Safeway Redevelopment Project
Broadway and Pleasant Valley Avenue

Final Environmental Impact Report

SCH# 2009062097

Prepared for:

City of Oakland
250 Frank H. Ogawa Plaza
Oakland, CA 94612

September 2013

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CITY OF OAKLAND

Department of Planning and Building • Planning & Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315 • Oakland, California, 94612

NOTICE OF RELEASE AND AVAILABILITY OF FINAL ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC HEARING

PROJECT TITLE: **Safeway Redevelopment Project (Broadway and Pleasant Valley Ave.)**

PROJECT SPONSOR: **Property Development Centers, Inc. (an affiliate of Safeway, Inc.)**

PROJECT LOCATION: **5050-5100 Broadway, Oakland, CA (APN 014-1242-002-03 & 014-1242-005-07)**

CASE NO. **CMDV09-135; CP09-090; ER09-007**

DESCRIPTION OF PROJECT: The project involves the redevelopment of the existing Rockridge Shopping Center located at Broadway and Pleasant Valley Avenue, including the demolition of all 185,500 square feet of existing buildings on the site and the construction of a new Safeway store and other retail, office, and restaurant space, totaling approximately 330,942 square feet of commercial space (approximately 296,753 square feet of gross leasable floor area and an additional approximately 34,189 square feet of common space). A total of approximately 967 off-street parking spaces are proposed. Parking would be located in surface parking lots, on the rooftop of the new Safeway store, and in a three-level parking garage located above commercial space. Also proposed are modifications to streets in the project vicinity including changes to the Broadway/51st Street/Pleasant Valley Avenue, Broadway/Coronado Avenue, Broadway/College Avenue, Pleasant Valley Avenue/Gilbert Street, and Pleasant Valley Avenue/Montgomery Street intersections.

ENVIRONMENTAL REVIEW: A Draft Environmental Impact Report (EIR) was prepared for the project and released for public review on January 11, 2013. All comments that were received have been compiled and responded to in the Final EIR, along with changes and clarifications to the Draft EIR. The preparation of the Final EIR has been overseen by the City's Environmental Review Officer and the conclusions and recommendations in the document represent the independent conclusions and recommendations of the City. Copies of the Final EIR are available for review or distribution to interested parties at no charge at the Department of Planning and Building, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA, 94612, Monday through Friday, 8:30 a.m. to 4:30 p.m. The Final EIR is also available on the City's website at the following location: http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/OAK042649.

PUBLIC HEARING:

The City Planning Commission will conduct a public hearing on the project on **September 25, 2013**, at **6:00 p.m.** in the Council Chambers, City Hall, 1 Frank H. Ogawa Plaza, Oakland, CA. This hearing will involve the certification of the Final EIR and consideration of the planning permits for the project.

If you challenge the environmental document or project in court, you may be limited to raising only those issues raised at the Planning Commission public hearing described above, or in written correspondence received by the Department of Planning and Building prior to 4:00 p.m. on September 25, 2013. Please address all written comments to Darin Ranelletti, Planner III, City of Oakland, Department of Planning and Building, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA,

94612; (510) 238-6538 (fax); or dranelletti@oaklandnet.com.

For further information, please contact Darin Ranelletti, Planner III, at (510) 238-3663 or dranelletti@oaklandnet.com.

September 6, 2013

SCOTT MILLER
Zoning Manager
Environmental Review Officer

Table of Contents

List of Tables and Figures

Table Number

Figure Number

Appendices

1

Introduction

Purpose of the Final EIR

This Environmental Impact Report (EIR) is an informational document prepared by the City of Oakland (as Lead Agency) containing environmental analysis for public review and for City decision-makers to use in their consideration of approvals for discretionary actions needed on the proposed Safeway Redevelopment Project (Project) located at Broadway at Pleasant Valley Avenue.

On January 11, 2013, the City of Oakland released a Draft Environmental Impact Report (Draft EIR) for the Safeway Redevelopment Project. The 45-day public review and comment period on that Draft EIR ended on February 25, 2013. During the public review and comment period, the City of Oakland held a public hearing before the City Planning Commission on February 20, 2013 to receive oral comments on the Draft EIR with regard to its adequacy and accuracy.

This Response to Comments document, together with the Draft EIR and the Draft EIR Appendices, constitute the Final EIR for the Project. Due to its length, the text of the Draft EIR is not included with this Response to Comments document, but is included by reference as part of the Final EIR.

Following the required 10-day agency review of this Response to Comments document, the City of Oakland Planning Commission will consider certification of the Final EIR, certifying that it adequately discloses the environmental effects of the proposed Project and that the Final EIR has been completed in conformance with the California Environmental Quality Act (CEQA). Before the Planning Commission may consider approval of the various discretionary actions needed on the proposed Project, it must independently review and consider the information contained in the Final EIR.

The City of Oakland has prepared this document pursuant to CEQA Guidelines Section 15132 which specifies that the Final EIR shall consist of:

- The Draft EIR or a revision of that Draft
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- Comments and recommendations received on the Draft EIR (either verbatim or in a summary)
- The response of the Lead Agency to significant environmental points raised in the review process
- Any other information added by the Lead Agency

This FEIR incorporates comments from public agencies and the general public. It also contains the Lead Agency's responses to those comments.

No New Significant Information

If significant new information is added to a Draft EIR after notice of public review has been given, but before certification of the Final EIR, the lead agency must issue a new notice and re-circulate the Draft EIR for further comments and consultation.[1]

Although this Response to Comments document may contain corrections or clarifications to information presented in the Draft EIR, none of these corrections or clarifications constitute "significant new information" as defined under Section 15088.5 of the CEQA Guidelines. More specifically:

- No new significant environmental impacts have been identified as resulting from the Project or from a new mitigation measure or a new Standard Condition of Approval proposed to be implemented.
- No substantial increase in the severity of a previously identified environmental impact has been identified as resulting from the Project or from a new mitigation measure or a new Standard Condition of Approval, and no additional mitigation measures or Standard Conditions of Approval are necessary to reduce such impacts to a level of insignificance.
- There is no feasible alternative, mitigation measure or Standard Condition of Approval considerably different from others previously analyzed in the Draft EIR that would clearly lessen the significant environmental impacts of the Project that the Project's proponents decline to adopt.
- The Draft EIR was not so fundamentally or basically inadequate or conclusory in nature that meaningful public review and comment were precluded.

Information presented in the Draft EIR and this document support the City's determination that recirculation of the Draft EIR is not required.

Organization of the Final EIR

This Final EIR contains information about the proposed Project, supplemental environmental information, and responses to comments that were raised during the public review and comment period on the Draft EIR. Following this Introduction chapter, the document is organized as described below.

- *Chapter 2: Project Summary*, summarizes the proposed Project as presented in the Draft EIR, as the Project applicant has not made any substantial changes to the proposed Project since publication of the Draft EIR
- *Chapter 3: Commenters on the Draft EIR*, lists all agencies, organizations and individuals that submitted written comments on the DEIR during the public review and comment period, and/or that commented at the Planning Commission public hearing.
- *Chapter 4: Master Responses to Frequent Comments on the Draft EIR*, provides comprehensive responses to numerous, similar comments made by several commenters on specific issues relative to the Draft EIR

[1] *Laurel Heights Improvement Association v. Regents of the University of California*, 6 Cal 4th 112, (1993)

- *Chapter 5: Individual Responses to Comments on the Draft EIR*, contains each of the comment letters received on the Draft EIR and summaries of the comments made at public hearings, and presents individual responses to the specific comments raised.

- *Chapter 6: Revisions to the Draft EIR*, contains text changes and corrections to the Draft EIR initiated by the Lead Agency or resulting from comments received on the DEIR.

Use of the Final EIR

Pursuant to CEQA, this is a public information document for use by governmental agencies and the general public. The information contained in this Final EIR is subject to review and consideration by the City of Oakland, prior to its decision to approve, reject or modify the proposed Project. The City of Oakland Planning Commission must ultimately certify that it has reviewed and considered the information in the EIR and that the EIR has been completed in conformity with the requirements of CEQA before making any decision of the proposed Project.

2

Project Summary

Project Overview

Property Development Centers, Inc. (an affiliate of Safeway, Inc.), proposes to redevelop the existing Rockridge Shopping Center, including the demolition of all 185,500 square feet of existing buildings on the site. Removed buildings would be replaced with construction of a new Lifestyle Safeway store along with other retail, office and restaurant space, resulting in a total of approximately 322,500 square feet of new commercial building space (293,200 square feet of gross leasable floor area and an additional 29,300 square feet of common space). This represents an increase of approximately 137,000 square feet over existing development on the site. The applicant also proposes modifications to the adjacent streets and public rights-of-way to improve access and circulation for all travel modes and to provide new signalized left-turn access onto Broadway.

In early 2009, Property Development Centers, Inc. submitted an application to the City of Oakland for environmental review of the Project. On June 25, 2009 the City of Oakland issued a Notice of Preparation, determining that a project-level EIR would be the appropriate document to analyze the potential environmental effects of the proposed Project under CEQA. This EIR addresses environmental topics pertaining to Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use, Plans and Policies; Noise and Vibration; Transportation, Circulation and Parking; Utilities and Public Services; and other environmental effects found to be less than significant.

Site Location

The 15.4-acre Project site is located on the northeast corner of the intersection of Pleasant Valley Avenue and Broadway in the City of Oakland, Alameda County, California.

The Project site is currently designated on the General Plan Land Use and Transportation Element (LUTE) Diagram as Community Commercial. The Project is consistent with this Oakland General Plan land use designation. The effective zoning designation of the Project site is split into three different zoning districts.[1] The southwestern corner of the site, roughly equal to the location of the Chase Bank building, has an effective zoning of C-40 Community Thoroughfare Commercial. The central portion of the site has an effective zoning of C-30 District Thoroughfare Commercial. The eastern portion of the site has an effective zoning of R-50 Medium Density Residential.

Key Components of the Project

The Project would be constructed in two phases over approximately 24 months. Project phasing is intended to enable the shopping center to remain operational and economically viable throughout the construction period, to capitalize on the current opportunity to move the Safeway grocery store into the current CVS Pharmacy site, and to match future phase development to meet both current and expected future retail market demands.

[1] The applicable zoning for the Project is the zoning that was in effect at the time the Project application was deemed complete in 2010.

Buildings

At completion, the Project would include demolition of the entire 185,500 square feet of the existing 1 story shopping center. The shopping center would be replaced by an approximately 330,942 square-foot, new shopping center anchored by an approximately 65,000 square-foot new Safeway store. [2] The new buildings would range in height from 1 to 4 stories. The new Safeway would be a single story building, but with high ceilings it would appear to be 2 stories in height.

Vehicle Access

The current shopping center has three vehicle access points along Broadway. Under the proposed Project, the two most southerly vehicle access points would be eliminated, and the intersection at Coronado Avenue would be converted to a signalized intersection providing full turning movements with 1 inbound and 2 outbound lanes. The current shopping center also has two vehicle access points along Pleasant Valley Avenue. These access points would remain where they currently exist, but the main entry would be realigned and re-striped to provide 3 inbound lanes and 2 outbound lanes.

Off-Site Roadway Modifications

The Project also proposes a number of roadway modifications on Broadway and 51st Street/Pleasant Valley Avenue to generally improve access and circulation for all travel modes and to specifically provide signalized left-turn access on Broadway to and from the Project site. Off-site roadway modifications proposed as part of the Project include the following.

- Broadway would be reduced from three through lanes to two through lanes in each direction between College Avenue and 49th Street;
- Class 2 bicycle lanes would be provided on both sides of Broadway between College Avenue and just south of 51st Street/Pleasant Valley Avenue;
- The Project driveway on Broadway opposite Coronado Avenue would be signalized to provide left turns in and out of the Project site. The proposed signal would be coordinated with the existing signals on Broadway at 45th Street, 51st Street/Pleasant Valley Avenue, College Avenue, and Broadway Terrace. The intersection would provide an exclusive left-turn lane from southbound Broadway to the Project site. The proposed signal would also provide a protected pedestrian crossing connecting the residential neighborhood west of Broadway to the Project site;
- The provision for the southbound left-turn lane from Broadway into the Project site would require the elimination of the existing median break that provides access to Wendy's Restaurant from northbound Broadway. As such, the northbound left-turn lane on Broadway at College Avenue would be modified to provide left-turn access into the existing Wendy's Restaurant on the opposite side of Broadway from the Project site;
- The Broadway/51st Street/Pleasant Valley Avenue intersection would be modified to increase vehicle capacity, to provide a six-foot wide median pedestrian refuge island, and to provide more efficient and safer signal operations;
- The Gilbert Street/Project Driveway/Pleasant Valley Avenue intersection would also be modified to provide additional turn lanes and the intersection signal equipment would be upgraded to provide protected phasing for the westbound Pleasant Valley Avenue left-turn movement; and

[2] Since publication of the Draft EIR, the Project applicant has prepared updated architectural designs for the proposed Project. The updated Project design consists of a total of 330,942 square feet (as compared to 322,536 square feet under the original Project), of which 296,753 square feet would be gross leasable floor area (as compared to 293,233 square feet under the original Project) and approximately 34,189 square feet would be common space (as compared to 29,303 square feet under the original Project).

- The locations of several bus stops would be moved from the near side to the far side of (i.e., from before to after) the intersection at northbound Broadway and Pleasant Valley Avenue, at eastbound 51st Street/Pleasant Valley Avenue at Broadway, and at eastbound Pleasant Valley Avenue at Gilbert Street.

The proposed modifications along Broadway can be accommodated within the existing curb-to-curb right-of-way. Providing a second left-turn lane from eastbound Pleasant Valley Avenue into the Project site would require widening Pleasant Valley Avenue by an additional 1 to 4 feet along the Project frontage.

Parking

The Project proposes a total of approximately 967 off-street parking spaces, including 851 standard spaces, 30 designated handicap spaces and 86 designated compact spaces. Parking would be located in surface parking lots and along drive aisles throughout the site, on a rooftop parking lot over the Safeway store and adjacent buildings, and in a centralized parking garage with three levels of parking over ground floor retail space.

Pedestrian and Bicycle Access

The Project proposes a substantially expanded pedestrian and bicycle network for the site, including:

- A continuous sidewalk that connects with small plazas ringing the entire site, separated only at the two vehicle entry points;
- Separated pedestrian and vehicle access provided at each of the entry points into the site, as well as a new pedestrian connection on Broadway near the Pleasant Valley Avenue/Broadway intersection;
- A number of routes leading pedestrians to the new Safeway store from Pleasant Valley Avenue; and
- Two routes that would lead pedestrians into the site from the Broadway/Coronado Avenue intersection.

The pedestrian and bicycle routes would interconnect a number of plazas. The two main plazas would be located along Broadway at the Pleasant Valley Avenue intersection and just north of the intersection, connecting through the buildings at this location. The internal street would also have a number of smaller plazas and wider sidewalks for outdoor cafes and public seating. The landscaped edge near the quarry pond would have two smaller plazas which serve as scenic outlooks over the pond.

Public Agency Approvals

This EIR is intended to be used to provide CEQA clearance for all required discretionary actions necessary to implement the Project. The Planning Commission will make decisions on the required discretionary actions. The discretionary actions and other considerations and approvals anticipated to be required for the proposed Project include, but are not limited to the following.

City of Oakland

- Approval of an Interim Conditional Use Permit to allow for commercial use in the R-50 Medium Density Residential Zone pursuant to Chapter 17.01 of the Oakland Planning Code;
- Design Review pursuant to Chapter 17.136 of the Oakland Planning Code;
- Zoning variances (if required);
- Approval of a Category IV Creek Protection Permit for exterior development and work that may include earthwork, landscape walls, fences, patios, decks, private drainage improvements, irrigation systems and trenching conducted within the 20 foot setback from the top of bank of the adjacent watercourse (the quarry pond) pursuant to Chapter 13.16 of the Oakland Municipal Code;
- Approval of a Conditional Use Permit (for any drive-through facilities or alcohol sales);
- Approval of a Subdivision Map (or lot line adjustment);

- Tree removal permits pursuant to the City's Protected Trees Ordinance (Chapter 12.36 of the Oakland Municipal Code);
- Encroachment permits and Public Right-of-Way (P) Job permits for work within and close to public rights-of-way (Chapter 12.08 of the Oakland Municipal Code); and
- Demolition permits, grading permits, and building permits.

Other Agencies Whose Approval May be Required

- Bay Area Air Quality Management District (BAAQMD) – Granting of permits for stationary source air emissions and compliance with Regulation 2, Rule 1 for all portable construction equipment subject to that rule;
- East Bay Municipal Utilities District (EBMUD) – Granting new water service connections and meters;
- State Water Resources Control Board (SWRCB) – Acceptance of Notice of Intent to obtain coverage under the General Construction Activity Storm Water Permit;
- San Francisco Bay Regional Water Quality Control Board (RWQCB) – Acceptance of a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit), and Notice of Termination after construction is complete. Granting of required clearances to confirm that all applicable standards, regulations and conditions for all previous contamination at the site have been met.

The Project does not propose to conduct any grading, landscaping or other improvements on the off-site property owned by the Claremont Country Club adjacent to the quarry pond. Should such improvements be subsequently proposed or required as a condition of approval, they would likely require a RWQCB Water Quality Certification under Section 401 of the Clean Water Act and a California Department of Fish and Game (CDFG) Streambed Alteration Agreement pursuant to California Fish and Game Code Sections 1600–1616.

Areas of Public Concern

The following topics were raised in comments received in response to the June 25, 2009 Notice of Preparation (NOP) of this EIR and at the July 15, 2009 EIR scoping session held before the City's Planning Commission. Each of these topics is addressed in this EIR. Issues of concern (including some non-CEQA issues) include, but are not limited to the following:

Aesthetics

- Overall visual character of site
- Street frontage character on Broadway and Pleasant Valley Avenue
- Auto-centric nature of proposed site layout
- Opportunity for enhancement of quarry pond as site and community amenity
- Blight and urban decay

Air Quality

- Construction period dust
- Human health risks

Biological Resources

- Wildlife habitat in quarry pond

Geology and Soils

- Stability of slope at rear of site

Greenhouse Gas Emissions

- Overall GHG emissions, and the potential for reduced GHG emissions if the Project were to include a greater mixed of land uses including residential

Hydrology and Water Quality

- Water quality of quarry pond

Land Use, Plans and Policies

- Proposed development density, mix of uses and site layout may not be sufficiently urban in character, integrated with surrounding neighborhoods, or supportive of alternative modes of travel
- Socioeconomic impacts

Transportation, Circulation and Parking

- Auto-centric nature of proposed site design
- Need for safer and more convenient pedestrian and bicycle access
- Adequacy and appropriateness of parking supply
- Local and regional traffic congestion

Utilities and Public Services

- Demand on public services

Alternatives

- Community amenities
- Mixed-use development
- Housing
- Continued street grid

Summary of Impacts, Mitigation Measures and Alternatives

Significant and Unavoidable Impacts

For purposes of this EIR, the following impacts are considered significant and unavoidable. Although mitigation measures consisting of physical modifications to intersection operations have been identified, such modifications would adversely affect other travel modes and conflict with City policy concerning pedestrian and bicyclist safety and comfort, therefore resulting in secondary impacts. Traffic operations at these intersections could be further improved by providing additional automobile travel lanes. However, such modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way and/or loss of bicycle lanes, on-street parking, or medians, and are therefore considered to be infeasible.

Broadway/51st Street/Pleasant Valley Avenue (Intersection #7)

- **Impact Trans-5:** The Project would degrade intersection operations from LOS D to LOS E during the weekday PM peak hour at the Broadway/51st Street/Pleasant Valley Avenue (#7) intersection under 2015

Conditions. The proposed Project would also add traffic that would increase delay for the critical eastbound through movement by more than six seconds during the Saturday midday peak hour, during which time the intersection would operate at LOS E with or without the proposed Project.

- **Impact Trans-10**: The Project would increase the overall volume-to-capacity (v/c) ratio at the Broadway/51st Street/Pleasant Valley Avenue intersection by 0.01 or more, and the critical movement v/c ratio for the eastbound left, eastbound through, westbound left, northbound through, and the southbound left movements by 0.02 or more during the weekday PM peak hour. It would also increase the overall v/c ratio for this intersection by 0.01 or more and the critical movement v/c ratio for the eastbound left, eastbound through, and, northbound through movements by 0.02 or more during the Saturday midday peak hour under 2035 Conditions, during which the intersection would operate at LOS F with or without the proposed Project.

Howe Street/Pleasant Valley Avenue Intersection (Intersection #19)

- **Impact Trans-3, -8 and -13**: The proposed Project would add more than 10 trips to the Howe Street/Pleasant Valley Avenue intersection during the weekday PM and Saturday midday peak hours under Existing plus Project conditions, 2015 Plus Project conditions, and 2035 Plus Project conditions. The intersection would meet the peak hour signal warrant during weekday PM and Saturday midday peak hour time periods.

Piedmont Avenue/Pleasant Valley Avenue (Intersection #20)

- **Impact Trans-14**: The Project would increase the volume-to-capacity (v/c) ratio for the intersection at Piedmont Avenue/Pleasant Valley Avenue (#20) by 0.01 or more, and the critical movement v/c ratio for the eastbound, westbound, and northbound movements by 0.02 or more during the weekday PM, Saturday midday, and Saturday PM peak hours under 2035 Conditions, during which the intersection would operate at LOS F with or without the proposed Project.

Alternatives

Chapter 5 presents an analysis of a range of reasonable alternatives to the Project. The following alternatives were analyzed:

- Alternative 1: No Project
- Alternative 2: Safeway Relocation
- Alternative 3: Reduced Project
- Alternative 4: Concept with Commercial Emphasis (RCPC Plan)
- Alternative 5: Concept with Residential Emphasis (ULTRA Plan)

CEQA Guidelines require a discussion of alternative projects or alternative locations for the project. An alternative site location was considered but eliminated from further evaluation in this EIR because it would not meet the basic Project objectives and would likely result in similar traffic impacts at intersections in the vicinity of any alternative site.

Alternative 1, the No Project Alternative, would be the environmentally superior alternative. Alternative 5: Concept with Residential Emphasis (ULTRA Plan) would be the environmentally superior alternative in the absence of the No Project alternative. Alternative 5 would generate fewer peak hour vehicle trips as compared to all other alternatives (other than "no project" alternatives) as evaluated in this EIR. However, Alternative 5 would not achieve many of the basic Project objectives.

Summary Table

Information in **Table 2-1 -** Summary of Impacts, City Standard Conditions of Approval and Mitigation Measures, has been organized to correspond with environmental issues discussed in the EIR, as well as all issues

previously addressed in the December 2007 Initial Study. The table is arranged in three columns: impacts; required Standard Conditions of Approval and/or recommended mitigation measures; and level of significance after implementation of Standard Conditions of Approval and/or mitigation.

Levels of significance are categorized as follows:

- LTS = Less Than Significant;
- S = Significant; and
- SU = Significant and Unavoidable

Recommended Conditions of Approval

Although not required by CEQA, certain "recommendations" are also included in this EIR, and summarized in **Table 2-2**. These recommendations are not necessary to address or mitigate any significant environmental impacts of the Project under CEQA, but are recommended by City staff to address non-CEQA aspects of the Project. These recommendations will be considered by decision makers during the course of Project review and may be imposed as Project-specific Conditions of Approval.

It is not yet known which of these recommendations may be implemented and if so whether the recommendations would be implemented as part of the Project or independent of the Project. The environmental consequences of each recommendation have been considered and none of the recommendations would result in any new or additional significant impacts under CEQA.

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Aesthetics		
Impact Aesth-1: Views from the Project site have not been identified as scenic vistas or important visual resources in the Oakland General Plan or by a regulatory agency with jurisdiction over the site. As a result, development of the Project would not significantly alter scenic vistas.	Mitigation Measure: None needed	No impact
Impact Aesth-2: No scenic resources have been formally identified at the Project site, and development of the Project would have no adverse effects on any formally-identified scenic resources.	Mitigation Measure: None needed SCA Aesth-2: Tree Removal Permit and SCA Aesth-3: Tree Replacement Plantings	Less than Significant
Impact Aesth-3: The visual character of the Project site and its surroundings would change as a result of the Project, but the general character of the site would remain as a commercial shopping center. The Project would not substantially degrade but rather would improve the existing visual character and quality of the site and its surroundings.	Mitigation Measure: None needed	No Impact
Impact Aesth-4: Lighting at the site would be modified as part of the proposed Project, but stores and parking areas at the site would still be illuminated in a manner similar to what is currently observed at the site.	Mitigation Measure: None needed SCA Aesth-1: Lighting Plan	Less than Significant
Impact Aesth-5: No structures or landscape improvement proposed by the Project would at any time create substantial shadows beyond the Project site and thus would not interfere with any off-site solar collectors or generate shadows that would fall on any public space.	Mitigation Measure: None required	No Impact
Impact Aesth-6: Structures proposed at the	Mitigation Measure: None required	No Impact

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Project site would not generate shadows that would fall on any historic resources.		
Impact Aesth-7: The Project would not fundamentally conflict with any policies or regulations of the General Plan, Planning Code or Uniform Building Code that address appropriate provisions of adequate light for various types of land uses.	Mitigation Measure: None required	Less than Significant
Impact Aesth-8: Given the limited height of proposed structures at the Project site and the site's location, wind modeling is not necessary and there would be no wind-related impacts associated with the proposed Project.	Mitigation Measure: None required	No Impact
Impact Aesth-9: Considering market conditions, retail sales leakage, existing regulatory controls that address blight, and diverted sales due to the Project, the Project would not cause business closures, long term vacancies and physical deterioration of properties. Therefore, the Project would not result in significant urban decay impacts.	Mitigation Measure: None required	Less than Significant
Cumulative Impact Aesth-10: Implementation of the Project, combined with other past, present, existing, pending and reasonably foreseeable projects that would be visible in the vicinity of the Project site would not result in significant adverse changes to existing visual character, views, light and glare or shadow.	Mitigation Measure: None required	Less than Significant
Air Quality		
Impact Air-1: During construction, the proposed Project would generate fugitive dust from demolition, grading, hauling and construction activities.	Mitigation Measure: None required SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions) SCA Air-2: Asbestos Removal in Structures	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Air-2: During construction, the proposed Project would generate regional ozone precursor emissions and regional particulate matter emissions from construction equipment exhaust. However, Project-related construction emissions would not generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.	Mitigation Measure: None required SCA Air-1: Construction-Related Air Pollution Controls	Less than Significant
Impact Air-3: The proposed Project's construction-related emissions would not result in the estimated cancer risk, chronic health index, acute health index or annual average $PM_{2.5}$ concentration levels exceeding the individual source significance threshold.	Mitigation Measure: None required SCA Air-1: Construction-Related Air Pollution Controls	Less than Significant
Impact Air-4: Once complete and occupied, the proposed Project would generate emissions of criteria pollutants (ROG, NO_x and PM_{10}), primarily as a result of increased motor vehicle traffic and also from area source emissions. Project-related traffic emissions, combined with anticipated area source emissions, would not generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.	Mitigation Measure: None required SCA Trans-1: Parking and Traffic Management Plan	Less than Significant
Impact Air-5: The Project would include a back-up generator that would emit small amounts of toxic emissions.	Mitigation Measure: None needed	Less than Significant
Impact Air-6: New vehicle trips associated with the proposed Project would add to carbon monoxide concentrations near streets that provide access to the Project site. The carbon monoxide emission levels associated with the Project's vehicle trips would not exceed the City's thresholds of significance.	Mitigation Measure: None needed	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Air-7: The proposed Project would not frequently create substantial objectionable odors affecting a substantial number of people.	Mitigation Measure: None needed	Less than Significant
Cumulative Impact Air-8: Since the Project would not result in a significant air quality impact, the Project would not result in a considerable contribution to a significant cumulative impact to air quality, and the cumulative impact would be considered less than significant.	Mitigation Measure: None needed	Less than Significant
Cumulative Impact Air-9: The proposed Project's construction-related emissions and operation emissions would not lead to a cumulatively significant risk for cancer, chronic health, acute health or annual average $PM_{2.5}$ concentrations that would exceed the cumulative source significance thresholds.	Mitigation Measure: None needed	Less than Significant
Biological Resources		
Impact Bio-1: Large trees and buildings within the Project site and its immediate vicinity provide potential nesting habitat for birds and roosting habitat for bats which could be disturbed during construction. The quarry pond adjacent to the Project site provides marginally suitable aquatic habitat for the western pond turtle and if present, pond turtles could be adversely affected by construction activities.	SCA Bio-1: Tree Removal During Breeding Season **SCA Implementation: Roosting Bat Survey.** A pre-construction survey for roosting bats should be performed by a qualified biologist within 30 days prior to any removal of trees or structures on the Project site. If no active roosts are found, then no further action would be warranted. If either a maternity roost or hibernacula (structures used by bats for hibernation) is present, the following minimization measures shall be implemented: a) If active maternity roosts or hibernacula are found in trees or structures which will be removed as part of Project construction, the Project should be redesigned to avoid the loss of the tree or structure occupied by the roost to the extent feasible. If an active maternity roost is located and the Project cannot be redesigned to avoid removal of the occupied tree or structure, demolition can commence before maternity colonies form (i.e., prior to March 1) or after young are volant (flying) (i.e., after July 31). Disturbance-free buffer zones as determined by a qualified biologist in coordination with CDFG shall be observed during the maternity roost season (March 1 through July 31). b) If a non-breeding bat hibernacula is found in a tree or structure scheduled for removal, the	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	individuals should be safely relocated, under the direction of a qualified biologist (as determined by a memorandum of understanding [MOU] with CDFG), by opening the roosting area to allow air flow through the cavity. Demolition can then follow at least one night after initial opening for airflow. This action should allow bats to leave during darkness, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees or structures with roosts that need to be removed will first be disturbed at dusk, just prior to removal that same evening, to allow bats to relocate during the darker hours. **Mitigation Measure Bio-1a: Western Pond Turtle Surveys**: A western pond turtle survey shall be conducted by a qualified biologist within two weeks prior to any disturbance or removal of upland vegetation around the quarry pond. If a turtle is found, it should be relocated out of harm's way in coordination with CDFG. a) If any turtles are encountered within the construction zone during construction, all work shall halt until the qualified biologist has determined whether it is a western pond turtle or some other species. If it is not a western pond turtle, work may continue. b) If a western pond turtle is found, the CDFG shall be notified regarding the presence of the western pond turtle and all work shall stop until additional exclusion measures have been defined and authorization to proceed is obtained from the CDFG. No person shall handle or otherwise harass any individual western pond turtle encountered during construction, with the exception of handling by the qualified biologist. A plan shall be developed in consultation with the CDFG to relocate the western pond turtle individuals to the nearest protected habitat outside the construction zone and to provide necessary on-site construction avoidance measures to prevent inadvertent take of this species. **Mitigation Measure Bio-1b: Contractor Awareness**. Contractor education should be conducted to make workers aware of measures being taken to protect resources on the site and to contribute to increased vigilance during their work. Before initiation of construction activities within close proximity to the quarry pond, all construction workers shall be trained by the qualified biologist regarding the potential presence of western pond turtle and the fact that this species is to be avoided, and if any turtles are seen, the job foreman must be notified and construction shall be halted until appropriate measures have been taken.	
Impact Bio-2: No wetlands or sensitive natural communities are present at the Project site such that they would be disturbed by Project construction or operation. However, landscape improvements at the edge of the Project site have the potential to adversely affect off-site wetland, riparian and sensitive natural communities.	Mitigation Measure: None required SCA Bio-2: Creek Protection Plan SCA Bio-3: Regulatory Permits and Authorizations SCA Bio-4: Creek Monitoring SCA Bio-5: Creek Landscaping Plan	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Bio-3: Redevelopment of the Project site as proposed would not adversely affect wildlife movement or nursery sites.	Mitigation Measure: None required	No Impact
Impact Bio-5: Redevelopment of the Project site as proposed would result in removal of four (4) "protected trees" to accommodate new buildings, five (5) protected trees within roadway medians, and two (2) non-protected Monterey pines for improved access to the adjacent quarry pond.	Mitigation Measure: None required SCA Aesth-2: Tree Removal Permit, SCA Aesth-3: Tree Replacement Plantings, and SCA Aesth-4: Tree Protection During Construction	Less than Significant
Impact Bio-6: Although the proposed Project would be subject to the provisions of the City of Oakland Creek Protection Ordinance, there is nothing about the Project that would fundamentally conflict with elements of the ordinance intended to protect biological resources. The Project would not discharge a substantial amount of pollutants into the creek or watercourse, it would not significantly modify the natural flow of water, it would not deposit substantial amounts of new material into a creek or cause substantial bank erosion or instability, nor would it adversely impact a riparian corridor by significantly altering vegetation or wildlife habitat.	Mitigation Measure: None required SCA Bio-2: Creek Protection Plan, SCA Bio-3: Regulatory Permits and Authorizations SCA Bio-4: Creek Monitoring SCA Bio-5: Creek Landscaping Plan	Less than Significant
Cumulative Impact Bio-7: The Project would not result in a significant cumulative impact on biological resources.	Mitigation Measure: None required	Less than Significant
Cultural Resources		
Impact Cultural-1: The Project would not directly result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5.	Mitigation Measure: None needed	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Cultural-2: The Project would not cause a substantial adverse change in the significance of a known archaeological resource, nor would it directly or indirectly destroy a known unique paleontological resource or site, or unique geologic feature. It is possible that currently unknown archaeological or paleontological resources could be damaged during site grading and construction.	Mitigation Measure: None required SCA Cultural-1: Archaeological Resources SCA Cultural-2: Paleontological Resources SCA Cultural-3: Human Remains SCA Cultural-5: Archaeological Resources – Sensitive Areas	Less than Significant
Cumulative Impact Cultural-3: Implementation of the Project would not adversely affect historic or cultural resources, thus it would similarly not combine with other past, present, existing, pending and reasonably foreseeable projects that may have cultural resource impacts.	Mitigation Measure: None required	No Impact
Geology and Soils		
Impact Geo-1: The Project site is located in an area that would be subject to very strong ground shaking and potential liquefaction in a major seismic event.	Mitigation Measure: None required SCA Geo-2: Soils Report	Less than Significant
Impact Geo-2: The cut slope at the Project site's northerly boundary shows evidence of erosion and fallen debris, and could potentially be susceptible to slides.	Mitigation Measure: None required SCA Geo-2: Soils Report **SCA Implementation: Catchment Structures.** Pursuant to recommendations from the 2007 Kleinfelder Geotechnical Investigation, the Project applicant shall reconstruct the on-site catchment structures at the toe of the cut slope along the northerly site boundary. Detailed catchment structure designs shall be included in the required soils report.	Less than Significant
Impact Geo-3: Portions of the easterly side of the Project site near the quarry pond contain clayey soil with variable gravel content, potentially unsuitable as a sub-grade soil for building foundations.	Mitigation Measure: None required SCA Geo-2: Soils Report **SCA Implementation: Excavation of Unsuitable Soils.** Pursuant to recommendations from the 2007 Kleinfelder Geotechnical Investigation, in the event that unsuitable soil is encountered during the construction phase, such soils should be excavated to a firm bottom and the resulting hole should	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	be backfilled with engineered fill or lean mix concrete.	
Impact Geo-4: Site preparation and construction activity associated with the Project could result in soil erosion as the surface is disrupted.	Mitigation Measure: None required SCA Geo-2: Soils Report	Less than Significant
Impact Geo-5: Soils samples taken at the Project site indicate that near-surface soils are considered to have a low potential for expansion.	Mitigation Measure: None required SCA Geo-2: Soils Report	Less than Significant
Impact Geo-6: The Project site has been previously developed and there are no known wells, pits, swamps, mounds, tank vaults or unmarked sewer lines located below the surface of the site that would be disturbed as a result of the proposed redevelopment.	Mitigation Measure: None needed	Less than Significant
Impact Geo-7: The Project site has been previously developed and there is no evidence to suggest that the site has been previously used as a landfill. Redevelopment of the Project site as proposed would not result in the placement of any structures above landfills.	Mitigation Measure: None needed	No impact
Impact Geo-8: The Project site is currently served by municipal sewage systems, and redevelopment as proposed would continue to be served by these systems. The use of septic systems is not anticipated.	Mitigation Measure: None needed	No Impact
Cumulative Impact Geo-9: Portions of Oakland are underlain by unstable geology and soil conditions, and cumulative development under these conditions could expose people or structures to substantial adverse effects. However, with required implementation of City of Oakland Standard Conditions of Approval, as	Mitigation Measure: None needed SCA Geo-2: Soils Report	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
well as other applicable local and State laws and regulations, cumulative impacts related to unstable geology and soil conditions would remain less than significant.		
Greenhouse Gas Emissions		
Impact GHG-1: Construction and operation of the Project would not result in GHG emissions that exceed City thresholds of significance. Therefore, the Project would result in a less-than-considerable contribution to cumulative global climate change, and thus a less-than-significant impact.	Mitigation Measure: None needed	Less than Significant
Impact GHG-2: Because the estimated GHG emissions of the Project would not exceed the City's numeric significance threshold as analyzed under Impact GHG-1, development and implementation of the Project would also comply with applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions.	Mitigation Measure: None needed	Less than Significant
Hazards and Hazardous Materials		
Impact Haz-1: No portion of the Project site is included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Environmental Site Assessments prepared for the Project site do not indicate the presence of on-site soil or groundwater contamination at significant levels, and do not indicate that off-site contamination of soil or groundwater presents a concern to construction or operation of the Project. On-site building assessments do indicate that asbestos-containing materials are present in older portions of the shopping center.	Mitigation Measure: None required SCA Haz-2: Environmental Site Assessment Reports/Remediation **SCA Implementation: Soil Sampling.** If additional investigation is required, the following is recommended: a. Soil and grab-groundwater samples shall be sought from along the sanitary sewer line further west, behind the existing Safeway store and toward Broadway. Based on the presence of groundwater within approximately 15 feet in depth at the former gas station at 5175 Broadway, it appears that field conditions may be more favorable for encountering groundwater closer to Broadway. Also, additional attempts to collect grab-groundwater samples could be made west of Boring SB-1. If grab-groundwater samples are successfully collected, then the laboratory results	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	b. Additional sampling activities for evidence of PCE impacts could be focused on the interior of the dry cleaning lease space. Further sampling across the site was not recommended because of the lack of laterally continuous groundwater, the lack of PCE in groundwater at SB-2 and SB-9, and the limited access along the sanitary sewer line behind the lessee spaces. c. These investigations shall be documented in a report which shall make recommendations for remedial action if appropriate and necessary, and shall be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. SCA Haz-3: Radon or Vapor Intrusion from Soil or Groundwater Sources SCA Haz-10: Lead-Based Paint Remediation SCA Air-2: Asbestos Removal in Structures	
Impact Haz-2: Construction workers, future commercial tenants and shoppers at the Project site may be exposed to hazardous materials during site demolition and construction phases.	Mitigation Measure: None required SCA Haz-7: Other Materials Classified as Hazardous Waste SCA Haz-10: Lead-Based Paint Remediation SCA Air-2: Asbestos Removal in Structures **SCA Implementation: Asbestos Removal.** a. The floor tile and mastic materials that were positive for asbestos materials must be removed using floor abatement practices for asbestos in areas scheduled for renovation. All of the original and older floor tiles are considered asbestos containing material (ACM) due to the difficulty of separating and/or removing the asbestos containing mastic component. Any removal shall be performed using Wet methods, following all applicable regulatory guidelines. During the removal of any carpet floorings, areas of black mastic shall be treated as containing asbestos. b. The drywall materials that were positive must be removed using abatement practices for > 1% asbestos, in areas scheduled for renovation. All of the original or older gypsum board assemblies are considered asbestos containing construction material (ACCM), requiring the use of contractors, registered for asbestos-related work. Any removal shall be performed using Wet methods, following all applicable regulatory guidelines. c. The roofing materials that were positive must be removed using roofing abatement practices for asbestos, in areas scheduled for renovation. All of the roof cements are considered as asbestos containing material (ACM), due to the difficulty of separating and/or removing the asbestos containing mastic component. Any removal shall be performed using Wet methods, following all applicable regulatory guidelines.	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	d. Renovation or demolition work in areas that are not specifically covered by this report shall be re-inspected prior to any disturbance of suspect materials.	
Impact Haz-3: The Project site is located within one-quarter mile of Oakland Technical High School and Emerson Elementary School.	Mitigation Measure: None required SCA Haz-1: Phase I and/or Phase II Reports SCA Haz-2: Environmental Site Assessment Reports/Remediation	Less than Significant
Impact Haz-4: The project site is not located near any public airport, within an airport plan area or near a private airstrip.	Mitigation Measure: None needed	No Impact
Impact Haz-5: With implementation of SCA Trans-2, the requirement to obtain an encroachment permit for work within street rights-of-way, and standard construction period notification requirements to first responders, potential Project impact related to interference with an emergency response plan or emergency evacuation plan would be less than significant.	Mitigation Measure: None required SCA Trans-2: Construction Traffic and Parking	Less than Significant
Impact Haz-6: The Project site is located within a heavily urbanized portion of Oakland. There are no wild lands at the Project site and adjacent areas have been developed (e.g., as a college campus, a golf course and cemeteries) and would not pose a risk of wildland fires.	Mitigation Measure: None needed	No Impact
Cumulative Impact Haz-7: Hazards and hazardous materials impacts are generally site-specific and/or have limited mobility. Thus, the Project would not be expected to have cumulatively considerable effects.	Mitigation Measure: None needed	Less than Significant
Hydrology and Water Quality		
Impact Hydro-1: The Project site is already fully developed and/or paved, and is served with	Mitigation Measure: None needed	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
water from the East Bay Municipal Utility District. Redevelopment of the Project site as proposed would not result in any change in existing groundwater recharge, and would not deplete groundwater resources.		
Impact Hydro-2: The Project site is not subject to potential flooding, and redevelopment of the Project site as proposed would not subject off-site areas to increased flood potential.	Mitigation Measure: None needed	No Impact
Impact Hydro-3: The Project site currently has very little pervious surface and is almost entirely covered by buildings and paved areas. Redevelopment of the site as proposed would not substantially increase impervious surface area and thus would not increase stormwater runoff.	Mitigation Measure: None needed	Less than Significant
Impact Hydro-4: Site preparation and construction activity associated with the proposed Project could result in soil erosion, which could have adverse effects on water quality. During site preparation and construction activity at the site, potentially significant soil erosion impacts could occur.	Mitigation Measure: None required SCA Geo-1: Erosion and Sedimentation Control Plan	Less than Significant
Impact Hydro-5: Site preparation and construction activity associated with the proposed Project site could result in degradation of stormwater quality.	Mitigation Measure: None required SCA Hydro-1: Stormwater Pollution Prevention Plan	Less than Significant
Impact Hydro-6: Operational activities such as vehicular use, landscaping maintenance and other operational activities could potentially introduce pollutants into stormwater runoff, resulting in degradation of downstream water quality.	Mitigation Measure: None required SCA Hydro-2: Post-construction Stormwater Pollution Management Plan SCA Hydro-3: Maintenance Agreement for Stormwater Treatment Measures SCA Hydro-4: Erosion, Sedimentation, and Debris Control Measures	Less than Significant
Impact Hydro-7: Although the proposed Project would be subject to the provisions of the City of	Mitigation Measure: None required	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Oakland Creek Protection Ordinance, there is nothing about the Project that would fundamentally conflict with elements of the ordinance intended to protect hydrologic resources. The Project would not discharge a substantial amount of pollutants into the creek or watercourse, it would not significantly modify the natural flow of water, it would not deposit substantial amounts of new material into a creek or cause substantial bank erosion or instability, nor would it substantially endanger public or private property or threaten public health or safety.	SCA Bio-2: Creek Protection Plan SCA Bio-3: Regulatory Permits and Authorizations SCA Bio-4: Creek Monitoring SCA Bio-5: Creek Landscaping Plan	
Cumulative Impact Hydro-8: Implementation of the Project, combined with other past, present, existing, pending and reasonably foreseeable projects would not result in significant adverse changes to hydrology and/or water quality.	Mitigation Measure: None needed	Less than Significant
Land Use		
Impact Land Use-1: The Project would redevelop the existing shopping center with a new shopping center, and would not result in the physical division of an existing community.	Mitigation Measure: None needed	No Impact
Impact Land Use-2: The Project would not be incompatible with surrounding land uses.	Mitigation Measure: None needed	Less than Significant
Impact Land Use-3: The Project would not result in a fundamental conflict with any applicable habitat conservation plan or natural community conservation plan.	Mitigation Measure: None needed	No Impact
Noise		
Impact Noise-1: Noise generated by construction activities at the site would not be expected to	Mitigation Measure: None required	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
violate the City of Oakland Noise Ordinance or violate the City of Oakland Noise Ordinance regarding nuisance of persistent construction-related noise, provided that standard construction noise controls are implemented at the site.	SCA Noise-1: Days/Hours of Construction Operation SCA Noise-2: Noise Control SCA Noise-3: Noise Complaint Procedures SCA Noise-5: Pile Driving and Other Extreme Noise Generators	
Impact Noise-2: The Project would not result in a substantial increase in the permanent outdoor ambient noise levels in the Project vicinity above levels existing without the Project.	Mitigation Measure: None needed	No Impact
Impact Noise-3: The Project would not result in a conflict with land use compatibility guidelines used to determine the acceptability of noise for a commercial land use.	Mitigation Measure: None needed	Less than Significant
Impact Noise-4: The Project's operation will not result in new or exacerbated operational noise levels that would exceed the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise.	Mitigation Measure: None needed	Less than Significant
Impact Noise-5: Temporary project construction activities would not expose adjacent residences to groundborne vibration at levels that could cause cosmetic or structural damage to structures or improvements, and Project occupancy and operation would not generate groundborne vibration at levels that would be perceptible beyond the property boundaries.	Mitigation Measure: None required SCA Noise-1: Days/Hours of Construction Operation SCA Noise-3: Noise Complaint Procedures SCA Noise-5: Pile Driving and Other Extreme Noise Generators	Less than Significant
Cumulative Impact Noise-6: Cumulative increases in noise within the vicinity of the Project area would not result in a 5 dBA L_{dn} permanent increase in ambient noise levels above noise levels without the Project, and the Project's contribution to the cumulative increase in noise would not result in a 3 dBA L_{dn} permanent	Mitigation Measure: None needed	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
increase attributable to the Project.		
Traffic		
Existing plus Project **Impact Trans-1**: The proposed Project would degrade intersection operations from LOS D to LOS E during the Saturday PM peak hour at the signalized Shattuck Avenue/52nd Street intersection (#12).	**Mitigation Measure Trans-1**: Implement the following measures at the Shattuck Avenue/52nd Street intersection: a) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach). b) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Less than Significant
Impact Trans-2: The signalized Telegraph Avenue/51st Street intersection currently operates at LOS E, even without increased traffic from the Project. The proposed Project would add traffic that would increase delay for the critical southbound left-turn movements by more than six seconds during the weekday PM peak hour.	**Mitigation Measure Trans-2**: Implement the following measures at the Telegraph Avenue/51st Street intersection: a) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach). b) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Less than Significant
Impact Trans-3: The proposed Project would add more than 10 trips to the Howe Street/Pleasant Valley Avenue intersection during the weekday PM and Saturday midday peak hours under Existing plus Project conditions. The intersection would meet the peak hour signal warrant during both time periods.	**Mitigation Measure Trans-3:** Implementing one of the following measures at the Howe Street/ Pleasant Valley Avenue intersection would reduce the impact to a less than significant level: a) Signalize the intersection, providing actuated operation with permitted left turns and coordinate the signal timings with the adjacent intersections that would be in the same signal coordination group. b) Prohibit on-street parking for about 80 feet along northbound Howe Street just south of Pleasant Valley Avenue to allow right-turning vehicles to bypass the queued left-turning vehicles. c) Prohibit left-turn movements from Howe Street to westbound Pleasant Valley Avenue during the peak commute periods.	Significant and Unavoidable Because of secondary significant impacts associated with each of the identified mitigation measures, these measures are considered infeasible.
Impact Trans-4: The signalized Piedmont Avenue/Pleasant Valley Avenue intersection currently operates at LOS E, even without increased traffic from the Project. The proposed Project would add traffic that would increase average delay at this intersection by more than	**Mitigation Measure Trans-4**: Implement the following measures at the Piedmont Avenue/Pleasant Valley Avenue intersection: a) Convert signal control equipment from pre-timed to actuated-coordinated operations b) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach)	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
four seconds during the weekday PM peak hour.	c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	
2015 Intersection Impacts **Impact Trans-5:** The proposed Project would degrade intersection operations from LOS D to LOS E during the weekday PM peak hour at the Broadway/51st Street/Pleasant Valley Avenue (#7) intersection under 2015 Conditions. The proposed Project would also add traffic that would increase delay for the critical eastbound through movement by more than six seconds during the Saturday midday peak hour, which the intersection would operate at LOS E regardless of the proposed Project	**Mitigation Measure Trans-5:** Implementation of the following measures at the Broadway/51st Street/Pleasant Valley Avenue intersectionl: a) Install a left-turn lane on the westbound Pleasant Valley Avenue approach. b) Install a left-turn lane on the eastbound 51st Street approach.	Significant and Unavoidable These modifications would conflict with City policy concerning pedestrian safety and comfort, resulting in secondary impacts. For these reasons the mitigation is considered infeasible.
Impact Trans-6: The Shattuck Avenue/52nd Street intersection is projected to operate at LOS E under 2015 Conditions, even without increased traffic from the Project. The proposed Project would add traffic that would increase delay for the critical southbound through movement by more than six seconds during the Saturday PM peak hour, exceeding the City's threshold of significance.	**Mitigation Measure Trans-6**: Implement Mitigation Measure Trans-1.	Less than Significant
Impact Trans-7: The Telegraph Avenue/51st Street intersection is projected to operate at LOS E under 2015 Conditions, even without increased traffic from the Project. The proposed Project would add traffic that would increase delay for the critical southbound left-turn movement by more than six seconds during the weekday PM peak hour.	**Mitigation Measure Trans-7**: Implement Mitigation Measure Trans-2.	Less than Significant
Impact Trans-8: The proposed Project would add more than 10 trips to the Howe Street/Pleasant Valley Avenue (#19) intersection	**Mitigation Measure Trans-8:** Implement Mitigation Measure Trans-3	Significant and Unavoidable

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
during the weekday PM and Saturday midday peak hours under 2015 Plus Project conditions. The intersection would meet the peak hour signal warrant during both time periods.		Because of secondary significant impacts associated with each of the identified mitigation measures, these measures are considered infeasible.
Impact Trans-9: The proposed Project would degrade intersection operations from LOS E to LOS F during the weekday PM peak hour at the Piedmont Avenue/Pleasant Valley Avenue (#20) intersection under 2015 Conditions; the Project would also degrade the intersection operations during the Saturday midday and PM peak hour from LOS D to LOS E.	**Mitigation Measure Trans-9:** Implement Mitigation Measure Trans-4.	Less than Significant
2035 Intersection Impacts **Impact Trans-10**: The proposed Project would increase volume-to-capacity (v/c) ratio for the intersection by 0.01 or more, and the critical movement v/c ratio for the eastbound left, eastbound through, westbound left, northbound through, and the southbound left movements by 0.02 or more during the weekday PM peak hour, and it would increase v/c ratio for the intersection by 0.01 or more and the critical movement v/c ratio for the eastbound left, eastbound through, and, northbound through movements by 0.02 or more during the Saturday midday peak hour at the Broadway/51st Street/Pleasant Valley Avenue (#7) intersection under 2035 Conditions, which would operate at LOS F regardless of the Project.	**Mitigation Measure Trans-10** Implement Mitigation Measure Trans-5.	Significant and Unavoidable Even with implementation of this mitigation measure, the impact would remain significant and unavoidable. In addition, these modifications would conflict with City policy concerning pedestrian safety and comfort, therefore resulting in secondary impacts. For these reasons the mitigation is considered infeasible.
Impact Trans-11: The proposed Project would increase intersection volume-to-capacity (v/c) ratio by 0.01 or more during the Saturday PM peak hour at the Shattuck Avenue/52nd Street	**Mitigation Measure Trans-11:** Implement Mitigation Measure Trans-1.	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
(#12) intersection under 2035 Conditions, which would operate at LOS F regardless of the Project.		
Impact Trans-12: The proposed Project would increase delay for the critical southbound left-turn movement by more than six seconds during the weekday PM peak hour at the Telegraph Avenue/51st Street (#15) intersection under 2035 Conditions, which would operate at LOS E regardless of the Project; the Project would also increase delay for the critical westbound and southbound movements by more than six seconds during the Saturday midday peak hour; the Project would also degrade the intersection during the Saturday PM peak hour from LOS D to LOS E.	**Mitigation Measure Trans-12**: Implement Mitigation Measure Trans-2.	Less than Significant
Impact Trans-13: The proposed Project would add more than 10 trips to the Howe Street/ Pleasant Valley Avenue (#19) during the weekday PM, Saturday midday, and Saturday PM peak hours under 2035 Plus Project conditions. The intersection would meet the peak hour signal warrant during the three time periods.	**Mitigation Measure Trans-13:** Implement Mitigation Measure Trans-3	Significant and Unavoidable Because of secondary significant impacts associated with each of the identified mitigation measures, these measures are considered infeasible.
Impact Trans-14: The proposed Project would increase volume-to-capacity (v/c) ratio for the intersection by 0.01 or more, and the critical movement v/c ratio for the eastbound, westbound, and northbound movements by 0.02 or more during the weekday PM, Saturday midday, and Saturday PM peak hours at the Piedmont Avenue/Pleasant Valley Avenue (#20) intersection under 2035 Conditions, which would operate at LOS F regardless of the Project.	**Mitigation Measure Trans-14**: Implement the following measures at the Piedmont Avenue/Pleasant Valley Avenue intersection: a) Mitigation Measure Trans-4. b) Modify signal control equipment to provide lagging protected phasing in the northbound direction.	Significant and Unavoidable After implementation of this measure, the intersection impact would remain significant and unavoidable. No other feasible mitigation measures are available within the existing automobile right-of-way.

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Trans-15: The proposed Project would degrade intersection operations from LOS E to LOS F during the weekday PM peak hour at the Hudson Street/Manila Avenue/College Avenue (#24) intersection under 2035 Conditions.	**Mitigation Measure Trans-15**: Implement the following measures at the Hudson Street/Manila Avenue/College Avenue intersection: a) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach). b) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Less than Significant
Impact Trans-16: The proposed Project would not cause congestion of regional significance on a roadway segment on the Congestion Management Program (CMP) and/or the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP.	Mitigation Measure: None needed	Less than Significant
Impact Trans-17: The proposed Project would not substantially increased travel times for AC Transit buses.	Mitigation Measure: None needed	Less than Significant
Impact Trans-18: The proposed Project would not directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses.	Mitigation Measure: None needed	Less than Significant
Impact Trans-19: The proposed Project would not generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard.	Mitigation Measure: None needed	Less than Significant
Impact Trans-20: The proposed Project would not directly or indirectly result in a permanent substantial decrease in pedestrian safety.	Mitigation Measure: None needed	Less than Significant
Impact Trans-21: The proposed Project would	Mitigation Measure: None needed	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
not directly or indirectly result in a permanent substantial decrease in bus rider safety.		
Impact Trans-22: The proposed Project would not directly or indirectly result in a permanent substantial decrease in bicyclist safety.	Mitigation Measure: None needed	Less than Significant
Impact Trans-23: The proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	Mitigation Measure: None needed	Less than Significant
Impact Trans-24: The proposed Project would not fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.	Mitigation Measure: None needed	Less than Significant
Impact Trans-25: The proposed Project would result in a substantial, though temporary adverse effect on the circulation system during construction.	Mitigation Measure: None required SCA Trans-1: Construction Traffic Management Plan **SCA Implementation: Construction Traffic Management.** The Construction Traffic Management Plan developed for the Project shall include the following: a) A set of comprehensive traffic control measures for motor vehicles, transit, bicycle, and pedestrian access and circulation during each phase of construction. b) A construction period parking management plan to ensure that parking demands for construction workers, site employees, and customers are accommodated during each phase of construction.	Less than Significant
Impact Trans-26: Neighborhood traffic intrusion would not exceed the capacity of affected residential streets, and would not result in a significant impact.	Mitigation Measure: None needed	Less than Significant
Utilities and Public Services		

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Util-1: Although the Project will result in the construction of new storm water drainage facilities, the construction of these facilities would not cause significant environmental effects.	Mitigation Measure: None required SCA Util-2: Stormwater and Sewer SCA Air-1: Best Management Practices SCA Geo-1: Erosion and Sedimentation Control Plan SCA Noise-1: Days/Hours of Construction Operation SCA Noise-2: *Noise Control* SCA Trans-1: Construction Traffic Management Plan	Less than Significant
Impact Util-2: The Project would not generate wastewater flows that would exceed the capacity of existing wastewater treatment facilities or necessitate the expansion of existing wastewater treatment facilities.	Mitigation Measure: None needed	Less than Significant
Impact Util-3: Although the Project will result in the construction of new on-site wastewater collection infrastructure, the construction of such infrastructure would not cause significant environmental effects.	Mitigation Measure: None required SCA Util-2: Stormwater and Sewer SCA Air-1: Best Management Practices SCA Geo-1: Erosion and Sedimentation Control Plan SCA Noise-1: Days/Hours of Construction Operation SCA Noise-2: *Noise Control* SCA Trans-1: Construction Traffic Management Plan	Less than Significant
Impact Util-4: The Project would not exceed water supplies available from existing entitlements and resources.	Mitigation Measure: None needed	Less than Significant
Impact Util-5: Although the Project would result in the construction of certain new on-site water supply infrastructure, the construction of such infrastructure would not cause significant environmental effects.	Mitigation Measure: None required SCA Air-1: Best Management Practices SCA Geo-1: Erosion and Sedimentation Control Plan SCA Noise-1: Days/Hours of Construction Operation	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	SCA Noise-2: Noise Control SCA Trans-1: Construction Traffic Management Plan	
Impact Util-6: The amount of solid waste generated by the proposed Project would not exceed the capacity of the Davis Street Transfer Station or the Altamont Landfill and would not require the construction or expansion of landfill facilities.	Mitigation Measure: None required SCA Util-1: Waste Reduction and Recycling	Less than Significant
Cumulative Impact Util-7: The Project, in combination with other known past, present, planned or reasonably anticipated future projects would not exceed existing or projected utility capacities.	Mitigation Measure: None needed	Less than Significant
Other Less Than Significant Effects		
Impact Ag-1: The Project would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the Cal. Resources Agency to non-agricultural use.	Mitigation Measure: None needed	No Impact
Impact Ag -2: The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	Mitigation Measure: None needed	No Impact
Impact Ag-3: The Project would not involve any changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use.	Mitigation Measure: None needed	No Impact
Impact Min-1: The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	Mitigation Measure: None needed	No Impact

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Min-2: The Project would not result in loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	Mitigation Measure: None needed	No Impact
Impact Pop-1: The Project would not induce substantial population growth in a manner not contemplated in the General Plan, either directly or indirectly.	Mitigation Measure: None needed	No Impact
Impact Pop-2: The Project would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element.	Mitigation Measure: None needed	No Impact
Impact Pub Serv-1: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times or other fire protection service performance objectives.	Mitigation Measure: None required SCA Pub Serv-1: Fire Safety Phasing Plan	Less than Significant
Impact Pub Serv-2: The Project could result in an increase in calls for police protection services, but would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities or the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other Oakland Police Department performance objectives	Mitigation Measure: None needed	Less than Significant
Impact Pub Serv-3: The Project could result in new students for local schools, but would not require new or physically altered school facilities	Mitigation Measure: None needed	No Impact

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts: Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
to maintain acceptable performance objectives.		
Impact Rec-1: The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Mitigation Measure: None needed	Less than Significant
Impact Rec-2: The Project does not include recreational facilities nor does it require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Mitigation Measure: None needed	No Impact

Table 2-2: Summary of Non-CEQA Recommendations

Potential Effects	Recommendation
Vehicle, Pedestrian and Bicycle Safety *Broadway/College Avenue Intersection* The Project would generate additional automobiles, bicycles, and pedestrians at the Broadway/ College Avenue intersection, which currently does not provide a crosswalk on the south approach. In addition, vehicles on southbound College Avenue turn right into Broadway at high speeds due to the angle that College Avenue intersects Broadway. These vehicles may conflict with pedestrians crossing College Avenue or vehicles turning left from northbound Broadway into Wendy's Restaurant.	**Recommendation Trans-15a:** Modify the Broadway/College Avenue intersection so that College Avenue would intersect Broadway at a right angle.
Internal Pedestrian and Bicycle Improvements The internal street in the western portion of the site provides a continuous commercial frontage and is intended as a pedestrian oriented street. The loading berths at Building "M" disrupt the pedestrian flow along the internal street and may result in potential conflicts when trucks are backing into and leaving the loading dock.	**Recommendation Trans-17A:** Implement the following, if feasible, in order to improve pedestrian and bicycle access, circulation, and safety in and around the Project site: a) Use different materials and/or striping patterns at all crosswalks within the site, including mid-block crossings, parking aisle crossings, bicycle crossings and parking structure driveways. Also, consider using raised speed tables at crosswalks to reduce automobile speeds. b) Ensure adequate sight distance is provided at all crosswalks, especially at midblock and parking structure driveways. c) Potential options to improve pedestrian circulation and safety along the internal street near the loading berths between Building F and G include: • Allow trucks to load/unload along the internal street during non-peak periods. • Provide a pull-out on Pleasant Valley Avenue that would allow trucks to parallel park without interfering with automobile or bicycle flow along Pleasant Valley Avenue. This strategy would also require direct access between the uses on the south side of the internal street and Pleasant Valley Avenue. • Enlarge the existing loading berth adjacent to Buildings F and G. This strategy would require material to be manually delivered to the uses south of the internal street. • Implement a loading management program at Building "M" loading berths to minimize disruptions to pedestrian activity. d) Ensure that all pedestrian paths and sidewalks within the Project site have a minimum width of six feet (10 feet preferred). e) Ensure that all shared paths within the Project site have a minimum width of 10 feet. f) Ensure that all parking spaces adjacent to sidewalks and paths provide wheel stops to minimize automobile overhang on paths. g) Ensure that all pedestrian facilities provide pedestrian scale lighting. h) Consider installing "NO BIKES ON SIDEWALK" signs on internal Project sidewalks if excessive bicycling on sidewalks is observed.

Table 2-2: Summary of Non-CEQA Recommendations

	i) Refine the design elements for the on-site shared paths to minimize potential conflicts between pedestrians, bicyclists, and motorists. j) In coordination with AC Transit and City of Oakland Transportation Services Division (TSD) determine the feasibility of installing bulbouts at the west side of Broadway/Coronado Avenue and south side of Pleasant Valley Avenue/Gilbert Street intersections. Modify the design for these intersections to include bulbouts if found to be feasible. k). Explore reducing the width of the concrete gutter pans on both Broadway and Pleasant Valley Avenue at locations along the Project frontage where they may conflict with planned bicycle lanes. l) Consider providing minimal green time for the left-turn phase from westbound Pleasant Valley Avenue to southbound Gilbert Street at the Gilbert Street/Project Driveway/ Pleasant Valley Avenue intersection in order to discourage cut-through traffic while providing safe access for the local residents. m) Ensure that placement of landscaping and other amenities on the sidewalks adjacent to the Project site provide minimum eight feet wide through passage zones, consistent with City of Oakland Pedestrian Master Plan guidelines. n) As part of implementing Class 2 bicycle lanes along Project frontage on Broadway, coordinate with City of Oakland staff to determine if a portion of the bicycle lanes should be buffered bicycle lanes **Recommendation Trans-17B**: In coordination with City of Oakland Transportation Services Division (TSD) and AC Transit, implement the following at the west approach of the Montgomery Street/ Pleasant Valley Avenue intersection: a) Bulbouts on both sides of the existing marked crosswalk crossing Pleasant Valley Avenue b) Rectangular Rapid Flash Beacons (RRFB) for both directions of Pleasant Valley Avenue
Bus Rider Safety	**Recommendation Trans-18:** Provide a bus shelter at the bus stops on northbound and southbound Broadway north of Pleasant Valley Avenue/51st Street and on westbound Pleasant Valley Avenue west of Project driveway.
Bicycle Parking	**Recommendation Trans-23**: Implement the following improvements to bicycle parking: a) Locate long-term bicycle parking in the parking structures. b) Ensure the short-term bicycle parking on sidewalks do not block pedestrian circulation. c) Ensure that some short-term bicycle parking spaces can accommodate bicycles with trailers. d) Monitor the usage of long-term and short-term bicycle parking spaces and if necessary provide additional parking spaces. e) Provide shower and locker facilities in a central location that can be accessed by all site employees.
Parking Supply	**Recommendation Trans-24**: Implement the following strategies to reduce overall parking demand for the Project site and better manage the available parking supply: a) Implement a Transportation Demand Management (TDM) plan to encourage more Project employees to use other travel modes than driving as required by SCA Trans-1. b) Encourage employees to use the least convenient parking spaces such as parking spaces on the top deck of the parking structures and behind the buildings. c) Install an automated parking counting system including variable message signs to inform motorists of the number of parking spaces

Table 2-2: Summary of Non-CEQA Recommendations

	available in the structured parking facilities and reduce potential traffic circulation. d) Implement strategies to manage parking demand and supply during the peak December periods. Potential options to consider include the following:: • Provide attendant parking for employees and/or customers. Automobiles can park in the drive aisles with attendant parking and increase the overall parking capacity of the site. • Provide remote parking for site employees.
Truck Access and Circulation	**Recommendation Trans-25:** Implement a loading management program to ensure that truck deliveries for all Project buildings can be accommodated with minimal disruptions to pedestrian, bicycle, and automobile access, circulation and parking throughout the site. The loading management program should identify loading areas for all Project buildings and truck waiting areas when truck loading areas are occupied.
Neighborhood Cut-Through Traffic	**Recommendation Trans-26**: The Project applicant shall submit a neighborhood traffic-calming plan for City review and approval. The Project applicant shall monitor traffic volumes and speeds on the following roadways before and after the completion of the proposed Project. • Whitmore Street between Gilbert Street and Broadway • Gilbert Street between 41st Street and Pleasant Valley Avenue • Terrace Avenue between 41st Street and Mather Street • Mather Street between Broadway and Montgomery Street • John Street between Gilbert Street and Piedmont Avenue • Ridgeway Avenue between Broadway and Piedmont Avenue • Montgomery Street between 41st Street and Pleasant Valley Avenue • Howe Street between 41st Street and Pleasant Valley Avenue • Desmond Street between 51st Street and Coronado Avenue • Coronado Avenue between Desmond Street and Broadway The Project applicant shall collect traffic volume and speed data via pneumatic tubes for a seven-day period on the streets identified above at the following times: • "Before" data - Prior to start of construction on the Project site • "After" data - Within six to eighteen months after the reconstructed shopping center has reached 80 percent or more occupancy Both sets of data shall be collected when local schools are in normal session. To the extent feasible, the "after" data should be collected during the same time of the year as the "before" data to minimize seasonal fluctuations in traffic volumes. Based on comparison of "Before" and "After" data, the above street segments may be eligible for implementation of traffic calming strategies, such as speed humps or other traffic calming devices, roadway closures, or temporary or permanent turn restrictions. In consultation with local residents, based on standard engineering practices, and in accordance with all legal requirements, the City will

Table 2-2: Summary of Non-CEQA Recommendations

	determine: • If the cut-through issues on the street(s) identified above can be resolved through implementation of traffic calming strategies • The appropriate strategy, location, and effectiveness of the strategy for each identified street segment • Potential secondary effects of the selected strategies In the event that monitoring results indicate the need for traffic calming measures and City staff recommends the implementation of such measures, the Project applicant shall implement the approved traffic-calming plan.

3

List of Commenters on the Draft EIR

Public Agencies Commenting In Writing

The following is a list of written correspondence received by the City of Oakland from various public agencies providing comments on the Safeway Redevelopment Project: Broadway and Pleasant Valley Avenue Draft EIR:

- Letter #1: California Department of Transportation (Caltrans) – Letter from Erik Alm, District Branch Chief, Local Government – Intergovernmental Review, dated February 25, 2013.
- Letter #2: Alameda County Transportation Commission (ACTC) – Letter from Beth Walukas, Deputy Director of Planning, dated January 28, 2013.
- Letter #3: East Bay Municipal Utility District (EBMUD) – Letter from William R. Kirkpatrick, Manger of Water Distribution Planning, dated February 22, 2013 and Letter from William R. Kirkpatrick, Manger of Water Distribution Planning, dated July 16, 2009.
- Letter #4: Alameda-Contra Costa County Transit District (AC Transit) – Letter from David Armijo, General Manager, dated February 25, 2013.

Organizations and Individuals Commenting in Writing

In addition to the comments received from public agencies, a number of private organizations and individuals have submitted written comments on the Draft EIR. These organizations and individuals include the following:

- Letter #5: Rockridge Community Planning Council (RCPC) – Letter dated February 25, 2013.
- Letter #6: Piedmont Avenue Neighborhood Improvement League (PANIL) – Letter dated February 25, 2013.
- Letter #7: Urbanists for a Livable Temescal Rockridge Area (ULTRA) – Letter received by City of Oakland on February 25, 2013.
- Letter # 8: Walk Oakland-Bike Oakland (WOBO) - Received by City of Oakland on February 25, 2013.
- Letter #9: Oakland Bicycle and Pedestrian Advisory Committee: Letter dated February 24, 2013.
- Letter #10: East Bay Bicycle Coalition – Letter dated February 24, 2013.
- Letter #11: Oakland Builders Alliance – Letter dated January 18, 2013.

- Letter #12: Sustainable Business Alliance – Letter dated February 25, 2013.
- Letter #13: Clareview Homeowners Association and Top of Monty Neighborhood Group – Letter signed by Margaret J. Stone dated February 25, 2013.
- Letter #14: Charles R. Green – Letter dated February 25, 2013.
- Letter #15: Matt Bjork – Letter received by City of Oakland on February 25, 2013.
- Letter #16: Peg Stone – Email dated February 14, 2013.
- Letter #17: Leal Royce Charonnat – Letter dated February 25, 2013.
- Letter #18: Rachel Grossman – Email dated February 25, 2013.
- Letter #19: Donna Turner – Email dated February 25, 2013.
- Letter #20: Sam Borgeson – Letter received by the City of Oakland on February 26, 2013.
- Letter #21: C Peppers Celaya – Email dated February 25, 2013.
- Letter #22: Sue Feinstein – Email dated February 15, 2013.
- Letter #23: Edwin Oyarzo – Letter dated February 16, 2013.
- Letter #24: Jovida Ross – Email dated February 20, 2013.
- Letter #25: Maria Martinez – Email dated February 20, 2013.
- Letter #26: Merrian Goggio Borgeson – Letter dated February 20, 2013.
- Letter #27: Don Kinkead – Email dated February 20, 2013.
- Letter #28: Eric Crystal – Letter dated February 21, 2013.
- Letter #29: Jace Levinson – Email dated February 21, 2013.
- Letter #30: Eli Yablonovitch – Email dated February 25, 2013.
- Letter #31: Charles Dithrich – Email dated February 25, 2013.
- Letter #32: Carol Veneu – Email dated February 25, 2013.
- Letter #33: Gail Truman – Email dated February 25, 2013.
- Letter #34: Henry Lutzky – Email dated February 25, 2013.
- Letter #35: Henry Hoogenbosch – Email dated February 25, 2013.
- Letter #36: Dawn Piper – Email dated February 25, 2013.
- Letter #37: Dorothy Mackay-Collins – Email dated February 25, 2013.

- Letter #38: Matthew Sills – Email dated February 25, 2013.
- Letter #39: Rolland Meyers – Email dated February 25, 2013.
- Letter #40: Mary Meyers – Email dated February 25, 2013.
- Letter #41: Ursula Pieper – Email dated February 25, 2013.
- Letter #42: Brad Newsham – Email dated February 25, 2013.
- Letter #43: Beth Johnke – Email dated February 25, 2013.
- Letter #44: Colleen Lang – Email dated February 25, 2013.
- Letter #45: Karen Hester: Email dated February 25, 2013.
- Letter #46: Catherine Merschel – Email dated February 25, 2013.
- Letter #47: Leslie Correll - Email dated February 25, 2013.
- Letter #48: Brenda Foust – Email dated February 25, 2013.
- Letter #49: Eli Yablonovitch – Email dated February 24, 2013.
- Letter #50: Rachel Grossman: - Email dated February 25, 2013.
- Letter #51: Kelly, Matt and Lucy Garmur – Letter dated February 19, 2013.
- Letter #52: Naomi Hatkin – Email dated February 25, 2013.
- Letter #53: Dan Harvitt – Email dated January 16, 2013.
- Letter #54: Cato Thornton – Email dated March 4, 2013.
- Letter #55: Shirley Lutzky – Email dated March 21, 2013.
- Letter #56: Larry Mayers – Email dated March 22, 2013.
- Letter #57: Gail Cooper – Letter received by City of Oakland on February 25, 2013.
- Letter #58: Michael O'Connell – Email dated February 25, 2013.
- Letter #59: Petition Supporting Proposed Project: Received by City of Oakland on February 20, 2012 – multiple signatures.

Commenters at the Planning Commission Public Hearing

The following is a list of persons who provided verbal comments on the Draft EIR at the public hearing before the Planning Commission held on February 20, 2013. Speakers, including Planning Commissioners, are listed generally in order of presentation.

PC Speaker 1: Stuart Flashman, representing Rockridge Community Planning Council

PC Speaker 2: Valerie Weinmiller, representing Piedmont Avenue Neighborhood Improvement League

PC Speaker 3: Gayle Cooper

PC Speaker 4: Matt Bjork

PC Speaker 5: Jean Kramer, representing STAND

PC Speaker 6: Larry Mayers, representing Urbanists for a Livable Temescal Rockridge Area

PC Speaker 7: Dave Campbell, representing the East Bay Bicycle Coalition

PC Speaker 8: Lois Ramirez

PC Speaker 9: Karen Hestor

Planning Commissioners

Commissioner Moore

Commissioner Coleman

Commissioner Patillo

4

Master Responses to Frequent Comments

Many comments received by the City on the DEIR addressed the same, or very similar issues regarding certain physical environmental effects associated with the proposed Project. This section of the Response to Comments document contains master responses to those comments on the following, frequently raised issues:

- A desire for the Project to incorporate residential use as part of a mixed-use development at the site, rather than redeveloping the site with only retail and commercial uses as proposed. Many of the comments indicated that such a mixed-use alternative would be environmentally superior to the Project as proposed and thus should be required by the City;

- Various critiques and concerns regarding the Project's architectural design, with comments generally expressing appreciation that the design had been substantially improved as compared to the design included in the 2009 Notice of Preparation, but that further architectural improvements were warranted;

- A request that the Project be required to include a minimum amount of locally-based retail establishments;

- Suggestions that the Project should include more publicly accessible open space, green space and parks to better serve the surrounding neighborhood;

- Questions and concerns regarding the Draft EIR's analysis of greenhouse gas emissions / global climate change, in particular whether the thresholds used in the Draft EIR to determine significant effects are appropriate, and whether the Draft EIR correctly assessed the additional increment of new GHG emissions that would result from the proposed Project;

- Assertions that the traffic analysis presented in the Draft EIR did not adequately address the impacts of cut-through traffic that would use local, neighborhood-serving streets surrounding the Project site as an alternative route to the more heavily congested arterial roadways, together with recommendations as to how these impacts might be further mitigated through neighborhood-based traffic calming measures;

- Comments suggesting that impacts pertaining to on-site circulation conflicts, particularly conflicts between vehicle circulation and pedestrian/bicycle routes, were not adequately addressed and that further design-based mitigation measures should be required; and

- Suggestions that the Project should improve pedestrian crossings on Pleasant Valley Avenue between Gilbert Street and Piedmont Avenue.

Master Response #1: Adding Residential Uses as a Part of the Project

Environmental Benefits of a Mixed Use Project

Certain commenters, most notably led by representatives of the group Urbanists for a Livable Temescal Rockridge Area (ULTRA), have expressed a strong interest is seeing the Project site developed with a greater mix of land uses, particularly including higher density residential use as part of a mixed-use development plan for the site. The comments suggest that a higher density, mixed-use project which incorporates residential use on the site would have substantial environmental benefits as compared to the proposed Project; would be more compatible and in character with surrounding neighborhoods; and would represent sound long-term planning strategy for the site consistent with the City General Plan and other city planning programs.

The Alternatives chapter of the Draft EIR included an alternative to the Project, titled Alternative 5: Concept with Residential Emphasis (ULTRA Plan). This alternative included a conceptual site plan put forth by ULTRA in its July 27, 2009 letter responding to the original NOP (see Figure 5-5 of the Draft EIR). Alternative 5, as defined in the Draft EIR, would involve the demolition of all of the existing buildings, construction of a new Safeway store and other retail amounting to a total of 121,000 square feet of commercial space, plus construction of up to 349 residential units in both residential-only and mixed-use buildings. Under this alternative, the new Safeway store would be located along Broadway next to a new transit plaza. Safeway's "boutique" shops (i.e., deli, bakery, butcher shop, pharmacy, floral, specialty drinks, banking) would front onto Broadway and the transit plaza, with access from both the main store and the street. Live/work homes/offices would front on Pleasant Valley Avenue. Townhouses and flats would line the parking garage, fill the upper stories above the Safeway store and other retail, and occupy the area by the quarry pond. Three-story townhouses with garages on alleys would occupy the more remote portion of the site, where the CVS Pharmacy building now stands, organized around a central park.

The traffic analysis for this alternative concluded that Alternative 5 would generate about 85 weekday PM peak hour vehicle trips (about 20% of the 436 weekday PM peak hour vehicle trips as projected for the proposed Project), with virtually no increase in weekend peak hour trips over the existing baseline condition. Alternative 5 would reduce traffic impacts at Broadway/51st Street/Pleasant Valley Avenue and at Piedmont Avenue/Pleasant Valley Avenue. Impacts at these intersections would change from significant and unavoidable under the proposed Project, to less than significant under this alternative. However, traffic impacts would remain significant and unavoidable at Howe Street/Pleasant Valley Avenue and at Broadway/51st Street/Pleasant Valley Avenue under cumulative 2035 conditions.

The Draft EIR concluded that this alternative (Alternative 5: Concept with Residential Emphasis) would be the environmentally superior alternative in the absence of a No Project alternative. It would generate fewer vehicle trips as compared to all other alternatives evaluated in the Draft EIR.

Meeting Project Objectives

The Draft EIR indicated that Alternative 5, though environmentally superior to the proposed Project, would not achieve many of the basic Project objectives. CEQA requires an analysis of alternatives that would feasibly attain most of the basic objectives of the Project. The overall Project objective is to redevelop the Project site to support development of a new Safeway store and to add new commercial space at the site.

The specific Project objectives which would not be attained under the alternative concept with a residential emphasis (Alternative 5 from the Draft EIR) would include:

- Revitalizing the 15.4-acre site through phased redevelopment of the existing 1960s suburban style commercial development, with a vibrant urban shopping environment composed of an approximately 65,000 square foot Safeway store and approximately 228,000 square feet of net leasable space for retail, restaurant, office, and associated uses.

- Providing a more functional and efficient shopping area configuration by improving access and walkability to create a sense of place where customers can enjoy amenities from all the retailers within the center, thereby enhancing the overall shopping experience.

- Constructing an urban infill development that accommodates a larger grocery store anchor than currently exists and that attracts and retains other high-quality retail tenants, including those that will provide shopping options to local customers that are not currently available in the City.

- Constructing a retail development that will provide significant benefits to the City and community in terms of increased employment opportunities, tax revenues and shopping opportunities.

- Coordinating development in phases in order to meet both current and expected future retail market demands.

- Providing several hundred construction jobs as well as approximately 70 new union jobs with Safeway and approximately 170 new positions with the expansion of the retail center.

- Complying with all applicable agreements pertaining to the property, including the terms of a land lease that precludes development of housing on the site.

PDC (the Project sponsor) has indicated to staff that they are not interested in building any project that does not accomplish these basic Project objectives.

