

Appendix A

Notice of Preparation, Public Scoping, and Comments





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Community and Economic Development Agency
 Planning & Zoning Services Division

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**NOTICE OF PREPARATION (NOP) OF A
 DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) ON THE
 BROADWAY/VALDEZ DISTRICT SPECIFIC PLAN**

The City of Oakland's Department of Planning, Building, and Neighborhood Preservation is preparing a Draft Environmental Impact Report (DEIR) on the Broadway/Valdez District Specific Plan ("Plan," "Project"), as identified below, and is requesting comments on the scope and content of the DEIR. The DEIR will address the potential physical and environmental effects of the Project for each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City has not prepared an Initial Study. Under CEQA, a Lead Agency may proceed directly with EIR preparation without an Initial Study if it is clear that an EIR will be required. The City has made such a determination for this project.

The City of Oakland is the Lead Agency for the Project and is the public agency with the greatest responsibility for approving the Project, or for carrying it out. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Oakland, that also have a role in approving, or carrying out the Project. When the DEIR is published, it will be sent to all Responsible Agencies and to others who indicate that they would like to receive a copy, and/or a Notice of Availability of the DEIR.

Responses to this NOP and any questions or comments should be directed in writing to: Laura Kaminski, City of Oakland Strategic Planning Division, Department of Planning, Building, and Neighborhood Preservation, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; 510-238-6809 (phone); 510-238-6538 (fax); or e-mailed to lkaminski@oaklandnet.com. Commenters can also contact the City via the Broadway/Valdez Project message line: 510-238-7905, or the Project email: bvdsp@oaklandnet.com. The project website is: www.oaklandnet.com/bvdsp. Comments on the NOP must be received at the above mailing or e-mail address **by 4:00 p.m. May 30, 2012**. Please reference case numbers **ZS12046** and **ER120005** in all correspondence. In addition, comments may be provided at the DEIR Scoping Session Public Hearings to be held before the Landmarks Preservation Advisory Board and the City Planning Commission. Comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the DEIR's purpose to provide useful and accurate information about such factors.

DEIR SCOPING SESSION PUBLIC HEARINGS:

(1) The Landmarks Preservation Advisory Board

Monday May 14, 2012

6:00 p.m.

Oakland City Hall, Hearing Room 1
 1 Frank H. Ogawa Plaza

(2) City Planning Commission

Wednesday May 16, 2012

6:00 p.m.

Oakland City Hall, Hearing Room 1
 1 Frank H. Ogawa Plaza

PROJECT TITLE: Broadway/Valdez District Specific Plan

PROJECT LOCATION: The Broadway/Valdez Specific Planning Area is located in the heart of Oakland, part of the urban center of the San Francisco Bay Area. The Planning Area, centered on Broadway, connects to a variety of neighborhoods and destinations, including Downtown Oakland, the northern edge of Lake Merritt, Uptown, Art Murrur/Garage District, Northgate/Koreatown, Harrison/Oakland, Adams Point, “Pill Hill”, the Alta Bates/Summit & Kaiser Medical Centers, and the Piedmont Avenue neighborhood shopping street. The Planning Area’s context is shown in Figure 1.

The Planning Area encompasses approximately 92-96 acres on either side of Broadway, and is generally bound by Interstate-580 to the north, Grand Avenue to the south, Webster Street and Valley Street to the west, and Harrison Street, Bay Place, 27th Street, Richmond Avenue, and Brook Street to the east. The difference in acreage is due to the potential removal of a block at 30th Street, Broadway and part of Webster Street from the Plan boundary. The overall Plan area includes two sub areas: (1) the “Valdez Triangle”, generally formed by Broadway and Valley Street to the west; 27th and 28th Street to the north; 27th Street, Harrison Street, and Bay Place to the east; and Grand Avenue to the south; and (2) the “North End,” generally formed by Webster Street to the west; Interstate-580 to the north; Piedmont Avenue, Brook Street, and Richmond Avenue to the east; and 28th Street to the south. The Planning Area boundary is shown in Figure 2.

PROJECT SPONSOR: City of Oakland

EXISTING CONDITIONS: The City of Oakland, with the assistance of a grant from the Metropolitan Transportation Commission (MTC), is preparing a Specific Plan for the lots and area surrounding Broadway from Grand Avenue to Interstate-580. The Broadway/Valdez District is the location of the historic “Broadway Auto Row,” and there are a number of active automotive dealers and repair shops still operating in the area. The Plan area includes many diverse businesses with approximately 7,000 employees. Adjacent to the Plan area are neighborhoods with approximately 20,000 residents. The Plan area also includes several historic properties and districts, including those designated by the City of Oakland as being Areas of Primary Importance (API); Areas of Secondary Importance (ASI); properties individually rated A, B, C, or D; and Landmark Properties.

