near the Alta Bates Ashby hospital (APN 52-1573-81-4) and in Oakland (APN 9-746-41), at the Alta Bates Summit campus. Employees parking at these off-site parking facilities will be shuttled to/from the proposed Emeryville campus. The shuttle pick-up/drop-off location will be at the west side of Hollis Street. The vehicle fleet will include approximately 11 employee shuttles (20-person capacity), that are expected to arrive every 5 minutes during peak hours (7-9 AM and 4-6 PM) and every 20 minutes during off-peak hours. The shuttle system's hours of operation will be from 4:30 AM to 9:00 PM, with on call shuttle service expected to be available between 9:00 PM to 2:00 AM. An additional fleet of four to eight larger shuttles will carry employees and visitors round-trip from the project site to the Emeryville Amtrak Station, MacArthur BART Station and West Oakland BART Station. These larger transit shuttles are expected to arrive every 15 minutes during peak and off-peak hours at the Amtrak Station and both BART stations. The transit shuttle system's hours of operation will be 24 hours a day, 7 days a week. The EIR will identify the reasonably foreseeable shuttle routes and service characteristics of both the employee shuttle and the transit shuttle.

Phasing. The project build out would be phased over approximately 10 years and begin with Building 2/3 improvements first, which are expected to last approximately 2 years; hospital construction would have some overlap with the construction schedule for Building 2/3 and would take approximately 71 months; followed by Building 4 for approximately 1.5 years; Building 1 build out would last for 2 years and begin after hospital operation; prior to that, the Building 1 site would be used for construction coordination.

PLANNING APPROVALS

The General Plan land use designation for the project site is Office/Technology except for the existing Hollis Green Park, which is designated as Park/Open Space. The zoning for the site is Planned Unit Development, PUD-3, established in 1995 and known as the "Chiron PUD/PDP." The maximum height

permitted within PUD-3 is 225 feet, and the underlying allowable height shown on the General Plan Maximum Building Height Map is 50 feet (base)/100 feet (bonus).

To accommodate the project's proposed uses and height, General Plan Amendments (GPAs) would be required. To allow hospital use on the site, the General Plan's Office/Technology land use definition would be amended to explicitly include hospitals. To allow the housing variant, the General Plan land use designation for the Building 1 site would be amended to Mixed-Use with Residential (MUR), which allows both residential and medical office uses. To allow the proposed hospital height of 330 feet, which exceeds the height currently permitted in PUD-3 and the height allowed in the Maximum Building Heights Map in the General Plan, the General Plan would be amended to increase the allowable height.

An amendment to the existing PDP would also be required to allow hospital and ambulatory care/medical offices on the Sutter-owned portions of the PDP site and to continue allowing administrative uses.

The City will identify through further review any additional PUD or General Plan amendments required to address project consistency. The project may also require additional approvals or permits, including but not limited to Final Development Plan approval, design review, tree removal authorization, transportation demand management review, parking-related approvals, encroachment permits, utility relocation permits, sign approvals, and other City or outside agency approvals as applicable. If a Community Benefit Agreement is proposed, it would also be considered as part of the entitlement package, and any reasonably foreseeable physical improvements or operational commitments arising from such an agreement that could result in physical effects on the environment would be evaluated under CEQA as appropriate.

POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will evaluate potential environmental impacts of the project. The EIR will also propose mitigation to avoid and/or reduce impacts deemed potentially significant, identify reasonable alternatives, and compare the environmental impacts of the alternatives to those of the proposed project. In accordance with CEQA Guidelines Section 15063(a), the EIR will evaluate the project's potential effects on the following environmental resources:

Aesthetics. Public Resources Code section 21099(d) provides that aesthetic and parking impacts of qualifying residential, mixed-use residential, or employment-center projects on infill sites located within a transit priority area are not considered significant impacts on the environment. The City will determine the extent to which section 21099(d) applies to the project based on the location and characteristics of the proposed development. Visual simulations will nevertheless be prepared for informational and land use review purposes. Potential shade and shadow effects and pedestrian-level wind conditions associated with the proposed buildings will be evaluated separately under applicable City standards and policies.