Feasibility of a Mixed-Use Alternative

Pursuant to CEQA Guidelines, an EIR need not consider every conceivable alternative to a project, but it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible (§15126.6).

PDC representatives have also indicated in public statements that, even if another alternative were to be designed that could accomplish their basic objectives and that would also add a residential component, they are precluded from developing housing on the site by applicable agreements pertaining to the property. Neither PD Center nor Safeway, Inc. owns the Project site, and the terms of their land lease with the property owner preclude residential use. Under these lease terms, a mixed-use project that would include residential use is infeasible.

During the February 20, 2013 public hearing to accept public comments on the Draft EIR, the Planning Commission directed staff to attempt to arrange a meeting with the Project sponsors and the landowner in an effort to determine whether these private lease terms, which preclude residential use of the property, could be changed to allow a mixed use project. Staff indicated that they would attempt to hold such a meeting. However, staff has received a letter from the landowner's representative that declines a meeting (see **Appendix A**). The letter indicates that the landowner is not a real estate developer and has no

professional competency to discuss retail or residential matters, and is prohibited from discussing the confidential lease terms with other third parties. Staff cannot compel private parties to attend meetings, nor can they compel the parties to agree to change the terms of their private and confidential agreements. Staff has been unable to hold such a meeting, and the terms of the lease agreement remain. Under the terms of the effective lease agreement, residential use of the Project site continues to be precluded. A mixed-use alternative, either Alternative 5 as studied in the Draft EIR or a re-designed alternative adding residential use to a larger retail project which meets the Project sponsor's objectives remains infeasible under the terms of the currently effective private lease agreement.

Master Response #2: Architectural Design/Updated Project

Numerous commenters expressed concerns regarding the Project's architectural design, suggesting that the architectural character of proposed buildings was too suburban and not in character with the Project site's more urban setting. Comments also suggested that greater attention should be paid to architectural design elements. Outside of the environmental review process, the Project sponsors have been before the City Planning Commission's Design Review Committee to present their architectural design proposals for the Project, and the Design Review Committee expressed similar concerns regarding the Project's architectural designs at those opinions expressed at public workshops and presentations.

In response to those comments, the Project sponsor has retained a new architect and has developed new architectural treatments for the proposed buildings. These new architectural designs primarily address the exterior "skin" (i.e., materials, colors and articulation) of the proposed buildings, but do not materially alter the overall size of the Project and do not result in changes to the site plan, building massing or any other factors of the buildings that might result in new or more substantial environmental effects. The updated architectural designs for the proposed Project are shown on **Figures 4-1** through **4-6** and summarized below in **Table 4.1**.

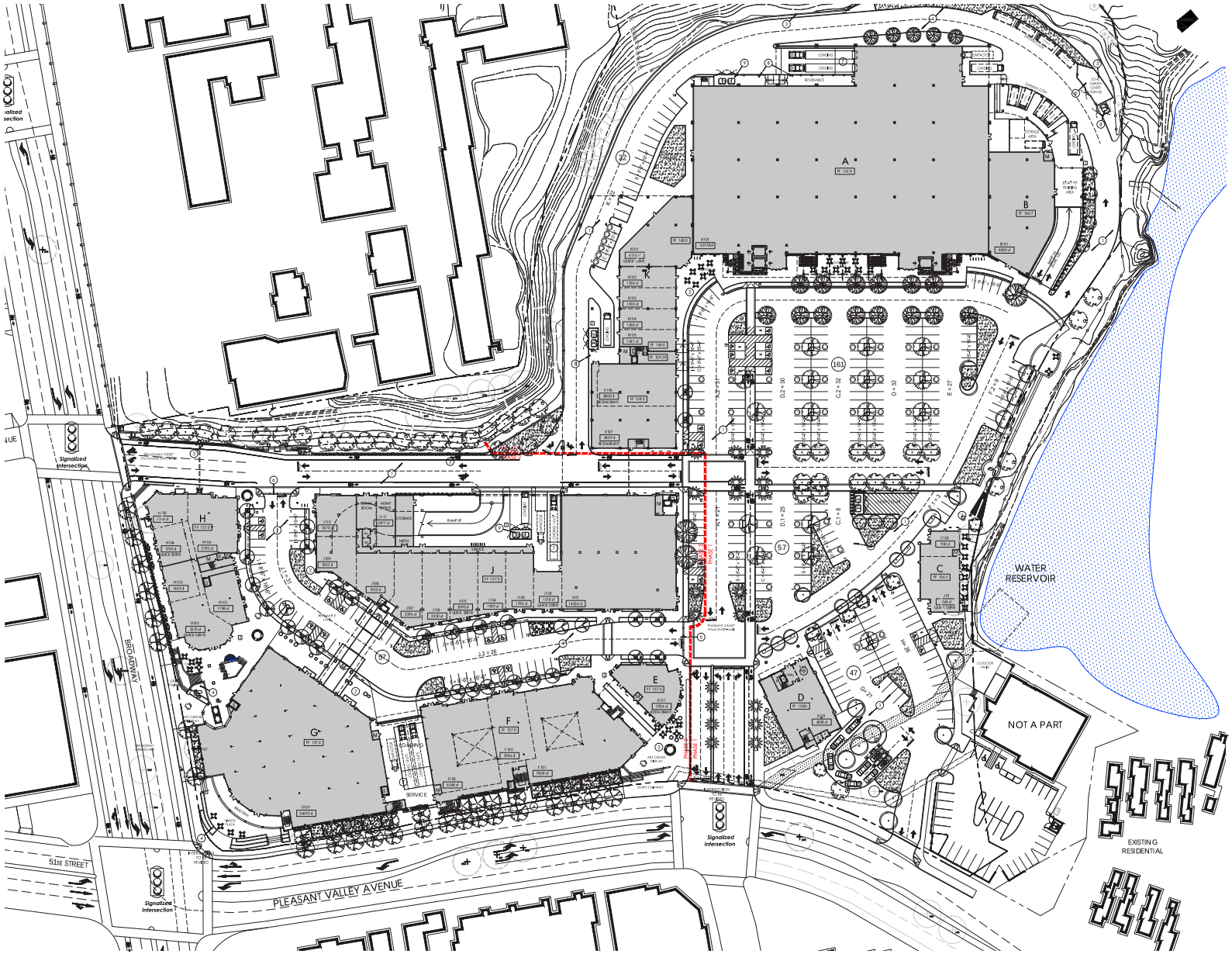


Figure 4-1
Updated Project Site Plan, Ground Floor

Source: JRDV, International

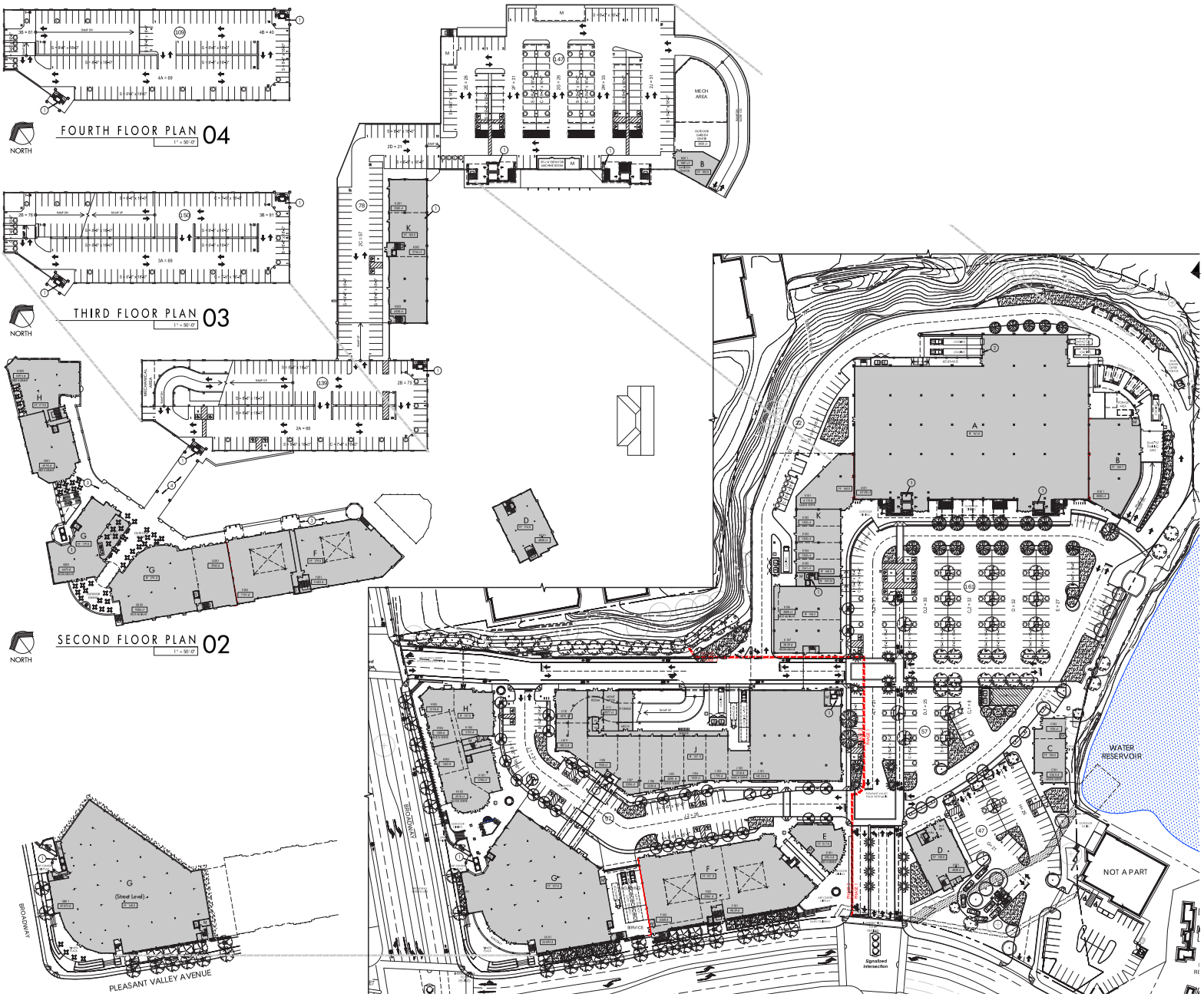


Figure 4-2
Updated Project Site Plan, Upper Levels and Street Level

Source: JRDV, International

Figure 4-3
Proposed Project, Rendering at Broadway / Pleasant Valley Avenue

Source: JRDV, International

Figure 4-4
Proposed Project, Aerial Rendering

Source: JRDV, International

Pleasant Valley Avenue / Broadway

Pleasant Valley Avenue / before Gilbert

Pleasant Valley Avenue / Gilbert

New Safeway Store

Figure 4-5
Pleasant Valley Avenue, Elevation Views

Source: JRDV International

Broadway / Coronado

Broadway / Pleasant Valley Avenue

Figure 4-6
Broadway, Elevation View

Source: JRDV International

Table 4-1: Updated Project Design, Proposed Buildings and Uses (square feet)

Building # (Figure 3-8)	Grocery (Safeway)	Gym	Retail	Rstrnt.	Office	Bank/ Finance	Patio	Total Building Area
A	64,223							64,223
B 1st Floor			8,167				3,000	13,113
B 2nd Floor			1,946					
C			992	2,458			1,080	4,530
D (3 floors)						13,517		13,517
E				2,998				2,998
F 1st Floor			19,602					36,673
F 2nd Floor			17,071					
G 1st Floor		30,311	25,220					76,913
G 2nd Floor				16,127	4,166		1,090	
H 1st Floor			12,033					23,110
H 2nd Floor				10,710			368	
J			31,144		3,214			34,358
K 1st Floor			10,407	8,452				27,319
K 2nd Floor					8,460			
Subtotal	**64,223**	**30,311**	**126,581**	**40,744**	**15,840**	**13,517**	**5,538**	**296,753**
Common Space [1]								34,189
Total								**330,942**

[1] Includes loading dock (Building G), walkways, common areas, circulation and service. Of the total 330,942 square feet, 296,753 square feet would be gross leasable floor area, and approximately 34,189 square feet would be common space.

Aesthetic Impacts

The Draft EIR included an analysis of aesthetic impacts of the proposed Project, pursuant to City of Oakland's CEQA threshold criteria. Specific to the issue of scenic resources, the City's thresholds indicate that a project would result in a significant impact related to aesthetics if it would have a substantial adverse effect on a public scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or locally designated scenic highway; or substantially degrade the existing visual character or quality of the site and its surroundings. The conclusions from the Draft EIR indicated that the proposed Project's impacts on aesthetic resources would be less than significant. Similar to the conclusions presented in the Draft EIR, the updated Project design would also have a less than significant effect on aesthetic resources, specifically as to the following:

- Views from the Project site have not been identified as scenic vistas or important visual resources in the Oakland General Plan or by a regulatory agency with jurisdiction over the site. As a result, development of the updated Project design would not significantly alter scenic vistas.

- No scenic resources have been formally identified at the Project site, and development of the updated Project design would have no adverse effects on any formally-identified scenic resources. The loss of on-site and off-site trees will be compensated by replacement plantings as proposed by the Project and as required pursuant to City of Oakland Standard Conditions of Approval. The prominent rock outcroppings and significant geologic features which remain from prior quarrying activities at the site will not be substantially disturbed by the Project other than through the addition of lower retaining walls and removal of loose rock from the side slopes.

- The visual character of the Project site and its surroundings would change as a result of the updated Project design, but the general character of the site would remain as a commercial shopping center. The updated Project design would not substantially degrade, but rather would improve the existing visual character and quality of the site and its surroundings.

The Draft EIR also indicated that the Planning Commission will ultimately determine whether the design of the Project is appropriate and adequate. An evaluation of the Project as described in the Draft EIR against the Design Review Findings as found in Section 17.136 of the Oakland Municipal Code was also provided in the Draft EIR. This evaluation was not intended to pre-suppose the Planning Commission's determination, but was provided to indicate the environmental factors that may be applicable toward that determination. Similar to the conclusions presented in the Draft EIR:

- The architectural style of each building in the updated Project design is similar in appearance and detail, and new buildings would be well related to one another in regard to architectural style and grouping. The buildings in the updated Project design would result in a well-composed design. The updated Project design's architectural style is unique to the Project and its site.

- New building placement along the frontages of Broadway and Pleasant Valley Road would replace and improve upon the current views of the parking lots, and new landscaping along the easterly edge of the site would improve and enhance the aesthetic value of the adjacent quarry pond. New landscaping and hardscape improvements throughout the Project site would improve upon the total Project site setting as seen from key points in the surrounding area.

- The updated Project design is consistent in all significant respects with the policies of the City of Oakland's General Plan, including the Land Use and Transportation Element and all other applicable General Plan elements.

- With the exception of the need for a minor variance for height limits, the updated Project design is consistent with the applicable regulations of the Zoning Ordinance. The proposed height limit variance would not introduce any adverse physical environmental effects.

Traffic Impacts

The updated Project design, as shown on Figure 4-1, includes an additional approximately 3,500 square feet of space that was not accounted for in the traffic impact analysis presented in the Draft EIR (296,753 square feet under the updated Project design versus approximately 293,233 square feet under the original Project). As shown in Table 4-2, this additional space would result in nine additional PM peak hour trips on weekdays, and ten more Saturday peak hour trips than were estimated in the Draft EIR. This corresponds to an increase of about two percent over the trip generation estimated in the Draft EIR.

This additional traffic would not result in new significant impacts, would not substantially increase the severity of previously identified significant traffic impacts, and would not reduce the effectiveness of those identified mitigation measures in reducing certain significant traffic impacts to less than significant

levels. In addition, the additional traffic would not increase the severity of the identified significant and unavoidable impacts because the additional increase in traffic is very small and within the typical day-to-day fluctuation in traffic volumes and would not be noticeable.

Table 4-2:
Updated Project Design - Trip Generation Estimates – (net new vehicle trips)

Land Use	ITE Code	Units[1]	Weekday PM Peak Hour			Saturday PM Peak Hour		
			In	Out	Total	In	Out	Total
Net New Safeway Trips[2]	850	17.0 ksf	57	55	112	94	90	184
Proposed Net New Retail[3]	820	181.5 ksf	455	494	949	657	606	1,263
Existing CVS[4]	n/a	-87.2 ksf	-156	-178	-334	-211	-263	-474
New Project Trips			356	371	727	540	433	973
Pass-By Vehicles[5]			*-123*	*-123*	*-246*	*-126*	*-126*	*-252*
Internalized Trips[6]			*-18*	*-18*	*-36*	*-39*	*-39*	*-78*
Net New Project Trips			***215***	***230***	***445***	***375***	***268***	***643***
Draft EIR Project Trips			***211***	***225***	***436***	***369***	***264***	***633***
Net Difference			***4***	***5***	***9***	***6***	***4***	***10***

1. KSF = 1,000-square feet
2. See Table 4.3-11 of Draft EIR.
3. Trip generation based on Institute of Transportation Engineers (ITE), *Trip Generation*, (8th Edition) regression equations for Shopping Center (Land Use Code 820) :

   Weekday PM: Ln(T) = 0.67 Ln(X) + 3.37; Enter = 49%, Exit = 51%

   Saturday PM: Ln(T) = 0.65 Ln(X) + 3.76; Enter = 52%, Exit = 48%

   Where: T = trips generated, X = 1,000 square feet, Ln = natural log
4. Data based on peak hour counts collected on June 6 and June 7, 2008.
5. Trip pass-by rate based on Institute of Transportation Engineers (ITE), *Trip Generation Handbook* average pass-by for Shopping Center (Land Use Code 820). Average Weekday pass-by rate: 34%; average Saturday pass-by rate: 26%.
6. Based on intercept survey results, average internalization rates were 5% for weekday and 8% for Saturday

Source: Trip Generation (8th Edition), ITE, 2008; and Fehr & Peers, 2013.

Other Environmental Considerations of the Updated Project Design

The City Planning Commission will ultimately determine whether the currently proposed architectural designs are superior to those designs as presented in the Draft EIR, and whether the updated Project designs are appropriate and adequate.

The CEQA assessment of aesthetics impacts resulting from the updated Project design remains the same as presented in the Draft EIR. The updated Project design would not change any of the conclusions regarding aesthetic impacts or traffic impacts as presented in the Draft EIR. Similarly, the updated Project design would not materially alter any of the other conclusions regarding other types of potential environmental effects. The currently proposed buildings are of similar size as those analyzed in the Draft EIR, and would not generate any new or substantially different impacts related to air quality, greenhouse

gas emissions, noise, public services or utilities beyond those analyzed in the Draft EIR. The updated Project design's buildings are also in the same general locations and of similar massing as the buildings analyzed in the Draft EIR, and would not generate any new or substantially different impacts related to biology, geology, hydrology, cultural resources, land use or hazardous materials beyond those analyzed in the Draft EIR.

Master Response #3: Locally-Based Retail

Certain commenters expressed concerns that the Project could potentially jeopardize the economic viability of certain existing locally-based retail establishments, which might lead to significant urban decay impacts, and some commenters suggested that the Project sponsor (PD Centers) should be required to make special accommodations to include locally based retail establishments within the Project.

Urban Decay

Urban decay refers to the potential for certain retail projects to lead to a downward spiral of store closures and long-term vacancies in existing buildings, thus contributing to adverse physical impacts on the environment. It is important to note that under CEQA, a project's economic impacts on a community are only considered significant if they lead to adverse physical changes in the environment, specifically urban decay. For the purpose of the ALH Economics analysis, urban decay is defined as, among other characteristics, visible symptoms of physical deterioration that invite vandalism, loitering, and graffiti that is caused by a downward spiral of business closures and long-term vacancies. The outward manifestations of urban decay include, but are not limited to plywood-boarded doors and windows, parked trucks and long-term unauthorized use of the properties and parking lots, extensive gang and other graffiti and offensive words painted on buildings, dumping of refuse on site, overturned dumpsters, broken parking barriers, broken glass littering the site, dead trees and shrubbery together with weeds, lack of building maintenance, homeless encampments, and unsightly and/or dilapidated fencing.

The City of Oakland commissioned a comprehensive urban decay study of the proposed Project by ALH Urban & Regional Economics (ALH Economics). The Urban Decay study was included as Appendix 4.1 in the Draft EIR. In short, the ALH Economics Urban Decay study concluded that the Project will not result in any significant urban decay impacts, either on an individual or cumulative basis.

The purpose of the ALH Economics study was to assess the economic impact and potential for urban decay resulting from redevelopment of the Rockridge Shopping Center located at the intersection of Pleasant Valley Avenue/51st Street and Broadway in Oakland, California. Site redevelopment will include relocation and expansion of the shopping center's existing Safeway supermarket within the site as well as the demolition of other existing retail space, and development of a net increment in total retail space. The Project is part of an effort by Safeway Stores to upgrade many of its Northern California Safeway stores to provide quality perishables such as produce, meat, delicatessen, bakery, prepared foods, and floral department. Such stores additionally include unique merchandising fixtures and a variety of island displays with specialty items.

This study estimated the potential impacts of the Project's tenants on existing retailers in the Project's market area and other potentially affected areas, primarily in the form of diverted sales from existing retailers. The study estimated the extent to which the opening of the Project and other cumulative retail projects may or may not contribute to urban decay pursuant to potential store closures attributable to existing retailer sales diversions.

ALH Economics focused on determining whether or not physical deterioration would likely result from the opening of the Project and other cumulative retail developments in reaching a conclusion about urban decay. The conclusion is based on consideration of current market conditions, findings regarding diverted sales, and regulatory controls. Highlights of these findings are as follows:

Current Market Conditions:

The field research and market research indicated that retail market conditions are strong in the market area. The City of Oakland has a low retail vacancy rate, with few vacancies in the market area's major commercial shopping nodes. This indicates that while there are a few such properties, long-term retail vacancy is not a prevalent issue in the market area. There are limited retail properties in Piedmont and thus no appreciable retail vacancy in Piedmont. Existing retail vacancies generally appear well-maintained and retail vacancies in the market area are typically absorbed quickly, especially in the market area's major retail shopping districts. There are only limited instances of poorly maintained retail vacancies within the market area.

Diverted Sales and Additional Retail Leakage:

ALH Economics anticipates that despite the Project's sales impacts, especially in the food & beverage category, existing retailers will not close as a result of the new Project openings. The most competitive existing stores are high retail sales performers and are anticipated to be able to withstand the enhanced competition. However, if any stores do close, the market area is anticipated to be characterized by continued retail leakage in almost all major retail categories. This remaining leakage provides an opportunity for other retailers to enter the marketplace, focused on satisfying unmet retail demand. Given the size of Oakland's retail market, over 200,000 incremental square feet would need to become vacant to increase Oakland's retail vacancy rate by 1.0%. Even with this level of increment, the Oakland retail market would still be operating at a healthy overall vacancy rate.

Sales Impacts

The Urban Decay Study also found that the Rockridge Safeway Project has the potential to divert $14.2 million in sales from existing market area retailers. This sales volume includes all of the Project's anticipated $10.9 million in food sales generated by market area residents, as well as $3.3 million in home furnishings & appliances sales.

The market area is characterized by food sales attraction. Consequently, the analysis conservatively assumed that any Project food sales generated by market area residents will occur to the detriment of existing food & beverage retailers in the market area. The study anticipates that grocery stores with conventional and upscale orientations are most susceptible to sales impacts from the expanded Rockridge Safeway store given the store's repositioning as a Lifestyle brand store, which is considered more upscale than the standard Safeway stores. It is possible that some or all of the existing food & beverage stores in the market area might incur some degree of sales impacts following the redevelopment of the Rockridge Safeway store, as shoppers explore the broader options available at the expanded store while still continuing to shop at these other stores. It will be incumbent upon existing stores, especially smaller stores, to continue to provide quality service and products to retain their loyal customers. Even with the greater volume of goods that will be available at the expanded Safeway, all of the smaller niche stores are anticipated to continue to provide customer service and product selection not typically thought of by customers of these stores as being available at Safeway.

Because of their strong performance, the relatively low volume of sales impacts, and number and geographical dispersion of the potentially impacted stores, all of the conventional, upscale, and niche food stores are anticipated to be able to withstand the competition from the expanded Safeway store. Most of

these stores are strong performers with a strong customer base, especially the larger stores. As experienced retailers, they are anticipated to be able to counterbalance product-based sales losses with new merchandising strategies, and thereby retain loyal customers. In conclusion, existing grocery and food stores are not anticipated to experience sales impacts attributable to the Project so severe as to induce store closure. Impacts are anticipated to be spread widely, dispersed among a range of existing food stores. Moreover, the stores anticipated to experience the greatest impacts are the stores achieving among the highest sales performance, with these high sales buffering the potential impacts of any prospective sales losses.

Conclusions

Based upon these findings, ALH Economics concludes that the Rockridge Safeway expansion Project will not cause or contribute to urban decay.

Accommodating Locally-Based Retail Establishments

The City of Oakland does not have any policy or regulatory-based requirements which either requires a certain amount or percentage of locally-based retail participation in new commercial projects, or which limit the establishment of new, national chain store-type businesses. The City of Oakland understands and fully appreciates the positive contributions that locally-based retail establishments provide by way of job opportunities, sales tax revenues, economic multiplier effects and increased reinvestment back into the local community. However, the City has no legal means by which to compel developers or project applicants to provide any special accommodations for locally-based retail establishments within their projects.

In their public statements regarding the Project, the Project sponsor's representatives from PD Centers have expressed their interest and willingness to accept proposals from any locally-based retail establishment that may wish to lease space at the Project, and has indicated that they will evaluate such proposals according to their own criteria, which may include a business-based preference for locally-based stores.

Comments and opinions regarding the preferences for locally-based retail establishments will be presented to the Planning Commission for their consideration on the merits of the proposed Project, but do not raise any issues which would result in new or more substantial environmental impacts, or questions regarding the adequacy or accuracy of the CEQA document.

Master Response #4: Public Spaces

Several commenters have suggested that the City should require the Project to set aside a certain portion of the site for public recreational uses, such as a new park or playground; or an area for public gatherings and activities such as farmers' markets or craft fairs.

As presented in the Draft EIR (page 4.13-6), existing public parks in the vicinity of the Project site include Frog Park (approximately ¾ mile from the site), Rockridge Park (approximately 1 mile from the site), Ostrander Park (approximately 1.5 mile from the site), and the Lake Temescal Regional Recreation Area (approximately 2 miles from the site). The Draft EIR concluded that the Project would not increase the use of these existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of those existing facilities would occur or be accelerated. The Project's effect on parks and recreation facilities would be indirect, resulting from the increase in employment opportunities and shoppers at the site, but that the expected increase in park usage would be very minor and that existing parks offer substantial capacity for increased use.

The Draft EIR also described that the Project would expand on the existing pedestrian and bicycle network for the site, and would include a number of public gathering places and plazas. The main plazas are located along Broadway at the Pleasant Valley Avenue intersection. The internal street also has a number of smaller plazas and gathering places, including wide sidewalks for outdoor cafes and public seating. The landscaped edge near the adjacent quarry pond will have two smaller plazas which serve as scenic outlooks over the quarry pond.

While the commenters may perceive there to be a shortage of public spaces for recreational activities in the area, the Draft EIR did not find that the Project would adversely affect any of these existing parks or recreational facilities. The commenters on this topic did not raise any specific disagreement with this conclusion of the Draft EIR, but rather made their suggestions based on perceived recreational needs and preferences for the site. Comments and opinions regarding the perceived need or preference for a public space to be set aside as part of the Project will be presented to the Planning Commission for their consideration on the merits of the proposed Project, but do not raise any concerns on the adequacy or accuracy of the CEQA document.

Master Response #5: Greenhouse Gas / Global Climate Change

Thresholds Used in the Draft EIR

Several comments on the Draft EIR suggested that the thresholds used to assess greenhouse gas/global climate change were inappropriate, given that these thresholds had originally been recommended by the Bay Area Air Quality Maintenance District (BAAQMD) in its California Environmental Quality Act (CEQA) Air Quality Guidelines adopted in June 2010 and last updated in May 2012, but which have been subsequently vacated by court order, due to the courts determination that BAAQMD had not complied with CEQA in adopting its guidelines. However, on August 13, 2013 the California Court of Appeals issued a full reversal of the judgment. In a published ruling, the Court directed that the Superior Court vacate the writ of mandate issued in March 2012.

In determining thresholds of significance, CEQA Guidelines Section 15064.7 indicates that "Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects." At the time the Notice of Preparation (NOP) for this EIR was published, and throughout the timeframe for subsequent preparation and publication of the Draft EIR and this Response to Comments document, the City of Oakland has relied upon its own thresholds for greenhouse gas emissions. The City's use of these thresholds is consistent with and authorized by CEQA Guidelines Section 15064.7. Oakland's August 2011 *Thresholds of Significance Guidelines* have not been challenged and remain in effect.

CEQA Guidelines also indicate that a lead agency "may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." The City's GHG thresholds are based on the evidence developed by BAAQMD to support their 2010 Thresholds, and on the California Environmental Quality Act Guidelines. Since the BAAQMD thresholds were originally developed for project operation impacts only, the City's methodology of combining both the construction emissions and operation emissions for comparison to the threshold represents a conservative analysis of greenhouse gas emissions impacts. Thus, the Draft EIR's use of the City's GHG thresholds is proper.

Refrigerant Leakage as Part of the Baseline

Commenters questioned the use of existing leakage of refrigerants from the current Safeway store as part of the environmental baseline for calculations.

Pursuant to CEQA Guidelines Section 15125, the environmental setting includes the physical environmental conditions as they exist at the time of issuance of the NOP. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. At the time the NOP for this EIR was published, the baseline condition included use of refrigerants at the existing Safeway store, including their associated leakage.

If a proposed project involves the removal of existing emission sources, BAAQMD recommends subtracting the existing emissions levels from the emissions levels estimated for the new proposed land use. This net calculation is permissible only if the existing emission sources were operational at the time that the NOP for the Project was circulated (or in the absence of an NOP when environmental analysis begins). This net calculation is not permitted for emission sources that ceased to operate, or the land uses that were vacated and/or demolished prior to circulation of the NOP or the commencement of environmental analysis. This approach is consistent with the definition of baseline conditions pursuant to CEQA.

The existing Safeway store was in operation at the time of circulation of the NOP and continues to be in operation today. Therefore its operational characteristics, including refrigerant leakage, are appropriately included in the baseline conditions, pursuant to CEQA. The baseline data was based on actual refrigerant charges for the year at the existing Safeway store, and this data can be found in Appendix 4.2A of the Draft EIR.

Accounting for Reductions in Refrigeration Leaks

Comments on the analysis of GHG impacts of the proposed Project suggest that the analysis inappropriately "credits" the Project with GHG emission reductions due to reduced refrigerant leakage. These comments suggest that such leakage would or should be reduced anyway, through implementation of the City's Energy and Climate Action Plan (ECAP), through regulatory requirements pursuant to the California Air Resources Board's Refrigerant Management Program, and/or pursuant to state law requirements (California Code of Regulations, Title 24, Part 6, Section 120.6). A short summary of the City's ECAP, the ARB's Refrigerant Management Program and California regulations are provided below.

Oakland ECAP

The City of Oakland's Energy and Climate Action Plan (ECAP) was adopted in December of 2012. The ECAP evaluates and prioritizes opportunities to reduce energy consumption and to reduce GHG emissions from government operations and from throughout the community. The ECAP identifies energy and climate goals, clarifies policy direction, and identifies priority actions for reducing energy use and GHG emissions. It sets a reduction target equivalent to 36% below 2005 GHG emissions, to be achieved by year 2020. Based on Oakland's 2005 baseline GHG inventory of approximately 3 million metric tons of carbon dioxide equivalent (CO2e) emissions per year, the reductions necessary to meet the 2020 target will require actions that cumulatively add up to approximately 1.1 million metric tons of CO2e reductions.

ARB's Refrigerant Management Program

California Assembly Bill 32 (AB 32), also known as the California Global Warming Solutions Act of 2006, commits California to reduce GHG emissions to 1990 levels by 2020, and establishes a multi-year regulatory process under the jurisdiction of the California Air Resources Board (ARB) to establish regulations to achieve these goals. To implement AB 32, the ARB is working to reduce GHG emissions from multiple sectors of California's economy. One of these sectors consists of a broad range of sources that emit GHGs that have substantially greater times the climate impact as CO2. These substances, known as high global warming potential substances, are largely used as refrigerants in stationary and mobile source air conditioning and refrigeration. In 2011, the ARB enacted the Refrigerant Management Program rule, which requires frequent inspection of enclosed refrigeration units or installation of automatic leak detection, and requires prompt repair of any detected leaks which would minimize leak rates. Facilities with refrigeration systems that use 2,000 pounds of refrigerant or more are subject to this rule. The refrigeration system at the existing Safeway store is, and the system included as part of the proposed Project would be, subject to this rule.

2013 Building Energy Efficiency Standards

California's building efficiency standards are found in the California Code of Regulations, Title 24 (Title24). These standards are updated on an approximately three-year cycle. The 2013 Standards will continue to improve upon the current 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards will go into effect on January 1, 2014. Included within the 2013 Title 24 Standards are mandatory requirements for commercial refrigeration (Title 24, Part 6, Section 120.6(b), which will apply to retail food stores with 8,000 square feet or more of conditioned area, and that utilize either refrigerated display cases, or walk-in coolers or freezers connected to remote compressor units or condensing units. These new regulations provide requirements for condensers serving refrigeration systems, compressor systems, refrigerated display cases and refrigeration heat recovery. These energy efficiency regulations will have the effect of reducing the energy demands associated with refrigeration units, thereby reducing indirect GHG emissions from energy demands, but they do not address the issue of leaking high global warming potential substances form refrigeration systems.

Analysis of the Project's Net Effect

One of the proposed Project's design features is an improved refrigeration system at the proposed new Safeway store. This improved system would result in a significant reduction in GHG emissions as compared to the baseline refrigeration system currently in use at the Safeway store (a reduction of approximately 2,000 metric tons of CO2e per year). In addition, the Project would be required to comply with all other applicable local, state and federal regulations associated with the generation of GHG emissions and energy conservation. In particular, construction of the Project would be required to meet California Energy Efficiency Standards for Nonresidential Buildings, the requirements of pertinent City policies of the General Plan helping to reduce future energy demand, the City of Oakland's Construction and Waste Reduction Ordinance, and all other regulatory requirements, mitigation measures and Standard Conditions of Approval indicated in the Draft EIR that would reduce GHG emissions.

The analysis conducted for the CEQA review in the Draft EIR correctly provides a comparison of the net new GHG emission totals of the proposed Project, as compared to the existing baseline. The Project's net new GHG emissions are a product of the total emissions generated by all Project emission sources, including emission reductions achieved as a result of the Project's newer equipment. The net physical result of the Project will be a reduction of approximately 2,000 metric tons of CO2e emissions from refrigerant leakage sources. This reduction in refrigerant leakage, combined with the increase in GHG emissions from other elements of the proposed Project (vehicle emissions, electricity usage, etc.) would

result in a net decrease in GHG emissions from the Project, as compared to baseline conditions. Since the Project would not generate an increase of more than 1,100 metric tons of CO2e annually, or more than 4.6 metric tons of CO2e per service population annually, its GHG emissions would not exceed the CEQA threshold and its impacts on global climate change would be less than significant.

Because the Project would result in a reduction in GHG as compared to the baseline, the Project would also assist the City in meeting its 2020 GHG reduction target, and would be consistent with those requirements of the ARB's Refrigerant Management Program specifically intended to assist in meeting the emission reduction goals of AB 32.

Master Response #6: Neighborhood Cut-Through Traffic

Some commenters raised concerns that the proposed Project may cause a substantial increase in traffic on residential streets in the surrounding neighborhoods, and questioned whether the effect of Project-generated traffic on residential streets would constitute a significant effect under CEQA. Residential streets mentioned in these comments primarily include streets south of the Project (between Broadway and Piedmont Avenue) and west of the Project (such as Desmond Street and Coronado Avenue).

As described in the Neighborhood Traffic Intrusion subsection on page 4.11-110, the Draft EIR acknowledges that traffic generated by the proposed Project may use residential streets in the area as cut-through routes to divert from potential congestion on Broadway, Pleasant Valley Avenue/51st Street, and Piedmont Avenue. As described in the Neighborhood Traffic Intrusion subsection, the Draft EIR traffic impact analysis assigned relatively few Project generated automobile trips to the adjacent residential streets, such as Coronado Avenue or Gilbert Street. This is a conservative assumption for the following reasons:

- The criteria used to determine if the Project would result in significant impacts are based on the physical capacity of intersections. Due to the relatively low traffic volumes on residential streets, even if a large amount of Project generated traffic were assigned to residential streets, the traffic volumes would not meet the capacity-based thresholds set by the City of Oakland's significance criteria. Like most cities, the City of Oakland does not have CEQA significance criteria related to quality of life on neighborhood streets.

- Assigning Project traffic to residential streets would reduce the Project traffic volumes assigned to the major streets in the area. Considering that significant impacts identified by the Draft EIR based on street capacity are at intersections on the major streets, such as on Broadway, 51st Street/Pleasant Valley Avenue, and Piedmont Avenue, reassigning Project generated traffic from these streets to the residential streets would potentially reduce the number of identified impacts and mitigation measures along the major streets.

Thus, traffic analysis assumptions used in the Draft EIR are conservative in that they identify the highest number of potential impacts and mitigation measures that would improve traffic operations on the major streets serving the Project site.

Project's Potential for Significant Impacts on Residential Streets

Considering the configuration of the residential streets surrounding the Project site, residential streets south and west of the Project are most likely to experience traffic intrusion due to additional congestion generated by the proposed Project.

The intersections most likely to be affected by cut-through traffic caused by the Project are the intersections of the residential streets on the major arterials as they are the gateways to the neighborhoods and a majority of cut-through routes would start or end at these locations. The Draft EIR analyzed traffic operations at some of these intersections, including Broadway/Coronado Avenue/North Project Driveway (intersection #4 in the Draft EIR), Broadway/45th Street/Whitmore Street (#8), Gilbert Street/Project Driveway/Pleasant Valley Avenue (#17), Montgomery Avenue/Pleasant Valley Avenue (#18), Howe Street/Pleasant Valley Avenue (#19), Piedmont Avenue/41st Street (#21), and Coronado Avenue/51st Street (#26).

The Draft EIR identified significant and unavoidable impacts (Impacts Trans-3, Trans-8, and Trans-13) at the Howe Street/Pleasant Valley Avenue intersection and no other significant impacts at the other intersections mentioned above. Mitigation Measure Trans-3 identified improvements that could mitigate the impact to a less than significant level. However, the mitigation measures would result in secondary effects, including potential increase in cut-through traffic on Howe Street. Therefore, the Draft EIR considered the mitigation measure infeasible and the impact as a significant and unavoidable.

This Final EIR analyzes potential Project impacts at the following additional intersections that provide access to the adjacent residential neighborhoods: Desmond Street/51st Street, Broadway/42nd Street/Mather Street, and Broadway/Ridgeway Avenue. Using the same methodology as the Draft EIR, 2035 intersection traffic volume forecasts were developed. Since these neighborhoods are currently built-out, no growth in traffic volumes is forecasted on the residential streets. Consistent with the Draft EIR, this analysis assigns the majority of growth in traffic to the major streets in the area, such as Broadway and Pleasant Valley Avenue/51st Street.

Table 4-3 summarizes intersection LOS under (unmitigated) Existing, Existing plus Project, and 2035 plus Project conditions, for both the weekday PM and Saturday peak hours (the same time periods analyzed in the Draft EIR; the weekday PM peak hour is from 5:00 PM to 6:00 PM and the Saturday mid-day peak hour is from 12:45 PM to 1:45 PM) based on counts collected on April 25 and April 27, 2013. **Appendix B** provides the LOS calculation sheets.

Table 4-3: LOS Summary, Intersections Providing Access to Adjacent Residential Neighborhoods

Study Intersection	Traffic Control[1]	Peak Hour	Existing Conditions		Existing Plus Project		2035 Plus Project	
			Delay (Seconds)[2]	LOS	Delay (Seconds)[2]	LOS	Delay (Seconds)[2]	LOS
51st Street/ Desmond Street	SSSC	Weekday PM	0.6 (29.5)	A (D)	0.6 (**36.2**)	A (**E**)	2.4 (**> 120**)	A (**F**)
		Saturday MD	0.6 (19.0)	A (C)	0.6 (24.2)	A (C)	0.5 (22.8)	A (C)
Broadway /42nd Street/Mather Street	Signal	Weekday PM	8.6	A	6.7	A	7.4	A
		Saturday MD	9.1	A	6.3	A	7.4	A
Ridgeway Avenue/ Broadway	SSSC	Weekday PM	1.3 (26.3)	A (D)	1.4 (28.5)	A (D)	2.6 (**76.8**)	A (**F**)
		Saturday MD	0.7 (16.7)	A (C)	0.7 (17.9)	A (C)	0.6 (24.1)	A (C)

Notes: **Bold** indicates intersection operating at LOS E or LOS F.

1. Signal = signalized intersection, SSSC = side-street stop controlled intersection.

2. For side-street stop controlled intersections, delay is reported as: intersection average (worst minor street approach); for signalized intersection, the average intersection delay is reported. LOS for both un-signalized and signalized intersections based on 2000 HCM.

Source: Fehr & Peers, 2013.

The signalized Broadway/42nd Street/Mather Street intersection would operate at LOS A during both peak hours under Existing plus Project and 2035 plus Project conditions. The side-street approaches at the side-street stop-controlled Desmond Street/51st Street and Ridgeway/Broadway intersections would operate at LOS F under 2035 plus Project conditions during the weekday PM peak hour.

Based on the City of Oakland significance criteria for un-signalized intersections, a project would have a significant impact at an un-signalized intersection if it would add ten or more vehicles to the intersection and after the project completion the intersection would satisfy the Caltrans peak hour signal warrant.

Table 4-4 summarizes the traffic signal warrant analysis under Existing, Existing plus Project, and 2035 plus Project conditions at the two un-signalized intersections where the side-street approach is projected to operate at LOS F. Since neither intersection would meet the peak hour signal warrant, the Project would not cause a significant impact at these intersections.

Table 4-4:
Peak Hour Signal Warrant Analysis Summary

Intersection	Current Control[1]	Peak Hour Warrant Met?		
		Existing Conditions	Existing Plus Project	2035 Plus Project
51st Street/ Desmond Street	SSSC	No	No	No
Ridgeway Avenue/ Broadway	SSSC	No	No	No

SSSC = side-street stop-controlled intersection

Source: Fehr & Peers, 2013.

Potential for Increase in Cut-Through Traffic

As described in the Neighborhood Traffic Intrusion subsection on page 4.11-110 of the Draft EIR, travel times along Broadway and 51st Street/Pleasant Valley Avenue are expected to generally remain similar or better to current conditions under Existing plus Project and Existing plus Project Mitigated Conditions. Thus, most motorists are expected to continue to use the arterials in the area and not divert to the adjacent residential streets.

In addition, various features of the existing roadway network in the Project vicinity are expected to minimize the amount and location of cut-through traffic. These features include:

- Traffic calming devices, such as speed humps on Gilbert and Desmond Streets and a traffic circle at the Gilbert Street/Mather Street intersection, reduce traffic speeds and potential for cut-through traffic.

- One-way streets prohibit traffic in one direction. Coronado Avenue is one-way from 51st Street to Broadway, which prohibits cut-through traffic from southbound Broadway to westbound 51st Street. Whitmore Street is one-way westbound, which prohibits cut-through traffic from northbound Broadway to eastbound Pleasant Valley Avenue.

- Traffic volumes on major streets such as Broadway and 51st Street/Pleasant Valley Avenue provide few suitable gaps for motorists to turn from the un-signalized side-streets (especially left-turns), resulting in additional delay on the residential streets. As a result, vehicles turning from or onto the side-streets at un-signalized intersections (such as northbound left-turns from Montgomery Street or Howe Street to Pleasant Valley Avenue) experience long delays, which make these less attractive as cut-through routes.

Despite these features, some of the residential streets in the vicinity of the Project currently attract cut-through traffic and may attract additional cut-through traffic as a result of the proposed Project. Thus, this Final EIR quantitatively evaluates the potential for two types of cut-through traffic:

- Project-generated traffic that would divert to other streets

- Non-Project traffic that would divert to the residential streets due to additional congestion caused by the Project

The only difference between the two types is the destination of the drivers (i.e., the Shopping Center or other destinations). The analysis was completed for the weekday PM peak hour because this is the worst peak hour analyzed at most study intersections and the weekday peak hour traffic generally consists of daily commuters who are more familiar with the Project area and more likely to divert to the residential streets because diversion requires familiarity with the local street network.

This analysis was completed using the results of the traffic operations analysis presented in the Draft EIR and multiple travel-time runs during the weekday PM peak hour conducted in April 2013 along both the congested and the potential diversion routes. The potential for cut-through traffic is assessed by comparing the peak hour travel time on both the congested and diversion routes under Existing, Existing plus Project, and Existing plus Project Mitigated conditions. Travel times under Existing plus Project and Existing plus Project Mitigated conditions reflect the additional traffic generated by the proposed Project and roadway modification proposed by the Project and the mitigation measures as described in the Draft EIR.

A motorist may shift to the cut-through route if that route provides perceived travel time savings. An example of a perceived travel time savings is choosing a route where the motorist is constantly moving at a slower average speed than travel along the main route under stop-and-go conditions. The main route may result in faster travel time but in less desirable conditions. For this analysis, a feasible cut-through route is a route that results in any travel time savings, regardless of magnitude. The travel time savings vary with the scenario, however. The likelihood of diversion is high if even under mitigated conditions, there is travel time savings along the cut-through routes.

Figure 4-7compares the travel times on congested main routes to cut-through routes that may be used by Project generated traffic (as opposed to motorists in general) and **Figure 4-8** compares the travel times on congested main routes to cut-through routes that may be used by general traffic (i.e. non-Project traffic). Figures 4-6 and 4-7 provide a range of travel times for the cut-through routes as there are multiple routes available through the neighborhood due to the grid street pattern in the study area. Several cut-through routes provide shorter travel times than the main routes. It is expected that some motorists may divert to these routes.

Northbound Piedmont Avenue to Project Site

Main Route Travel Time (Minute : Second)

Existing	Existing Plus Project	Existing Plus Project Mitigated
03:30	04:00	03:40

Cut-Through Route

Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation
02:30 - 03:50	High

Project Site to Southbound Piedmont Avenue

Main Route Travel Time (Minute : Second)

Existing	Existing Plus Project	Existing Plus Project Mitigated
03:50	04:40	03:10

Cut-Through Route

Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation
02:40 - 04:00	High

Northbound Broadway to Project Site

Main Route Travel Time (Minute : Second)

Existing	Existing Plus Project	Existing Plus Project Mitigated
01:50	02:10	02:10

Cut-Through Route

Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation
01:40 - 02:30	High

Project Site to Southbound Broadway

Main Route Travel Time (Minute : Second)

Existing	Existing Plus Project	Existing Plus Project Mitigated
02:30	02:30	02:30

Cut-Through Route

Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation
01:30 - 02:20	High

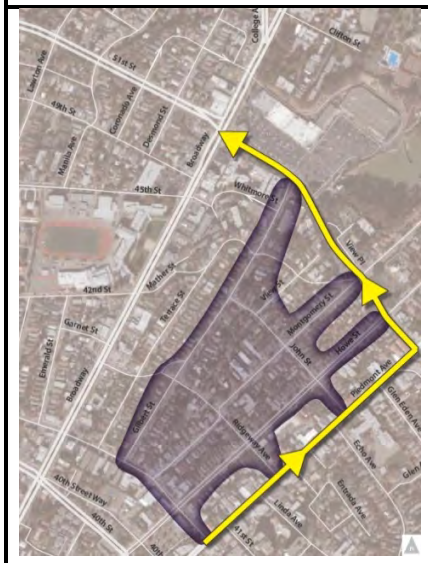
Figure 4-7
Travel Time Comparison, Project-Geenrated Traffic

Source: Fehr & Peers

Eastbound 51st Street to Project Site		
Main Route Travel Time (Minute : Second)		
Existing	Existing Plus Project	Existing Plus Project Mitigated
02:10	02:00	02:00
Cut-Through Route		
Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation	
1:40	High	

Figure 4.7 (continued)
Travel Time Comparison, Project-Geenrated Traffic

Source: Fehr & Peers



Northbound Piedmont Avenue to Westbound Pleasant Valley Avenue		
Main Route Travel Time (Minute : Second)		
Existing	Existing Plus Project	Existing Plus Project Mitigated
04:10	04:20	04:10
Cut-Through Route		
Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation	
02:40 - 04:00	High	

Eastbound Pleasant Valley Avenue to Southbound Piedmont Avenue		
Main Route Travel Time (Minute : Second)		
Existing	Existing Plus Project	Existing Plus Project Mitigated
03:40	04:00	02:30
Cut-Through Route		
Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation	
02:50 - 04:10	Low	

Northbound Broadway to Eastbound Pleasant Valley Avenue		
Main Route Travel Time (Minute : Second)		
Existing	Existing Plus Project	Existing Plus Project Mitigated
03:10	03:50	02:20
Cut-Through Route		
Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation	
01:50 – 04:30	High	

Westbound Pleasant Valley Avenue to Southbound Broadway		
Main Route Travel Time (Minute : Second)		
Existing	Existing Plus Project	Existing Plus Project Mitigated
02:50	02:40	02:40
Cut-Through Route		
Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation	
02:40 – 03:10	Low	

Figure 4-8
Travel Time Comparison, Non-Project Traffic

Source: Fehr & Peers

Eastbound 51st Street to Northbound Broadway		
Main Route Travel Time (Minute : Second)		
Existing	Existing Plus Project	Existing Plus Project Mitigated
02:20	02:10	02:10
Cut-Through Route		
Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation	
01:40	High	

Northbound Broadway to Northbound College Avenue		
Main Route Travel Time (Minute : Second)		
Existing	Existing Plus Project	Existing Plus Project Mitigated
01:10	01:40	01:40
Cut-Through Route		
Travel Time (Minute : Second)	Likelihood of Increased Diverted Traffic after Mitigation	
02:00-02:40	Low	

Figure 4-8 (continued)
Travel Time Comparison, Non-Project Traffic

Source: Fehr & Peers

Figures 4-7 and 4-8 identify diversion routes that provide shorter travel times than the main arterials in the study area. However, few drivers are expected to divert to the cut-through routes because:

- Not all drivers are familiar with the study area to know the cut-through routes.
- Travel times on most arterials routes generally remain similar to current travel times.
- Many of these diversion routes currently provide shorter travel times than the congested route; however, they are only used by some drivers to avoid the congested routes. The current low level of diversion to secondary streets, even when some time savings already occur, likely would continue in the future.
- As shown in Figures 4-7 and 4-8, the estimated travel time savings on most of these diversion routes is one minute or less which is not noticeable to most drivers. As traffic diverts to the residential streets, it would result in increased delay along the diverted routes, while the delay along the congested routes would decrease due to the lower traffic volumes. This would lead to a natural "evening-out" whereby some of the drivers who would have diverted to other roads would be induced to stay on the main streets.

Although some motorists may divert to the adjacent residential streets identified in Figure 4-6 and 4-7 to avoid the congestion on the major streets in the Project area, the amount of diverted traffic and specific routes used by these motorists cannot be accurately estimated at this time because of the number of factors affecting traffic diversion, such as variability in traffic conditions, familiarity of drivers with the cut-through routes, and unpredictability in human behavior.

The potential increase in diverted traffic is not expected to result in additional significant impacts for the following reasons:

- The diversion routes identified above are residential streets with relatively low traffic volumes. Almost all intersections on these routes are un-signalized intersections. As described on page 4.11-55 of the Draft EIR, the significance criterion used to determine significant impacts at un-signalized intersections is based on the intersections meeting the peak hour signal warrant. Considering the low traffic volumes on these streets, the diverted traffic is not expected to result in additional significant impacts.
- Considering the through volumes on Broadway, 51st Street/Pleasant Valley Avenue and Piedmont Avenue, the affected side-streets along these major streets are not expected to meet the peak hour warrants for signalization. The potential increase in traffic on the un-signalized side-street approaches would increase delay on these side-street approaches and the increased delay would deter motorists from using these side-streets.

As previously described, this analysis was limited to Existing Conditions only. The potential for diversion caused by the proposed Project under 2015 and 2035 conditions would not change from the potential for diversion caused by the Project under Existing plus Project conditions because the incremental increase in congested travel times caused by the Project would continue to be similar in those future years.

Conclusions

As described in the Draft EIR and reiterated above, traffic intrusion on residential streets is not considered a CEQA issue unless it causes an increase in traffic that results in a significant impact based on the

significance criteria outlined in the Draft EIR; because that is not the case with respect to Project-generated traffic, no mitigation measures are necessary. The analysis above identified residential streets that may experience additional traffic because of the proposed Project, although the potential amount of diverted traffic and specific routes used cannot be accurately estimated due to a variety of factors. Moreover, any additional traffic on residential side streets would not result in any significant impacts under CEQA.

Although not required under CEQA, the following measure should be considered as a Condition of Approval for the Project:

Recommendation TRANS-26: The Project applicant shall submit a neighborhood traffic-calming plan for City review and approval. The Project applicant shall monitor traffic volumes and speeds on the following roadways before and after the completion of the proposed Project.

- Whitmore Street between Gilbert Street and Broadway
- Gilbert Street between 41st Street and Pleasant Valley Avenue
- Terrace Avenue between 41st Street and Mather Street
- Mather Street between Broadway and Montgomery Street
- John Street between Gilbert Street and Piedmont Avenue
- Ridgeway Avenue between Broadway and Piedmont Avenue
- Montgomery Street between 41st Street and Pleasant Valley Avenue
- Howe Street between 41st Street and Pleasant Valley Avenue
- Desmond Street between 51st Street and Coronado Avenue
- Coronado Avenue between Desmond Street and Broadway

The Project applicant shall collect traffic volume and speed data via pneumatic tubes for a seven-day period on the streets identified above at the following times:

- "Before" data - Prior to start of construction on the Project site
- "After" data – Within six to eighteen months after the reconstructed shopping center has reached 80 percent or more occupancy

Both sets of data shall be collected when local schools are in normal session. To the extent feasible, the "after" data should be collected during the same time of the year as the "before" data to minimize seasonal fluctuations in traffic volumes. Based on comparison of "Before" and "After" data, the above street segments may be eligible for implementation of traffic calming strategies, such as speed humps or other traffic calming devices, roadway closures, or temporary or permanent turn restrictions.

In consultation with local residents, based on standard engineering practices, and in accordance with all legal requirements, the City will determine:

- If the cut-through issues on the street(s) identified above can be resolved through implementation of traffic calming strategies

- The appropriate strategy, location, and effectiveness of the strategy for each identified street segment

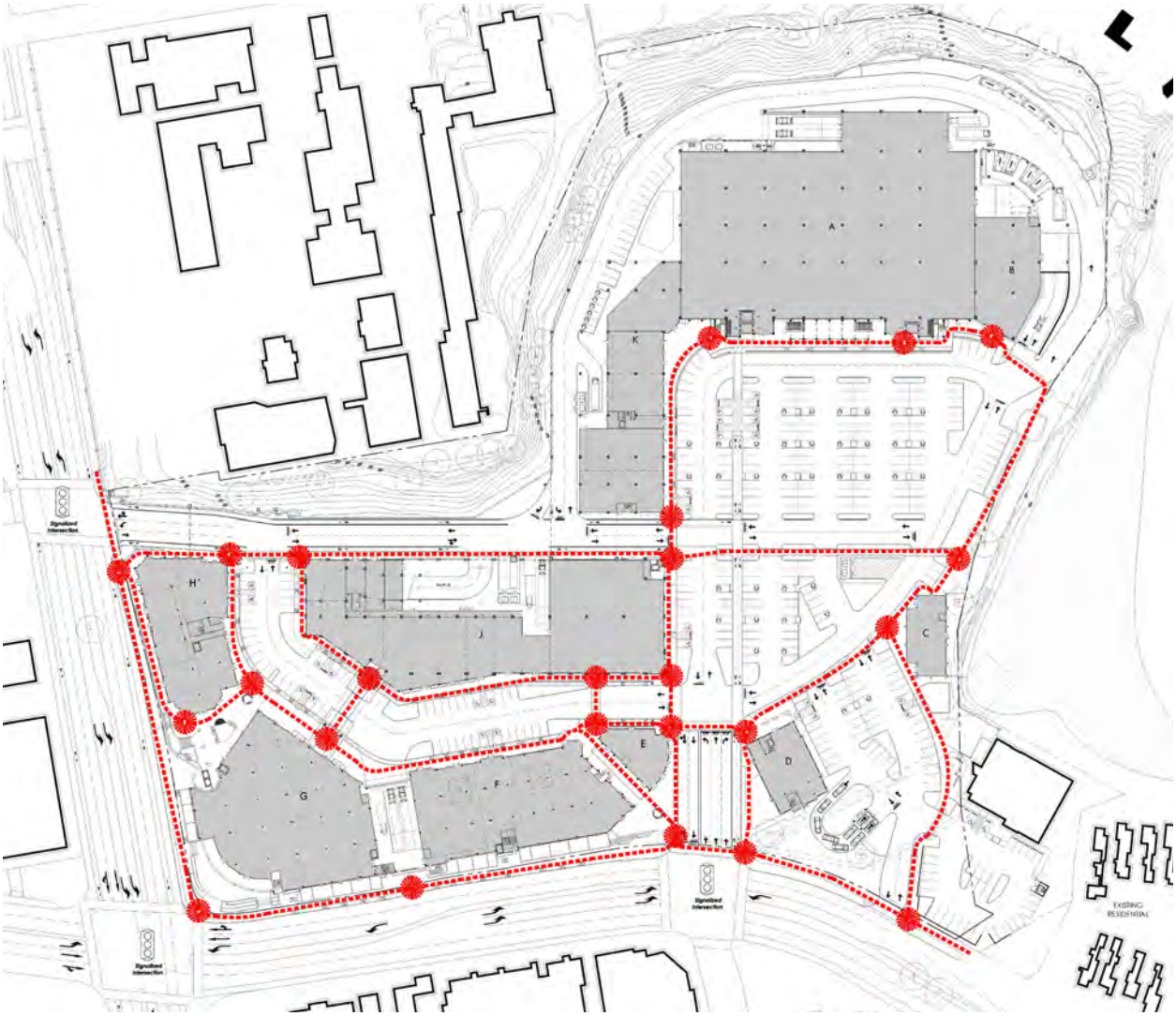
- Potential secondary effects of the selected strategies

In the event that monitoring results indicate the need for traffic calming measures and City staff recommends the implementation of such measures, the Project applicant shall implement the approved traffic-calming plan.

Master Response #7: Site Access and Circulation for Pedestrians and Bicycles

Several commenters expressed concern about safety and comfort of pedestrians and bicyclists within the Project site. The Project site analyzed in the Draft EIR provides minimal exclusive bicycle facilities and bicyclists share internal site circulation aisles with motorists and pedestrians. In addition, bicyclists currently travel through the site in order to avoid the grade change and traffic congestion on Pleasant Valley Avenue and Broadway.

In response to concerns regarding potential conflicts between bicyclists and other modes of travel, the Project applicant has updated the Project site plan, which is shown on Figure 4-1. In addition, **Figures 4-9 and 4-10** show updated Project designs for bicycle and pedestrian access and circulation through the site, respectively.

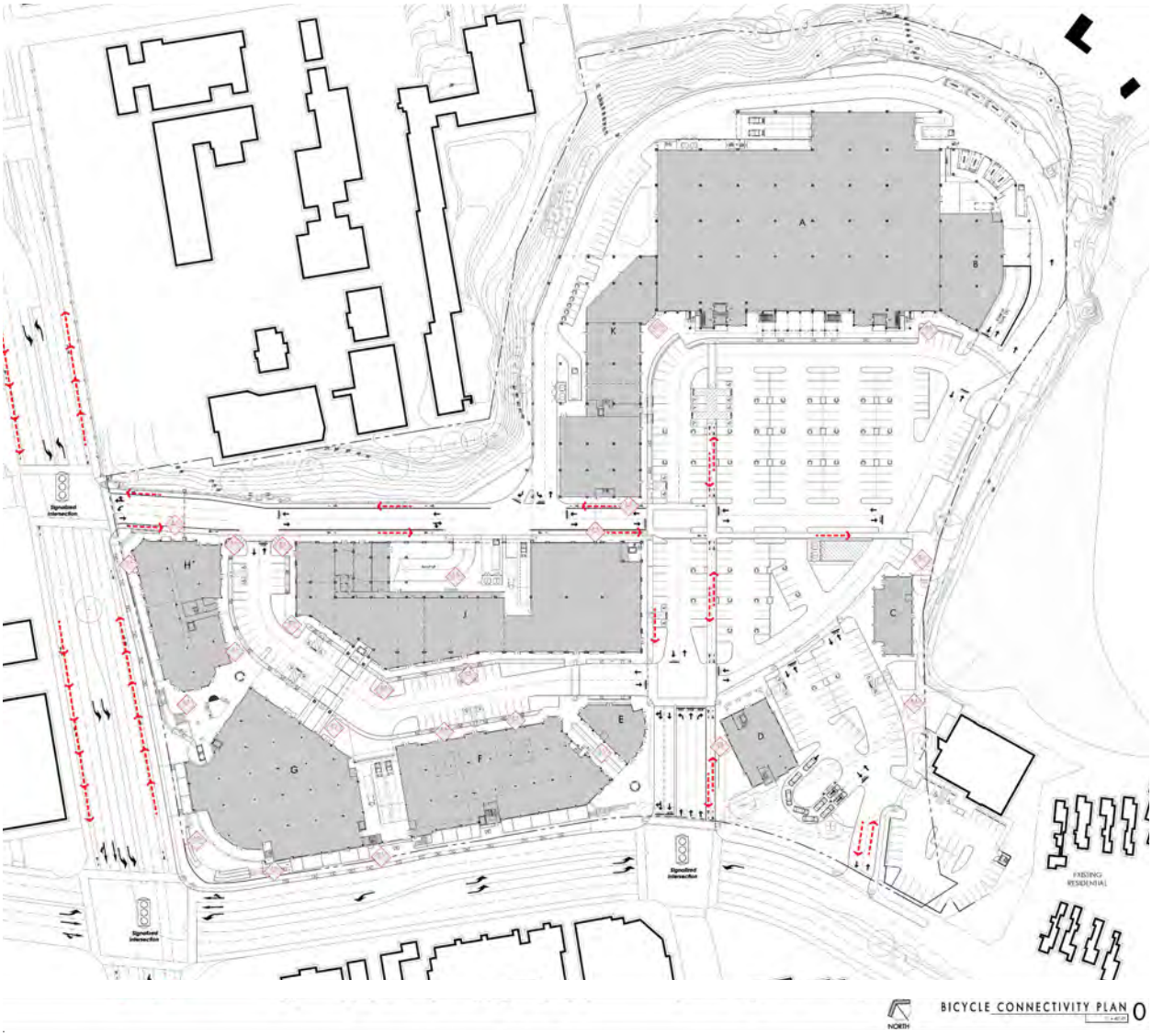


Internal Pedestrian Routes

Pedestrian Path Connections

Figure 4-9
Pedestrian Connectivity Plan

Source: JRDV International



Long-term/Short-term Bicycle Parking

Bicycle Pathway Routes

Figure 4-10
Bicycle Connectivity Plan

Source: JRDV International

Primary changes to site access and circulation include:

- The driveway for the garage in the west portion of the Project site is moved from the main street in the west portion of the Project site to the internal east-west street opposite Coronado Avenue in order to minimize potential conflicts between vehicles turning to and from the garage and pedestrians along the main street.

- Truck loading access to and from the Safeway store is moved from the driveway on Pleasant Valley Avenue opposite Gilbert Street to the driveway on Broadway. As a result, turning radii at the internal intersection just north of Pleasant Valley Avenue would be reduced, which makes the pedestrian crossings at this location shorter and more comfortable.

- The east-west internal street opposite Coronado Avenue would provide bicycle lanes in both directions of the street between Broadway at the signalized intersection with Coronado Avenue and the main parking lot in the east potion of the Project site. These bicycle lanes would primarily be used for bicycle access between the Project site and Broadway.

- The east-west bicycle lanes would transition to a shared two-way path through the parking lot and connect the bicycle lanes to the reservoir on the east side of the Project site.

- A two-way path, separated from the sidewalk and automobile lanes, would connect Pleasant Valley Avenue on the east side of the signalized driveway to the east-west internal street.

- North of the east-west internal street, the bicycle path and sidewalk would transition to a shared path through the parking lot in the east portion of the Project site and connect to the new Safeway store on the north end of the Project site.

Based on these modifications, bicyclists would be able to enter and exit the site through exclusive bicycle facilities at the signalized Project driveways on both Broadway and Pleasant Valley Avenue. Although, the revised Project would provide shared paths, it is expected that similar to other comparable shopping centers, bicyclists would also use the internal site streets and drive aisles with motorists to travel to and from specific destinations within the site.

Although not required under CEQA, Recommendation Trans-17 in the Draft EIR includes potential design modifications to improve pedestrian access and circulation through the site. As outlined below, the Final EIR includes additional design modifications to improve pedestrian bicycle access and circulation, which should be considered as a Condition of Approval for the Project:

Recommendation Trans-17A: Implement the following, if feasible, in order to improve pedestrian and bicycle access, circulation, and safety in and around the Project site:

a. Use different materials and/or striping patterns at all crosswalks within the site plan, including mid-block crossings, parking aisle crossings, bicycle crossings, and parking structure driveways. Also, consider using raised speed tables at crosswalks to reduce automobile speeds.

b. Ensure adequate sight distance is provided at all crosswalks, especially at midblock and parking structure driveways.

c. The internal street in the western portion of the site provides a continuous commercial frontage and is intended as a pedestrian oriented street. The loading berths between Buildings “F” and “G” disrupt the pedestrian flow along the internal street and may result in potential conflicts when trucks are backing to/leaving the loading dock. Potential options include:

- Allow trucks to load/unload along the internal street during non-peak periods.

- Provide a pull-out on Pleasant Valley Avenue that would allow trucks to parallel park without interfering with automobile or bicycle flow along Pleasant Valley Avenue. This strategy would also require direct access between the uses on the south side of the internal street and Pleasant Valley Avenue.

- Enlarge the existing loading berth adjacent to Building "J." This strategy would require material to be manually delivered to the uses south of the internal street.

- Implement a loading management program at Buildings "F" and "G" loading berths to minimize disruptions on pedestrian activity.

d. Ensure that all pedestrian paths and sidewalks within the Project site have a minimum width of six feet (10 feet preferred).

e. Ensure that all shared paths within the Project site have a minimum width of 10 feet.

f. Ensure that all parking spaces adjacent to sidewalks and paths provide wheel stops to minimize automobile overhang on paths.

g. Ensure that all pedestrian facilities provide pedestrian scale lighting.

h. Consider installing "NO BIKES ON SIDEWALK" signs on internal Project sidewalks if excessive bicycling on sidewalks is observed.

i. Refine the design elements for the on-site shared paths to minimize potential conflicts between pedestrians, bicyclists, and motorists.

j. In coordination with AC Transit and City of Oakland Transportation Services Division (TSD) determine the feasibility of installing bulbouts at the west side of Broadway/Coronado Avenue and south side of Pleasant Valley Avenue/Gilbert Street intersections. Modify the design for these intersections to include bulbouts if found to be feasible.

k. Explore reducing the width of the concrete gutter pans on both Broadway and Pleasant Valley Avenue at locations along the Project frontage where they may conflict with planned bicycle lanes.

l. Consider providing minimal green time for the left-turn phase from westbound Pleasant Valley Avenue to southbound Gilbert Street at the Gilbert Street/Project Driveway/ Pleasant Valley Avenue intersection in order to discourage cut-through traffic while providing safe access for the local residents.

m. Ensure that placement of landscaping and other amenities on the sidewalks adjacent to the Project site provide minimum eight feet wide through passage zones, consistent with City of Oakland Pedestrian Master Plan guidelines.

n. As part of implementing Class 2 bicycle lanes along Project frontage on Broadway, coordinate with City of Oakland staff to determine if a portion of the bicycle lanes should be buffered bicycle lanes.

Master Response #8: Pedestrian Crossing on Pleasant Valley Avenue

Several commenters expressed concerns about safety and comfort of pedestrians crossing Pleasant Valley Avenue between Gilbert Street and Piedmont Avenue. Pleasant Valley Avenue is a four lane arterial with relatively high traffic volumes and relatively high speeds. There are no protected (i.e., signalized) pedestrian crossings between Gilbert Street and Piedmont Avenue (about one-quarter mile). Although the proposed Project would increase automobile traffic and potentially pedestrian crossings along this segment of Pleasant Valley Avenue, it would not cause an impact on safety because it would not change the physical design features or introduce incompatible uses (See Significance Criterion #10 on page 4.11-55 of the Draft EIR) on this segment of Pleasant Valley Avenue. However, this Final EIR discusses pedestrian crossing improvements on Pleasant Valley Avenue as a non-CEQA planning topic.

Pleasant Valley Avenue between Gilbert Street and Piedmont Avenue includes unsignalized intersections at Montgomery and Howe Streets. Enhancements to pedestrian crossings across Pleasant Valley Avenue were considered at both locations. Any improvements should be implemented at the Montgomery Street crossing, rather than Howe Street, due to the following:

- Montgomery Street is about halfway between the protected crossings at Gilbert Street and Piedmont Avenue.
- Bus stops in both directions of Pleasant Valley Avenue are located just west of Montgomery Street.
- As shown in Table 4.11-8 of the Draft EIR, one collision involving pedestrians was reported at the Montgomery Street/Pleasant Valley Avenue intersection while none were reported at the Howe Street/Pleasant Valley Avenue intersection.
- Based on Figure 4.11-10 of the Draft EIR, about ten peak hour pedestrians cross Pleasant Valley Avenue at Montgomery Street (most likely to use the bus stop) and about two to three pedestrians cross at Howe Street.
- The pedestrian crossings at Montgomery Street have a more limited sight distance than Howe Street.
- The existing crosswalk on the west approach of the Montgomery Street/Pleasant Valley Avenue intersection provides a median that can be used as pedestrian refuge.

As previously described, pedestrian safety crossing is not a significant impact based on the significance criteria outlined in the Draft EIR. Although not required under CEQA, the following measure should be considered as a Condition of Approval for the Project to improve safety and comfort for pedestrians crossing Pleasant Valley Avenue at Montgomery Street:

Recommendation Trans-20B: In coordination with City of Oakland Transportation Services Division (TSD) and AC Transit, implement the following at the west approach of the Montgomery Street/ Pleasant Valley Avenue intersection:

- Bulbouts on both sides of the existing marked crosswalk crossing Pleasant Valley Avenue
- Rectangular Rapid Flash Beacons (RRFB) for both directions of Pleasant Valley Avenue

5

Responses to Individual Comments Received on the Draft EIR

This chapter includes copies of the written comments received by mail and electronic mail during the public review period on the Draft EIR. Many of the comment letters received touched on similar issues, and major issues raised by commenters are discussed in detail in Chapter 4: Master Responses. This chapter also includes specific responses to the individual comments in each correspondence.

Consistent with the list of commenters presented in Chapter 3 (Commenters on the DEIR), correspondence received from public agencies is presented first, followed by correspondence from organizations, followed by correspondence from individuals. Each correspondence is organized numerically as indicated in Chapter 3 (Commenters on the DEIR), and each individual comment within that correspondence is denoted numerically (i.e., "Comment #1). Individual comments within each correspondence are identified by a sub-numeric designator for the correspondence and the numeric sequence of the specific comment within the correspondence (e.g., #1-1, for the first comment in Letter 1), and so on. The set of responses immediately follows each correspondence. Specific responses to the individual comments of each public speaker or Planning Commissioner received during the Planning Commission's public hearing on the Draft EIR, held on February 20, 2013, are also provided. Each commenter is identified by a name; and the specific comments of each speaker are identified by a sub-numeric designator that corresponds with the sequence of their specific comments (e.g. "60-1" for the first comment from the first speaker at the hearing). The response to each speaker's comment immediately follows.

In accordance with CEQA Guidelines Section 15088, responses to all comments specifically focus on those comments that pertain to the adequacy of the analysis in the Draft EIR or other aspects pertinent to the environmental analysis of the proposed Project pursuant to CEQA. Comments that address topics beyond the purview of the Draft EIR or CEQA are noted for the public record; and while no response is required in these cases, an acknowledging or similar response is provided. Where comments and/or responses have warranted revisions to the text of the Draft EIR, these changes appear as part of the specific response to comment and are repeated in Chapter 6 (Revisions to the Draft EIR).

The remainder of this chapter comprises all comment letters received from members of the public and agencies and organizations during the Draft EIR review period, and responses to address the concerns contained therein.

Comment "1"

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

February 25, 2013

ALA024033
ALA-24-R2.76
SCH#2009062097

Mr. Darin Ranelletti
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Dear Mr. Ranelletti:

Safeway Redevelopment Project (Broadway at Pleasant Valley Avenue) – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the Safeway Redevelopment Project. The following comments are based on the Draft Environmental Impact Report.

Impacts to State Facilities

On page 4.11-21, Intersection #12 (Shattuck Avenue/52nd Street) operates at level of service (LOS) E during Saturday PM peak hour. However, on page 4.11-24, the same intersection operates at LOS D during the same peak hour. Please explain this discrepancy. 1-1

Please include an off-ramp queue analysis at eastbound State Route (SR-) 24 off-ramp/52nd Street intersection under the existing plus project condition. 1-2

Further, on page 4.11-65, the City of Oakland, as part of the Caldecott Tunnel Improvement Project Settlement Agreement, is planning to install a new traffic signal at eastbound SR-24 off-ramp /52nd S intersection that will coordinate with existing nearby signals. Please include an intersection analysis including off-ramp queue analysis intersection under cumulative conditions. 1-3

Should you have any questions regarding this letter, please call Yatman Kwan, AICP of my staff at (510) 622-1670.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

"Caltrans improves mobility across California"

Responses to Letter #1

California Department of Transportation (Caltrans); Erik Alm, District Branch Chief; February 25, 2013

Response 1-1: The comment questions the discrepancy between the Draft EIR text and table. The LOS for the Shattuck Avenue/52nd Street intersection reported in Table 4.11-5 on page 4.11-24 is correct. The intersection currently operates at LOS D during the Saturday PM peak hour.

In response to this comment, the text on page 4.11-21 of the Draft EIR regarding this intersection should be deleted:

~~#12 The signalized Shattuck Avenue/52nd Street intersection currently operates at LOS E during the Saturday PM peak hour.~~

Response 1-2: The comment requests queue lengths on the eastbound SR 24 off-ramp at 52nd Street under Existing plus Project conditions as well as 2035 No Project and 2035 plus Project conditions. As described on page 4.11-119 of the Draft EIR, although not an environmental impact, an analysis of the Project's potential to affect queuing at intersections was completed to provide additional information to aid the public and decision-makers in evaluating and considering the merits of the Project. **Table 5-1** below summarizes queue lengths during the weekday PM and Saturday peak hours on the eastbound SR 24 off-ramp at 52nd Street under Existing and Existing plus Project conditions, as well as 2035 No Project and 2035 plus Project conditions. It is estimated that the proposed Project would increase the queue length on the side-street stop-controlled approach by less than ten feet during the weekday and Saturday peak periods, which is less than the City of Oakland threshold.

Table 4.11-25:
Eastbound SR 24 Off-Ramp at 52nd Street
LOS and Queuing Summary

Scenario	Traffic Control[1]	Peak Hour	Delay (Seconds)[2]	LOS	Queue Length (feet)[3]
Existing Conditions	SSSC	Weekday PM	**	**F**	860 [4]
		Saturday MD	12.9	B	320
Existing Plus Project Conditions	SSSC	Weekday PM	****	**F**	870
		Saturday MD	13.3	B	330
2035 No Project Conditions	Signal	Weekday PM	12.4	B	210
		Saturday MD	12.0	B	70
2035 Plus Project Conditions	Signal	Weekday PM	12.7	B	220
		Saturday MD	12.6	B	90

Notes: **Bold** indicates intersection operating at unacceptable LOS E or LOS F

1. Signal = signalized intersection, SSSC = side-street stop controlled intersection
2. For side-street stop controlled intersections, delay is reported as: intersection average (worst minor street approach); for signalized intersection, the average intersection delay is reported; for signalized intersections operating with high delay, volume-to-capacity (v/c) ratio is also reported. LOS for both unsignalized and signalized intersections based on 2000 HCM.
3. 95th Percentile queue for the eastbound SR 24 off-ramp at 52nd Street as estimated by Synchro.
4. Queue cannot be estimated accurately by Synchro. Reported queue is based on maximum observed queue in April 2013.

** = Delay cannot be estimated accurately.

Source: Fehr & Peers, 2013.

Response 1-3: As stated in the comment, City of Oakland is currently planning to signalize the eastbound SR 24 off-ramp/52nd Street intersection as part of the Caldecott Tunnel Improvement Project Settlement Agreement. The proposed improvement would signalize the off-ramp and eastbound 52nd Street approaches of the intersection. The off-ramp is about 160 feet west of the 52nd Street/Shattuck Avenue intersection. Queues on eastbound 52nd Street at Shattuck Avenue often block the off-ramp during peak congestion periods, resulting in queues on the off-ramp. As shown in Table 5-1, the proposed improvement would improve intersection operations and reduce the queue length on the off-ramp between Existing and 2035 conditions. The proposed Project would have minimal effect on intersection operations and off-ramp queues.

Comment "2"

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

January 28, 2013

Darin Ranelletti
Planner III
Department of Planning, Building, and Neighborhood Preservation
Strategic Planning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

SUBJECT: Comments on the Draft Environmental Impact Report for the Safeway Redevelopment Project (Broadway @ Pleasant Valley Avenue) (Case # CMDV09-135; CP09-090; ER09-007)

Dear Mr. Ranelletti:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Safeway Redevelopment Project (Broadway @ Pleasant Valley Avenue) (Case # CMDV09-135; CP09-090; ER09-007). The Project is located at the northeast corner of the intersection of Pleasant Valley Avenue and Broadway in the City of Oakland, Alameda County, California. The Project involves the redevelopment of the existing Rockridge Shopping Center, including the demolition of all 185,500 square feet of existing buildings on the site and the construction of a new Safeway store and other retail, office, and restaurant space, totaling approximately 322,500 square feet of commercial space (293,200 square feet of gross leasable floor area and an additional 29,300 square feet of common space). A total of approximately 967 off-street parking spaces are proposed. Parking would be located in surface parking lots, on the rooftop of the new Safeway store, and in a three-level parking garage located above commercial space. Also proposed are modifications to streets in the project vicinity including changes to the Broadway/51st Street/Pleasant Valley Avenue, Pleasant Valley Avenue/Gilbert Street, Broadway/Coronado Avenue, and Broadway/College Avenue intersections.

Based on our review of the DEIR, the Congestion Management Program requirements were met. The Alameda CTC has no further comment to make on this project. 2-1

Thank you for the opportunity to comment on this Draft EIR. Please do not hesitate to contact me at (510) 208-7400 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner

File: CMP – Environmental Review Opinions – Responses - 2013

Responses to Letter #2

Alameda County Transportation Commission; Beth Walukas, Deputy Director of Planning; January 28, 2013

Response 2-1: This comment states that the Draft EIR fulfills the requirements of the Alameda County Transportation Commission's (ACTC) Congestion Management Program. The City appreciates the ACTC's review, and no response is necessary.

EAST BAY
MUNICIPAL UTILITY DISTRICT

February 22, 2013

Darin Ranelletti, Planner III
City of Oakland
Department of Planning, Building and Neighborhood Preservation
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Notice of Availability of a Draft Environmental Impact Report - Safeway Redevelopment Project, Oakland

Dear Mr. Ranelletti:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Safeway Redevelopment Project (Project) in the City of Oakland (City). EBMUD's comments on Water Service and Water Recycling dated July 16, 2009 (see enclosure) in response to the Notice of Preparation, still apply to the Project; additional comments on Water Service and the comments regarding Wastewater Service have been updated as noted below.

WATER SERVICE

The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants. Applicants for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary. In addition, the applicant must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater.