Existing physical environmental issues in the Plan area include, but are not limited to: air pollution and noise associated with the I-580 freeway and major arterials; air pollution from toxic air contaminants; substandard infrastructure, including roads and utilities; and potential soil and groundwater contamination associated with previous uses in the project area, including approximately fourteen (14) properties identified on the California Environmental Protection Agency’s Cortese List.

PROJECT DESCRIPTION:

The Broadway/Valdez District Specific Plan will be a 25-year planning document, with a planning horizon to the year 2035. The Plan builds on extensive community feedback to meet its goals of:

- 1) Creating a destination retail, dining, and entertainment district that reduces sales tax leakage, while also serving neighborhood shopping needs;
- 2) Encouraging mixed-use housing development in the area that is economically and socially sustainable;
- 3) Facilitating the adaptive re-use of existing historic buildings where feasible, and contributing to a distinctive character and identity; and
- 4) Creating a network of “complete” streets that are designed to safely and efficiently balance pedestrians, bicycle, transit, and vehicular circulation.

The Plan will develop strategies to encourage more retail and mixed-use development in the areas on and off Broadway between Grand Avenue and Interstate 580. Broadway is viewed as the City's "Main Street", and the portion of Broadway within the Planning Area is significant due to its proximity to downtown, its location near the 19th Street and MacArthur BART stations, a major AC transit bus route, as well as its relationship to nearby residential neighborhoods, the adjacent medical campuses of Kaiser and Alta Bates/Summit, the successful existing Uptown entertainment district, and the Piedmont Avenue retail street. The Plan will provide an area-wide set of development regulations and requirements, and will cover land use, development density, circulation and infrastructure, financing mechanisms for public improvements, and will have legal authority as a regulatory document.

The components of the Specific Plan will include:

- Text and diagrams showing the distribution, location and extent of all land uses, including open space;
- Proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities needed to support the land uses;
- Standards and guidelines for development, and standards for the conservation, development and utilization of natural resources, where applicable;
- Program of implementation measures including regulations, programs, public works projects and financing measures; and
- Statement of Specific Plan's relationship to the General Plan.

For more information on the project, please visit the project website at:

<http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008194>

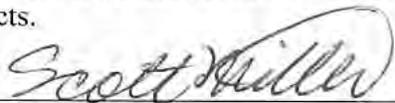
PROBABLE ENVIRONMENTAL EFFECTS:

It is anticipated that the proposed project may result in potentially significant environmental effects to the following: Aesthetics, Air Quality, Biological Resources, Cultural and Historic Resources, Geology and Soils, Greenhouse Gases and Global Climate Change, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic and Utilities and Service Systems. All of the noted environmental factors will be analyzed in the Draft EIR.

The Project has no potential for any impact on the following environmental factors, and, as a result, these environmental factors will not be the subject of study in this Draft EIR: Agriculture and Forestry (there are no agricultural and forest land resources in the Plan area), and Mineral Resources (there are no mineral resources in the Plan area).

The Draft EIR will also examine a reasonable range of alternatives to the Project, including the CEQA-mandated No Project Alternative, and other potential alternatives that may be capable of reducing or avoiding potential environmental effects.

April 30, 2012
File Numbers -,
ZS12046, ER120005



Scott Miller
Interim Planning and Zoning Director,
Environmental Review Officer

Attachments:

Figure 1: Planning Area Context

Figure 2: Planning Boundary.



Created by: Wallace Roberts & Todd (WRT), 2011
April 2012



BROADWAY VALDEZ DISTRICT SPECIFIC PLAN

Figure I: Planning Area Context



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May 25, 2012

Laura Kaminski
Strategic Planning Division
Department of Planning, Building, and Neighborhood Preservation
City of Oakland
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612
LKaminski@Oaklandnet.com

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) on the Broadway/Valdez District Specific Plan, Reference Nos. ZS12046 and ER120005

Dear Ms. Kaminski:

Introduction

Thank you for the opportunity to comment on the Notice of Preparation on the Draft Environmental Impact Report (EIR) for the Broadway/Valdez District Specific Plan. This letter comments about the EIR and the Plan (Concept) itself, which will need to be refined in the coming months. The Broadway Valdez Plan area centers on Broadway north of Downtown Oakland, one of the most heavily used transit corridors in the East Bay. If developed properly, Broadway has the potential to become one of the East Bay's premiere mixed-use, transit-oriented corridors.

Project Description:

The Broadway/Valdez District Specific Plan is intended to be a 25-year area plan (planning horizon 2035) for a 96 acre (.15 square miles) area between Grand Avenue and Interstate 580, north of Downtown Oakland. The basic elements of the Plan are laid out in the **Broadway Valdez District Specific Plan Draft Plan Concept**, which was published in December, 2011. There are two main sections of the Plan area: The "Valdez Triangle" bordered by Grand on the south, 27th Street on the north and east, and roughly ½ block west of Broadway on the west; and the "North End" bordered by 27th Street on the south, Webster Street on the west, I-580 on the north and one to two blocks east of Broadway on the east. The length of the plan area along Broadway is approximately 0.9 miles.