Air Quality. The EIR will analyze and disclose criteria pollutants and potential health risks associated with the project during construction and operation in accordance with the Bay Area Air District's most recent air quality guidelines. The air quality analysis will address criteria pollutants, toxic air contaminants (e.g., asbestos and diesel particulate matter), carbon monoxide hot spots, air quality plan consistency, and objectionable odors. The analysis will consider nearby sensitive receptors and emissions associated with construction equipment and haul trucks, project traffic, stationary sources, emergency generators and other utility equipment, and helipad operations, as applicable.

Biological Resources. The project area is developed and generally does not provide suitable habitat for special-status species. The EIR will evaluate special-status species with the potential to occur on the site and any potentially sensitive or regulated habitats that may be present, including potential effects on

nesting birds and other wildlife associated with proposed tree removal, and describe the project's regulatory setting and proposed replacement landscaping.

Cultural Resources and Tribal Cultural Resources. The EIR will include a discussion of potential impacts to cultural resources (built environment and archaeological) and tribal cultural resources that could result from implementation of the project, including potential disturbance of buried resources during excavation and other ground-disturbing construction activities. In addition, the EIR will describe the City's consultation under Assembly Bill 52 and Senate Bill 18 with Native American tribal representatives.

Energy. The EIR will examine whether energy use by the project during construction and operation would be wasteful, inefficient, or unnecessary, or would conflict with applicable plans for renewable energy or energy efficiency. The analysis will consider the proposed all-electric design of the new hospital and Building 1, the energy demands of hospital operations and medical office uses, and central utility and emergency or backup-power systems.

Geology, Soils, Seismic Hazards, and Paleontological Resources. The EIR will analyze potential geological, soil, and seismic impacts from project construction and operation, including liquefaction, seismic ground shaking, unstable or expansive soils, settlement, and conditions associated with excavation and development on fill. A site-specific paleontological analysis will evaluate the potential for disturbance of paleontological resources during ground-disturbing activities.

Greenhouse Gas Emissions. The greenhouse gas (GHG) emission analysis will focus on the GHGs of greatest concern, including carbon dioxide (CO2), methane (CH4) and nitrous oxide (N2O) directly and indirectly resulting from the project in accordance with the Bay Area Air District's most recent CEQA air quality guidelines. The GHG emissions analysis will address short-term emissions from project construction, long-term emissions from project operation, and consistency with GHG reduction plans, taking into account the project's proposed all-electric design, transportation demand management program, shuttle operations, and emergency or backup-power systems.

Hazards and Hazardous Materials. The EIR will analyze the potential for hazardous materials contamination within and near the project site, including the closed underground-storage-tank cases identified above and other documented site conditions. The analysis will discuss the generation, use, transport, and storage of hazardous materials related to project construction and operation, including hazardous building materials encountered during demolition or renovation, contaminated soil or groundwater encountered during excavation, and medical and hazardous wastes generated by hospital and laboratory operations. The impact analysis will also evaluate the potential effects of accidental release of pollutants on human and environmental health and safety for workers and the public during construction and operation, including emergency-response and evacuation considerations.

Hydrology and Water Quality. The EIR will analyze potential water quality impacts of development on the site, including construction-period erosion and discharges, stormwater runoff, drainage, groundwater conditions, and potential dewatering. The EIR will also address impacts related to special flood hazard zones and inundation, if any, including reasonably foreseeable flood and sea-level-rise conditions relevant to the project site.

Land Use and Planning. The project will require General Plan amendments to allow hospital use within the Office/Technology designation and to increase the allowable building height. The residential variant would also require redesignation of the Building 1 site to Mixed Use with Residential. The project would require amendment of the existing Chiron PUD/PDP, and additional amendments may be required depending on the final configuration of Hollis Green Park, the proposed shuttle depot, and other project

improvements. The analysis will consider the project's consistency with applicable local land use plans and policies adopted to mitigate or avoid an environmental effect, including policies addressing noise, scenic quality, circulation, and public services.

Noise and Vibration. The EIR will analyze short-term construction noise and vibration impacts on sensitive receptors in the vicinity and long-term noise exposure from operational noise sources. Operational sources evaluated will include helipad activity during daytime and nighttime hours, emergency vehicles, traffic, loading and deliveries, shuttle operations, parking facilities, and mechanical, central utility, and emergency-power equipment. Ambient noise monitoring will be conducted as appropriate to characterize existing conditions and support the analysis.

Population and Housing. The proposed project includes redevelopment of an existing surface parking lot and demolition of the vacant PDU building; no housing would be displaced or demolished as part of the project. The EIR will analyze the population growth anticipated from the additional employees that would result from the project, as well as the population and housing implications of the residential variant.