3-1

375 ELEVENTH STREET . OAKLAND . CA 94607-4240 . TOLL FREE 1-866-40-EBMUD

EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the applicant is insufficient EBMUD may require the applicant to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the applicant's expense.

3-1 contd

WASTEWATER SERVICE

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to treat the proposed wastewater flows from this project, provided that the project and the wastewater generated by the project meet the requirements of the current EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. EBMUD has historically operated three Wet Weather Facilities to provide treatment for high wet weather flows that exceed the treatment capacity of the MWWTP. On January 14, 2009, due to Environmental Protection Agency's (EPA) and the State Water Resources Control Board's (SWRCB) reinterpretation of applicable law, the Regional Water Quality Control Board (RWQCB) issued an order prohibiting further discharges from EBMUD's Wet Weather Facilities. In addition, on July 22, 2009, a Stipulated Order for Preliminary Relief issued by EPA, SWRCB, and RWQCB became effective. This order requires EBMUD to perform work that will identify problem infiltration/inflow areas, begin to reduce infiltration/inflow through private sewer lateral improvements, and lay the groundwork for future efforts to eliminate discharges from the Wet Weather Facilities.

3-2

Currently, there is insufficient information to forecast how these changes will impact allowable wet weather flows in the individual collection system subbasins contributing to the EBMUD wastewater system, including the subbasin in which the proposed project is located. It is reasonable to assume that a new regional wet weather flow reduction program may be implemented in the East Bay, but the schedule for implementation of such a program has not yet been determined. In the meantime, it would be prudent for the lead agency to require the project applicant to incorporate the following measures into the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to reduce infiltration/inflow and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent infiltration/inflow to the maximum extent feasible. Please include such provisions in the environmental documentation and other appropriate approvals for this project.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AJC:djr
sb13_039.doc

Enclosure

cc: Jon Anderson
Safeway, Inc., Northern California Division
4410 Rosewood Drive
Pleasanton, CA 94588

EAST BAY
MUNICIPAL UTILITY DISTRICT

July 16, 2009

Darin Ranelletti, Planner III
City of Oakland
Community and Economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Notice of Preparation of a Draft Environmental Impact Report - Safeway Redevelopment Project, Oakland

Dear Mr. Ranelletti:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Safeway Redevelopment Project in the City of Oakland (City). EBMUD has the following comments.

WATER SERVICE

EBMUD's Aqueduct Pressure Zone, with a service elevation between 100 and 200 feet, serves the existing parcel. If additional water service is needed, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing additional water service to the existing parcel. Engineering and installation of water services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

3-3

EBMUD owns and operates 8-inch water mains and public fire hydrants located in an EBMUD right-of-way (R/W 2082) that traverses the proposed development. These water mains and hydrants provide continuous service to EBMUD customers in the area and the integrity of these pipelines and hydrants needs to be maintained at all times. Any proposed construction activity in EBMUD right-of-way would be subject to the terms and conditions determined by EBMUD including relocation of the water mains and/or right-of-ways, at the project sponsor's expense.

WATER RECYCLING

The project site is located approximately 2.2 miles east of EBMUD's East Bayshore recycled water main on 45th Street in Emeryville. The proposed project is not a likely potential candidate for recycled water due to minimal demand. The cost to provide recycled water to the site would be high due to the extensive length of distribution system required to provide minimal demand. However, EBMUD requests that the City coordinate with EBMUD during project development to confirm the feasibility of recycled water service.

3-4

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WASTEWATER SERVICE

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to treat the proposed wastewater flows from this project, provided that the wastewater meets the requirements of the current EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide treatment for high wet weather flows that exceed the treatment capacity of the MWWTP. On January 14, 2009, due to Environmental Protection Agency's (EPA) and the State Water Resources Control Board's (RWQCB) re-interpretation of applicable law, the RWQCB issued an order prohibiting further discharges from EBMUD's WWFs.

Currently, there is insufficient information to forecast how these changes will impact allowable wet weather flows in the individual collection system subbasins contributing to the EBMUD wastewater system, including the subbasin in which the proposed project is located. As ordered by EPA, EBMUD is conducting extensive flow monitoring and hydraulic modeling to determine the level of flow reductions that will be needed in order to comply with the new zero-discharge requirement at the WWFs. It is reasonable to assume that a new regional wet weather flow allocation process may occur in the East Bay, but the schedule for implementation of any new flow allocations has not yet been determined.

3-5

In the mean time, it would be prudent for the City to require the project applicant to incorporate the following measures into the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems to reduce inflow and infiltration (I/I), and (2) ensure any new wastewater collection systems for the project are constructed to prevent I/I to the maximum extent feasible. Please include such provisions in the environmental documentation for this project.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:ELE:djr
sb09_160.doc

cc: Safeway, Inc., Northern California Division

Responses to Letter #3

East Bay Municipal Utility District; William R Kirkpatrick, Manager of Water Distribution Planning; February 22, 2013

Response 3-1: This comment indicates that EBMUD will not inspect, install or maintain pipelines in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants.

As indicated on page 4.7-14 of the Draft EIR, no portion of the Project site is included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Environmental Site Assessments prepared for the Project site do not indicate the presence of on-site soil or groundwater contamination at significant levels, and do not indicate that off-site contamination of soil or groundwater presents a concern to construction or operation of the Project. Implementation of City of Oakland Standard Conditions of Approval and compliance with all applicable state and federal laws will ensure that any potential exposure to existing hazardous material contamination will be less than significant. Specifically, the Draft EIR indicates that implementation of SCA Haz-2, including the recommendations from the Phase II Environmental Site Assessment and its Addendum would be required. These recommendations require further soil and grab-groundwater samples be obtained from along the sanitary sewer line behind the existing Safeway store and toward Broadway, with additional sampling activities for evidence of PCE impacts. Additional sampling across the site was not recommended because of the lack of laterally continuous groundwater, the lack of PCE in groundwater at SB-2 and SB-9, and the limited access along the sanitary sewer line behind the lessee spaces. If these investigations disclose any hazards for which remediation is warranted, the Project shall implement such remediation as recommended by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Further, SCA Haz-3 requires sufficient documentation to determine whether radon or vapor intrusion from the groundwater or soil occurs, and whether remediation may be required. If remediation is required, Best Management Practices (BMPs) shall be implemented during such remediation to ensure environmental and health issues are resolved and no residual environmental effects would occur.

Response 3-2: This concern about infiltration/inflow issues as they related to private sewer lateral improvements was known and addressed in the Draft EIR, beginning at page 4.12-11. As noted on pages 4.12-11 and 4.12-12 of the Draft EIR, the Project would be required to adhere to City of Oakland Standard Condition of Approval Util-2, whereby the Project applicant would be required to confirm the capacity of the City's wastewater system, and the Project would be responsible for any necessary wastewater infrastructure improvements necessary to accommodate the Project. Additionally, the City of Oakland implements an inflow and infiltration correction program (IICP) to reduce wet weather overflows into the sanitary sewer system. Adherence to the provisions of the IICP would help decrease the amount of inflow and infiltration into the existing wastewater transport system. City of Oakland Public Works staff has indicated that, pursuant to SCA Util-2, the Project would be required to implement off-site sewer rehabilitation (infiltration/inflow reduction) improvements to offset its estimated base flow increase; implement improvements of the on-site and local collection system to accommodate the Project; and/or pay the current sewer mitigation fee.

East Bay Municipal Utility District; William R Kirkpatrick, Manager of Water Distribution Planning; July 16, 2009

Response 3-3: This comment advises the Project applicant that if additional water service is needed, the Project sponsor should contact EBMUD to request a water service estimate to determine costs and conditions for obtaining additional water service. It further cautions that any construction activity must maintain the integrity of EBMUD's existing pipeline and hydrants at all times.

As noted on page 4.12-14 of the Draft EIR, as part of standard development practices all modifications and improvements to the existing water supply infrastructure required to accommodate the Project would be determined in consultation with EBMUD upon application for water service, with all associated costs to be borne by the Project sponsor.

Response 3-4: This comment indicates that the proposed Project site is not likely a candidate for recycled water service. The use of recycled water at the Project was not contemplated in the Draft EIR, and no response to this comment or revision to the Draft EIR is warranted.

Response 3-5: This comment suggests that it would be prudent for the City to require the Project applicant to replace or rehabilitate any existing sanitary sewer collection systems to reduce inflow and infiltration, and to ensure that any new wastewater collection systems for the Project are constructed to reduce inflow and infiltration to the maximum extent feasible. Please see Response 3-2 above.

Comment "4"

Alameda-Contra Costa Transit District — David J. Armijo, General Manager

RECEIVED
FEB 26 2013
City of Oakland
Planning & Zoning Division

February 25, 2013

Darin Raniletti, Planner III
City of Oakland
Department of Planning, Building, and Neighborhood Preservation
Planning and Zoning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA. 94612

Subject: Draft Environmental Impact Report (EIR) for the Safeway Redevelopment Project, Broadway at Pleasant Valley Rd.

Dear Mr. Raniletti:

Thank you for the opportunity to provide comments on the draft EIR for the Safeway Redevelopment Project, Broadway at Pleasant Valley Ave. This location is very important to AC Transit. AC Transit's trunk bus line 51—the busiest route in our system—has served this location since at least 1952. AC Transit, along with the cities of Oakland, Alameda, and Berkeley are currently developing a Transit Performance Initiative (TPI) project for line 51 designed to improve speed and reliability of the route. The improvement to the bus service ideally would translate into more ridership.

4-1

AC Transit appreciates the improvements which the applicant and the City have made in the design and site planning of the project. However, we are very concerned that the project and associated roadway changes are likely to significantly delay bus service on line 51A. This delay would not only be detrimental to bus passengers and AC Transit operations, but would also reduce the effectiveness of the changes being proposed through the Transit Performance Initiative on line 51. These issues are discussed in greater detail below. We also have suggestions to maximize the benefits from transit serving the site.

Improvements in the Project: AC Transit is pleased with the changes in the project's design since it was originally proposed. The revised project will be more pedestrian-friendly and more easily accessible to transit passengers. Moving three bus stops farside will improve transit operations. The revised project will create a more urban appearance along Pleasant Valley Ave. and along a new internal street. We are pleased that the amount and area of surface parking—which impedes and discourages pedestrians and bus passengers--will be reduced.

4-2

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Comment "4"

We are also pleased with Safeway's stated openness to integrating residential uses if and when that becomes legally possible. As we stated in our letter on the Notice of Preparation (August 3, 2009), Safeway has a strong record of developing mixed retail/ residential projects in many cities. It is also gratifying that an Alternative formulated in the EIR—the "Concept with Residential Emphasis (ULTRA Alternative)"-- is playing a genuine role in consideration of the project. We urge the City of Oakland to work proactively to facilitate residential use on the site. 4-3

Transit Service at the Site: The site is served by lines 51A, 12, Transbay line CB and All Nighters line 851. Line 51A operates from Fruitvale BART through Alameda, Downtown Oakland, along Broadway and College Ave. to Rockridge BART for approximately 19.5 hours a day, 7 days a week. On weekdays, the line operates every 10-12 minutes, for a total of 206 one-way trips. Line 51A has over 10,000 passengers on a typical weekday. Line 12 operates between Downtown Oakland and Downtown Berkeley. Service runs between 6:00 am to 10:00 pm every 20-30 minutes. 78 one-way trips are run each weekday. 4-4

Together, lines 51A and 12 provide transit in all four directions, and connect to both Rockridge and 19th St. BART stations, as well as numerous bus lines. Bus travel time from the project site to Rockridge BART is less than 5 minutes.

Project Impacts on Transit: Development projects generally impact transit most by affecting the speed and reliability of transit service. This is true for the Safeway project as well. We appreciate that the City of Oakland is attempting in this EIR to quantify, even with reservations, the likely delay to bus service around the project site. However, we have questions about the approach used in this EIR. 4-5

Line 51 Travel Time: The EIR provides an estimate, on pp. 4.11.98-4.11.101, of changes in bus travel time around the site. It estimates that northbound peak period 51A trips will be extended by 40 seconds in the segment between Broadway/Macarthur and College/Hudson/Manila. Saturday afternoon trips would be extended by 20 seconds. The EIR estimates that southbound 51A trips in the PM peak in this segment will actually be 30 seconds shorter. Saturday midday and PM trips would also be shorter.

The EIR states that some of the northbound loss of time will be gained back by moving the stop farside. However, the EIR does not explain the methodology by which it estimated the increase or decrease in bus travel time. Therefore we cannot assess the accuracy of the EIR's bus travel time estimates. AC Transit would be pleased to work further with the City to refine the methodology for these estimates. 4-6

AC Transit does not accept the conclusion reached by this section of the EIR. The EIR argues (pp. 4.11-101) that "The estimated increase is within the variability in travel time experienced by each bus on these corridors." This may or may not be the case. However, even if this were the statistical result, it would not mean that there is no impact on transit. If the *average* travel time increases 30 seconds in a segment that previously took 260 seconds, travel time in the segment has increased more than 10%.

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Comment "4"

The City of Oakland has set a criterion of significance (of impact) if a project would "Result in substantially increased travel times for AC Transit buses." The EIR itself suggests a significant negative impact on northbound line 51A and has not demonstrated the absence of an impact southbound. We now suggest potential mitigations for these impacts. If significant impacts remain, they would have to be declared significant and unavoidable. 4-7

Delay and Mitigations at Broadway & 51st Street/Pleasant Valley Avenue: The Safeway project's impact on transit would center around the intersection of Broadway and 51st Street / Pleasant Valley Ave. Some of these changes should assist bus operations. The movement of several bus stops to the far side of the intersection will save time, as the EIR notes. Moving the northbound 51A bus stop north of Pleasant Valley will both save time and improve passengers' access to the shopping center. The addition of a new signal at Broadway & Coronado should serve to regularize currently unregulated traffic movements.

However, AC Transit continues to be concerned about the potential for delays to line 51A in both the northbound and southbound direction at Broadway and Pleasant Valley. Much of the delay is likely to result from the interaction of right turning cars with pedestrians crossing Pleasant Valley Avenue/51st Street. 4-8

The draft EIR proposes to eliminate right turn "slip turns" from southbound Broadway to westbound 51st Street and from northbound Broadway to eastbound Pleasant Valley Ave. These legs of the intersection have substantial right turn movements, with the EIR indicating over 100 right turns from southbound Broadway onto westbound 51st Street and over 150 right turns from northbound Broadway onto eastbound Pleasant Valley in the peak hour. Under the proposed lane configuration, these right turning vehicles will now remain longer in the curbside through travel lane. With right turns likely to be slowed by pedestrians crossing Pleasant Valley/51st, queues of cars will develop in the right lane. These queues will impede the bus in getting through the intersection. The bus may be forced to wait through an entire signal cycle, vitiating the benefit of moving the northbound stop to the far side. These conflicts are likely to increase, if the project achieves its laudable goal of increasing pedestrian activity at the site.

We suggest the following measures, in order of estimated effectiveness, to mitigate the northbound delay at Broadway and Pleasant Valley: 4-9

1. Retain the right turn pocket to allow a formal or informal "bus bypass."
2. Substantially narrow the median on Broadway to provide space for a bus bypass.
3. Increase green time for northbound Broadway, including time when pedestrians would be held, to allow right turn movements to clear.

We are open to other mitigation proposals, so that it will not become an unavoidable significant impact.

The right turn lane from southbound Broadway will also be eliminated, also creating potential for right turn/pedestrian conflicts and delays. In the southbound direction, we believe a "queue 4-10

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jump" type facility could mitigate delays. The existing bus stop would remain on the near side but be moved south to the area of the current island between the right turn lane and the mainline of 51st Street. The bus could stop out of traffic in this area, and then merge back onto Broadway with the help of a "bus only" signal. The relocated bus stop would also need to be long enough to allow the bus to bypass the queues at the intersection as well as pull into the stop. Maintaining the bus stop north of 51st Street, near side, along southbound Broadway would allow passengers easier access to the Safeway center.

4-10 cont

AC Transit would be pleased to meet with the City to discuss provisions for bus operations at this intersection. We are already discussing it as part of the line 51 Transit Performance Initiative project that AC Transit is undertaking with the cities of Oakland, Alameda, and Berkeley.

Transit Performance Initiative: AC Transit is always concerned about the potential impact of development projects (and associated roadway changes) on the speed and reliability of bus service, particularly on trunk routes such as line 51A/B which carry a high proportion of our passengers.

In this instance, the Transit Performance Initiative creates additional concerns. AC Transit has been funded by the Metropolitan Transportation Commission (MTC) to make low cost improvements on line 51A/B corridor that will decrease travel time. Our stated goal is reduction of travel time on the line by approximately 20%. TPI is a partnership of AC Transit with Oakland and the other cities along the 51 route. MTC views the line 51 project as a pilot whose outcome will help determine whether additional projects (which could be in Oakland) will be funded.

4-11

AC Transit seeks to make good on this goal, for its own sake and to support the program's continuation. In CEQA terminology, the TPI represents a plan for transit, as recognized in the state CEQA Guidelines Checklist. Actions which would "conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities" represent significant negative impacts. This is an entirely avoidable impact, so long as the development of the Safeway site and nearby roadways is consistent with the TPI.

Increasing the Transit Share of Trips to the Site: The strong transit service to this site, along with the project's improved design, makes it possible for transit to play a significant role in bringing employees and customers there. Greater transit use could reduce automobile traffic and congestion, air emissions, and greenhouse gas emissions, which have been a concern in the EIR process. Participation by Safeway and other employers in AC Transit's EasyPass program would be a helpful step to increase transit ridership. EasyPass provides system wide bus passes to groups of employees or residents at prices some 90% below the regular Transbay pass price. Safeway is participating in the program at other sites; we hope that they and their tenants will do so here. EasyPass meets employers' SB 1339 obligations.

4-12

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Comment "4"

Thank you for your interest in AC Transit's comments. If you have any questions about this letter, please contact Nathan Landau (nlandau@actransit.org, 891-4792). We look forward to continuing to work with the City to improve the Broadway-College corridor.

Sincerely,

David J. Armijo
General Manager

CC: James Pachan, Chief Operating Officer
Robert del Rosario, Director of Service Development and Marketing
Nathan Landau, Senior Transportation Planner
Stephen Newhouse, Transportation Planner

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Responses to Letter #4

Alameda-Contra Costa Transit District; David J. Armijo, General Manager; February 25, 2013

Response 4-1: This comment introduces a concern over the proposed Project's effect upon potential delay of AC Transit's bus Line 51A. The concern is elaborated on later in the comment letter. Please see Responses 4-6 through 4-10 below for a more detailed response to specific comments.

Response 4-2: The comment indicates that AC Transit is pleased with the Project's design as being pedestrian-friendly and easily accessible to transit passengers, indicating that moving three bus stops (as proposed) will improve transit operations, and that the amount and area of surface parking which impedes and discourages pedestrians and bus passengers will be reduced. These comments do not address the adequacy of the Draft EIR, but are hereby noted. No response is warranted pursuant to CEQA, but the City will consider this input on the noted Project components prior to taking action on the EIR and the proposed Project.

Response 4-3: See Master Response #5: Adding Residential Uses as Part of the Project.

Response 4-4: The comment recites information about AC Transit's Line 51A and 12. It does not address the adequacy of the Draft EIR, and is therefore noted. No response is warranted pursuant to CEQA.

Response 4-5: This comment introduces a concern about the approach used in the Draft EIR to determine the proposed Project's potential effects on AC Transit bus service; specifically as it relates to the speed and reliability of service. This concern is elaborated on later in the comment letter. Please see Responses 4-6 through 4-10 responses below.

Response 4-6: The comment references the Transit Travel Time subsection starting on pages 4.11-98 of the Draft EIR, which shows that the additional traffic congestion generated by the proposed Project combined with the roadway modifications proposed by the Project and the mitigation measures proposed in the Draft EIR would increase travel times for Route 51A buses by as much as 40 seconds in the northbound direction and reduce them by as much as 30 seconds in the southbound direction during the weekday PM peak hour. However, these travel times do not reflect moving the bus stops as shown on page 4.11-44 of the Draft EIR.

As referenced in the comment, the Draft EIR also states that some of the travel time losses for the northbound Route 51A buses would be offset by the Project's proposal to move the bus stop on northbound Broadway from near-side to far-side of the intersection with 51st Street/Pleasant Valley Avenue. On page 4.11-100, the Draft EIR estimates that moving the bus stop would reduce the bus delay by about 15 to 20 seconds. However, based on more recent research conducted by Fehr & Peers, moving the bus stop from the near-side to the far-side of the intersection is expected to reduce peak hour bus travel times by as much as 40 seconds, which would offset the increase in travel times caused by the Project proposed roadway modifications and any additional traffic resulting from the Project.

The comment also disagrees with the Draft EIR's conclusions that the increase in travel time for northbound buses would be less than significant. Although the Draft EIR does not explicitly quantify the effects of moving the bus stop on northbound Broadway from near-side to far-side of the intersection with 51st Street/Pleasant Valley Avenue, the travel time savings from moving the bus stop would offset the increase in travel time that the Project and the mitigation measures would cause.

Furthermore, as stated in the comment and documented in Table 4.11-20 of the Draft EIR, the proposed Project and mitigation measures would reduce travel times for southbound Route 51A by about 30

seconds during the weekday PM peak hour. Considering that all buses operate in both directions of Route 51A, it is expected that the reduction in travel time for southbound buses would off-set the increase in travel time for northbound buses and no additional buses would be needed to Route 51A during the peak periods. Thus, the Draft EIR's conclusion that the Project's impact on bus travel times is less than significant remains valid.

Response 4-7: The comment references the City of Oakland's criteria of significance pertaining to projects that would result in substantially increased travel times for AC Transit buses. The comment notes that the Draft EIR suggests a significant impact on northbound Line 51A, but has not "demonstrated the absence" of an impact on the southbound bus line. The comment further suggests impacts on the southbound line would occur and suggests mitigation measures for these impacts. As described in the response to Comment 4-6, the Project would not cause a significant impact on bus travel times in the northbound direction. In addition, as documented in Table 4.11-20 on page 4.11-100 of the Draft EIR, the roadway modifications proposed by the Project are estimated to reduce travel times for southbound Route 51A buses by about 30 seconds during the weekday PM, 20 seconds during the Saturday midday, and 40 seconds during the Saturday PM peak hours. Thus, the Draft EIR's conclusion that the Project's impact on bus travel times is less than significant remains valid.

See response to Comment 4-8 regarding the elimination of the slip right-turn and its effect on travel times along Broadway.

Response 4-8: The comment correctly states that most of the changes in travel times would be as a result of the changes to the Broadway/51st Street/Pleasant Valley Avenue intersection and expresses concern about the elimination of the slip right-turn lanes from northbound Broadway to eastbound Pleasant Valley Avenue and from southbound Broadway to westbound 51st Street. The intersection currently provides pork chop islands on the southeast and northwest corners of the intersection which create slip right-turn lanes from northbound Broadway to eastbound Pleasant Valley Avenue and from southbound Broadway to westbound 51st Street, respectively. Thus, right-turning vehicles are not controlled by the signal at the Broadway/51st Street/Pleasant Valley Avenue intersection. Pedestrian crosswalks at the slip right-turn lanes are unprotected and pedestrians need to look for vehicles before crossing.

During non-peak periods, vehicles can travel through the slip turn lanes at relatively high-speeds, resulting in potential conflicts with pedestrians. The Project proposes to eliminate these slip lanes to improve pedestrian safety at this intersection. Note that the slip lanes do not provide dedicated lanes on northbound or southbound Broadway. Thus, queue of two or more automobiles on the right through lanes on Broadway blocks access to the slip lanes. The slip right-turn lanes reduce delay for right-turning vehicles only when the Broadway approach is not congested because vehicles would not need to wait at the signal for pedestrians to cross the street. Overall, elimination of the slip lanes would not have a noticeable effect on queues during congested periods and would have a negligible effect on bus travel times.

In addition, the elimination of the slip lane on southbound Broadway would allow the bus stop on southbound Broadway to be moved further south closer to the intersection, which would reduce the walking distance for bus riders to and from the Project site.

Response 4-9: The comment suggests modifications at the Broadway/51st Street/Pleasant Valley Avenue intersection to improve bus travel times for northbound Route 51A buses. As noted in response to Comments 4-6 through 4-8, the Project would not adversely impact bus travel times. Further, these suggested modifications may not improve bus travel times and may adversely affect other modes of travel. The modifications suggested in the comment and a brief analysis of each suggestion is provided below:

1. Retain the right-turn pocket to allow a formal or informal "bus bypass" – Currently, the slip-right turn pocket is about 40 feet long, which can be blocked when through queues on northbound Broadway are about two automobiles long. Thus, converting the existing slip-right turn lane and island to a short "bus bypass" would not provide a noticeable benefit to buses. In order to provide substantially improved bus travel time, the "bus bypass" lane would need to be much longer, so that buses can bypass the queued automobiles on northbound Broadway, which would require elimination and/or narrowing of bicycle lanes, automobile lanes, parking, and/or median. In addition, providing a "bus bypass" lane would lengthen the pedestrian crossing on the northbound Broadway approach, and require increasing the signal cycle length to allow pedestrians to safely cross the street. Increasing the signal cycle length may increase delay experienced by all users, including bus riders, at the intersection.

2. Substantially narrow the median on Broadway to provide space for a bus bypass – As shown on Figure 4.11-11 of the Draft EIR, the conceptual plan for Broadway shows a six-foot median on the south approach of the intersection. Eliminating this median would not provide adequate width for a bus bypass lane. Accommodating a bus bypass lane on northbound Broadway would also require eliminating and/or narrowing bicycle lanes, and/or travel lanes, which would negatively affect automobile and/or bicycle safety and circulation. Furthermore, the proposed median on northbound Broadway would provide a refuge for pedestrians crossing the south approach of the intersection. Thus, the elimination of the proposed median would affect pedestrian safety at this intersection.

3. Increase green time for the northbound Broadway approach, including time when pedestrians would be held, to allow right turn movements to clear – The proposed modifications at the Broadway/51st Street/Pleasant Valley Avenue intersection would reduce the existing long signal cycle length necessary to serve all automobile approaches and pedestrian crossings at the intersection. Increasing the green time for the northbound Broadway approach would result in a longer signal cycle length and increase delay for all users at the intersection. Furthermore, holding pedestrians at a signal would prioritize automobile traffic over pedestrian circulation, which is in conflict with City's policies to improve pedestrian circulation and access.

Also, see Response 5-9 regarding feasibility of other suggested improvements at this intersection. In addition, as part of the Transit Performance Initiative (TPI) which would implement infrastructure modifications to reduce bus travel times along Route 51A/B, Transit Signal Priority may be installed at this intersection.

Response 4-10: The comment suggests a bus bypass lane on southbound Broadway at the intersection with 51st Street/Pleasant Valley Avenue, which would also require modifications to the traffic signal at the intersection to provide a "bus only" phase. The proposed modifications would keep the southbound bus stop on the near-side of the intersection at the location proposed by the Project and shown on Figure 4.11-11 of the Draft EIR. Considering that the bus stop is at the intersection approach, it can function as a de-facto bus bypass lane. It is expected that since a very short bus-only signal phase would be used only when buses are present at the bus stop, the signal operations modification proposed in the comment would have minimal impact on overall intersection operations.

Response 4-11: The comment provides details on the Transit Performance Initiative (TPI) which would implement infrastructure modifications to reduce travel times along Route 51A/B. As described on page 4.11-30 of the Draft EIR, the specific improvements and the exact location of the improvements that would be implemented by the TPI project are not known. Therefore, the Draft EIR could not account for these improvements. Coordination between this project and AC Transit may be necessary when more details about TPI improvements in the vicinity of the proposed project are known. However, as described

in detail in response to Comments 4-6 through 4-9, the proposed Project would not negatively affect AC Transit bus operations, and therefore, would not conflict with the planned TPI project.

Response 4-12: The comment provides more details on AC Transit's Easy Pass program, which the proposed project would participate in. No response is required.

RCPC ROCKRIDGE COMMUNITY PLANNING COUNCIL
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February 25, 2013

Mr. Darin Ranelletti, Planner III
Dept. of Planning, Building & Neighborhood Preservation
250 Frank Ogawa Plaza, Ste. 3315
Oakland, CA 94612

Re: Safeway Redevelopment Project (Broadway @ Pleasant Valley Ave – Rockridge Shopping Center) Draft Environmental Impact Report (ER09-007).

Dear Darin,

The Rockridge Community Planning Council ("RCPC") would like to provide the following comments on the Draft EIR for the above-referenced project. As you know, RCPC is the official community organization representing the Rockridge area of North Oakland. Because this project spans the boundaries of both Rockridge and the Piedmont Avenue districts, and will also affect parts of the Temescal District, RCPC believes it is of vital importance that it, and its potential environmental impacts, be accurately presented.

We want to begin by offering several complimentary comments on the DEIR and on the project approval process thus far. Overall, we think that the DEIR does a good job of presenting the Project, its potential impacts, and how those impacts might be mitigated or avoided. However, as will be detailed further below, we do believe that there are several specific impacts that have not been adequately analyzed, and that there are additional mitigation measures that should be considered, and, if found feasible, incorporated into the project for approval. We also appreciate the DEIR's efforts to go beyond the specific requirements of CEQA in identifying potential changes to the Project or the surrounding area that would provide beneficial impacts. Both of these topics will be discussed in more detail below.

We also want to commend both the City and the applicant, Property Development Centers, for their willingness to engage with the community and their openness to considering and incorporating ideas put forward by the North Oakland community. As has been mentioned repeatedly, this site is an important one for North Oakland, and indeed for the entire city. We believe that the openness to incorporating community input has made this a much-improved project and increased its ability to provide benefit to the community. 5-1

All that having been said, RCPC continues to be concerned about the "autocentric" approach this development takes and its failure to include a residential component. We also have some comments regarding Project impacts and mitigation measures that need further analysis. These will be laid out in the same order in which topics are presented in the DEIR.

BIOLOGICAL RESOURCES

In general RCPC believes that the DEIR does an adequate job of identifying the existing conditions for biological resources in and around the Project site and discussing the Project's potential impacts on biological resources. RCPC does feel that the quarry pond adjacent to the Project site could potentially be used by migratory waterfowl, including potentially species of special concern. While it is not a large water area, it is in the general area of the Pacific Flyway, which is the major migration corridor for waterfowl along the Pacific Coast. It is therefore not unlikely that it is used as a stopping-off point for migrating waterfowl. While normal operations of the proposed shopping center would not generally be expected to interfere with this function, it is possible that construction activities and general operating activities, especially nighttime 5-2

lighting, could interfere with this function. RCPC would suggest that the Project conditions of Approval include a prohibition on nighttime construction in the vicinity of the pond area, especially during the spring and fall migration periods for waterfowl. RCPC would also suggest that the Conditions of Approval prohibit nighttime area lighting that would cause light spill into the quarry pond area. 5-2 contd

GREENHOUSE GAS EMISSIONS

The DEIR concludes that the Project would not have any significant impact on Greenhouse Gas Emissions ("GHGE"). It does so primarily because the increase in transportation-related GHGE would be more than offset by the decrease in GHGE due to the replacement of aging refrigeration systems in the new Safeway store that is a major part of the Project. RCPC understands that this is technically correct. However RCPC would also note that, without the offsetting decrease in refrigerant leakage, CO2 production due to increased project traffic could result in a net increase in emissions of as much as 1,650 metric tons annually, which would exceed the City's interim GHGE threshold of 1,100 metric tons annually. (See Table 4.6-4 in DEIR.) RCPC recognizes that not all of the increased emissions associated with the Project would be truly new emissions. Some proportion of those emissions would occur through trips to other shopping areas under the No Project alternative. Nevertheless, it is only the reduction in refrigerant escape due to the Project's replacement of Safeway's aging refrigeration system that makes it unnecessary to consider the Project's GHGE in more detail. 5-3

Apart from its consideration of this Project, RCPC feels it is incumbent on the City to address the continuing issue of refrigerant leakage. Indeed, RCPC is surprised that regulation of this significant source of GHGE has not already been addressed in the City's Energy and Climate Action Plan (ECAP). RCPC believes that the City should consider enacting a regulatory ordinance to address and, in the long term, reduce this significant source of GHG emissions. One possibility would be to require phased replacement of large refrigeration systems that are either over a certain age or fail to meet specified standards in terms of refrigerant leakage.

LAND USE

The land use section of the DEIR analyzes the project's consistency with applicable zoning and general plan designations for the site, based on designations in effect when the project application was deemed complete. It also points out that the zoning has since been updated as part of the citywide rezoning effort. It notes that while part of the site would be considered under R-50 residential zoning, commercial use for that segment could be approved under the then-applicable interim conditional use permit provisions of the planning code.

While the proposed project is not projected to have any significant adverse land use impacts, inclusion of a residential component in the project would have a significant positive impact. As the DEIR notes, the Project site sits between two residential neighborhoods: Rockridge and Piedmont Avenue. Inclusion of a residential component would help serve as a "bridge" between these two neighborhoods, thereby decreasing the Project's division of the existing residential neighborhoods. Further, a residential component would improve the public safety of the project by providing "eyes on the street" that would inhibit criminal activity on the Project site[1]. For these reasons, RCPC believes inclusion of a residential component should be given serious consideration and the property owner should be encouraged to modify the long-term lease provisions to allow residential use on the site. 5-4

[1] Indeed, even if residential development isn't included, the Project should include video monitoring of major project streets and parking area, and should be posted as such. This would be an important mitigation for potentially significant public services impacts in terms of the need for increased police protection associated with the Project's potential to increase criminal activity at the Project site.

TRANSPORTATION, CIRCULATION, AND PARKING

RCPC appreciates the comprehensive analysis done in the DEIR, which includes not only automobile traffic, but also public transit, bicycle, and pedestrian transportation as well as parking and an analysis of queuing at intersections. However, RCPC is concerned about the failure of the analysis to include consideration of traffic diversion in response to congestion on primary access routes. It should be noted that the traffic analysis prepared for the DEIR by Fehr & Peers is the based on the same modeling used for the EIR for the College Avenue Safeway Shopping Center Project. It was made clear in the course of the discussion of traffic impacts in the EIR that the modeling software used in the analysis did not include the capability to account for the diversion of traffic that occurs when a thoroughfare becomes congested[2]. The results of such diversion, depending on the configuration of side streets in the area, can be that traffic shifts from the congested main thoroughfares to less-congested, but often residential, side streets. This can result in secondary impacts on those side streets.

The DEIR includes a section entitled "Neighborhood Traffic Intrusion" (as did the EIR for the College Ave. Safeway Project). As with the College Ave. Safeway EIR, the DEIR concludes there will be no significant impacts associated with such diversion. However, as with the College Ave. Safeway EIR, the analysis in that section provides no evidentiary support for its conclusion of no significant impacts. Indeed, it could not provide support because the modeling done did not include consideration of congestion-avoidance traffic diversion. Even, however, if modeling did not show significant congestion at the uncontrolled side street intersections, that is not the only way in which neighborhood traffic intrusion can result in significant impacts. It is common for designated bicycle routes to use smaller side streets, so-called "bicycle boulevards," without designated bicycle lanes, precisely because the lower traffic volume on such streets reduces the potential for accidents involving bicyclists. If traffic volume increases, so does the risk of bicyclist injuries, a potentially significant impact. Likewise, intersections on minor side streets rarely have pedestrian traffic signals and often do not even have well-marked crosswalks. Again, this is based on the assumption that the low levels of vehicle traffic make marked or signalized pedestrian crossings less important for pedestrian safety. If traffic volumes increase, these assumptions are also called into question and significant pedestrian safety impacts can result. 5-5

These are not merely academic questions. While the mitigation measures for traffic signals on Pleasant Valley Avenue reduce congestion impacts in the predominant traffic direction along that street (primarily eastbound for the area east of Broadway), those same mitigation measures actually increase congestion in other directions of traffic flow. For example, the mitigation at the Pleasant Valley Ave./Piedmont Ave. intersection involves retiming the traffic signal to give priority to eastbound traffic on Pleasant Valley Avenue. It does so, however, at the expense of westbound traffic on that street and of northbound traffic on Piedmont Avenue. That increased congestion is likely to lead drivers to seek to use side streets to bypass the congested conditions. Specifically, northbound traffic on Piedmont Avenue is likely to divert onto westbound John Street, and then either onto northbound Gilbert street, rejoining Pleasant Valley at the signalized intersection of those two streets to continue west onto 51st Street, or continue west on Mather Street to Broadway to head either north or south on that street. The extra traffic, on John Street in particular, is likely to create hazards for pedestrians and bicyclists (John Street/Piedmont Ave. is a major crossing point for students going to and from the Piedmont Ave. Elementary School), as well as potentially creating significant congestion and traffic hazard at the John/Gilbert intersection. These and similar issues need to be addressed in the EIR. 5-6

The analysis of queuing at the Broadway/Broadway Terrace intersection also indicates a long-term problem, with northbound Broadway traffic backing up into the Broadway/College Ave. intersection. This problem will be exacerbated by the proposed reconfiguration of that 5-7

[2] RCPC incorporates by reference into these comments the comments that its traffic consultant, Kevan Shafizadeh, submitted to the City on the College Avenue Safeway Project and its EIR during the administrative approval process for that project in 2012.

intersection (which in many other respects is an excellent idea). At the very least, the Broadway/College intersection needs to have "don't block the box" pavement markings required and potentially may need periodic traffic enforcement to prevent that intersection from becoming a traffic chokepoint. 5-7 contd

The DEIR identifies a significant and unavoidable impact at the Howe St./Pleasant Valley Ave. intersection because signalizing that intersection would encourage traffic to use Howe Street to access Pleasant Valley Avenue, rather than using Piedmont Ave. RCPC agrees with this concern. However, the EIR needs to consider the offsetting advantage of allowing a safe pedestrian crossing of Pleasant Valley Ave. at that intersection. One option would be to add a signal, but allow only right turns at the signal. This would limit the attraction of that intersection for through traffic. Another option would be to couple signalization to traffic calming measures such as speed bumps and rotaries that would, again, discourage through traffic use. These options should be explored in the EIR. 5-8

The Broadway/51st Street/Pleasant Valley Ave. intersection is identified in the DEIR as resulting in significant and unavoidable traffic impacts, both short-term and long-term. RCPC agrees that attempting to reduce traffic congestion cannot be done at the expense of pedestrian and bicyclist safety. However, there appear to be unexplored mitigation measures available that might alleviate traffic congestion without causing significant secondary impacts.

The DEIR proposes eliminating the two "porkchop" slip-lanes from Broadway onto eastbound Pleasant Valley Ave. and westbound 51st Street. These currently uncontrolled slip-lanes do constitute a hazard for pedestrians and bicyclists, and the hazard will be increased due to the added traffic from the Project. However, eliminating those turn lanes may be part of the reason for the significant and unavoidable traffic impacts at that intersection. It appears possible, if retaining the slip-lanes would reduce intersection traffic impacts, that the associated pedestrian and bicycle safety hazards might be at least partially mitigated by signalizing and reconfiguring the slip-lanes to current geometric standards such that slip-lane traffic would be stopped during the main cross-traffic signal phase and to allow pedestrian crossings. The signal should allow for pedestrian activation and include a pedestrian signal including count-down (as should all signals at this intersection). This would reduce the risk to bicyclists in the cross-traffic flow, and also allow a safer pedestrian crossing of the slip lane to the "porkchop" island. A raised crosswalk (i.e., "speedtable") should also be considered. See, e.g.: http://www.walkinginfo.org/engineering/crossings-design.cfm. It may also be possible to add a dedicated and signalized right turn lane from westbound Pleasant Valley Ave. to northbound Broadway, perhaps also including a similar pedestrian island. This would decrease the back-up of that lane while still offering safer pedestrian and bicyclist crossing conditions than the current situation. These options should be investigated further in the EIR. Protecting safe pedestrian crossing of Broadway is particularly important. Especially with the recent rezoning of the west side of Broadway, a higher density mixed use project at that site, including a significant residential component, can be expected. 5-9

RCPC agrees with the DEIR's proposal to close off the left turn lane from northbound Broadway into the Wendy's parking lot. RCPC believes that the proposal to instead allow U-turns from northbound to southbound Broadway at the College Ave. intersection might be an acceptable substitute, if appropriate signage were provided. Another alternative that could be investigated would be to allow a left turn from northbound Broadway on Coronado at the new controlled intersection, so long as that traffic could then only enter the Wendy's parking lot, with a barricade blocking traffic from going further west. Again, however, appropriate signage would be important. 5-10

RCPC is concerned that, especially with the increased congestion at the 51st St./Broadway/Pleasant Valley Ave. intersection, there may be a heightened incentive for traffic seeking to access the Project to use Coronado Street to bypass the congestion and enter the Project through the new signalized Broadway intersection. This issue should be analyzed for possible impacts along Coronado Street, including impacts on pedestrian and bicycle safety. If 5-11

significant impacts are identified, mitigation should be investigated, such as adding traffic calming measures on Coronado Street or limiting or prohibiting through access to the shopping center (i.e., right arrow and left arrow signals only) to deter its use by through traffic. 5-11 contd

It is not clear how internal circulation will be regulated, and whether significant impacts could result. In particular, the Project entrance at Gilbert St./Pleasant Valley Ave. intersects with the internal "shopping street" (which, by the way, should be named) a short distance into the Project. If this intersection is only regulated by a four-way stop sign, as is the current parking lot intersection near the project entrance, significant back-up into the Gilbert St./Pleasant Valley Ave. intersection could result. This would be a significant impact and could further impact the LOS for that intersection. The operation of this, and other internal project intersections, should be evaluated for impacts on public streets, as well as on pedestrian and bicycle safety. 5-12

A related issue is the potential pedestrian safety issue involving the loading dock off of the shopping street. The DEIR correctly points out that this could create a pedestrian hazard. It could also create a hazard for bicyclists using this street. These should be considered potentially significant impacts and appropriate mitigation should be discussed. If, as is suggested, restrictions on time of delivery are proposed as mitigation, the Project's mitigation and monitoring program (required under Public Resources Code §21081.6) as well as the conditions of approval for the project need to address how such restrictions will be effectively enforced. In the past, such conditions of approval have been routinely violated in other projects with no effective enforcement mechanism, making the mitigation measure and associated condition of approval ineffective and inadequate. 5-13

TRANSIT AND PARKING

The DEIR's analysis of on-site parking indicates that it may be adequate for much of the year. However, the analysis indicates that during December (and probably much of November), when holiday shopping will be at its peak, on-site parking will be inadequate. What the DEIR fails to indicate, however, is that higher parking rates go hand in hand with higher traffic generation rates. In other words, the Project's traffic impacts appear likely to be exacerbated during that same period. This is long, frequent, and predictable enough an impact that it should have been identified and analyzed as a potentially significant impact. 5-14

A possible mitigation for this impact would be for the Project sponsor to run a free express shuttle service to and from the Rockridge and Macarthur BART stations. At a minimum, service should be provided during the months of November and December, but RCPC believes such shuttle service should be considered on a year-round basis. Especially with sufficient advertising, this could significantly increase transit use to access the Project, which might be sufficient to reduce the significance of parking and traffic impacts, both during the holiday period and more generally. The project sponsor should also investigate having Kaiser Permanente's existing Macarthur BART shuttle service extend to the Project, again, both during the holiday period and year-round. Along with these measures, the EIR should also consider requiring the project sponsor to establish a free or low cost large package delivery service, again at a minimum during the holiday shopping period but preferably year-round[3]. All these measures would encourage customers to use transit rather than their private cars, especially during the busy and congested holiday period. This could significantly reduce the Project's significant traffic impacts and would be consistent with the General Plan's direction to encourage transit use. 5-15

More broadly, RCPC continues to believe that the Project could significantly expand transit use as an alternative to auto access, and reduce traffic impacts accordingly, if it were to provide an on-site bus station; for example in the vicinity of the new Safeway store[4]. The station would 5-16

[3] Safeway already provides a delivery option for its own customers through its website.

[4] Providing such an internal bus station should be coupled to providing a signal override for buses to access the station from the intersections entering the Project.

serve the 12 and 51A/51B lines, as well as the project's BART shuttles. It could also include a taxi stand and access for East Bay Paratransit vehicles. This could also serve as a relocated transfer point for the 51A and 51B. Providing an on-site transit station can be expected to significantly increase public transit use to access the site, particularly if it provided easy access to the Safeway store. This would have the potential to help mitigate the Project's significant traffic impacts, particularly the impact at the Broadway/Pleasant Valley Ave./51st Street intersection. AC Transit's scoping comment letter indicates that benefits for AC Transit patrons from such a station would predominate. Providing such a station would also further the General Plan's policy of promoting designs that encourage public transit use. RCPC believes this option should be further considered in the EIR and, if found feasible, included as a required mitigation measure.

5-16 contd

Sincerely,

Andrew Charman
Chair, RCPC Board of Directors

Stuart Flashman
Chair, RCPC Land Use Committee

cc: Council member Dan Kalb
O. Bolotina
Piedmont Ave. Neighborhood Improvement League
George Skinner (STAND)
John Gatewood (ULTRA)

Responses to Letter #5

Rockridge Community Planning Council, February 25, 2013

Response 5-1: This comment provides introductory remarks. Individual responses to those comments on the Draft EIR that are introduced in this introductory paragraph are provided below.

Response 5-2: This comment suggests that migrating waterfowl may utilize the abutting, off-site Claremont Pond and, as a result, Project-related construction activities may have an adverse effect on waterfowl. This comment also suggests that Project construction activity should be restricted to daylight hours, not occur during migration periods, and that light should not be allowed to spill onto the pond.

Page 4.3-17 of the Draft EIR describes bird species with potential to utilize the abutting off-site Claremont Pond, in agreement with the comment that migrating waterfowl do utilize the pond, indicating that:

> *"Shorebirds and water birds encompass species that are strongly dependent upon aquatic and wetland habitat, and include such families as loons (Gaviidae), grebes (Podicipedidae), pelicans (Pelecanidae), herons and egrets (Ardeidae), swans, geese and ducks (Anatidae), Gruiformes (Gruidae, cranes, Rallidae, rails, coots, moorhens), gulls (Laridae), non-sandpiper shorebirds (Charadriidae, Haematopodidae, Recurvirostridae, plovers, oystercatchers, stilts and avocets), and sandpipers (Scolopacidae)."*

As stated on page 4.10-10 to 4.10-11 of the Draft EIR, City of Oakland Standard Conditions of Approval applicable to the proposed Project include SCA Noise-1 (Days/Hours of Construction Activity). This standard condition limits construction activity to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday. Pile driving and/or other extreme noise generating activities greater than 90 dBA are limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday. These hours generally correspond to daylight hours.

As stated on Page 4.1-4 of the Draft EIR, Standard Condition of Approval Aesth-1 (Lighting Plan) applicable to the proposed Project requires that, prior to the issuance of an electrical or building permit, the proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. Lighting plans shall be submitted to the Planning and Zoning Division for review and approval. All lighting shall be architecturally integrated into the site. This SCA would prevent unnecessary light form spilling over from the site and onto the adjacent pond.

There are no regulatory requirements or restrictions on construction activity during bird migration periods. Compliance with the Federal Migratory Bird Treaty Act is mandatory and ensures that no migratory bird may be pursued, hunted, taken, captured, or killed without a permit issued by the U.S. Department of the Interior. It does not prohibit temporary disturbances to migrating waterfowl caused by construction activity. Temporary disturbance of waterfowl during construction activities is considered less than significant, and there is abundant suitable alternative habitat for migrating birds that exists elsewhere.

Response 5-3: See Master Response #4: Greenhouse Gas / Global Climate Change.

Response 5-4: See Master Response #1: Adding Residential Uses as Part of the Project.

Response 5-5: See Master Response #6: Neighborhood Cut-Through Traffic.

Response 5-6: As stated in the comment, Mitigation Measure Trans-4 and Trans-14 at the Piedmont Avenue/Pleasant Valley Avenue intersection would reduce travel time and delay for the eastbound approach of the intersection and increase travel time and delay for the westbound and northbound approaches. However as shown in Appendix O of the Draft EIR, during the weekday PM peak period, when traffic generally consists of daily commuters who are familiar with the area and most likely to cut-through the residential streets, the mitigation measure is expected to increase the 95th percentile queue on northbound Piedmont Avenue by about 25 feet in comparison to conditions without the project. This corresponds to about one car length, which would not be noticeable to most motorists.

In addition, Tables 4-4 and 4-5 in Master Response #6 compare travel times along the northbound Piedmont Avenue to westbound Pleasant Valley Avenue route and show about ten seconds increase in overall travel time along the corridor between Existing conditions and Existing Plus Project Mitigated conditions which would not be noticeable to most motorists. Since travel times and queues along the main route would remain approximately the same, minimal cut-through traffic on the adjacent residential streets are expected.

Response 5-7: As stated in the comment and documented on page 4.11-120 of the Draft EIR, the Project would increase the northbound Broadway queue at the Broadway/Broadway Terrace intersection which currently spills back into the upstream Broadway/College Avenue intersection during peak periods. However, this increase in queue length is not considered a significant impact under City of Oakland's significance criteria as the Draft EIR analyzes queuing as a non-CEQA topic. As suggested in the comment, "KEEP CLEAR" pavement markings and other improvements at the intersection will be explored during the detailed design process for improvements at the Broadway/College Avenue intersection.

Response 5-8: The comment agrees with Draft EIR's conclusion that Mitigation Measure Trans-3 at the Howe Street/Pleasant Valley Avenue would result in additional traffic on Howe Street. However, the comment notes that a signal would improve safety and comfort for pedestrians crossing Pleasant Valley Avenue at Howe Street and suggests installing a signal at this intersection and only allowing right-turns and/or installing traffic calming devices on Howe Street to discourage additional traffic on Howe Street. See Master Response #8: Pedestrian Crossing on Pleasant Valley Avenue regarding improving pedestrian crossings on Pleasant Valley Avenue east of the project site.

Response 5-9: The comment suggests additional improvements at the Broadway/51st Street/Pleasant Valley Avenue intersection to mitigate the significant and unavoidable impact identified by the Draft EIR. These suggested improvements and their merits are discussed below:

- Retain northbound and southbound slip right-turn lanes and pork-chop islands – The intersection currently provides pork chop islands on the southeast and northwest corners of the intersection with slip right-turn lanes from northbound Broadway to eastbound Pleasant Valley Avenue and from southbound Broadway to westbound 51st Street, respectively. Right-turning vehicles on northbound and southbound Broadway are not controlled by the signal at the intersection. Pedestrians at these two corners cross the intersection protected by the traffic signal; however crossing the slip right-turn lanes is unprotected. Thus, removal of the pork-chop islands would improve pedestrian safety. The slip right-turn lanes do not currently provide dedicated lanes on Broadway. Thus, a queue of two or more automobiles on the through lanes on Broadway and occupied on-street parking spaces block access to the slip right-turn lanes. As a result, the slip right-turn lanes do not add noticeable capacity to the intersection and their effect on peak period congestion is negligible.

- Signalize the slip right-turns – Based on the current configuration of the pork-chop island on the northwest corner of the intersection which provides for pedestrians crossing between Broadway and

the island parallel to the travel lanes on southbound Broadway, signalizing the southbound slip right-turn movements is not feasible as approaching southbound right-turning vehicles would not have adequate sight distance to the signal. Moving the crosswalk further west in the slip lane would provide adequate sight distance for right-turning vehicles; however, it would increase pedestrian walking distances.

Retaining and signalizing the northbound slip right-turn would somewhat improve pedestrian and bicycle safety. The signalized slip right-turn would generally operate similar to the configuration proposed by the Project which would eliminate the slip right-turn because both improvements would bring the northbound right-turn movement under signal control.

Signalizing the slip right-turn may result in additional delay for the right-turning motorists and increase congestion at the intersection. The proposed Project configuration would allow right-turn-on-red (Unless prohibited, all vehicles are allowed to turn right when the signal is red after stopping and ensuring there are no conflicting vehicles and/or pedestrians). Retaining and signalizing the slip right-turn lanes would prohibit right-turn-on-red and require right-turning vehicles to stop while the right-turn signal is red. This would increase the delay experienced by the right-turning vehicles and may result in right-turn queues blocking through traffic on Broadway.

Furthermore, signalizing the slip right-turns may not be beneficial to pedestrians. Pedestrians would traverse two signalized crossings and would need to wait for two signals to turn green which could increase their delay. Based on the current configuration of the southeast pork-chop island, many pedestrians do not cross at the marked crosswalk, which is located in the center of the slip right-turn lane. They cross near the edges of the slip lane as they align with the pedestrian desire lines and the existing sidewalks on Broadway and Pleasant Valley Avenue. Combined with the short width of the slip lane, it is expected that few pedestrians would actually wait for the signal or cross at the signalized marked crosswalk.

Therefore, signalizing the slip right-turns is not recommended due to the reasons outlined above.

- Provide raised crosswalks (speed table) at slip right-turns – Similar to signalization, providing a raised crosswalk at the northwest corner of the intersection is not feasible. The raised crosswalk would need to be provided where the existing crosswalk is located. However, right-turning motorists on southbound Broadway would not have adequate sight distance of the raised crosswalk and would not be able to traverse the raised crosswalk at a perpendicular angle. Although a raised crosswalk would be feasible for the southeast corner, it would not improve pedestrian safety as much as eliminating the slip right-turn and would raise similar issues as signalization as discussed in the previous bullet.

- Provide dedicated and signalized right-turn lane on westbound Pleasant Valley Avenue – Adding a right-turn lane would require widening the westbound Pleasant Valley Avenue approach at the intersection. This would increase the pedestrian crossing distance, and require longer signal cycle, which would increase delay for all travel modes at the intersection.

The existing through lanes on westbound Pleasant Valley Avenue cannot be shifted south as they would not align with the receiving lanes on 51st Avenue west of Broadway.

Also, see Response 4-9 above regarding feasibility of other suggested improvements at this intersection.

Response 5-10: The comment suggests allowing left-turn access from northbound Broadway onto Coronado Avenue instead of allowing U-turns at the Broadway/College Avenue intersection as

recommended in the Draft EIR in order to provide left-turn access to the Wendy's Restaurant on the west side of Broadway between College and Coronado Avenues. As stated in the comment, the proposed Project would signalize the Broadway/Coronado Avenue intersection. Providing left-turns from northbound Broadway would require eliminating the proposed median and the pedestrian crossing refuge at the south approach of the intersection. Currently, Wendy's Restaurant provides an inbound driveway on Coronado Avenue about ten feet west of Broadway. Considering that the very short distance between the driveway and Broadway, vehicles turning left from Broadway onto Coronado Avenue may queue at the driveway and spill into Broadway, blocking southbound through traffic on Broadway. Features at the Broadway/College Avenue intersection, such as appropriate signage and traffic signal operation parameters, for the U-turn from northbound to southbound Broadway will be refined during the design process for the improvements at this intersection based on the applicable design standards.

Response 5-11: The comment is concerned that increased congestion at the Broadway/51st Street/Pleasant Valley Avenue intersection may result in cut-through traffic on Coronado Avenue. Currently, Coronado Street is one-way eastbound, which prohibits vehicles from Broadway or Project site to travel westbound on Coronado Avenue. Furthermore, the current median on 51st Street prevents vehicles on eastbound 51st Street from turning left onto Coronado Avenue, limiting the number of vehicles that can use Coronado Avenue as a cut-through route. Master Response #6: Neighborhood Cut-Through Traffic compares travel times on northbound Desmond Street and eastbound Coronado Avenue as a cut-through route for using eastbound 51st Street and northbound Broadway. As shown in Tables 4-4 and 4-5, the cut-through route (Desmond Street and Coronado Avenue) would be shorter than using the arterial route (51st Street and Broadway). However, the arterial travel time would remain similar to current condition under Existing plus Project conditions. Therefore, it is unlikely that many additional motorists would use Desmond Street and Coronado Avenue as cut-through routes.

Furthermore, as shown in Table 4.11-5 of the Draft EIR, the Desmond Street/Coronado Avenue intersection currently operates at LOS A during the peak hours. Considering the current volumes at the intersection, additional traffic at the intersection would not trigger the City's criteria for significant impacts. Even if additional motorists use Desmond Street and Coronado Avenue as a cut-through route, it is not expected to result in a significant impact. Also see Master Response #6: Neighborhood Cut-Through Traffic for why additional traffic on residential streets would not result in a significant impact.

Nevertheless, Recommendation Trans-26, as described in Master Response #6: Neighborhood Cut-Through Traffic, would entail monitoring traffic volumes and speeds on both Desmond Street and Coronado Avenue. If excessive traffic volumes are observed, potential solutions, as indicated by the comment, may include traffic calming devices on Desmond Street and/or Coronado Avenue, or adjustments to the traffic signal operations at the Broadway/Coronado Avenue intersection.

Response 5-12: The comment is concerned about internal circulation in the project site and if congested conditions within the project site would result in significant impacts. The internal circulation within the project site has been designed to prioritize pedestrian access and circulation. The internal four-way intersection on the driveway opposite Gilbert Street would be controlled by stop signs on all approaches. Considering the anticipated traffic volumes using the Gilbert Street driveway, queues at this intersection would not spill back into Pleasant Valley Avenue and block through traffic on Pleasant Valley Avenue.

Response 5-13: The Comment is concerned about truck loading at the loading dock on the internal street conflicting with pedestrian and bicycle flow along the internal street. The comment is consistent with the analysis and Recommendation Trans-17 item c presented in the Draft EIR. The comment is also concerned about implementation and enforcement of the loading management program included in Recommendation Trans-17A. See also Master Response #7 regarding on-site bicycle and pedestrian improvements. Mitigation Measures and Conditions of Approval are legally enforceable; The City has the

power, and regularly uses this power to require compliance with the Mitigation Measures and Conditions of Approval.

Response 5-14: The comment agrees with the Draft EIR conclusion that project parking demand during the holiday shopping season in December may exceed the parking supply. Comment requests that the impact of additional traffic that would be generated during the holidays also be analyzed. As stated in the comment, the project would most likely generate more traffic during the November/December holidays. Consistent with other environmental documents prepared in Oakland and other jurisdictions, the Draft EIR analysis was conducted for typical weekday and weekend operations (weekday and Saturdays) that occur regularly and not for absolute worst conditions. It is expected that the Project would generate more traffic than estimated in the Draft EIR during the holidays and less traffic at other times of the year when demand for retail is less. Similar to other retail developments, the project site would most likely generate more traffic than typical conditions temporarily during the three to four week November/December holidays. However, the temporary increase in retail generated traffic is typically offset by a decrease in work and school commute trips due to the holidays. Therefore, analysis of traffic impacts during the holiday season is not required.

Response 5-15: The comment suggests strategies, such as providing a shuttle service between the Project site and Rockridge and MacArthur BART stations and providing subsidized package delivery service, to reduce project trip generation and parking demand. These strategies are consistent with SCA Trans-1 (page 4.11-36 of Draft EIR) which would establish a TDM program to reduce traffic generated by the Project and Recommendation Trans-24 (page 4.11-116 of Draft EIR) which recommends strategies to reduce and manage project parking demand. Specifically, provision for a shuttle service is consistent with item h of SCA Trans-1. While not identified as mitigation measure for specific significant impacts, these strategies will be considered as part of the approval process for the Project.

Response 5-16: The comment requests modifications to Project site plan to provide an on-site AC Transit bus station. As described on page 4.11-44 of the Draft EIR, the proposed project would move the bus stops on Broadway closer to the Project site in order to provide shorter walking distances between the project site and the bus stops. The bus stops on northbound Broadway and eastbound Pleasant Valley Avenue would also be moved from the near-side to far-side of the intersection which would reduce the delay experienced by buses. In addition, the new bus stops would also provide amenities, such as shelters and benches which would increase bus rider comfort. These improvements would make buses more attractive and could increase transit use at the site.

Rerouting AC Transit buses through the Project site is not feasible at this time because it would add additional travel time to buses and would require AC Transit to deploy more buses in order to maintain current headways.

Comment "6"

February 25, 2013

Darin Raneletti, Planner III
City of Oakland
Department of Planning, Building, and
Neighborhood Preservation
Planning and Zoning Division
BY HAND

Re: Safeway/Rockridge Shopping Center redevelopment
Case File Numbers CMDV09-135, CP009-090, ER09-007

Dear Mr. Ranelletti,

We are submitting these comments on behalf of the Piedmont Avenue Neighborhood Improvement League (PANIL). While we do not oppose the project, our reaction is mixed. We do recognize that the project is significantly improved from Safeway's original proposal and responds to many of the community's concerns. The mixed reaction reflects the reality that our community will bear the biggest brunt of the negative impacts of the increased density——essentially paying a higher price in order to meet citywide goals and ambitions. For that reason, it is imperative that the City and Safeway address the concerns we enumerate below.

Before the specific comments, however, we wish to say that we still advocate housing at the site, as ULTRA so eloquently made the case for at the Commission's meeting this week. We realize that Safeway is not interested in that and would not want to see the project delayed to develop a housing option; nevertheless, we fervently hope that the City will follow up on Commissioner Coleman's desire to bring the landowner into the mix and see if housing can be made an option, or the site plan leave the option open for the future. This is too precious an opportunity to squander. 6-1

As you will see, the bulk of our comments focus on traffic related issues. There is a gaping hole in the DEIR—the failure to evaluate the impacts on streets south of Pleasant Valley and to explore mitigation options for them. Given our familiarity with local traffic patterns and concerns about neighborhood safety, PANIL needs to be directly involved with the City/Safeway in the efforts to address our comments.

I. TRANSPORTATION AND CIRCULATION ISSUES

A. TRAFFIC INFUSION INTO SIDE STREETS

Besides discussing the difficulties of making left hand turns onto Pleasant Valley from Montgomery and Howe, Impact Trans-26 and many other sections of the DEIR fail to address the impact of increased traffic infusion onto Gilbert, Montgomery, Howe, Mather, John and Ridgeway Streets south of Pleasant Valley. One of the reasons the City concluded that a signal at Howe and Pleasant Valley was not viable was because it would increase cut-through traffic in a residential neighborhood. However, the City failed to consider that—with or without traffic lights—neighborhood streets will be used as short cuts to avoid the increased traffic on the main streets. Additionally, neighbor observation says that the two eastbound lanes on Pleasant Valley between Broadway and Gilbert (and beyond) are often at full capacity during evening rush hour. Reducing this to one through lane can be anticipated to create a severe backup. As explained below, PANIL believes there will be a significant increase in congestion that must be modeled and mitigated. 6-2

PANIL • P.O. Box 20375 • Oakland CA 94620-0375 www.panil.org

Comment "6"

1. MONTGOMERY, HOWE, AND JOHN SOUTH OF PLEASANT VALLEY

As the DEIR indicates, the intersections at Pleasant Valley/Montgomery/Howe will be LOS E/F much of the time. Thus, it seems quite probable that drivers on Pleasant Valley will start traveling south on Montgomery and/or Howe more frequently to avoid the backups/delay of turning right on Pleasant Valley onto Piedmont Avenue. Similarly, in the northbound direction on Piedmont Avenue, drivers may start to turn left on John and right onto Gilbert to avoid the Piedmont Ave/Pleasant Valley intersection. (Maybe wrongly, but we are assuming that drivers will not see making a left from Montgomery or Howe without a light to be an improvement on using Piedmont Avenue.)

6-3

2. MATHER/GILBERT

Increased traffic can be anticipated at both ends of Mather from the project. While neither Mather nor Gilbert would appear to be desirable through streets given their meandering paths, neighbors report that Mather is already used as a shortcut between Broadway and Pleasant Valley. Cars frequently speed by and cut across lane dividers. Even trucks have gone that way. The winding layout of Mather makes it unsuited for handling additional traffic, but drivers will be on it before they realize that.

From Broadway, more cars may turn right on Mather in order to enter the site from the Gilbert intersection. From the Pleasant Valley end, we expect that more drivers who would have made a left turn from Montgomery to Pleasant Valley will choose to detour to Mather and come north on Gilbert during rush hours. This already happens.

6-4

For these reasons, it is imperative that the DEIR be revised to study the increased congestion from cut through traffic and the efficacy of various traffic calming measures. Based on that study and community discussion of the appropriate type and location of traffic calming measures (speed bumps, round abouts, etc) on our street, Safeway must be required to do traffic calming as mitigation.

3. RIDGEWAY

With greater congestion on Piedmont, Pleasant Valley, and Broadway, Ridgeway becomes the next through route south of Pleasant Valley to Piedmont Ave. Cut through traffic should be studied here and mitigations considered.

6-5

B. TRAFFIC LIGHTS AND LANES

1. GILBERT AND PLEASANT VALLEY

This intersection already poses a number of issues that will be aggravated with the increased traffic. We describe the problems we've observed and potential remedies but this needs expert modeling and analysis.

• Currently, traffic coming out of Gilbert north into the Center has the right of way over traffic leaving the project and turning east onto Pleasant Valley but these left turners rarely yield to oncoming traffic. A shared Left/Through lane coming out the Project makes determining the southbound cars' intentions unclear—and games of "Chicken" often result. Through traffic uses both lanes in the absence of clear markings/dividers to direct the right lane to the right. Additionally, traffic coming right out the project onto Pleasant Valley west has priority and is often unceasing - leading to frustration for drivers exiting Gilbert and also trying to go west. Hence, careful evaluation needs to be made about whether the new exit should be right turn only and shared straight/left lanes or shared right turn/straight and left turn only. Pedestrian safety also needs to be a major factor, especially with a retirement community on this corner.

6-6

Comment "6"

• Given the increased traffic we expect on Gilbert going north and the greatly increased traffic coming from the project, it will be very difficult for cars exiting north from Gilbert to Pleasant Valley to turn left, posing both a traffic hazard and longer backups on Gilbert, a street unable to handle that. We believe a left turn lane signal to allow traffic to proceed from Gilbert to Pleasant Valley is essential. 6-7

• A new left turn lane from Pleasant Valley onto Gilbert is proposed. Many of us do not see the need for it as relatively few cars make that left. Moreover, the light might encourage more people to use Gilbert as a cut through street. On the other hand, neighbors north of Pleasant Valley on Montgomery and Howe might be using that intersection to make U-turns to go west on Pleasant Valley because they will not be able to fight the traffic to make a left from their streets onto Pleasant Valley. Hence, further modeling and assessment is needed on this as well. 6-8

2. EAST ENTRANCE ON PLEASANT VALLEY

The driveway entrance from Pleasant Valley to the center is not obvious and has dangerous visibility conflicts if vehicles are entering and exiting the driveway at the same time. This entrance/exit will receive increased use after build-out, particularly since cars will not have to wait for a traffic light. And, if a shopper is coming from the east to shop at Safeway or the proposed garden center, the east entrance will be the most direct route to those stores. Signage and visibility improvements need to be studied and mitigations proposed. 6-9

3. BROADWAY BY CORONADO

• If there are left turn signals for drivers coming south on Broadway/College to enter the site at Coronado, why is there a need to add a second exclusive left turn lane from Broadway onto Pleasant Valley? Presumably the cars entering on Pleasant Valley will be from the east, west, and south—not the north. Is that the best approach to the intersection? 6-10

• We're confused about whether there is a separate left turn lane into Wendy's. We think that is the plan—which is unfortunate, given all the delays Wendy's already causes for the northbound College traffic. While it is critical to consult with Coronado residents, we wonder whether it might make sense to make Coronado two way ONLY for the brief distance to the Wendy's driveway. A barrier could be added after the driveway to prevent cars from going further. This arrangement would allow a left turn into Wendy's at the Coronado light and seemingly avoid another hotspot for delays. 6-11

4. BROADWAY/PLEASANT VALLEY/51ST

We believe a more detailed analysis of the westbound Pleasant Valley/northbound Broadway intersection is necessary, taking the relocated transit stop, bicyclist, and pedestrians into account. Will the intersection be safe enough with the increased numbers of right turns from Pleasant Valley. Secondly, will the proposed changes be consistent with/support development of the western side of Broadway? 6-12

C. PEDESTRIAN/BUS RIDER SAFETY ON PLEASANT VALLEY

We believe it will be impossible for pedestrians to cross safely to the north side of Pleasant Valley at the intersection of Montgomery—to catch the #12 bus and for other purposes. It is already a supreme challenge to cross at Montgomery because of the limited visibility and the speed of cars coming up the hill from Piedmont Avenue. Adding to the visibility problems is the difficulty drivers have seeing pedestrians and the failure of many drivers to slow down or stop at the pedestrian crossing. With added traffic (the intersection is/will be LOS E/F) crossing at Montgomery will be untenable. 6-13

Walking to either Gilbert or Piedmont, the nearest intersections with traffic controls, is not the answer because both involve climbing steep inclines—a challenge for many pedestrians. The City must evaluate solutions for this intersection to protect pedestrians and bus riders. Some neighbors have suggested median islands with the crosswalk or a HAWK light. The latter solution seems particularly useful because of the added safety. It may slow down vehicle traffic at times but pedestrian safety has to be the priority and (2) a pedestrian-activated signal would only function as needed. (For example, the #12 bus runs every 30 minutes most of the time; every 20 minutes during rush hour.) 6-13 contd

D. PEDESTRIAN/BICYCLIST SAFETY ON THE SITE

The current plan doesn't provide complete bike pathways; consequently, it will be dangerous and inconvenient for pedestrians to negotiate space with bikes, and for bikes to negotiate space with cars. For the safety of all, pedestrians, bikes, and cars need separate pathways through the entire development.

Clear separation of bikers is particularly important because bike travel through the site is bound to soar for reasons unrelated to the new retail opportunities. According to the EIR, at least 11-33 cyclists currently pass through the parking lot each hour. More bicyclists will be attracted to the paths through the development, both to avoid the increased traffic on Pleasant Valley / Broadway and because routing through the project avoids the need to pedal the grade changes down and up again along Pleasant Valley and Broadway en route to College or upper Broadway. 6-14

E. TRAFFIC VOLUME

As we read the DEIR, evening commute traffic will only increase by 29%. That seems surprisingly low to us, given the 73% increase over the current development. We are very concerned that this is a low-ball number, masking the true impacts. 6-15

F. TRANSIT

To alleviate traffic congestion, we believe Safeway should be required to establish shuttle service to BART. And, given the distance pedestrians, particularly disabled and elderly people, have to walk from either Broadway or Pleasant Valley, we strongly recommend a shuttle bus to circulate around the center. 6-16

G. RESIDENTIAL PARKING

A survey of parking spillover into the neighborhood should be done after retail occupancy is complete—either after a year or six months after the holiday season, whichever comes first. If parking on neighborhood streets becomes more difficult because of the project, the City must place a condition of approval that would require Safeway to pay for a residential parking program where needed. 6-17

H. CITY CAR SHARE

Given the project's central location, we recommend that space be allocated to City Car Share and similar companies. 6-18

II. STORMWATER CONCERNS

Page 4.8.-19 states that Safeway will construct a number of bio-retention stormwater treatment areas and will reduce impervious surfaces to reduce site runoff. We urge that the City, County, and Regional Water Quality Control Board require Safeway to use the maximum amount of impervious surfaces technically feasible for the site. As one of the largest commercial sites around the area, if not the largest, the project presents the opportunity for maximum reduc- 6-19

Comment "6"

tion of surface runoff and incorporating the best of "green" technology. 6-19 contd

III. LIGHTING

The City must assure that the lighting/signage design for the project minimizes light pollution/intrusion into the neighborhood and into the night sky. This is a particular concern for the residences along Pleasant Valley and above the quarry pond. 6-20

V. CONSTRUCTION IMPACTS

Safeway must be required to accommodate all construction workers' vehicles on-site during construction or to have satellite parking and a shuttle for construction workers, as Kaiser has done for its huge project. Contrary to the DEIR, which is necessarily out of date, parking on side streets is already difficult during the day as post-recession business on Piedmont Avenue has picked up. 6-21

VI. THE QUARRY POND

We support the comments of the Clareview Homeowner's Association about bio-resources. In contrast, we do favor the scenic overlooks, but do agree that improvements are needed to make this a real amenity. 6-22

VII. INPUT INTO RETAIL TENTANTS

The community should have the type of input into Safeway's choice of tenants that was negotiated for the College Avenue Safeway. Among other things, we are concerned about the proliferation of fast food establishments and their impacts such as litter spilling over into the neighborhood. 6-23

VIII. REQUEST

Finally, our ability to comment meaningfully on transportation impacts has been severely hampered by the small size and poorly differentiated colors of the diagrams in the DEIR. Thus, we request that, as soon as possible, PANIL receive poster size blowups of figures 4.11-11 to 4-11-13 for use in community meetings. 6-24

Thank you for your consideration of these concerns.

Very Truly Yours,

Piedmont Avenue Neighborhood Improvement League (PANIL)
by Valerie Winemiller, Steering Committee member

Responses to Letter #6

Piedmont Avenue Neighborhood Improvement League, February 25, 2013

Response 6-1: See Master Response #1: Adding Residential Uses as Part of the Project.

Response 6-2: See Master Response #6 Neighborhood Cut-Through Traffic for a more detailed analysis of traffic intrusion into the adjacent residential streets, including the residential streets south of Pleasant Valley Avenue. Figures 4-6 and 4-7 in Master Response #6 Neighborhood Cut-Through Traffic compare travel times along the main arterials in the area (Broadway, Pleasant Valley Avenue, and Piedmont Avenue) under current conditions and after completion of the Project and the recommended mitigation measures. Tables 4-6 and 4-7 also present travel times along the potential cut-through routes in the adjacent residential streets. Although, several cut-through routes currently have and would continue to provide shorter travel times after Project completion, it is unlikely that they would experience a noticeable increase in cut-through traffic volumes, because travel times along the main arterials would continue to remain generally the same or slightly improve for most travel routes after implementation of the mitigation measures recommended in the Draft EIR.

Although these streets are unlikely to experience a large increase in cut-through traffic, Recommendation Trans-26, as described in Master Response#6 Neighborhood Cut-Through Traffic, would monitor traffic volumes and speeds on the residential streets south of Pleasant Valley Avenue after Project completion. If excessive traffic volumes or speeds are observed, appropriate traffic calming strategies may be implemented.

The comment incorrectly states that the Project would narrow eastbound Pleasant Valley Avenue from two through lanes to one through lane. As shown on Figure 4.11-13 of the Draft EIR, Pleasant Valley Avenue would continue to provide two eastbound lanes adjacent to the Project frontage.

Response 6-3: The comment is concerned about additional cut-through traffic on Montgomery, Howe, and John Streets south of Pleasant Valley Avenue. See response to Comment 6-2.

Response 6-4: The comment is concerned about additional cut-through traffic on Mather and Gilbert Streets south of Pleasant Valley Avenue. See response to Comment 6-2.

Response 6-5: The comment is concerned about additional cut-through traffic on Ridgeway Avenue. See response to Comment 6-2.

Response 6-6: The comment is concerned about current and future traffic operations at the Gilbert Street/ Project Driveway/Pleasant Valley Avenue intersection. As stated in the comment, the southbound Project Driveway approach currently provides two through lanes; however the receiving approach on Gilbert Street only provides one lane, which can result in driver confusion. As shown on Figure 4.11-13 of the Draft EIR, the proposed project would provide one right-turn lane and a shared left-through lane on the southbound approach of the intersection. This lane assignment is based on the estimated traffic volume at this intersection approach and would eliminate the current conflict between through vehicles on both southbound lanes of the driveway.

Similar to current conditions, the intersection would continue to provide permitted left-turns for the north/ south approaches of the intersection (northbound and southbound approaches would have a green signal at the same time and left-turning vehicles must yield to opposing vehicles and pedestrians in the crosswalk). The intersection would continue to provide crosswalks and adequate pedestrian crossing times crossing both sides of Pleasant Valley Avenue. Considering the signal time needed to

accommodate pedestrian crossings, the northbound and southbound approaches of the intersection need to be served simultaneously by the traffic signal; providing spilt phasing at the intersection (where the northbound and southbound approaches would have their own exclusive signal phase) would require a much longer signal cycle length which would result in longer delays for vehicles and pedestrians. Therefore, the intersection configuration proposed in the Draft EIR would provide for safe and efficient movement of vehicles and pedestrians based on the expected usage and the physical limitations of the intersection.

Response 6-7: The comment requests if a protected left-turn signal phase (where left-turning vehicles have the right-of-way) can be provided for the northbound Gilbert Street approach at the intersection with Pleasant Valley Avenue. As described in response to Comment 6-6, split phasing cannot be accommodated at this intersection. In addition, providing protected left-turn phasing would require a left-turn lane on the northbound approach of the intersection which cannot be accommodated in the current available right-of-way on Gilbert Street. The northbound Gilbert Street approach is expected to experience more delay and longer queues as a result of the proposed project. However, the intersection would continue to operate at an acceptable LOS after completion of the Project. Therefore, the Project would not have a significant impact at this intersection. The additional delay and longer queues on the northbound Gilbert Street approach would make Gilbert Street a less desirable diversion route and reduce potential cut-through traffic.

Response 6-8: As stated in the comment, the Project proposes to provide a left-turn lane on westbound Pleasant Valley Avenue into Gilbert Street. Currently, this left-turn from westbound Pleasant Valley Avenue onto southbound Gilbert Street is in a shared left-turn/through lane with permitted left-turn signal phasing where westbound left-turning vehicles need to queue and yield to the eastbound through traffic and pedestrians on the south crosswalk. As a result, the queued left-turning vehicles are exposed to getting rear-ended by through automobiles on westbound Pleasant Valley Avenue. As shown on Figure 4.11-8 of the Draft EIR, less than 40 motorists currently use this left-turn during the peak hours. The project proposes to provide a left-turn lane and a protected left-turn signal phase at this location to improve safety for vehicles turning left or making a U-turn from westbound Pleasant Valley Avenue. As included in the revised Recommendation Trans-17A, the traffic signal at the Gilbert Street/Project Driveway/Pleasant Valley Avenue intersection should be timed to provide minimal green time for the westbound left-turn phase in order to discourage cut-through traffic while providing safe access for the local residents either turning left onto Gilbert Street or making a U-turn on Pleasant Valley Avenue.

Response 6-9: The comment is concerned about safety at the Project driveway on Pleasant Valley Avenue east of Gilbert Street. Currently, this driveway provides right-in/right-out access to the Project site and as stated in the comment, the proposed Project would increase traffic volumes at this driveway. The driveway currently provides adequate sight distance and as shown in Table 4.11-8 of the Draft EIR, no collisions were reported at this location between 2005 and 2009.

Response 6-10: The comment inquires why the Project would provide a second left-turn lane from southbound Broadway onto eastbound Pleasant Valley Avenue, while providing a left-turn lane from southbound Broadway onto the Project site opposite Coronado Avenue. Southbound Broadway currently provides two left-turn lanes onto eastbound Pleasant Valley Avenue. However, one of the two lanes is a shared left-turn/through lane. As described on page 4.11-43 of the Draft EIR, the street modifications proposed by the Project would eliminate the shared left-turn/through lane and provide two exclusive through lanes and two exclusive left-turn lanes on the southbound Broadway approach at the intersection with 51st Street/Pleasant Valley Avenue. The southbound exclusive left-turn lanes (combined with the proposed northbound left-turn lane) would allow the signal operations for the north-south approaches at the Broadway/51st Street/Pleasant Valley Avenue intersection to be modified from the current split signal phasing (where all northbound and southbound automobile and pedestrian approaches have their own

exclusive signal phase) to protected left-turn phasing (where the left-turn phases can operate simultaneously and the through automobile and pedestrian phases can also operate simultaneously). This change in signal operations would result in safer and more efficient signal operations at the intersection.

In addition, as stated in the comment, the proposed Project would provide a left-turn lane from southbound Broadway onto the Project site to primarily serve motorists approaching the site from the north. Although the proposed left-turn lane from southbound Broadway onto the Project site would divert some of the current Project bound traffic that use the left-turn lane from southbound Broadway onto eastbound Pleasant Valley Avenue, the southbound Broadway left-turn volume at Pleasant Valley Avenue is expected to continue to require a second left-turn lane. Eliminating the second southbound left-turn lane on Broadway would result in higher delay and longer queues at the Broadway/51st Street/Pleasant Valley Avenue intersection.

Response 6-11: The comment asks about how left-turns from northbound Broadway onto Wendy's Restaurant would be accommodated. The proposed Project design, as shown on Figure 4.11-12 of the Draft EIR, would eliminate the current median break on Broadway between Coronado and College Avenues that provide direct access to Wendy's Restaurant. Left-turn access to Wendy's Restaurant would be provided through U-turns at the Broadway/College Avenue intersection. Also, see response to Comment 5-10 regarding providing left-turn access from northbound Broadway onto Coronado Avenue.