The Plan sets out four goals:

1. Creating a destination retail, dining, and entertainment district that reduces sales tax leakage, while also serving neighborhood shopping needs;
2. Encouraging mixed-use housing development in the area that is economically and socially sustainable
3. Facilitating adaptive re-use of historic buildings where feasible, and contributing to a distinctive character and identity; and
4. Creating a network of “complete” streets that are designed to safely and efficiently balance the needs of pedestrians, bicycles, transit, and (motor) vehicles.

The target levels of development within the plan area are shown, below. The City does not anticipate that there will be maximum development in all categories:

- 800,000 to 1,400,000 square feet of retail/commercial space
- 500,000 to 900,000 square feet of office space
- 50,000 to 120,000 square feet of hotel space
- 900 to 1,800 housing units

A number of commenters at the Planning Commission’s scoping session on the Plan supported higher housing targets. They suggested that 1,800 housing units should be a minimum target rather than a maximum, and that a target of 300-500 affordable housing units should be added. AC Transit sees Broadway as a prime corridor for both market rate and affordable housing development. Therefore, the Plan should target the maximum reasonable amount of housing.

Creating a Transit-Based Destination

Concept for the Area: The Plan Concept calls for the Broadway-Valdez area to develop into a “Transit First” district (p.28). We applaud this goal, while recognizing that it is ambitious. Large scale retail uses, especially large scale retail outside of city centers, have generally been auto-dependent. The Broadway-Valdez area is near, but not at, regional transit centers—notably 19th Street BART/Uptown Transit Center and Macarthur BART. The current streetscape and urban design characteristics in much of the area do not encourage walking or transit use. Many modern large scale retail developments are not pedestrian-friendly, although there are some better examples. Making Broadway-Valdez a genuinely “transit first” area will require the City to understand, build strategically upon, and augment existing transit assets.

Mixed Use: Providing a more balanced mix of uses, with a stronger housing component, will also support transit. With a mix of housing and commercial uses, ridership is likely to be more balanced by time of day and direction of travel. This will make it easier to provide transit service without having to handle peak load spikes. Mixed uses will put more people on the sidewalk at more times of day and days of the week, providing the real and perceived safety benefit of eyes on the street.

Easypass: It is also important to provide incentives for passengers to ride the transit that is provided. Free transit passes have proven to be a powerful incentive to transit ridership. AC Transit's Easy Pass program is a ready-to-go, off-the-shelf program that increases bus ridership. Easy Pass should be built into the Broadway-Valdez Plan as either a TDM measure and/or a mitigation for traffic and air quality impacts. It would function best at a district level but could be applied project by project.

Line 51A and Other AC Transit Service in the Plan Area

AC Transit Line 51A connects Rockridge BART, the Pleasant Valley Shopping Center, Oakland Tech, Pill Hill, Downtown Oakland, Alameda, and Fruitvale BART via Broadway in the Plan area. Over 3,800 passengers use line 51A every weekday to get to, from, or through the Plan Area. Some 10,300 passengers use the route as a whole every weekday. Service is provided every 10 minutes, in the past it has been frequent as every 6-8 minutes.

Line 51A is one of AC Transit's trunk routes and has received regional funding to improve its speed and reliability. AC Transit has been awarded \$10.5 million by the Metropolitan Transportation Commission under the Urban Trunk Program to develop signal and roadway improvements in partnership with Oakland and the other cities along the line 51 corridor. The EIR should assure that traffic changes resulting from the Broadway-Valdez Plan do not undermine the improvements that the City and AC Transit are now preparing.

AC Transit operates a number of lines near, but not in the plan area. One block of line 11 along Harrison Street from 23rd Street is within the area. The other segments of line 11 operate just east of the plan area on Harrison Street and Oakland Avenue. Lines 1 and 1R operate just west of the plan area on Telegraph Avenue, while line 57 operates on Macarthur Boulevard, a few blocks north of the plan area. All of these lines serve the plan area, providing transit service from all four directions, and should be considered in developing transit plans and strategies.

Operational Issues for line 51A on Broadway

The EIR must address how land use and transportation changes would impact existing service on AC Transit's line 51A. The Plan encourages large scale "destination" retail to locate in the area. This type of retailer can create large volumes of traffic leading to congestion and delay for buses. Delays make transit unattractive for passengers (contradicting AC Transit and City goals) and more costly to operate. Delays can ultimately force reductions in service if it becomes impossible to maintain schedules with existing resources. AC Transit is experiencing precisely the problem of retail induced delay, especially on weekends, at the new Target store in Emeryville.