Public Services. The EIR will address the availability of public facilities and determine whether implementation of the project would require construction of new or physically altered public facilities. The analysis will consider effects on public services associated with new employees, patients, visitors, and residents at the project site and the project's demands on fire protection, police protection, ambulance access, emergency medical response, and high-rise fire and life-safety services. Schools, including potential effects associated with the residential variant, parks, and other public facilities will also be considered.

Recreation. The EIR will analyze potential impacts to parks and recreational facilities associated with project-generated employment, the residential variant, and the proposed physical and operational changes to Hollis Green Park. The analysis will address the relationship among the existing Hollis Green Park, the proposed shuttle depot, and the proposed new park on the current PDU Building site, including any temporary or permanent loss, relocation, or reconfiguration of publicly accessible open space.

Transportation. A transportation analysis will be prepared using vehicle miles traveled (VMT) consistent with CEQA Guidelines Section 15064.3 and applicable City and regional thresholds to analyze the project's transportation impacts, including potential impacts on pedestrian, bicycle, and transit facilities and safety, roadway hazards, emergency access, and emergency-response plans. The findings of the transportation analysis will be incorporated into the EIR. The EIR and supporting transportation analysis will evaluate the reasonably foreseeable operational effects of the proposed hospital, medical offices, residential variant, parking supply, shuttle program, helipad and emergency access, loading and deliveries, and proposed on- and off-site circulation improvements. The analysis will distinguish CEQA transportation impacts from non-CEQA operational issues, including intersection operations, queuing, parking, and access. The intersections that will be evaluated for traffic delay in the traffic impact analysis can be seen in the attached scope of work.

Utilities and Service Systems. The EIR will evaluate whether adequate water supply, wastewater-treatment capacity, stormwater infrastructure, electric power, natural gas, telecommunications, and solid-waste capacity and facilities are available to serve the project and whether any required new or expanded facilities could cause significant environmental effects. The analysis will consider the hospital's substantial and reliability-sensitive utility demands, including water, wastewater, electricity, solid waste, central utility systems, emergency or backup power, and medical-waste handling. The City will determine, in consultation with the applicable water supplier, whether a water supply assessment is required under Water Code Section 10910 et seq.

Other Required Analyses. The EIR will include a discussion of the following environmental resources for which no significant impact is anticipated from implementation of the project:

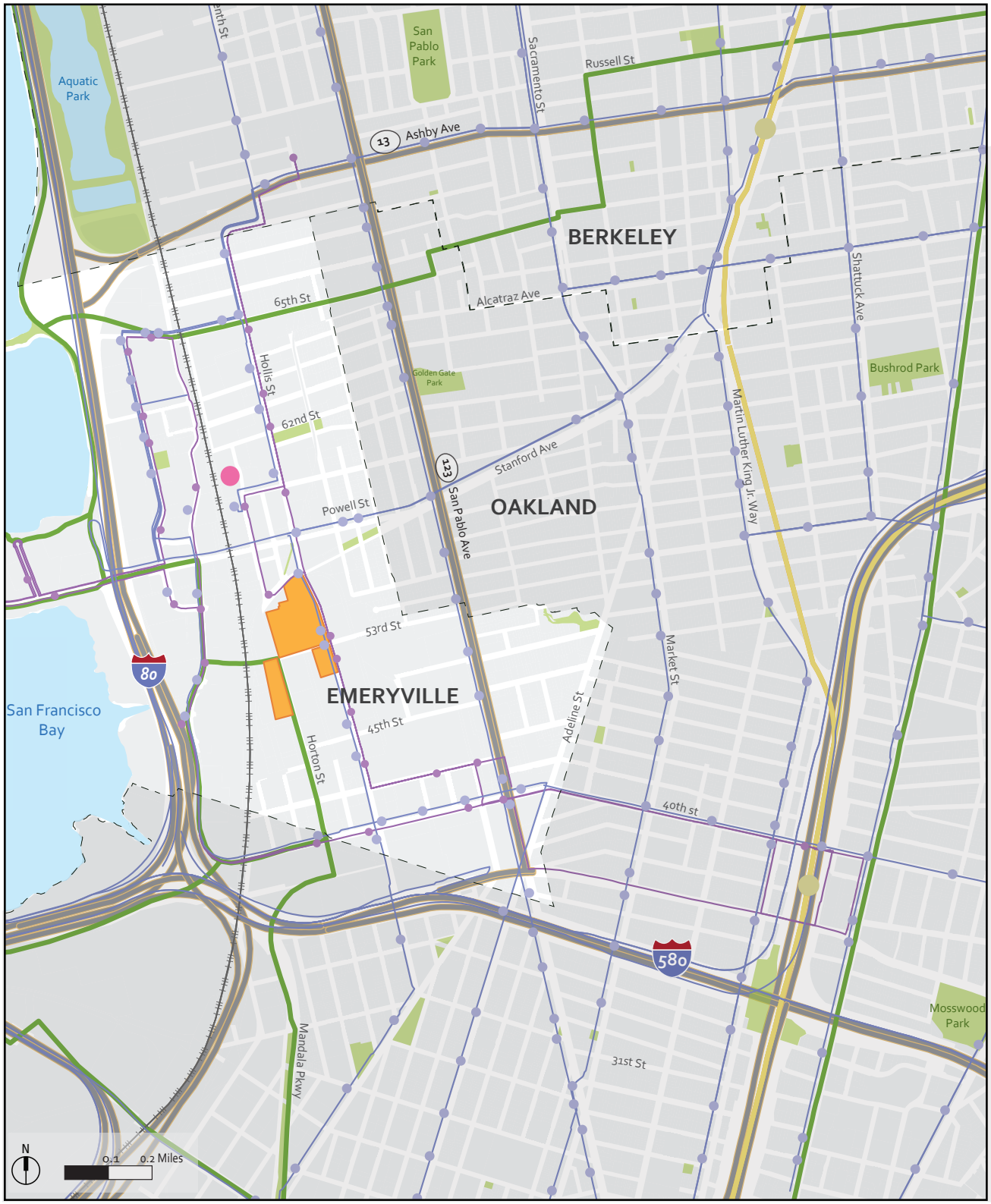
- Agriculture and Forestry Resources
- Mineral Resources
- Wildfire

These preliminary screening conclusions are based on the project's developed urban setting, the absence of agricultural, forest, or identified mineral-resource lands on the project site, and the site's location outside a state responsibility area or very high fire hazard severity zone.

The EIR will also discuss the cumulative impacts of the project in combination with other past, present, and reasonably foreseeable probable future projects in the vicinity. The EIR will address alternatives to the project that would reduce or avoid identified significant impacts on environmental resources. In conformance with the CEQA Guidelines, the EIR will include consistency with local and regional plans and policies, growth inducing impacts, significant irreversible changes, list of references cited, external consultation and coordination, and a list of preparers.