Response 6-12: The comment is concerned about safety at the Broadway/51st Street/Pleasant Valley Avenue intersection and the increase in the traffic volume turning right from westbound Pleasant Valley Avenue onto northbound Broadway. The proposed Project would result in minimal increase in the number of vehicles turning right from westbound Pleasant Valley Avenue onto northbound Broadway as most Project-generated traffic traveling north would use the Project Driveway opposite Coronado Avenue.

The Project proposes to move the existing bus stop on northbound Broadway from just south to just north of Pleasant Valley Avenue and also provide Class 2 bicycle lane along this segment of Broadway. The bus stop relocation and bicycle lane would eliminate the existing short automobile lane on northbound Broadway adjacent to the Project site which motorists from westbound Pleasant Valley Avenue currently turn into. The elimination of this short lane on Broadway would actually improve automobile safety at this location as vehicles turning right from westbound Pleasant Valley Avenue would not weave with vehicles on northbound Broadway that currently turn right onto the Project site. The reconfiguration of the intersection will be designed based on applicable design standards to provide adequate sight distance for all users of the intersection (motorists, bicyclists, pedestrians, and buses) and minimize potential conflicts.

The changes proposed by the Project at the Broadway/51st Street/Pleasant Valley Avenue intersection would eliminate the existing slip right-turn lane from southbound Broadway onto westbound Pleasant Valley Avenue. As shown on Figure 4.11-13 of the Draft EIR, this modification would maintain vehicular access for the parcel at the northwest corner of the intersection. The Project does not propose any other modifications on 51st Street west of Broadway. Therefore, it would not interfere with potential developments on the west side of Broadway.

Response 6-13: See Master Response #8: Pedestrian Crossing on Pleasant Valley Avenue regarding pedestrian crossings improvements on Pleasant Valley Avenue at Montgomery Street.

Response 6-14: See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles regarding potential conflicts between bicyclists and motorist and pedestrians within the Project site.

Response 6-15: The comment is concerned that the Project trip generation used in the Draft EIR may underestimate the actual traffic the site would generate. The comment incorrectly states that the Project would increase the size of the shopping center by 73 percent but the weekday PM peak hour trip generation would only increase by 29 percent. As shown in Table 4.11-9 of the Draft EIR, the existing 185,500 square-foot shopping center generates about 1,627 weekday trips during the PM peak hour. The proposed Project would increase the gross leasable area in the shopping center to 293,300 square feet, which corresponds to a 58 percent increase. As shown in Table 4.11-12 of the Draft EIR, the project would generate 678 additional trips during the weekday PM peak hour (this figure does not include the pass-by reduction to be consistent with the observed existing trip generation which also does not include pass-by trips), which corresponds to about a 42 percent increase in weekday PM peak hour trip generation. As stated in the comment, the increase in estimated Project trip generation is less than the increase in project size. This is consistent with observations, including ITE *Trip Generation Manual*, that show the trip generation rate per square foot for retail developments generally decrease as project size increases.

Response 6-16: See response to Comment 5-15 regarding a shuttle service for the Project site.

Response 6-17: The comment is concerned about parking spillover from the proposed Project into the adjacent residential streets. Based on the parking demand analysis presented in the Draft EIR (starting on page 4.11-114), the project parking supply is expected to satisfy typical Project parking demand throughout most of the year. It is estimated that the Project parking demand may exceed the parking supply during the December Holidays. It is unlikely that a large number of Project customers would park on the adjacent residential streets due to the need to carry large purchases over long walking distances between the site and the residential streets. It is likely that most motorists would circulate around the project site to find an available parking space. In addition, Recommendation Trans-24 includes strategies that would reduce Project parking demand.

Response 6-18: The comment requests that the Project site provide City Car Share or other car sharing services, which is consistent with SCA Trans-1 which requires the Project to implement a Transportation Demand Management (TDM) plan at the project site (see item k on page 4.11-37 of the Draft EIR).

Response 6-19: This comment suggests that Safeway be required to minimize the amount of impervious surfaces technically feasible for the site to reduce site runoff. As indicated in the Hydrology chapter of this EIR, the reduction in impervious surfaces associated with the Project's proposed new bio-retention storm water treatment areas, coupled with the time for the flows to work their way through the various treatment areas, will serve to reduce overall site runoff as compared to existing conditions. The amount of surface runoff leaving the site post-Project construction is anticipated to be less than current runoff volumes. Therefore, no increase in stormwater flows entering the City's storm drainage system will occur, and no adverse effects on downstream storm drainage systems are anticipated. The Project's proposed bio-retention and storm water treatment areas are required to be implemented pursuant to SCA Hydro-2: Post-construction Stormwater Pollution Management Plan, SCA Hydro-3: Maintenance Agreement for Stormwater Treatment Measures, and SCA Hydro-4: Erosion, Sedimentation, and Debris Control Measures.

Response 6-20: This comment expresses a concern over Project-related light and the potential for spill-over onto adjacent properties. As stated on Page 4.1-4 of the Draft EIR, Standard Condition of Approval Aesth-1 (Lighting Plan) applicable to the proposed Project requires that, prior to the issuance of an electrical or building permit, the proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. Lighting plans shall be submitted to the Planning and Zoning Division for review and approval. All lighting shall be

architecturally integrated into the site. This SCA would prevent unnecessary light from spilling over from the site and onto adjacent properties.

Response 6-21: The comment is concerned about parking demand for construction workers during Project construction and potential spillover into the adjacent residential streets. Standard Condition of Approval (SCA) Trans-2 requires the Project to prepare a construction parking management plan to ensure that the Project site would accommodate construction worker, as well as project employee and customer parking demand during all phases of construction (see item n on page 4.11-109 of the Draft EIR).

Response 6-22: This comment concurs with comments from Letter #43 (Margaret J. Stone). See responses to Comment #43. In addition (and in contrast to Comment #43), this comment suggests the design of the portion of the proposed Project abutting the quarry pond (or Claremont Pond), such as the scenic overlooks, could be improved. This later aspect of the comment does not address the adequacy of the Draft EIR and is therefore noted. No response is warranted pursuant to CEQA. However, the City will consider this input on the proposed Project merits prior to taking action on the EIR and the proposed Project.

Response 6-23: See Master Response #2: Requirements for Local-Based Retail.

Response 6-24: This comment suggests that the ability to provide meaningful comment on the Draft EIR were hampered by the small and poorly differentiated colors of the diagrams in the Draft EIR, particularly Figures 4.11-11 to 4.11-13. Figure 4.11-11 and Figure 4.11-12 of the Draft EIR show the following proposed roadway modifications on Broadway, and Figure 4.11-13 shows the proposed roadway modifications on 51st Street/Pleasant Valley Avenue. Electronic versions of these images were available on the City's website, and CDs containing the electronic images were made available to the public with the Draft EIR.

Comment "7"

ULTRA : Urbanists for a Livable Temescal Rockridge Area

Darin Ranelletti
Planner III
City of Oakland, Department of Planning, Building and Neighborhood Preservation
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA, 94612;

Re: Safeway Redevelopment Project
Broadway at Pleasant Valley Avenue
Case #ER09-007

Dear Mr. Ranelletti:

ULTRA is a neighborhood group in the Temescal/Rockridge area. We have the following comments regarding the proposed Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue, and the Draft Environmental Impact Review dated January 2013.

1. Traffic

The DEIR acknowledges that traffic levels do increase quite markedly, but then makes multiple claims of either no significant impact, or that certain mitigations will prevent the impact from becoming significant. However, no substantive study is presented to prove these claims. The description of the trip distribution step in the analysis is thin on details. We list only a few of a number of examples: 7-1

Impact Trans-17: The DEIR states "[t]he proposed Project would not substantially increased travel times for AC Transit buses. Yet elsewhere, and at the Planning Commission hearing, it was discussed about bringing AC Transit into the site. While we would welcome this, it should be acknowledged that this would increase headway. If no additional buses are brought on those lines with increased headway, there will be a decrease in service. If additional buses are brought on, over time there will be increases in personnel and maintenance costs in perpetuity. These costs will be borne by taxpayers and riders unless there is a requirement that Safeway pay towards these costs. 7-2

Impact Trans-20: The DEIR states [t]he proposed Project would not directly or indirectly result in a permanent substantial decrease in pedestrian safety". Traffic mitigations include "smart" signals to move vehicular traffic optimally, yet as a mitigation measure to enhance pedestrian safety, on Page 4-11-105, it is proposed to "adjust signal timing parameters at intersections to ensure adequate crossing times for pedestrians". The two are incompatible. 7-3

Trans-26 states: "Neighborhood traffic intrusion would not exceed the capacity of affected residential streets, and would not result in a significant impact". How can this statement be made as fact when there is no demonstrated corroborating evidence? Many situations have simply not been studied. Some examples: 7-4

- The DEIR indicates that the intersection of 51st and Broadway would degrade from LOS D to E. But with the addition of the signal at Coronado and the new entry to the proposed major parking garage beyond, a growing number of drivers waiting at the intersection will take the left turn from Eastbound Broadway onto the small, residential 5100 block of Desmond Street, then right turn onto the small, residential 5200 block of Coronado Avenue to access the project. Those two blocks already experience cut-through traffic from Broadway to the existing Wendy's at Coronado and Broadway, so it is likely that such cut-through traffic will increase significantly. If the back-up at Broadway becomes great enough, cut-through traffic could happen on other nearby streets, such as Manila to get back to Desmond and access the Coronado entrance. 7-5
- With all the intersections on 51st from the freeway to the project degrading due to increased trips to the site, drivers will learn to take the Claremont exit, and come up residential Clifton to College to Coronado and to left-turn into the site. 7-6

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- Across Broadway, similar problems will exist on residential streets leading to Pleasant Valley (such as Howe) as drivers find ways to get around the Piedmont/Pleasant Valley intersection which the DEIR says will be significantly degraded

7-7

These types of conditions are not studied in the DEIR. In contrast to the proponent's statement, Trans-26 could just as easily state that impacts will be significant.

7-8

The neighborhood already experiences the results of signalized intersections too close to each other. For example, at 51st and Telegraph, cars backed up from the nearby Claremont and Telegraph signal routinely "block the box". The proposed new light at Coronado, while it makes it easier to access the site, and reduces the load at Gilbert, will takes away the load at may ease access into the site, it will certainly create significant problems along Broadway. With the existing lights at College and Broadway Terrace, the new light will mean that there are three signals within 600' of Broadway. Traffic is certain to back up through these intersections, increasing wait times, pollution from idling, and blocking of the box which reduces pedestrian safety.

7-9

A complete, detailed, and comprehensive traffic analysis needs to be completed before the proponent can claim no significant impacts, unavoidable impacts, or to prove that the proposed mitigations will result in no significant impacts. Such a study should also take into account other proposed or future development and their additions to the traffic load and the effectiveness of proposed mitigations.

7-10

The results of such a study, if shown that impacts will be greater or that mitigation measures will not achieve the claimed results, then this could cascade back onto all the other traffic-related claims. This would include Impact Trans-16, in which the DEIR states "[t]he proposed Project would not cause congestion of regional significance on a roadway segment on the Congestion Management Program (CMP) and/or the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP.

7-11

Finally, in addition to determining the effectiveness of proposed mitigations, the study should include the costs of creating and maintaining these mitigations so that the City can evaluate whether or not the cost of these mitigations should be borne directly by the proponent.

7-12

2. Green House Gases (GHGs)

On page 4.6-26, of the DEIR, the claim is made that: "Construction and operation of the Project would not result in GHG emissions that exceed City thresholds of significance. Therefore, the Project would result in a less-than considerable contribution to cumulative global climate change, and thus a less-than significant impact". We believe this claim to demonstrably false.

Per Table 4.6-4 on page 4.6-34, there is an increase in GHG's, mostly due to increased Vehicle Miles Traveled (VMTs), of more than 22%, totaling over 2,000 metric tons of CO_2 per annum. The proponents claim that this is mitigated in total by reductions in GHGs due to new refrigerant systems. The DEIR uses as the baseline the performance of the existing store. The DEIR uses as its future projections average data from stores that have newer equipment.

7-13

However, State Law (California Code of Regulations, Title 24, Part 6, Section 120.6 (b) mandates that effective January 1, 2014, all new stores and significant remodels greater than 8,000 sf will be required to have such systems. Additionally, even if Safeway were not to build the project but to maintain the existing store, a different California requirement, the Refrigerant Management Program (RMP)[1], administered by the Air Resources Board, requires continuous and on-going improvements to existing systems. While repair of existing systems is allowed, the RMP

[1] California Air Resources Board document. See http://www.arb.ca.gov/cc/reftrack/rmpfaq.pdf

requires constant monitoring and upkeep, but more importantly, the useful life of such commercial systems is typically from about 7 to 15 years[2].

Safeway has repeatedly said in public forums that if their proposed project were not to be approved, they would remodel the existing store, or more likely, move to the current CVS site and expand. Even if they were to remain in the existing location and not remodel, the existing systems would eventually have to be replaced.

Thus, claiming as the baseline the existing store as a static value is not correct. The baseline shifts, as required by law, possibly as soon as January 1, 2014, but in any case no later than the regularly scheduled replacement of the existing system. After that date, no mitigation of the increased GHGs due to the increase of VMTs can be claimed.

The project would then be adding more than 2,000 metric tons of CO_2 per annum, well in excess of the 1,100 metric tons per annum that is considered significant, and would be a violation of various laws, including AB 32 (the Global Warming Solutions Act, 2006). The project must be amended, probably by reducing its size or other methods of reducing new VMTs, or other significant mitigation needs to be developed. 7-13 contd

When discussion Alternate 1 (No Project), on Page 5-13, the proponent states that there would be no Greenhouse Gas Emissions (No Impact), and states: "There would be no new development and thus no increase in greenhouse gas emissions and no impact on global climate change. There would also be no opportunity to improve the energy efficiency and performance of buildings on the site…". This statement is also demonstrably false, as any remodel will by law, be required to upgrade the refrigerant systems, but also to improve over-all energy performance with mandated lighting and HVAC upgrades.

Finally, we have previously shown in the section on traffic that the predictions of no or low impact at the least need to be substantiated. At worst, if there are greater impacts than the proponents claim, GHGs will increase more than stated, as wait times and car idling increase. Such increases could very well be in violation of AB 32. 7-14

The DEIR should be amended to show conclusively how the proponent will address this critical issue.

3. Viability of Retail

Due to increasing adoption of online shopping, there is only so much brick and mortar retail to go around. Many shopping centers across the country are in distress or have otherwise closed. If Safeway is successful leasing out all the planned expansion, this will inhibit the ability to create retail components at other nearby areas already identified by the City, such as Broadway Valdez, MacArthur BART, the San Pablo Corridor, and of course, downtown. For most of these locations, the City has already invested significant resources in studies, working with the community and with developers. The validity of these efforts will be impacted by a successful expansion at the Broadway/Pleasant Valley site.

Increasing transportation and fuel costs would seem to only make brick-and-mortar retail more difficult to succeed in the future. We are concerned that in such an eventuality, we would be stuck with a decaying shopping center that does not have the inherent flexibility to morph into a mixed-use facility should the retail concept not prove viable in the future. Safeway would be stuck with that as well. 7-15

Also in the future, it is likely that residential density will increase along Broadway, which in turn will lead to improved public transit. In such a scenario, it can be expected that the grocery operations would continue to serve the larger neighborhood, but be better located along Broadway. The current plan does have another location big enough for Safeway to occupy any other building, so the flexibility is lost. Please see attached our Phasing Diagrams showing how

[2] Gallagher, Glenn et al. Presentation by the California Air Resources Board. Available at http://www.epa.gov/greenchill/downloads/CARB-CEC_ConsolidatedSlides_9-27-2011.pdf

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Safeway could start with its planned store on the existing CVS location, but have the flexibility to relocate at a later date. Please also see our recommendations in our conclusions in Section 8 below.

One of Safeway's Project goals is to attract and retain "other high-quality retail tenants, including those that will provide shopping options to local customers that are not currently available in the City" (p. 3-33). Has Safeway identified prospective "high-quality retail tenants" and conducted any feasibility studies to determine the likely success of this Project, so the City can ensure the site doesn't become blighted?

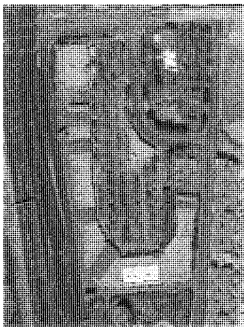
7-15 contd

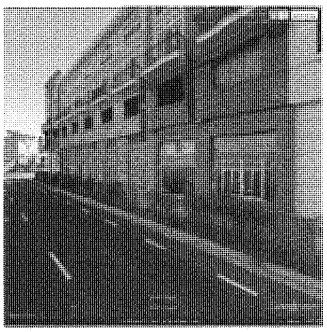
A comprehensive analysis of the destination retail opportunities, how much is available, what its nature is and where it should optimally be located is necessary before allowing an individual developer to propose such a significant car-dependent shopping center, particularly in an area with problematic access that causes "significant and unavoidable impacts" (page 6-2 and others).

4. Visual Character:

The present plan, while better than the original, but still has the feel of a fortress ringed by moats on two sides. It does not "promote street level activity"—a City of Oakland land-use goal. In addition, the site design is still decidedly suburban, car-centric, and out-of-character with the surrounding neighborhoods. With its inward-facing focus, it runs the risk of having the same visual problems as the Walgreen's complex at 51st and Telegraph. Worse, with its size, perhaps the more apt nearby project is the truly horrible, car-dependent Powell Street Plaza in Emeryville. Indeed, the program and configuration of that project is rather similar to the proposed project. See aerial view, below left. Back sides of stores face the street, similar to what is proposed along Pleasant Valley. See Photo below middle. Even the newer Emery Bay project across the street, with many of the same visual tricks of the proposed project, suffers from the same problem. See Photo below right. The "storefronts" are not real—they are photo murals. The most interesting part of this façade is the housing on top—but then the proposed project won't have this!

7-16





5. Walkability/Transit-friendly/Bikability

The bike lanes in the present plan appear to be limited, and confined to only part of the property (see Fig. 3-13, p. 3-21). Bikes should have parity with cars, and should have designated access to the entire plaza. Moreover, adequate bicycle parking needs to be included next to Safeway itself.

The store itself is almost 1.4 mile from bus stops at Broadway and 51st, reducing transit access. This also almost doubles the walking distance (590' to 980') from the Monarch Place senior facility to the grocery store, a great disservice to the seniors.

7-17

While the interior pedestrian circulation is much improved, the concept of locating the Safeway store in the far rear of the site is not conducive to transit and pedestrian access. Bike facilities should be well integrated with City plans for improving bike access along Broadway.

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6. Income and Costs to the City of Oakland

The Project Goals include increased tax revenues to the City (page 3-33), but nowhere in the DEIR is it substantiated that the proposed project would generate more revenues than other uses. For example, if Alternative 5 were to be implemented, the resultant sale of a portion of the property or "condominium-ized" sale of development rights above retail could very well result in significant increase in revenue to the City through increased property taxes for the new owners when compared to the very low current amount being collected from the current, pre-Proposition 13 owner.

As noted in the section on Traffic above, no analysis was made to first cost and long-term costs to the City for building and maintaining the required mitigations.

7-18

Additionally, there has been no consideration of possible loss of funding from the state (such as the Sustainable Communities Program or Priority Development Area funding for not supporting SB 375 imperatives—and potential fines for violating AB 32 requirements.

The assumption that the project as proposed best meets the stated objective and otherwise is the most optimum alternative for the City has not been substantiated and requires further study.

7. Conclusion

In the summary of the DEIR, our submitted Alternative (Alternative 5), was determined to be the "Environmentally Superior Alternative (page 5-67) but was discounted because it did not meet the major goals of the project. Chief among these is that it doesn't create a 320,000 sf shopping center. But that goal is not questioned as a reasonable goal for the city or for the environment. Instead, we are left with "significant, unavoidable impacts", which may include illegal increases in GHG production.

7-19

Is this the right place for a sub-regional, car-dependent shopping center with destination retail, located .85 and 1.04 miles from Freeway access, with the connectors running through residential areas?

7-20

ULTRA believes that, once our above concerns have been studied, other alternatives may be shown to better meet over-all city and regional/state objectives. A mixed-use project, with a smaller amount of retail but an added housing component has the opportunity to be a true "win-win" for both the proponent and the city. Ideally, such a consensus solution would have the following benefits:

- Get Safeway its "Lifestyle" store right away, with upgraded additional retail to follow.
- The City gets an urbane, mixed-use project with minimal "significant, unavoidable" impacts. The City also gets a cost-effective, well-located opportunity site for infill housing.
- The environment gets an "environmentally preferable" solution.

7-21

We have attached a Phasing Plan to show how this might be accomplished for the concept shown in Alternative 5, but the approach may work for a plan closer to that of the proposed project.

At the Planning Commission hearing of 2/20/2013, Safeway stated that they are not opposed to adding housing, but are prevented from doing so by their current lease. Leases can easily be changed, but a built project cannot. While saying they are not opposed, they have not planned for it. At a minimum, this would require them to modify the design is some very reasonable ways:

- Modify the footprints of the buildings Broadway and Pleasant Valley to accommodate future housing, including appropriate amounts of open space on the podium above;
- Provide a structural roof capable of taking the future added loads;
- Provide accommodations at the ground level for vertical access and egress, utilities/service spaces (including garbage collection).

7-22

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Comment "7"

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In closing, we would like to note that the existing shopping center has been in place for two generations. The decisions we make on the proposed project will affect the next two generations of Oaklanders. Typically, neighborhood groups oppose higher density projects, but here we have a politically unique situation, with the surrounding groups in favor of a mixed-use project. Thus the site presents an extraordinary opportunity to meet state-required Housing Element goals and City land-use policies that encourage a mix of uses, all while meeting near term goals for the proponent.

Thank you for your consideration of these comments and concerns and we look forward to seeing the final EIR with our concerns addressed. Please feel free to contact me with any questions regarding these comments.

For ULTRA

Larry Mayers
mayersbrewer@gmail.com

Attachments: Alternative 5 Phasing Plan

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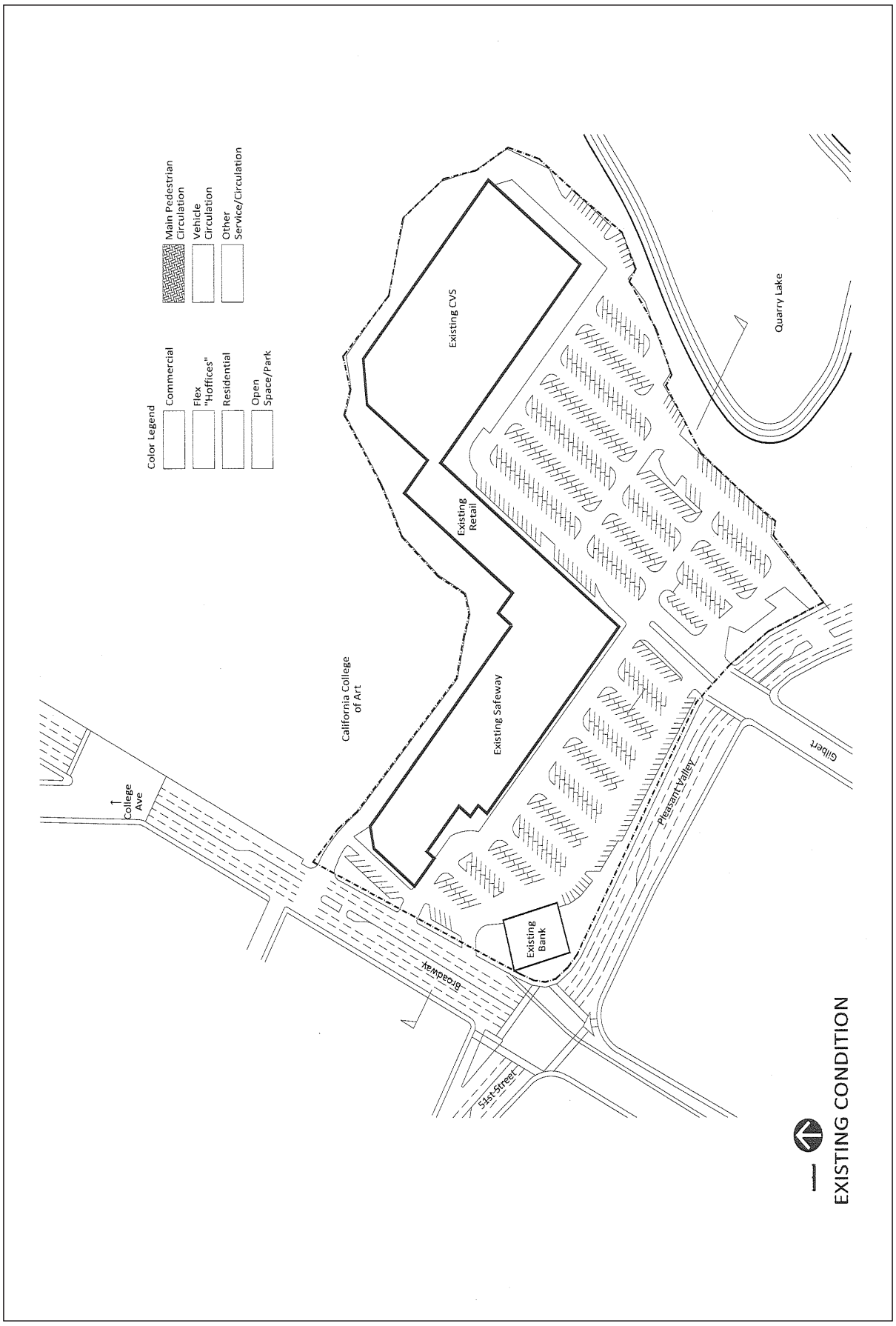
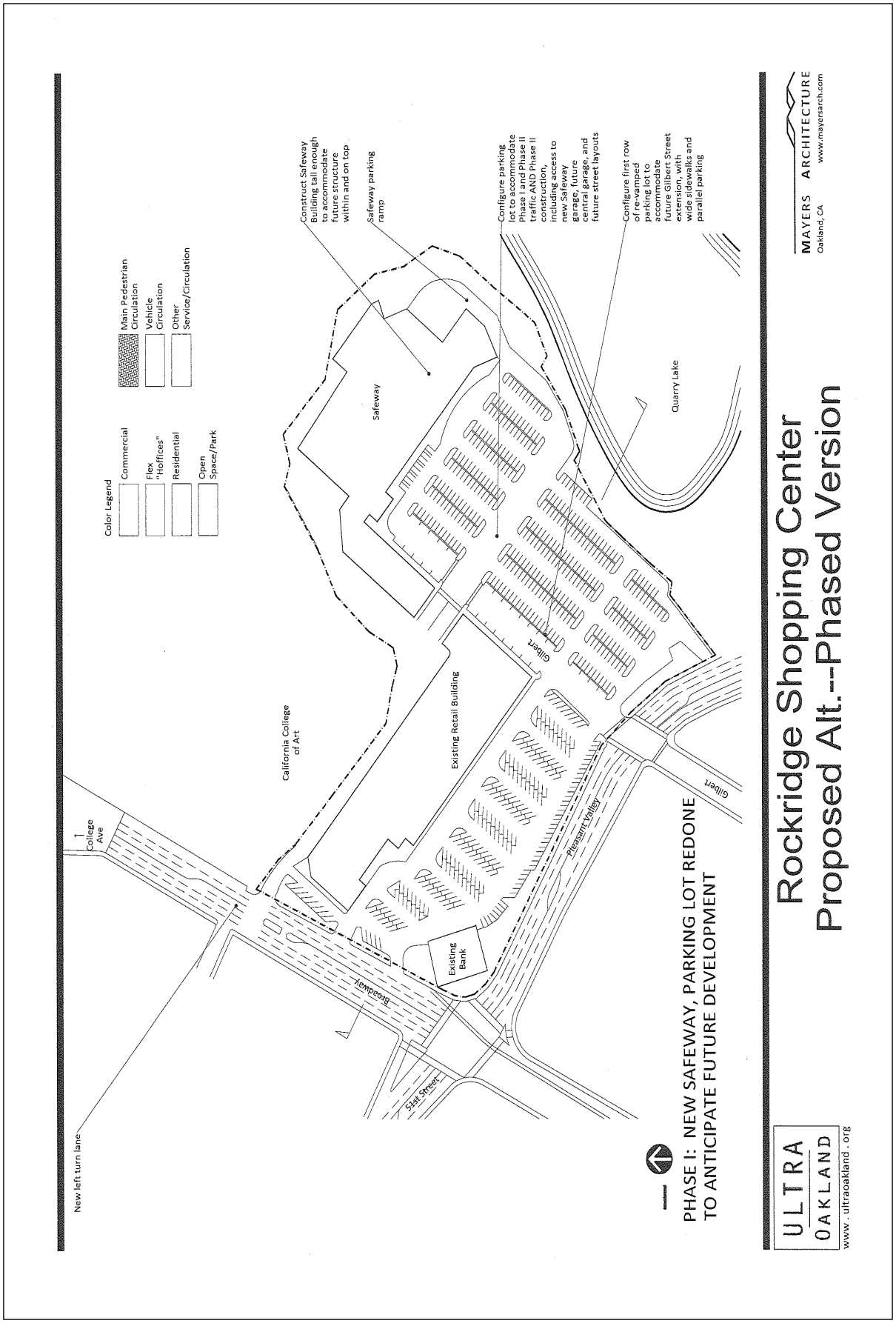
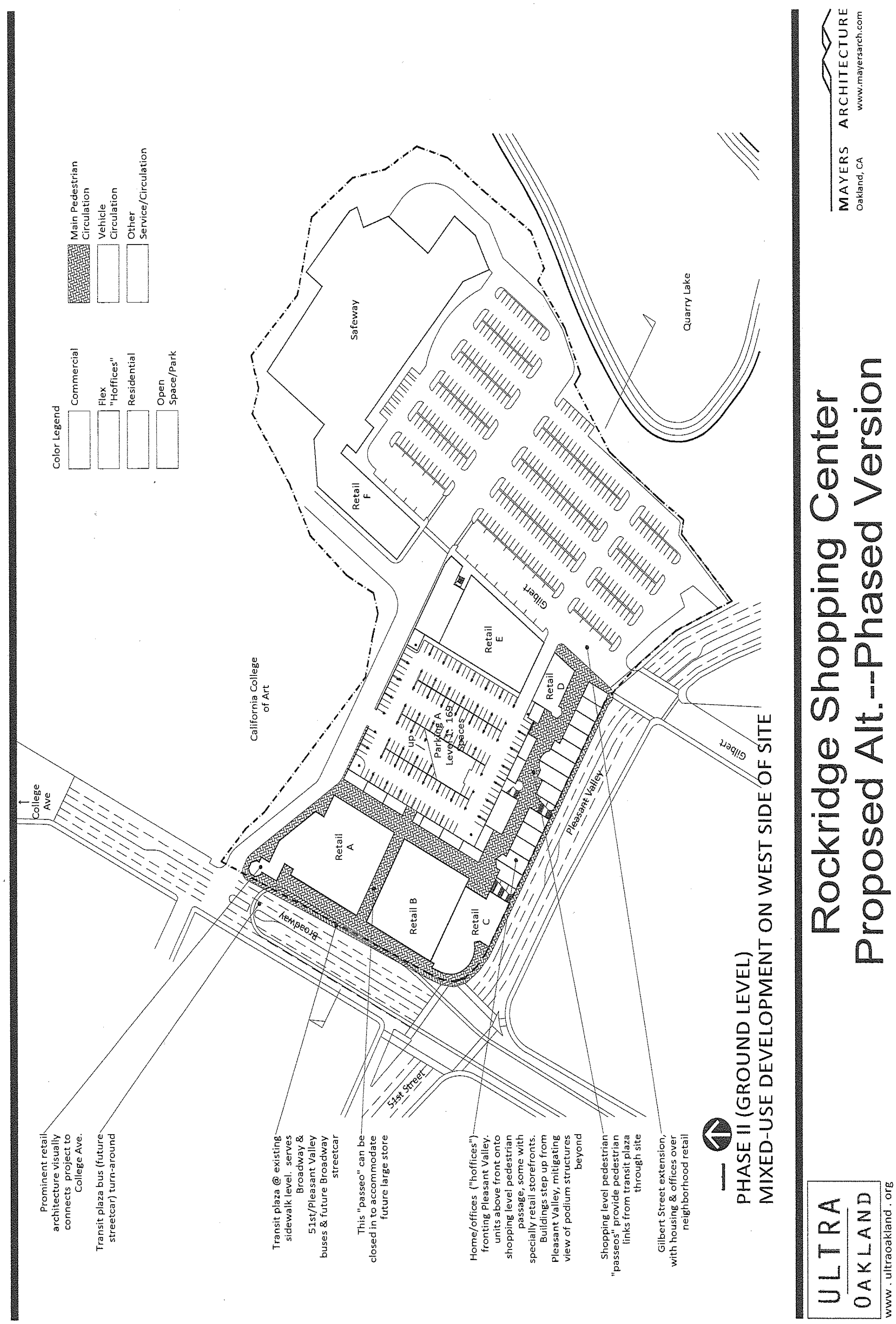
Comment "7"


Color Legend
Commercial
Flex "Hoffices"
Residential
Open Space/Park
Main Pedestrian Circulation
Vehicle Circulation
Other Service/Circulation
Existing CVS
Quarry Lake
Existing Retail
Existing Safeway
California College of Art
College Ave
Broadway
Existing Bank
Pleasant Valley
Gilbert
51st Street
EXISTING CONDITION

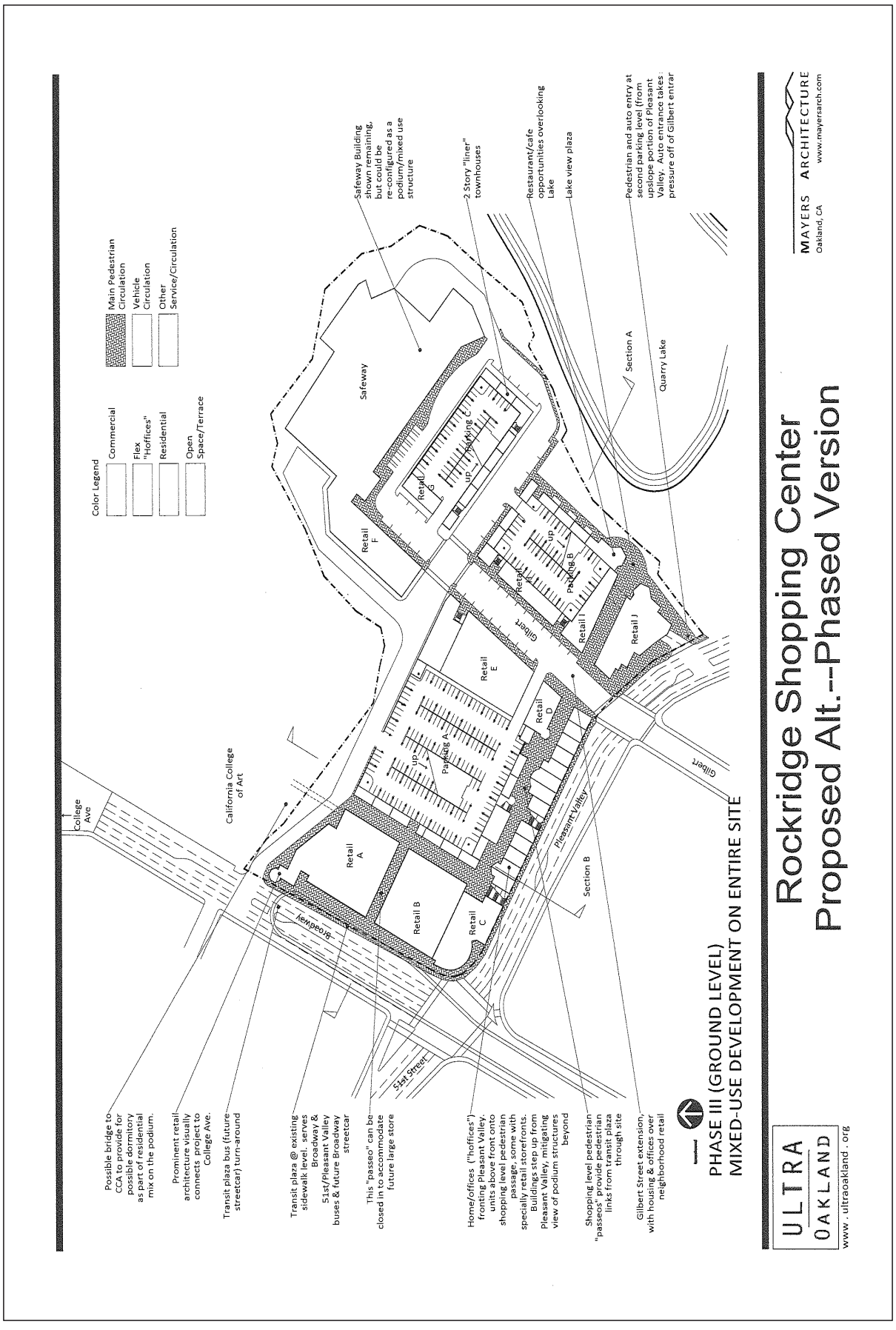
Comment "7"


Rockridge Shopping Center
Proposed Alt.--Phased Version
MAYERS ARCHITECTURE
Oakland, CA
www.mayersarch.com
ULTRA
OAKLAND
www.ultraoakland.org
PHASE I: NEW SAFEWAY, PARKING LOT REDONE
TO ANTICIPATE FUTURE DEVELOPMENT
New left turn lane
College Ave
California College of Art
Existing Retail Building
Existing Bank
Broadway
Safeway
Gilbert
Pleasant Valley
Quarry Lake
Construct Safeway Building tall enough to accommodate future structure within and on top
Safeway parking ramp
Configure parking lot to accommodate Phase I and Phase II traffic AND Phase II construction, including access to new Safeway garage, future central garage, and future street layouts
Configure first row of re-vamped parking lot to accommodate future Gilbert Street extension, with wide sidewalks and parallel parking
Color Legend
Commercial
Flex "Hoffices"
Residential
Open Space/Park
Main Pedestrian Circulation
Vehicle Circulation
Other Service/Circulation

Comment "7"



Rockridge Shopping Center
Proposed Alt.--Phased Version
PHASE II (GROUND LEVEL)
MIXED-USE DEVELOPMENT ON WEST SIDE OF SITE
MAYERS ARCHITECTURE
Oakland, CA
www.mayersarch.com
ULTRA OAKLAND
www.ultraoakland.org
Color Legend
Commercial
Flex "Hoffices"
Residential
Open Space/Park
Main Pedestrian Circulation
Vehicle Circulation
Other Service/Circulation
Safeway
Quarry Lake
California College of Art
College Ave
Retail A
Retail B
Retail C
Retail D
Retail E
Retail F
Parking A
Gilbert
Pleasant Valley
Broadway
51st Street
Prominent retail architecture visually connects project to College Ave.
Transit plaza bus (future streetcar) turn-around
Transit plaza @ existing sidewalk level. serves Broadway & 51st/Pleasant Valley buses & future Broadway streetcar
This "passeo" can be closed in to accommodate future large store
Home/offices ("hoffices") fronting Pleasant Valley. units above front onto shopping level pedestrian passage, some with specially retail storefronts. Buildings step up from Pleasant Valley, mitigating view of podium structures beyond
Shopping level pedestrian "passeos" provide pedestrian links from transit plaza through site
Gilbert Street extension, with housing & offices over neighborhood retail


Rockridge Shopping Center
Proposed Alt.--Phased Version
PHASE III (GROUND LEVEL)
MIXED-USE DEVELOPMENT ON ENTIRE SITE
ULTRA
OAKLAND
www.ultraoakland.org
MAYERS ARCHITECTURE
Oakland, CA
www.mayersarch.com
Color Legend
Commercial
Flex "Hoffices"
Residential
Open Space/Terrace
Main Pedestrian Circulation
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College Ave
California College of Art
Broadway
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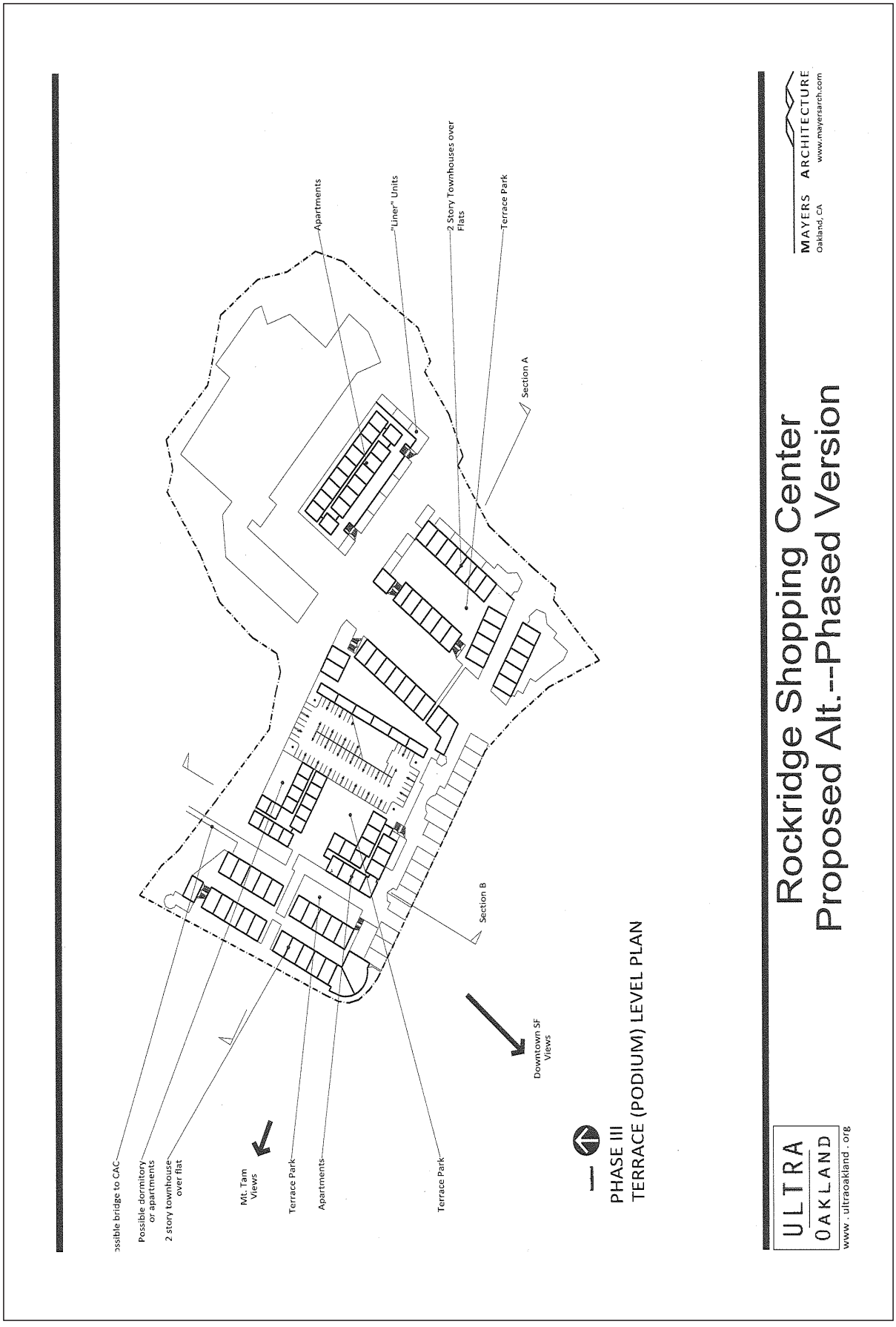
51st Street
Pleasant Valley
Gilbert
Safeway
Retail A
Retail B
Retail C
Retail D
Retail E
Retail F
Retail G
Retail H
Retail I
Retail J
Parking A
Parking B
Parking C
up
Section A
Section B
Quarry Lake
Possible bridge to CCA to provide for possible dormitory as part of residential mix on the podium.
Prominent retail architecture visually connects project to College Ave.
Transit plaza bus (future streetcar) turn-around
Transit plaza @ existing sidewalk level, serves Broadway & 51st/Pleasant Valley buses & future Broadway streetcar
This "passeo" can be closed in to accommodate future large store
Home/offices ("hoffices") fronting Pleasant Valley, units above front onto shopping level pedestrian passage, some with specialty retail storefronts. Buildings step up from Pleasant Valley, mitigating view of podium structures beyond
Shopping level pedestrian "passeos" provide pedestrian links from transit plaza through site
Gilbert Street extension, with housing & offices over neighborhood retail
Safeway Building shown remaining, but could be re-configured as a podium/mixed use structure
2 Story "liner" townhouses
Restaurant/cafe opportunities overlooking Lake
Lake view plaza
Pedestrian and auto entry at second parking level (from upslope portion of Pleasant Valley. Auto entrance takes pressure off of Gilbert entrar


Rockridge Shopping Center
Proposed Alt.--Phased Version
MAYERS ARCHITECTURE
Oakland, CA
www.mayersarch.com
ULTRA
OAKLAND
www.ultraoakland.org
PHASE III
TERRACE (PODIUM) LEVEL PLAN
Apartments
"Liner" Units
2 Story Townhouses over Flats
Terrace Park
Section A
Section B
Downtown SF Views
Terrace Park
Apartments
Terrace Park
Mt. Tam Views
2 story townhouse over flat
Possible dormitory or apartments
ossible bridge to CAC

Responses to Comment #7

Urbanists for a Livable Temescal Rockridge Area, February 25, 2013

Response 7-1: The comment is concerned that the transportation impact analysis presented in the Draft EIR does not disclose all significant impacts that the Project would cause. The transportation analysis completed for the Draft EIR is based on standard transportation engineering best-practices and City of Oakland's guidelines and requirements. The assumptions and methodology used in the analysis are consistent with other recent environmental documents prepared in Oakland. The traffic analysis was prepared by a professional transportation engineering firm, and was carefully reviewed by City staff prior to publication.

The Draft EIR identifies numerous significant impacts based on City of Oakland's significance criteria and recommends improvements to mitigate those impacts to a less than significant level where feasible. The Draft EIR also analyzes conditions after implementation of the mitigation measures to determine their effectiveness. Based on the analysis documented in the Draft EIR, impacts at three intersections would not be mitigated and continue to be significant and unavoidable. In addition, the Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulations in the Project vicinity for all travel modes.

The comment also states that the trip distribution presented in the Draft EIR does not provide adequate detail. However, the comment does not raise any specific concerns that can be responded to. The Draft EIR describes the trip distribution step on page 4.11-49 and illustrates the steps on Figures 4.11-14 through 4.11-17. Similar to other steps of the transportation impact analysis, the trip distribution step is based on standard transportation engineering best-practices.

Response 7-2: The comment correctly states that providing AC Transit bus service directly through the Project site would add to the bus travel times and require additional buses in order to maintain current headways. The Project does not propose to provide bus service through the site. Therefore, the Draft EIR does not analyze the impacts of providing bus service through the site. Also, see response to Comment 5-16.

Response 7-3: The comment is concerned that optimizing traffic signal timings to improve automobile flow and providing adequate pedestrian crossing times are incompatible. Applicable standards require all signals to provide adequate time for pedestrians to cross signalized crosswalks at average walking speed of 3.5 feet per second. Traffic signals can provide additional green signal phase to serve the pedestrians or automobiles if volumes are higher. In addition, several traffic signals in the vicinity of the Project activate the pedestrian signal phase only when pedestrians are present and use the push button; thus, reducing the length of the corresponding automobile phase. Also, optimizing traffic signal timing parameters includes optimizing coordination between adjacent signals. Thus, traffic signal timings can be optimized to improve automobile flow and continue to provide adequate pedestrian crossing time.

Response 7-4: See Master Response #6 Cut-Through Neighborhood Traffic for a more detailed analysis of traffic intrusion into the adjacent residential streets.

Response 7-5: The comment is concerned about potential cut-through traffic on Desmond Street and Coronado and Manila Avenues. As shown in Tables 4-4 and 4-5 in Master Response #6 Cut-Through Neighborhood Traffic, the Desmond Street-Coronado Avenue cut-through route would provide a shorter travel time than traveling on eastbound 51st Street and northbound Broadway. However, travel times along the congested 51st Street-Broadway route is expected to stay similar to current conditions.

Therefore, minimal additional cut-through traffic is expected. The cut-through traffic route using Manila Avenue is very unlikely as it would have a longer travel time.

Although these streets are unlikely to experience a large increase in cut-through traffic, Recommendation Trans-26, as described in Master Response 1, would monitor their traffic volumes and speeds after Project completion. If excessive traffic volumes or speeds are observed, appropriate traffic calming strategies may be implemented.

Response 7-6: The comment is concerned that increased congestion along 51st Street would divert Project generated traffic traveling to the site from the freeway to Claremont Avenue and residential Clifton Street. The proposed Project would mostly serve the surrounding neighborhoods and would generate very few trips from the freeways as shown on Figure 4.11-15. Therefore, very few vehicles are expected to divert to Claremont Avenue and Clifton Street.

Response 7-7: See Master Response #6 Cut-Through Neighborhood Traffic for a more detailed analysis of traffic intrusion into the adjacent residential streets, including the streets south of Pleasant Valley Avenue.

Response 7-8: The comment is concerned that traffic intrusion into the residential streets would result in significant impact. As described in the Neighborhood Traffic Intrusion discussion on page 4.11-110 of the Draft EIR and described in more detail in Master Response #6 Cut-Through Neighborhood Traffic, traffic intrusion into the residential street is not considered a significant impact.

Response 7-9: The comment is concerned that the proposed signal on Broadway at Coronado Avenue would result in signals too close to each other on Broadway and queues would spill back to upstream intersections. As stated in the comment, the proposed signal at Coronado Avenue is near the existing signals on Broadway at College Avenue and Broadway Terrace, resulting in three signals in about 600 feet. The proposed Project would also include updating signal timing parameters at the three intersections to minimize queue spill-backs.

The Intersection Queuing Analysis discussion, starting on page 4.11-119 of the Draft EIR and Appendix O of the Draft EIR, document the existing and expected queues at these intersections as a non-CEQA planning analysis. Consistent with the comment, the Draft EIR estimates that 95th percentile queues at these three intersections would spill back to the closely spaced upstream intersection during peak periods. Based on City of Oakland's significance criteria, the queue spill-backs are not considered a significant impact.

As documented in Tables 4.11-14, 4.11-16, and 4.11-18, the three closely spaced intersections are estimated to operate at LOS D or better under Existing plus Project, 2015 Plus Project, and 2035 Plus Project conditions. This means that queues would generally clear at the end of each signal cycle and would not build up during the peak hour. Furthermore, Recommendation Trans-15 would modify the Broadway/College Avenue intersection so that College Avenue would intersect Broadway at a right angle, which would reduce the size of the College Avenue approach at the intersection with Broadway. As a result, the additional space on Broadway can be used to increase the queuing space in both directions of Broadway and reduce the likelihood that queues would spill-back to upstream intersections.

Response 7-10: See response to Comment 7-1 regarding the completeness of the transportation impact analysis. The Draft EIR presents an analysis of Project impacts under 2015 conditions starting on page 4.11-71 and under 2035 conditions starting on page 4.11-83. The 2015 and 2035 analyses account for infrastructure modifications and traffic growth from pending, planned, and proposed development projects.

Response 7-11: The comment is concerned that the analysis presented in the Draft EIR for the CMP and MTS network is not adequate. The Required Congestion Management (CMP) Evaluation section starting on page 4.11-97 of the Draft EIR presents an analysis of Project impacts on the CMP network based on the requirements of the Alameda County Transportation Commission (ACTC). As evidenced by the comment letter received from ACTC (See Letter 2 in this Final EIR), the Draft EIR fulfills the requirements of ACTC and no further analysis is required.

Response 7-12: The comment is concerned about the cost of the recommended mitigation measures and if the Project would be responsible. As stated for all Draft EIR mitigation measures, "the Project sponsor shall fund, prepare, and install the approved plans and improvements." However, City of Oakland would be responsible for maintenance of most improvements in the public right-of-way, such as new signal equipment.

Response 7-13: See Master Response #4: Greenhouse Gas / Global Climate Change.

Response 7-14: See Master Response #4: Greenhouse Gas / Global Climate Change.

Response 7-15: This comment suggests that there is only so much "brick and mortar" retail space to go around, and that if Safeway is successful at this location it will inhibit other retail development in other areas of the City. It also suggests that increased transportation costs will ultimately make physical retail space infeasible in the future, leaving the remains of decaying shopping centers.

As indicated in the Urban Decay study referenced in the Draft EIR, retail market conditions are strong in the Project's market area. The City of Oakland has a low retail vacancy rate, with few vacancies in the market area's major commercial shopping nodes. Long-term retail vacancy is not a prevalent issue in the market area. Retail vacancies in the market area are typically absorbed quickly, especially in the market area's major retail shopping districts. Based on consideration of market conditions, diverted sales and additional retail leakage and existing regulatory controls that address blight, the Project would not cause business closures, long term vacancies and physical deterioration of properties, and the urban decay impacts of the Project would be less than significant.

Response 7-16: This comment suggests that the Project's site design is decidedly suburban, car-centric and out of character with the surrounding neighborhoods. While more subjective matters of architectural style and design, such as those found in this comment, do not implicate CEQA issues, , the Draft EIR does recognize that the Planning Commission, upon recommendation of the Design Review Committee, will ultimately determine whether the design of the Project is appropriate and adequate. The Draft EIR, on page 4.1-8, does indicate that implementation of the Project would change the visual character of the site. For example, much of the existing surface parking lot which is currently along the street frontage of both Broadway and Pleasant Valley Avenue would be replaced with new, 2 and 3-story buildings and associated landscaping. As suggested by the artist renderings of the Project, the design of the shopping center would be more urban in character than the current shopping center, with denser development, taller buildings, newer architecture and an internal street pattern. These changes would improve rather than degrade the existing visual character and quality of the site. Older buildings would be replaced with newer, more modern and architecturally more interesting building design.

Response 7-17: The comment is concerned about walk-ability, bike-ability, and transit friendliness of the proposed Project. See Master Response #7 regarding the bicycle infrastructure within the site.

As required by the City's Bicycle Parking Ordinance and described starting on page 4.11-112 of the Draft EIR, adequate short-term and long-term bicycle parking spaces would be provided throughout the site. The Safeway component of the Project is required to provide 6 long-term and 33 short-term bicycle

parking spaces. As described on page 4.11-43 and shown on Figure 4.11-11 of the Draft EIR, the roadway modifications proposed by the Project would include Class 2 bicycle lanes in both directions of Broadway between 45th Street and Broadway Terrace, which would be consistent with The City of Oakland's planned bicycle lanes on Broadway.

The comment incorrectly states that the proposed Safeway supermarket would be about 1.4 miles from the bus stop on Broadway at 51st Street/Pleasant Valley Avenue. The Project proposes to move the bus stop on northbound Broadway from just south to just north of Pleasant Valley Avenue, which would be about a quarter-mile from the proposed Safeway store. However, the comment is consistent with the Draft EIR (pages 4.11-104 and 4.11-105) which states that the Safeway supermarket would be in the furthest location from existing sidewalks and would be the most difficult to access for pedestrians and bus riders.

Overall, the proposed Project would improve pedestrian, bicycle, and transit access to the site. As described on pages 4.11-101 through 4.11-108 of the Draft EIR, the Project would not cause a significant impact on pedestrian, bicyclists, or bus rider safety, and is consistent with the adopted policies plans and programs supporting these modes of transportation.

Response 7-18: This comment suggests that the Draft EIR should include a fiscal impact analysis. Fiscal impacts are not considered "environmental effects" under CEQA. As such, the Draft EIR properly does not include such an analysis.

The comment indicates that the Draft EIR does not identify the costs associated with constructing and maintaining all required mitigation measures. Implementation of those mitigation measures that are identified in the EIR become the responsibility of the Project applicant and are made conditions of Project approval. On-going maintenance of public improvements which are dedicated to the City (such as traffic signal equipment) becomes the responsibility of the City, but has no inherent environmental consequences.

The comment also suggest that approval of the Project could result in possible loss of state funding for not supporting, or even fines for violating state initiatives, such as the Sustainable Communities Program, Priority Development Areas pursuant to SB 375 and AB 32 requirements.

- The Sustainable Communities Program and the Priority Development Areas strategy as presented in regional growth discussions involve encouraging and incentivizing (via grants and loans) new development that supports the needs of residents and that contributes to a pedestrian and-transit friendly environment. The City of Oakland has established six transit-oriented priority development areas, and is currently developing comprehensive plans and zoning to guide future development in these areas.

- As indicated in greater detail in Master Response #4: Greenhouse Gas / Global Climate Change, the Project would result in a net reduction in GHG as compared to the baseline, would assist the City in meeting its 2020 GHG reduction target, and would be consistent with requirements of the ARB's Refrigerant Management Program specifically intended to assist in meeting the emission reduction goals of AB 32.

This comment also indicates that the Draft EIR is inadequate because it relies solely on the objective of tax revenues to determine the "most optimum" alternative. In fact, as listed at Page 3-33 and 3-34 of the Draft EIR, sixteen (16) different objectives are identified for the proposed Project. Constructing a retail development that will provide significant benefits to the City and community in terms of increased employment opportunities, tax revenues and shopping opportunities is but one objective of the proposed

Project. Five (5) alternatives to the proposed Project are considered in the Draft EIR. The adequacy or inadequacy of tax revenue is not used as a basis for analyzing the potential environmental effects of these alternatives, including the identification of the environmentally superior alternative (i.e., Alternative 5: Concept with Residential Emphasis (ULTRA Plan)).

Response 7-19: This comment takes issue with the stated objectives of the Proposed project; namely that they are not reasonable "for the city or the environment." CEQA Guidelines Section 15124(b) provides that an EIR include, in relevant part, "A statement of objectives sought by the proposed project" (i.e., by the Project applicant).

Response 7-20: This comment does not address the adequacy of the Draft EIR and is therefore noted. No response is warranted pursuant to CEQA. However, the City will consider this input on the proposed project merits prior to taking action on the EIR and the Proposed Project.

Response 7-21: This comment questions whether the Project site is the right place for a car-dependent shopping center with destination retail use. Please see Master Response #1: Adding Residential Uses as a Part of the Project.

CEQA Guidelines also state that an alternative site location should be considered when feasible alternative locations are available and the "significant effects of the project would be avoided or substantially lessened by putting the project in another location." As indicated in the Draft EIR (page 5-6), the Project applicant does control other locations in Oakland and does have other sites that are either currently proposed for redevelopment or are suitable for redevelopment potential. However, considering an alternative site for this Project would not accomplish the main objective of the Project, which is to redevelop this older obsolete shopping center with a new, more modern and more functional shopping center, thereby improving the Project site and enhancing its sales potential. Relocation of this Project to another location would reduce identified traffic impacts at intersections in the vicinity of the Project site. However, similar traffic impacts may likely result at different intersections in proximity to any alternative site. For these reasons, an alternative site location was eliminated from further consideration in this EIR.

Response 7-22: See Master Response #1: Adding Residential Uses as a Part of the Project.

Comment "8"

WOBO
WALK OAKLAND ~ BIKE OAKLAND

Working to improve neighborhood quality of life in Oakland by making walking and bicycling safe, accessible, easy and fun

Darin Ranelletti
Dept of Planning, Building and Neighborhood Preservation
Planning and Zoning Division
City of Oakland
250 Frank H. Ogawa Plaza, Ste 3315

Comments on DEIR ER09-007: Broadway/Pleasant Valley/51st Street Safeway Expansion

Mr. Ranelletti:

On behalf of Walk Oakland Bike Oakland, I am pleased to submit the following comments on the proposed Safeway expansion at Broadway/Pleasant Valley/51st Street. This project will substantially increase pedestrian, bicycle, and auto/truck traffic and congestion in the neighborhood. Of particular concerns to WOBO is the critical need to accommodate the existing and future pedestrian and bicycle travel, while minimizing the existing and future points of conflict with autos/trucks. The Whole Foods project reveals that an attractive shopping destination can and will attract large volumes of non-motorized travelers who must have safe and direct access to and within the project area. 8-1

The City of Oakland's Bicycle Master Plan identifies goals related to bicycle infrastructure, education, coordination and accommodation. The Plan identifies Broadway as a street for bike lanes (Class 2) and Pleasant Valley is classified as a primary bikeway with a designation as an Arterial Bike Route (Class 3A). We are pleased to see that bike lanes have been included in the project on Broadway from College Avenue to 51st Street/Pleasant Valley and beyond to 42nd Street, and we support the steps taken in the project to improve bicycle and pedestrian access and safety.

The City of Oakland's Pedestrian Master Plan designates Broadway, Pleasant Valley, and 51st Street as a City Pedestrian Route. The Pedestrian Master Plans defines such routes as "streets that are destinations in themselves – places to live, work, shop, socialize, and travel. They provide the most direct connections between walking and transit and connect multiple districts in the City." Every effort should be made to: 8-2

1) add pedestrian bulbouts at surrounding intersections,
2) increase sidewalk widths, and
3) provide separation from auto traffic on these streets.

While the current DEIR calls for a pedestrian-friendly reconfiguration of the intersection of Broadway at 51st St/Pleasant Valley, other significant intersections lack proper consideration for pedestrians.

Recommendations 8-3

- Include a comprehensive set of pedestrian bulbouts (6' minimum) surrounding the project area, including both sides of the street where pedestrians will be travelling to the shopping center along Broadway and Pleasant Valley. Bulbouts should only be considered where they do not conflict with planned bike lanes.

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Comment "8"

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- Sidewalks should be at least 8 feet wide with a 6 foot clear right of way from trees and benches to facilitate high pedestrian volumes and those with strollers, walkers, or wheelchairs. 8-4
- Crosswalks throughout the project area must be highest visibility crosswalks, whether striped in the ladder or continental pattern. 8-5
- All signal reconfigurations to facilitate vehicle traffic (TRANS-1, -2, -4 & -15) should be implemented in such a way that does not increase pedestrian delay. 8-6
- We support the DEIR's contention that a traffic signal at Howe St & Pleasant Valley is infeasible. Traffic calming measures should be achieved on Pleasant Valley without additional signals. 8-7
- Road widening – any steps to increase the ROW given to auto traffic at the intersection of Gilbert & Pleasant Valley should not be allowed unless it can be done without reducing any of the right-of-way currently dedicated to pedestrians. 8-8
- Lighting: we support the DEIR's plans to implement pedestrian-scale lighting throughout the project area. 8-9
- Broadway/Pleasant Valley/51st St reconfiguration – we support the recommendation of the DEIR to significantly reconfigure this intersection, improving conditions for bicyclists and pedestrians. We support the proposed signal phase modifications which would reduce pedestrian delay at this intersection. We support the removal of the two slip-lanes and porkchops at this intersection, as they are antithetical to pedestrian safety and access. Mid-block crossings refuges should be added. 8-10
- Broadway/Pleasant Valley/51st St mitigations – we support the DEIR's contention that road widening at this intersection to mitigate 2035 projected auto demand (TRANS-5) is infeasible. Such road widening goes against the City's "transit first" policy, as well as would preclude the implementation of bike lanes on Broadway – a key segment of the City's planned bike network. 8-11
- Montgomery at Pleasant Valley – This key pedestrian crossing of Pleasant Valley is not addressed in the DEIR. Bulbouts at both ends of the crossing, along with a pedestrian-actuated crossing assist (either RRFB or HAWK) should be installed to improve pedestrian safety at this uncontrolled crossing. 8-12
- All phases of construction should provide safe, comfortable, direct, and unimpeded access to bicyclists and pedestrians to the operating storefronts. 8-13
- Wayfinding signage should be included for pedestrians and bicyclists in the project area, especially denoting the location of bicycle parking in the garage. 8-14
- We support the DEIR's proposed reconfiguration of Broadway at College Avenue, with recommended caveats. 8-15

The recommendations in the DEIR attached are robust as currently scoped, yet still in need of improvements. They are not commensurate with the scale of expansion and the increases in traffic of all kinds. Current conditions are extremely uninviting and even dangerous for pedestrians and bicyclists; more steps need be taken than what is currently proposed in the DEIR to make the project truly bicycle and pedestrian-friendly. Comments on the proposed recommendations are below. 8-16

Broadway/Pleasant Valley Safeway: Project Area Improvements included in the DEIR

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Comment "8"

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- *Reconfigure the Broadway/51st/Pleasant Valley intersection*. Inadequate. Requires bulbouts on Pleasant Valley/51st Street sides of the intersection. Pedestrian refuge island in the eastern leg should be reduced from 11 feet to 6 feet, providing an additional curb extension on the southern end of the crossing. Advance stop bars and bicycle stencils should be installed in the left-turn lanes at this intersection, similar to those at 9th & Ashby in Berkeley. Landscaping/hardscaping done where slip-lanes are removed must be pedestrian-friendly. 8-17
- *Relocate northbound bus shelter to the north side of Broadway/51st St/Pleasant Valley intersection*. Bus bay creates conflict with planned bike lanes. Provide signage and colorized pavement in the bike lane where merging is expected across the bike lane. 8-18
- *Provide a bike lane on access road from Coronado Street.* The current plan documents show only an inbound bike lane on the access road. An outbound bike lane must be included. 8-19
- *Provide a signalized intersection at Broadway/Coronado Street*. Bulbouts should be installed at all corners of this intersection where they do not conflict with planned bike lanes. 8-20
- *Expansion of signalized intersection at Gilbert/Pleasant Valley*. Bulbouts should be installed at all corners of this intersection. Roadway expansion cannot reduce pedestrian ROW. 8-21
- *Provide long- and short-term parking on site*. Insufficient. Short-term bicycle parking should be installed proximate to every storefront unless it cannot be done without impeding access. 8-22
- *Provide a pedestrian route from Gilbert Avenue.* Insufficient. A direct pedestrian route should be installed from the right-in/right-out driveway east of Gilbert Avenue for pedestrians approaching from the west. 8-23
- *Remove median gaps on Broadway between 51st St and College Avenue. Reconfigure College Avenue intersection.* We support the DEIR's plan to reconfigure the College Avenue intersection, creating a more perpendicular meeting with Broadway. This reconfiguration must include a crosswalk in the southern leg of the intersection that provides a line-of-sight connection to the pedestrian pathway between Broadway and Hemphill Place. 8-24

On behalf of our members, we look forward to these improvements to the project.

Sincerely,

Doug Johnson
WOBO Policy Chair
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Oakland 94618
510.301.4708
doug@wobo.org

CC: Dan Kalb, City Council Member, District 1

Responses to Comment #8

Walk Oakland-Bike Oakland, February 25, 2013

Response 8-1: This comment introduces a concern over the proposed Project's effect upon pedestrian and bicycle travel modes. The concern is elaborated on later in the comment letter. Please see responses below for a detailed response to specific comments.

Response 8-2: The comment requests that the Project add bulbouts at surrounding intersections, increase sidewalks widths, and provide separation between automobile traffic and sidewalks where feasible. The propose Project include these and other improvements to pedestrian access and circulation where feasible. Specific locations discussed in the letters are responded to in subsequent responses below.

Response 8-3: The comment requests installation of bulbouts surrounding the Project area. The Project's proposed site plan and off-site roadway modifications include installation of bulbouts or other improvements that would improve pedestrian visibility and/or reduce pedestrian crossing distances. However, bulbous may not be feasible at all intersection corners because bulbouts are generally installed where on-street parking is provided, and several locations, such as the east side of Broadway and north side of Pleasant Valley Avenue adjacent to the Project site, do not provide on-street parking. Other factors, such as drainage, bicycle lanes, bus stops, and/or accommodating truck and bus turns, may also limit feasibility of bulbouts. See response to Comments 8-17, 8-20, and 8-21 regarding feasibility of bulbouts at specific locations.

Response 8-4: The comment requests that sidewalks be at least eight feet wide with at least a six-foot pedestrian through passage zone. As shown on Figures 4.11-11 through 4.11-13, the Project would widen sidewalks adjacent to the Project site on Broadway and Pleasant Valley Avenue to at least ten feet wide. As noted in the revised Recommendation Trans-17A, the final design for the sidewalks along project frontage will ensure that placement of landscaping and other amenities provide eight feet wide through passage zones, consistent with City of Oakland *Pedestrian Master Plan* guidelines.

Response 8-5: The comment requests that all crosswalks in the Project vicinity be high-visibility crosswalks. Intersections providing access to the Project site, Broadway/Coronado Avenue, Broadway/51st Street/Pleasant Valley Avenue, and Gilbert Street/Pleasant Valley Avenue, would be signalized. It is current City of Oakland policy to provide high-visibility crosswalks at unsignalized intersections only. Recommendation Trans-17 includes providing high-visibility crosswalks within the Project site.

Response 8-6: The comment requests that all mitigation measures that improve signal timing parameters do not increase pedestrian delay. In general, the proposed mitigation measures would maintain the current signal cycle lengths and would not increase pedestrian delay at signals. The proposed Project modifications at the Broadway/51st Street/Pleasant Valley Avenue intersection would reduce the signal cycle length and pedestrian delays at the intersection by converting the north/south signal operations at the intersection from split signal phasing (where all northbound and southbound automobile and pedestrian approaches have their own exclusive signal phase) to protected left-turn phasing (where the left-turn phases can operate simultaneously and the through automobile and pedestrian phases can also operate simultaneously)..

Response 8-7: The comment supports the Draft EIR's conclusion that potential mitigation measures at Howe Street/Pleasant Valley Avenue intersection are infeasible and that Impacts Trans-3, Trans-8, and Trans-13 are identified as significant and unavoidable. See Master Response #8: Pedestrian Crossing on Pleasant Valley Avenue regarding improving pedestrian crossings on Pleasant Valley Avenue.

Response 8-8: The comment is opposed to increasing right-of-way at the Gilbert Street/Pleasant Valley Avenue intersection. As shown on Figure 4.11-13, the Project proposes to increase the curb-to-curb width on Pleasant Valley Avenue west of Gilbert Street by one foot. The widening would accommodate an additional turn lane from eastbound Pleasant Valley Avenue into the Project site and widen the existing median from 3.5 feet to six feet to provide adequate width for a pedestrian refuge. The Project would also widen the sidewalk on the north side of Pleasant Valley Avenue from six feet to ten feet. Although, the Project would minimally increase the roadway width dedicated to automobiles, it also increases the pedestrian right-of-way.

Response 8-9: The comment supports the Draft EIR's recommendation to implement pedestrian-scale lighting. No response is required.

Response 8-10: The comment supports the reconfiguration of Broadway/51st Street/Pleasant Valley Avenue intersection. The comment also requests addition of midblock crossing refuges. It is not clear if the comment is requesting median refuges at this intersection or midblock crossings at other locations. The proposed Project would provide minimum six-foot median refuges at the northbound and southbound Broadway and westbound Pleasant Valley Avenue approaches of the intersection. However, the Project would not provide midblock crossings on Broadway or Pleasant Valley Avenue because there are no pedestrian desire lines (i.e., where pedestrians would want to walk) that would use midblock crossings.

Response 8-11: The comment supports the Draft EIR's conclusion that Impact Trans-5 at the Broadway/51st Street/Pleasant Valley Avenue intersection is significant and unavoidable because additional mitigation measures would result in secondary impacts on pedestrians and bicyclists. No response is required.

Response 8-12: See Master Response #8: Pedestrian Crossing on Pleasant Valley Avenue regarding pedestrian improvements on Pleasant Valley Avenue at Montgomery Street.

Response 8-13: The comment is consistent with SCA Trans-2, item m, on page 4.11-109 of the Draft EIR which requires accommodating access and circulation for motor vehicles, bicycles, and pedestrians during all phases of construction. No response is required.

Response 8-14: The comment requests way finding signage for pedestrians and bicycles around the site. Way finding is not a CEQA issue and does not require a response in this document. However, way finding signage will be considered as part of the detailed project design.

Response 8-15: The comment supports Recommendation Trans-15a which would reconfigure the Broadway/College Avenue intersection. No response is required. Also, see response to Comment 8-24.

Response 8-16: The comment states that the mitigation measures and recommendations provided in the Draft EIR are robust, yet in need of improvement. The comment states that additional steps are needed to make the Project more bicycle and pedestrian friendly. The mitigation measures recommended in the Draft EIR are provided to mitigate impacts identified based on the application of City of Oakland's significance criteria, including impacts on pedestrian and bicycle safety and consistency with plans, policies and programs supporting walking and bicycling (See Thresholds 10 through 14 and 16 starting on page 4.11-55 of the Draft EIR). Based on application of these thresholds, the proposed Project would not cause a significant impact on pedestrians and bicyclists. The Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulations in the Project vicinity for all travel modes.

See responses to Comments 8-17 through 8-24 regarding improvements at specific locations. See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles for a description of the pedestrian and bicycle access in the revised site plan.

Response 8-17: The comment requests bulbouts on the 51st Street and Pleasant Valley Avenue approaches of the intersection with Broadway as part of the proposed Project reconfiguration of the intersection. As shown on Figure 4.11-11 of the Draft EIR, the proposed reconfiguration would include a bulbout on the north side of the 51st Street approach. Bulbous cannot be constructed at the other three corners of the intersection because all intersection corners need to accommodate right-turns by large trucks and buses. In addition, the westbound Pleasant Valley Avenue approach does not provide on-street parking and does not provide adequate space for a bulbout. The comment suggests reducing the width of the pedestrian median refuge on westbound Pleasant Valley Avenue from 11 feet to six feet in order to provide adequate space for a bulbout. However, the through travel lanes on the Pleasant Valley Avenue approach cannot be shifted as they would not align with the receiving lanes on the 51st Avenue approach.

The comment also requests advanced stop bars, bicycle stencils on left-turn lanes, and pedestrian-scale landscaping and hardscaping at the intersection. These and other potential improvements will be considered as part of the detailed design of the proposed improvements based on design standards and City of Oakland practices at the time of construction.

Response 8-18: The comment suggests improvements at, or relocation of, the proposed bus stop on northbound Broadway just north of Pleasant Valley Avenue in order to minimize the potential for conflicts with the bicycle lanes at this location. The bus stop and the adjacent bicycle lane are designed based on current design standards and City of Oakland practices. No additional improvements are required and no conflicts are anticipated.

Response 8-19: The comment requests an outbound bicycle lane on the internal east-west street opposite Coronado Avenue. See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles for a description of the revised site plan which includes bike lanes in both directions of the internal east-west street.

Response 8-20: The comment requests bulbouts at all corners of the Broadway/Coronado Avenue intersection. Based on the current design for Broadway as shown on Figure 4.11-12 of the Draft EIR, bulbouts would not be feasible on the east and northwest corners of Broadway at the intersection with Coronado Avenue because they would interfere with proposed Class 2 bike lanes. A bulbout may be feasible on the southwest corner of the intersection. As noted in the revised Recommendation Trans-17A, the feasibility of this bulbout will be determined as part of the detailed design of the proposed improvement.

Response 8-21: The comment requests bulbouts at all corners of the Gilbert Street/Pleasant Valley Avenue intersection. Based on the current design for Pleasant Valley Avenue as shown on Figure 4.11-13 of the Draft EIR, bulbouts would not be feasible on the north side of Pleasant Valley Avenue because there is no on-street parking and bulbouts would conflict with through automobile travel lanes. Bulbouts may be feasible on the south side of Pleasant Valley Avenue as this side of Pleasant Valley Avenue provides on-street parking. However, a bulbout on the southwest corner of the intersection would interfere with the existing bus stop at this location. If the bus stop is moved to the far-side of the intersection, as shown on Figure 4.11-13, then a bulb-out may be accommodated at this corner. In addition, moving the bus stop to the far side of the intersection would preclude installation of a bulbout at the southeast corner of this intersection.

As noted in the revised Recommendation Trans-17A, the feasibility of bulbout at the Gilbert Street/Pleasant Valley Avenue intersection will be determined as part of the detailed design of the proposed improvements. Also see response to Comment 8-8.

Response 8-22: The comment requests that short-term bicycle parking be installed near storefronts. As discussed on page 4.11-111 of the Draft EIR, bicycle parking within the Project site will be designed in accordance with the Oakland Bicycle Parking Ordinance, which requires short-term bicycle parking to be within 50 feet of store entrances.

Response 8-23: The comment requests a direct pedestrian route from Pleasant Valley Avenue east of the right-in/right-out driveway. The internal Project pedestrian network, as shown on Figure 3-13 of the Draft EIR, shows a sidewalk just east of the right-in/right-out driveway on Pleasant Valley Avenue that provides direct pedestrians access into the site.

Response 8-24: The comment requests that the proposed reconfiguration of the Broadway/College Avenue intersection include a crosswalk on the south approach of the intersection that would align with the path between Broadway and Hemphill Place. As shown on Figure 4.11-23, the proposed reconfiguration of the Broadway/College Avenue intersection would include a crosswalk on the south approach of the intersection. However, the crosswalk would align with the existing sidewalk on the west side of College Avenue because it is expected that more pedestrians would approach the crosswalk from the College Avenue sidewalk than the Hemphill Place path. The crosswalk would be about 50 feet north of the path and the path and the crosswalk would be visible to each other.

Comment "9"

February 24, 2013

Darin Ranelletti, Planner III
City of Oakland,
Department of Planning, Building and Neighborhood Preservation, Planning and Zoning Division, 250
Frank H. Ogawa Plaza, Suite 3315
Oakland, CA, 94612

Re: ER09-007 Draft Environmental Impact Review (DEIR) of the Safeway Redevelopment Project, Broadway at Pleasant Valley Avenue

Dear Mr Ranelletti:

On behalf of the City of Oakland Bicycle and Pedestrian Advisory Committee (Committee), I thank you for presenting the Safeway Redevelopment Project to the Committee last Thursday, highlighting updates to traffic (auto, bicycle and pedestrian) circulation within and around the project site. The DEIR reflects several improvements since the first iteration reviewed by the Committee in 2011.

The Committee voted unanimously to request that the City consider *infeasible* the mitigations to widen the roadway at Broadway/51st/Pleasant Valley [Mitigation Measure Trans-5 and Mitigation Measure Trans-10]. The suggested mitigations necessitate the removal of future bicycle infrastructure and significantly compromise pedestrian safety. The Committee supports a statement of overriding consideration to ensure proposed designs at this intersection, as articulated in the current DEIR, be preserved.

9-1

Please contact me, Chris Hwang, BPAC Chair, with any questions or clarification. I can be reached at chris_hwang@yahoo.com.

Sincerely,

Chris Hwang, Chair

Rebecca Saltzman, Vice Chair

Responses to Comment #9

Oakland Bicycle and Pedestrian Advisory Committee, February 24, 2013

Response 9-1: This comment indicates the Committee's request to not widen the roadway at Broadway/51st/Pleasant Valley, as identified in Mitigation Measure Trans-5 and Trans-10. As indicated in the Draft EIR (page 4.11-79) these mitigation measure would require widening both 51st Street and Pleasant Valley Avenue, introducing an additional vehicle lane and increasing the pedestrian distance crossing both 51st Street and Pleasant Valley Avenue. The intersection signal cycle length would also need to be increased to accommodate the increased pedestrian crossing distance. These modifications would conflict with City policy concerning pedestrian safety and comfort, including the Public Transit and Alternative Modes Policy (i.e., "Transit-First Policy") which supports alternative transportation modes to automobile travel, and the City's Pedestrian Master Plan Policy 1.1 which promotes using design elements, such as median refuges, to improve pedestrian safety at intersections. Additional automobile lanes would also degrade pedestrian safety by increasing pedestrian crossing distances and increasing pedestrian exposure to automobiles. These mitigation measures would result in secondary unmitigated impacts. Due to the secondary significant impacts on pedestrians, adverse effects on other travel modes and conflicts with City policies, the mitigation is considered infeasible, consistent with the recommendations made in this comment.