The EIR should assure that new development, especially large retail stores, do not delay bus service. There should be analysis of traffic impacts on bus service particularly, because buses do not operate in the same manner as cars on the roadway. If anticipated development will cause delays, the EIR should identify mitigation measures such as instituting transit signal priority, building bus bulbs, moving bus stops to more favorable far side locations, or other actions.

Parking—Reducing Parking Demand, Reducing the Impact of Parking

Concentrated parking facilities (structures and lots) for any use have the potential to generate traffic congestion and to delay buses. The best way to minimize this impact is to reduce the

number of cars seeking to park in the area. The Plan should outline a comprehensive strategy to reduce the amount of car traffic and parking, replacing it with other modes of access. The EIR should assess the impact of this strategy on traffic delay and congestion. The Plan Concept mentions some approaches to this, another would be a Transit Validation Program allowing customers to ride transit to area stores for free or at reduced cost. Adding parking is not now necessary---as the Plan Concept notes, there is considerable existing surplus parking capacity which can serve new uses.

The Plan Concept states that “Curb cuts will be prohibited from Broadway, except where unavoidable.” Ensuring that Broadway does not have curb cuts to large parking facilities is key to the success of the district as a pedestrian-oriented area. Parking entrances should all be on side streets. As the parking structure at the Kaiser Medical Office Building at Broadway and Macarthur demonstrates, parking structures that empty directly onto Broadway are likely to cause congestion. In addition, they can be hazardous to pedestrians who cannot easily see cars emerging from parking structures. Such entrances and exists would also interrupt the flow of building and pedestrian-oriented development along Broadway. The EIR should assess the need for concentrated parking facilities, develop TDM and mitigation strategies to reduce—or eliminate if possible—the need for such facilities, and establish design and operational guidelines to reduce the traffic and transit delay impact of any such facility.

New Transit Modes on Broadway--Streetcar

The plan raises the possibility of a new transit mode on Broadway, namely a streetcar. The term is not specifically defined in the plan, but “streetcar” generally refers to a rail vehicle that runs in the street with traffic (not in a dedicated lane). As such, streetcars tend to have lower travel speeds than street-running buses, which are more maneuverable.

It is far too early in the planning process for the City, AC Transit, or any other entity to make a judgment about what additional modes or transit services are appropriate on Broadway. No analysis has been done of transit needs and gaps along Broadway. There are many questions about Broadway transit service. These include:

- How much new transit demand is new development likely to generate?
- In what way would a streetcar provide superior (or inferior) service to that provided on line 51A, or potential service from an extended Broadway Shuttle?
- Would a streetcar justify its higher costs, especially capital costs?
- Is a new mode needed on Broadway, or simply more frequent bus service?
- Given the City’s interest in linking multiple districts, would limited stop bus service be helpful?
- Could improvements in bus stop amenities make it more attractive to use the bus in this area?

All these issues mean that it is premature to include a streetcar in the plan, let alone to identify potential stop locations as in the Plan Concept. These should be deleted. A streetcar may ultimately be the most appropriate transit mode for Broadway, but this conclusion must be proven, not simply asserted. An analytically sound “apples to apples” comparison of streetcars and buses must be conducted. For example, the analysis should assume that the streetcar and the bus have the same frequency of service.

If a streetcar (or dedicated lane bus line) were implemented on Broadway, it could have significant impacts on existing bus service. For this reason, if a streetcar is to be included in the Plan, the Plan and EIR must show how it could be implemented without degrading service on line 51A. There could be issues concerning transit vehicle operations, transit service planning, and the location of stops.

We understand that the City is interested in implementing a streetcar to stimulate economic development along the corridor and intends to conduct further analysis on this subject. We share the City's goal of economic development in this area, and look forward to participating the Alternatives Analysis for the corridor.

However, we note Transit Cooperative Research Program Synthesis 86 "Relationships between Streetcars and the Built Environment." that indicates that there has been almost no research that documents a relationship between streetcar service and increased economic activity. We anticipate further analysis on this subject as you conduct your corridor study.

AC Transit looks forward to working with the City of Oakland in the formulation and implementation of the Broadway-Valdez Plan. If you have any questions about this letter, please contact Nathan Landau, 891-4792, nlandau@actransit.org

Sincerely,

A handwritten signature in black ink, appearing to read "Tina Spencer", with a long horizontal line above it.

Tina Spencer
Director of Service Development and Planning



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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2012

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May 30, 2012

Laura Kaminski
City of Oakland Strategic Planning Division
Department of Planning, Building and Neighborhood Preservation
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

**Re: NOP for the DEIR on the Broadway/Valdez District Specific Plan
Case Nos. ZS12046 and ER120005**

Dear Ms. Kaminski:

This letter provides the comments of the San Francisco Bay Area Rapid Transit District ("BART") on the Notice of Preparation ("NOP") for the Draft Environmental Report ("DEIR"), being prepared for the Broadway/Valdez District Specific Plan ("the Project") by the City of Oakland ("the City"). BART appreciates the opportunity to continue to participate in this process and provides the comments below on the NOP.