PURPOSE OF THIS NOTICE

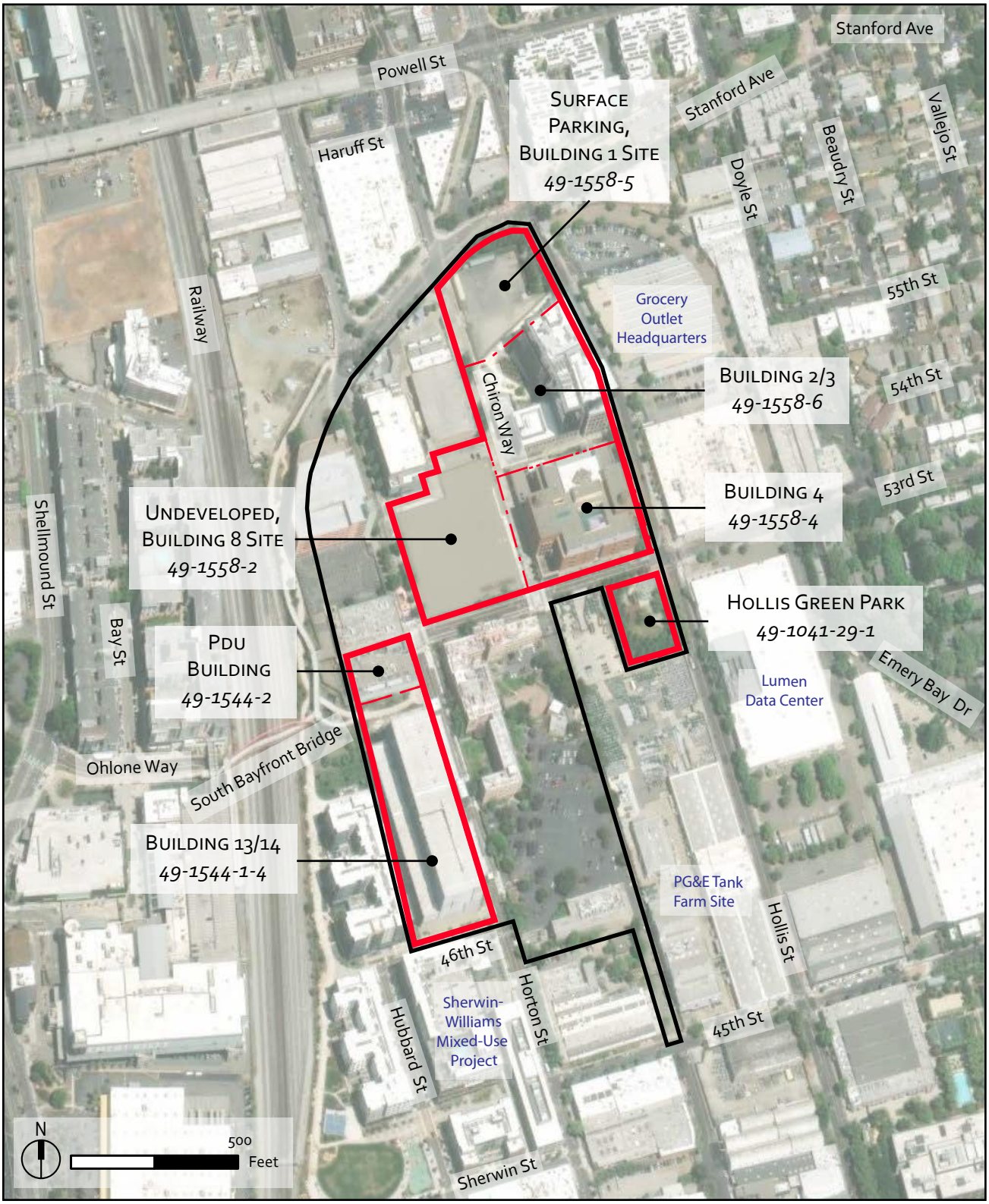
In accordance with the CEQA Guidelines Section 15082, the City has prepared this NOP to inform agencies and interested parties that an EIR will be prepared for the above-referenced project. The purpose of a NOP is to provide sufficient information about the project to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed.



Project Site Area
BART Line/Stop
City Limits
Emery-Go-Round Line/Stop
AC Transit Line/Stop
Highway
Regional Bikeway Network
Railway
Emeryville Amtrak Station

Figure 1
PROJECT LOCATION MAP

SUTTER EMERYVILLE MEDICAL CENTER PROJECT EIR



Parcel Boundaries

Project Site Area

Overall PDP Boundary

Figure 2
Project Site Map

Transportation Scope of Work

Fehr & Peers will prepare the transportation analysis for the EIR and the non-CEQA analysis. The work they will complete includes:

Task 1 – Project Trip Generation, Trip Distribution, and Study Assumptions

Fehr & Peers will estimate the daily and weekday AM, weekday PM, and Saturday peak hour net new automobile trip generation for both project variants based on the data and methodology in the latest version of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, supplemented by available trip data specific to Sutter Medical Centers.

Since ITE data is generally based on data collected at suburban sites where almost all trips are by automobile, we will adjust the ITE-based trip generation to account for the project location in Emeryville, where some trips are expected to be by transit, walking, or bicycling. Trips from existing uses that would be eliminated will also factor into the net trip generation assessment based on the ITE data. We will also develop trip estimates for walking, bicycling, and transit trips generated by the project.

We will develop vehicle trip distribution for the project based on the relative location of complementary land uses, the estimated catchment area for project employees and patient/visitors, the relative locations of freeway on- and off-ramps, and the existing traffic patterns and traffic congestion in the Project vicinity. To the extent feasible, we will use other sources such as Alameda County Transportation Commission (CTC) Travel Demand Model, and big data sources, such as Replica or StreetLight, to identify the likely origin and destination and routing of project employees and patients/visitors.