EAST BAY BICYCLE COALITION

Working for safe, convenient and enjoyable bicycling for all people in the East Bay

February 24, 2013

Darin Ranelletti
Planning and Zoning Division, City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, Ca, 94612

Re: Comments on EIR for Safeway Redevelopment Project located at Broadway and Pleasant Valley Avenue

Dear Mr. Ranelletti:

The East Bay Bicycle Coalition has reviewed the Environmental Impact Report for the Safeway Redevelopment Project located at Broadway and Pleasant Valley Avenue and provides the following comments:

1. We understand that the Project has an unavoidable impact to the intersection of Piedmont and Pleasant Valley and the only way to mitigate that impact is to either reduce the amount of on-site parking on the project site or widen the interection and eliminate the planned bikeway on Piedmont Avenue. We want to commend the City of Oakland for not allowing this project to remove an important bikeway on Piedmont Avenue. We attended a meeting last year for the Piedmont Nighborhood Associaion to get their support for new bike lanes on Broadway, which they were eager to give. Unexpectedly, but most gratifyingly, the senior citizens in the room reminded the East Bay Bicycle Coalition that "we" promised them bike lanes on Piedmont Avenue. We intend to deliver. The City's support for these Piedmont bike lanes and their recognition that moving people by bikes is now as important, if not more so, than moving people in cars, is welcome news and should be city policy going forward; 10-1
2. The bike lanes designed for Broadway within the streetside project limits are well-done. We particularly appreciate the wide bike lane designs, their continuous design up to the intersection with Pleasant Valley, and the elimination of the free right turn lane from northbound Broadway on to eastbound Pleasant Valley. These improvements will significantly improve safety on Broadway, but also encourage more people to try bicycling and shopping for their local trips, which further boosts our local economy; 10-2
3. We prefer the roadway design on Broadway above Pleasant Valley where the center median is maintained and College Avenue is reconfigured to meet Broadway at more of a right angle. This will significantly improve the safety of pedestrians, which will naturally improve bike safety too; 10-3
4. We request that traffic engineers buffer the bike lanes by 2' where feasible. We see some opportunities on Broadway, above Pleasant Valley, to provide more protection to the bike space and would like to see this improvement added to the project. Oakland will be buffering 10-4

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EAST BAY BICYCLE COALITION

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bike lanes moving forward on its projects, where feasible and where higher traffic speeds and volumes warrant, like at this busy intersetion; 10-4 contd

5. On Pleasant Valley, in the uphill, eastbound direction, a bike lane needs to be installed. While the Bicycle Plan calls for a shared space for bikes and cars, the Bicycle Plan is now over 5 years old and has been superceded in some respects by the City's new Complete Streets Policy, which requires that bicycle and pedestrian improvements be included in all projects, not just on bikeways in the bike plan. Adding a bike lane on Pleasant Valley in the uphill direction is actually simple to do. Either remove the planned new 6' median or eliminate one of the two left turn lanes into the new project. Either would allow for a safe and useable bike lane in the uphill direction, which is the only way the City can comply with its new Complete Streets and make Pleasant Valley an attractive street for bicyclists of many abilities and experience; 10-5
6. On the project site, adequate bike parking needs to be provided, both for staff and employees, and for visitors and shoppers; 10-6
7. Good bike access needs to be provide from the Pleasant Valley entrance to the site, leading all the way back to the new Safeway shopping center. We are not seeing this access on the site plans; 10-7
8. **Mitigation Measure Trans-1:** this mitigation needs to ensure that bicyclists can safely get through the intersection on Shattuck Avenue at 52nd St, which just received a new bike lane pocket and will be getting full bike lanes later this year; 10-8
9. **Mitigation Measure Trans-2:** Telegraph Avenue is currently beginning a feasiblity study for bike lanes. Any proposed mitigation measures at Telegraph & 51st need to ensure future bike lanes for safe travel of bicyclists north and southbound on Telegraph Avenue; 10-9
10. **Impact Trans-4**: any improvements at Piedmont Ave & Pleasant Valley need to ensure safe bicycle travel on both streets, both currently and with planned bike lanes later this year on Piedmont. 10-10

Thank you for your consideration of these comments and concerns and we look forward to seeing the final EIR with these suggested changes incorporated. Please feel free to contact me with any questions regarding these comments.

Cordially yours,

Dave Campbell

Program Director
East Bay Bicycle Coalition
dave@ebbc.org

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www.ebbc.org (510) 845-RIDE

Responses to Letter #10

East Bay Bicycle Coalition, February 24, 2013

Response 10-1: The comment supports the Draft EIR's conclusion that Impact Trans-14 at the Piedmont Avenue/Pleasant Valley Avenue intersection is significant and unavoidable because additional mitigation measures would remove planned bicycle lanes on Piedmont Avenue. No response is required.

Response 10-2: The comment supports the proposed modifications on Broadway which would provide continuous Class 2 bicycle lanes in both directions of Broadway. No response is required.

Response 10-3: The comment supports Recommendation Trans-15A which would reconfigure the Broadway/College Avenue intersection. No response is required.

Response 10-4: The comment requests installation of two-foot buffers as part of the proposed bicycle lanes on Broadway where feasible. In general, continuous buffered bicycle lanes would not be feasible in either direction of Broadway. Buffered bicycle lanes may be feasible on specific segments, such as southbound Broadway between College and Coronado Avenues (about 250 feet). As noted in the revised Recommendation Trans-17A, the feasibility of providing intermittent buffered bicycle lanes on Broadway would be considered during the detailed design of the modifications on Broadway.

Response 10-5: The comment requests installation of a bicycle lane on eastbound Pleasant Valley Avenue and suggests that the Class 2 bicycle lane can be accommodated by eliminating the proposed second eastbound left-turn lane into the project site or reducing the width of the median. As stated in the comment, the proposed Project is consistent with the Oakland Bicycle Master Plan, which identifies Pleasant Valley Avenue as a proposed Class 3A arterial bicycle route and does not plan for Class 2 bicycle lanes on Pleasant Valley Avenue. Removing or reducing the width of the proposed six-foot median on Pleasant Valley Avenue would eliminate the median pedestrian refuge at the intersection with Gilbert Street and reduce pedestrian safety at this location. Eliminating the second left-turn lane from eastbound Pleasant Valley Avenue into the Project site would result in queues potentially spilling back into Broadway and/or longer signal cycle length at the Gilbert Street/Project Driveway/Pleasant Valley Avenue intersection increasing delay for all modes, including pedestrians and bicyclists. In general, it may not be desirable to provide bicycle lanes on only a short segment of a corridor as most motorists and bicyclists expect a consistent street cross-section along a corridor.

Response 10-6: The comment requests that the Project provide adequate bicycle parking for various user groups. The Draft EIR discusses bicycle parking starting on page 4.11-111. The proposed Project is required to satisfy requirements for long-term and short-term bicycle parking as outlined in the City of Oakland Bicycle Parking Ordinance. In addition, Recommendation Trans-23 includes additional considerations such as providing parking for bicycles with trailers and monitoring of bicycle parking usage and provision for additional bicycle parking if necessary.

Response 10-7: See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles regarding bicycle infrastructure within the Project site.

Response 10-8: The comment is concerned about potential conflicts between Mitigation Measure Trans-1 at the Shattuck Avenue/52nd Street intersection and existing and planned bicycle facilities at this intersection. Mitigation Measure Trans-1, as described on page 4.11-65 of the Draft EIR, would primarily consist of updating signal timing parameters at the Shattuck Avenue/52nd Street intersection and would not modify the intersection configuration. Therefore, it would not conflict with the existing or planned bicycle facilities at this intersection.

Response 10-9: The comment is concerned about potential conflicts between Mitigation Measure Trans-2 at the Telegraph Avenue/52nd Street intersection and planned bicycle facilities on Telegraph Avenue. Mitigation Measure Trans-2, as described on page 4.11-66 of the Draft EIR, would primarily consist of updating signal timing parameters at the Telegraph Avenue/52nd Street intersection and would not modify the intersection configuration. Therefore, it would not conflict with potential future bicycle facilities on Telegraph Avenue.

Response 10-10: The comment is concerned about potential conflicts between Mitigation Measure Trans-4 at the Piedmont Avenue/Pleasant Valley Avenue intersection and current bicycle travel on both Piedmont and Pleasant Valley Avenues, and planned bicycle lanes on Piedmont Avenue. Mitigation Measure Trans-4, as described on page 4.11-68 of the Draft EIR, would primarily consist of upgrading signal equipment and updating signal timing parameters at the Piedmont Avenue/Pleasant Valley Avenue intersection and would not modify the intersection configuration. Therefore, it would not conflict with existing bicycle travel on either street, or with the planned bicycle lanes on Piedmont Avenue.

Comment "11"

January 18, 2013

David Zylstra
Property Development Centers
5858 Stoneridge Mall Road
Pleasanton, CA 94588

Subject: Oakland Builders Alliance Support of the Proposed Rockridge Shopping Center

Dear Mr. Zylstra:

Thank you for engaging the Oakland Builders Alliance (OBA) project review committee in the planning process for the proposed Rockridge Shopping Center on Pleasant Valley Avenue and Broadway Avenue. As part of OBA's mission, our project review committee reviewed Property Development Center (PDC)'s proposal for the development of the Rockridge Shopping Center. In addition to hearing from PDC, the project review committee also engaged the Rockridge Community Planning Council (RCPC) and Urbanists for a Livable Temescal-Rockridge Area (ULTRA) to hear about the ongoing collaboration with PDC and their initial concerns with the proposed development and potential impacts to the neighborhood. After considering your proposal and hearing from your neighbors, we would like to offer you our support for your proposed project. 11-1

OBA is focused on the economic growth of Oakland and advocating on behalf of Oakland's construction and real estate professionals. Our organization includes many small and large businesses located in Oakland. The OBA project review committee believes that PDC's proposed project will provide the following benefits to the Oakland community:

- Creates a projected 700 full- and part-time jobs for Oakland residents;
- Provides opportunities for local contractors, engineers, and architects;
- Redevelopment of the vacant Long's;
- Development of additional mixed-use retail and office space;
- Significantly increases the tax revenue for the City of Oakland; and
- Sparks development of surrounding vacant properties.

OBA is very pleased with your willingness to engage the local community, such as RCPC and ULTRA. Please continue our dialogue as you move through the planning and construction process and update OBA on the outreach to local contractors and professional services firms.

Sincerely,

Ryan Janoch, PE
Chairman, Oakland Builders Alliance Project Review Committee
Senior Professional Engineer, Terraphase Engineering, Inc.

300 Frank Ogawa Plaza, Suite 340, Oakland, CA 94612

Responses to Letter #11

Oakland Builders Alliance, Ryan Janoch, PE, January 18, 2013

Response 11-1: This comment offers support for the proposed Project and appreciates the applicant's engagements with members of the public during the process. This comment does not address the adequacy of the Draft EIR and is therefore noted. No response is warranted pursuant to CEQA. However, the City will consider this input on the proposed project merits prior to taking action on the EIR and the proposed Project.

Comment "12"

February 25, 2013

To: Oakland City Planning Commissioners
From: Sustainable Business Alliance
Re: Ensuring Locally-Owned Retail in Safeway Redevelopment Project

Dear Commissioners,

As Director of the Sustainable Business Alliance, I am writing to offer an idea (and some assistance) to help maximize the economic - and in particular the sales tax revenue - potential of the Broadway and 51st St. Safeway Redevelopment Project.

The Sustainable Business Alliance (SBA) is a non-profit business association committed to building a vibrant community of locally-owned, sustainably-minded businesses in the East Bay. Home to Oakland Grown and the Oakland Grown card, our members are a diverse community of over 450 local businesses, social enterprises, artisans, and service providers, most of whom are based in Oakland. Our mission is to improve the local economy, social equity, the environment, and quality of life for current and future generations by building an engaged local network of business, community residents, and government.

It is rare that a city as dense as Oakland has the chance to imagine the possibilities for a site so large and well-situated as the Safeway Redevelopment Project, Case Number ER09-007.

We recommend that the Commission, and the Oakland City government broadly, proactively work to ensure that locally-owned stores have a place in this new development.

We recommmend this because studies conducted over the last decade have consistently found that **approximately 3 times as much money gets recirculated into the local community** when it is spent at a locally-owned independent businesses than when spent at a chain business of the same type. This is a significant impact that results in more local jobs and more tax revenue for the City.

Locally-owned businesses will also help this new development maintain the unique Oakland character, creativity, and diversity that our local residents love, and an increasing number of tourists are seeking.

12-1

This project is an exciting opportunity for the City to take advantage of the economic impacts of local ownership, as well as to increase the assets and financial stabilty of its residents.

As the City, Property Development Centers, Inc., and the residents decide what types of goods and services the center needs - whether comparison retail or neighborhood-serving - we can all work together to find local businesses and entrepreneurs to meet those needs. For example, instead of

Comment "12"

Starbucks, the new shopping area would have something like an Awaken Cafe, Actual Cafe, or Farley's. Instead of Jamba Juice, a local healthy smoothie and sandwich shop like Brown Couch Cafe. This would hold true for retail as well.

We are willing to provide the City of Oakland with examples and templates for agreements in other cities that require set asides for locally-owned businesses. We are also willing to reach out to entrepreneurs in our network and to our partner orgazations such as Inner City Advisors, Alliance for Community Development, Women's Initiative, and Popuphood where entrepreneurs are being discovered and trained, to help fill community needs with high quality businesses owned by locals that care about the community.

12-1 contd

In summary, we encourage the Commission and the City Council to require that as much as 30% or more of the retail, restaurant and office space in the Safeway Redevelopment Project be set aside for locally-owned businesses.

In addition, we encourage the Commission to make the new development safer and more welcoming to bikes by requiring *separate* bike lanes through the site. Room for bike lanes and public space at the ground level can be made by removing the parking spaces not required by the City (the plan calls for 30 spaces beyond what is required).

12-2

Sincerely,

Erin Kilmer Neel, Director
Sustainable Business Alliance
510.516.0653
erin@sustainablebusinessalliance.org

Responses to Letter #12

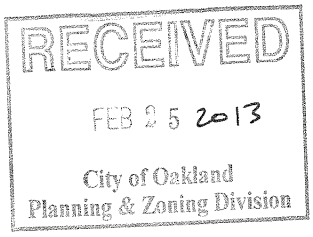
Sustainable Business Alliance, February 25, 2013

Response 12-1: See Master Response #2: Requirement for Local-Based Retail.

Response 12-2: The comment is concerned about the safety of bicyclists and recommends the inclusion of separate bike lanes through the Project site. See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles regarding bicycle circulation and infrastructure within the site .

Comment "13"

February 24,2013



Darin Ranelletti
Planner III
City of Oakland – Planning
250 Frank Ogawa Plaza 3rd Flr
Oakland, CA 94612

Comments on Safeway/Rockridge Shopping Center Redevelopment Draft EIR
SCH # 2009062097

Dear Mr. Ranelletti:

On behalf of the Clareview Homeowner's Association, I submit the following comments about the Safeway/Rockridge Shopping Center Redevelopment Draft EIR. We appreciate the opportunity to comment about this important project. Our comments are divided into 2 parts: those that directly relate to the Draft EIR and those that we request the City to address as the project proceeds forward through the planning process. We also welcome any opportunity to meet and discuss our concerns with the City and the developer.

Draft EIR Comments:

1. Chapter 3 Project Description (pages 3-1 and 2), Surrounding Land Uses: it is not Old Quarry Pond or Rockridge Pond, although Old Quarry Pond a better label. It is an artificially created water-retention pond. The Country Club owns the land under the pond; a private family holds the mineral rights and therefore the water in the retention basin. When the quarry operated, the depression was a gravel pit, with trucks winding down on a road along the sides to collect their gravel loads. During the operation of the quarry, the creek fed through a pipe to reach the far side of the property. So, there is no historical use of this pit as a pond. The DEIR should note the other easements or access that other public agencies have over this area, like the Alameda County Flood Control District, which constructed and now maintains the weir at the southern end of the retention basin. 13-1

2. Aesthetics 4.1 – re: light and glare from parking lot lights. This comment pertains to light from the parking areas. The current lighting at the center, which was changed a few years ago, now emits substantially more off-site glare than previously. We request that the City require much more stringent mitigations of the light pollution. We ask that the City obtain, at the developer's expense, a photometric plan showing current and proposed lighting. In addition, we request that shields be installed to direct the light downward, particularly along the 13-2

property abutting the retention basin. We are in particular very concerned about the lighting of parking built on top of other structures including the top level of the structured parking. The lighting should be low, directed downward, and shielded to minimize glare beyond the surface being lighted. 13-2 contd

3. Current Project Description (figure 3-8), Overview: states parking on top of new Safeway and Buildings H and J, but not clearly shown in snazzy drawings in Introduction. 13-3

4. Summary and Intro slide by change in ratios of parking to square feet. Say .3 to 1,000 sf for existing but give no ratio for new project (page 3-12). The ratio should be added at each point that the new parking count is discussed in these sections. In fact, the summary should point out the change in the ratio emphatically. We would join the chorus of other comments asking for less parking for the sight. In line with our other comments, we would like to see the parking atop other buildings be eliminated. 13-4

5. Bio Resources 4.3.1 The failure to clearly distinguish retention basin as such is a key flaw in the DEIR and needs to be corrected. Specifically, the DEIR describes at length the type of fish that might live in a "pond or reservoir." In fact, the high levels of nitrogen flowing from the heavily fertilized golf course feed dense algae that have eliminated any possibility of the basin serving as fish or all the reptile habitat. To date, State Fish and Game officials have opposed any attempts to introduce triploid carp to remove the cyclical growth of duckweed, that usually covers the entire surface of the pond. This year is the beginning of the duckweed cycle; patches of it can be seen and by the end of the summer the entire basin will be covered. The basin does provide important habitat for local and migrating birds. Canada geese and night crown herons nest there every year. Coot are present for most of the year. Western gulls are frequent visitors. A great horned owl lives adjacent to the pond. Blue and Steller jays live adjacent to the pond as well as, periodically, crows. A redtail hawk couple has nested nearby for five or more years. Many ducks land on the pond during their migrations. 13-5

6. Bio Resources 4.3 – **The DEIR fails to mention that swallows nest ON THE SHOPPING CENTER site in the small spaces created by the undulations of the walkway canopy in front of the CVS store. These swallows control the mosquitos that breed in the retention basin. The health risk posed by the mosquitos is significant, so these swallows need to be protected in order to reduce the risk of a number of diseases.** As the study points out, swallows nest between February 1 and August. Since this section will not be torn down first, a mitigation measure should be inserted that protects these birds and provides new nesting opportunities during and after completion of the center. This is an impact that can be entirely mitigated, and it is a health and safety issue. We oppose any attempt to address the mosquito problem by dumping yet more pollutants in the water to reduce the mosquito population. The natural balance should be preserved, 13-6

and the swallow nesting habitat not disturbed before during or after construction without an effective means of preserving their nesting and presence near the basin. 13-6 contd

7. If Bio Resources 4.3 – if the lagoon/pond is to be an amenity at that location, as described in the project overview, the center should be required to assume responsibility on an ongoing basis to reduce the amount of algae in the pond, and prevent the periodic growth of duckweed on the surface. Once that unsightly weed starts growing, it stays for a number of years, cleared only by an exceedingly strong and windy storm). Even with natural predators controlling the mosquito population, I cannot imagine that a deck provided for eating or relaxation would be attractive. Users would end up with many mosquito bites. 13-7

Also, screening should be provided for the wild birds that use the pond. The Canada geese and gulls don't need it but other species more sensitive to urban encroachment live there. The pond is essentially dead, and not a pleasant amenity. If this is not going to change, the shopping center should not pretend that the pond is an attractive resource. Lining that edge with taller trees or bushes could discourage intrusion of people and dogs and would help cut the light pollution, and to a minor extent, the noise that otherwise will result.

9. I am not sure that the project falls under the creek ordinance (page 4.3-22). The ordinance in its criteria for assigning projects to categories includes only projects that are either within 20 feet of the top of the bank of the water feature or within 100 feet of the center of the "creek." To the extent that all work takes place more than 20 feet from the top of the bank, the project is not subject to these provisions. There is no "natural" flow of water. This is an artificially created and artificially controlled water detention basin. There is nothing natural about it. 13-8

10. Section 4.11. Re bicycle routes. Class 2 bike route should extend south in both directions to Oakland Tech High School. The report should address the need of cyclists to use the property as a safe way to avoid the Broadway/51st intersection, especially when going south on Broadway and needing to get to east-bound Pleasant Valley (or the reverse). The need to preserve a safe means of getting around this intersection should be addressed in the site plan. Otherwise, more serious cyclist injuries will result. To the extent that the actual use of the current shopping center layout allows for safe transit past the referenced intersection, failure to continue to provide such a safe corridor in the new layout, failure to do so in the new plan is a significant impact that can and should be mitigated. 13-9

11. Section 4.11 a bike corral, such as at Ashby BART should be added to encourage bike use near the Safeway, the primary attractor. The city's requirements do not address a primary reason people don't use bikes: fear of theft. The bike corral would address this concern. 13-10

12. Trans 4.11- Trans Impact 20 (pedestrian safety page 4.11-104-05) – In addition to the pedestrian safety improvement measures listed, we suggest that the 13-11

Comment "13"

pedestrian crossing on Montgomery Street/PV be improved with signs, blinking lights and other features so that drivers are warned that there is a pedestrian crossing. With the projected traffic increases, drivers barrel down PV, particularly in western direction, and the visibility is marginal due to the uphill grade of the road. Such pedestrian crossing features have been effective in Berkeley along Claremont Avenue. 13-11 contd

13. Trans 4.11 – Trans Impact 21 (bus rider safety) – In addition to the measures listed in the DEIR, we would suggest that a consolidated bus transit pullout and station (shelters, benches, etc.) be included along PV in front of the Center. Such a facility would create safety, organize bus transportation and provide facilities to encourage bus ridership. It would also improve through traffic because a bus would not block the travel lane, particularly during peak commute hours. 13-12

14. Noise and Vibration; Impact 3. (conflicts with land use compatibility guidelines – page 4.10-8) Although noise from the new roof parking structure may not exceed ambient noise standards, we are extremely concerned about late night noise from the top of these large roof structures. Car alarms, gunning motors, and people mingling and loitering will produce nuisance noises that will carry up to our Montgomery Street homes. Accordingly, we request that access to the top roof structures be restricted from 7 PM to 7 AM during weekdays, and 9 PM to 8 AM on the weekends. In our estimation the project already provides too much parking, and this would be a way to lessen the impact of that design feature on adjacent neighbors. 13-13

15. Noise and Vibration Impact 3 – prohibit the use of loudspeakers during loading and unloading and other information broadcasting. Safeway and possibly other tenants will operate 24/7. And we understand the reason why many large truck deliveries happen late at night or very early in the morning. While we realize that long hours and off peak deliveries are essential to the tenants' operations and ease traffic problems, we request that there be no use of loudspeakers that can be heard outside the buildings. Technology has changed dramatically and better means of passing information among the work force now exist and are commonly employed by many businesses. We don't care to know that Joe is needed on Aisle 7 at 3 in the morning. 13-14

Project related comments to be considered by the City and Developer when discussion of the merits of the design ..

1. The lay out of the southeast end of the plan looks awkward and confusing to those entering the site. We see a building next to the Gilbert St entrance and then some sort of turnaround, with another building beside the retention basin and the AAA building at the back. By deleting the secondary entrance 13-15

off of PV, the AAA will be tucked way back and hard to find. Signage should be placed along Pleasant Valley and within the Center to help people find it.

2. The "scenic" outlook over the artificially created water retention basin seems laughable. Unless the developers spend a large amount of money to change the basin from an algae-choked pit into a real pond, and spends the funds to maintain it in that state, the design should protect the basin for use by the fauna already using it, and discourage human presence nearby.
3. The project proponents should address how to minimize the nuisance that the Canada geese can produce along any pathway or landscaping near that retention basin. The current plan would discourage the birds and small animals that live around and use the basin without providing a real amenity for shopping center users. A dead retention basin with many mosquitos and Canada geese using adjacent landscaping for casual grazing and leaving bird feces on seating and tables is not an amenity.

13-15 contd

Sincerely,

Margaret J Stone, member, for the
Clareview HOA and Top of Monty neighborhood group

Cc: Dan Kalb, District 1 Councilmember

Responses to Letter #13

Clareview Homeowners Association and Top of Monty Neighborhood Group, February 25, 2013

Response 13-1: This comment presents information about the abutting quarry pond (or Claremont Pond), including its history, ownership, easements affecting the off-site property, and maintenance issues. The information presented in this comment is accurate and informed, and inclusion of this comment letter in this Final EIR enters this information into the administrative record for the proposed Project. However, this information does not require that any changes be made in the Draft EIR to correct inaccurate information, and does not suggest any new, different or more severe environmental effects resulting from the proposed Project than are presented in the Draft EIR.

Response 13-2: This comment offers an opinion on the light and glare effects from an existing building at the Project site. The light and glare affects of an existing building are not a Project-related effect. The Draft EIR does address Project-related light and glare effects. As stated on Page 4.1-4 of the Draft EIR, Standard Condition of Approval Aesth-1 (Lighting Plan) applicable to the proposed Project requires that, prior to the issuance of an electrical or building permit, the proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. Lighting plans shall be submitted to the Planning and Zoning Division for review and approval. All lighting shall be architecturally integrated into the site. This SCA would prevent unnecessary light form spilling over from the site and onto adjacent properties.

Response 13-3: This comment states that the location of off-street parking atop certain buildings is difficult to discern in Chapter 1 (Introduction).

Figure 1-3 of the Draft EIR does depict the location of proposed off-street parking spaces atop buildings. That graphic depiction is consistent with the plans included at Figure 3-10 of the Draft EIR, and with the description of proposed parking as provided in the Transportation chapter of the Draft EIR at page 4.11-113, as follows:

The proposed Project would provide 967 off-street parking spaces in the following locations:

- the deck on top of the proposed Safeway and adjacent buildings (Buildings A, B, and C) providing 267 parking spaces
- three level parking structure in the west portion of the site (Buildings H and J) providing 362 parking spaces, and
- surface parking throughout the site, providing 338 parking spaces.

Response 13-4: This comment suggests that the ratio of proposed building area to proposed off-street parking spaces should be identified and listed throughout the Draft EIR.

As indicated on pages 4.11-57 to 4.11-58 of the Draft EIR, the topic of parking is addressed in this CEQA document for informational purposes to aid the public and decision makers in evaluating and considering the merits of the Project. As indicated on page 4.11-113 of the Draft EIR, the Project's proposed parking supply has been compared to the City's Municipal Code requirements for off-street parking (Municipal Code Chapter 17.116), which indicates parking requirements as follows:

- General Food Sales: one space per 200 square feet of net floor area

- General Retail Sales: one space per 400 square feet of net floor area
- Office: one space per 600 square feet of net floor area

As summarized in Table 4.11-22 of the Draft EIR, these parking ratios would require a total of 937 off-street parking spaces. The Project proposes to provide 967 spaces, which would satisfy (and exceed) the City's zoning code requirements.

The parking supply provided for the proposed Project was also measured against the expected parking demand for the proposed Project, using parking demand rates based on ITE Parking Generation, 4th Edition (ITE, 2010). As concluded on page 4.11-116 of the Draft EIR, the Project's proposed parking supply would meet the estimated parking demand throughout most of the year, with the exception of parking demand during peak periods in December. This is typical of urban retail centers, where adequate parking supply is provided to meet the parking demand throughout most of the year but not the few busiest days during the holiday shopping period. Providing additional, excessive parking capacity would not be consistent with the urban setting of the Project, which aims to encourage pedestrian, bicycle, and transit activity.

Response 13-5: This comment states that high levels of nitrogen flowing from the adjacent golf course have eliminated the possibility that the quarry pond (or Claremont Pond) could serve as habitat for fish or reptile species. The comment refers to the quarry pond specifically as a retention basins rather than a pond to acknowledge the difference. The Draft EIR acknowledges that the off-site quarry pond serves as a retention basin and as a source of irrigation water for the adjacent golf course. It is likely that water in this basin/pond does have high levels of nitrogen from the fertilized runoff form the golf course, although no chemical analysis of the water quality in this off-site basin/pond was conducted for this EIR. At the time of the site visit (in March of 2009) the basin/ pond provided over five acres of open water, the water level was high and the stairwell and maintenance walkway were completely submerged. Vegetation around the basin/pond ranged from disturbed grasses and shrubs to eucalyptus woodland and ornamental ivy. Natural wetland or emergent marsh vegetation was absent from the quarry pond and its shoreline. The Draft EIR takes a conservative approach by assuming that certain aquatic species may be present.

This comment also makes note of various avian species that are present in and around the quarry pond. Each of the mentioned avian species is acknowledged in the Draft EIR as either observed at and/or near the basin/pond or potentially present in and/or near the Project site due to suitable habitat.

Response 13-6: This comment states that swallows reside at the Project site and that these swallows control mosquitos residing in the off-site quarry pond. This comments goes on to state that the Project should include a requirement for the establishment of "new nesting opportunities during and after completion of the center" for these swallows. The Draft EIR notes, at Page 4.3-18, the potential for various species of passerine (e.g., swallows) and non-passerine birds to occur in the Project vicinity. The Draft EIR also notes that these species typically use most habitat types and are known to nest on the ground, in shrubs and trees, on buildings, under bridges and within cavities, crevices and manmade structures. Given the broad range of habitat types that are suitable to passerine and non-passerine bird species, it is likely they already reside at many other properties in the Project vicinity. The proposed Project would be required to comply with City of Oakland Standard Condition of Approval Bio-1 (Tree Removal during Breeding Season), which would prevent the disturbance of nests for bird species. However, the proposed Project would not result in significant elimination of habitat for such species, and no mitigation measures are required.

Response 13-7: This comment states that the proposed Project should include a requirement to maintain the off-site quarry pond (or Claremont Pond) to prevent the growth of algae. There is no nexus between

the proposed Project and the potential for algae growth at the quarry pond. The Project site does not presently convey stormwater runoff to the off-site quarry pond, nor would it convey runoff to the quarry pond in the future. The proposed Project would direct all post-construction stormwater flows from the site to the City storm drainage system and not to the off-site Claremont Pond.

This comment also states that the proposed Project should be required to assume responsibility on an on-going basis to reduce the amount of algae in the quarry pond, and to include vegetative screening for bird species that may occur. As indicated at several points in the Draft EIR, the off-site quarry pond is not part of the proposed Project, is not owned or under the control of the Project applicant, and is not owned by the landowner of the Project site. The responsibility for on-going maintenance of the quarry pond is that of the owner, the Claremont County Club. The Project does propose to add a new landscaped scenic outlooks and a pedestrian path at the perimeter of the Project site adjacent to the quarry pond property that would include new trees and shrubs.

Response 13-8: This comment questions whether the proposed Project is subject to the City of Oakland Creek Protection Ordinance. The Draft EIR describes, at Page 4.3-30, that those portions of the Project's landscaping and trail proposed to be constructed within twenty (20) feet of the top of bank of the off-site quarry pond (whether the pond is "natural" or not) are subject to the Creek Protection Ordinance. The City of Oakland concurs with that determination.

Response 13-9: The comment suggests that the extension of the proposed Class 2 bicycle lanes on Broadway to Oakland Tech High School. As described on page 4.11-31 of the Draft EIR, City of Oakland is currently designing Class 2 bicycle lanes on Broadway between 38th Street and Broadway Terrace, which also includes Oakland Tech High School. City of Oakland is planning to implement these bicycle lanes later in 2013.

See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles regarding bicycle circulation and infrastructure within the site and the use of the Project site by cyclists avoiding the Broadway/51st Street/Pleasant Valley Avenue intersection. In addition, the proposed Project modifications on Broadway would include Class 2 bicycle lanes in both directions of Broadway at this intersection, which would improve safety for bicyclists.

Response 13-10: The comment is concerned about bicycle parking within the Project site. As discussed in the Draft EIR starting on page 4.11-111, the proposed Project is required to satisfy requirements for amount, type and placement of long-term and short-term bicycle parking as outlined in the City of Oakland Bicycle Parking Ordinance. In addition, Recommendation Trans-23 includes additional considerations such as providing parking for bicycles with trailers and monitoring of bicycle parking usage and provision for additional bicycle parking if necessary.

Response 13-11: See Master Response #8: Pedestrian Crossing on Pleasant Valley Avenue regarding pedestrian crossings improvements on Pleasant Valley Avenue at Montgomery Street.

Response 13-12: The comment requests a bus pullout and other amenities at the bus stop on Pleasant Valley Avenue just west of the Project Driveway opposite Gilbert Street. The proposed Project would not provide a bus pullout at this location because pullouts increase bus travel times as buses would need to wait for gaps in traffic flow after stopping at the pullout. As shown on Figure 4.11-13 of the Draft EIR, the proposed Project would widen the sidewalk on Pleasant Valley Avenue adjacent to the Project site, which would allow installation of a shelter on Pleasant Valley Avenue just west of Gilbert Street.

Response 13-13: This comment concurs with the Draft EIR's conclusion that noise from the new roof parking structure may not exceed ambient noise standards, but also expresses concern about late night

noise from the top of these large roof structures. Although noise impacts of the proposed Project would not raise to a level of significant under the CEQA threshold, the City will consider this input regarding potential increased night-time noise prior to taking action on the proposed Project, and may consider additional conditions of approval related to use of the roof-top parking structures.

Response 13-14: This comment requests that the proposed Project not include the use of exterior loudspeakers. Speakers are currently used at the Safeway store and within other retail tenants at the existing center to alert loading dock workers of incoming deliveries and other operations and maintenance issues. Although noise impacts of the proposed Project would not raise to a level of significant under the CEQA threshold, the City will consider this input regarding noise generated by loudspeakers prior to taking action on the proposed Project, and may consider additional conditions of approval related to use of exterior and/or loading dock loudspeakers. Other than at the new Safeway store, the Project does not include any use of loudspeakers. Safeway's speaker system will be located in the enclosed and insulated loading dock area and will have automatic volume controls directly linked to the outdoor ambient noise levels (i.e., the speaker volume will be low when ambient noise levels are also low).

R**esponse 13-15**: These comments speak to the merits of the Project's proposed design, and do not relate to environmental effects covered by CEQA and do not address the adequacy of the Draft EIR. The City will consider this input on the Project's design prior to taking action on the Proposed Project.

Comment "14"

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February 25, 2013

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Darin Ranelletti. Planner III
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Planning and Zoning Division
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Re: Safeway Redevelopment Project Environmental Impact Report
Broadway at Pleasant Valley Avenue
SCH No. 2009062097

Dear Mr. Ranelletti:

This letter is written on behalf of Citizens Advocating Rational Development ("CARD") to provide comments to the EIR for the project referenced above. We have the comments which follow. Please ensure that this letter becomes part of the administrative record for the consideration and approval of the subject EIR.

GREENHOUSE GASES

Few, if any, of the other impacts of this project will have the regional, national and even global impact of greenhouse gases, a truth which has been recognized by the State of California which now requires that this issue be reviewed as part of any CEQA project review. The EIR acknowledges the importance of this issue, then makes a major mistake in its analysis of it.

The California Air Resources Board ("CARB") identifies a 15% reduction in emissions for local governments themselves, but, according to the EIR, has not yet determined what amount of GHG emission reductions it recommends from local government land use decisions. However, CARB does recognize that land use decisions will have large effects on GHG emissions, and notes that the control points for these emissions is the local governments which make those land use decisions. 14-1

Guidelines are required so that the approval body considering the land use decision can determine whether the project under review exceeds the threshold of significance. For that reason, the determination of those thresholds is particularly critical to the process.

In the EIR, the City acknowledges using the threshold guidelines generated by the Bay Area Air Quality Management District ("BAAQMD"). The EIR makes a brief mention of the fact that the thresholds adopted by BAAQMD were challenged in a court of competent jurisdiction, which ruled that the adoption of the thresholds was itself a "project" for the purposes of CEQA and that an EIR should have been prepared prior to the adoption of the standards. The EIR brushes aside this critical piece of information and indicates that it is using the threshold levels regardless, apparently arguing that there was nothing wrong with the methodology of how the thresholds were determined, but only with the process by which they were adopted.

This incredible assertion ignores the very purpose and function of CEQA and the requirements of an environmental impact report. It assumes that the preparation of an EIR would not have changed the numeric value of the thresholds, an assertion that is totally unsupported by evidence in the EIR and which represents a dangerous assumption about what an EIR would have concluded. It begs the question of whether the City operated from the same assumption in preparing the project EIR - that the EIR would not result in any import change in the matters and effects being analyzed.

14-1 contd

The fact of the matter is that no one can say with certainty what effect the preparation of an EIR with regard to the adoption of its threshold guidelines by BAAQMD would have arisen. The bald statement in the subject EIR that the threshold guidelines can nevertheless be utilized is an amazing bit of sophistry.

It also ignores the fact that BAAQMD has recommended that its thresholds not be used until the case is resolved. This whole section is predicated on an assumption that simply cannot be proven: that the preparation of an EIR by BAAQMD in connection with the adoption of the threshold guidelines would have no effect on those guidelines. And for that reason, this critical environmental impact is not accurately analyzed, and the EIR is fatally flawed.

Finally, the EIR earlier points out that the City of Oakland General Plan contains a Historic Preservation Element, the purpose of which is to encourage the use of existing buildings rather than their demolition and the construction of new buildings, due to the much greater GHG emissions which arise from demolition and new construction. There is no discussion of whether this element was considered or applied in the process of approving this project, which, of course, anticipates demolition and new construction.

Comment "14"

WATER SUPPLY

The EIR contains a lengthy, exhaustive and admirable analysis of storm water and drainage issues. However, it does not adequately address an issue which, in California, is a historical environmental problem of major proportions: i.e. water supply.

The EIR indicates that the project will receive (and presently does receive) its water from the East Bay Municipal Utility District ("EBMUD"). It concludes that the project will not result in a change in groundwater recharge nor will it deplete ground water resources. This conclusion is apparently predicated on the position that the existing land use on the site already uses the water and that no significant change will result from the use by the new project. 14-2

This conclusion ignores the fact that water supply is a critical issue in California which is becoming more and more important due to a variety of factors, including court orders restricting the taking of water where it will adversely affect endangered species, the increasing levels of contamination which have occurred over the years since the existing land use was built and many other factors.

The EIR fails to:

1. Make any adequate analysis of any urban water management plan; 14-3
2. Document wholesale water supplies; 14-4
3. Document Project demand; 14-5
4. Determine reasonably foreseeable development scenarios, both near-term and long-term; 14-6
5. Determine the water demands necessary to serve both near-term and long-term development and project build-out (which would have to examine likely development within the totality of the EBMUD service area); 14-7
6. Identify likely near-term and long-term water supply sources and, if necessary, alternative sources;
7. Identify the likely yields of future water from the identified sources;
8. Determine cumulative demands on the water supply system;
9. Compare both near-term and long-term demand to near-term and long-term supply options, to determine water supply sufficiency;
10. Identify the environmental impacts of developing future sources of water; and 14-8
11. Identify mitigation measures for any significant environmental impacts of developing future water supplies.

There is virtually no information in the EIR which permits the reader to draw reasonable conclusions regarding the impact of the project on water supply, either existing or in the future.

For these reasons, the EIR is fatally flawed.

ALTERNATIVES TO PROJECT

The EIR correctly points out that CEQA requires the review of alternatives to the project to determine if the project objectives are obtainable in another manner which has fewer or lesser environmental impacts. It is also correct in stating that not every conceivable alternative must be analyzed, and that a 'rule of reason' can be applied.

The EIR analyzes five (5) alternatives, including the "no project" alternative. However, it does not analyze an alternative which is not only feasible but is consistent with the City's stated goals of encouraging reuse of existing buildings, a goal which is part of the City's General Plan. There is no discussion whatsoever about the feasibility of remodeling the existing buildings to achieve project goals, or of reusing most or some of the buildings and constructing a much smaller amount of new buildings. The argument that the City did not have to consider all alternatives fails with respect to this alternative (or alternatives) since the City's own General Plan calls for such a policy. The policy is even mentioned, in another context, in the EIR. There can be no justification for not exploring this alternative. 14-9

For the foregoing reasons, this EIR is fatally flawed.

Thank you for the opportunity to comment on this EIR.

Very truly yours,

GREEN de BORTNOWSKY & QUINTANILLA, LLP

Charles R. Green
Principal

CRG:law
CARD\0001\003.DOC

Responses to Comment #14

Charles R. Green, February 25, 2013

Response 14-1: See Master Response #4: Greenhouse Gas / Global Climate Change.

This comment also points out that the City of Oakland General Plan Historic Preservation Element encourages the use of existing buildings rather than their demolition and the construction of new buildings, due to the much greater GHG emissions which arise from demolition and new construction, and that there is no discussion in the Draft EIR of whether this element was considered or applied to this Project. While the Historic Preservation Element does encourage the use of existing historic buildings over their demolition, the Project site does not contain any historic buildings or structures. And while it is true that GHG emissions arise from demolition and new construction activities (which are quantified in the Draft EIR), the net result of the proposed Project, including its construction effects, is an overall reduction in GHG emissions as compared to baseline conditions. Thus, the Project would not have an adverse effect on climate change due to GHG emissions, and no mitigation measures are required.

Response 14-2: This comment presents a general allegation of inadequacy with regard to the Draft EIR's analysis of Project-related effects on water supply, and refers to more specific claims of the Draft EIR's inadequacy on the topic of water supply, which are provided later in this letter. Responses to these later specific comments are provided in Responses 14-3 through 14-8. However, a response to the general comment on the Draft EIR's analysis of the Projects effects on water supply follows.

CEQA Guidelines Section 15155 requires a city or county with discretionary land use oversight for a "water demand" project to request a determination from the governing body of the public water system as to whether the projected water demand of that project was accounted for in the most recently adopted urban water management plan, and to request a water supply assessment (WSA). A "water demand" project is specifically defined in the Guidelines as a shopping center employing more than 1,000 persons or occupying more than 500,000 square feet of space. Since the proposed Project is a shopping center that would neither employ more than 1,000 persons, nor occupies more than 500,000 square feet of space, a WSA was not required nor requested.

Page 4.12-13 of the Draft EIR identifies that the net increase in water demand as a result of implementation of the Project is estimated at 18,500 gpd. This increased water demand represents a very marginal increase in overall water demand from throughout the EBMUD service area, less than $1/100^{th}$ of a percent increase over the current adjusted demand of 216,000,000 gpd. The Project's estimated water demand is fully accounted for in the East Bay Municipal Utility District's (EBMUD's) water demand projections as published in the 2009 *WSMP 2040,* and would not exceed water supplies available from existing entitlements and resources. The proposed Project would not result in a new significant increase in water usage and would not, by itself, require new or expanded water entitlements. Additionally, as part of standard development practices within the City of Oakland, the Project applicant would be required to comply with the Oakland Water Efficient Landscape Requirements found in Title 10, Chapter 7 of the Municipal Code. The Project would not exceed water supplies available from existing entitlements and resources, and the water supply impacts of the Project would be less than significant.

Response 14-3: This comment states that the Draft EIR is deficient since it does not include an adequate analysis of an urban water management plan. Page 4.6-7 of the Draft EIR describes the Urban Water Management Plan (UWMP) adopted by EBMUD. That UWMP is not part of the proposed Project. On page 4.6-14 of the Draft EIR, it states, "*The California Urban Water Management Planning Act requires various water purveyors throughout the State of California (such as EBMUD) to prepare UWMPs, which assess the purveyor's water supplies and demands over a 20-year horizon (California Water Code,*

Section 10631 et seq.). As required by that statute, UWMPs are updated by the purveyors every five years". EBMUD has prepared an UWMP in conformance with the California Urban Water Management Planning Act, and that UWMP was approved by the EBMUD Board on June 29, 2011. Furthermore, page 4-12-4 of the DEIR indicates that in October 2009, EBMUD adopted a long-term Water Supply Management Program 2040 that serves as a water supply planning guide through the year 2040 (WSMP 2040). EBMUD now uses the WSMP 2040 to assess water supplies and analyze demands over a thirty-year planning horizon. The main objective of the WSMP 2040 was to identify and recommend solutions to meet or overcome dry-year water demands now and through the year 2040. EBMUD also prepared and certified a Programmatic EIR for the WSMP 2040 which evaluated the impacts associated with implementation of the WSMP 2040.

As indicated on page 4.12-14 of the Draft EIR, the increased water demands of the Project represent a very marginal increase in overall water demands from throughout the EBMUD service area (less than 1/100th of a percent increase over the current adjusted demand of 216,000,000 gpd). The Project's estimated water demand is fully accounted for in EBMUD's water demand projections as published in the WSMP 2040, and would not exceed water supplies available from existing entitlements and resources. The proposed Project would not result in a new significant increase in water usage and would not, by itself, require new or expanded water entitlements.

Response 14-4: This comment alleges the Draft EIR is deficient because it does not identify wholesale water supplies. On Page 4.12-2, the Draft EIR identifies that the East Bay Municipal Utility District (EBMUD) provides water to the Project site, and that EBMUD obtains approximately 90 percent of its water from the Mokelumne River watershed and transports it through pipe aqueducts to temporary storage reservoirs in the East Bay hills. The remaining 10 percent of their water supply originates as runoff from protected watershed lands in the East Bay hills. EBMUD documents addressing water supply and relied upon in preparation of the Draft EIR are appropriately referenced, in accordance with CEQA Section 21061. Readers of the Draft EIR wishing to learn more about EBMUD's water supplies may read about them at www.ebmud.com.

Response 14-5: This comment alleges the Draft EIR is deficient because it fails to document the Project's water demand. The Project's water demand information is included at Page 4.12-14 of the Draft EIR, which indicates that the net increase in water demand as a result of implementation of the Project is estimated at 18,500 gpd. This increased water demand represents a very marginal increase in overall water demand from throughout the EBMUD service area, less than 1/100th of a percent increase over the current adjusted demand of 216,000,000 gpd.

Response 14-6: This comment alleges the Draft EIR is deficient because it fails to assess the water demands associated with reasonably foreseeable development scenarios, both near and long-term.

The Draft EIR (on pages 4.12-2 to 4.12-3, pages 4.12-13 to 4.12-16) does address the near-term (i.e., existing conditions plus proposed Project) and long-term (i.e., year 2040 plus proposed Project) water demands, as compared to existing and expected long-term water supplies. Specifically, page 4.12-3 of the Draft EIR explains that the EBMUD's WSMP is a planning document predicated upon an analysis of both near-term and long-term conditions, as follows:

> *WSMP 2040 includes an update of water demand projections for future potable water demands up to the year 2040. These future year water demands were calculated using existing and future demands for various land use categories and future changes in land use as stated in the respective general plans of communities within the EBMUD service area. Based on this land use information for residential and nonresidential land use categories, EBMUD forecasts that service area demands would be about 304 mgd by 2030, but that with implementation of conservation techniques and*

recycled water use, the adjusted water demand would be reduced to approximately 229 mgd. By year 2040, the unadjusted water demand is projected to increase to 312 mgd, matched with decreases due to water conservation and water recycling that can bring the adjusted demand number down to 230 mgd by year 2040. The demand projections were developed prior to the onset of the economic recession in December 2007. EBMUD anticipates the economic development and associated demand could be realized at a slower rate over time, but demand would average out close to the projected 2040 value.

The 2040 Master Plan includes a "portfolio" of supplemental water supply sources, conservation, recycling and water rationing to satisfy customer water demand through 2040, even during drought year conditions. . . . The combination of these portfolio elements, implemented over time, will satisfy increased customer demand through 2040, even during drought year conditions.

Response 14-7: This comment alleges the Draft EIR is deficient since it fails to determine the water demands necessary to serve both near-term and long-term development and Project build-out, and should have examined likely development within the totality of the EBMUD service area.

The EBMUD WSMP 2040 identifies and recommends solutions to meet water demands now and through the year 2040, based on projections for future water demands throughout the entire EBMUD service area. The Project's estimated water demand is fully accounted for in EBMUD's water demand projections, representing a very marginal component of the overall water demands from throughout the EBMUD service area. The Project's water demand represents less than 1/100th of a percent increase over the current adjusted demand of 216 million gallons/day (mgd), and an even smaller fraction of the adjusted 2040 water demand of 230 mgd (based on decreases due to water conservation and water recycling).

Response 14-8: This comment alleges the Draft EIR is deficient because it fails to identify the environmental impacts of developing future sources of water. As documented in the Draft EIR, there are sufficient water supplies available to serve the proposed Project, and the proposed Project does not include or require the development of new sources of water supply. CEQA does not compel speculative analysis of future water supply sources that are neither necessary nor are a component of the project. EBMUD prepared and certified a Programmatic EIR for the WSMP 2040, which evaluated the impacts associated with implementation of the water supply sources identified in the WSMP 2040.

Response 14-9: This comment alleges the alternatives analysis within the Draft EIR is inadequate because it does not contain discussion about the feasibility of remodeling the existing buildings to achieve project goals, or of reusing most or some of the buildings and constructing a smaller amount of new buildings.

The Draft EIR does include such an alternative. Alternative 2 (Safeway Relocation) describes and evaluates an alternative whereby Safeway would relocated to the existing CVS Pharmacy space and only implement interior remodeling as necessary. New commercial tenants would be sought to reuse the vacated Safeway site, and no new or additional space would be added. The Safeway Relocation alternative would retain and reuse the approximately 185,500 square feet of commercial space that currently exist on the site, with no net increase in building space.

Comment "15"

Response to Draft Environmental Impact Report for Proposed Safeway Expansion at Broadway and Pleasant Valley Avenues. (Safeway_oak039284.pdf)

From:
Matt Bjork, 4473 Pleasant Valley North.
Neighborhood Activist for Pleasant Valley Court North and South and Ramona Ave,

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510-238-3663, DRanelletti@oaklandnet.com

Dear Mr. Ranelletti,

I spoke at the Planning Commission Hearing Wed Feb 20 about the need for improvements in the traffic control measures proposed in conjunction with this project – and include comments here with some more details for your consideration.

Firstly, as a citizen of Oakland, let me say that I think this location is the right place for this type of project. They are proposing a "Bay St." type of commercial development – and this commercial property area does not currently live up to its potential. As I mentioned Wednesday, some of the most affluent residents of North Oakland and Piedmont pass through the Broadway @ 51st intersection on a daily basis – and a development here that addresses their/our shopping needs will bring convenience to residents and tax dollars to Oakland. The developers have risen to the challenge that was presented to them to improve their architecture during the previous review period, and this DEIR is fairly complete in addressing numerous facets of the project and its impact on my/our surrounding community. I am very pleased that Safeway is proposing to invest in my community and appreciate their effort to optimize this project for the city of Oakland. However, in the interest of brevity, I am going to skip the positive feedback and focus this letter on my issues with the inadequacies I see with this DEIR. 15-1

My concerns with this project are mostly related to the negative affect this project will have on my neighborhood automobile traffic – and the inadequate and uninspired mitigations that are halfheartedly proposed in this DEIR. I believe this DEIR is incomplete, and **downright deceptive** in its study of neighborhood traffic effects. **I urge you to require the traffic EIR and the traffic mitigations be redone to higher standards of quality commensurate with the tax increase and traffic impact of a project of this impact and significance. The city of Oakland must ensure this project is a total success for Oakland.** 15-2

Comment "15"

1) I say this DEIR is deceptive because the existing trip table 4.11-9 lists a current 1,627 trips to/from the site on a weekday evening dinner rush and table 4.11-12 lists 436 additional trips expected with this expansion – indicating a mere 25% increase of traffic in/out of the project. This project expands the commercial square footage by 50% - so one might reasonably expect the traffic to increase by close to 50% – or twice this DEIR estimate. Furthermore, I cannot fathom why Safeway would invest all this money in the project to **decrease** the effectiveness of their retail space. The existing trips/1000 ft^2 ratio is 8.8 (with a poorly performing CVS site), and they estimate the additional trips/1000 ft^2 ratio is only 4. The only reason Safeway would invest this much money in our neighborhood, would be to increase the payback per square foot – and this commonly means driving more traffic to each square foot of sales space. While I am sure the authors of this DEIR can justify their numerical calculations, basic economics suggest that the total traffic flow in/out of the project might be ~10 trips/1000ft^2 – or just under 3,000 total trips. This represents a doubling of the existing in/out site traffic – suggesting that **the real level of additional traffic may be 4 times the amount listed in this DEIR**. 15-3

2) The most comparable recent commercial development in our area is Bay Street Emeryville – with similar architecture, main street feeling, and targeted demographics. **When Bay Street opened, Emeryville experienced "Traffic Carmageddon".** The resulting traffic stopped the freeway and surrounding streets up to a mile away. Emeryville had to deal with the traffic by dead-ending streets, making traffic flow one-way, and installing temporary traffic cops to keep the peace. And they still have substantial traffic issues on weekends. 15-4

3) With their gross underestimate of the additional traffic, this DEIR lists 4 intersections where the traffic will increase to LOS E/F – where "vehicles may wait multiple (signal) cycles to progress through the intersection" – at various times in the week.

Shattuck/Telegraph/51st
Piedmont/Pleasant Valley
Howe/Pleasant Valley
Broadway/51st (only ½ % below LOS E level!) 15-5

(I do not understand how they can forecast no increase in the College/Broadway traffic – as this seems to assume no one from Berkeley nor Rockridge will want to come to this center to shop.) **These intersections represent the traffic nexus of expensive North Oakland residential homes being exposed to excessive frustrating traffic wait times.** They/we will find and exploit all possible residential cut-throughs, illegal turns, creation of multiple lanes, and hopefully not start driving on the sidewalks.

Comment "15"

4) Let's examine why **this would be bad** and not an acceptable price to pay for increased tax dollars to our city.

a) We are vocal active residents and will demand our city officials "do something" about any unacceptable traffic increases.

b) We are the target demographic for this center. We want this center to install the shops we like to shop at and we want Safeway to build a store that serves us as well as their large modern stores serve Tracy, Pleasanton, Dublin, etc. We want this center to attract us to walk and bike there to do our shopping – and we want our money to stay in Oakland. We want this center to be a success and have a high $/ft^2 return. If local residents are alienated by this development, either the $/ft^2 goes down, or more traffic comes in from farther away – further increasing traffic issues.

c) The 51st/Broadway intersection is currently one of the ugliest and most underutilized intersections in this part of town. The large NW and SW parcels are vacant and ready for demolition and redevelopment. The tax revenues from the redevelopment of these parcels are dependent on a successful implementation of this Safeway project – and the resident's embracing of it and the city's ability to mitigate its impact. 15-6

d) Oakland has a bad rep. – and we all pay for it daily. Businesses don't settle here because they perceive the city to be devoid of wealthy professional families and full of crime and big-city nuisances. A successful redevelopment project here will be used to showcase Oakland – and a failure will add to the perception that the City cannot get it right.

e) Negative traffic effects will cause a loss of current shopping traffic in the surrounding areas – notably Lower College Ave, and Upper Piedmont Ave. These shopping areas are on the upswing – and obvious locations for improved commercial revenue in the absence of this Safeway project.

f) There is a retirement community and many retirees in the Gilbert St. area who have impaired physical mobility and sensory judgment. Aggressive drivers frustrated by traffic conditions may cause fatalities in this area.

5) **What the Oakland Planning Commission can do about this, is to make sure that the traffic mitigations and traffic planning measures are commensurate with the City of Oakland's value of the redevelopment of these three parcels** (at the intersection of 51st and Broadway). What follows here is a listing of the traffic concerns that seem to be insufficiently addressed by this DEIR and possible mitigations that might be considered. In general, Oakland should approach these traffic impacts like a battle against a mechanized army and aggressively plan 15-7

mitigations and trade-offs. **A successful implementation of this project will impact traffic in the surrounding areas** – and it is incumbent on the Oakland Planning Commission to require the project to make every attempt to actively minimize this impact on us all. 15-7 contd

The necessary and appropriate traffic mitigations might best be guided by the Emeryville Bay Street experiences - that suggest active tradeoffs in impeding traffic flow should be considered. Loss of specific functionalities might be much more acceptable than general gridlock. The DEIR presented offers no consideration of the following:

Prohibiting left turns at intersections
Installing one-way traffic flows
Providing protected right-turn lanes
Speed bumps on residential streets
Firetruck friendly dead-ending of streets
Traffic calming roundabouts
and even perhaps considering a tunnel or bridge...

15-8

The details listed below are generally aligned with PANILs comments on the matters – and I generally support their submitted comments on this DEIR. **The traffic flow in this area is very complicated and deserves a detailed and well thought out mitigation strategy.** Instead of re-listing the issues identified by PANIL, I instead here try to illuminate how more aggressive and imaginative mitigations might better ameliorate traffic issues than the uninspired options presented in this DEIR. I encourage that such measures should be at least considered in the mitigation strategies adopted.

5a) Gilbert St. / Pleasant Valley:
As mentioned by PANIL, this intersection currently has substantial traffic issues that will become much worse by increasing the traffic flow in/out of the project at this location. An imaginative solution might be to dead end Gilbert Street at this location with firetruck friendly barriers, provide a protected right turn lane to exit the project onto PV West, and eliminate the western pedestrian crossing of Pleasant Valley. This would effectively improve traffic by:

Allowing westerly traffic to exit the project unimpeded at most all times.

Eliminate cars exiting the project indecisive about heading east on PV or down Gilbert from playing chicken with cars entering the project from Gilbert. 15-9

Allowing elderly pedestrian traffic to the enter the project across PV while at the same time also allowing traffic to enter the project from PV east and also to leave the project heading West on PV.

Eliminate traffic leaving the project from cutting through the Gilbert neighborhood, and traffic cutting through the Gilbert neighborhood looking

for an easy entrance to the project. More detailed traffic studies may show that the bulk of current Gilbert St./PV traffic is actually non-local traffic using Gilbert St. as a cut through.

Greatly increasing flow-through traffic on PV eastbound.

15-9 contd

5b) Pleasant Valley / Montgomery, Howe, and Piedmont Avenues:

As Piedmont Avenue has increased its commercial tax base, traffic delays at the intersection of Piedmont Ave and Pleasant Valley have become much more common. Congestion here causes cut-throughs on the residential streets of Montgomery and Howe – as well as Gilbert and John streets. LOS E/F traffic conditions brought on by this project will make these cut-throughs become regular traffic flows. Traffic calming roundabouts installed at all John Street intersections and speeds bumps on Howe, Montgomery, and Mather are needed to discourage drivers. Furthermore, a traffic signal and physical "traffic guidance" barrier installed at the Montgomery intersection may be needed to control and provide some limited access to PV from these residential streets – both West and East of PV. In addition, cut-through traffic may likely funnel down John Street onto the John/Piedmont intersection – where some sort of traffic control (signal?) will be needed. None of these issues nor mitigations are considered in the current DEIR. In addition, dedicated lanes and flow controls should be implemented at the PV/Piedmont intersection to help guide the flows.

15-10

5c) Broadway / College Ave, Coronado, & Wendy's:

Allowing left turns from Broadway into Wendy's and College Ave. will stack up traffic on Broadway and also in the traffic staging area of the project. Allowing new left turns from College onto Broadway will also stack up traffic on Broadway. Allowing the traffic existing the project to turn left onto college will further stack up traffic on Broadway. It seems likely that traffic on Broadway going north will be severely impacted by all these left turn controls. Changing the flow of the traffic on College here should be strongly considered, but the DEIR does not consider any of these changes as significant. Imaginative flow patterns and detailed choreography should be considered at these intersections, because backing up Northbound traffic on Broadway will quickly impinge on the Broadway / 51st intersection.

15-11

5d) Broadway / 51st:
There is substantial traffic through-flow on both westbound and eastbound 51st street at Broadway, as well as substantial traffic flowing from Pleasant Valley through this intersection and connecting to northern Broadway or College Ave. As crazy as it sounds, the change in grade at this location seems severe enough to make a low bridge/tunnel an attractive option. Building a 4-6 lane bridge over 51st street at Broadway would bring the Broadway grade up to the project grade level, allow unimpeded through-flow on Broadway and 51st, and help to tie this project with the other corners of the intersection with a pedestrian-friendly Broadway that looks all

15-12

the way into downtown Oakland. Two through-only lanes of 51st East and West could proceed unimpeded under Broadway at all times. DEIR work has been done to try to make this intersection more pedestrian and bicycle friendly, but with the increased traffic congestion it may be unreasonable to expect the result to be attractive in these regards. The project should be encouraged to honestly study how the congested traffic will make this intersection function as a pedestrian and bicycle friendly place – and propose traffic flow controls that might separate this traffic from the congested automobile traffic.

15-12 contd

Responses to Comment #15

Matt Bjork, February 25, 2013

Response 15-1: This comment indicates the commenter's belief that the developers have improved upon the original architectural designs, and that the DEIR is fairly complete in addressing numerous facets of the Project and its impact on the surrounding community, and expresses appreciation for Safeway's effort to optimize the Project for the City of Oakland. The City will consider this input on the merits of the proposed Project prior to taking action on the Project.

Response 15-2: The comment is generally concerned about the adequacy of the traffic impact analysis presented in the Draft EIR and the effectiveness of the proposed mitigation measures to mitigate the identified impacts. The transportation analysis completed for the Draft EIR is based on standard transportation engineering best-practices and City of Oakland's guidelines and requirements. The assumptions and methodology used in the analysis are consistent with other recent environmental documents prepared in Oakland. The Draft EIR identifies numerous significant impacts based on City of Oakland's significance criteria and recommends improvements to mitigate those impacts to a less than significant level where feasible. The Draft EIR also analyzes conditions after implementation of the mitigation measures to determine their effectiveness. Based on the analysis documented in the Draft EIR, impacts at three intersections would not be mitigated and continue to be significant and unavoidable. In addition, the Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulations in the Project vicinity for all travel modes. Responses to specific comments raised in the letter are discussed below.

Response 15-3: See response to Comment 6-15 regarding estimated Project trip generation.

Response 15-4: The comment is concerned that the proposed Project would generate as much traffic as the Bay Street development in Emeryville. The Bay Street Project in Emeryville consists of 400,000 square feet of retail, including a 16-screen movie theater, 230 hotel rooms, and 400 residential units.

The proposed Project would increase the size of the existing shopping center from 185,500 to approximately 300,000 square feet and would not include a theater, hotel, or residential development. Considering the much smaller size of the proposed Project, the location of the Project in a dense urban area with nearby residents and better bicycle infrastructure and transit service, the proposed Project is not expected to generate as much traffic as the Bay Street development.

Response 15-5: The comment is concerned about traffic congestion at the Shattuck Avenue/52nd Street, Telegraph Avenue/51st Street, Piedmont Avenue/Pleasant Valley Avenue, and Broadway/51st Street/Pleasant Valley Avenue intersections. The Draft EIR identifies significant impacts at all five intersections and recommends mitigation measures to mitigate these impacts to a less than significant level. However, the impact at the Piedmont Avenue/Pleasant Valley Avenue, and Broadway/51st Street/Pleasant Valley Avenue intersections would remain significant and unavoidable because potential improvements to automobile traffic flow would result in secondary significant impacts.

The comment also incorrectly states that the proposed Project would not add traffic to the College Avenue/Broadway intersection. However, as shown on the inset on Figure 4.11-15, the traffic impact analysis assumes that about seven percent of the project traffic would be to and from College Avenue and nine percent would be to and from Broadway north of the Project site.

Response 15-6: This comment does not address the adequacy of the Draft EIR. No response is warranted pursuant to CEQA.

Response 15-7: The comment states that mitigation measures should be proportional to the City's value of the redevelopment of the Project site. Consistent with CEQA requirements and recent environmental documents adopted by the City of Oakland, the Draft EIR recommends feasible mitigation measures that mitigate impacts to less than significant levels. At three intersections, potential mitigation measures would result in secondary significant impacts. Therefore, the Draft EIR identifies the impacts at these locations as significant and unavoidable.

Response 15-8: The comment is concerned that the Draft EIR may not have considered potential improvements in the Project vicinity. See Recommendation Trans-26 in Master Response #6 Cut-Through Neighborhood Traffic for potential modifications on the residential streets that may be needed as a result of traffic intrusion caused by the proposed Project. Also see response to Comments 15-9 through 15-12 about potential modifications at specific locations.

Response 15-9: The comment suggests eliminating access to and from Gilbert Street approach at the intersection with the Project Driveway and Pleasant Valley Avenue and eliminating the crosswalk at the west approach of this intersection. However, based on City of Oakland's significance criteria, there is no reason to eliminate access at this street because the proposed Project would not cause a significant impact at the Gilbert Street/Project Driveway/Pleasant Valley Avenue intersection. Therefore, no mitigation measures are required.

The modifications proposed by the comment at the Gilbert Street/Project Driveway/Pleasant Valley Avenue intersection would improve traffic operations at this intersection; however, they would result in secondary impacts. The proposed modification would eliminate automobile access to and from Gilbert Street resulting in circuitous routes for local residents traveling to and from the neighborhood. Gilbert Street is currently the only street with signalized access on Pleasant Valley Avenue between Broadway and Piedmont Avenue. Many motorists wishing to travel west would divert to other streets, such as Montgomery or Howe Streets which currently have unsignalized intersections on Pleasant Valley Avenue and operate at LOS F during the peak congested periods. In addition, eliminating the crosswalk on the west approach of Pleasant Valley Avenue would degrade the existing pedestrian network and would be considered a significant impact (see page 4.11-56 of the Draft EIR).

Response 15-10: The comment is concerned about traffic congestion at the Piedmont Avenue/Pleasant Valley Avenue intersection and potential intrusion into the adjacent residential streets. See Master Response #6 Cut-Through Neighborhood Traffic for an analysis of traffic intrusion into the adjacent residential streets. The comment also suggests roundabouts and speed bumps on the residential streets to minimize potential traffic intrusion, which is consistent with Recommendation Trans-26 which would consider traffic calming strategies on these residential streets if and when noticeable cut-through traffic are observed on these streets.

See Master Response #8: Pedestrian Crossing on Pleasant Valley Avenue regarding potential improvements on Pleasant Valley Avenue at Montgomery Street.

The comment also requests additional dedicated traffic lanes at the Piedmont Avenue/Pleasant Valley Avenue intersection. As described under the discussion for Impact Trans-14 on page 4.11-93 of the Draft EIR, providing additional traffic lanes on Piedmont Avenue would eliminate planned bicycle lanes on Piedmont Avenue, which is considered a secondary significant impact. Therefore, the modification is considered infeasible.

Response 15-11: The comment is concerned about the adequacy of the analysis for the proposed modification at the College Avenue/Broadway intersection and allowing access from northbound Broadway into Wendy's Restaurant at the intersection with College Avenue. As described on page 4.11-

43 of the Draft EIR, the Project proposes to modify Broadway to eliminate the existing median break that provides left-turn access into the Wendy's Restaurant and allow left-turn access into Wendy's from the College Avenue/Broadway intersection. The traffic impact analysis presented in the Draft EIR accounts for this proposed modification. Based on City of Oakland's significance criteria, the Project would not cause a significant impact at the College Avenue/Broadway intersection and it would operate at LOS B or better during the weekday PM and Saturday peak hours under 2035 Plus Project conditions. As described on page 4.11-121 of the Draft EIR and consistent with the comment, the 95th percentile queue for the northbound left-turn from Broadway onto College Avenue is estimated to spill back to Coronado Avenue during peak congestion periods. However, the queue is not expected to spill back to 51st Street.

The Draft EIR includes Recommendation Trans-15 which would reduce the size of the intersection, increase the queuing space for the northbound left-turn lane, allow left-turns from College Avenue to northbound Broadway, and provide a protected pedestrian crossing at the south approach of the intersection. As described on page 4.11-102 of the Draft EIR, the College Avenue/Broadway intersection would operate at LOS C or better after implementation of Recommendation Trans-18 and no secondary significant impacts are expected.

Response 15-12: The comment suggests grade separation as a mitigation measure for the significant impact at the Broadway/51st Street/Pleasant Valley Avenue intersection. The suggestion modification may be physically infeasible due to the unavailability of right-of-way at the intersection or ability to accommodate all traffic movements at the intersection. In addition, grade-separations are generally not appropriate for dense urban areas with high pedestrian and bicycle demand as they encourage automobile speeding and impede pedestrian and bicycle access and circulation.

Comment "16"

Ranelletti, Darin

From: Peg Stone [pegstone@comcast.net]
Sent: Thursday, February 14, 2013 8:05 PM
To: Ranelletti, Darin
Subject: Fwd: Comments on Rockridge Center Redevelopment

Begin forwarded message:

From: Peg Stone <pegstone@comcast.net>
Date: February 14, 2013 3:43:30 PM PST
To: vwinemiller@hotmail.com, 12blooper@gmail.com
Cc: drannelletti@oakland.net, claudia cappio <claudiacappio@comcast.net>
Subject: Comments on Rockridge Center Redevelopment

dear Valerie and Gail:

I reside on Montgomery Street, north of Pleasant Valley in a condominium unit overlooking the lagoon and shopping center site. I would guess that those of us along the west side of upper Montgomery are among the local residents who will experience the most impact from this redevelopment. I will read the DEIR posted, but had some immediate comments to pass along:

In general, I support the redevelopment of this site as encouraging further dense residential growth on Broadway. Denser development on these infill sites serves the green purpose of putting people and businesses near public transit and helps the local businesses to thrive. Denser development is good for Oakland and good for this neighborhood. While I do not go as far as Berkeley in wanting horrible traffic on all the streets to force people out of their cars, density will generate more traffic, inevitably, and I am willing to tolerate the downside of that traffic as long as the city and developer make serious effort to effect what mitigations are available and possible. 16-1

1. I agree that traffic signals should NOT be placed at Howe or Montgomery streets where they intersect with Pleasant Valley. Such signals would hinder traffic flow more than they would help. However, just because a No Left Turn rule is not placed on these intersections, don't assume that vehicle drivers will not turn left and then make a U at Gilbert or Piedmont, where the signal makes such turns easier. Drivers already do this with the current level of traffic. 16-2

2. In working on the timing of traffic signals on 51st Street, I suggest that the light at 51st and Shafter be set to turn red for N-S bound (Shafter) traffic only when tripped by a vehicle: it is very often red with no cross traffic, or for only one car with the red lasting much longer. To the extent that the signals along the Piedmont to 24-entrance strip of Pleasant Valley-51st can be timed to permit a constant flow of traffic (SW in the AMs and NE in the PMS), traffic flow could be significantly improved. 16-3

3. The traffic at Telegraph/51st-52nd, in particular, is already stacking beyond capacity, especially but not only in the evening weekday peak hours. I suggest eliminating the small turn lane that connects S bound Telegraph to 52nd, as there is 16-4

a tight weave there for vehicles attempting to turn N on Shattuck. Also, providing a time for vehicles to turn N on Telegraph without pedestrian cross-traffic would help to deal with the traffic congestion there. 16-4 contd

4. The shopping center should provide a bicycle corral such as that at the Ashby BART station, which would encourage people to bike to the center instead of driving. I think one of the major hindrances to bicycle use for such trips is the fear of theft. In fact, if the developer could shoulder the costs of a bike corral at the MacArthur BART station and Rockridge BART stations (or work out some other acceptable deal with BART), more traffic could shift from vehicles to bicycles. 16-5

5. The shopping center should provide a number of parking spaces for City Car Share AND Zipcar, which will help decrease traffic. With the high proportion of students in the area, I think both entities will experience a high demand for these cars and cut down on vehicle trips. Households could get rid of their cars, and become no-car or single-car households. Such a move would decrease traffic. This is a change that our household has made, made possible by access to these short-use cars at an affordable level. So I know that some households will respond to this resource, if it is conveniently located. 16-6

6. The shopping center should use outside lighting that directs the light downward to reduce light pollution. I know that the center recently upgraded the lights in the parking lot, and the increased amount of light now generated at night is noticeable, and it has risen to the point of irritating a number of neighbors on Montgomery Street. 16-7

7. Getting rid of the recycling operation at the shopping center is highly desirable. It occupies needed parking spaces, is an attractive nuisance, and generates some car traffic from drop-offs. 16-8

7. I continue to think that more density is desirable. 16-9

8. If the lagoon/pond is to be an amenity at that location, the center should have to reduce the amount of algae in the pond, and prevent the periodic growth of duckweed on the surface (we have applied without success to get the State to permit us to use triploid carp in the lagoon to eat the duckweed. Once it starts growing, it stays for a number of years, cleared only by an exceedingly strong and windy storm). Also, screening should be provided for the wild birds that use the pond (the Canada geese and gulls don't need it, but other species do). The runoff from the golf course is undoubtedly full of nitrogen from fertilizer, encouraging the growth of the algae and squeezing out fish and other invertebrates that might otherwise live there. The pond is essentially dead, and not a pleasant amenity. If this is not going to change, the shopping center should not pretend that the pond is an attractive resource. Also, lining that edge with taller trees would help cut the light pollution, and to a minor extent, the noise, from affecting the Montgomery neighbors. And as long as we're on the subject of Canada geese and gulls, has the shopping center thought about the nuisance that the geese can become along any pathway or landscaping near that pond? 16-10

9. VERY SOON this winter, before construction starts, the center should take pains to address the loss of nesting spaces for the swallows (swifts?) (phoebes?) that currently use the spaces created by the corrugated roof over the walkway in front of the CVS for nesting every spring. There are probably 50 nests there every year and the birds will start building their mud nests and nesting there very soon. I am not sure if the birds are finished with these nests by July 1, but I doubt it. I am confident that some ornithologist could recommend the best approach to use immediately to keep the birds from nesting there and providing a good alternative so that a whole nesting season is not lost. Those birds are essential to keeping the mosquito problem created by the pond from getting completely out of hand: it's already pretty bad. We literally sleep under mosquito netting all spring and summer, because of the mosquitos that get in the house just from doors occasionally opened and closed. 16-11

10. I realize that there will be a lot of construction noise for 1.5 years. I want to toss in my vote for longer hours and weekend work being REQUIRED, so that the noise ends sooner. I can endure early starts and evening noise and noise on the weekend in exchange for the work getting done sooner. I don't know if this is a consensus opinion. 16-12

2/15/2013

Comment "16"

Those are my immediate thoughts. I will try to get more detailed comments to you and also inveigle our neighbor Claudia Cappio to put some time in this weekend since she is a seasoned reader of EIRS and able to think outside the box on possible solutions.

2/15/2013

Responses to Comment #16

Peg Stone, February 14, 2013

Response 16-1: This comment expresses general support for redevelopment of this site as it encourages additional dense residential growth on Broadway, and such dense infill on Broadway would serve the green purpose of putting people and businesses near public transit, and help local businesses to thrive. The City will consider this input on the proposed project merits prior to taking action on the proposed Project.

Response 16-2: The comment supports the Draft EIR's conclusion that potential mitigation measures at the Howe Street/Pleasant Valley Avenue intersection, which included installation of a signal at the intersection, should not be implemented. The comment also states opposition to installation of a signal at the Montgomery Street/Pleasant Valley Avenue intersection. No response is required.

Response 16-3: The comment request coordination of traffic signals along Pleasant Valley Avenue, which is consistent with the proposed Project, which will coordinate the signalized intersections on Pleasant Valley Avenue at Broadway and Gilbert Street/Project Driveway.

The comment also requests the retiming of the existing signal at Shafter Avenue/Pleasant Valley Avenue intersection to provide less green time for the north-south approaches. The current north-south green time at this intersection is necessary to provide adequate time for pedestrians to cross Pleasant Valley Avenue. Also, based on the analysis presented in the Draft EIR, the Project would not cause a significant impact at this intersection. Therefore no mitigation measures are required.

Response 16-4: The comment suggests elimination of the southbound left-turn and a protected northbound left-turn as potential mitigation measures at the Telegraph Avenue/51st Street intersection. The Draft EIR proposes Mitigation Measure Trans-2, which would consist of optimizing signal timing parameters at the intersection. Mitigation Measure Trans-2 is adequate to mitigate the Project impact at this intersection to a less than significant level. Therefore, no additional mitigation measures are needed at this intersection.

In addition, eliminating the southbound left-turn from Telegraph Avenue onto 51st Street may result in secondary impacts as the left-turning vehicles would divert to other more circuitous routes. The intersection already provides a protected left-turn phase for the northbound left-turn approach on Telegraph Avenue which minimizes potential conflicts between pedestrians in the crosswalk on the west side of the street and left-turning vehicles.

Response 16-5: See response to Comment 13-10 regarding bicycle parking within the Project site.

Response 16-6: See response to Comment 6-18 regarding car-sharing at the Project site.

Response 16-7: This comment expresses a concern over Project-related light and the potential for spill-over onto adjacent properties; namely, those along Montgomery Street. As stated on Page 4.1-4 of the Draft EIR, Standard Condition of Approval Aesth-1 (Lighting Plan) applicable to the proposed Project requires that, prior to the issuance of an electrical or building permit, the proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. Lighting plans shall be submitted to the Planning and Zoning Division for review and approval. All lighting shall be architecturally integrated into the site. This SCA would prevent unnecessary light form spilling over from the site and onto adjacent properties.

Response 16-8: This comment suggests getting rid of the existing public recycling facilities within the parking lot at the shopping center as it occupies needed parking spaces, is an attractive nuisance and generates traffic from drop-offs.

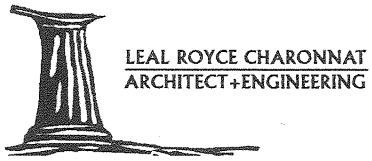
Public recyclable material collection does occur at the Project site, including pick-up of glass, aluminum and tin, motor oil, cardboard, magazine and newsprint, and plastic. Recyclable materials collected at this location are delivered to the Davis Street Transfer Center, where they are processed. The Project applicant has indicated that state law mandates that a public recycling facility be provided. Continuation of the existing public recycling facility would not result in a new, significant effect. The location and design of future recycling facilities will be reviewed by the City during the review of detailed Project plans to minimize any impacts.

Response 16-9: This comment expresses the opinion that more density is desirable. The City will consider this input specific to the density of the project prior to taking action on the proposed Project.

Response 16-10: This comment suggests that if the lagoon/pond is to be an amenity, the shopping center should have to reduce the amount of algae in the pond and prevent the periodic growth of duckweed on the surface. It also references prior unsuccessful neighborhood efforts to obtain state permission us to use triploid carp in the lagoon to eat the duckweed. As indicated at several points in the Draft EIR, the off-site Claremont Pond is not part of the proposed Project, is not owned or under the control of the Project applicant, and is not owned by the landowner of the Project site. The responsibility for on-going maintenance of the Quarry Pond is that of the owner, the Claremont County Club. The Project site does not presently convey stormwater runoff to the off-site Claremont Pond, nor would it convey runoff to the pond in the future. There is no nexus between the proposed Project and the potential for algae growth at the pond.

Response 16-11: This comment states that swallows (*Hirundinidae*) nest on buildings at the Project site and that these birds are essential in keeping the mosquito problem created by the pond from getting completely out of hand. The Draft EIR notes, at Page 4.3-18, the potential for various species of passerine (e.g., swallows) and non-passerine birds to occur in the Project vicinity. The Draft EIR also notes that these species typically use most habitat types and are known to nest on the ground, in shrubs and trees, on buildings, under bridges and within cavities, crevices and manmade structures. Given the broad range of habitat types that are suitable to passerine and non-passerine bird species, it is likely they already reside at many other properties in the Project vicinity. The proposed Project would be required to comply with City of Oakland Standard Condition of Approval Bio-1 (Tree Removal during Breeding Season), which would prevent the disturbance of nests for bird species. However, the proposed Project would not result in significant elimination of habitat for such species, and no mitigation measures are required.

Response 16-12: This comment recognizes that there will be construction noise for 1.5 years, and suggests longer work hours and weekend work as a requirement for the Project, so that the construction noise ends sooner. As indicated in the Draft EIR at page 4.10-10, construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday may be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed with the prior written authorization of the Building Services Division. The City will consider this suggestion if requested by the Project sponsor, in light of the criteria listed above.



February 25, 2013

Darin Ranelletti, Planner III, City of Oakland,
Department of Planning, Building and Neighborhood Preservation, Planning and Zoning Division, 250
Frank H. Ogawa Plaza, Suite 3315, Oakland, CA, 94612

Re Case Number: ER09-007

COMMENTS on Project Draft Environmental Impact Report

GLOBAL WARNING

Global warming and climate change are here, are real and have been caused in no small way by the built environment of the twentieth century. We cannot continue to build or organize the environment in the manner of the twentieth century. We need look to the nineteenth century for examples of how to build a sustainable 22nd century.