BART is very supportive of new infill development projects in downtown Oakland near BART stations. As provided in BART's 2005 Transit-Oriented Development (TOD) Policy, BART believes that by "promoting high quality, more intensive development on and near BART-owned property, [BART] can increase ridership, support long-term system capacity and generate new revenues for transit." To this end, BART looks forward to collaborating with the City to develop a successful Project with substantial benefits for the public.

We believe that many of the potential impacts discussed in our comments below may be addressed and avoided or mitigated through ongoing consultation between the City and BART. Further analysis and discussions between the agencies may well demonstrate that some of the potential impacts raised in these comments would, in fact, be less than significant. Nevertheless, where available information indicates potentially significant impacts might occur, these issues should be acknowledged and appropriately addressed in the final EIR for the Project.

Transportation and Circulation

Comment 1. BART requests that the impacts on transit ridership be considered CEQA issues. This was not done in previous DEIRs performed by the City of Oakland. Under the list of identified CEQA “thresholds of significance” for Transportation and Circulation, previous DEIRs have recognized that a significant impact can occur where a project might “[f]undamentally conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.” The inclusion of this threshold of significance is consistent with recent amendments to Appendix G of the CEQA Guidelines, which became effective July 16, 2010. Despite this acknowledgment of transit impacts as CEQA impacts, those DEIR have treated increases in both BART train and station capacity as non-CEQA issues even though the identified potential impacts in train and station capacity might “decrease the performance or safety of such facilities.” An increase in peak hour ridership or lines for stations could well result in a decrease in the performance or safety of BART facilities. Thus, it is absolutely appropriate to treat impacts to transit ridership as CEQA impacts, and we would like to see this reflected in the Project DEIR.

Comment 2. Because previous DEIRs have treated impacts to transit service as non-CEQA impacts, those analyses of impacts to BART service have also failed to identify or, where necessary, mitigate potentially significant impacts to BART. This omission should be rectified and impacts to transit service should be analyzed as CEQA impacts.

Further, when the analysis is revised, the DEIR’s assumptions regarding the acceptable load capacity for BART vehicles must be modified. Previous analysis indicated that “the maximum capacity of a BART car was assumed to be 150 passengers, with an average of 68 to 72 seats in each car. While it is true the maximum capacity of an individual BART car is approximately 150 people, this is not the level at which BART service efficiently operates. This number far exceeds BART’s line haul capacity threshold of 107 passengers per car, which includes standees. While loads higher than 107 passengers per car do occur, sustained loads above this level have been observed to result in serious delays in passenger boarding and alighting, thereby decreasing the performance of BART facilities under the CEQA threshold. Thus, it is inappropriate for the DEIR to assume that any addition below maximum standing room only capacity of 150 passengers is insignificant. Instead, the Project DEIR must analyze the Project’s impacts on BART transit service using a more realistic, performance-based threshold with a maximum operation capacity of 107 passengers per car.

Comment 3. Please note in your analysis of BART faregates that the timed transfer location has been relocated from the 12th Street Station to the 19th Street Station in order to reduce scheduled delays for patrons using this downtown station.

Comment 4. As BART ridership grows, BART seeks to expand the station access mode share for pedestrian and bicyclists. Appropriate pedestrian and bicycle improvements would make significant strides to accommodate growing demand for access to the BART system, which BART greatly appreciates.

Comment 5. The DEIR should evaluate Project impacts on sidewalk capacity, particularly on the north side of 20th Street between Broadway and Harrison Street. The sidewalk capacity along this stretch is especially constrained during the AM and PM peak periods. We would like to see the sidewalk capacity expanded, and to tie it to a potential expansion of the BART station portal at the northeast corner of 20th Street and Broadway. Therefore, any project that generates additional demand should recommend mitigation measures to increase sidewalk capacity.

Comment 6. BART requests that Project-related station access improvements and other major projects such as the Kaiser Center be coordinated, especially during construction. BART is concerned that the construction period will lead to interruptions in access to the 19th Street Station. Such access interruption during construction is a potentially significant impact that must be analyzed. The DEIR should analyze all impacts, including potential entrance closures, resulting from necessary modifications to access pathways to the 19th Street Station.

Comment 7. BART requests that the DEIR analyze Project cumulative impacts on BART service. For example, the proposed 1938 Broadway Mixed-Use project and the Project indicate that there will be substantial growth near the north end of the 19th Street BART Station, thereby increasing ridership. The DEIR must analyze the impacts of these projects, in conjunction with the proposed Project, on BART service, station access and station capacity.

Comment 8. Pursuant to Section VII(g) of Appendix G of the CEQA Guidelines, a potentially significant impact may occur if a project would “impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.” BART has adopted an Emergency Plan for the 19th Street Station. We request that this issue be analyzed, in particular the Project’s impacts on the performance of station vertical circulation (elevators, stairways and escalators) and platforms capacity.