Based on conversations with the City of Emeryville, we identified a preliminary set of 79 study intersections (shown on **Figure 1**) where the Project may appreciably add vehicle traffic and/or represent intersections where the addition of project traffic to the roadway network may appreciably affect the operations of planned multimodal investments. We will refine this list of study intersections based on the estimated vehicle trip generation and distribution. For budgeting purposes, this scope of work assumes 79 study intersections.

Fehr & Peers will summarize the results of Task 1 in a memorandum and submit it to the City of Emeryville to review and approve. If necessary, the memorandum will also provide modifications to this scope of work. The assumptions memorandum will also outline the methods we propose to evaluate the Project's effect on the transit, bicycle, and pedestrian systems, as well as outline the vehicle mile traveled (VMT) assessment. We will respond to two rounds of comments before the memorandum is finalized.

Task 2 – Data Collection, Project Trip Assignment and Intersection Volume Forecasts

Based on the study locations identified in Task 1, Fehr & Peers will obtain weekday morning (7:00 AM to 10:00 AM) and evening (3:30 PM to 6:30 PM) peak period intersection turning movement counts, including separate counts of vehicles, pedestrians, bicycles, and trucks. Fehr & Peers will also obtain existing and planned signal timings for the signalized intersections, planned changes to roadway

FIGURE 1 STUDY INTERSECTION LOCATION

geometries, and proposed near-term land use development projects. This scope of work assumes that we will collect new counts at all study intersections on a day with good weather conditions and local schools in session. During the traffic count data collection, Fehr & Peers will observe traffic conditions and queues at and between the study intersections to inform calibration of the traffic operations microsimulation model in Task 3, as well as verify lane geometries and signal timings.

Using the collected counts, Fehr & Peers will develop AM and PM peak hour intersection turning movement volumes under the following scenarios:

- Existing Conditions – Existing conditions based on the study intersection traffic counts.
- Near-Term Conditions – Existing Conditions plus traffic generated by other pending land use projects expected to be developed in the next 5 to 10 years and updated traffic patterns and roadway geometries due to planned changes to the transportation network, including the Emeryville Loop Project, the 40th Street Multimodal Project, and the San Pablo Avenue Corridor Project. We will confirm the final list of land use projects and transportation network changes with City staff.
- Near-Term Plus Project Conditions, Variant 1 – Near-Term Conditions plus the traffic generated by the Project under Variant 1.
- Near-Term Plus Project Conditions, Variant 2 – Near-Term Conditions plus the traffic generated by the Project under Variant 2.

Since most freeways and major arterials in the Project vicinity operate at- or over-capacity during peak periods, they constrain the traffic volumes that could enter the study area during the peak hours. As a result, not all the traffic wishing to enter the study area during the peak hours could enter the study area. The traffic volumes developed for the three future conditions scenarios will account for these upstream bottlenecks. We will document these upstream bottleneck locations and present both the constrained and unconstrained traffic volumes at the study intersections. The traffic analysis described in Task 3 will be completed for the constrained volumes only.

Task 3 – VISSIM Operations Analysis

The primary travel routes between the project site and I-80/I-580 experience congestion, including queue spillback from the freeway ramps, with closely spaced intersections, which typical isolated intersection analysis methodologies do not fully capture. Additionally, multiple projects currently under development in the City of Emeryville would reallocate space away from automobiles towards bicycles, pedestrians, and transit. These projects were developed under different land use assumptions and did not account for the project. To reflect the complexity of the network and ensure that the project's effects on these planned multimodal projects are identified, Fehr & Peers will develop a VISSIM 2025 microsimulation model to analyze roadway operations for the scenarios listed under Task 2.

Task 3A – VISSIM Model Building and Calibration

Fehr & Peers will develop a VISSIM 2025 microsimulation model that includes the study intersections shown on Figure 7 during the AM and PM peak hours under the scenarios described in Task 2. We will

calibrate the model to reflect existing conditions based on the collected traffic data, existing signal timings, and observed traffic conditions and queues.

For the future scenarios, we will use the planned signal timings developed for the 40th Street, San Pablo Avenue, Emeryville Loop, and Emeryville Quiet Zone projects as an input and optimize them to account for expected traffic volumes with the project. We will also review and incorporate transit and roadway changes from the surrounding projects, including the I-80/Powell Street Interchange Transit Access Improvements.

Task 3B – VISSIM Model Execution

Fehr & Peers will run the VISSIM model 20 times for each peak hour under each study scenario. We will select the 10 most representative and clustered model runs for each scenario to report operations. Model outputs for each scenario will include intersection level of service (LOS) and average delay, percent demand volume served, and average and 95th vehicle queues at each study intersection.