In order to address the current global warming and climate change, our cities need to be denser, livable and walkable.

Any new project in the environment must be analyzed and built on that basis. The automobile-centric dispersed environment of the 20th century has reeked havoc on this planet's temperature resulting in serious climate change.

This must be reversed if only for future generations of our species inherits a planet that is anything near like what exists today.

17-1

On that note, the Safeway development project as proposed is probably the most egregious type of project that could be fathomed at this late date.

Simply put, the project, and even all the potential alternatives as presented, is on the opposite side of the spectrum of needs to be built if there is even a chance to avoid the worst of predicted affects of global warming and climate change.

The most abhorrent observation, in this writer's eyes, of the proceedings regarding this project is that the general public has not mentioned once the words climate change or global warming.

Oakland: 1 – 5th Avenue #1-9 • 94606 • 510/436-3466 FAX (877) 769-9966
CHARONNATDESIGN@GMAIL.COM

Re Case Number: ER09-007
COMMENTS on Project Draft Environmental Impact Report
Leal Charonnat **February 25, 2013**

The location of this project is centrally located in the city of Oakland between a intra-urban transportation node (1/2 mile from a BART station), down hill to Oakland's downtown, a short hop to the Grand Lake shopping and entertainment district, as well as in walking distance from two very well developed neighborhood commercial streets – Piedmont Avenue and College Avenue.

The project site is over 15 acres – yet neither the proposed project, nor any alternatives, addresses the central urban nature of this site.

Going forward, if there is a chance to create a viable sustainable 22nd century environment, this site, as well as any other urban site, must be developed to its urban maximum usage. Anything less should be unacceptable.

The draft environmental impact report (DEIR) for the project **Safeway Redevelopment Project Broadway at Pleasant Valley Avenue** (Case Number ER09-007) as issued is deficient of a thorough analysis of the potential present and future environmental impacts of the project as herein discussed. Such deficiencies must be addressed including but not limited to the creation of one or more alternative models that would substantially decrease the negative impacts of present and future global warming and climate change, an comparative analysis of various alternatives as to their affect on global warming and climate change, and a second public hearing on alternatives that would include but be not limited to such alternatives that could have the potential to maximizing the minimum potential negative affect(s) on climate change and or global warming.

17-1 contd

The major flaws in the analysis, including but not limited to the scoping, public comments on the scoping, the DEIR itself, and the public comments on the DEIR, is that the impact on global warming and climate change is all but ignored. There is no proper alternative project included that would have a substantial reduced impact on global warming and or climate change.

In addition, there is no substantial record – or even mention – of the potential harm the proposed project may have on climate change as opposed to a (not included) alternative project that was focused on the maximum reduction of impact on climate change and or global warming.

In neither the project applicants presented documents, the DEIR analysis, nor did the public comments substantially present a viable alternative that could reduce the impact on possible climate change and or global warming.

The lack of analysis is particularly glaring since not one public comment even mentions or is concerned with climate change and or global warming.

Neither is there a substantial record of analysis of a possible alternative to the project that would have a substantial less impact on global warming and or climate change. 17-2

Global warming and the resultant climate change is the major challenge for all societies on this planet, and their economic activities. The resultant built environment of the 20th century has left us a legacy that has created a situation that must be addressed if human societies will be able to flourish, in not survive. Things are serious. Global warming and the resultant climate change are real and are here.

Twentieth century design ideas are not compatible with a sustainable environment. The use of the automobile and the dispersed type of environment has contributed substantially to global warming and the resultant climate change.

The project, as presented in the DEIR together with the alternatives presented, do not present a viable alternative to that would maximize the least impact on global warming and climate change.

A viable alternative must be presented that thoroughly analyzes the potential to minimize – to the maximum – the impact on global warming and climate change.'

Such an alternative, that maximizes the minimal impact on global warming and climate change is included and presented to the public, the DEIR must be considered seriously and substantially deficent.

Since there has been NO public discussion of the potential affects of this project, or an (as yet to be presented) alternative(s) that would maximize the minimum impact on global warming and climate change, a second public hearing the revised DEIR, after such alternative or alternatives is (are) developed should be held.

The DEIR, as well as a substantial part of the public comments, simply ignore even the mention of either climate change and or global warming. This is a serious deficiency that must be corrected, including, as mentioned, a second public hearing on the potential affects the project, together with alternatives, including but not limited to alternative that would maximize the minimum affect on global warming and climate change. 17-2 contd

In accordance with CEQA, the following conditions occur have not been properly analyzed:

1. *The project has the potential to substantially degrade the quality of the environment* – Given the potential for building a 20th century automobile oriented project – as presented – the potential negative affects it would have on global warming and climate change must be addressed, as well as presenting an alternative that has the most potential to minimize the affects on global warming and climate change.
2. *The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.* The project, as presented in the DEIR, is expected to have an economic life or 40 years. That would mean an alternative build would potentially not happen until 2053. The potential for the negative impact on global warming and climate change that a automobile oriented project has not been adequately address. 17-3
3. *The project has possible environmental effects which are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project.* The fact the presented project is for all intents and purposes an automobile oriented commercial development project with no housing is a serious 17-4

flaw. The project ignores the city of Oakland policies to create a denser and more livable environment and to maximize housing potential.

17-4 contd

4. *The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.* The project does nothing in a substantial way to reduce the potential for greater global warming and subsequent climate change. In fact, the project is the potentially worst project that could be imagined to reduce the negative affects of global warming and climate change given its auto centric orientation. The fact that the project applicant uses private contractual negotiations ("the lease forbids housing on the project" – statement made during public hearing February 20, 2013) to negate possible alternatives should have no bearing on the DEIR presenting such alternatives, and a proper and thorough analysis and comparison of the project and such alternatives. There must be an alternative presented, analyzed and compared to the proposed project.

17-5

Further:

Carbon Zero Quotes -

"What's happening is that we're losing the climate fight. Climate change is here, it's worsening quickly, its effects are more dire than many thought they would be, and—if we continue with business as usual—we're on a track to unleash an almost unimaginable catastrophe on ourselves, our children and our descendants.

"Urban density reduces the number of trips residents take in their cars, and shortens the distance they drive for the remaining trips. It is possibly the best-documented fact of urban planning that the denser the neighborhood (all other things being equal), the less people drive, and the more their transportation emissions drop. If their neighborhoods are compact enough that many of their needs are within their "walkshed" (the area they feel is within a convenient stroll, roughly about a half a mile in every direction for most people, though a wider area for fit young adults), the amount of time they spend in their cars can drop dramatically.

"How far can this go? How dense is too dense? We haven't yet hit a point where the connection between denser neighborhoods and less driving breaks down. People drive less in New York than Los Angeles; they drive less in London than New York; they drive less still in Singapore than London. Certainly, the connection between density and low transportation emissions holds true at any level of urban density Americans are likely to see in the near future. If we want one simple guideline for reducing our car emissions,

Re Case Number: ER09-007
COMMENTS on Project Draft Environmental Impact Report
Leal Charonnat **February 25, 2013**

it's this: Make our communities more compact. Density is destiny, when it comes to transportation.

- Alex Steffen, **Carbon Zero: Imagining Cities That Can Save the Planet**, 2012

Submitted on February 25, 2013 via email attachment

by

Leal Charonnat

Since no public comments – neither written or verbal – on this project EIR – in neither the scoping nor the DEIR statements, discussed global warming nor climate change per se, the following exhibits are included and are to be part of this commentary on the DEIR in order for the project applicant and the general public to be aware of issues and potential responses in the built urban environment to global warming and climate change.

Attached Exhibits

i. **Carbon Zero: Imagining Cities That Can Save the Planet** – Alex Steffen, 2012 [used with permission]

ii. **Cities and Climate Change: An Urgent Agenda** - The World Bank, 2010 [public document]

iii. **Excerpt: ransportation and Land Use - Oakland Energy and Climate Action Plan –** City of Oakland, 2012

iv. **Urban Density And Climate Change** - David Dodman, 2009 [public issued]

Responses to Comment #17

Leal Royce Charonnat, February 25, 2013

Response 17-1: This comment provides introductory text about the author's allegation of the Draft EIR inadequacy and also notes general opinions about the proposed Project's merits. The more specific comments relating to the adequacy of the Draft EIR are responded to below. The City will also consider this input regarding the merits of the proposed Project prior to considering approval of the proposed Project.

Response 17-2: This comment alleges that the Draft EIR provides an inadequate analysis of potential Project-related impacts related to the generation of greenhouse gas emissions. Since greater specificity of this allegation is provided later in the letter, the response to this general comment is provided below.

This comment also suggests that the Draft EIR should have included an additional alternative that was, "focused on the maximum reduction of impact on climate change and or global warming." The Draft EIR concludes the proposed Project would result in a less than significant impact relative to this topic. Pursuant to CEQA Section 21002.1(a), "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." Since the Draft EIR does not identify significant impacts for the proposed Project under the topic of greenhouse gas emissions, CEQA does not compel the identification of an additional alternative.

Response 17-3: This comment takes exception to the anticipated lifespan of the proposed Project (i.e., 40 years) and suggests that short-term goals are being pursued over long-term environmental goals.

The Project's potential short-term emissions of GHG due to construction and long-term emissions resulting from operations are both accounted for in the analysis. The Draft EIR (pg. 4.6-32) included a calculation of greenhouse gas emissions from construction of the Project, using assumptions regarding the number of off-road construction equipment, worker commute trips, vendor trips and demolition. The total one-time GHG emissions during the construction period were calculated to be 1,754 MT CO_2e. Those one-time, short-term emissions were then annualized over a 40-year period, and calculated to be 43.8 MT per year. The 40-year annualized period for construction emissions is used, based on City methodology, to reflect the estimated lifetime of new construction projects. These annualized construction-period emissions were then added to the annual operational emissions of the Project to arrive at a total annual emission rate. Since the GHG emission thresholds were originally developed for project operation impacts only, the City's methodology of combining both the construction emissions and operation emissions for comparison to the threshold, as used in this analysis, represents a conservative analysis of greenhouse gas emissions impacts.

Response 17-4: This comment suggests that the Project would have individually limited, but cumulatively considerable impacts, primarily because the Project is an automobile oriented commercial development with no housing.

As indicated in the Draft EIR at page 4.6-23, global climate change effects are by their nature cumulative effects, and thus the criteria of significance used to determine the Project's potential impacts are used to measure the extent to which the Project's contribution to global climate change is cumulatively significant. As is more fully discussed in Master Response #5, the net physical result of the Project will be a decrease in GHG emissions as compared to baseline condition. Since the Project would not generate an increase of more than 1,100 metric tons of CO2e annually, or more than 4.6 metric tons of CO2e per service population annually, its GHG emissions would not exceed the CEQA threshold and its impacts on

global climate change would be less than significant. Because the Project would result in a reduction in GHG as compared to the baseline, the Project would also assist the City in meeting its 2020 GHG reduction target, and would be consistent with those requirements of the ARB's Refrigerant Management Program specifically intended to assist in meeting the emission reduction goals of AB 32.

Response 17-5: This comment suggests that he Project does nothing in a substantial way to reduce the potential for greater global warming, and is potentially the worst project imaginable for reducing greenhouse gas emission given its auto-centric orientation. However, as indicated in the Draft EIR at page 4.6-32, the Project is anticipated to result in an overall decrease of approximately 150 metric tons per year of CO_2e emissions as compared to current, or Baseline conditions. This decrease in total GHG emissions associated with the Project is primarily attributed to the large reductions in refrigerant leakage that would occur with the new Safeway store. Please also see Master Response #5 to Comments on GHG Emissions and Global Climate Change and Master Response #1: Adding Residential Uses as a Part of the Project.

Response 17-6: This comment letter includes copies of several additional exhibits and reports regarding climate change and related issues, which are available for review at the City Planning offices.

Comment "18"

Ranelletti, Darin

From: Rachel Grossman [rlizgrossman@gmail.com]
Sent: Monday, February 25, 2013 8:33 PM
To: Ranelletti, Darin
Subject: Pathways and Placemaking

Supermarket design is about pathways:

put "supermarket design" into google images

Retail design is also about pathways--that's why dedicated pedestrian pathways are good business.

Attractive urban fabric makes shoppers more likely to stay and spend more money. They might even splurge on a meal. And they return. http://www.jerde.com/Jerde-Philosophy.html

Redevelopment often involves a marketing mix involving different building uses. I once managed a property that included residential units, a hospital, retail, a gym, and a large movie theater. Variety generates tax revenue in synergy. 18-1

It can also create varied patterns of use, making traffic conditions less acute.

Like everybody, I want to see this project succeed for Oakland, Safeway, and the owner.

That will require more thought than what is reflected in the current proposal.

The democratic process facilitates a thorough consideration of options. When truncated people can make a lot of careless decisions.

Regards,

Rachel Grossman

2/26/2013

Responses to Comment #18

Rachel Grossman, February 25, 2013

Response 18-1: This comment provides opinions and suggestions for related to the design of the Project, and does not address the adequacy of the Draft EIR. The City will consider this input on the proposed project merits prior to considering Project approvals.

Comment "19"

Ranelletti, Darin

From: zingo2@aol.com
Sent: Monday, February 25, 2013 4:12 PM
To: Ranelletti, Darin
Subject: Safeway Expansion/ Case number ER09-007-Comments on Draft EIR

Mr. Darin Ranelletti, Planner III, City of Oakland,
Department of Planning, Building and Neighborhood Preservation, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA, 94612

Dear Mr. Ranelletti,

Thank you for this opportunity to comment on the Safeway Expansion Proposal. I am a neighbor living for 20 years on the 5100 block of Coronado Ave. I have the following concerns regarding the Expansion and hope that you will consider them when making final decisions regarding the Proposal:

• I am concerned about the increase in traffic and the accompanying pollution. The EIR suggests at least 500 more cars a day. That will put a heavy burden on 51st/Pleasant Valley and Broadway and will add to the already high level of particulate matter that we get from the nearby freeways—which already coats our windowsills. *How will the City help us have cleaner air?* 19-1

• I am concerned about traffic on Broadway near Coronado and about the addition of a light at Coronado. There is a light at College (and then another further along at Broadway Terrace) that causes a back-up across the entrance to Wendy's and often all the way across Coronado Ave. I question having traffic lights less that a block away from each other. The City has not been able to manage the traffic with a similar series of lights at 51st and Telegraph and Telegraph and Claremont. *How can we hope that the City will be able to manage the timing of the lights to actually move traffic along on Broadway when it has failed so miserably at that intersection?* 19-2

• As a resident on Coronado Ave., I am concerned that the proposed expanded entrance to the parcel from Broadway (at Coronado) will adversely affect safety on our one-way street. We suffer every day from drivers speeding the wrong way on narrow curving Coronado Ave. Bringing more cars to the area will add more possibility of drivers taking a shortcut on our street and endangering our children in particular (we actually have children on our block who play in the street), and all of us. *How will the City help us manage this hazard?* 19-3

• I am concerned about light pollution from the parking buildings, parking lots and new storefronts facing onto Broadway. I cannot see from the plan exactly how that increased light 24/7 will be mitigated. 19-4

• I am fearful that this project will add a tremendous amount of noise pollution to the area. More shops means more trash, more trash means more trash trucks and deliveries. More shops means more people, and car radios, and mechanical system fans... 19-5

• I am concerned that the sight corridor along Pleasant Valley from Broadway to the DMV will be diminished. From the plan it appears that we will see a loading dock on that street, at Gilbert, and we will see the backs of buildings—inevitably, the dumpsters will be here. Pleasant Valley is a major local through street. People who live here come and go along it everyday. I think this is a "quality of life" issue and should not be overlooked. 19-6

• I am concerned about the future development that will naturally occur on the west side of Broadway from Coronado Ave., across 51st Street all the way to Tech High. **ALL** the storefronts on those blocks are empty obviously waiting for the Safeway Project to commence. So, I believe, the Safeway Expansion will spill over (in a sense) to those blocks and trigger much more development, more cars, more greenhouse gases, more noise pollution, more trash, more problems for the local community. 19-7

Since the quality of life in the neighborhoods adjacent to this project will be lessened — do we at least 19-8

19-8 contd

get a park or something out of this?

Thank you for including my thoughts in this process.

Dona Turner
5139 Coronado Ave.
Oakland, CA 94618
510.547.8832

2/25/2013

Responses to Comment #19

Dona Turner, February 25, 2013

Response 19-1: This comment expresses a general concern over the Project's potential to increase traffic as well as that expected at the intersection of Broadway/51st. The comment also expresses a concern over potentially adverse air quality impacts from increased particulate matter generated by vehicles.

The transportation analysis completed for the Draft EIR is based on standard transportation engineering best-practices and City of Oakland's guidelines and requirements. The assumptions and methodology used in the analysis are consistent with other recent environmental documents prepared in Oakland. The Draft EIR identifies numerous significant impacts based on City of Oakland's significance criteria and recommends improvements to mitigate those impacts to a less than significant level where feasible. In addition, the Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulations in the Project vicinity for all travel modes.

With regard to the intersection of Broadway/51st, the DEIR identifies that the proposed Project would degrade intersection operations from LOS D to LOS E during the weekday PM peak hour at the Broadway/51st Street/Pleasant Valley Avenue (#7) intersection under 2015 Conditions. It also identifies that the proposed Project would also add traffic that would increase delay for the critical eastbound through movement by more than six seconds during the Saturday midday peak hour, which the intersection would operate at LOS E regardless of the proposed Project. After implementation of mitigation resulting in a left-turn lane on the westbound Pleasant Valley Avenue approach and a left-turn lane on the eastbound 51st Street approach this intersection is projected to continue to operate at an unacceptable level. The DEIR identifies that additional mitigation that may improve intersection performance for vehicles would result in unsafe conditions for pedestrians and adverse effects to public transportation. As a result, the DEIR concludes that the impact at this intersection would remain significant and unavoidable.

With regard to the Project's air emissions from vehicles, the DEIR identifies that, once complete and occupied, the proposed Project would generate emissions of criteria pollutants (ROG, NOx and PM10), primarily as a result of increased motor vehicle traffic and also from area source emissions. However, the DEIR also identifies that project-related traffic emissions, combined with anticipated area source emissions, would not generate emissions of criteria air pollutants that would exceed the City's thresholds of significance (see Table 4.2-8: Project Operational Emissions Estimates (2013)). Additionally, though new vehicle trips associated with the Project would add to carbon monoxide concentrations near streets (e.g., Broadway/51st) that provide access to the Project site, the DEIR identifies that carbon monoxide emissions would not exceed the City of Oakland's thresholds of significance.

Response 19-2: See response to Comment 7-9 regarding the proximity of the proposed signal at Broadway/Coronado Avenue/Project Driveway to existing signals at College Avenue and Broadway Terrace.

Response 19-3: See response to Comment 5-11 regarding potential increase in cut-through traffic on Coronado Avenue.

Response 19-4: This comment expresses a concern over Project-related light and the potential for spill-over onto adjacent properties. As stated on Page 4.1-4 of the Draft EIR, Standard Condition of Approval Aesth-1 (Lighting Plan) applicable to the proposed Project requires that, prior to the issuance of an electrical or building permit, the proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. Lighting plans shall be

submitted to the Planning and Zoning Division for review and approval. All lighting shall be architecturally integrated into the site. This SCA would prevent unnecessary light form spilling over from the site and onto adjacent properties.

Response 19-5: This comment expresses concern over noise pollution. The potential impact all of the Project's operational noise sources (i.e., on-site traffic, deliveries, mechanical equipment, trash compactors, garbage collection, parking lot sweepers, shopping cart noise, generators, etc.) was considered in the Draft EIR (page 4.11-18 through -21). All of these noise sources are currently operational at the existing shopping center. Operational noise levels due to the increased size of the Project were calculated to increase by approximately 1 dBA Ldn. Noise levels generated by the collective noise sources associated with the Project would not be measurably greater than existing noise levels, and would not exceed the City's 5dBA Ldn threshold for increased noise.

Response 19-6: This comment expresses concern regarding the aesthetics of the Project, especially along Pleasant Valley Avenue where it appears that the façade will include loading docks, dumpsters and the rear of buildings. Figure 3-14 as presented in the Draft EIR provides an elevation view of the proposed Project, and Figures 4.1-2 and 4.1-3 present artistic renderings of views along Pleasant Valley Avenue. New renderings of the updated architectural designs are presented in Chapter 4 of this document. As is evidenced in all of these renderings, loading docks and dumpsters are not part of the building façade, and the architectural design of the buildings does not suggest that the facades present unattractive, or rear sides of the buildings.

Response 19-7: This comment expresses concern that the Project will lead to additional development of other currently empty buildings and storefronts along Broadway in the vicinity of the Project site, leading to more environmental impacts. Each chapter of the Draft EIR includes a discussion of the Project's potential contribution to overall cumulative effects. To the extent that other individual projects in the vicinity are reasonably foreseeable, they are listed as part of the cumulative scenario. Where individual projects are not currently known, projections of cumulative development have been used for that analysis. A component of the cumulative growth and development projections are assumed to be comprised of other projects along the Broadway corridor. These effects are considered and accounted for on a cumulative basis throughout the Draft EIR.

Response 19-8: See Master Response #3: Public Spaces.

Safeway Redevelopment Project Broadway at Pleasant Valley Avenue: Draft EIR comments

Comments for case number ER09-007: Safeway Redevelopment Project

Prepared by Sam Borgeson, local resident, home owner, small business owner, bike commuter, shopper, and concerned citizen
280 Mather St
samb@speakeasy.net
510.788.6233

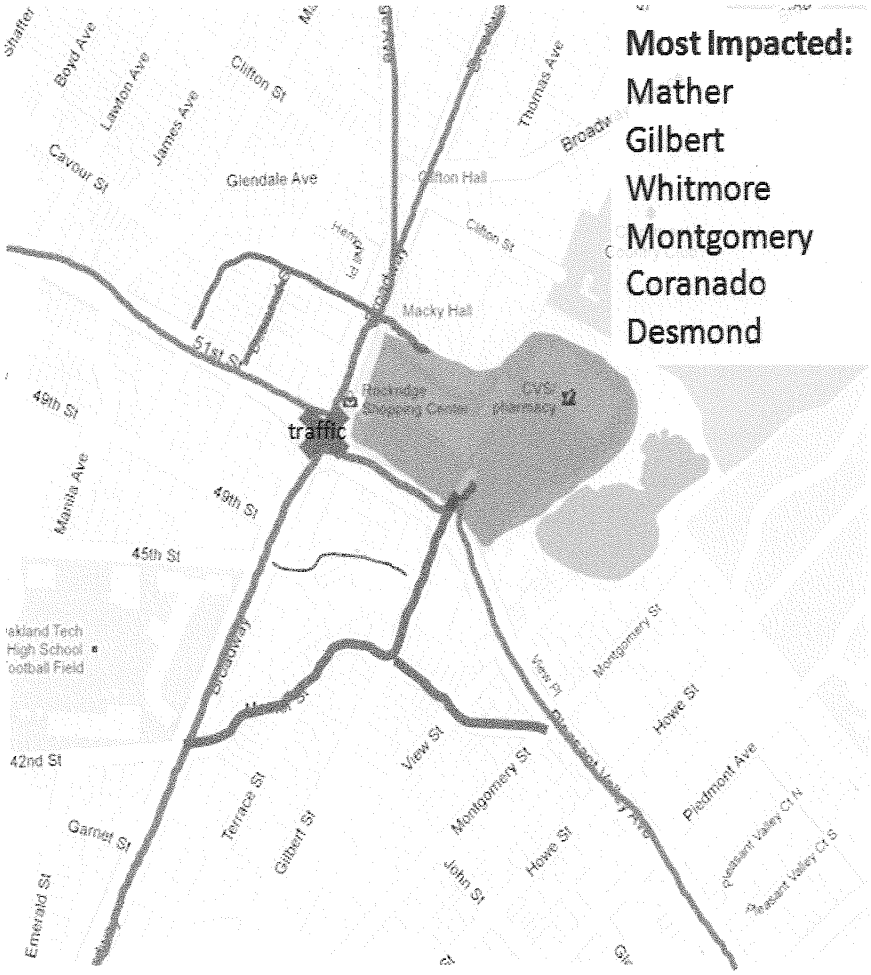
Comment "20"

I am a neighbor to the Rockridge Plaza and would like very much to contribute my perspective on the planned development of that site. My comments will be brief, and will reference slides form an associated presentation deck that is being submitted along with these comments.

Traffic impacts (slides 2-5)

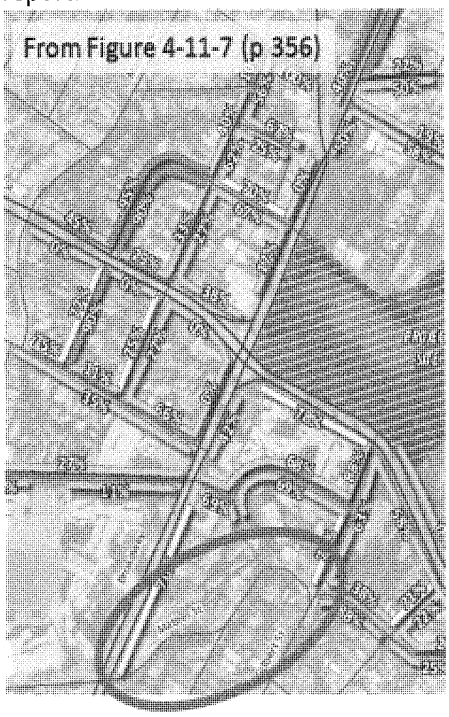
Traffic impacts of the proposed project are sure to land along the streets closest to it, especially Mather, Gilbert, Whitmore, Montgomery, Howe, Coranado and Desmond as illustrated below:

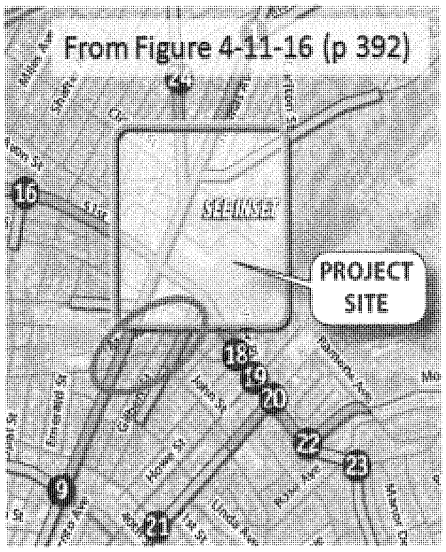
20-1



Comment "20"

However, the parking and trip impact studies didn't even cover Mather. It's omission is visually striking in the following two illustrations pulled from the report.





20-1 contd

It is unacceptable for a street that already carries traffic that cuts the corner of Broadway and 51st/Pleasant Valley to have been excluded from examination of project impacts. The project will attract more drivers to the shopping plaza and will create increased traffic at the major intersection. Drivers seeking to avoid the traffic or to take a shortcut to the plaza from Broadway headed north will likely choose Mather and Gilbert as their preferred route. The draft EIR projects over 50% of the traffic on Gilbert will be headed into the Plaza at peak times. It is unreasonable to assume that traffic impacts to Mather and Gilbert streets (a) would be below levels of concern or (b) could not be mitigated. I have confirmed that our neighbors are equally concerned about this omission.

20-2

I ask that Mather St. be included in the final traffic impacts study, with particular attention to cars using it as a shortcut to or from Broadway or the Plaza – counts during rush hours would be best. Appropriate mitigation could include speed humps or through traffic barriers as is typical in the streets just across Broadway, including 41st, 42nd, and 45th. Such measure might also be applied to Gilbert,

Howe, and Montgomery to help avoid "significant and unavoidable" impacts there. Of course the impacts are avoidable!

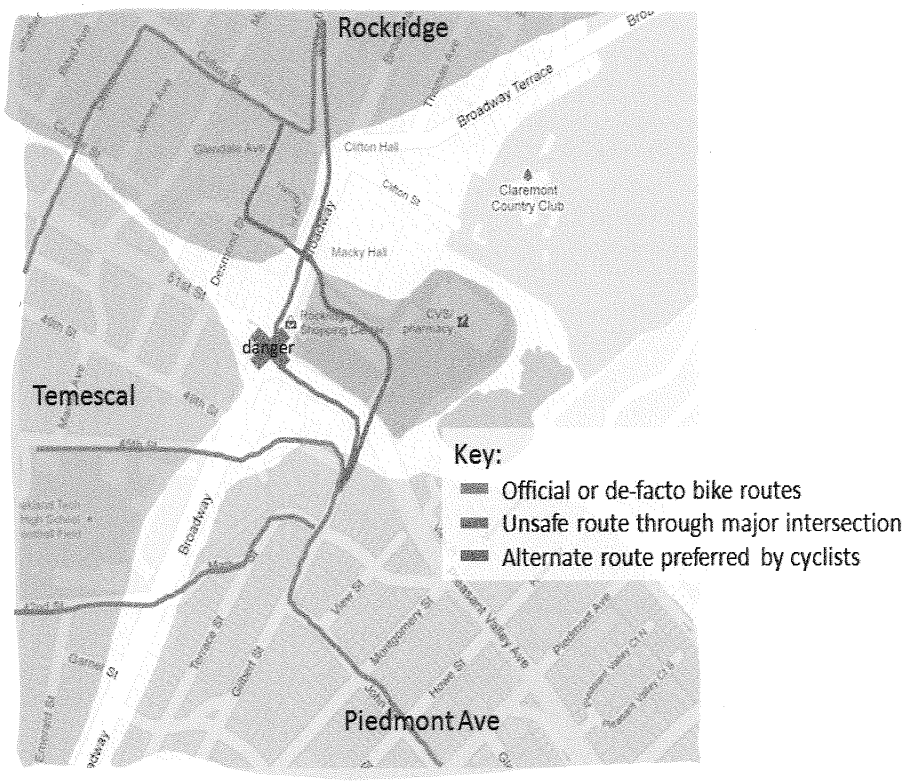
20-2 contd

Bicycle infrastructure (slides 6-11)

As a regular bike commuter, I can report that the plaza is a refuge from the dangerous intersection at 51st and Broadway. Many cyclists use it as a de-facto bike route and often patronize the stores along the way. Despite the very limited bike parking and non-existent separation from the dangers of wandering and parking cars (see slide 9 for a photo of my chipped front teeth caused by avoiding a car after being cutoff in the lot), cyclists routinely stop to shop for pet food, do their banking, go to Starbucks, and even pick up groceries or necessities at Safeway or CVS. The EIR indicates as many as 30 cyclists an hour transiting the plaza – this is far more than attempt the Broadway/51st intersection! It is no wonder, because the Plaza is at the intersection of Temescal, Rockridge, and Piedmont Ave neighborhoods. These are all pedestrian and bike friendly neighborhoods and shopping districts, so there is naturally a lot of bike circulation between them. The plaza is a critical intersection between Rockridge and Piedmont Ave in particular.

20-3

Comment "20"



20-3 contd

To that end, I ask that separate bike lanes (not mixed with either cars or pedestrians) through the entire plaza be provided. The current plan calls for pedestrians and cyclists to share sidewalks – this is dangerous for both groups and will never work! I also ask that a better attempt be made to quantify accidents within the plaza as well as on the surrounding streets. The EIR was notably missing any accounting of accidents of any kind within the plaza, but there surely are many. These accidents are directly relevant to the future development plans and circulation layout. While I look forward to the proposed bike infrastructure along Broadway, it cannot mitigate the dangers of so many cars jockeying for position in traffic, especially for cyclists turning left off Broadway onto Pleasant Valley. The bike traffic through the plaza should be planned for and embraced as likely repeat and loyal customers.

As the figure below illustrates, there are some bike paths into the plaza, but they are incomplete. The possible completed routes are rather obvious and I've colored them in.

Comment "20"

20-3 contd

Planning for sustainable transportation (12-14)

Since the current parking lot is never completely full (rarely more than ½), and is literally several acres in area, I was quite surprised to learn that even more parking spaces are planned for the site. It makes sense that people will need to drive to stores like Safeway and pharmacies, nurseries, and other sellers of large things, but the provision of nearly 1000 parking spaces is a commitment to unsustainable car centric development. Especially in this urban location. I was shocked to learn that part of the rationale was a requirement from the city of Oakland! I can appreciate the logic that developers should provide parking for their customers so city streets to become the de-facto parking lot, but I would hope that the planning board, given larger environmental goals (AB 32, AB 375, city general plan, etc.) and state and local commitments to reduced pollution from vehicles, would be encouraging strategies to mitigate the car traffic along side of the parking spaces while still ensuring ample retail shoppers. In particular, I would urge consultation with the sustainability office of Oakland to seek win-win strategies for traffic mitigation. The EIR indicates that 83-89% of trips to the plaza are currently in cars and that there is no reason to believe that this portion will be reduced under the existing plan. Pedestrian and Bike amenities and increased transit circulation come to mind as readily available options. Since the parking requirement, which can be avoided with a variance, was explicitly used in the EIR to justify the increased parking (table 4.11-22) I would like the board to clarify its

20-4

position on the criteria for a variance for this project and to the extent possible restrict the plan to the minimum required or seen as necessary. 20-4 contd

Suburban style development vs Urban development (15-18)

Safeway and their real estate arm, PDC, no doubt has good intentions with their development plan, and I cannot imagine that they would be denied their permit to build. However, there is a difference between their interests and the public interest. At this stage of the project, there is a significant opportunity to request changes that will be in the public interest. It strikes me that Safeway has the most experience with car and parking centric suburban style mall developments. Their own real-estate site is overflowing with photos of properties with acres of parking, bland and cheaply built buildings, and shopping options dominated by national chain stores. Not because of bad intentions, but rather because of inexperience with (or indifference to) urban development, they seem to have missed opportunities to design dense, transit friendly, mixed use facilities that provide much needed housing and public space. The current plan is an improvement over previous plans, but it is in the public interest to re-assert these features as requirements. 20-5

In addition, I strongly urge the planning commission to work to set aside some portion of the site for a public use park or playground. The parking density near the quarry is such that a significant space could be carved out without running afoul of Oakland's parking and compact space requirements. As evidence of how badly such space is needed in this area, I point out that our surrounding neighbors have carved such spaces out of abandoned lots (like the mini-park on Monte Vista off Piedmont Ave.), under the freeway (along Claremont under highway 24), along the trickle of a stream that runs past the DMV on Claremont, and as permitted during daylight hours, the private property of the local cemeteries. Further, the local community pitches in to maintain these public spaces, including an army of volunteers tending the Oakland Rose garden, and even the volunteer maintained green "wedge" and traffic circle at Mather and Gilbert. There is clearly a significant need and desire for more public space. This project is a golden opportunity to provide such a public space that all walks of life could enjoy – the neighborhood is home to many young families, students, and quite a few retirement homes. As an added benefit to Safeway, such an amenity could mitigate the current rush runoff from the hardscape pavement during rains and 20-6

would attract people likely to subsequently patronize the plaza retail establishments.

20-6 contd

Another form of public amenity could be provided by ensuring that underutilized parking space is available and scheduled for public use. For example, the outer parking areas could be sectioned off to provide space for a farmer's market once a week. The success of the Oakland DMV farmer's market and various other markets in the area strongly suggest yet another opportunity to attract people – and potential customers – to the plaza. Perhaps other uses would be better. The important thing would be to establish the requirement and the set up the process by which such access will be approved – and this should include significant public control.

20-7

Finally, I would like to urge the planning board to consider the public benefit, including total economic activity that would come from enforcing requirements for significant local ownership of the retail establishments. Local owners live in the community and spend money in the community. They are more likely to look like the members of their communities and more likely to feel a sense of civic responsibility to the city, their neighbors, and employees. The benefit their stores provide to the city extends well beyond the tax revenue they provide (but they also do provide tax revenues!). Local owners make the neighborhood shopping experience along College, Piedmont Ave, Grand Ave, Temescal, and many other successful Oakland neighborhoods something people truly engage with and enjoy. In fact, the ownership should be *expected* to look like and understand the community it serves. Please place requirements for minority and female ownership (or other prioritization of such tenants) of the retail stores. These simple constraints on ownership have the potential to provide far greater financial and social benefits to our great city. In contrast, national chains are all too often structured around dangling potential development and tax revenues in front of cash strapped cities (if you don't do it, Emeryville will!), taking advantage of any break or subsidies offered, and then proceeding to extract as much profit as they can to send back to their headquarters. These stores have a role to play in all our lives and often provide valuable services, and we cannot blame them for pursuing expansions and profits, but let's be smart about understanding the costs and benefits to Oakland.

20-8

Why are all these constraints ensuring local ownership, etc. necessary? A brief look at the marketing materials PDC has developed for the Rockridge Plaza is revealing. They refer to the project as the "Premier Retail Opportunity in the Oakland Market". That is not the language they would use if they were from here and looking for other people from here. They highlight a "Parking Ratio: 3.2 per 1,000 square feet" – no doubt to court the suburban chains that they tend to co-develop project with.

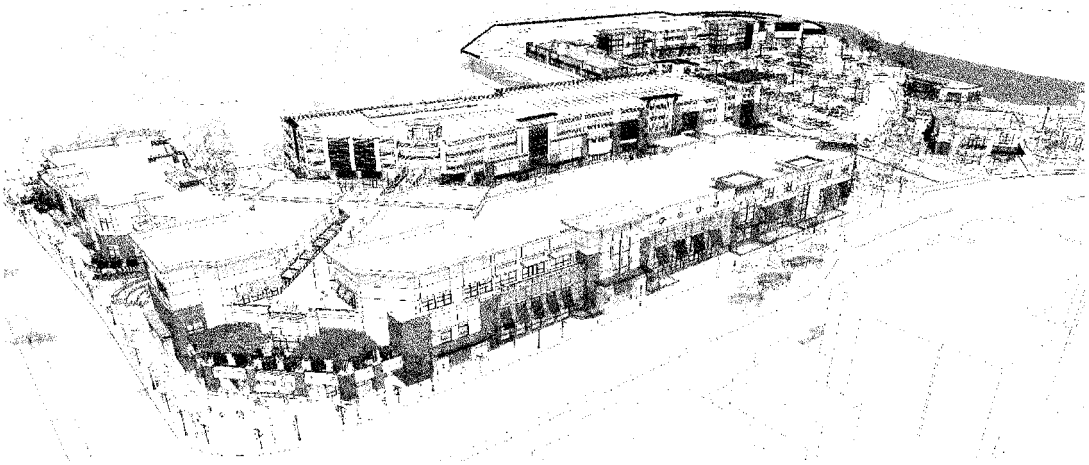
As for us – the neighbors, customers, and largest stakeholders in the project, here is all they say: "Median Household Income 1 Mile $67,318; Median Household Income 3 Mile $59,837; Median Household Income 5 Mile $54,100". Please don't let these developers place a suburban mall in the middle of our community. It would be short sited and bad for Oakland in the long run!

Thank you for your consideration of these comments. I look forward to future engagement. There is a great opportunity to work with Safeway to do some great things for Oakalnd!

20-8 contd

Comment "20"

Safeway Redevelopment Project
Broadway at Pleasant Valley Avenue



Draft EIR and project comments for **case number ER09-007: Safeway Redevelopment Project** submitted by Sam Borgeson, local resident, home owner, small business owner, bike commuter, shopper, and concerned citizen.

Sam Borgeson 280 Mather St. samb@speakeasy.net 510.788.6233

Where will traffic go?

Most Impacted:
Mather
Gilbert
Whitmore
Montgomery
Coranado
Desmond

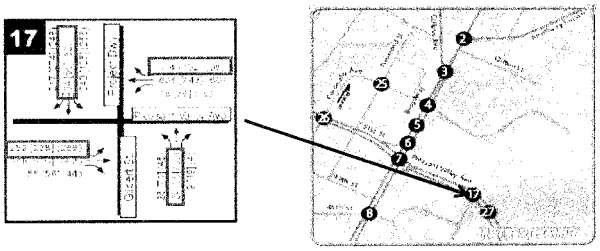
Draft EIS:
"Additional traffic generated by the proposed Project may use adjacent residential streets such as Coronado Avenue, and Desmond, Gilbert, and Whitmore Streets, as cut-through routes to divert from potential congestion on Broadway or 51st Street/Pleasant Valley Avenue."

What about **Mather**? It wasn't even studied!

20-9

Comment "20"

Surface roads supply significant traffic to the plaza



Plaza exit	Wkdy	Sat mid	Sat PM
turn R	217	274	248
turn L	240	125	256
Gilbert	**34**	**66**	**52**
Percentage	**6.92%**	**14.19%**	**9.35%**

Plaza enter	Wkdy	Sat mid	Sat PM
turn R	114	102	98
turn L	252	238	266
Gilbert	**29**	**35**	**36**
Percentage	**7.34%**	**9.33%**	**9.00%**

At Pleasant Valley:
28-42% of traffic on Gilbert is heading to the plaza
Gilbert feeds 7-9% of traffic entering the plaza
And receives 7-14% exiting the plaza

Draft EIR projects a 24-31% increase of traffic on Gilbert

Mather unstudied.

	Present			Future*	
Gilbert	Wkdy	Sat mid	Sat PM	Wkdy	Sat mid
turn R	9	19	4	9	19
turn L	36	71	45	36	71
Plaza	**29**	**35**	**36**	51.6	64.5
total	74	125	85	96.6	154.5
% Gilbert headed to Plaza	**39.2%**	**28.0%**	**42.4%**	**53.4%**	**41.7%**
Increased trips on Gilbert				**30.5%**	**23.6%**

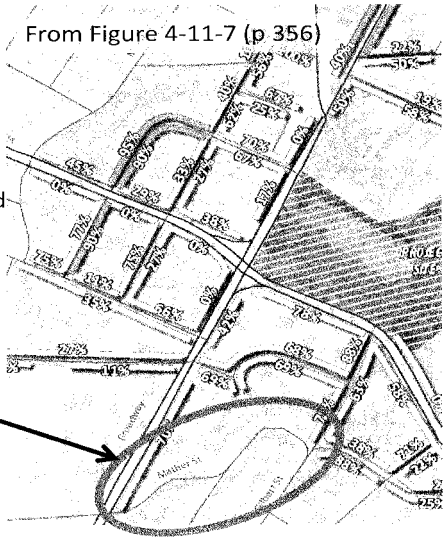
* Future Gilbert traffic estimates headed into plaza proportional to average increase in plaza traffic projected by draft EIR. At weekday peaks, 50% of traffic on Gilbert will be headed into the plaza.

Sam Borgeson Draft EIR 3

20-10

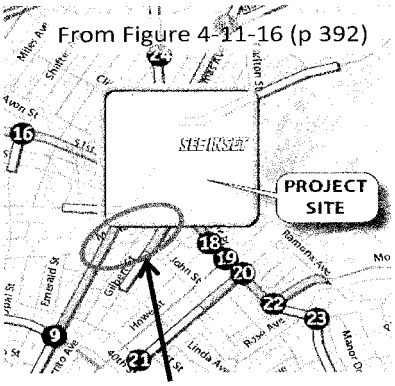
Incomplete parking/traffic assessment

From Figure 4-11-7 (p 356)



Mather excluded from parking impacts study. Surrounding Streets suggest high % occupancy

From Figure 4-11-16 (p 392)



Mather excluded from trip impacts study. Surrounding streets And common sense suggest red = impact of greater than 30 cars/hr.

Sam Borgeson Draft EIR 4

20-11

Local traffic impacts summary

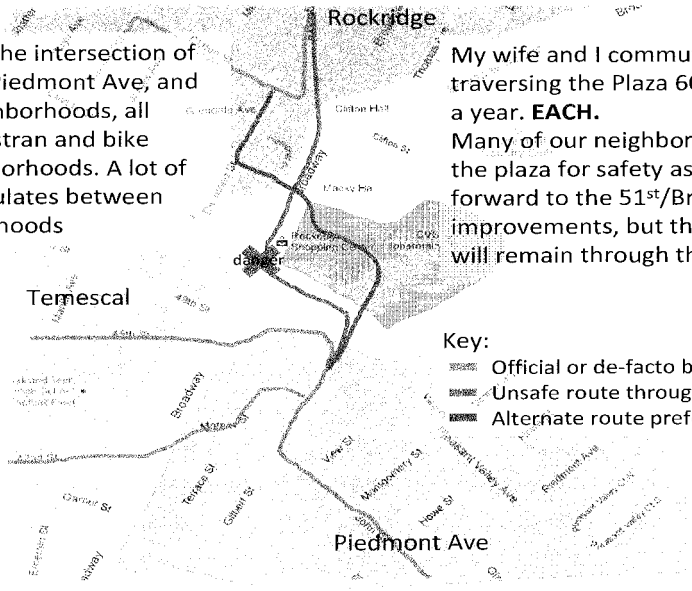
- Problems:
  - Significant local impacts are projected by the Draft EIR and/or common sense
  - "impacts at the Howe Street/Pleasant Valley Avenue intersection are considered ***significant and unavoidable"***
  - **There is no data** on levels of traffic on Mather and other neighborhood roads feeding Gilbert, but **traffic projections suggest significant impacts**
  - Proposed dedicated left turn from Pleasant Valley (westward) into Gilbert **actively encourages cut through** driving
- Suggested solutions:
  - Update traffic survey data with numbers for intersections of Mather with Broadway and Gilbert
  - **Impacts are avoidable:** Provide traffic mitigation on residential streets most impacted by traffic increases – Mather, Gilbert, Montgomery, Howe
    - Speed humps and/or through traffic barriers are preferred solutions
    - See the residential streets near Berkeley's Elmwood District for example

Sam Borgeson Draft EIR 5

20-12

Where cyclists go

The plaza is at the intersection of the Temescal, Piedmont Ave, and Rockridge neighborhoods, all business, pedestran and bike friendly neighborhoods. A lot of bike traffic circulates between these neighborhoods

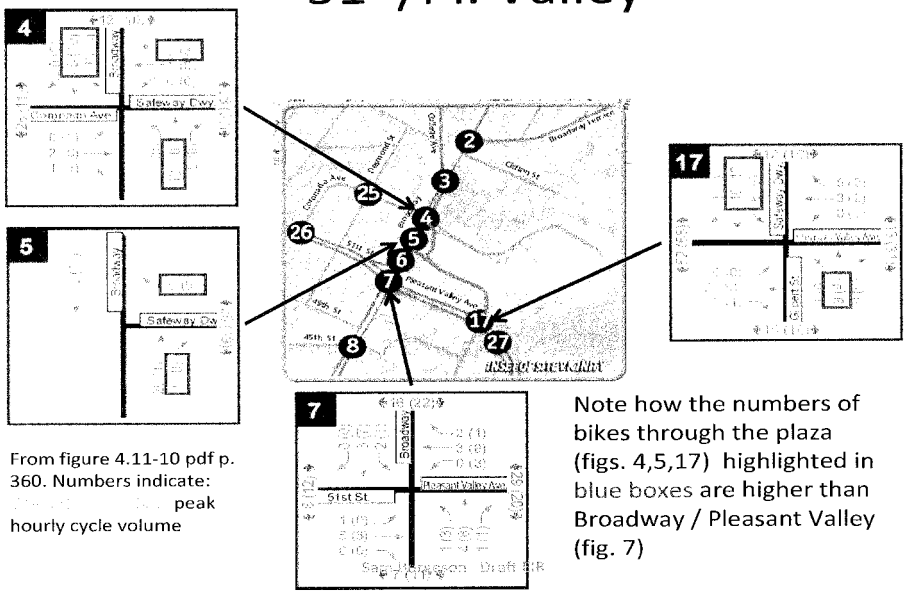


My wife and I commute by bike, traversing the Plaza 600+ times a year. **EACH.**
Many of our neighbors ride through the plaza for safety as well. We look forward to the 51st/Broadway improvements, but the safest route will remain through the plaza

Sam Borgeson Draft EIR 6

20-13

Bike traffic uses the plaza to avoid 51st/Pl. Valley



From figure 4.11-10 pdf p. 360. Numbers indicate: peak hourly cycle volume

Note how the numbers of bikes through the plaza (figs. 4,5,17) highlighted in blue boxes are higher than Broadway / Pleasant Valley (fig. 7)

Sam Bergeson Draft EIR 7

20-14

Cyclists visiting the plaza

Cyclists entering and exiting plaza per hour

Enter at Bway	Wkdy	Sat
turn R	6	0
turn L	13	5
Enter at PV	Wkdy	Sat
R off PV	5	2
Gilbert	**9**	**4**
Total	**33**	**11**
Gilbert %	**27.27%**	**36.36%**
Exit to Bway	Wkdy	Sat
turn R	5	3
turn R	6	9
Exit at PV	Wkdy	Sat
turn R	**1**	1
turn L	6	5
Gilbert	**10**	**12**
Total	**18**	**18**
Gilbert %	**55.56%**	**66.67%**

Data from figure 4.11-10, pdf p.360

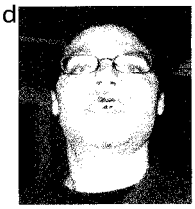
- The plaza is at the intersection of three **vibrant, walkable, bike friendly** Oakland neighborhoods
- **11-33 cyclists** enter and exit the plaza per hour
- The plaza is a **refuge** for cyclists protecting themselves from **dangerous streets**
- Cycling traffic in the plaza should be **encouraged to promote public safety**, but also as a **smart retail strategy**
- Cyclists stick to **known and safe routes**, commuters and recreational riders make **loyal repeat/regular customers**
- Measures to **improve bike access and safety** beyond existing plans will benefit everyone: cyclists, pedestrians, and retailers
  - Provide **separate bike paths** through the plaza
  - Provide **enhanced bike infrastructure** for local streets known to serve plaza cyclists
    - Especially Gilbert, Mather, Coranado, and Desmond

Sam Bergeson Draft EIR 6

20-15

Problem: Inadequate assessment of traffic safety in the plaza itself

- Report: "Intersection automobile and bicycle turning movement counts, as well as pedestrian counts, were collected at most of the stud intersections" – **but not within the plaza!**
  - **Table 4.11-8** contains no data on accidents in the plaza.
  - How many car accidents?, How many cyclists injured?
  - How many pedestrians injured?
  - Here is one data point: front teeth chipped swerving after being cutoff by a car looking for parking



- The draft EIR underreports the number of bicycle accidents on streets
  - Police discourage formal accident reports - I can provide 2 references for people struck by cars crossing Pleasant Valley at Gilbert – the report found 0!

Solution:

- Include more realistic bicycle and pedestrian accident data in the final EIR analysis
- Study the traffic patterns, hazards, and accidents **within the plaza** for inclusion in the final EIR

Sam Bergeson Draft EIR 9

20-16

Problem: Current plan has inadequate bicycle circulation

- **Rules of thumb:**
  - Bikes and cars don't mix (bikers likely to get injured)
  - Pedestrians and cars don't mix (pedestrians likely to get injured)
  - Bikes and pedestrians don't mix (risk of injury to both; worse for peds)

Problem:

- This plan has "continuous sidewalk that connects with small plazas" for **both peds and cyclists**
  - It is **unsafe to mix cyclists** and parking cars
  - It is **unsafe and inconvenient** to put pedestrians and cyclists on the **sidewalk together**

Solution:

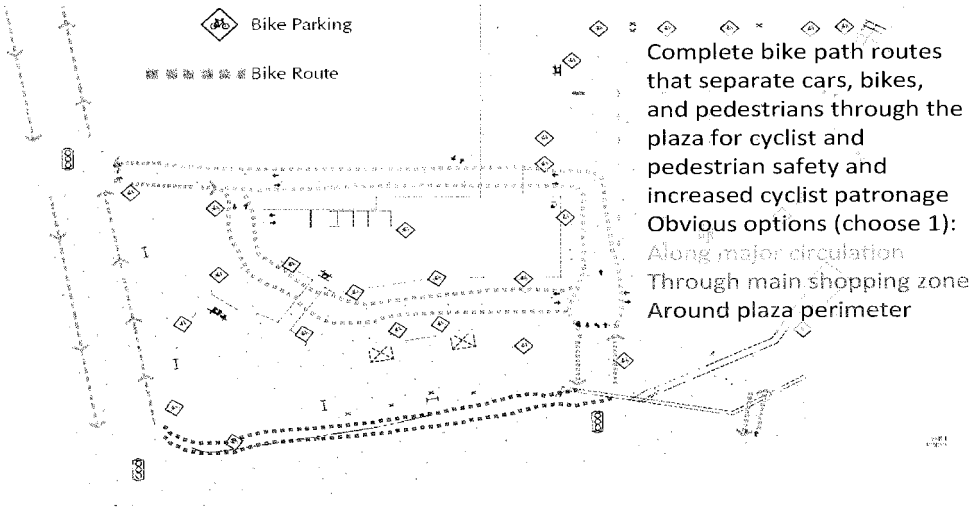
- Separate all modes of travel. Include dedicated, separate bike paths through the plaza for the safety of all involved and to attract bike shoppers.

Sam Bergeson Draft EIR 10

20-17

Comment "20"

Solution: dedicated, complete bike routes



Complete bike path routes that separate cars, bikes, and pedestrians through the plaza for cyclist and pedestrian safety and increased cyclist patronage

Obvious options (choose 1):

Along major circulation

Through main shopping zone

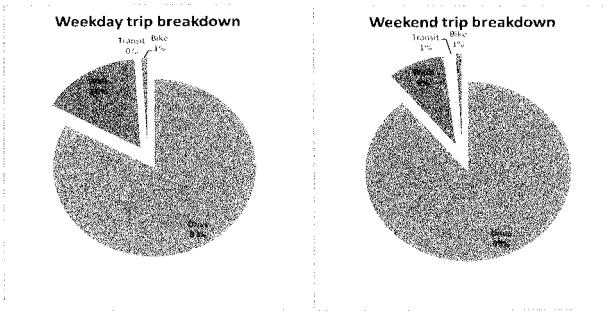
Around plaza perimeter

Sam Bergeson Draft EIR 19

20-18

Problem: inadequate planning for sustainable transportation

- SB 375
  - requires metropolitan planning organizations to adopt a Sustainable Communities Strategies that meet reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035
- City general plan:
  - City should create incentives to encourage travelers to use alternative transportation options.



Data from Draft EIR Table 4.11-13

Sam Bergeson Draft EIR 17

20-19

Mode share: unsustainable numbers of cars

Table 4.11-13
Project Mode Share Summary

Travel Mode	Mode Split Characteristics: Weekday PM Peak Hour[1]	Mode Split Characteristics: Saturday Midday/ PM Peak Hour[2]	Trip Generation: Weekday PM Peak Hour[1]	Trip Generation: Saturday Midday/ PM Peak Hour[2]
Drive	83%	89%	436	633
Walk	16%	9%	84	64
Transit	0%	1%	0	7
Bike	1%	1%	5	7
Total	**100%**	**100%**	**525**	**711**

1. Weekday evening period from 5:00 PM to 8:00 PM; data based on mode share surveys conducted June 6, 2008.
2. Saturday evening period from 4:00 PM to 7:00 PM; data based on mode share surveys conducted June 7, 2008.

Source: Fehr & Peers, 2012.

Sam Borgeson Draft EIR 19

20-20

Why does Oakland mandate so much parking?

"Parking supply as required by the Municipal Code: The proposed Project would require 937 off-street parking spaces. Based on the Project site plan, the Project would provide 967 spaces, 30 more than the City's zoning code requirements."

Table 4.11-22
Required Automobile Parking Supply
Per City of Oakland Zoning Ordinance

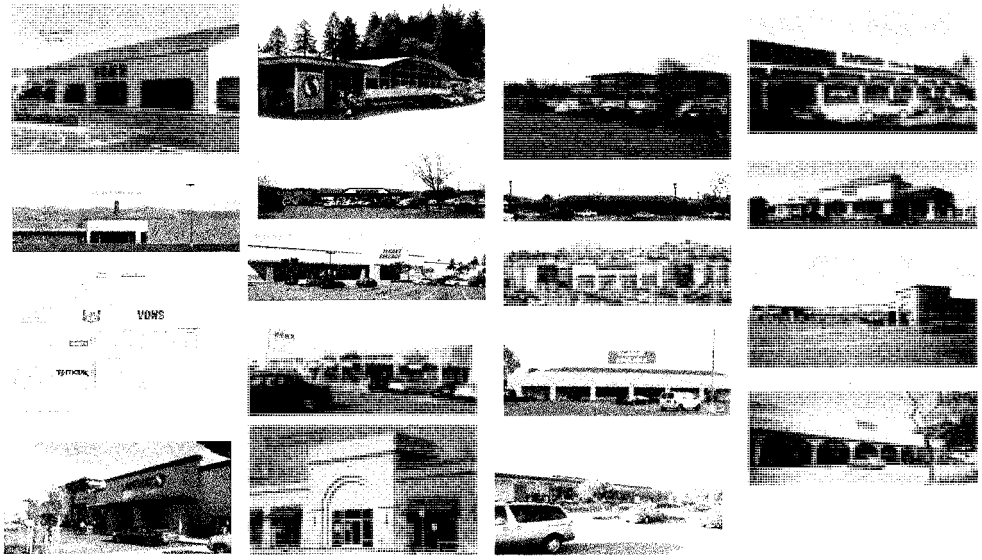
Use	Net Floor Area	Parking Required
Supermarket	65.0 KSF	325 spaces
Retail	200.0 KSF	500 spaces
Restaurant	19.4 KSF	97 spaces
Office	8.8 KSF	15 spaces
Total Parking Required		**937 spaces**
Parking Supply		**967 spaces**
Parking Surplus		**30 spaces**

Source: Fehr & Peers, 2012.

Sam Borgeson Draft EIR 16

20-21

PDC/Safeway mostly in suburban markets



Every existing PDC sale/lease property in CA (see http://www.safewayrealtyholdings.com/search.cfm)

20-22

Meeting urban needs

- Our priorities should include
  - Density, housing, public space, transit, reduced car usage, infrastructure for pedestrian and bikes, support for local businesses (which keep money in the community), ownership that looks like the market is serves – ethnic and racial diversity
- PDC/Safeway are not necessarily opposed to these things
  - The plan looks to be trying to accomplish some of these
- But they seem to have limited experience with this type of development
  - Let's help them find a better and more comprehensive way to serve our city and communities.

20-23

How PDC sells Oakland

What they say	What they mean
"Rockridge Shopping Center, with 303,700 sq ft. Is the Premier Retail Opportunity in the Oakland Market"	They are marketing Oakland to a national audience of chain store retailers. 15 acres of development is an enormous business opportunity for them, so there is room to negotiate. Some of this property should be set aside for public use and local businesses should be given preferential access to retail space.
"Redevelopment of this Center will satisfy the needs of this community for decades to come."	This project will have long term and far reaching effects on the surrounding neighborhoods. They would like to claim that neighbors want exactly what they have proposed – but we don't! There is still a lot of room for inprovement.
"Parking Ratio: 3.2 per 1,000 square feet"	They mostly know suburban and car centric development strategies. They are not well informed about the pedestrian and bike culture of the city. Their business model relies on the continued, unsustainable, public subsidy of car traffic and parking.
"Median Household Income 1 Mile $67,318 Median Household Income 3 Mile $59,837 Median Household Income 5 Mile $54,100"	The only attribute they advertise about "this community" is our median incomes. We want retailers who will want to know more than that!

From: http://safewayrealtyholdings.listinglab.com/883132OaklandCA/index.cfm

Sam Bergeson - Draft EIR 17

20-24

Hercules' plan vs. PDC reality

- PDC doesn't know how (or is reluctant) to make pedestrian-oriented, walkable, mixed-use projects work
  - Hercules' initial plan for Sycamore Crossing, calls for "a vibrant, mixed-use quarter centered along Sycamore Avenue that combines locally-serving retail, professional office, and residential uses (with) a pedestrian-oriented network of walkable streets, appropriately scaled mixed-use buildings, and new landscape improvements."
  - "That's something that the council, the planning commission and the community is going to have to review because the (original vision plan) is not a plan that we will be pursuing." David Zylstra, Chief Operating Officer of Property Development Centers, LLC (and the main contact for this project as well)
- We need to ensure that they will be pursuing those goals in Oakland

Source: http://www.contracostatimes.com/news/ci_19844322

Sam Bergeson - Draft EIR 18

20-25

Responses to Comment #20

Sam Borgeson, February 26, 2013

Response 20-1: See Master Response #6 Neighborhood Cut-Through Traffic regarding analysis of potential Project impacts on the residential streets in the Vicinity of the Project. As stated in the comment, the Draft EIR did not include intersections on Mather Street in the traffic impact analysis due to the relatively low traffic volume on the street. However, traffic operations at the Broadway/Mather Street intersection were analyzed for this Final EIR. As shown in Table 1, the Broadway/Mather Street intersection would operate at LOS A during the weekday PM and Saturday peak hours.

As stated in the comment, the existing on-street parking occupancy shown on Figures 4.11-5 through 4.11-7 did not include Mather Street between Broadway and Gilbert Street. Since other residential streets closer to the Project site have low parking occupancies and more likely than Mather Street to be potentially used by Project employees and customers, it is unlikely that on-street parking on this segment of Mather Street would be used. However, based on data collected in May 2013, this segment of Mather Street has a supply of about 45 on-street parking spaces which have a typical occupancy of about 84 percent during the weekday and 58 percent during the Saturday peak periods. The parking occupancy on Mather Street does not change the Draft EIR conclusions regarding parking at the Project site.

Response 20-2: The comment is concerned about cut-through traffic on Mather Street and other residential streets south of the Project site. Tables 4-4 and 4-5 in Master Response #6 Neighborhood Cut-Through Traffic compare travel times along the main arterials in the area (Broadway, Pleasant Valley Avenue, and Piedmont Avenue) with the travel times along the potential cut-through routes. Although, several cut-through routes, including Mather Street, may have shorter travel times depending on the origin and destination of the motorist, it is unlikely that these streets would experience a noticeable increase in cut-through traffic volumes, because travel times along the main arterials would continue to remain generally the same after implementation of the mitigation measures recommended in the Draft EIR.

Although these streets are unlikely to experience a large increase in cut-through traffic, Recommendation Trans-26, as described in Master Response 1, would monitor traffic volumes and speeds on the residential streets south of Pleasant Valley Avenue after Project completion. If excessive traffic volumes or speeds are observed, appropriate traffic calming strategies, as suggested in the comment, may be implemented.

Response 20-3: The comment is concerned about bicycle facilities within the Project site. See Master Response #8: Site Access and Circulation regarding the bicycle circulation infrastructure within the site and the use of the Project site by cyclists avoiding the Broadway/51st Street/Pleasant Valley Avenue intersection.

See response to Comment 13-10 regarding bicycle parking within the Project site.

The comment also requests summary of collision data within the Project site. Since the Project is private property, no systematic collision data is reported or maintained. The collision data on public streets, summarized starting on page 4.11-27 of the Draft EIR includes collisions in the public right-of-way.

Response 20-4: The comment is concerned that the proposed Project may provide too much automobile parking. As stated in the comment and shown in Table 4.11-22 of the Draft EIR, the proposed Project would provide more parking spaces than required by the City of Oakland's Planning Code. However, Table 4.11-23 compares the parking supply with the estimated parking demand generated by the Project. It is estimated that the Project parking supply would meet the Project parking demand throughout most of the year. However, it is estimated that the Project would have a parking shortage during the December

holiday periods. In addition, the Draft EIR includes SCA Trans-1 and Recommendation Trans-24 to implement strategies that reduce trip generation and parking demand. Also, note that reducing parking supply in the Project site may result in Project employees and customers parking on the nearby residential streets.

Response 20-5: This comment suggests that a design that is more dense, transit friendly and includes a mix of uses should be made a requirement of the City's approvals. The City will consider this input on the proposed Project's merits prior to considering Project approvals. Please also see the Master Response to Adding Housing in the Project.

Response 20-6: See Master Response to Public Spaces.

Response 20-7: This comment suggests that, as a public amenity, underutilized parking space should be made available and scheduled for public use. The Project site consists entirely of private property and there is no public ownership or sponsorship associated with the Project. Public use is proposed as part of the Project's plazas and gathering places, but as authorized by the property owners agent.

Response 20-8: See Master Response to Requirements for Local-Based Retail.

Response 20-9: See response to Comment 20-1 regarding potential traffic increase on Mather Street.

Response 20-10: The comment is consistent the Draft EIR which shows on Figure 4.11-15 that about seven percent of the Project generated traffic would use Gilbert Street to travel to and from the site.

Response 20-11: See response to Comment 20-1 regarding current parking supply and demand on Mather Street.

Response 20-12: See responses to Comments 20-1 and 20-2 regarding cut-through traffic in the adjacent residential streets.

Response 20-13: See response to Comment 20-3 regarding bicycling infrastructure in the Project site.

Response 20-14: The comment correctly states that currently more bicyclists enter and exit the site than travel through the Broadway/51st Street/Pleasant Valley Avenue. However, the data presented in the comment, which is based on Figure 4.11-10 of the Draft EIR, does not indicate if the bicyclists entering/exiting the site are visiting the project site or using the shopping center as a cut-through route.

Response 20-15: See response to Comment 20-3 regarding bicycling infrastructure within the Project site.

Response 20-16: See response to Comment 20-3 regarding collision data within the Project site. In addition, as stated in the comment, the collision summary data presented in the Draft EIR only includes reported collisions.

Response 20-17: See response to Comment 20-3 regarding bicycling infrastructure within the Project site.

Response 20-18: See response to Comment 20-3 regarding bicycling infrastructure within the Project site.

Response 20-19: See Response to Comment 20-4 regarding Project incentives to further reduce automobile trips generated by the Project.

Response 20-20: Consistent with Table 4.11-13 of the Draft EIR, comment states that about 83 percent of the weekday PM and 89 percent of the Saturday peak hour trips generated by the proposed Project are automobile trips. No response is required.

Response 20-21: See response to Comment 20-4 regarding Project parking supply and demand.

Response 20-22: This comment indicates that PD Centers/Safeway operates mostly in suburban markets. This comment pertains to the merits of the Project, and not on the adequacy of the Draft EIR. The City will consider this input on the proposed Project's merits prior to considering Project approvals.

Response 20-23: This comment suggests that the currently proposed Project meets some community-based objectives, but suggest further design priorities such as increased density, public space, transit, housing and local business ownership. This comment pertains to the merits of the Project, and not on the adequacy of the Draft EIR. The City will consider this input on the proposed Project's merits prior to considering Project approvals.

Response 20-24: This comment pertains to the merits of the Project and the commenters opinions about the project sponsor, and not on the adequacy of the Draft EIR. The City will consider this input on the proposed Project's merits prior to considering Project approvals.

Response 20-25: This comment compares the proposed project's design to that of another project in the City of Hercules. This comment does not address the adequacy of the Draft EIR. The City will consider this input on the proposed Project's merits prior to considering Project approvals.

Comment "21"

Ranelletti, Darin

From: C Peppers Celaya [cpeppc16@aol.com]
Sent: Monday, February 25, 2013 5:19 AM
To: Ranelletti, Darin
Subject: Fwd: Safeway Redevelopment at Rockridge Shopping Center on Pleasant Valley Ave.

Sorry, someone hit the send key before I was ready to send this E-mail -

-----Original Message-----
From: C Peppers Celaya <cpeppc16@aol.com>
To: dranelletti <dranelletti@oaklandnet.com>
Sent: Mon, Feb 25, 2013 2:19 am
Subject: Safeway Redevelopment at Rockridge Shopping Center on Pleasant Valley Ave.

To Whom It May Concern -

I attended the last Council meeting, on Wed. Feb. 20, 2013.

I work Graveyard, so I can never make it to the meetings.

I live in the large Condominium Complex across the street, south of the Safeway.

There are 198 Condos in the building. Obviously, whatever is done will impact us more than any other residents in the area.

Having said this, we understand that the project is moving forward.

However, after attending the meeting, it seems that everyone there doesn't live directly in the "line of fire", so to speak, and will have but a minimal impact on their day to day lives.

We, of the Condominium Complex, on the other hand will be greatly affected by the following;

1) Noise from the construction - what time of day will it begin/end during the week, and on weekends? 21-1
2) Dirt from the construction, we WILL NOT be able to open our windows onto Pleasant Valley Ave. 21-2
3) Parking along Pleasant Valley Ave will be adversely, due to the influx of construction workers and their vehicles. Will there be parking on the site for
construction personnel, and afterwards will there be parking provided for ALL employees OFF the street. 21-3
4) Lights from the Chase Bank, which are very, very bright after dark need to be turned off or very low now matter which end of the shopping center
Chase Bank sits in 21-4
5) Density - please don't have ore population live within our neighborhood. When we come home from work, we want some peace and quite, which is
definitely not going to happen now with a 24/7 shopping center across from our complex. More noise and pollution, dirt - this IS NOT New
York. We don't want density, we want our own space. 21-5
There were many people at the meeting who stated they were thrilled and elated that
the project was moving forward. One man stated he lived in a $700,000. house with others in his neighborhood who felt the same way. Of
course they do - they don't live where the

construction will be taking place and I bet they wouldn't like people building close to them, with
constant traffic and noise 24/7. I've lived through Urban Renewal, twice, and all it did was break up neighborhoods and friendships. It seems
that all everyone is thinking about is PROFIT, and NOT the Quality of our lives. After a hard day of work, we want a quiet night of peace!

21-5 contd

6) Vermin - how will you handle the RATS that are at the Safeway, during the tear down. They are there because of the dumpsters. We don't want to
end up with a rat problem.

21-6

7) Security - Armed or unarmed, will there be guards 24/7

21-7

8) What time will ALL retail stores close, during the week and on weekends?

21-8

9) Lighting - there must be a way not to have lighting coming from the retail stores shinning into the windows of the condos across the street!!!!

21-9

10) What is the projected date to start the tear down, and what is the projected date for the Grand Opening?

21-10

11) Since our complex is the Rockridge Manor Condominiums, and large apartment building just south of us are the Rockridge Point Apts. the "new"
Safeway should keep the name Rockridge Shopping Center - if you are concerned about the Safeway name - call it Rockridge South at Broadway

21-11

12) When ALL is finished/done would you please High Pressure Steam Clean the outside of our entire building, including the outside balconies of
2005 Pleasant Valley Ave?

21-12

Sincerely,

C. Peppers Celaya
Rockridge Manor -
2005 Pleasant Valley Ave.
Condo # 306
Oakland, CA. 94611

PS. Please make sure you send Ms. Chris Pattillo a copy of this E-mail.

Responses to Comment #21

C. Peppers Celaya, February 25, 2013

Response 21-1: This comment requests information on planned construction hours as they relate to the environmental topic of noise. As stated on Page 4.10-10 of the Draft EIR, the City of Oakland's Standard Conditions of Approval Noise-1 (Days/Hours of Construction Operation) provides,

"(Ongoing throughout demolition, grading, and/or construction). The project applicant shall require construction contractors to limit standard construction activities as follows:

a. Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.

b. Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.

c. Construction activity shall not occur on Saturdays, with the following possible exceptions:

i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.

ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.

d. No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.

e. No construction activity shall take place on Sundays or Federal holidays.

f. Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

g. Applicant shall use temporary power poles instead of generators where feasible."

In addition to the above-listed restrictions on construction-related noise, the Draft EIR also describes other Standard Conditions of Approval addressing noise complaint procedures, interior noise levels, pile driving and other extreme noise generators. See Pages 4.10-11 and 4.10-12 of the Draft EIR.

Response 21-2: This comment references the potential for construction-related activities to result in airborne dust. As stated on Page 4.2-12 and 4.2-13 of the Draft EIR, the City of Oakland's Standard Conditions of Approval Air-1 (Construction-Related Air Pollution Controls) imposes the following requirements to prevent construction-related dust emissions:

"(Dust and Equipment Emissions). Ongoing throughout demolition, grading, and/or construction. During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD):

a. Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d. Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

e. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

f. Limit vehicle speeds on unpaved roads to 15 miles per hour.

g. Idling times shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.

h. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

i. Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and BAAQMD shall also be visible. This information may be posted on other required on-site signage.

j. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

k. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.

l. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

m. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).

n. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

o. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize windblown dust. Wind breaks must have a maximum 50 percent air porosity.

p. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

q. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

r. All trucks and equipment, including tires, shall be washed off prior to leaving the site.

s. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.

t. Minimize the idling time of diesel-powered construction equipment to two minutes.

u. The project applicant shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate matter (PM) reduction compared to the most recent California Air Resources Board (CARB) fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as they become available.

v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

w. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.

x. Off-road heavy diesel engines shall meet the CARB's most recent certification standard."

Response 21-3: This comment raises a concern over the adequacy of parking spaces during and after construction. As stated on Draft EIR Pages 4.11-110 and 4.11.111, the adequacy or inadequacy of parking spaces is not considered an environmental effect under CEQA. However, for informational purposes only, the Draft EIR does address the subject of parking.

As stated on Draft EIR Page 4.11-109, the City of Oakland's Standard Conditions of Approval Trans-2 requires that a Construction Traffic Management Plan be developed as part of a larger Construction Management Plan to address potentially significant impacts during the Project's construction. To further implement SCA Trans-2, the Construction Traffic Management Plan developed for the Project shall

include the following: (m) A set of comprehensive traffic control measures for motor vehicles, transit, bicycle, and pedestrian access and circulation during each phase of construction; and (n) A construction period parking management plan to ensure that parking demands for construction workers, site employees, and customers are accommodated during each phase of construction. Please note that the potentially significant impacts referenced in that condition are limited to the Project's effects on circulation and not effects related to the adequacy or inadequacy of parking.

Concerning post-construction parking spaces, as shown on Table 4.11-22 of the Draft EIR, the proposed Project would provide thirty (30) spaces in excess of that required by the City of Oakland Zoning Ordinance.

Response 21-4: This comment offers an opinion on the light and glare effects from an existing building at the Project site. The light and glare effects of an existing building are, pursuant to CEQA, not considered a Project-related effect. The Draft EIR does, however, address Project-related light and glare effects and concludes that, after implementation of City of Oakland Standard Conditions of Approval Aesth-1 (Lighting Plan) (see Page 4.1-4 and 4.1-15), the Project would result in a less than significant impact.

Response 21-5: This comment expresses generalized concerns on a number of matters including population increase, noise, pollution, traffic, and motivations of the Project proponent.

As noted on Page 4.13-3 of the DEIR, the Project does not propose to construct any new homes that would induce population growth. The estimated increase in employment at the Project site (approximately 193 employees over existing conditions) is not so large as to induce population growth, and employees for new businesses can be found from within the existing available labor force. The Project does not require the extension of any roads or other infrastructure that would lead to growth inducing impacts that were not previously considered or analyzed in the General Plan and its associated EIR.

Chapter 4.10 of the DEIR addresses Project-related noise impacts and concludes that, with implementation of standard conditions of approval, all effects would be less than significant.

Matters of potential pollution are addressed in Chapter 4.2 (Air Quality), 4.6 (Greenhouse Gas Emissions), 4.7 (Hazards and Hazardous Materials), and 4.8 (Hydrology and Water Quality). In each of those chapters the Project's environmental effects are found to be less than significant.

The financial motivations of the Project proponent are note germane to the physical environmental and, consequently, are not a subject matter appropriately addressed under CEQA.

Response 21-6: This comment states that rats are present in the trash collecting portions of the existing Project site, and that Project-related construction will cause their dispersal off-site. The DEIR does not identify the presence of rodents at the Project site, and the comment does not substantiate the claim that rodents are present in sufficient quantity at the Project such that they would jeopardize the public health and safety. Chapter 15.08 (Oakland Building Maintenance Code) of the City of Oakland Municipal Code provides procedures for substandard and public nuisance buildings and real property; including situations of rodent infestation. The provisions of that chapter apply regardless of the Project. The Oakland Building Official is charged with investigating and enforcing its requirements.

Response 21-7: This comment asks whether the Project will provide security personnel. The Project applicant has not indicated to staff whether they intend to provide area-wide security personnel, though it is possible that they may consider this and/or that individual commercial tenants may contract for such private services. The Project's potential effect on the provision of police protection services is addressed on Page 4.13-5 of the Draft EIR and which concludes that the Project could result in an increase in calls

for police protection services, but would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities or the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other Oakland Police Department performance objectives.

Response 21-8: This comment asks what time proposed retail stores would close each day of the week. The specific closing time(s) of proposed retail businesses is not known at this time.

Response 21-9: This comment expresses a concern over Project-related light and the potential for spill-over onto adjacent properties; namely, those along Montgomery Street. As mentioned on Page 4.1-17 of the Draft EIR, the Project's mandatory compliance with Standard Conditions of Approval Aesth-1 Lighting Plan would ensure spillover onto adjacent properties does not result.

Response 21-10: This comment asks when construction is anticipated to being and when the expected "grand opening" date is. The Draft EIR states, on Page 3-27, that construction is anticipated to start in July 2013 and conclude in March 2015. Construction would occur over two (2) phases.

Response 21-11: This comment suggests a name for the shopping center. It does not address the adequacy of the Draft EIR and is therefore noted. No response is warranted pursuant to CEQA.

Response 21-12: This comment asks that, after construction of the Project, an adjacent building be pressure washed. The DEIR addresses construction period fugitive dust emissions on Page 4.2-15 and concludes that, with implementation of BAAQMD recommended comprehensive dust control measures, the Project would result in a less than significant impact.

Comment "22"

Ranelletti, Darin

From: sue feinstein [suefeinstein@hotmail.com]
Sent: Friday, February 15, 2013 1:42 PM
To: Ranelletti, Darin
Subject: ER09-007 Safeway Rockridge

Re Rockridge Shopping Center:

I consider the size of additional retail space to be inappropriate with the amount of vacancies we have at the present time on Broadway, Telegraph, College and Piedmont Ave. If there is a forecast for future needs of retail space perhaps the area could be built with a format that allows its size to be increased. A ghostly shopping center is not what is needed in Oakland nor will it be safe. I'm afraid it might cannibalize the existing nearby stores, resulting in a shift of retail spaces….not really additional places to shop.

Also maybe don't build the additional retail store space till it's fully spoken for, so you know what is desirable.

None of the stores seem to add a niche that is not already covered within a very short distance.

Also if they build without filling in the whole retail area—then if an anchor store ever wants to come to Oakland, they might find this an ideal spot.

Don't be delusional that this is an totally urban area; remember most of the housing surrounding this shopping center is much more suburban than urban.

I've been shopping there for 40 years-- don't build a shopping center that might be a ghost town.

Sue Feinstein
Contra Costa Rd
94618

22-1

2/15/2013

Responses to Comment #22

Sue Feinstein, February 15, 2013

Response 22-1: This comment suggests that vacancies at other off-site commercial properties should be filled prior to implementation of the Project. It also suggests the Project may have an adverse economic effect on existing nearby businesses. See Master Response #3: Requirements for Local-Based Retail and which includes a summary of an urban decay analysis completed for the Project.

Comment "23"

5356 Thomas Avenue
Oakland, CA 94618
February 16, 2013

Darin Ranelletti
City of Oakland, Department of Planning
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA, 94612

Re: Case No. ER09-007, Draft EIR, Safeway Rockridge Project

Dear Mr. Ranelletti:

I am writing to comment on the draft environmental impact report and this project. I urge the city to approve this outstanding project as quickly as possible.

I have lived in Rockridge for 10 years, three blocks from this development. I shop at this Safeway and other stores there once or twice per week. I ride, drive or walk by it daily. The project will be a significant improvement over the current development.

The current shopping center is an outdated eyesore. The current Safeway is too small and has a limited selection. This project will vastly improve the appeal of the frontage on Broadway and Pleasant Valley, currently a visual desert. Shopping selection will be much improved, both at the Safeway and other stores. I have been to other Safeway Lifestyle stores and been much impressed at the better variety of goods and the more pleasant shopping experience. The areas for public gathering and enjoyment will add a significant neighborhood benefit that is almost completely lacking at the shopping center now. 23-1

I am very familiar with traffic at the Broadway/Pleasant Valley intersection, experiencing it daily at all hours of the day. Traffic concerns have been adequately identified and mitigated in this project. The new left turn into the shopping center at Coronado Street will take care of all Broadway needs. The new dual left turn into the center from Pleasant Valley eastbound will take care of that traffic. No further traffic mitigation is needed. Pedestrian and bicycle access will be much improved. 23-2

The draft EIR adequately discusses possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project. No further work on these topics is needed. 23-3

I am looking forward to the completion of this project as soon as possible.