BART has undertaken a preliminary analysis of station capacity needs for the system, including for the 19th Street Station, and will make this information available to the City. While this analysis evaluates cumulative forecasted ridership growth for 2030 on the BART system and was not intended to provide a project-specific, micro-level analysis for the 19th Street Station, the analysis does indicate that, to ensure public safety and to meet BART’s performance standards, the 19th Street Station needs wider train platforms (for both the lower and upper platforms), more vertical circulation (stairways, escalators and elevators), additional fare gates, and potentially additional platform screen doors.

Based on this analysis, the addition of 454 AM peak hour and 440 PM peak hour passengers to the 19th Street station platforms and vertical circulation systems could well impact the ability of the 19th Street station to manage evacuated passengers in the event of an emergency, and therefore decrease the performance of the safety of BART’s facilities under the CEQA threshold. As indicated earlier, the peak hour ridership will be higher if SCA TRANS-1 succeeds in achieving transit mode share comparable to Oakland City Center.

The impact on safety from increasing the number of passengers within the station complex, particularly during peak periods, must be analyzed in order to determine whether any significant impacts will result from the Project and whether mitigation measures such as improvements to

the 19th Street Station's vertical circulation, platform widths, lighting, ventilation systems, fire suppression systems and wayfinding might be necessary to ensure safety during emergency situations. Typically, it would be appropriate for a project contributing to such conditions to pay a "fair-share" of the projected \$37 million cost of the mitigation improvements to the 19th Street Station.

Comment 9. If the DEIR analyzes the Project's potential impacts on the City's Police, Fire and Emergency Services, it should also take into account the Project's potential impacts on BART's independent police force. BART's security officers are responsible for responding to incidents in the BART system. To the extent that the Project results in increased passenger traffic as discussed above, the impact from such increase on the ability of the BART police force to provide service must be analyzed to see whether there will be any impacts which decreases the performance of the safety of BART's facilities under the CEQA threshold.

Comment 10. For all of the alternatives under consideration, the City should consider Transportation Demand Management (TDM) strategies to mitigate parking and traffic impacts and to encourage transit use. The BART system's local and regional accessibility, reliability, frequency and market reach within the City of Oakland and the Bay Area makes BART a critical component in the success of any TDM plan and transportation related mitigations for the Project.

Again, thank you for the opportunity to comment. We look forward to working with the City of Oakland on this important Project. If you have any questions, please contact my staff Tim Chan at 510.287.4705 or at TChan1@bart.gov.

Sincerely,



Val Joseph Menotti
Planning Department Manager
Bay Area Rapid Transit District

DEPARTMENT OF TRANSPORTATION

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May 31, 2012

ALAVAR017
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SCH#2012052008

Ms. Laura Kaminski
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Dear Ms. Kaminski:

Broadway/Valdez District Specific Plan – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Broadway/Valdez District Specific Plan (Plan). The following comments are based on the NOP for the draft Environmental Impact Report. As lead agency, the City of Oakland (City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits. An encroachment permit is required when the project involves work in the State right of way (ROW). Caltrans will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Caltrans' CEQA concerns prior to submittal of the encroachment permit application; see the end of this letter for more information regarding the encroachment permit process.

Transportation Demand Management

The proposed Plan should locate any needed housing, jobs and neighborhood services near major mass transit nodes, and connect these nodes with streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways. In addition, the City should also consider extending the existing Free Broadway Shuttle to the project area to provide greater connectivity between downtown Oakland and Jack London Square areas. Not only will this reduce the number of vehicle miles travelled but will also stimulate economic development within the planned area.

In addition, Caltrans recommends including policies within the Plan to reduce the number of parking spaces to serve the various uses. The Plan should utilize existing underused parking spaces within the vicinity and coordinate with various public and private parking operators to serve the needs of future development before any new parking spaces are provided. Further, the City may also consider other parking reduction strategies such as implementing maximum parking

Ms. Laura Kaminski/City of Oakland

May 31, 2012

Page 2

ratios, encouraging the use of shared parking between the various uses, and unbundling parking for residential units.

Traffic Impact Study (TIS)

The environmental document should include an analysis of the impacts of the proposed project on State highway facilities in the vicinity of the project site. Please ensure that a TIS is prepared providing the information detailed below:

1. Information on the plan's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed. The study should clearly show the percentage of project trips assigned to State facilities, in particular, Interstate (I) 580, I-980 and State Route 24.
2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments and intersections.
3. Schematic illustration and level of service (LOS) analysis for the following scenarios: 1) existing, 2) existing plus project, 3) cumulative and 4) cumulative plus project for the roadways and intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State highway facilities being evaluated.
5. The procedures contained in the 2000 update of the Highway Capacity Manual should be used as a guide for the analysis. We also recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies (TIS Guide)*. The *TIS Guide* is available on the following web site: www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.
6. Mitigation measures should be identified where plan implementation is expected to have a significant impact. Mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work.