Task 3C – Travel Time Analysis

Fehr & Peers will use the VISSIM microsimulation networks to assess the project effects on transit travel times for up to 12 transit routes in the project vicinity.

We will also evaluate project effects on the emergency response travel times for the Alameda County Fire Department Stations #34 and #35 to locations south of the project. The project effects on emergency response travel time will be evaluated qualitatively based on the VISSIM analysis outputs, including signal-related delay, and planned roadway changes in the project definition, as defined in Task 3A. This scope assumes travel times analysis for up to 10 emergency response routes.

Task 3D – Signal Warrant Analysis

Fehr & Peers will conduct a signal warrant analysis for the 33 unsignalized study intersections in the study area, using the California MUTCD peak hour vehicular volume warrant (Warrant 3) for urban conditions to determine if the traffic added by the project would result in the need for signalizing these intersections. The signal warrants analysis will be conducted for the AM and PM peak hours under the study scenarios for both project variants.

Task 4 – Vehicle Miles of Travel (VMT) Analysis

Consistent with SB 743 requirements, Fehr & Peers will conduct a VMT analysis for both project variants to determine how the expected VMT generated per employee (for the hospital and MOB uses) and per capita (for the residential uses) compares to regional and citywide averages. We will first conduct a VMT assessment based on the screening criteria established in the Office of Planning and Research's (OPR) guidance to determine if the project can be presumed to have a less-than-significant impact on VMT.

We will also conduct a detailed VMT assessment that estimates project daily VMT per employee under Variant 1 and project daily VMT per employee and daily VMT per resident under Variant 2 using the Alameda CTC Travel Demand Model. Although local agencies have discretion to establish VMT-related

significance criteria, OPR guidance specifies that a project with VMT per employee or VMT per capita 15 percent less than regional values would be considered less-than-significant. We will also estimate the total VMT generated by the project for both project variants.

Task 5 – Congestion Management Program Analysis

The Congestion Management Program (CMP) requires the use of the Alameda CTC Countywide Travel Demand Model to assess the impacts on regional roadways near the project site should the project generate more than 100 PM peak hour trips. Since it is expected that the project would generate more than 100 peak hour trips, this scope assumes the evaluation of up to 60 CMP roadway and freeway segments under 2020 and 2040 conditions for both project variants. It is expected that the Alameda CTC will identify the CMP network roadways in their comment letter on the project NOP.

In addition, we will assess the project's effects on the regional transit, bicycle, and pedestrian system per the CMP Land Use analysis program. The findings of this analysis related to the automobile system will also be correlated with the findings from the VMT assessment.

Task 6 – Parking Demand and Supply Analysis

Fehr & Peers will estimate the project peak parking demand on a typical weekday for both project variants and compare them to the available parking supply. Similar to the trip generation process, we will primarily rely on the data in *ITE Parking Generation Manual (6th Edition)*, supplemented by available data specific to Sutter Medical Centers. If necessary, we will also account for the higher level of walking, bicycling, and transit trips in the project area compared to national data.

Task 7 – Site and Circulation Analysis

Fehr & Peers will review the project site plan and the existing street network within one block of the project site to evaluate, including identifying how needs might be different between the two project variants, and develop recommendations related to safety, access, and circulation for all travel modes for the following:

- Site access for automobiles, bicyclists, and pedestrians, including access to the nearest bus and shuttle stops, and the Amtrak station
- Sight distance for pedestrians and automobiles at the project driveways
- Emergency vehicle access, including integration with ITS/signals citywide
- Vehicular safety, access, and circulation
- Pedestrian safety, access, circulation, and infrastructure gaps, including assessment of pedestrian facilities, such as crosswalk treatments, signal equipment, sidewalk widths, and ADA considerations throughout the Project site and to the nearest transit stops and first/last-mile transit hubs
- Bicycle safety, access, circulation, and infrastructure gaps, including the streets connecting the Project site to the nearest bicycle facilities and connections to first/last-mile transit hubs

- Assessment of potential extension of the Horton Street and 53rd Street bicycle facilities in the project area, including analysis of fit, function, and routing
- Location, type, and amount of bicycle parking
- Site access and circulation for trucks and deliveries, including maneuverability to/from loading docks
- Need for and location of passenger, accessible (ADA) passenger, and commercial loading zones
- Adequacy of bus stop infrastructure serving the site transit users
- Assessment of first/last-mile connections to the Emeryville Transit Center (Amtrak), San Pablo Transit Hub, and MacArthur and West Oakland BART stations, including Emery Go-Round routings, shuttle routings, and pick-up locations
- Qualitative assessment of access and circulation for various travel modes and parking demand during the construction phases of the project

To the extent feasible, the site plan analysis will be consistent with the Safe System Approach analysis established in the City of Emeryville's Local Road Safety Plan (expected adoption in June 2025).