Sincerely,

Edwin Oyarzo

Responses to Comment #23

Edwin Oyarzo, February 16, 2013

Response 23-1: This comment presents statements of support for the Project and does not address the adequacy of the Draft EIR and is therefore noted. No response is warranted pursuant to CEQA. However, the City will consider this input on the proposed project merits prior to taking action on the EIR and the Proposed Project.

Response 23-2: The comment states that the Draft EIR adequately identifies and mitigates Project impacts on traffic. No response is required.

Response 23-3: This comment states that the Draft EIR is adequate. No response is warranted pursuant to CEQA.

Comment "24"

Ranelletti, Darin

From: Jovida Ross [jovida.ross@gmail.com]
Sent: Wednesday, February 20, 2013 8:20 AM
To: Ranelletti, Darin
Cc: Maria Martinez
Subject: Rockridge Center Safeway

Hi,

I just moved into a home on Howe St at Pleasant Valley. I looked at the DEIR for the Safeway Store in the Rockridge Center at Pleasant Valley and Broadway, and see that the impact on Howe St was not studied. I am very concerned that the traffic on Howe could increase dramatically. I would like this potential impact studied. If traffic would increase significantly, I would want traffic-calming measures, such as a traffic-circle roundabout on Howe and John, to be included in the project.

24-1

Thank you,

~ Jovida
4361 Howe St
m: 510-913-1624

Comment "25"

Ranelletti, Darin

From: Maria Martinez [martinezm2@gmail.com]
Sent: Wednesday, February 20, 2013 12:25 PM
To: Ranelletti, Darin
Subject: Safeway Rockridge Impacts

Hello,

I just purchased a home on Howe St at Pleasant Valley. I looked at the DEIR for the Safeway Store in the Rockridge Center at Pleasant Valley and Broadway, and see that the impact on Howe St was not studied. I am very concerned that the traffic on Howe could increase dramatically. I have come to learn in my two weeks here that Howe is already a bit like a small freeway.

25-1

It is critical that the potential impact be studied. If traffic would increase significantly, I would want traffic-calming measures, such as a traffic-circle roundabout on Howe and John, to be included in the project.

Thank you,

~ Maria Martinez
4361 Howe St
m: 415-317-3207

Responses to Comment #24

Jovida Ross, February 20, 2013

Response 24-1: The comment is concerned about potential Project impacts on Howe Street. See page 4.11-67 of the Draft EIR for an analysis of Project impacts at the Howe Street/Pleasant Valley Avenue intersection. Also, see Master Response #6 Neighborhood Cut-Through Traffic for an analysis of traffic intrusion on residential streets including Howe Street.

Responses to Comment #25

Maria Martinez, February 20, 2013

Response 25-1: The comment is concerned about potential Project impacts on Howe Street. See page 4.11-67 of the Draft EIR for an analysis of Project impacts at the Howe Street/Pleasant Valley Avenue intersection. Also, see Master Response #6 Neighborhood Cut-Through Traffic for an analysis of traffic intrusion on residential streets including Howe Street.

Comment "26"

February 20, 2013

To: Oakland City Planning Commission
From: Merrian Goggio Borgeson, neighborhood resident

Re: Comments for Case Number ER09-007: Safeway Redevelopment Project DEIR

Dear Commissioners,

I'm an Oakland native currently living in the neighborhood directly adjacent to the proposed Safeway Redevelopment Project. While I applaud the effort to redevelop the site (it needs it!), and recognize that significant public input went into the current proposed plan, I believe that further improvements are needed – and can easily be accomplished – to ensure that this development is a benefit to the local community and to Oakland as a whole.

My suggested improvements are the following:

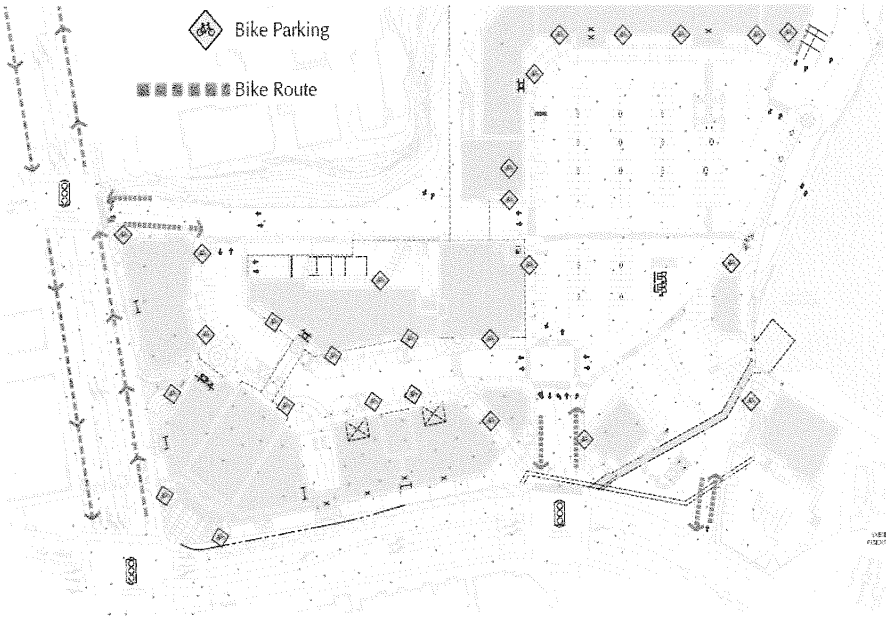
1) The City Planning Commission and other empowered offices within the City government should take action to ensure that the character of this neighborhood is improved, and that the **businesses occupying the new retail space are at a minimum 50% locally-owned**. There are numerous studies showing that local businesses retain more wealth within the community, and this economic multiplier effect is something that we need to encourage at every possible opportunity in Oakland. As a long-time board member of the Business Alliance for Local Living Economies (BALLE) I've seen the impact of a thriving locally-owned business sector. Please take decisive action to ensure that our local businesses are represented in this new development – and just allowing them to "apply" is not enough. Safeway's development company should be actively recruiting local businesses to locate at the site, and the City may even want to consider small incentives to help new businesses set up shop at this location. I believe the presence of locally-owned businesses will also make the site a more attractive, interesting, and fun place for residents to spend time (and spend much-needed $ to provide the City with tax revenue!). Ideas for how to make sure locally-owned businesses are included are available here: http://www.ilsr.org/rule/set-asides-for-local-retail/ 26-1

2) **As a neighbor, I'm concerned about the increased traffic on our streets.** Cars already cut through our small street (Mather Street) and at least twice we've witnessed them hit parked cars. I worry about allowing children out on the street, and even crossing it myself. The DEIR doesn't consider many of impacted side streets. This is an oversight, and should be remedied. At a minimum, we need several speed bumps on Mather to keep speeds down. 26-2

3) **For the safety of all, pedestrians, bikes, and cars need *separate* pathways through the development**. The current plan doesn't provide complete bike pathways (see DEIR figure 26-3

below) – it is dangerous and inconvenient for pedestrians to negotiate space with bikes, and for bikes to negotiate space with cars. According to the EIR, around 11-33 cyclists per hour currently pass through the parking lot, and that is likely to increase given the increased traffic caused by the development that will encourage more bikes to avoid Pleasant Valley / Broadway by traveling through the development. Please include separate pathways for each mode of transport.

26-3 contd



4) **Reduce the number of parking spaces and provide for more community benefits** within the development. Safeway's development company, Property Development Centers (PDC) states on their website that the "Redevelopment of this Center will satisfy the needs of this community for decades to come." I think that the community could be better served with fewer parking spaces, and additional public space.

The current parking lot is almost never full – and Table 4.11-3 in the EIR confirms that the lot was never observed with more than about 60% of the spaces occupied. The EIR projects an increase in car traffic of between 27% and 44% during peak hours,[1] and yet plans to increase parking spaces by 57% (615 to 967 spaces). This is overkill.

26-4

I realized that the city has minimum parking space requirements (which it should seriously reconsider if it is serious about encouraging non-car modes of transport and better use of public

[1] Weekday PM Peak Hour Trips go from 1,627 to 2,063 (27% increase) and Saturday Midday/PM Peak Hour Trips go from 1,446 to 2,027 (44% increase), per tables Table 4.11- 9 and Table 4.11- 12

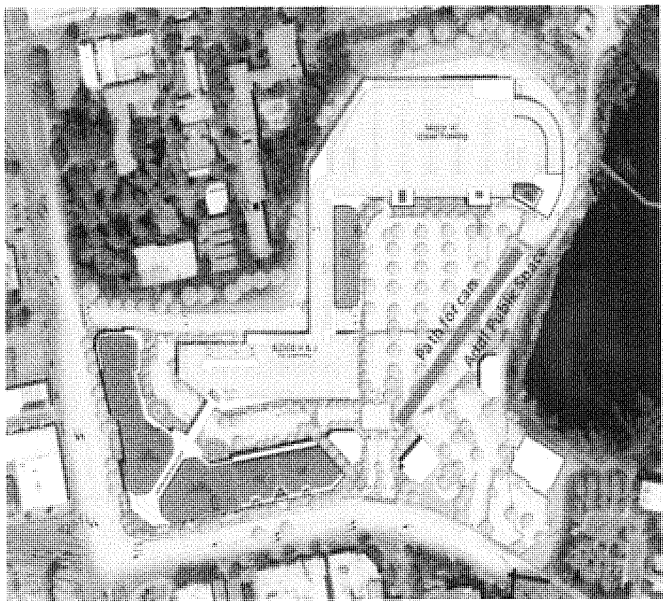
space) – but even these requirements would allow Safeway to reduce the parking by 30 spaces according to Table 4.11-22 below (alternately, Safeway could choose to have more compact spaces). I suggest removing these spaces at the ground level and providing additional public use space. This additional space could be used for a play structure, picnic tables, library, farmers market, or other public amenity that would better meet the needs of the local community (and would attract more shoppers). My rough sketch of how to reorient the road, and where to add open space is below.

26-4 contd

Table 4.11-22
Required Automobile Parking Supply
Per City of Oakland Zoning Ordinance

Use	Net Floor Area	Parking Required
Supermarket	65.0 KSF	325 spaces
Retail	200.0 KSF	500 spaces
Restaurant	19.4 KSF	97 spaces
Office	8.8 KSF	15 spaces
Total Parking Required		**937 spaces**
Parking Supply		**967 spaces**
Parking Surplus		**30 spaces**

Source: Fehr & Peers, 2012.



Thanks for the opportunity to comment!
Merrian Goggio Borgeson, 510-735-6302, merriangb@gmail.com

Responses to Comment #26

Merrian Goggio Borgeson, February 20, 2013

Response 26-1: See Master Response #2: Requirement for Local-Based Retail.

Response 26-2: See Master Response #6 Neighborhood Cut-Through Traffic regarding analysis of potential Project impacts on the residential streets in the Vicinity of the Project, including Mather Street and other residential streets south of Pleasant Valley Avenue.

Response 26-3: See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles regarding the bicycle circulation infrastructure within the site and the use of the Project site by cyclists avoiding the Broadway/51st Street/Pleasant Valley Avenue intersection.

Response 26-4: This comment is concerned that the Project would provide too much parking and the amount of parking provided is not proportionate to the increase in the Project automobile trip generation. The comment incorrectly states that the Project would increase trip generation by 27 percent during the weekday PM and 44 percent during the Saturday peak hour. As shown in Table 4.11-9 of the Draft EIR, the existing shopping center generates about 1,627 weekday PM and 1,446 Saturday peak hour trips. As shown in Table 4.11-12 of the Draft EIR, the Project would generate 678 additional trips during the weekday PM and 881 Saturday peak hours (These numbers do not include the pass-by reduction to be consistent with the observed existing trip generation which also does not include pass-by trips), which corresponds to an increase of about 42 percent during weekday PM and 61 percent during the Saturday peak hours. Thus, the 57 percent increase in parking supply is proportional to the increase in trip generation.

In addition, as the size of a shopping center and number of stores increases, customers are more likely to spend longer periods of time in the shopping center and visit more stores. In general, demand for parking increases at a higher rate than automobile trip generation as the size of a shopping center increases.

As noted in the comment, the proposed Project would provide 30 more spaces than required by the City of Oakland's Planning Code. Table 4.11-23 of the Draft EIR estimates parking demand generated by the Project. It is estimated that the Project parking supply would meet the Project parking demand throughout most of the year. However, it is estimated that the Project would have a parking shortage during the December holiday periods. The Draft EIR includes SCA Trans-1 and Recommendation Trans-28 to implement strategies that reduce trip generation and parking demand.

Comment "27"

Ranelletti, Darin

From: Don Kinkead [donkinkead@mindspring.com]
Sent: Wednesday, February 20, 2013 9:30 PM
To: Ranelletti, Darin
Subject: Our discussion: Bus Stop, north side of Pleasant Valley Rd. at Gilbert Street

Importance: High

Dear Mr. Ranelletti:

Thank you for talking with me tonight about the shortcomings of the bus stop located on the north side of Pleasant Valley Road at its intersection with Gilbert Street, adjacent to the Rockridge Shopping Center Project.

I hope something can be done to make the stop safer and more welcoming and comforting for the senior citizens and other shoppers loaded down with shopping bags and carts on the exposed benches as they wait for the bus.

The stop is two end-to-end benches perched against the berm of the parking lot on a standard sized sidewalk, putting the fronts of the benches close to or in the line of pedestrian traffic. When shopping carts and bags are placed on the sidewalk next to the feet of the waiting bus passengers, pedestrians must negotiate the even-more narrowed space, which can mean they must move closer to the curb and heavy traffic. 27-1

As a minimum, moving the benches back from the sidewalk and street -- more into the berm -- and installing a weather-proof shelter would create a safer, more comfortable waiting area for bus passengers -- elders and others
-- and provide a clearer and safer pedestrian zone for passersby. Anything more that could be done, and I understand it is late in the design process for the project, could add even more benefit and comfort and safety to the shopping experience for those who travel to and from the center by bus.

Thank you for considering these ideas.

Don Kinkead
North Oakland/Rockridge Resident

Responses to Comment #27

Don Kinkead, February 20, 2013

Response 27-1: This comment expresses a concern about the design and safety of existing bus stops and offers suggestions for how the Project's changes to bus stops can be improved. As shown on Figure 4.11-13 of the Draft EIR, the proposed Project would widen the sidewalk on the north side of Pleasant Valley Avenue to ten feet which would allow installation of a shelter at this bus stop. In addition, the Project would also provide a direct pedestrian path connecting to the stores along the internal street in the west part of the shopping center.

Also, as described on page 4.11-44 of the Draft EIR, the proposed Project would move the bus stops on Broadway closer to the project site in order to provide shorter walking distances between the project site and the bus stops. The bus stops on northbound Broadway and eastbound Pleasant Valley Avenue would also be moved from the near-side to far-side of the intersection which would reduce the delay experienced by buses. In addition, the new bus stops would also provide amenities, such as shelter and bench which would increase bus rider comfort. These improvements would make buses more attractive and increase transit use at the site

Comment "28"

FROM : FAX NO. : 510-653-2262 Feb. 21 2013 08:23AM P1

BROADWAY SAFEWAY PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

URGENT GILBERT STREET NEIGHBORHOOD CONCERNS

Eric Crystal
4316 Gilbert Street
Oakland Ca 94611
510 653 2262
ecrystal@berkeley.edu

Darin Ranelletti, Planner III
City of Oakland, Department of Planning, Building, and Neighborhood Preservation
Planning and Zoning Division
250 Frank Ogawa Plaza Suite 3315
Oakland Ca 94612
FAX 510 238 6538
email: dranelletti@oaklandnet.com

Dear Mr. Ranalletti,

I am writing today to express my urgent concern regarding the recently published DEIR regarding the Broadway Safeway Project. Along with many of our neighbors we are worried about the potential negative impacts this project may have on our portion of the Piedmont Avenue neighborhood. Gilbert Street is not a vehicle corridor, it comprises a viable part of the Piedmont Avenue residential area. The project as currently designed threatens the integrity of our neighborhood. We are concerned about traffic impacts, parking issues and air quality.

My urgent request is that your staff immediately devote time into assessing the consequences of the enlargement of the Broadway Safeway Center on Gilbert and adjacent streets. The Draft Evironmental Impact Report has suggested that 75% more parking spaces will be constructed at the new Safeway site. This indicates that increased vehicular traffic is anticipated. Yet the report itself states that no effort was made to assess the impact of the project on Gilbert Street. Yet Gilbert Street is the major Piedmont Avenue neighborhood egress and entrance road for the Safeway center as currently planned. We do not want Gilbert Street to become a major thoroughfare enabling Safeway access. We would hope that southbound egress traffic lanes could be directed away from Gilbert Street. We would also like to see traffic mitigation efforts such as speed bumps and an exclusive left turn lane exiting Safeway south to Pleasant Valley. 28-1

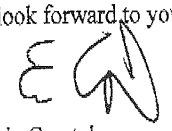
Traffic flows and commercial activity in this general neighborhood have degraded in recent years. As you undoubtedly are aware, a great number of vacant and abandoned properties now stand empty and derelict in the vicinity of Broadway and Pleasant Valley.

Comment "28"

FROM : FAX NO. : 510-653-2262 Feb. 21 2013 08:24AM P2

The afternoon traffic situation at Telegraph and Pleasant Valley (51st) has degenerated into chaotic gridlock. Is your staff aware of this situation? Please directly observe this area between 4: 00 and 6: 00 PM on a Friday afternoon. I mention this because it indicates that current traffic issues are not being addressed. We are concerned most particularly about future traffic impacts incident upon the Safeway expansion. I am writing today to stress the concerns of this neighborhood regarding the preservation of our residential environment in the context of the re-design of the Safeway Broadway center. 28-2

I look forward to your response.



Eric Crystal
4316 Gilbert St.
Oakland 94611

Responses to Comment #28

Eric Crystal, February 21, 2013

Response 28-1: The comment is concerned about cut-through traffic on Gilbert Street. See Master Response #6 Neighborhood Cut-Through Traffic for a detailed analysis of potential traffic intrusion on residential streets, including Gilbert Street. Figures 4-6 and 4-7 in Master Response #6 Neighborhood Cut-Through Traffic compare travel times along the main arterials in the area (Broadway, Pleasant Valley Avenue, and Piedmont Avenue) with the travel times along the potential cut-through routes. Although, several cut-through routes, including ones that include Gilbert Street, may have shorter travel times depending on the origin and destination of the motorist, it is unlikely that Gilbert Street would experience a noticeable increase in cut-through traffic volumes, because, as shown in Figures 4-6 and 4-7 in Master Response #6 Neighborhood Cut-Through Traffic, travel times along the main arterials would continue to remain generally the same after implementation of the mitigation measures recommended in the Draft EIR.

Although Gilbert Street and other residential streets are unlikely to experience a large increase in cut-through traffic, Recommendation Trans-26, as described in Master Response #6 Neighborhood Cut-Through Traffic, would monitor traffic volumes and speeds after Project completion. If excessive traffic volumes or speeds are observed, appropriate traffic calming strategies, such as speed humps, as suggested in the comment, may be implemented on Gilbert Street.

Also, see response to Comment 6-6 regarding traffic operations at the Gilbert Street/Project Driveway/ Pleasant Valley Avenue intersection.

Response 28-2: The comment is concerned about traffic operations at the Telegraph Avenue/51st Street intersection. Comment is consistent with the Draft EIR which shows that the intersection currently operates at LOS E during the weekday PM peak hours (Table 4.11-5). In addition, the Draft EIR also identifies Impacts Trans-2, Trans-7, and Trans-15 at this intersection. The Draft EIR recommends Mitigation Measure Trans-2, which would consist of updating traffic signal timing parameters at the intersection to mitigate the Project impact to a less than significant level.

Comment "29"

Ranelletti, Darin

From: Jace Levinson [jace@jacearchitecture.com]
Sent: Thursday, February 21, 2013 9:47 AM
To: Ranelletti, Darin
Subject: Safeway/Rockridge Shopping Center Redevelopment

Dear Oakland Planning,

I am an owner of the residence at 76 Ramona Avenue in the Piedmont Avenue neighborhood.

Thank you for working on the Safeway redevelopment project. I am in strong support of the proposal and look forward to the many improvements that will occur as a result of this redevelopment. 29-1

Thank you,

Jace Levinson

Owner, 76 Ramona Avenue, Oakland

--
jace architecture

jace Levinson, principal, leed ap

T. 510 452 2800 F. 510 452 2801

www.jacearchitecture.com

2/21/2013

Responses to Comment #29

Jace Levinson, February 21, 2013

Response 29-1: This comment expresses support for the proposed Project but does not address the adequacy of the Draft EIR. No response is warranted pursuant to CEQA. However, the City will consider this input on the proposed project merits prior to taking action on the EIR and the Proposed Project.

Comment "30"

Ranelletti, Darin

From: Eli Yablonovitch [eliy@att.net]
Sent: Sunday, February 24, 2013 12:43 PM
To: Ranelletti, Darin
Subject: Comment on Safeway EIR No. ER09-007

Attachments: RtLaneBacksUp.pdf

RtLaneBacksUp.pdf
(57 KB)

Darin:

I have a comment on the traffic impact for the Safeway project at the intersection of Broadway and Pleasant Valley Road.

There are two dedicated left turn lanes from Broadway south to Pleasant Valley east, but in Safeway's plan, there are NO dedicated right turn lanes from Pleasant Valley west to Broadway north.

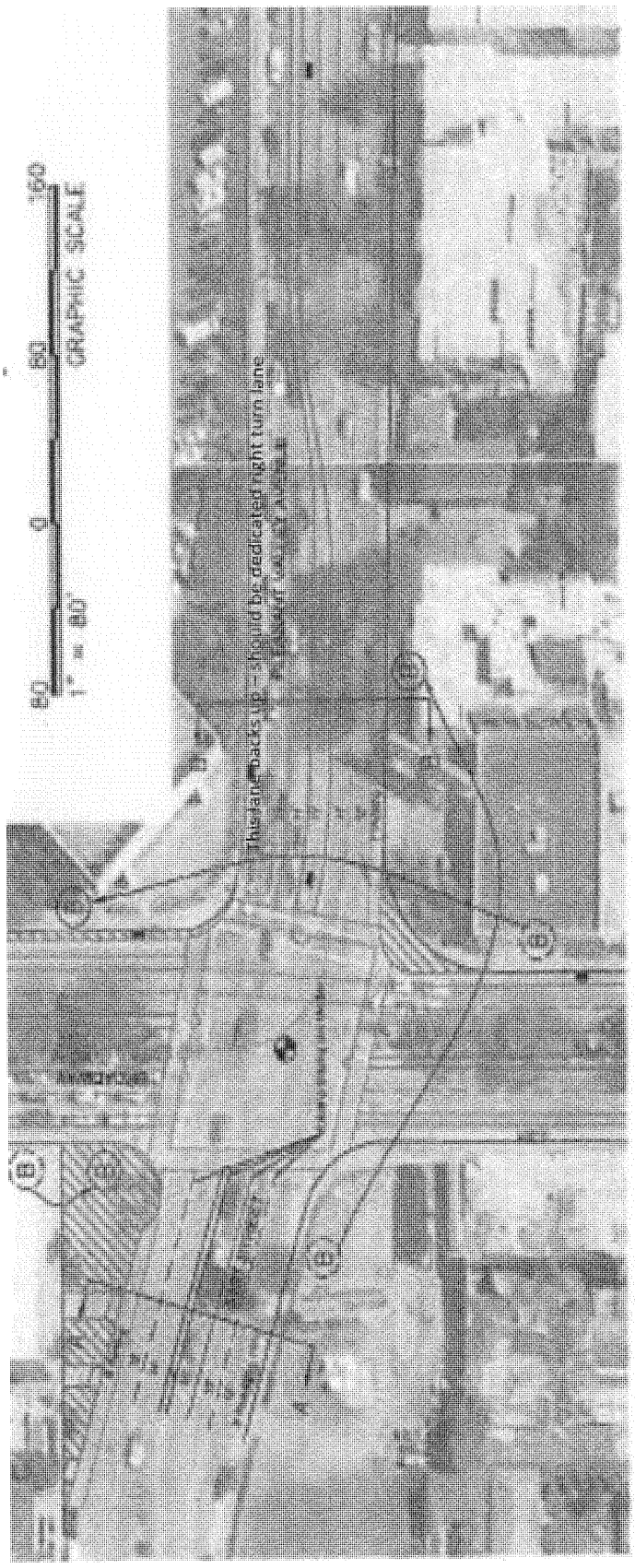
These are important traffic patterns trying to go north and south, around the large cemetery and golf course. The right turn lane on Pleasant Valley going west, backs up, since even one car waiting for the light in that lane, can prevent right-turn-on-red. Frequently, the right turn lane has to wait through two cycles of the green light before it has an opportunity to turn right. 30-1

I recommend that the right-most lane on Pleasant Valley going west, approaching Broadway, should be converted to a dedicated right-turn-only lane. I am attaching a pdf of the recommended change in road markings.

Eli Y.

Eli Yablonovitch
246 Mather Street
Oakland CA 94611

Comment "30"



30-1 contd

Responses to Comment #30

Eli Yablonovitch, February 25, 2013

Response 30-1: Comment is concerned about traffic operations at the Broadway/51st Street/Pleasant Valley Avenue intersection and recommends converting the current shared right/through lane (right-most lane) on westbound Pleasant Valley Avenue to a right-turn only lane. Currently, the shared right/through lane on westbound Pleasant Valley Avenue functions as a de facto right-turn lane during peak congestion periods. It is mostly used by right-turning vehicles and most through vehicles use the adjacent through-only lane. Although the right-turning vehicles can turn right during a red signal, they must yield to conflicting automobiles and pedestrians crossing the Pleasant Valley Avenue approach of the intersection. However, due to the relatively high conflicting pedestrian and automobile volumes, the right-turn-on-red is not very effective. Thus, converting the existing shared right/through lane to a right-turn only lane would not add noticeable capacity to the intersection. In addition, the existing right/through automobile lane is also shared by bicycles. Converting the lane to right-turn only would require through moving bicycles to weave with right-turning automobiles which would degrade bicyclist safety.

Also, providing an additional traffic lane on the westbound Pleasant Valley Avenue approach of the intersection is not feasible due to the configuration of the intersection and unavailability of right-of-way. Widening the approach to provide an additional travel lane would also increase pedestrian crossing distances which would require a longer signal cycle length which can result in additional delay for all travel modes at the intersection and degrade pedestrian safety by increasing pedestrian exposure to automobiles.

Comment "31"

Ranelletti, Darin

From: Charles Dithrich [cdithrich@gmail.com]
Sent: Monday, February 25, 2013 6:29 AM
To: Ranelletti, Darin
Subject: Safeway development at 51st and Broadway

Dear Darin,

I have lived on Pleasant Valley Court North for 30 years. I am most concerned about the increase in traffic congestion resulting from the Safeway development. I would urge you to do whatever is possible to help ease traffic flow, etc. 31-1

Thank you,
Charles Dithrich

2/25/2013

Responses to Comment #31

Charles Dithrich, February 25, 2013

Response 31-1: The Comment is concerned about increase in traffic congestion caused by the proposed Project. See Chapter 4.11 of the Draft EIR for analysis of the Project impacts on the transportation network in the vicinity of the Project. The Draft EIR identifies numerous significant impacts based on City of Oakland's significance criteria and recommends improvements to mitigate those impacts to a less than significant level where feasible. However, impacts at three intersections, Broadway/51st Street/Pleasant Valley Avenue, Howe Street/Pleasant Valley Avenue, and Piedmont Avenue/Pleasant Valley Avenue, would not be mitigated and are identified as significant and unavoidable. In addition, the Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulations in the Project vicinity for all travel modes.

Comment "32"

Ranelletti, Darin

From: CMNEVEU@aol.com

Sent: Monday, February 25, 2013 8:37 AM

To: Ranelletti, Darin

Subject: Broadway 51st Safeway Project

I am writing my comments re this development. I am in favor of it getting started ASAP so as to finish it...delays due to all the protests etc are just not effective. I like the current proposal and the traffic issues may be of concern, but I don't think can be mitigated prior to knowing what they will be after completion. I don't favor housing being included as there are many already empty condos in the area and low-cost housing is not favored for this neighborhood. Perhaps after the retail is established housing can be a future addition/renovation. 32-1

I favor expediting the project and getting it completed. Its already been almost 7 years of back and forth...just do it...
Thank you
Carol Neveu
4470 Pleasant Valley Ct. South
Oakland

2/25/2013

Responses to Comment #32

Carol Neveu, February 25, 2013

Response 32-1: This comment expressed support for the proposed Project and does not address the adequacy of the Draft EIR. No response is warranted pursuant to CEQA. However, the City will consider this input on the proposed project merits prior to taking action on the EIR and the Proposed Project.

Comment "33"

Ranelletti, Darin

From: gail truman [truman.gail@gmail.com]
Sent: Monday, February 25, 2013 8:39 AM
To: Ranelletti, Darin
Subject: Safeway project at 51st/Broadway - concerned neighbor

Dear City Planner -
this letter/email is in response to the Draft Environmental Impact Report (DEIR) for Safeway's proposed development at 51st and Broadway.

I believe this DEIR is incomplete and deceptive in its study of neighborhood traffic effects. I am very concerned about the traffic impact of the project to where I reside (Pleasant Valley Court) and its surrounding areas, and the report's basic lack of progressive solutions to traffic concerns.

33-1

I urge you to require the traffic EIR and the traffic mitigations be redone to higher standards of quality commensurate with the tax increase and traffic impact of a project of this impact and significance. The city of Oakland must ensure this project is a total success for Oakland.

--
Gail Truman
4449 Pleasant Valley Court - North
Oakland 94611
tel:510-502-6497

2/25/2013

Responses to Comment #33

Gail Cooper, February 24, 2013

Response 33-1: See response to Comment 15-2 regarding the adequacy of the Draft EIR transportation analysis. See Master Response #6 Neighborhood Cut-Through Traffic for a detailed analysis of traffic intrusion into the residential streets.

Comment "34"

Ranelletti, Darin

From: H Lutzky [lutheny@hotmail.com]
Sent: Monday, February 25, 2013 8:48 AM
To: Ranelletti, Darin
Subject: Safeway's proposed development at 51st and Broadway

Hello. I'm writing you to let you know that although I approve of the development in general, much more must be done to mitigate the traffic problems that will occur. The project will bring huge traffic jams to residential neighborhoods. These streets such as Pleasant Valley Rd, are important transportation arteries now, but will become useless with the very large increase in traffic this project will bring unless a serious attempt is made to mitigate congestion. The present plan contains just small inadequate band-aids to "fix" the probem.

I completely agree with the comments of my neighbor:
My concerns with this project are mostly related to the negative affect this project will have on my neighborhood automobile traffic – and the inadequate and uninspired mitigations that are halfheartedly proposed in this DEIR. I believe this DEIR is incomplete, and downright deceptive in its study of neighborhood traffic effects. I urge you to require the traffic EIR and the traffic mitigations be redone to higher standards of quality commensurate with the tax increase and traffic impact of a project of this impact and significance. The city of Oakland must ensure this project is a total success for Oakland.

34-1

Please help.

-Henry Lutzky
4490 Pleasant Valley Ct So

2/25/2013

Responses to Comment #34

Henry Lutzky, February 25, 2013

Response 34-1: See response to Comment 15-2 regarding the adequacy of the Draft EIR transportation analysis. See Master Response #6 Neighborhood Cut-Through Traffic for a detailed analysis of traffic intrusion into the residential streets.

Comment "35"

Ranelletti, Darin

From: Henny Hoogenbosch [hoogenbosch@sbcglobal.net]
Sent: Monday, February 25, 2013 8:50 AM
To: Ranelletti, Darin
Subject: Safeway project on 51st and Pleasant Valley

Dear sir,

I am a long time resident of the involved neighborhood.

Over the last five + years our traffic has increased significantly. I wait for 4-5 minutes to exit my street because of increased traffic.

As I read the Safeway proposal I see traffic increasing more and hope that you will take under consideration not only the neighborhood residents but also the expected "new" shoppers who will be disheartened and annoyed by the promise of a "great place to shop" only to find a traffic delays and parking hassles.. Such delays and parking hassles may well turn away prospective shoppers. 35-1

I appreciate your dilemmas and hope that you will keep in mind that bigger is not always better.

Sincerely,
H Hoogenbosch

2/25/2013

Responses to Comment #35

Henry Hoogenbosch, February 25, 2013

Response 35-1: Comment is concerned about increase in traffic congestion caused by the proposed Project. See Chapter 4.11 of the Draft EIR for analysis of the Project impacts on the transportation network in the vicinity of the Project. The Draft EIR identifies numerous significant impacts based on City of Oakland's significance criteria and recommends improvements to mitigate those impacts to a less than significant level where feasible. However, impacts at three intersections, Broadway/51st Street/Pleasant Valley Avenue, Howe Street/Pleasant Valley Avenue, and Piedmont Avenue/Pleasant Valley Avenue, would not be mitigated and are identified as significant and unavoidable. In addition, the Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulations in the Project vicinity for all travel modes.

Comment is also concerned about adequacy of the parking supply at the Project site. As described in the City Off-Street Project Parking Requirements subsection of the Draft EIR (starting on page 4.11-114), the 967 parking spaces provided by the Project would exceed the City's Planning Code requirements by 30 spaces. In addition, as described in the Parking Demand Analysis subsection of the Draft EIR (starting on page 4.11-114), the Project parking supply would satisfy typical Project parking demand throughout most of the year. However, it is estimated that the Project peak parking demand during the December Holidays may exceed the parking supply.

Comment "36"

Ranelletti, Darin

From: Dawn Pieper [dawnpieper@comcast.net]
Sent: Monday, February 25, 2013 8:50 AM
To: Ranelletti, Darin
Subject: Safeway project at 51st/Broadway - concerned neighbor

Dear City Planner -

This letter/email is in response to the Draft Environmental Impact Report (DEIR) for Safeway's proposed development at 51st and Broadway.

I believe this DEIR is incomplete and deceptive in its study of neighborhood traffic effects. I am very concerned about the traffic impact of the project to where I reside (Pleasant Valley Court) and its surrounding areas, and the report's basic lack of progressive solutions to traffic concerns. 36-1

I urge you to require the traffic EIR and the traffic mitigations be redone to higher standards of quality commensurate with the tax increase and traffic impact of a project of this impact and significance. The city of Oakland must ensure this project is a total success for Oakland.

--
Dawn Pieper
4486 Pleasant Valley Court - South
Oakland 94611
510-658-5222

2/25/2013

Responses to Comment #36

Dawn Pieper, February 25, 2013

Response 36-1: See response to Comment 15-2 regarding the adequacy of the Draft EIR transportation analysis. See Master Response #6 Neighborhood Cut-Through Traffic for a detailed analysis of traffic intrusion into the residential streets.

Comment "37"

Ranelletti, Darin

From: dmackay1@juno.com
Sent: Monday, February 25, 2013 9:07 AM
To: Ranelletti, Darin
Subject: New Safeway Expansion Plan

Consideration MUST be given to the traffic congestion this will cause. 37-1

Dorothy Mackay-Collins
Pleasant Valley Court South
Oakland

2/25/2013

Responses to Comment #37

Dorothy Mackay-Collins, February 25, 2013

Response 37-1: Comment requests analysis of the traffic impacts of the proposed Project. See Chapter 4.11 of the Draft EIR for analysis of the Project impacts on the transportation network in the vicinity of the Project. The Draft EIR identifies numerous significant impacts based on City of Oakland's significance criteria and recommends improvements to mitigate those impacts to a less than significant level where feasible. However, impacts at three intersections, Broadway/51st Street/Pleasant Valley Avenue, Howe Street/Pleasant Valley Avenue, and Piedmont Avenue/Pleasant Valley Avenue, would not be mitigated and are identified as significant and unavoidable. In addition, the Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulation in the Project vicinity for all travel modes.

Comment "38"

Ranelletti, Darin

From: Matthew Sills [msills@nhusd.k12.ca.us]
Sent: Monday, February 25, 2013 9:19 AM
To: Ranelletti, Darin
Subject: 51st and Broadway

Dear City Planner -

This letter/email is in response to the Draft Environmental Impact Report (DEIR) for Safeway's proposed development at 51st and Broadway.

I believe this DEIR is incomplete and deceptive in its study of neighborhood traffic effects. I am very concerned about the traffic impact of the project to where I reside (Pleasant Valley Court) and its surrounding areas, and the report's basic lack of progressive solutions to traffic concerns.

I urge you to require the traffic EIR and the traffic mitigations be redone to higher standards of quality commensurate with the tax increase and traffic impact of a project of this impact and significance. The city of Oakland must ensure this project is a total success for Oakland.

38-1

Thank you,
Matthew Sills
4462 Pleasant Valley Court
Oakland, CA. 94611

2/25/2013

Responses to Comment #38

Matthew Sills, February 25, 2013

Response 38-1: See response to Comment 15-2 regarding the adequacy of the Draft EIR transportation analysis. See Master Response #6 Neighborhood Cut-Through Traffic for a detailed analysis of traffic intrusion into the residential streets.

Comment "39"

Ranelletti, Darin

From: Rolland Meyers [rolland@rollandmeyers.com]
Sent: Monday, February 25, 2013 9:38 AM
To: Ranelletti, Darin
Cc: bjork.matt@gmail.com
Subject: 51st St and Broadway project

Dear Mr. Ranelletti~
As a resident of North Oakland for 70+ years I would like to add my voice of support for Matt Bjork's exceptions and comments regarding the mitigating problems that may arise from the development of the "Safeway" project at 51st and Broadway in Oakland. Especially when it comes to the increased vehicle traffic in our immediate area (Piedmont and Pleasant Valley).

There is one other true traffic bottleneck that is with us now - even before the project has begun. That would be the Northbound lanes of Pleasant Valley at the intersection of Broadway, where the Chase Bank now sits. There are three lanes there, which includes a left turn lane onto Broadway. Unfortunately, there is no dedicated right turn lane for those wishing to go North on Broadway, or North on College. Redesigning this portion with a right turn lane would allow for a traffic flow that does not now exist. At present, if one car wishes to continue on Pleasant Valley and is at the Broadway stop light, all traffic wishing to turn right must wait until the signal turns green, therefore causing a line that sometimes reaches past the current exit of the Safeway lot on Pleasant Valley. 39-1

I am sure you will get other suggestions for this project, but this is one I think should be dealt with. But I do support Matt's proposals and would like to be counted in that number.
Regards,
Rolland Meyers
33 Ramona Ave.
Oakland, CA 94611

Responses to Comment #39

Rolland Meyers, February 25, 2013

Response 39-1: See responses to Comments 15-1 through 15-13 for responses to Matt Bjork's comments. Also, see response to Comment 29-1 regarding a right-turn lane from westbound Pleasant Valley Avenue to northbound Broadway.

Comment "40"

Ranelletti, Darin

From: Mary Meyers [maryjmeyers@gmail.com]
Sent: Monday, February 25, 2013 9:40 AM
To: Ranelletti, Darin
Cc: bjork.matt@gmail.com
Subject: Impact of Safeway Development on Pleasant Valley area
Attachments: Response to Safeway DEIR at 51st_Bjork.docx; ATT3210164.htm

Dear Mr. Ranelletti,

This email is to request that you give serious consideration to the comments from both PANIL and Matt Bjork (attached below). My husband and I have owned our house since 1970, raised two children and now enjoy 5 grandchildren who live nearby. All of that and the fact we intend to live here a very long time gives us a great stake in this community. It is a wonderful community growing rapidly with young families increasing, despite the terrible school situation. Please do not give these young families another reason to move to the suburbs. Piedmont Avenue is such a vital part of Oakland. Please listen to the requests from Matt Bjork. 40-1

Thank you!

Mary Meyers
33 Ramona Avenue
Oakland, CA 94611
510/919-7492

We are submitting these comments on behalf of the Piedmont Avenue Neighborhood Improvement League (PANIL). While we do not oppose the project, our reaction is mixed. We do recognize that the project is significantly improved from Safeway's original proposal and responds to many of the community's concerns. The mixed reaction reflects the reality that our community will bear the biggest brunt of the negative impacts of the increased density – essentially paying a higher price in order to meet citywide goals and ambitions. For that reason, it is imperative that the City and Safeway address the concerns we enumerate below.

Before the specific comments, however, we wish to say that we still advocate housing at the site, as ULTRA so eloquently made the case for at the Commission's meeting this week. We realize that Safeway is not interested in that and would not want to see the project delayed to develop a housing option; nevertheless, we fervently hope that the City will follow up on Commissioner Coleman's desire to bring the landowner into the mix and see if housing can be made an option. This is too precious an opportunity to squander.

As you will see, the bulk of our comments focus on traffic related issues. There is a gaping hole in the DEIR – the failure to evaluate the impacts on streets south of Pleasant Valley and to explore mitigation options for them. Given our familiarity with local traffic patterns and concerns about neighborhood safety, PANIL needs to be directly involved with the City/Safeway in the efforts to address our comments.

2/25/2013

Responses to Comment #40

Mary Meyers, February 25, 2013

Response 40-1: See response to Comment #6 (PANIL) and Comments 15-1 through 15-13 above.

Comment "41"

Ranelletti, Darin

From: Ursula Pieper [ursula.pieper@gmail.com]
Sent: Monday, February 25, 2013 10:02 AM
To: Ranelletti, Darin
Subject: Proposed Safeway development 51st/Broadway
Attachments: Response to Safeway DEIR at 51st_Bjork.docx

Dear Mr. Ranelletti,

I am a resident of Pleasant Valley Court, in walking distance to the proposed Safeway development, and am concerned about the traffic impact, if the projects gets realized with the current plans. I fully concur with Matt Bjork's comments (see attached document), and would like to emphasize a couple of points: 41-1

The intersections 51st/PV/Broadway, College Ave/Broadway and PV/Gilbert are already problematic, in large part due to the current shopping center, and residents are already using residential side-streets to avoid these intersections. 41-2

I agree with Matt Bjork, that the traffic increase after the project has been finished it hugely underestimated, especially considering that the current CVS store has been on the verge of closing for many month, and only utilizes a fraction of its floor space for retail. 41-3

The intersections 51st/PV/Broadway and College Ave/Broadway (which can be viewed as one large intersection) are also the main deterrents for me to bike to the close-by shopping area on College Avenue, because the intersection is very bicycle-unfriendly. 41-4

While I welcome the proposed redevelopment of the Safeway plaza otherwise, a proper review of the traffic impact, and subsequent revision of these intersections would be very much appreciated.

Best regards, Ursula

Ursula Pieper
4443 Pleasant Valley Ct N
Oakland, CA 94611
510-653-4451

2/25/2013

Responses to Comment #41

Ursula Pieper, February 25, 2013

Response 41-1: See responses to Comments 15-1 through 15-13 for responses to Matt Bjork's comments.

Response 41-2: Comment is concerned about congestion at the Broadway/51st Street/Pleasant Valley Avenue, College Avenue/Broadway, and Gilbert Street/Pleasant Valley Avenue intersections. However, comment does not raise any specific concerns about these intersections.

As described on page 4.11-43 of the Draft EIR, the proposed Project would modify the Broadway/51st Street/Pleasant Valley Avenue intersection. The proposed Project would also generate additional traffic at this intersection. The Draft EIR identifies Impacts Trans-5 and Trans-10 as significant and unavoidable impact at this intersection because potential mitigation measures would result in secondary impacts.

As shown in 4.11-14, 4.11-16, and 4.11-18 of the Draft EIR, both College Avenue/Broadway, and Gilbert Street/Pleasant Valley Avenue intersections are projected to operate at LOS C or better during weekday and Saturday peak hours under Existing Plus Project, 2015 Plus Project, and 2035 Plus Project conditions.

Also, see Master Response #6: Neighborhood Cut-Through Traffic for a detailed analysis of traffic intrusion into the residential streets.

Response 41-3: See response to Comment 6-15 regarding estimated Project trip generation.

Response 41-4: See response to Comment 15-2 regarding the adequacy of the Draft EIR transportation analysis.

Comment "42"

Ranelletti, Darin

From: Brad Newsham [bradnewsham@me.com]
Sent: Monday, February 25, 2013 10:19 AM
To: Ranelletti, Darin
Subject: Rockridge Center Project

Attachments: Response to Safeway DEIR at 51st_Bjork.docx; ATT3223275.txt


Response to afeway DEIR at 51.


ATT3223275.txt (194 B)

Dear Mr. Ranelletti and the City of Oakland,

I am a resident of the immediate area that will be affected by the new Rockridge Center project, a project that I support, by the way.

Our community is already at a tipping point already – you can see this during any rush hour, and often during non-rush hours, too. The effects of a project of this size will be almost unimaginable, and I ask you to give your full, full attention to the planning stages. This project will transform one of Oakland's ugliest areas into one of its most attractive areas, and will make it a destination. The planning needs to be gotten right, and right now!

42-1

I urge you to consider fully the points raised by my neighbor Matt Bjork in the attached document, as well as the comments that will be forthcoming from our active neighborhood group, PANIL.

Sincerely,

Brad Newsham
4426 Pleasant Valley Court Court
Oakland, CA 94611
newsham@mac.com

>

Responses to Comment #42

Brad Newsham, February 25, 2013

Response 42-1: See responses to Comments 15-1 through 15-13 for responses to Matt Bjork's comments. See response to Comment 6-1 through 6-24 for response to PANIL's comments.

Comment "43"

Ranelletti, Darin

From: Beth Johnke [beth.johnke@gmail.com]
Sent: Monday, February 25, 2013 11:19 AM
To: Ranelletti, Darin
Subject: Case number ER09-007-Comments on Draft EIR -Proposed Safeway Expansion Pleasant Valley and Broadway

Mr. Darin Ranelletti, Planner III, City of Oakland,

Department of Planning, Building and Neighborhood Preservation, Planning and Zoning Division, 250

Frank H. Ogawa Plaza, Suite 3315, Oakland, CA, 94612

Dear Mr. Ranelletti,

I am a neighbor living with in two blocks of the proposed Safeway Expansion Shopping Center Project .

Thank you for considering the following concerns regarding the project :

- Increased traffic congestion in the area. It is already crowded with cars backing up in the left hand turn lanes at the Broadway and 51st intersection.
- Concern about additional traffic signal to be installed at Coronado and Broadway (next to Wendy's) and ensuing traffic congestion/backups from 4 sequential traffic signals located within a block of each other (Broadway Terrace, College, proposed at Coronado, and 51st) 43-1
- Increased greenhouse emissions from the additional vehicles coming to the expanded shopping center . 43-2
- Increased particulates from Truck emissions from greater number of truck trips with ensuing health impacts to people living nearby. 43-3

Proposed mitigation: This would not address the majority of the above listed concerns but a suggestion would be to run a shuttle (similar to the Emery Go Round) from the Rockridge and MacAuthur BART stations to the new shopping center. 43-4

--
Thank you ,
Elizabeth Johnke
Coronado Ave resident

2/25/2013

Responses to Comment #43

Beth Johnke, February 25, 2013

Response 43-1: The comment is consistent with Appendix O of the Draft EIR, which shows that the 95th percentile left-turn queues at the Broadway/51st Street/Pleasant Valley Avenue intersection currently exceed the provided queue storage space. As shown in Appendix O, these queues would continue to exceed the provided queue storage space after the completion of the proposed Project.

Response 43-2: This comment expresses a general concern about the proposed Project's generation of greenhouse gas emissions from additional vehicular traffic. This comment does not identify a particular inadequacy of the Draft EIR.

Chapter 4.6 (Greenhouse Gas Emissions) of the Draft EIR includes an analysis of the proposed Project's greenhouse gas emissions, including those from vehicular traffic. The Draft EIR concludes the proposed Project would result in less than significant impacts relative to this environmental topic.

Response 43-3: This comment expresses a general concern about the proposed Project's potential air-quality-related health hazards. Chapter 4.2 (Air Quality) of the Draft EIR includes both a Project-specific and cumulative health risk analysis for this environmental topic and concludes the proposed Project would result in less than significant impacts.

Response 43-4: See response to Comment 5-15 regarding a shuttle service for the Project site.

Comment "44"

Ranelletti, Darin

From: Colleen Lang [clang@adobe.com]
Sent: Monday, February 25, 2013 11:40 AM
To: Ranelletti, Darin
Subject: DEIR 51st street Safeway project
Attachments: Response to Safeway DEIR at 51st_Bjork.docx

Dear Mr. Ranelletti,

I am a 12 year resident of this community and am looking forward to the Safeway project... when it is finally complete. That said, I am in full support of Matt Bjork's comments regarding our neighborhood traffic issues and implore you to do what is now in your power to "do it right" before the project is blessed and begins. 44-1

Kind regards,
Colleen Lang

Colleen Lang / ESD Project Manager, Digital Content Solutions and Delivery / Product Delivery Operations / Adobe Systems, Inc. / San Jose, CA / 408-536-2408 / clang@adobe.com

2/25/2013

Responses to Comment #44

Colleen Lang, February 25, 2013

Response 44-1: See responses to Comments 15-1 through 15-13 for responses to Matt Bjork's comments.

Comment "45"

Ranelletti, Darin

From: Karen Hester [karen@hesternet.net]

Sent: Monday, February 25, 2013 2:11 PM

To: Kalb, Dan; Bolotina, Olga

Cc: ULTRA Oakland Oakland; Dave Campbell; Merkamp, Robert; Moore, Jim; Pattillo, Chris; Coleman, Michael; Huntsman, Blake; Ranelletti, Darin; Ronnie Spitzer; stu@stuflash.com; Karen Hester; Chan, Ada; TCC; Valerie vwinemiller@hotmail.com; Whales, Jonelyn

Subject: request for convening of meeting re: housing at Safeway/Broadway site

Dear Dan and Olga,

For those cc'ed above who don't know me, I'm Karen Hester and I live at 45th and Broadway in an 11 family cohousing community which we started 14 years ago. The existing Safeway site is 60 years old—what we do now will likely impact 2 generations of Oaklanders. We are excited to see this project go forward but what is missing from this plan is housing.

Now is the time to make the meeting with the owner of the Safeway property and interested parties for housing at the site happen. Thank you Commissioner Coleman for asking staff to explore a meeting and for Robert Merkamp's reply that the meeting could be arranged. I take you at your word that you will work to see that it happen as we are watching and waiting. In fact I asked over 2 years ago from Jane Brunner for such a meeting. If the owner cannot be convinced, well so be it. But let's not just shake our heads and believe Safeway that they have tried to convince the owner. As far as I'm aware the owner never sat down with Jane Brunner or the City and he may not even know of the great desire of many of us in the neighborhood for housing at the site. I think we can all agree that the redesigned plans are much better but a good project is not at all the same as a great project for that would have to be one that includes housing on this very large parcel. Maybe 25 years ago, the neighborhood groups who worked on the Temescal "mall" at Telegraph and 51st St settled for an ok design. Sitting where we are today, it would have been so much better if it had included housing. Even the Emeryville big box store project that includes Home Depot has some housing. Can't North Oakland do better?

We'd like to see housing included in this first phase or it might never be added. Safeway has been successful in including housing as part of their SF developments. 45-1

• Possibly for the first time ever, neighborhood groups are joined in supporting a DENSER development, possibly even including an affordable housing component. 45-2

• The surrounding properties are located on bluffs well above the project site, so that the site could be developed vertically without interruption to views and solar access. 45-3

• Similarly, housing developed on the site will have commanding SF/Bay/Mt. Tam views—without obstructing the views of the housing on the bluffs to the south.

• CA College of Arts is looking for dormitory sites, and housing here would be right next door to the campus. This will reduce their costs for development and could provide an income stream for Safeway (and by extension the landowner) 45-4

• Housing here brings in new customers, instead of just stealing from other retailers. Without more local buyers, I think retail will be taken from College and Piedmont Ave and from Broadway/Valdez.

We long to live in a denser neighborhood and adding more housing here could ensure a better chance at retail success.

2/25/2013

Comment "45"

Best Regards,

Karen Hester
karen@hesternet.net
510-654-6346
www.hesternet.net

2/25/2013

Responses to Comment #45

Karen Hester, February 25, 2013

Response 45-1: See Master Response #1: Adding Residential Uses as Part of the Project.

Response 45-2: See Master Response #1: Adding Residential Uses as Part of the Project.

Response 45-3: This comment provides a general statement that development at the Project site has no potential to obstruct views and solar access of/at surrounding properties; namely those at an abutting bluff-top. This comment does not address the adequacy of the DEIR and is therefore noted. No further response is warranted or required.

Response 45-4: See Master Response #1: Adding Residential Uses as Part of the Project.

Comment "46"

Ranelletti, Darin

From: catherine merschel [catherinemerschel@yahoo.com]
Sent: Monday, February 25, 2013 3:39 PM
To: Ranelletti, Darin
Subject: Fw: Rockridge Center Project
Attachments: Response to Safeway DEIR at 51st_Bjork.docx

Dear Mr. Ranelletti, and the city of Oakland.

Please add my name to the list of concerns that my neighbor Matt Bjork so clearly spelled out. I am a neighbor at 4431 Pleasant valley court north, and I too support this project, but the traffic and congestion issue must be looked at more seriously. 46-1

Sincerely

Catherine A. Merschel
510-387-7766

--- On **Mon, 2/25/13, Brad Newsham <*bradnewsham@me.com*>** wrote:

> From: Brad Newsham <bradnewsham@me.com>
> Subject: Rockridge Center Project
> To: DRanelletti@oaklandnet.com
> Date: Monday, February 25, 2013, 10:18 AM
>
> Dear Mr. Ranelletti and the City of Oakland,
>
> I am a resident of the immediate area that will be affected by the new Rockridge Center project, a project that I support, by the way.
>
> Our community is already at a tipping point already – you can see this during any rush hour, and often during non-rush hours, too. The effects of a project of this size will be almost unimaginable, and I ask you to give your full, full attention to the planning stages. This project will transform one of Oakland's ugliest areas into one of its most attractive areas, and will make it a destination. The planning needs to be gotten right, and right now!
>
> I urge you to consider fully the points raised by my neighbor Matt Bjork in the attached document, as well as the comments that will be forthcoming from our active neighborhood group, PANIL.
>
> Sincerely,
>
> Brad Newsham
> 4426 Pleasant Valley Court Court
> Oakland, CA 94611
> newsham@mac.com
>
> >
>
> -----Inline Attachment Follows-----

2/25/2013

Responses to Comment #46

Catherine Merschel, February 25, 2013

Response 46-1: See responses to Comments 15-1 through 15-13 for responses to Matt Bjork's comments.

Comment "47"

Ranelletti, Darin

From: Leslie Correll [correllstudios@earthlink.net]
Sent: Monday, February 25, 2013 4:02 PM
To: Ranelletti, Darin
Subject: Rockridge Shopping Center comments

Darin Ranelletti,
Planner III,
City of Oakland

Dear Mr. Ranelletti,
I am writing with my concerns about the plans Safeway has for the Rockridge Shopping Center. As a longtime resident and property owner nearby (Coronado Avenue) I am afraid the plans that I have seen are not to scale with the neighborhood, nor are they pedestrian and people-friendly. In addition to the ugliness of the planned structures, I am particularly concerned about

- Greenery - there needs to be much more landscaping ← 47-1
- Parking - there must be adequate parking, including rooftop &/or below ground ← 47-2
- Seniors' access - Senior citizens residing in the neighborhood - including across Pleasant Valley in the Senior residential complex - would have to walk considerably further to the back of the lot (where CVS currently is) to get their groceries at Safeway. The grocery store should be put closer to the street, with parking and landscaping in the back. ← 47-3
- The footprint should provide for pedestrian-friendly shops, benches, greenery along the street (Broadway as well as Pleasant Valley) not way inside the mall behind parking. ← 47-4

Thank you very much for taking the concerns of Safeway's neighbors into consideration.
Sincerely,
Leslie Correll
5108 Coronado
Oakland, CA 94618

--
Leslie Correll
correllstudios@earthlink.net

2/25/2013

Responses to Comment #47

Leslie Correll; February 25, 2013

Response 47-1: See Master Response #4: Public Spaces.

Response 47-2: The comment states that the Project should provide sufficient off-street parking and convenient access for pedestrians; namely seniors.

The subject of off-street parking is not an environmental effect required to be evaluated under CEQA. However, the subject is discussed in the Draft EIR for informational purposes to aid the public and decision makers in evaluating and considering the merits of the Project.

Based on the parking demand analysis presented in the Draft EIR (starting on page 4.11-114), the project parking supply is expected to satisfy typical Project parking demand throughout most of the year. It is estimated that the Project parking demand may exceed the parking supply during the December Holidays. It is unlikely that a large number of Project customers would park on the adjacent residential streets due to the need to carry large purchases over long walking distances between the site and the residential streets. It is likely that most motorists would circulate around the project site to find an available parking space. In addition, Recommendation Trans-24 includes strategies that would reduce Project parking demand

The Draft EIR addresses pedestrian circulation and safety at Pages 4.11-104 through 4.11-106 and notes, as referenced in the comment, that the proposed supermarket is in the furthest location from existing sidewalks and the most difficult to access by pedestrians and bus riders. It also notes sidewalk improvements included in the Project design, including upgraded curb ramps, tree grated within sidewalks, repair of cracked and uneven sidewalks, and adjustment of signal timing to ensure adequate crossing time. Additionally, the Draft EIR concludes that the proposed Project would result in a less than significant with these measures and also includes Recommendation Trans-20 to further ensure safe pedestrian access.

Response 47-3: The comment is consistent with the Draft EIR (pages 4.11-104 and 4.11-105) which states that the proposed Safeway supermarket would be in the furthest location from existing sidewalks on Pleasant Valley Avenue and would be difficult to access for bus riders and pedestrians, especially seniors.

Response 47-4: The comment requests pedestrian amenities in the Project site. See page 4.11-104 of the Draft EIR for a list pedestrian features of the Project. In addition, most of the stores in the west portion of the Project cannot provide a frontage along Pleasant Valley Avenue due to the grade difference between the Project site and the street.

Comment "48"

Ranelletti, Darin

From: Brenda Foust [bgale@rocketmail.com]
Sent: Monday, February 25, 2013 4:39 PM
To: Ranelletti, Darin
Subject: Comments on the Safeway development DEIR

Dear Mr. Ranelletti,

This is to let you know I have deep concerns about the planned commercial / residential development project at 51st and Broadway. The DEIR is incomplete and deceptive regarding its 'study' of the effects of auto traffic on my neighborhood. I urge you to require the traffic EIR and the traffic mitigations be redone to higher standards of quality commensurate with the tax increase and traffic impact of a project of this impact and significance. Further, I also am speaking out against what I see as a very pro development stance of the Oakland City Council that seems to favor any plan that can superficially offer economic growth and increased commerce for local retailers. Growth is not a basic good. There are natural, physical, and aesthetic limits to growth and increase that have to be recognized in order to achieve and maintain optimal balance. Piedmont Avenue and its environs have reached their capacity for car traffic and residences. (And eateries, I might add.) Once over that limit, our neighborhood will lose much of what now makes it a desirable place to live.

48-1

48-2

Thank you,

Brenda Foust
4508 Pleasant Valley Court South
Oakland, CA 94611

2/25/2013

Responses to Comment #48

Brenda Foust, February 25, 2013

Response 48-1: See response to Comment 15-2 regarding the adequacy of the Draft EIR transportation analysis.

Response 48-2: The comment states an opinion on the policy positions of the Oakland City Council and does not address the adequacy of the Draft EIR. No response is warranted pursuant to CEQA.

Comment "49"

Ranelletti, Darin

From: Eli Yablonovitch [eliy@att.net]
Sent: Monday, February 25, 2013 5:42 PM
To: Ranelletti, Darin
Subject: Re: Comment on Safeway EIR No. ER09-007

Darin:
Just to clarify:
There are two dedicated left turn lanes from Broadway south to Pleasant Valley east, but in the REVERSE direction, there are NO dedicated right turn lanes from Pleasant Valley west to Broadway north.
Eli Y.

49-1

> -----Original Message-----
> From: Eli Yablonovitch [mailto:eliy@att.net]
> Sent: Sunday, February 24, 2013 12:43 PM
> To: Ranelletti, Darin
> Subject: Comment on Safeway EIR No. ER09-007
>
> Darin:
> I have a comment on the traffic impact for the Safeway project
> at the
> intersection of Broadway and Pleasant Valley Road.
>
> There are two dedicated left turn lanes from Broadway south to
> Pleasant
> Valley east, but in Safeway's plan, there are NO dedicated right turn
> lanes from Pleasant Valley west to Broadway north.
>
> These are important traffic patterns trying to go north and
> south,
> around the large cemetery and golf course. The right turn lane on
> Pleasant Valley going west, backs up, since even one car waiting for the
>
> light in that lane, can prevent right-turn-on-red. Frequently, the
> right turn lane has to wait through two cycles of the green light before
>
> it has an opportunity to turn right.
>
> I recommend that the right-most lane on Pleasant Valley going
> west,
> approaching Broadway, should be converted to a dedicated right-turn-only
>
> lane. I am attaching a pdf of the recommended change in road markings.
> Eli Y.
>
> Eli Yablonovitch
> 246 Mather Street
> Oakland CA 94611

49-2

Responses to Comment #49

Eli Yablonovitch, February 24, 2013

Response 49-1: The comment is clarifying the existing roadway configuration at the Broadway/51st Street/Pleasant Valley Avenue intersection in reference to an earlier comment. No response is required.

Response 49-2: The comment is same as comment 29-1. See response to Comment 29-1.

Comment "50"

Ranelletti, Darin

From: Rachel Grossman [rlizgrossman@gmail.com]
Sent: Monday, February 25, 2013 1:50 PM
To: Ranelletti, Darin
Subject: Comments: EIR, ER09-007, Safeway Redevelopment in Rockridge

Dear Mr. Ranelletti,

I am writing as a concerned citizen in response to the EIR corresponding to code **ER09-007**.

My first observation is that the traffic analysis has to be redone by an impartial party. It is obvious that virtually doubling current building density and having a successful (as opposed to blighted) commercial center will create a huge spike in levels of congestion along Pleasant Valley, College, and Broadway. Some predict that there will be back-ups to Piedmont Avenue and College Avenue will be strangled. Of course there is already an aggravated traffic situation along Broadway driving from downtown to 51st. One of those intersections is now rated an "E" category. Timing of signals can do very little to relieve this serious situation—it is a palliative measure at best. Like popping an aspirin. It does not make the cars and their emissions disappear. 50-1

The entrance at Coronado will truncate circulation in both directions as each car will have to turn right or left, stemming the primary flow of traffic. 50-2

This is a great piece of land, but it is in an inconvenient place in terms of access. The congestion that the current plan would create is not just about abstract circulation diagrams. It has health and quality of life implications—serious ones. Higher emissions means breathing problems for children and others. Pedestrians will be at risk crossing streets. 50-3

This proposal also violates the principle of walkable neighborhoods, so beautifully embodied by Rockridge, Piedmont, and Temescal. It contradicts the Land Use and Transportation Element of Oakland's General Plan in a blatant manner. Lip-service is given to LUTE, but nothing meaningful has been proposed. It is almost as if Safeway is trying to claim that sidewalks are in and of themselves progressive in terms of urban planning. And replacing old refrigerators with new ones is a government requirement, not a progressive environmental move in the spirit of LUTE and civic responsibility. A weak argument at best re acceptable net environmental impact. 50-4

A couple more things about traffic. West Oakland is under-served by national grocery stores (riskier environment) and 12,500 people have cars there. Those people need groceries. This tells you how hellacious the traffic could be if there is not adequate planning. These statistics cover one area of Oakland and an area where a lower percentage of people can afford cars. If you extrapolate with the help of a consultant who serves the public interest and factor in new retail traffic, you will find a recipe for disaster. 50-5

--Regarding LUTE I have some more specific comments. The redevelopment should be oriented towards pedestrians, bicyclists, and users of public transport. A coordinated bus service should be featured and Safeway should support daily shuttle for BART access. Delivery service should be offered to encourage different forms of transportation use. A "just cars" approach is not going to work here because this is not a suburb in the traditional sense and there is inadequate road access for a high volume of traffic. 50-6

--Re bicycles: increasing traffic by a significant factor places bicyclists in bodily danger. Drawing cycling lines on the roads does not change that—it is a cynical and superficial. The approach needs to be integrative. 50-7

2/25/2013

Comment "50"

--Re pedestrian walkways through the shopping center. Unimpeded pedestrian paths are the hallmark of good modern retail design---it makes for a nice environment, but it is a sound business decision to encourage customers to linger and buy more. The West side of the property is an ideal place for incorporating this principle. Currently pedestrians have to share right of way with cars and even semis approaching the loading dock at the corner or Broadway and Pleasant Valley (from Coronado access). In the shopping mall typology delivery is never set up on the "front" side of the property in the way of shoppers. The whole center needs to be reconfigured due to this blunder. 50-8

--To balance traffic on both sides of the property, parking can be built over the Safeway market. That had been successful in the case of the Whole Foods in Oakland. This would also allow a pedestrian-focused approach through more of the center and good faith incorporation of more LUTE principles. 50-9

--To mitigate traffic, mixed use should be considered. Retail generates a high volume of in and out parking, while offices and residential can be different. Part of the property is already zoned for residential, but the owner would have to be consulted on this. I understand there has been resistance on this point, but Piedmont/Rockridge property is at a premium. So there is a substantial economic incentive to consider residential. 50-10

--This property is in the middle of two historic and high-income neighborhoods—Piedmont and Rockridge. The homes here reflect the tradition of Craftsman design. In the middle of this urban context, Safeway is proposing a project with low production values and little understanding of Oakland's rich cultural history. We need to ask for better. And this is a gateway project, so what is built here will influence the Broadway corridor and Temescal. 50-11

The design done to date has to be scrapped for practical and aesthetic reasons. The proposal does not demonstrate an understanding of basic traffic circulation nor fundamental principles of modern retail design. It disregards LUTE. 50-11

What seems strange is that Safeway is through with design development without even securing basic approval. Does everybody know this? I have thirty-five pages of design documentation. Why has this been allowed to go beyond site plans/master plans without the opportunity for full public discussion and consensus-building? Safeway told me the design documents are "on the desk" to be approved by the City. I have contacted the City re an extension of the EIR comment period so that design documents can be made public and considered under the aesthetics category. I am awaiting a response from the city. Comments are due at 4:00 today. 50-12

It looks like somebody, preferably an elected official, should be representing the public's interests.

I look forward to receiving a response. Are all the comments posted on a website and when? Safeway told me that the next stage in the approval process is a month away. If that is incorrect, please provide me with a rough schedule for the approval process.

Best,

Rachel Grossman
Rockridge Resident

2/25/2013

Responses to Comment #50

Rachel Grossman, February 25, 2013

Response 50-1: The comment is concerned about the adequateness of the traffic impact analysis and that the estimated automobile trip generation is not proportional to the increase in size of the Project. See response to Comment 15-2 regarding the adequacy of the Draft EIR transportation analysis. See response to Comment 6-15 regarding the methodology used to estimate Project trip generation.

Response 50-2: The comment is concerned about congestion at the Project Driveway on Coronado Avenue. As described on page 4.11-43 of the Draft EIR, the proposed Project would signalize this intersection which would provide protected left-turns and right-turns between the Project site and Broadway. As documented in Tables 4.11-14, 4.11-16, and 4.11-18 of the Draft EIR, the signalized Broadway/Coronado Avenue/Project Driveway intersection would operate at acceptable LOS D or better under Existing plus Project, 2015 Plus Project, and 2035 Plus Project conditions.

Response 50-3: This comment raises a general health concern and pedestrian safety concern. Chapter 4.2 (Air Quality) of the Draft EIR includes both a Project-specific and cumulative health risk analysis for this environmental topic and concludes the proposed Project would result in less than significant impacts.

See the Pedestrian Safety subsection on page 4.11-104 of the Draft EIR regarding pedestrian access and circulation for the proposed Project. Also see the Consistency with Adopted Policies, Plans, or Programs Supporting Alternative Transportation subsection on page 4.11-108 of the Draft EIR regarding consistency of the proposed Project with LUTE and other applicable policies.

Response 50-4: This comment includes a statement that the proposed Project contradicts the Oakland General Plan's Land Use and Transportation Element (LUTE). As noted at Pages 4.9-19 and 4.9-20 of the DEIR, Conflicts between a Project and applicable policies do not constitute significant physical environmental impacts in and of themselves. A policy inconsistency is considered 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 based on the established significance criteria. Furthermore, the Project need not be consistent with every General Plan policy to be considered consistent under CEQA, as explained by the General Plan:

> *The General Plan contains many policies which may in some cases address different goals, policies and objectives and thus some policies may compete with each other. The Planning Commission and City Council, in deciding whether to approve a proposed project, must decide whether, on balance, the project is consistent (i.e., in harmony) with the General Plan. The fact that a specific project does not meet all General Plan goals, policies, and objectives does not inherently result in a significant effect on the environment within the context of CEQA.*

The land uses proposed by the Project are consistent with the General Plan designations and applicable zoning on the Project site. The Project would not exceed the maximum development intensity allowed under the General Plan or zoning. Although portions of the Project are taller than existing buildings, the increased height would not result in significant adverse physical impacts such as shadowing off-site locations or substantially blocking important view sheds or vistas, as more fully discussed in Chapter 4.2: Aesthetics. The Project would not conflict with any land use policies adopted for the purpose of avoiding or mitigating an environmental effect, as explained in the Project's consistency statements earlier in this

chapter. As a result, no significant land use impacts related to the Project's consistency with land use policies would occur.

This comment also appears to question the adequacy of the analysis included in Chapter 4.6 (Greenhouse Gas Emissions). See Master Response #5: Greenhouse Gas / Global Climate Change.

Response 50-5: The comment is concerned about the amount of traffic the Project site would attract from West Oakland. As shown on Figure 4.11-15 of the Draft EIR, it is estimated that about 16 percent of the traffic generated by the proposed Project would be from west of SR 24. The traffic impact analysis presented in the Draft EIR accounts for this amount of traffic.

Response 50-6: See response to Comment 50-4 regarding Project consistency with LUTE and pedestrian access and circulation. See response to Comment 5-15 regarding shuttles and delivery service. Note that Table 4.11-13 of the Draft EIR summarizes mode shares for the existing shopping center. Currently, about 83 percent of weekday and 89 percent of Saturday customers drive to the site. The Draft EIR analysis assumes that the proposed Project would continue to have the same mode share. The Draft EIR also includes SCA Trans-1 (page 4.11-36 of Draft EIR) which would establish a TDM program to reduce traffic generated by the Project and Recommendation Trans-24 (page 4.11-116 of Draft EIR) which includes strategies to reduce and manage project parking demand.

Response 50-7: See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles regarding bicycle access and circulation within the Project site. In addition, as described on page 4.11-43 of the Draft EIR, the proposed Project would provide Class 2 bicycle lanes on Broadway along the Project frontage. This improvement is consistent with City of Oakland's planned improvement to provide Class 2 bicycle lanes along Broadway between 38th Street and Broadway Terrace which would improve bicyclist safety over current conditions.

Response 50-8: The comment is concerned about truck loading at the loading dock on the internal street conflicting with pedestrian circulation along the internal street. The comment is consistent with the analysis and Recommendation Trans-20 item c presented in the Draft EIR.

Response 50-9: Comment requests roof-top parking above the proposed Safeway Supermarket. As described on page 4.11-39 of the Draft EIR, the proposed Project would provide about 267 parking spaces on a deck above the Safeway Supermarket and other stores in the east side of the Project site.

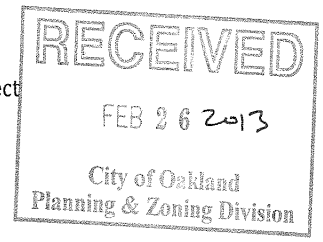
Response 50-10: See Master Response #1: Adding Residential Uses as Part of the Project.

Response 50-11: This comment conveys dissatisfaction with the "production values" of the proposed Project and requests an improvement in its aesthetic qualities. The DEIR describes, on Page 4.1-12, that the Planning Commission, upon recommendation of the Design Review Committee, will ultimately determine whether the design of the Project is appropriate and adequate. That review will include consideration of this comment, the analysis included at Page 4.1-12 of the DEIR, the staff report accompanying that review, and views of all interested parties attending the public meeting.

With regard to this comments reference to the LUTE, see the response to Comment 50-4 above.

Response 50-12: This comment appears to allege that the proposed Project has received some level or type of approval from the City of Oakland as referenced by the preparation of materials describing the Project. No "approval" by the City of Oakland has occurred or may occur without consideration of and action upon the Draft EIR first occurring. Please see Pages 1-4 through 1-7 for an explanation of the EIR review process.

Comment "51"



Comments for case number ER09-007: Safeway Redevelopment Project

February 19, 2013

Dear Oakland City Planning Commissioners,

Our family lives in the neighborhood right next to the proposed Safeway Redevelopment Project. We would like to make a few comments based on the Draft Environmental Impact Statement, and our experience of living in the neighborhood.

First, we see this redevelopment as an opportunity to provide some much-needed community green space. We just had our first child, and there is no park with a play structure that we can easily walk to from our house. A play structure and picnic tables with views of the Quarry would be a great benefit to our neighborhood, and would make us more likely to frequent the new shopping area. 51-1

Second, there is already a fair amount of traffic through our neighborhood. The DEIR doesn't seem to consider the traffic impacts on our street, and it should as it is a common cut-through. We need traffic calming measures to make sure our streets are safe for our kids. 51-2

Third, we're concerned about the types of businesses that will locate in the new development. We looked online as some of Safeway's other development projects and they are all ugly, cheap-looking, and full of cookie-cutter chain stores. We love the character of our neighborhood, and ask that you do all you can to make sure that unique, high-quality, local businesses are encouraged to locate in the new retail space. 51-3

Thanks for considering our comments!

Sincerely,

Kelly, Matt and Lucy Garmur
Residents of 4214 Terrace St Oakland, CA 94611

Responses to Comment #51

Kelly, Matt and Lucy Garmur, February 19, 2013

Response 51-1: See Master Response #3: Public Spaces.

Response 51-2: See Master Response #6: Neighborhood Cut-Through Traffic

Response 51-3: See Master Response #2: Requirement for Local-Based Retail.

Comment "52"

Ranelletti, Darin

From: Naomi Hatkin [nhatkin@gmail.com]
Sent: Monday, February 25, 2013 10:31 PM
To: Ranelletti, Darin
Subject: Draft EIR for Safeway expansion

Dear Mr. Ranelletti

The current shopping center at 51st and Broadway is a nuisance and environmental problem. As a resident of Carlton Street, many of my local trips are through the intersection of 51st and Broadway. I am forced to sit through the congestion that currently exists. A shopping center is for the suburbs. Oakland is a city with many walkable shopping districts. We do not need a shopping center to attract more cars. 52-1

We need the city and Safeway to address the current congestion before talk of expansion can make any sense. Perhaps if it were harder to park, people would be less inclined to make it their destination. The huge heat island that is the parking lot could be reduced in size with large planted areas for large trees. 52-2

Thank you for the opportunity to comment.

Naomi Hatkin
5530 Carlton St.
Oakland

2/26/2013

Responses to Comment #52

Naomi Hatkin, February 25, 2013

Response 52-1: The comment is concerned about current and future congestion at the Broadway/51st Street/Pleasant Valley Avenue intersection. As shown in Table 4.11-5 of the Draft EIR, the intersection currently operates at acceptable LOS D during the weekday and Saturday PM peak hours and LOS E during the Saturday midday peak hour. As described on page 4.11-43 of the Draft EIR, the proposed Project would modify the Broadway/51st Street/Pleasant Valley Avenue intersection. The proposed roadway modifications combined with the additional traffic congestion generated by the proposed Project would result in Impacts Trans-5 and Trans-10 at this intersection. The Draft EIR identifies the impacts at this intersection as significant and unavoidable because potential mitigation measures would result in secondary significant impacts.

Response 52-2: The comment suggests reducing the parking supply at the project site to reduce the amount of traffic generated by the Project site. See the Automobile Parking subsection starting on page 4.11-112 of the Draft EIR for an evaluation of Project parking demand and supply. As described in the City Off-Street Project Parking Requirements subsection of the Draft EIR (starting on page 4.11-114), the 967 parking spaces provided by the Project would exceed the City's Planning Code requirements by 30 spaces. In addition, as described in the Parking Demand Analysis subsection of the Draft EIR (starting on page 4.11-114), the Project parking supply would satisfy typical Project parking demand throughout most of the year. However, it is estimated that the Project peak parking demand during the December Holidays may exceed the parking supply.

Comment "53"

Ranelletti, Darin

From: dan harvitt [danharvitt@yahoo.com]
Sent: Wednesday, January 16, 2013 9:45 AM
To: Ranelletti, Darin
Subject: Comments on Safewway Redevelopment Project

I would recommend that it be required that the developers design/engineer the parking structures so that additional level(s) be added if the parking proves to be inadequate. To be clear any additional future parking levels are not pre-approved. 53-1

Additionally, while I understand that virtually all users of this site will be using cars, bicycle access and parking should be addressed. Bicycle parking requires good lighting and visibility to deter theft. The current configuration on Pleasant Valley and Broadway makes for a miserable and unsafe biking experience; there is inadequate room for bicycles on Pleasant Valley as they approach Broadway. 53-2

Thank you for consideration of my comments.
Dan Harvitt

1/16/2013

Responses to Comment #53

Dan Harvitt, January 16, 2013

Response 53-1: The comment requests that the parking structure provided as part of the Project be designed to accommodate additional levels if parking demand generated by the Project would exceed the proposed Supply. As described in the City Off-Street Project Parking Requirements subsection of the Draft EIR (starting on page 4.11-114), the 967 parking spaces provided by the Project would exceed the City's Planning Code requirements by 30 spaces. In addition, as described in the Parking Demand Analysis subsection of the Draft EIR (starting on page 4.11-114), the Project parking supply would satisfy typical Project parking demand throughout most of the year. However, it is estimated that the Project peak parking demand during the December Holidays may exceed the parking supply. The Draft EIR also includes Recommendation Trans-24 which consists of strategies to reduce Project parking demand and better manage the available parking.

Response 53-2: See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles regarding the bicycle infrastructure within the Project site. See response to Comment 13-10 regarding bicycle parking within the Project site.

As described on page 4.11-43 of the Draft EIR, consistent with City of Oakland's planned project to provide Class 2 bicycle lanes along Broadway, the proposed Project would provide Class 2 bicycle lanes on both sides of Broadway along Project frontage. As described on page 4.11-9 of the Draft EIR, the City of Oakland Bicycle Master Plan identifies Pleasant Valley Avenue as a future Class 3A arterial bicycle route, which is defined as automobiles and bicycles sharing the lane marked by shared-lane bicycle stencil ("sharrows") and signage. The proposed Project would not prevent the future implementation of Class 3A facilities along Pleasant Valley Avenue.

Comment "54"

Ranelletti, Darin

From: Cato Thornton [thecato@sbcglobal.net]
Sent: Monday, March 04, 2013 10:23 AM
To: Ranelletti, Darin
Subject: Safeway Redevelopment Project

Hello Darin:
I perused the draft EIR for the Safeway Redevelopment Project at Broadway and PVA, and would like to say that I am strongly in favor of Alternative 2.
I manage the apt. bldg. at 4466 View Place, which overlooks the quarry pond; many others here in the complex also favor Alternative 2.
Thank you very much,
Cato Thornton
4466 View Place #204
510-717-1189

54-1

Comment "55"

From: Shirley Lutzky [mailto:shirlutzky@hotmail.com]
Sent: Thursday, March 21, 2013 1:40 PM
To: Ranelletti, Darin
Subject: RE: Safeway's proposed development at 51st and Broadway

Regarding Safeway's proposed development at 51st and Broadway, I'm writing you to let you know that as a nearby resident, living on Pleasant Valley Court, I feel that much more must be done to prevent traffic problems that will occur. The project will bring tremendous traffic jams to residential neighborhoods; and it already frequently takes a long time to travel just a few blocks out from our street. Streets such as Pleasant Valley Rd, are important much used transportation arteries, and are frequently already too crowded. They will become useless with the very large increase in traffic this project will bring. Please make a serious attempt to plan accordingly and prevent congestion before it is too late. The present plan is insufficient; it does not realistically address the situation.