We look forward to reviewing the TIS, including Technical Appendices, and environmental document for this project as the process progresses. Please send two copies to the address at the top of this letterhead, marked ATTN: Yatman Kwan, AICP, Mail Stop #10D.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by Caltrans. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Ms. Laura Kaminski/City of Oakland
May 31, 2012
Page 3

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

Sincerely,



FOR GARY ARNOLD
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



May 17, 2012

Laura Kaminski, Planner II
City of Oakland, Strategic Planning Division
Department of Planning, Building, and Neighborhood Preservation
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Notice of Preparation of a Draft Environmental Impact Report on the
Broadway/Valdez District Specific Plan (Case Numbers: ZS12046, R120005)

Dear Ms. Kaminski:

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 Broadway/Valdez District Specific Plan (Specific Plan) located in the City of Oakland (City). EBMUD has the following comments.

WATER SERVICE

EBMUD's Central Pressure Zone with a service elevation between 0 and 100 feet and Aqueduct Pressure Zone with a service elevation between 100 and 200 feet serves the Specific Plan area. Any development project associated with the City's Specific Plan will be subject to the following general requirements:

Depending on the size and/or square footage, the lead agency for future individual projects within the Specific Plan area should contact EBMUD to request a Water Supply Assessment (WSA) that meets the threshold of a WSA pursuant to Section 15155 of the California Environmental Quality Act Guidelines, and Section 10910-10915 of the California Water Code. EBMUD requires project sponsors to provide future water demand data and estimates for individual project sites for analysis of the WSA. Please be aware that the WSA can take up to 90 days to complete from the day on which the request is received.

Main extensions that may be required to serve any specific development projects to provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. Pipeline and fire hydrant relocations and replacements due to modifications of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. When the development plans are finalized, all project sponsors should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water

service to the development. Engineering and installation of new and relocated pipeline and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

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. Project sponsors 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 project sponsor 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. 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 project sponsor 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 project sponsor's expense.

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 projects within the Specific Plan planning area, provided that these projects and the wastewater generated by these projects 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) re-interpretation of applicable law, the Regional Water Quality Control Board (RWQCB) issued an order prohibiting further discharges from EBMUD's Wet Weather Facilities. Additionally, on July 22, 2009 a Stipulated Order for Preliminary Relief issued by EPA, the SWRCB, and RWQCB became effective. This order requires EBMUD to begin 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.

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 required by the Stipulated Order, 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 Wet Weather Facilities. 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.

In the meantime, it would be prudent for the lead agency to require the project applicants to incorporate the following measures into any proposed projects within the Specific Plan planning area: (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 the Broadway/Valdez District Specific Plan.

WATER RECYCLING

EBMUD's Policy 9.05 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant, fish and wildlife to offset demand on EBMUD's limited potable water supply. Appropriate recycled water uses could include landscape irrigation, commercial and industrial process uses, toilet and urinal flushing in non-residential buildings and other applications.

Project sponsors for future development projects within the Specific Plan area shall coordinate and consult with EBMUD regarding the feasibility of providing recycled water for appropriate non-potable uses.

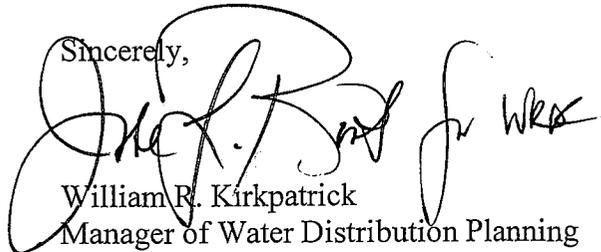
WATER CONSERVATION

Individual projects within the Specific Plan area may present opportunities to incorporate water conservation measures. EBMUD would request that the City include in its conditions of approval a requirement that the project sponsors comply with the Landscape Water Conservation Section, Article 10 of Chapter 7 of the Oakland Municipal Code. Project sponsors should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

Laura Kaminski, Planner II
May 17, 2012
Page 4

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

Sincerely,

A handwritten signature in black ink, appearing to read "W.R. Kirkpatrick for WRK". The signature is stylized and cursive.

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AMW:sb
sb12_090.doc



GREENBELT ALLIANCE
Open Spaces & Vibrant Places

Wednesday, May 30, 2012

Ms. Laura Kaminski
City of Oakland Strategic Planning Division
Department of Planning, Building, and Neighborhood Preservation
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Broadway-Valdez Specific Plan NOP Comment Letter (ZS12046, ER120005)

Dear Ms. Kaminski:

Greenbelt Alliance appreciates the opportunity to comment on the Notice of Preparation for the EIR for the Broadway-Valdez Specific Plan. Greenbelt Alliance is the champion of the places that make the Bay Area special. We defend the Bay Area's natural and agricultural landscape from development and we help create great cities and neighborhoods – healthy places where people can walk and bike, communities with parks and shops, transportation options, and homes that are affordable.