Task 8 – Collision History Analysis

Fehr & Peers will review five years of collision history (vehicle, pedestrian, and bicycle) at up to 20 study intersections, and 10 road segments serving the Project site. We will review the collision data for all modes and identify if there are any crash patterns by collision type, severity, primary collision factor, and movement. We will also develop predicted crash frequencies for each study location based on Part C of the Highway Safety Manual. These predicted crash frequencies will be compared against the observed crash frequencies to identify if any of the study locations experience a higher than predicted number of collisions.

Based on the Project's trip assignment, we will determine if the Project's added traffic would contribute to a study location with a higher than predicted number of collisions, and if so, we will identify potential treatments. There may be multiple potential treatment options. We will document the Crash Modification Factor (CMF) for each treatment option (along with the CMF's standard error and quality rating). The analysis will focus on 4- and 5-star quality CMFs with 3-star quality applied under limited circumstances. CMF sources will include Part D of the Highway Safety Manual and the CMF Clearinghouse. We will provide a list of treatments at locations to address the higher than predicted number of collisions for the city to consider. If a treatment would affect intersection operations, we will evaluate the potential impact using the Synchro software or the Vissim network developed in Task 3.

Task 9 – Plan Consistency Analysis

Fehr & Peers will review the City of Emeryville's adopted Plans and Policies pertaining to transportation, including the City's Local Road Safety Plan and 2023 Active Transportation Plan, and assess the Project's consistency with them. The documents that we will review will be identified at the Project kick-off meeting.

Task 10 – Alternatives Assessment

Fehr & Peers will estimate the trip generation for up to three project alternatives. We will use the trip generation results to qualitatively compare the impacts of the alternatives with the project.

Task 11 – Transportation Demand Management Plan

Fehr & Peers will prepare a TDM Plan for the Project containing strategies to help reduce single occupancy vehicle trips, on-site parking demand, and VMT for the Project. Strategies may consist of one-time infrastructure improvements such as bicycle parking and improved pedestrian connections, and on-going operational strategies such as a shuttle service (including requirements related to routing, stop location, and signage, as well as the potential expansion of Emery Go-Round and/or Sutter shuttles) and transit subsidies. The TDM measures will primarily target daytime employees at the site who are most likely to benefit from such programs because they commute to and from the site during the peak travel periods when most non-automobile options are available. However, many of the measures would also benefit employees during other shifts as well as patients and visitors to the site.

We will develop a list of programs, measures, and incentives that account for the Project size, specific uses, parking supply, and location. The TDM Plan will also include the measures that Sutter implements at their sites. For each measure, we will identify the affected population, the party responsible and timing for implementation, and order-of-magnitude cost estimate. To the extent feasible, we will estimate the effectiveness of each proposed measure in reducing the Project trip generation, parking demand, and VMT based on available sources, such as the Alameda CTC VMT Reduction Calculator Tool, and/or the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (California Air Pollution Control Officers Association [CAPCOA], December 2021).

Based on the combined effectiveness of the proposed measures, the TDM Plan will establish a reasonable vehicle reduction goal that can be achieved. The TDM Plan will also address the responsibility for mitigations, timing, monitoring, evaluation (including who conducts/pays for the review), and enforcement of the TDM program.

Optional Task 12 – Saturday Analysis

As an optional task, Fehr & Peers will conduct the operational analysis described in Task 3 for the Saturday peak hour under each of the four scenarios described in Task 2. This task also includes collection of multimodal traffic counts at all study intersections during the Saturday peak period (1:00 PM to 3:00 PM) and development of intersection volume forecasts for the Saturday peak hour at all study intersections under each of the four scenarios. It is expected the City will determine whether optional Task 14 should be conducted following submittal of the Task 1 draft study assumptions memorandum.