Thank you for your consideration.
Best regards, Shirley Lutzky

55-1

Responses to Comment #54

Cato Thornton, March 4, 2013

Response 54-1: This comment states a preference for Alternative 2 presented in the Draft EIR but does not address the adequacy of the Draft EIR and is therefore noted. No response is warranted pursuant to CEQA. However, the City will consider this input on the proposed project merits prior to taking action on the EIR and the Proposed Project.

Responses to Comment #55

Shirley Lutzky, March 21, 2013

Response 55-1: The comment is concerned about increase in traffic congestion caused by the proposed Project. See Chapter 4.11 of the Draft EIR for analysis of the Project impacts on the transportation network in the vicinity of the Project. The Draft EIR identifies numerous significant impacts based on City of Oakland's significance criteria and recommends improvements to mitigate those impacts to a less than significant level where feasible. However, impacts at three intersections, Broadway/51st Street/Pleasant Valley Avenue, Howe Street/Pleasant Valley Avenue, and Piedmont Avenue/Pleasant Valley Avenue, would not be mitigated and are identified as significant and unavoidable. In addition, the Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulations in the Project vicinity for all travel modes.

See response to Comment 15-2 regarding the adequacy of the Draft EIR transportation analysis. See Master Response 1 for a detailed analysis of traffic intrusion into the residential streets.

Comment "56"

From: Larry Mayers [mailto:lmayers@mayersarch.com]
Sent: Friday, March 22, 2013 9:33 AM
To: Ranelletti, Darin
Subject: RE: Pleasant Valley Market Study

Dear Darin:

Thank you for the links.

You suggested that if I reviewed the market study, I might have a different view. My preliminary review of that study only reinforces the contention that the City, while needing to capture "retail leakage", is doing so in an un-planned, haphazard, and uncoordinated effort.

In regards to the ability of the planned expansion to recapture "sales leakage" from outside the market area, the study has this to say:

In total, the analysis assumes that $38.7 million in Project sales will be achieved through recaptured sales leakage. While this recaptured sales leakage amount translates into new Project and market area sales, the constituent recaptured sales will still occur to the detriment of other existing retailers. It is difficult to identify which existing retailers outside the market area may experience sales reductions as a result of the Project's recaptured leakage. These outside market area retailers are most likely located over a wide area, depending on the nature of the good, and probably include stores in other Oakland locations, Berkeley, Emeryville, and even San Francisco. This is such a widely dispersed area that it is unlikely that any particular store outside the market area would lose sufficient sales attributable to the Project resulting in store closure, and thus would not lead to urban decay in this more generalized area.

56-1

Then the study identifies 16 planned projects that would compete with this—some in Oakland—and including five within the market area. In regards to the Broadway/Valdez area, the only project mentioned is:

Valdez & 23rd Street Project in Oakland–a mixed use project with 281 residential units, 500-car parking structure, including 250 public spaces, and potential space for 12,000 square feet of retail;

There is no mention of the 1.2 MILLION square feet of retail that is currently in the Broadway/Valdez Area Specific Plan!!!!* Further afield, there is no mention of competing regionally-scaled proposals such as Coliseum City. The market study is clear that there is only so much retail to go around, so clearly, the viability of each of these is interdependent with the others. The question to you as a City Planner should be: "Where do we want this achievable retail growth to occur? Where it is most viable, meets the requirements of the General Plan, and best for the over-all needs of the City? Or where some developer happens to have some available land and political clout to push a project through?"

Additionally, the study shows that the bulk of growth will be in the grocery/food sector, and acknowledges the pressure this will exert on existing, neighborhood-scaled operations, such as Village Market and Piedmont Market. It then goes on to say that these establishments will have to redouble their efforts to remain competitive. Maybe they can do that, maybe not. But what is not at question is the functional limit of how much grocery/food sector sales can be made in the market area. Either way, any benefit to the City in increased sales taxes is minimal. There is only so much food that people can buy. The question to you as a City Planner should be: "Which is best for the City? More varied, smaller, and dispersed operations, or a single bigger operation that requires more car travel to use?

56-2

The study also relies upon the purchasing power of "1,845 new households in the market area between 2012 and 2015".**. Where would these new households be housed? Evidently not at Broadway/Pleasant Valley or at B/V!!!!

56-3

All of this supports ULTRA's argument.

Thank you for your time.

Larry

*The math: That's equivalent to over 13 new stores the size of the existing CVS at Pleasant Valley.

**The dates, and the lack of up-to-date data on surrounding retail conditions point to the fact that the market study is very much out-of-date. Given that sales data from brick-and-mortar continue to decline in the face of online sales (see for example, http://investorplace.com/2011/12/brick-and-mortar-retailers-online-retail-sales/ . The City of Davis recently acknowledged sales from a new KMart are much less than anticipated) perhaps the City should be re-thinking its over-all approach. Yes it's true that historically, when comparing development of raw land, and excluding the issue of competition discussed above, there is no question that retail brings in more tax dollars to the city then housing. But that is not the case here. The site currently brings in (from what I can glean from public records), only about $130k in property taxes (pre-Prop 13 owner). "Condo-ing" the rights to even 300 units of housing could by contrast, immediately bring in 10 times that amount. But it would take a concerted effort on the part of the City to bring all parties to the table to demonstrate the win/win that could be achievable.

Responses to Comment #56

Larry Mayers– Email dated March 22, 2013

Response 56-1: This comment suggests that this project's capture of retail leakage is being done in an un-planned, haphazard, and uncoordinated effort. The comment questions whether this site is the appropriate location to capture achievable retail growth that is the most viable, meets the requirements of the General Plan, and best for the over-all needs of the City. As noted in the Draft EIR, the proposed Project is consistent with the General Plan land use designation for the site. The site is currently an under-performing shopping center needing revitalization to remain viable.

Response 56-2: This comment suggests that since there is only so much food that people can buy, the question the City must ask is: Which is best for the City- more varied, smaller, and dispersed operations; or a single, bigger operation that requires more car travel to use? This comment does not raise questions or comments on the adequacy or accuracy of the EIR, but on the merits of the proposed Project. This comment will be provided to City decision-makers prior to their consideration of Project approvals.

Response 56-3: This comment indicates that the Retail Leakage Study prepared for the Project relies upon the purchasing power of 1,845 new households in the market area between 2012 and 2015, but does not indicate where these new housing units would be located. The Retail Leakage Study assessed the extent of current sales that might be diverted from existing retailers, and also looked to examine the purchasing power of projected future growth.

RECEIVED
FEB 25 2013
City of Oakland
Planning & Zoning Division

4352 Montgomery St.
Oakland, CA. 94611
Feb. 24, 2013

Darin Ranelletti, Planner III
Department of Planning, Building, and Neighborhood Preservation
Planning and Zoning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: ER09-007

Dear Mr. Ranelletti:

I am writing to comment on the DEIR for the Safeway Redevelopment Project on Broadway. I support all the comments made by PANIL, both as someone directly affected by the project and as a member of the larger community. 57-1

Sincerely,

Gail Cooper

Feb 25 13 03:11p Gail Cooper 5106556518 p.1

Responses to Comment #57

Gail Cooper, February 26, 2013

Response 57-1: See Response #6 (PANIL) above.

Comment "58"

Ranelletti, Darin

From: Michael OConnell [omobop@gmail.com]
Sent: Monday, February 25, 2013 3:57 PM
To: Ranelletti, Darin
Subject: Comments on the Safeway/Rockridge Redevelopement DEIR

Attn: Darin Ranelletti, City of Oakland, Planning Dept.

The following are my personal comments regarding the proposed Safeway complex expansion and the DEIR report.
In general I support the PANIL comments as well but feel very strongly about the issues I noted below. 58-1
I have lived in the Piedmont Ave. area for over 25 years and am very aware of the streets and intersections surrounding the Safeway complex.

My comments are as follows:
The proposed Safeway complex expansion design currently focuses it's main entry to on the Gilbert St. entry and reduces the current three entry/exits off Broadway down to only one with the highly questionable improvement of a full intersection and light at Coronado and the addition of a south bound left turn lane at Coronado St. (a turn which already exists and that trucks use mostly.)
However, the proposed Coronado St. intersection, with a light, improves the existing exit direction to south bound Broadway. Two of the exiting entry/exits on Broadway are heavily use daily and the third, the most northern at the property corner, is used primarily by delivery trucks and some passenger vehicles.

In my view, the most glaring problem with the proposed traffic changes is the loss of one of the east bound lanes on first block of Pleasant Valley which will create a most severe impact on the through traffic. Currently, at peak traffic hours, both of the through lanes are full, sometimes all the way back to Broadway. This will be a snarl. Traffic trying to reach the Piedmont Ave. area, from both east bound 51st St. and south bound Broadway, will be forced to continue down Broadway and cross over, probably now focusing on the Mather and Ridgeway connections. This is very unfair to this neighborhood and the intersection of Piedmont and Ridgeway is ill designed for this added load. This traffic will have to fan out throughout the Montgomery/ Howe/Gilbert neighborhood. Piedmont Ave. has no four way intersections except at Pleasant Valley and MacArthur Blvd.. The traffic coming from the west should be allowed to continue to enter the Piedmont Ave. business area primarily from these two intersections. 58-2
Also, the proposed reduction of lanes from three to two, on the northbound Broadway, particularly between 49th and 51st will create a severe snarl for longer periods of time, particularly at but not limited to, evening rush hours that will stretch probably beyond 45th. I have observed normal evening traffic here many times and at each light cycle, starting before 5pm to after 6pm, the northbound

Comment "58"

traffic fills all three lanes and usually leaves cars waiting south of 49th for the next cycle. Additionally, dozens of cars per light cycle at all times of day use the bus zone and right hand turn path at the south/east corner of Broadway and PV to turn onto PV, an option proposed to be eliminated.

In my opinion, the new traffic flow design for in and out of the complex is extremely detrimental to the surrounding neighborhoods. The proposed design of the complex essentially focuses nearly all of the increased traffic on the Gilbert street entry and reduces traffic flow capabilities for normal through traffic trying to pass the complex both by reducing through lanes and bringing more traffic trying to get into the complex.
This is ill conceived. I strongly recommend that the design team and the planning commission rethink the entry points for this project. Broadway is one of The City of Oakland's main arteries and the entry/exit points for this complex should be focused on that large avenue. It should not be directing it onto a smaller street, Pleasant Valley, and at the same time reduce it's capabilities. Frankly that is irresponsible and it is NOT UNRESOLVABLE.
The Coronado entry could be the main entry point, along with maintaining at least one other in/out drive off Broadway. Another alternative that the design team and the planning commission should seriously consider is a redesign of the Broadway/51st/Pleasant Valley corner of the project creating a fifth intersection option of two lanes in and one or two lanes out of the new complex. This is the only way to direct the increased traffic on and off the main corridors of Broadway and 51st.
The current design proposal places and unfair burden on the surrounding neighborhoods primarily by making it much harder for normal through traffic to route pass this proposed complex. Very importantly, since the complex expansion is creating the increased traffic, the new complex should provide space to handle the slower incoming and not force it to que up on Public streets like Pleasant Valley, clogging that heavily used street.

58-2 contd

This Broadway/51st/Pleasant Valley corner entry need not appear "Suburban" as some might fear, but rather another street option that in this case serves the shopping complex.

58-3

This shopping complex should primarily serve the surrounding neighborhoods and our neighborhoods should not suffer due to expansion of this complex. Property values will suffer if this is done badly.

Other questions I would like answered:
Where will big rig and other delivery trucks enter?
Will trucks be limited to using the Broadway entry/exit points?
Where will (an increased number of) employees park?

58-4

Respectfully-
Michael O'Connell
32 Glenwood Ave.
Oakland, CA
510-547-1958

2/25/2013

Responses to Comment #58

Michael O'Connell, February 25, 2013

Response 58-1: This comment concurs with Comment #56 (Piedmont Avenue Neighborhood Improvement League). See responses to those comments above at Response #56.

Response 58-2: As correctly stated in the comment and described starting on page 4.11-39 of the Draft EIR, the proposed Project would eliminate two of the three existing unsignalized right-in/right-out only driveways on Broadway and signalize the existing north-most driveway on Broadway opposite Coronado Avenue. Although, all inbound and outbound movements are currently allowed at this driveway, the signalization combined with a provision of a left-turn lane on southbound Broadway, would allow for more direct, convenient, and safer access between the Project site and Broadway. As a result more Project generated traffic is expected to use Broadway instead of Pleasant Valley Avenue than current conditions. In addition, traffic currently using the two existing driveways that would be eliminated would divert to the signalized driveway. As shown in Tables 4.11-14, 4.11-16, and 4.11-18 of the Draft EIR, the signalized Broadway/Coronado Avenue/Project Driveway intersection would operate at LOS D or better under Existing plus Project, 2015 Plus Project, and 2035 Plus Project conditions, respectively.

In addition, the signalized driveway would provide a protected pedestrian crossing on Broadway, which would improve pedestrian connections between the Project site and the neighborhoods to the west. The elimination of the unsignalized driveways on Broadway would also improve bicycle and pedestrian safety by removing potential conflict points between turning vehicles and pedestrians and bicycles on Broadway.

In addition, the comment incorrectly states that the Project would narrow eastbound Pleasant Valley Avenue from two through lanes to one through lane. As shown on Figure 4.11-13 of the Draft EIR, Pleasant Valley Avenue would continue to provide two eastbound lanes along the Project frontage.

Response 58-3: The comment is concerned about reduction from three lanes to two lanes on northbound Broadway between 49th and 51st Streets as proposed by the Project. As described on page 4.11-13 and shown on Figure 4.11-11, the roadway modifications proposed by the Project would reduce the number of through lanes on northbound Broadway to two lanes. The proposed modifications would also provide an exclusive northbound left-turn lane at the intersection with 51st Street. The northbound exclusive left-turn lane (combined with the proposed dual southbound left-turn lanes) would allow the signal operations for the north-south approaches at the Broadway/51st Street/Pleasant Valley Avenue intersection to be modified from split signal phasing (where all northbound and southbound automobile and pedestrian approaches have their own exclusive signal phase) to protected left-turn phasing (where the left-turn phases can operate simultaneously and the through automobile and pedestrian phases can also operate simultaneously). This change in signal operations would result in safer and more efficient signal operations at the intersection. However, as noted in the comment and shown in Table 4.11-20 of the Draft EIR, the roadway modifications proposed by the Project and the additional traffic generated by the Project would increase the travel times along northbound Broadway during peak congestion periods, which is reflected in the Draft EIR identifying the Project impact at this intersection as Significant and Unavoidable (See Impact Trans-5 on page 4.11-78 and Impact Trans-10 on page 4.11-90).

In addition, note that reduction in lanes on northbound Broadway is also consistent with City of Oakland's planned modifications which would generally narrow both directions of Broadway between 38th Street and Broadway Terrace to two lanes in order to provide Class 2 bicycle lanes.

See response to Comments 4-8, 4-9, and 5-9 regarding the proposed elimination of the slip right-turn line from northbound Broadway to eastbound Pleasant Valley Avenue.

Response 58-4: The comment is concerned that access for the project site would result in congestion on surrounding street network. See Chapter 4.11 of the Draft EIR for analysis of the Project impacts on the transportation network in the vicinity of the Project. The Draft EIR does not identify a significant impact at either of the two signalized driveways on Broadway opposite Coronado Avenue and on Pleasant Valley Avenue opposite Gilbert Street and both intersections are expected to operate at LOS D or better during the peak congestion periods. The Draft EIR identifies numerous significant impacts based on City of Oakland's significance criteria and recommends improvements to mitigate those impacts to a less than significant level where feasible. However, impacts at three intersections, Broadway/51st Street/Pleasant Valley Avenue, Howe Street/Pleasant Valley Avenue, and Piedmont Avenue/Pleasant Valley Avenue, would not be mitigated and are identified as significant and unavoidable. The Draft EIR also includes recommendations, which are not required to address a CEQA impact, but are provided to improve access and circulations in the Project vicinity for all travel modes.

See Master Response for a detailed analysis of traffic intrusion into the residential streets.

The comment suggests that the Project Driveway on Broadway opposite Coronado Avenue should be designed as the main access to the site because Broadway is one of the City's main arterials. Motorists would choose the driveway to enter and exit the site based on their direction of approach and their destination within the shopping center. In addition, the City of Oakland General Plan Land Use and Transportation Element (LUTE) designates both Broadway and Pleasant Valley Avenue as major arterials in the City of Oakland. As shown in Appendix A of the Technical Transportation Appendix, traffic volumes on both streets are comparable throughout typical weekdays. However, by signalizing the driveway opposite Coronado Avenue, the Project would improve access between the site and Broadway and encourage more motorists to use Broadway.

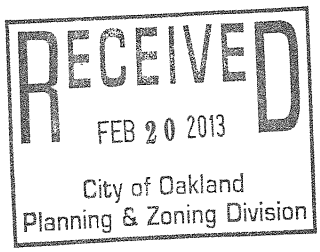
The comment also suggests redesigning the Broadway/51st Street/Pleasant Valley Avenue intersection to provide a fifth approach at the northeast corner of the intersection to provide direct access into and out of the site. This configuration would require a major redesign of the intersection and the Project site and would increase the size of the intersection. Generally, larger intersections would require longer traffic signal cycle lengths in order to serve the increased number of movements at the intersection, which would increase the delay experienced by all users at the intersection. Therefore, the proposed configuration would likely result in more traffic congestion than the proposed Project.

Response 58-6: The comment is concerned about delivery truck access. As described in the Truck Access and Circulation subsection starting on page 4.11-117 of the Draft EIR, trucks can enter or exit the site using either of the two signalized driveways on Broadway and Pleasant Valley Avenue. Trucks use of driveway will depend on the store they are serving and their off-site origin or destination. The Draft EIR describes how trucks serving each store would circulate through the site.

Response 58-7: See response to Comment 21-4 regarding employee parking accommodations.

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



RE: (51st and Broadway) Safeway Redevelopment Project

Dear Members of the Planning Commission,

As a neighbor and patron of the Rockridge Shopping Center, I urge you to approve the proposed development at 51st/Pleasant Valley and Broadway. After viewing the current development plans and learning of the great economic benefit it will have in my neighborhood and in Oakland, I can confidently support this development project.

59-1

I feel that this project is an example of the responsible development that Oakland needs. It will stimulate the local economy, create jobs, improve retail options for Oakland residents, and increase tax revenue for the city. Upon personally viewing the current development plans, I can confidently say that input from the community has been heard and incorporated into the design of the future shopping center.

Oaklanders are relying on **you** to keep this project moving forward.

Sincerely,

Enrico Reguzzoni
Print Name

5555 Thomas Ave
Address

Signature

510 601-7187
Phone

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612

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Sincerely,

VICTOR Generalao
Print Name

95 LINDA AVE #102
OAKLAND CA 94611
Address

Victor C Generalao
Signature

510-658-3856
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612

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Sincerely,

Diane Damonte
Print Name

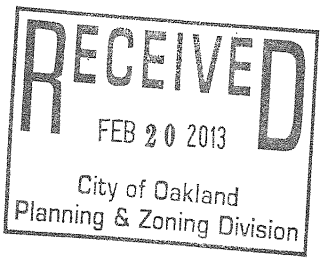
70 Yosemite Ave #101
Address

Diane Damonte
Signature

(510) 654-2613
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



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Oaklanders are relying on **you** to keep this project moving forward.

Sincerely,

Jacqueline Sullivan
Print Name

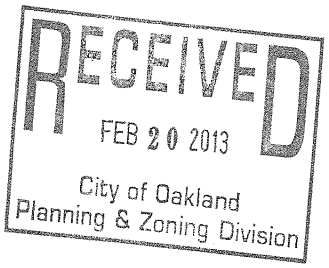
6412 GWIN CT OAKLAND 94611
Address

Jacqueline Sullivan
Signature

510-655-3839
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



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59-1

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Oaklanders are relying on **you** to keep this project moving forward.

Sincerely,

Thomas J. Sullivan
Print Name

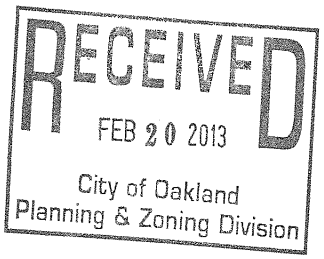
6412 Gwin Court, Oakland, 94611
Address

Thomas J. Sullivan
Signature

510-655-3839
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



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59-1

I feel that this project is an example of the responsible development that Oakland needs. It will stimulate the local economy, create jobs, improve retail options for Oakland residents, and increase tax revenue for the city. Upon personally viewing the current development plans, I can confidently say that input from the community has been heard and incorporated into the design of the future shopping center.

Oaklanders are relying on **you** to keep this project moving forward.

Sincerely,

Denise Costagliola
Print Name

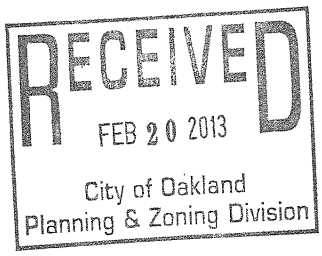
6141 Ruthland Rd
Address

Denise Costagliola
Signature

415 298 4947
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



RE: (51st and Broadway) Safeway Redevelopment Project

Dear Members of the Planning Commission,

As a neighbor and patron of the Rockridge Shopping Center, I urge you to approve the proposed development at 51st/Pleasant Valley and Broadway. After viewing the current development plans and learning of the great economic benefit it will have in my neighborhood and in Oakland, I can confidently support this development project.

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Sincerely,

FRANCES BARATTO
Print Name

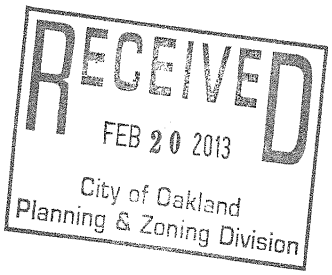
5231 LAWTON AVE
Address

Frances C Baratto
Signature

510-652-5249
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



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Oaklanders are relying on **you** to keep this project moving forward.

Sincerely,

Elma Dickson
Print Name

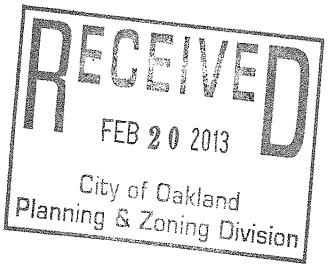
[illegible]
Address

Elma Dickson
Signature

Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



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Sincerely,

BATTISTA BRUNETTI
Print Name

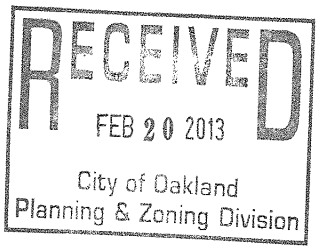
4615 HARBORD DR.
4615 HARBORD DR.
Address

Battista Brunetti
Signature

(510) 547-29-72
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



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Sincerely,

SHERRI RICHARDS
Print Name

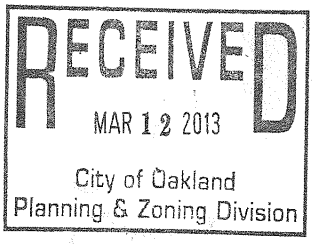
601 Mountain Ave, Piedmont CA 94611
Address

S. Richards
Signature

510 547 7771
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612



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Sincerely,

Shelly Lynn Norby
Print Name

6004 Ocean St.
Address

Signature

510 428 4043
Phone

Comment "59"

Planning Commission
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612

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Oaklanders are relying on **you** to keep this project moving forward.

Sincerely,

Calley Harrison
Print Name

561 Blair Ave
Address

Signature

(415) 786-1990
Phone

RECEIVED
MAR 12 2013
City of Oakland
Planning & Zoning Division

Responses to Comment #59

Petition Supporting Proposed Project: Received by City of Oakland on February 20, 2012 and Signed by: Enrico Reguzzoni, Victor Generalo, Diane Damonte, Jacqueline Sullivan, Thomas J. Sullivan, Denise Costagliok, Frances Baratto, Elma Dickson, Battista Brunetti, Sheri Richards, Shelly Lynn Norby, and Calley Harrison.

Response 60-1: The comment does not address the adequacy of the Draft EIR and is therefore noted. No response is warranted pursuant to CEQA. However, the City will consider this input on the proposed project merits prior to taking action on the EIR and the Proposed Project.

Planning Commission Hearing on February 20, 2013

Held at Hearing Room 1, City Hall, One Frank H. Ogawa Plaza

Stuart Flashman

Comment 60-1: This comment expressed appreciation for the improvements to the Project's design, especially at the Broadway intersection near College. This comment does not address the adequacy or accuracy of any environmental issues, but pertains to the merits of the proposed Project, which will be considered separately by the Planning Commission.

Comment 60-2: This comment suggests that the analysis of greenhouse gas impacts as presented in the Draft EIR is based entirely on fixing refrigerant leaks, and that such leaks should be phased out anyway as part of a city-wide program and should not be considered as a "credit" to the Project. Please see master Response to Comments regarding Greenhouse Gas Emissions.

Comment 60-3: This comment suggested that the intersection at Pleasant Valley/Piedmont, both westbound and eastbound, will get increased cut-through traffic, which was not adequately analyzed in the Draft EIR. Please see Master Response to Comments regarding Cut-Through Traffic on Local Neighborhood Streets.

Comment 60-4: This comment suggested that at several Pleasant Valley Avenue intersections; pedestrian safety is a concern and that there may need to be dedicated right turns into the Project site. The potential for additional right turn lanes at intersections along Pleasant Valley Avenue intersections is discussed below:

Pleasant Valley Avenue / Broadway: Providing a dedicated and signalized right-turn lane on westbound Pleasant Valley Avenue would require widening the westbound Pleasant Valley Avenue approach at this intersection. This would increase the pedestrian crossing distance and require longer signal cycle, which would increase delay for all travel modes at the intersection. The existing through lanes on westbound Pleasant Valley Avenue cannot be shifted south as they would not align with the receiving lanes on 51st Avenue west of Broadway.

Pleasant Valley Avenue/Gilbert: The Project does propose to increase the curb-to-curb width on Pleasant Valley Avenue west of Gilbert Street by one foot. The widening would accommodate an additional turn lane from eastbound Pleasant Valley Avenue into the Project site, and widen the existing median from 3.5 feet to six feet to provide adequate width for a pedestrian refuge. The Project would also widen the sidewalk on the north side of Pleasant Valley Avenue from six feet to ten feet. Although, the Project would increase the roadway width dedicated to automobiles, it also increases the pedestrian right-of-way.

Pleasant Valley Avenue/Piedmont Avenue: Providing an additional traffic lane on Piedmont Avenue would eliminate planned bicycle lanes on Piedmont Avenue, which is considered a secondary significant impact. Therefore, the modification is considered infeasible.

Comment 60-5: This comment suggest adding a requirement for the Project to provide a shuttle bus, especially during the holiday season when the number of shoppers is greatest. This recommendation is consistent with the City's standard condition of approval SCA Trans-1 (page 4.11-36 of Draft EIR), which would establish a TDM program to reduce traffic generated by the Project, and with Recommendation Trans-24 (page 4.11-116 of Draft EIR) which recommends strategies to reduce and manage project parking demand. Specifically, the provision for a shuttle service is consistent with item h of SCA Trans-1.

Valerie Weinmiller

Comment 61-1: The commenter indicated that she was not opposed to the Project and liked the improved design, but felt that the proposed Safeway store was too far back from the street. This is primarily a comment on the relative merits of the proposed Project and its site design. To improve pedestrian access to the Safeway store, the Project includes a proposal to move the bus stop on northbound Broadway from just south, to just north of Pleasant Valley Avenue. At this location, the bus stop would be about a quarter-mile from the proposed Safeway store. The comment regarding the Safeway location is consistent with information contained in the Draft EIR (pages 4.11-104 and 4.11-105), which states that the Safeway supermarket would be in the furthest location from existing sidewalks and would be the most difficult to access for pedestrians and bus riders.

Comment 61-2: See Master Response #7: Site Access and Circulation for Pedestrians and Bicycles regarding bicycle circulation and infrastructure within the site and the use of the Project site by cyclists avoiding the Broadway/51st Street/Pleasant Valley Avenue intersection.

Comment 61-3: This comment suggests accommodating all construction workers parking on-site. As indicated in the Draft EIR, the city's Standard Condition of Approval (SCA Trans-2) requires the preparation of a construction-period Parking Management Plan to ensure that the Project site would accommodate construction worker as well as project employee and customer parking demand during all phases of construction (see item n on page 4.11-109 of the Draft EIR).

Comment 61-4: This comment suggested the need to monitor neighborhood cut-through traffic over time. Please see Master Response to Neighborhood Cut Through Traffic, and especially Recommendation Transp-26, which would require the Project applicant to pay to monitor traffic volumes and speeds on local neighborhood roadways before and after the completion of the proposed Project.

Gail Cooper

Comment 62-1: The commenter indicated that she liked the new Project design. This comment does not address the adequacy or accuracy of any environmental issues, but pertains to the merits of the proposed Project, which will be considered separately by the Planning Commission.

Comment 62-2: This comment expressed concern that the Project would generate too much traffic intrusion into nearby neighborhoods, and that traffic calming measures (e.g., roundabouts, speed bumps) would be needed. Please see Master Response regarding Neighborhood Cut-Through Traffic.

Comment 62-3: The commenter indicated that pedestrians and bus riders already have too hard a time trying to cross the street at Pleasant Valley/Broadway, and that this problem will get even worse with the Project.

The Draft EIR (page 4.11-104) concluded that the proposed Project would not directly or indirectly result in a permanent substantial decrease in pedestrian safety at the Pleasant Valley Avenue/Broadway intersection, primarily because the proposed Project would include the following modifications to pedestrian access and circulation in and around this area:

- Pedestrian refuges would be provided within the medians on the northbound, westbound, and southbound approaches of the Broadway/51st Street/Pleasant Valley Avenue intersection,

- The existing northbound and southbound right-turn pork chop islands at Broadway/51st Street/Pleasant Valley Avenue intersection would be eliminated, reducing the potential for conflicts between right-turning vehicles and pedestrians crossing to or from the pork chop islands.

- The sidewalks along the Project frontage on Broadway and Pleasant Valley Avenue would be widened to a minimum of ten feet.

The proposed Project would also reconstruct and improve the sidewalks adjacent to the Project, including upgrading (as necessary) curb ramps to meet ADA design requirements; repairing cracked and uneven sidewalks, and adjust signal timing parameters at intersections to ensure adequate crossing times for pedestrians.

Comment 62-4: This comment questioned why it would be necessary to add double left turn lanes on Broadway at the Broadway/Pleasant Valley Avenue intersection if a new intersection and signal were added at Broadway/Coronado.

By signalizing the driveway opposite Coronado Avenue, the Project would improve access between the site and Broadway and encourage more motorists to use Broadway. The recommended number and length of left-turn lanes from Broadway onto Pleasant Valley Avenue is proposed to improve traffic flow along both Broadway and Pleasant Valley Avenue and to minimize queue spillbacks for both left-turns from southbound Broadway into the Coronado intersection.

Matt Bjork

Comment 63-1: This comment indicated that the commenter believes the Project looks good and will draw additional money into local tax base. This comment does not address the adequacy or accuracy of any environmental issues, but pertains to the merits of the proposed Project, which will be considered separately by the Planning Commission.

Comment 63-2: This comment suggests that surrounding sites at the other corners of the Broadway/Pleasant Valley Avenue intersection need improvements too. This comment is noted. However, this EIR is specifically an analysis of only the proposed Project at the northeast corner of this intersection. Other cumulative growth and development along the Broadway corridor is assumed as part of the cumulative traffic scenario.

Comment 63-3: This comment questions how can the Project add 50% more space but only result in a 25% increase in traffic congestion? As indicated on Table 3-2 of the Draft EIR, the Project will increase the total amount of building space on the Project site from approximately 185,500 square feet, to approximately 322,500 square feet, or nearly a 74% increase in space. The trip generation characteristics of the new building space, as a net increase compared to existing trips generated at the current shopping center, is provided in Table 4.11-12 of the Draft EIR.

Comment 63-4: This comment suggests that signal timing at intersections is not working, and that the City should get this issue right.

Mitigation measures described for several intersections include signal timing optimization to minimize the delay to vehicle traffic. Signal timing optimization is adjusting the amount of green time (i.e., when the green signal light is on) assigned to each intersection approach. In general, signal timing parameters would need to be adjusted every few years to account for changes in traffic patterns in an area. The Draft EIR mitigation measures which consist of signal timing optimization would account for the change in traffic patterns that would be caused by the Project. When signal timings are changed along a corridor, the

average amount of delay experienced by drivers traveling through the corridor can be reduced by 10 to 30 percent. However, signal timing optimization for the benefit of drivers needs to be balanced against the impacts to pedestrians crossing at intersections, transit riders on buses, drivers waiting in vehicle queues, and bicyclists waiting for a green light at a traffic signal. Detailed analyses of all these competing factors are included in the Draft EIR.

Jean Kramer

Comment 64-1: This comment suggests that great improvements have been made to the Project. This comment does not address the adequacy or accuracy of any environmental issues, but pertains to the merits of the proposed Project, which will be considered separately by the Planning Commission.

Comment 64-2: This comment suggests that the proposed internal pedestrian pathways are not fully developed, and that people with mobility problems need more places to stop and rest (e.g., benches). This comment is noted, and will be provided to the Planning Commission as part of their deliberations on the merits of the Project's design. However, this comment does not raise any new CEQA issues beyond those addressed in the Draft EIR.

Comment 64-3: This comment requests more focus on local-based retail tenants, keeping the money in Oakland. Please see Master Response to Comments on Requirements for Local-Based Retail.

Larry Meyers

Comment 65-1: The commenter expressed his opinion that the Alternative with mixed-use is the environmentally superior alternative because it reduces vehicle miles travelled. This comment is consistent with the conclusion of the Draft EIR (see page 5-67), which indicates that alternative #5 (the Concept with a Residential Emphasis) is considered the environmentally superior alternative in the absence of the No Project Alternative because it would generate fewer vehicle trips as compared to the other alternatives. Please also see the Master Response regarding Adding Housing to the Project.

Comment 65-2: This comment suggests that 300 parking spaces, with a turnover rate of four vehicles per space per day, and an average trip length of 5 miles per average trip would result in 6,000 vehicles miles travelled (VMT)/day, or 2.1 million VMT/year.

The Draft EIR analysis calculated the total VMT for existing Safeway store customers by using the ITE regression equations, the size of the existing store, and average trip length estimated based on the current store Club Card data. Net VMT attributable to the new Safeway store was calculated using the same methodology as for existing customers. The VMT for the employees and visitors other than customers were also calculated using the same methodology as that used for the existing store. The VMT increase associated with all other trips was derived from CalEEMod default trip lengths.

Comment 65-3: This comment suggests that only a limited amount of brick and mortar retail is needed in Oakland, and that if it is all built at this Project site there will be less demand for retail elsewhere (i.e., along Broadway or downtown). The comment advocates for less retail space and more housing.

As indicated in the Urban Decay study referenced in the Draft EIR, retail market conditions are strong in the Project's market area. The City of Oakland has a low retail vacancy rate, with few vacancies in the market area's major commercial shopping nodes. Long-term retail vacancy is not a prevalent issue in the market area. Retail vacancies in the market area are typically absorbed quickly, especially in the market area's major retail shopping districts. Based on consideration of market conditions, diverted sales and additional retail leakage and existing regulatory controls that address blight, the Project would not cause

business closures, long term vacancies and physical deterioration of properties, and the urban decay impacts of the Project would be less than significant. Please also see the Master Response regarding Adding Housing to the Project.

Dave Campbell

Comment 66-1: This comment suggests that great bike parking exists at current center, right at the front door to most establishments, and encourages the new project to provide the same. As discussed in the Draft EIR starting on page 4.11-111, the proposed Project is required to satisfy requirements for amount, type and placement of long-term and short-term bicycle parking as outlined in the City of Oakland Bicycle Parking Ordinance. In addition, Recommendation Trans-27 includes additional considerations such as providing parking for bicycles with trailers and monitoring of bicycle parking usage and provision for additional bicycle parking if necessary.

Comment 66-2: The commenter indicates that Safeway is a big supporter of Bike-to-Work Day. Comment noted.

Comment 66-3: The comment suggests that good, safe bike access improvements are needed at the Broadway/Pleasant Valley Avenue intersection.

The Project proposes to implement several roadway modifications that would generally improve access and circulation around the site for all travel modes (including bicycles). The City of Oakland 2007 Bicycle Master Plan Update identifies Broadway as a future Class 2 Bike Lane (dedicated bicycle lanes) and Pleasant Valley Avenue as a future Class 3A (Arterial Bike Route) facility. The Broadway Corridor Bikeway Feasibility Study (March 2007) proposed to accommodate the Class 2 bicycle lanes on Broadway by reducing the number of automobile lanes from the three existing lanes in each direction, to two lanes in each direction. Figure 4.11-11 and Figure 4.11-12 of the Draft EIR show the proposed roadway modifications on Broadway and Figure 4.11-13 of the Draft shows the proposed roadway modifications on 51st Street/Pleasant Valley Avenue. These proposed improvements, specific to the Broadway and Peasant Valley Avenue intersection include:

- Reducing Broadway from three through lanes to two through lanes in each direction between College Avenue and 49th Street.

- Providing Class 2 bicycle lanes on both sides of Broadway between College Avenue and just south of 51st Street/Pleasant Valley Avenue. Figure 4.11-11 of the Draft EIR illustrates the expected configuration of Broadway after the implementation of the Class 2 bicycle lanes along Broadway.[1]

- Modifying the southbound approach to the intersection on Broadway provide one shared right/through lane, one through lane, and two left-turn lanes. In addition, the southbound approach would also provide a six-foot wide median pedestrian refuge island;

[1] It is anticipated that City of Oakland will install Class 2 bicycle lanes on Broadway in conjunction with a resurfacing project expected in 2013. The bicycle lanes proposed by the Project are consistent with the City project. If the City project is implemented prior to the proposed Safeway Redevelopment Project, the proposed roadway modifications associated with the Safeway Redevelopment Project must retain the same level of quality as the City improvements. For example, after the City repaves the street, the City will not accept patch repaving for utility excavations in the public right-of-way for the Safeway Redevelopment Project; utility work would either need to be trenchless or the entire street repaved to the median. If the 51st and Broadway Center Project is implemented prior to the City project, the City project would conform to the Safeway Redevelopment Project.

- Modifying the northbound approach to the intersection on Broadway to provide one shared right/ through lane, one through lane, and one exclusive left-turn lane. In addition, the northbound approach would also provide a six-foot wide median pedestrian refuge island;

- Upgrading the intersection's signal equipment to replace the existing split phasing with protected left-turn phasing in the north/south direction, which will result in more efficient and safer signal operations;

- Eliminating the existing northbound and southbound right-turn slip lanes and pork-chop islands (northwest and southeast corners of the intersection, respectively). The reconstructed northwest corner of the intersection would be designed to accommodate access to the three driveways that would lose their access; and

- Widening the median on the westbound Pleasant Valley Avenue approach to provide an 11-foot wide median pedestrian refuge island.

Emit Hars

Comment 67-1: The commenter suggests that Oakland needs money (presumably sales tax revenue) that would be derived from the Project to pay for police and firefighters, and suggests that this project will help to keep retail sales tax money in Oakland to pay such dividends. This comment does not address the adequacy or accuracy of any environmental issues, but pertains to the merits of the proposed Project, which will be considered separately by the Planning Commission. Please also see Master Response to Comments on Requirements for Local-Based Retail.

Comment 67-3: The commenter expressed the belief that this is an amazing project with huge dividends. Comment noted.

Lois Ramirez

Comment 68-1: The commenter indicated that she currently shops in Emeryville and Walnut Creek now, but wants to shop locally. Comment noted.

Comment 68-2: The comment expressed a need for good pedestrian access at Gilbert Street. The Project includes several modifications at the Gilbert Street/Project Driveway intersection on Pleasant Valley Avenue, including providing a second left-turn lane from eastbound Pleasant Valley Avenue into the Project site, modifying the westbound approach on Pleasant Valley Avenue to provide one shared right/ through lane, one through lane, and one exclusive left-turn lane within the current right-of-way; providing one right-turn lane and a shared through/left-turn lane on the southbound Project driveway, and upgrading the intersection's signal equipment to replace the existing permitted left-turn phasing with protected phasing for the westbound Pleasant Valley Avenue left-turn movement. As shown on Figure 4.11-13 of the Draft EIR, these improvements would increase the curb-to-curb width on Pleasant Valley Avenue west of Gilbert Street by one foot, but would widen the existing median from 3.5 feet to six feet to provide adequate width for a pedestrian refuge. The Project would also widen the sidewalk on the north side of Pleasant Valley Avenue from six feet to ten feet, increasing the pedestrian right-of-way.

Karen Hester

Comment 69-1: This comment suggests that housing is missing from the project, and that housing should be in the first phase of development to make sure that it happens. Please see the Master Response regarding Adding Housing to the Project.

Comment 69-2: The commenter suggests consideration of a more dense development, perhaps with affordable housing. Please see the Master Response regarding Adding Housing to the Project.

Comment 69-3: The comment suggests that development at this site can be taller in order to accommodate housing at the site, without blocking views. The visual impacts of the proposed Project, including issues related to scenic views, are addressed in the Draft EIR and no impacts were identified.

Comment 69-4: The commenter requests that the City set up a meeting with the property owner to see if an agreement can be reached to allow housing on the site. Please see the Master Response regarding Adding Housing to the Project.

Planning Commissioner Moore

Comment 70-1: The Commissioner expressed overall concerned about traffic issues. Please see Master Response regarding Neighborhood Cut through Traffic, and numerous other individual and more specific responses regarding traffic in general.

Comment 70-2: The Commissioner suggested that signal timing at the Broadway/51st and Pleasant Valley intersection needs to be better coordinated. A number of suggestions have been made as part of the comments on the Draft EIR to improve the operation of the Broadway/51st Street/Pleasant Valley Avenue intersection. These suggested improvements and their relative merits are discussed below:

- Increase green time for northbound Broadway, including time when pedestrians would be held, to allow right turn movements to clear

The proposed modifications at the Broadway/51st Street/Pleasant Valley Avenue intersection would reduce the existing long signal cycle length necessary to serve all automobile approaches and pedestrian crossings at the intersection. Increasing the green time for northbound Broadway approach would result in longer signal cycle length and increase delay for all users at the intersection. Furthermore, holding pedestrians at a signal would prioritize automobile traffic over pedestrian circulation, which is in conflict with City's policies to improve pedestrian circulation and access.

- Retain the northbound and southbound slip right-turn lanes and pork-chop islands

The intersection currently provides pork chop islands on the southeast and northwest corners of the intersection with slip right-turn lanes from northbound Broadway to eastbound Pleasant Valley Avenue and from southbound Broadway to westbound 51st Street, respectively. Right-turning vehicles on northbound and southbound Broadway are not controlled by the signal at the intersection. Pedestrians at these two corners cross the intersection protected by the traffic signal; however crossing the slip right-turn lanes is unprotected. Thus, removal of the pork-chop islands would improve pedestrian safety. The slip right-turn lanes do not currently provide dedicated lanes on Broadway. Thus, a queue of two or more automobiles on the through lanes on Broadway and occupied on-street parking spaces block access to the slip right-turn lanes. As a result, the slip right-turn lanes do not add noticeable capacity to the intersection and their effect on peak period congestion is negligible.

- Signalize the slip right-turns

Based on the current configuration of the pork-chop island on the northwest corner of the intersection which provides for pedestrians crossing between Broadway and the island parallel to the travel lanes on

southbound Broadway, signalizing the southbound slip right-turn movements is not feasible as approaching southbound right-turning vehicles would not have adequate sight distance to the signal. Moving the crosswalk further west in the slip lane would provide adequate sight distance for right-turning vehicles; however, it would increase pedestrian walking distances and is therefore not recommended. Retaining and signalizing the northbound slip right-turn would somewhat improve pedestrian and bicycle safety. The signalized slip right-turn would generally operate similar to the configuration proposed by the Project which would eliminate the slip right-turn because both improvements would bring the northbound right-turn movement under signal control. Signalizing the slip right-turn may result in additional delay for the right-turning motorists and increase congestion at the intersection. The proposed Project configuration would allow right-turn-on-red (Unless prohibited, all vehicles are allowed to turn right when the signal is red after stopping and ensuring there are no conflicting vehicles and/or pedestrians). Retaining and signalizing the slip right-turn lanes would prohibit right-turn-on-red and require right-turning vehicles to stop while the right-turn signal is red. This would increase the delay experienced by the right-turning vehicles and may result in right-turn queues blocking through traffic on Broadway. Furthermore, signalizing the slip right-turns may not be beneficial to pedestrians. Pedestrians would traverse two signalized crossings and would need to wait for two signals to turn green which could increase their delay. Based on the current configuration of the southeast pork-chop island, many pedestrians do not cross at the marked crosswalk, which is located in the center of the slip right-turn lane. They cross near the edges of the slip lane as they align with the pedestrian desire lines and the existing sidewalks on Broadway and Pleasant Valley Avenue. Combined with the short width of the slip lane, it is expected that few pedestrians would actually wait for the signal or cross at the signalized marked crosswalk.

- Provide raised crosswalks (speed table) at slip right-turns

Similar to signalization, providing a raised crosswalk at the northwest corner of the intersection is not feasible. The raised crosswalk would need to be provided where the existing crosswalk is located. However, right-turning motorists on southbound Broadway would not have adequate sight distance of the raised crosswalk and would not be able to traverse the raised crosswalk at a perpendicular angle. Although a raised crosswalk would be feasible for the southeast corner, it would not improve pedestrian safety as much as eliminating the slip right-turn and would similar issues as signalization as discussed in the previous bullet.

- Provide dedicated and signalized right-turn lane on westbound Pleasant Valley Avenue

Adding a right-turn lane would require widening the westbound Pleasant Valley Avenue approach at the intersection. This would increase the pedestrian crossing distance, and require longer signal cycle, which would increase delay for all travel modes at the intersection. The existing through lanes on westbound Pleasant Valley Avenue cannot be shifted south as they would not align with the receiving lanes on 51st Avenue west of Broadway.

- Retain the right-turn pocket to allow a formal or informal “bus bypass”

Currently, the slip-right turn pocket is about 40 feet long, which can be blocked when through queues on northbound Broadway are about two automobiles long. Thus, converting the existing slip-right turn lane and island to a short “bus bypass” would not provide noticeable benefit to buses. In order to provide substantially improved bus travel time, the “bus bypass” lane would need to be much longer, so that buses can bypass the queued automobiles on northbound Broadway, which would require elimination and/or narrowing of bicycle lanes, automobile lanes, parking, and/or median. In addition, providing a “bus bypass” lane would lengthen the pedestrian crossing on the northbound Broadway approach, and require

increasing the signal cycle length to allow pedestrians to safely cross the street. Increasing the signal cycle length may increase delay experienced by all users, including bus riders, at the intersection.

- Substantially narrow the median on Broadway to provide space for a bus bypass

As shown on Figure 4.11-11 of the Draft EIR, the conceptual plan for Broadway shows a six-foot median on the south approach of the intersection. Eliminating this median would not provide adequate width for a bus bypass lane. Accommodating a bus bypass lane on northbound Broadway would also require eliminating and/or narrowing bicycle lanes, and/or travel lanes, which would negatively affect automobile and/or bicycle safety and circulation. Furthermore, the proposed median on northbound Broadway would provide a refuge for pedestrians crossing the south approach of the intersection. Thus, the elimination of the proposed median would affect pedestrian safety at this intersection.

Each of these suggested intersection modifications may not improve travel times and may adversely affect other modes of travel. No other feasible mitigation measures are available that would mitigate the Project impacts at the Broadway/51st Street/Pleasant Valley Avenue (#7) intersection. Traffic operations at the intersection could be improved by providing additional automobile travel lanes (such as a third through travel along northbound Broadway), but these additional lanes cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, on-street parking, or medians. Thus, no mitigation measure is considered feasible and traffic impacts at this intersection remain significant and unavoidable.

Planning Commissioner Coleman

Comment 71-1: The Commissioner indicated that the Rockridge Shopping Center name for the Project is confusing, and suggested re-naming the shopping center to something other than Rockridge. This comment is noted, but does not pertain to any environmental issues. The title of the EIR for this Project is called the Safeway Redevelopment Project at Broadway and Pleasant Valley Avenue to clarify the difference between this Project and the other Safeway project located in the Rockridge area of the City at College and Claremont Avenues.

Comment 71-2: The Commissioner suggested that the plant nursery/garden center seems too small. This comment is noted, but does not pertain to any environmental issues. The Planning Commission will fully consider the overall merits of the Project, including its proposed use of building space and proposed uses, pursuant to consideration of Project approvals.

Comment 71-3: The Commissioner indicated that no bus stop was shown on Pleasant Valley Avenue, and questioned whether there was an existing bus stop on Pleasant Valley Avenue at Gilbert.

As indicated on page 4.11-5 of the Draft EIR, the nearest bus stops to the Project site are on eastbound and westbound Pleasant Valley Avenue just west of Gilbert Street, and on northbound Broadway north of 51st Street and on southbound Broadway south of Pleasant Valley Avenue. Some of the bus stops in the Project vicinity provide a bench, but none provide a shelter. AC Transit's bus Route 12 operates with headways of approximately 20 minutes during weekday peak periods along Pleasant Valley Avenue/51st Street.

Comment 71-4: The Commissioner indicated that he thought housing was an interesting idea for the Project, and suggested that City staff try and work to bring the stakeholder parties together to discuss the feasibility of adding housing at the site. Please see the Master Response regarding Adding Housing to the Project.

Planning Commissioner Patillo

Comment 72-1: The Commissioner noted that the Draft EIR only identified four significant unavoidable impacts, and that all of them were related to traffic. The Commissioner suggested that the avoidance of other potential environmental impacts was a testament to good planning.

The Commissioner's observation regarding the number of potential environmental impacts resulting from the Project is correct. Project-specific traffic impacts would occur at Broadway/51st Street/Pleasant Valley Avenue (Intersection #7), and at Howe Street/Pleasant Valley Avenue Intersection (Intersection #19). Cumulative traffic impacts to which the Project would contribute would occur at the Broadway/51st Street/Pleasant Valley Avenue (#7), and at Piedmont Avenue/Pleasant Valley Avenue (Intersection #20). Other than these traffic impacts, no other impacts are identified as being either less than significant with implementation of Standard Conditions of Approval and mitigation measures recommended in the EIR.

Comment 72-2: The Commissioner suggested that strategies were needed to ensure that new trees proposed to be planted pursuant to the Project would be to be able to grow and thrive.

If approved, the Project would be required to implement SCA Aesth-3: Tree Replacement Plantings. This standard condition of project approval requires, among other items, that all new tree plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the Project applicant until established. The tree reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the Project applicant's expense.

Comment 72-3: The Commissioner indicated that she appreciated the new design (as compared to the original NOP project Description) and gave credit to Safeway and to the neighbors for improvements to the original design. This comment does not address the adequacy or accuracy of any environmental issues, but pertains solely to the merits of the proposed Project, which will be considered separately by the Planning Commission.

Comment 72-4: The Commissioner indicated that the proposed plazas and pathways provide nice pedestrian venues within the site. This is primarily a comment on the relative merits of the proposed Project. The Transportation analysis included in the Draft EIR concluded that the improvements included with the Project would minimize potential conflicts between various modes of transportation and provide safe and efficient pedestrian, bicycle, and vehicle circulation within the site and between the Project and the surrounding circulation systems.

Comment 72-5: The Commissioner indicated that she liked the idea of including display space for artwork from the College of Arts at the proposed commercial center, and encourages that idea. This comment is noted, but does not pertain to any environmental issues.

Comment 72-4: The Commissioner noted that there had been a recent death that had occurred at adjacent Quarry Pond, and questioned whether the slope of the pond, specifically on the Project side of the pond, was dangerous and was fenced?

The description of the Project site and its surroundings (page 3-8 of the Draft EIR) indicates that the pond (which was left after the quarry operations stopped) does border the Project site to the east. The Claremont Pond (also known as Old Quarry Pond) is owned by the Claremont Country Club and now serves mainly as a water storage facility that supplies the country club's irrigation needs for the golf course. The water surface of the pond is about 20 feet below the shopping center grade, and the top of the

bank is about 30 feet from the existing CVS Pharmacy building (asphalt parking and driveway are located between the building and the top of bank of the pond). The banks surrounding the pond are rock and nearly vertical. On the opposite side of the pond is an extremely steep cut slope (nearly vertical) that is about 80 to 100 feet high. To ensure safety at the Project site, the fence that exists between the Project site and the pond will remain, but will be aesthetically improved with substantial pedestrian amenities and landscaping.

Comment 72-5: The Commissioner questioned whether more vegetative plantings could occur on the steep slopes behind the building, or whether the slope at this location is too steep.

As indicated in the Draft EIR at page 4.5-11, the existing cut slope at the north (rear) of the property is approximately 50 feet high. The inclination of this cut slope varies, but originally appears to have been about 1:1 (horizontal to vertical). There are areas of erosion on the slope, as well as large (up to about 3-foot size) fractured rock located at the toe of the slope. The exposed rock is comprised of both grey claystone and brown sandstone. According to the City of Oakland Safety Element, this large slope is identified as a Potential Landslide Area. A cyclone fence and low wooden walls have been constructed to protect the existing loading area/driveway and buildings. The Project does not propose to conduct any grading, tree removal or alteration to this cut slope, but does propose some additional minor landscape improvements (i.e., planting of additional trees) so as not to exacerbate or further increase slope instability. Pursuant to recommendations from the Project's Geotechnical Investigation, the Project applicant shall reconstruct the on-site catchment structures at the toe of the cut slope along the northerly site boundary and implement measures as necessary to minimize erosion to ensure the continued stability of the cut slope. Any plantings that may occur on this slope should specifically be intended to decrease the potential for erosion, and not be so substantial as to exacerbate erosion or undermine the continued stability of the cut slope.

Comment 72-6: The Commissioner indicated that she had a lot of difficulty reading the notes and descriptions of the Project as provided by BSA Architects, and suggested that their portions of the text included in the Project's application submittal materials needed to be re-written. This comment pertains specifically to the Project's application materials submitted to the City, rather than a comment on the Project Description included in the EIR. Please also see the Master Response regarding the Project's new architectural designs.

6

REVISIONS TO DRAFT EIR

The changes presented in this chapter of the EIR are initiated by the City of Oakland (Lead Agency) staff or by comments received on the Draft EIR. Changes include corrections, revisions or clarifications to information presented in the Draft EIR. Throughout this chapter, newly added text is shown in single underline format, and deleted text is shown in ~~strikeout~~ format. For changes specifically initiated by comments received on the Draft EIR, an alpha-numeric designator for the comment is indicated in [brackets] prior to its description.

Changes are listed generally in the order in which they would appear in the Draft EIR document. A revised Summary Table of Impacts, Standard Conditions of Approval and Mitigation Measures, which shows proposed final text as modified from the Draft EIR, is presented in Chapter 2 of this document.

As indicated in Chapter 1: Introduction, the entirety of the Final EIR consists of the Draft EIR and its Appendices and this Response to Comments document. Thus, the changes to the Draft EIR presented in this chapter (including the revised Summary Table of Impacts, Mitigation Measures, Standard Conditions, and Residual Impacts) incorporate and supersede the text of the Draft EIR.

CHAPTER 4.11: TRANSPORTATION, CIRCULATION AND PARKING

[**In response to Comment 1-1**] The following text on page 4.11-21 of the DEIR regarding the intersection of Shattuck Avenue/52nd Street should be amended as indicated below:

- ~~#12 The signalized Shattuck Avenue/52nd Street intersection currently operates at LOS E during the Saturday PM peak hour.~~
- #12 The signalized Shattuck Avenue/52nd Street intersection currently operates at LOS D during the Saturday PM peak hour.

APPENDIX A

LETTER FROM PROJECT SITE LANDOWNERS' REPRESENTATIVE

Alvin B. Chan, Inc.
Dept. 34784
P.O. Box 39000
San Francisco, A 94139

Darin Ranelletti
Planner III
City of Oakland, Planning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Safeway Redevelopment Project (Broadway at Pleasant Valley Avenue)

Dear Mr. Ranelletti:

I am the authorized representative of Alvin B. Chan, Inc. ("ABC"), the long-standing owner of the Rockridge Shopping Center at Broadway and Pleasant Valley Avenue ("Shopping Center") in the City of Oakland ("City"). I am aware that the City is currently processing an application to redevelop the Shopping Center with a new Safeway store and other retail, office and restaurant uses ("the Project").

The City published a draft environmental impact report ("Draft EIR") for the Project on January 11, 2012. At the February 20, 2013 Planning Commission hearing to receive comments on the Draft EIR, it was suggested that a meeting be scheduled between ABC and City staff to discuss the feasibility of developing a portion of the site with residential uses. This would be an inappropriate action on the part of ABC, which is not a real estate developer; and, has no professional competency to discuss retail or residential development matters. Moreover, it is prohibited from discussing with third-parties its confidential long-term lease with Safeway stores. Suffice it to say that the Project is entirely structured on the uses allowed under the lease, which does not allow for residential uses on the site.

ABC fully supports the proposed Project and is excited about the many retail benefits this will bring to the local community, and especially the potential for much needed sales tax revenue to the City.

Thank you for your consideration of our views on this matter.

Very truly yours,

Lionel Chan
Vice-President
Alvin B. Chan, Inc.

cc: Rick Henderson
David Moreno
David Zylstra

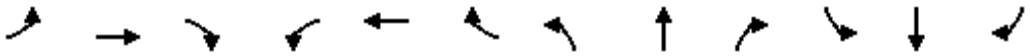
APPENDIX B

LEVEL OF SERVICE CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	835	15	17	646	12	1	3	5	0	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	39	888	16	18	687	13	1	3	5	0	0	13
Pedestrians		2			4			10			9	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					383							
pX, platoon unblocked												
vC, conflicting volume	709			914			1380	1730	466	1273	1732	361
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	709			914			1380	1730	466	1273	1732	361
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			99	96	99	100	100	98
cM capacity (veh/h)	879			735			94	80	537	111	80	630

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	39	592	312	18	458	242	10	13
Volume Left	39	0	0	18	0	0	1	0
Volume Right	0	0	16	0	0	13	5	13
cSH	879	1700	1700	735	1700	1700	157	630
Volume to Capacity	0.04	0.35	0.18	0.02	0.27	0.14	0.06	0.02
Queue Length 95th (ft)	4	0	0	2	0	0	5	2
Control Delay (s)	9.3	0.0	0.0	10.0	0.0	0.0	29.5	10.8
Lane LOS	A			B			D	B
Approach Delay (s)	0.4			0.3			29.5	10.8
Approach LOS							D	B

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	41.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	29	28	18	19	16	17	1138	37	42	532	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.96			1.00			0.99	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1738			1744			5050			5009	
Flt Permitted		0.89			0.92			0.93			0.82	
Satd. Flow (perm)		1586			1635			4696			4130	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	40	30	29	18	19	16	17	1161	38	43	543	39
RTOR Reduction (vph)	0	19	0	0	11	0	0	4	0	0	9	0
Lane Group Flow (vph)	0	80	0	0	42	0	0	1212	0	0	616	0
Confl. Peds. (#/hr)	2		11	11		2	11		37	37		11
Confl. Bikes (#/hr)			6			1			4			7
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0			51.0			51.0	
Effective Green, g (s)		23.0			23.0			51.0			51.0	
Actuated g/C Ratio		0.29			0.29			0.64			0.64	
Clearance Time (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		456			470			2994			2633	
v/s Ratio Prot												
v/s Ratio Perm		c0.05			0.03			c0.26			0.15	
v/c Ratio		0.18			0.09			0.40			0.23	
Uniform Delay, d1		21.4			20.8			7.1			6.2	
Progression Factor		1.00			1.00			0.62			2.05	
Incremental Delay, d2		0.8			0.4			0.4			0.2	
Delay (s)		22.2			21.2			4.7			12.9	
Level of Service		C			C			A			B	
Approach Delay (s)		22.2			21.2			4.7			12.9	
Approach LOS		C			C			A			B	

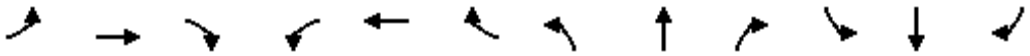
Intersection Summary			
HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (veh/h)	26	50	21	1151	28	26	537
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	27	53	0	1212	29	27	565
Pedestrians	19			9			1
Lane Width (ft)	12.0			12.0			12.0
Walking Speed (ft/s)	4.0			4.0			4.0
Percent Blockage	2			1			0
Right turn flare (veh)							
Median type				None			None
Median storage veh)							
Upstream signal (ft)				937			564
pX, platoon unblocked	0.98	0.98	0.00			0.98	
vC, conflicting volume	1497	439	0			1260	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1426	341	0			1182	
tC, single (s)	6.8	6.9	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0			2.2	
p0 queue free %	76	92	0			95	
cM capacity (veh/h)	115	629	0			564	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	80	485	485	272	140	226	226
Volume Left	27	0	0	0	27	0	0
Volume Right	53	0	0	29	0	0	0
cSH	248	1700	1700	1700	564	1700	1700
Volume to Capacity	0.32	0.29	0.29	0.16	0.05	0.13	0.13
Queue Length 95th (ft)	34	0	0	0	4	0	0
Control Delay (s)	26.3	0.0	0.0	0.0	2.8	0.0	0.0
Lane LOS	D				A		
Approach Delay (s)	26.3	0.0			0.7		
Approach LOS	D						

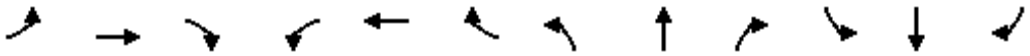
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	644	2	6	807	8	7	0	11	2	1	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	21	657	2	6	823	8	7	0	11	2	1	11
Pedestrians		2						7			8	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					422							
pX, platoon unblocked												
vC, conflicting volume	840			666			1146	1560	337	1230	1557	426
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	840			666			1146	1560	337	1230	1557	426
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			95	100	98	98	99	98
cM capacity (veh/h)	786			914			144	106	655	126	107	572

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	21	438	221	6	549	283	18	14
Volume Left	21	0	0	6	0	0	7	2
Volume Right	0	0	2	0	0	8	11	11
cSH	786	1700	1700	914	1700	1700	275	315
Volume to Capacity	0.03	0.26	0.13	0.01	0.32	0.17	0.07	0.05
Queue Length 95th (ft)	2	0	0	1	0	0	5	4
Control Delay (s)	9.7	0.0	0.0	9.0	0.0	0.0	19.0	17.0
Lane LOS	A			A			C	C
Approach Delay (s)	0.3			0.1			19.0	17.0
Approach LOS							C	C

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	33.2%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	8	8	25	10	16	22	794	20	30	686	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		1.00			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.96			1.00			1.00	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1749			1729			5054			5046	
Flt Permitted		0.88			0.89			0.91			0.88	
Satd. Flow (perm)		1581			1585			4605			4470	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	25	9	9	27	11	17	24	854	22	32	738	23
RTOR Reduction (vph)	0	6	0	0	12	0	0	3	0	0	4	0
Lane Group Flow (vph)	0	37	0	0	43	0	0	897	0	0	789	0
Confl. Peds. (#/hr)	3		4	4		3	26		14	14		26
Confl. Bikes (#/hr)			3			4			11			11
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0			51.0			51.0	
Effective Green, g (s)		23.0			23.0			51.0			51.0	
Actuated g/C Ratio		0.29			0.29			0.64			0.64	
Clearance Time (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		455			456			2936			2850	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.03			c0.19			0.18	
v/c Ratio		0.08			0.09			0.31			0.28	
Uniform Delay, d1		20.8			20.9			6.5			6.4	
Progression Factor		1.00			1.00			0.63			1.98	
Incremental Delay, d2		0.3			0.4			0.3			0.2	
Delay (s)		21.1			21.3			4.4			12.9	
Level of Service		C			C			A			B	
Approach Delay (s)		21.1			21.3			4.4			12.9	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (veh/h)	17	35	29	756	20	18	672
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	18	37	0	804	21	19	715
Pedestrians	28			16			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			
Percent Blockage	2			1			
Right turn flare (veh)							
Median type				None			None
Median storage veh)							
Upstream signal (ft)				773			562
pX, platoon unblocked	1.00		0.00				
vC, conflicting volume	1135	307	0			854	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1129	307	0			854	
tC, single (s)	6.8	6.9	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0			2.2	
p0 queue free %	90	94	0			97	
cM capacity (veh/h)	185	673	0			763	

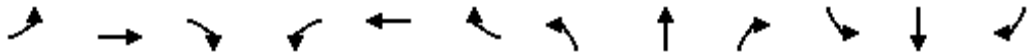
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	55	322	322	182	162	286	286
Volume Left	18	0	0	0	19	0	0
Volume Right	37	0	0	21	0	0	0
cSH	362	1700	1700	1700	763	1700	1700
Volume to Capacity	0.15	0.19	0.19	0.11	0.03	0.17	0.17
Queue Length 95th (ft)	13	0	0	0	2	0	0
Control Delay (s)	16.7	0.0	0.0	0.0	1.4	0.0	0.0
Lane LOS	C				A		
Approach Delay (s)	16.7	0.0			0.3		
Approach LOS	C						

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	916	15	17	733	12	1	3	5	0	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	39	974	16	18	780	13	1	3	5	0	0	13
Pedestrians		2			4			10			9	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					379							
pX, platoon unblocked												
vC, conflicting volume	802			1000			1512	1909	509	1408	1910	407
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	802			1000			1512	1909	509	1408	1910	407
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			97			99	95	99	100	100	98
cM capacity (veh/h)	811			682			75	62	503	87	61	588

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	39	650	341	18	520	273	10	13
Volume Left	39	0	0	18	0	0	1	0
Volume Right	0	0	16	0	0	13	5	13
cSH	811	1700	1700	682	1700	1700	125	588
Volume to Capacity	0.05	0.38	0.20	0.03	0.31	0.16	0.08	0.02
Queue Length 95th (ft)	4	0	0	2	0	0	6	2
Control Delay (s)	9.7	0.0	0.0	10.4	0.0	0.0	36.2	11.3
Lane LOS	A			B			E	B
Approach Delay (s)	0.4			0.2			36.2	11.3
Approach LOS							E	B

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	42.0%	ICU Level of Service	A	
Analysis Period (min)	15			



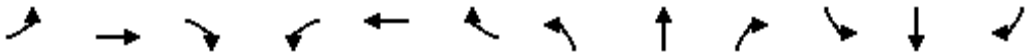
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	29	28	18	19	16	17	1171	37	42	567	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.96			1.00			0.99	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1740			1744			5051			5014	
Flt Permitted		0.89			0.92			0.93			0.82	
Satd. Flow (perm)		1588			1635			4695			4135	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	40	30	29	18	19	16	17	1195	38	43	579	39
RTOR Reduction (vph)	0	19	0	0	11	0	0	4	0	0	9	0
Lane Group Flow (vph)	0	80	0	0	42	0	0	1246	0	0	652	0
Confl. Peds. (#/hr)	2		11	11		2	11		37	37		11
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0			51.0			51.0	
Effective Green, g (s)		23.0			23.0			51.0			51.0	
Actuated g/C Ratio		0.29			0.29			0.64			0.64	
Clearance Time (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		457			470			2993			2636	
v/s Ratio Prot												
v/s Ratio Perm		c0.05			0.03			c0.27			0.16	
v/c Ratio		0.18			0.09			0.42			0.25	
Uniform Delay, d1		21.4			20.8			7.2			6.2	
Progression Factor		1.00			1.00			0.63			1.00	
Incremental Delay, d2		0.8			0.4			0.4			0.2	
Delay (s)		22.2			21.2			4.9			6.5	
Level of Service		C			C			A			A	
Approach Delay (s)		22.2			21.2			4.9			6.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (veh/h)	26	50	21	1184	28	26	570
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	27	53	0	1246	29	27	600
Pedestrians	19			11			2
Lane Width (ft)	12.0			12.0			12.0
Walking Speed (ft/s)	4.0			4.0			4.0
Percent Blockage	2			1			0
Right turn flare (veh)							
Median type				None			None
Median storage veh)							
Upstream signal (ft)				958			537
pX, platoon unblocked	0.98	0.98	0.00			0.98	
vC, conflicting volume	1546	451	0			1295	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1479	359	0			1222	
tC, single (s)	6.8	6.9	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0			2.2	
p0 queue free %	74	91	0			95	
cM capacity (veh/h)	105	612	0			545	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	80	499	499	279	147	240	240
Volume Left	27	0	0	0	27	0	0
Volume Right	53	0	0	29	0	0	0
cSH	232	1700	1700	1700	545	1700	1700
Volume to Capacity	0.35	0.29	0.29	0.16	0.05	0.14	0.14
Queue Length 95th (ft)	37	0	0	0	4	0	0
Control Delay (s)	28.5	0.0	0.0	0.0	2.7	0.0	0.0
Lane LOS	D				A		
Approach Delay (s)	28.5	0.0			0.6		
Approach LOS	D						

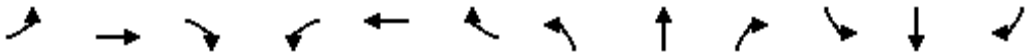
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	50.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	786	2	6	909	8	7	0	11	2	1	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	21	802	2	6	928	8	7	0	11	2	1	11
Pedestrians		2						7			8	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					383							
pX, platoon unblocked												
vC, conflicting volume	944			811			1343	1809	409	1407	1806	478
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	944			811			1343	1809	409	1407	1806	478
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			93	100	98	98	99	98
cM capacity (veh/h)	718			806			102	74	588	93	74	529

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	21	535	269	6	618	317	18	14
Volume Left	21	0	0	6	0	0	7	2
Volume Right	0	0	2	0	0	8	11	11
cSH	718	1700	1700	806	1700	1700	206	251
Volume to Capacity	0.03	0.31	0.16	0.01	0.36	0.19	0.09	0.06
Queue Length 95th (ft)	2	0	0	1	0	0	7	4
Control Delay (s)	10.2	0.0	0.0	9.5	0.0	0.0	24.2	20.2
Lane LOS	B			A			C	C
Approach Delay (s)	0.3			0.1			24.2	20.2
Approach LOS							C	C

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	36.0%	ICU Level of Service	A	
Analysis Period (min)	15			



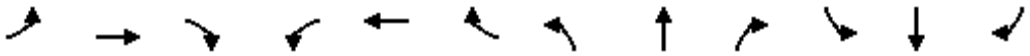
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	8	8	25	10	16	22	851	20	30	727	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.96			1.00			1.00	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1750			1731			5057			5049	
Flt Permitted		0.88			0.89			0.91			0.88	
Satd. Flow (perm)		1582			1586			4606			4464	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	25	9	9	27	11	17	24	915	22	32	782	23
RTOR Reduction (vph)	0	6	0	0	12	0	0	3	0	0	4	0
Lane Group Flow (vph)	0	37	0	0	43	0	0	958	0	0	833	0
Confl. Peds. (#/hr)	3		4	4		3	26		14	14		26
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0			51.0			51.0	
Effective Green, g (s)		23.0			23.0			51.0			51.0	
Actuated g/C Ratio		0.29			0.29			0.64			0.64	
Clearance Time (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		455			456			2936			2846	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.03			c0.21			0.19	
v/c Ratio		0.08			0.09			0.33			0.29	
Uniform Delay, d1		20.8			20.9			6.6			6.5	
Progression Factor		1.00			1.00			0.61			1.00	
Incremental Delay, d2		0.3			0.4			0.3			0.3	
Delay (s)		21.1			21.3			4.3			6.7	
Level of Service		C			C			A			A	
Approach Delay (s)		21.1			21.3			4.3			6.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (veh/h)	17	35	29	813	20	18	713
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	18	37	0	865	21	19	759
Pedestrians	28			16			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			
Percent Blockage	2			1			
Right turn flare (veh)							
Median type				None			None
Median storage veh)							
Upstream signal (ft)				971			607
pX, platoon unblocked	1.00		0.00				
vC, conflicting volume	1211	327	0			914	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1201	327	0			914	
tC, single (s)	6.8	6.9	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0			2.2	
p0 queue free %	89	94	0			97	
cM capacity (veh/h)	166	653	0			724	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	55	346	346	194	171	303	303
Volume Left	18	0	0	0	19	0	0
Volume Right	37	0	0	21	0	0	0
cSH	333	1700	1700	1700	724	1700	1700
Volume to Capacity	0.17	0.20	0.20	0.11	0.03	0.18	0.18
Queue Length 95th (ft)	15	0	0	0	2	0	0
Control Delay (s)	17.9	0.0	0.0	0.0	1.4	0.0	0.0
Lane LOS	C				A		
Approach Delay (s)	17.9	0.0			0.3		
Approach LOS	C						

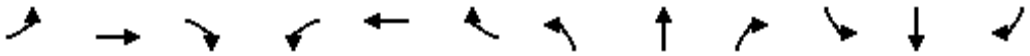
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	1140	20	20	880	10	10	10	10	0	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	43	1213	21	21	936	11	11	11	11	0	0	11
Pedestrians		4			2			9			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					363							
pX, platoon unblocked												
vC, conflicting volume	957			1243			1843	2317	628	1703	2322	487
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	957			1243			1843	2317	628	1703	2322	487
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			96			74	68	97	100	100	98
cM capacity (veh/h)	708			552			41	33	422	40	33	520

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	43	809	426	21	624	323	32	11
Volume Left	43	0	0	21	0	0	11	0
Volume Right	0	0	21	0	0	11	11	11
cSH	708	1700	1700	552	1700	1700	53	520
Volume to Capacity	0.06	0.48	0.25	0.04	0.37	0.19	0.60	0.02
Queue Length 95th (ft)	5	0	0	3	0	0	60	2
Control Delay (s)	10.4	0.0	0.0	11.8	0.0	0.0	146.8	12.1
Lane LOS	B			B			F	B
Approach Delay (s)	0.3			0.3			146.8	12.1
Approach LOS							F	B

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	48.7%	ICU Level of Service		A
Analysis Period (min)	15			



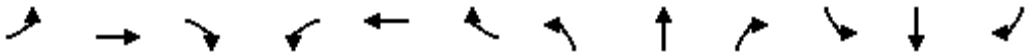
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	30	30	20	20	20	20	1680	40	40	890	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		1.00			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.95			1.00			0.99	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1738			1735			5061			5033	
Flt Permitted		0.89			0.92			0.92			0.81	
Satd. Flow (perm)		1582			1622			4675			4096	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	31	31	20	20	20	20	1714	41	41	908	41
RTOR Reduction (vph)	0	19	0	0	14	0	0	3	0	0	6	0
Lane Group Flow (vph)	0	84	0	0	46	0	0	1772	0	0	984	0
Confl. Peds. (#/hr)	11		2	2		11	37		11	11		37
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0			51.0			51.0	
Effective Green, g (s)		23.0			23.0			51.0			51.0	
Actuated g/C Ratio		0.29			0.29			0.64			0.64	
Clearance Time (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		455			466			2980			2611	
v/s Ratio Prot												
v/s Ratio Perm		c0.05			0.03			c0.38			0.24	
v/c Ratio		0.18			0.10			0.59			0.38	
Uniform Delay, d1		21.4			20.9			8.5			6.9	
Progression Factor		1.00			1.00			0.65			1.00	
Incremental Delay, d2		0.9			0.4			0.5			0.4	
Delay (s)		22.3			21.3			6.0			7.3	
Level of Service		C			C			A			A	
Approach Delay (s)		22.3			21.3			6.0			7.3	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	7.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (veh/h)	30	50	20	1700	30	40	900
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	32	53	0	1789	32	42	947
Pedestrians	19			2			11
Lane Width (ft)	12.0			12.0			12.0
Walking Speed (ft/s)	4.0			4.0			4.0
Percent Blockage	2			0			1
Right turn flare (veh)							
Median type				None			None
Median storage veh)							
Upstream signal (ft)				1184			537
pX, platoon unblocked	0.97	0.95	0.00			0.95	
vC, conflicting volume	2226	642	0			1840	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1841	420	0			1687	
tC, single (s)	6.8	6.9	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0			2.2	
p0 queue free %	43	90	0			88	
cM capacity (veh/h)	56	537	0			349	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	84	716	716	389	232	379	379
Volume Left	32	0	0	0	42	0	0
Volume Right	53	0	0	32	0	0	0
cSH	127	1700	1700	1700	349	1700	1700
Volume to Capacity	0.66	0.42	0.42	0.23	0.12	0.22	0.22
Queue Length 95th (ft)	89	0	0	0	10	0	0
Control Delay (s)	76.8	0.0	0.0	0.0	4.9	0.0	0.0
Lane LOS	F				A		
Approach Delay (s)	76.8	0.0			1.1		
Approach LOS	F						

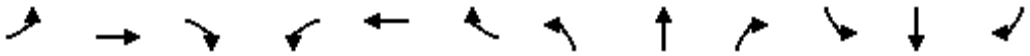
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	921	2	6	1119	8	7	0	11	2	1	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	21	940	2	6	1142	8	7	0	11	2	1	11
Pedestrians		2						7			8	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					393							
pX, platoon unblocked	0.74						0.74	0.74		0.74	0.74	0.74
vC, conflicting volume	1158			949			1588	2161	478	1690	2158	585
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	526			949			1103	1873	478	1240	1869	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			94	100	98	98	98	99
cM capacity (veh/h)	767			715			115	50	531	92	51	800

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	21	627	315	6	761	389	18	14
Volume Left	21	0	0	6	0	0	7	2
Volume Right	0	0	2	0	0	8	11	11
cSH	767	1700	1700	715	1700	1700	220	253
Volume to Capacity	0.03	0.37	0.19	0.01	0.45	0.23	0.08	0.06
Queue Length 95th (ft)	2	0	0	1	0	0	7	4
Control Delay (s)	9.8	0.0	0.0	10.1	0.0	0.0	22.8	20.1
Lane LOS	A			B			C	C
Approach Delay (s)	0.2			0.1			22.8	20.1
Approach LOS							C	C

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	41.8%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	8	8	25	10	16	22	1257	20	30	1210	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.96			1.00			1.00	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1750			1731			5066			5063	
Flt Permitted		0.88			0.89			0.90			0.88	
Satd. Flow (perm)		1582			1586			4559			4442	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	25	9	9	27	11	17	24	1352	22	32	1301	23
RTOR Reduction (vph)	0	6	0	0	12	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	37	0	0	43	0	0	1396	0	0	1354	0
Confl. Peds. (#/hr)	3		4	4		3	26		14	14		26
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0			51.0			51.0	
Effective Green, g (s)		23.0			23.0			51.0			51.0	
Actuated g/C Ratio		0.29			0.29			0.64			0.64	
Clearance Time (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		455			456			2906			2832	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.03			c0.31			0.30	
v/c Ratio		0.08			0.09			0.48			0.48	
Uniform Delay, d1		20.8			20.9			7.6			7.6	
Progression Factor		1.00			1.00			0.69			1.00	
Incremental Delay, d2		0.3			0.4			0.5			0.6	
Delay (s)		21.1			21.3			5.7			8.1	
Level of Service		C			C			A			A	
Approach Delay (s)		21.1			21.3			5.7			8.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	7.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (veh/h)	17	35	29	1219	20	18	1196
Sign Control	Stop			Free			Free
Grade	0%			0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	18	37	0	1297	21	19	1272
Pedestrians	28			16			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			
Percent Blockage	2			1			
Right turn flare (veh)							
Median type				None			None
Median storage veh)							
Upstream signal (ft)				1192			378
pX, platoon unblocked	0.88		0.00				
vC, conflicting volume	1814	471	0			1346	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1462	471	0			1346	
tC, single (s)	6.8	6.9	0.0			4.1	
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0			2.2	
p0 queue free %	82	93	0			96	
cM capacity (veh/h)	98	527	0			496	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	55	519	519	281	274	509	509
Volume Left	18	0	0	0	19	0	0
Volume Right	37	0	0	21	0	0	0
cSH	217	1700	1700	1700	496	1700	1700
Volume to Capacity	0.26	0.31	0.31	0.17	0.04	0.30	0.30
Queue Length 95th (ft)	25	0	0	0	3	0	0
Control Delay (s)	27.2	0.0	0.0	0.0	1.4	0.0	0.0
Lane LOS	D				A		
Approach Delay (s)	27.2	0.0			0.3		
Approach LOS	D						

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		