We have five main recommendations for the City as it prepares the Broadway-Valdez EIR, all of which are described in more detail below:

1. *Study alternatives that show the different ways the draft plan could achieve build-out, given the flexibility of the plan in allowing for different uses.*
2. *When analyzing the projected greenhouse gas emissions and vehicle miles traveled (VMT), ensure that the analysis compares apples to apples within the broader regional context, taking into account the environmental impacts of where growth would otherwise occur if it does not happen in the Broadway-Valdez corridor.*
3. *When analyzing the projected greenhouse gas emissions and vehicle miles traveled, take into account different driving patterns of low-income households.*
4. *When analyzing the projected greenhouse gas emissions and vehicle miles traveled, take into account the effects of different parking supply options and parking pricing options.*
5. *Propose mitigations to reduce projected emissions, including planning for more homes for workers at all income levels, decreasing parking, and charging for parking.*

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EAST BAY OFFICE • 1601 North Main Street, Suite 105, Walnut Creek, CA 94596 • (925) 932-7776 • Fax (925) 932-1970
SONOMA OFFICE • 555 5th Street, Suite 300B, Santa Rosa, CA 95401 • (707) 575-3661 • Fax (707) 575-4275
MARIN OFFICE • 30 North San Pedro Road, Suite 285, San Rafael, CA 94903 • (415) 491-4993 • Fax (415) 491-4734

INFO@GREENBELT.ORG • WWW.GREENBELT.ORG

Background

The state of California has taken a leadership role with respect to climate change. AB32, the Global Warming Solutions Act of 2006, mandates that the state's greenhouse gas emissions be reduced to 1990 levels by the year 2020. The Governor has also issued an Executive Order (S-3-05) calling for reduction of greenhouse gas emissions to 80% below 1990 levels by 2050. In 2008, California passed SB375, which requires that Regional Transportation Plans include a "Sustainable Communities Strategy" to meet GHG reduction targets from vehicle travel as set by the California Air Resources Board. Because land-use decisions are made at the local level, individual cities must play a significant role in reaching the region's SB375 targets.

California's Attorney General Jerry Brown has stated that where General Plans have global warming impacts, the California Environmental Quality Act requires that the plans include alternatives or mitigation measures to reduce the effects of climate change, and those measures should be mandatory rather than discretionary whenever feasible.

The Attorney General's comments have focused on the land-use and transportation sectors for several reasons. Local government is the only level of government that has authority over land-use changes; cities and counties can and must play a critical role in meeting state's AB32 and SB375 goals. In addition, land-use changes are by far the most significant contribution local governments can make to address climate change; in most California cities, transportation accounts for over 50 percent of the city's carbon emissions, whereas the waste sector and city vehicle fleet account for less than five percent. Furthermore, land-use decisions provide lasting, long-term impact to the built environment. Poor choices today lock in unsustainable practices for generations.

The Draft Environmental Impact Report should analyze the projected greenhouse gas emissions and vehicle miles traveled (VMT) from the plan as well as the cumulative impacts. The analysis should include the greenhouse gas impacts of the following variables:

- Residential density
- Mix of uses
- Levels of housing affordability
- Proximity to transit
- Bicycle and pedestrian amenities
- Decreased parking requirements
- Parking pricing

Then the Draft EIR should propose mitigations, including on-site mitigations, that reduce greenhouse gas emissions.

Recommendation 1: Study alternatives that show the different ways the draft plan could achieve build-out, given the flexibility of the plan in allowing for different uses.

The draft plan wisely allows for significant flexibility in future uses, ensuring that the plan can nimbly adapt to market conditions. We recommend that the EIR study alternatives that show the different build-out scenarios that could be possible under the plan. For example, what would occur if all sites where retail is a permitted use developed with 100% retail uses? Conversely, what would happen if all sites where residential is a permitted use developed with 100% residential uses? This type of analysis can help illustrate the different types of environmental impacts and benefits of various uses.

Recommendation 2: When analyzing the projected greenhouse gas emissions and vehicle miles traveled (VMT), ensure that the analysis compares apples to apples within the

broader regional context, taking into account the environmental impacts of where growth would otherwise occur if it does not happen in the Broadway-Valdez corridor.

On the surface, it may look like adding more office space, shops, and homes in the Broadway-Valdez will by definition increase greenhouse gas emissions and VMT, and that an alternative with less development will be better for the climate. However, greenhouse gas emissions are not bounded by city limits. As the City calculates the emissions and VMT impacts of different Broadway-Valdez Specific Plan land use scenarios, it is essential to compare apples to apples within the broader regional context. The City must model where growth would *otherwise* occur if it does not happen in the plan area.

For example, if Alternative 1 plans for 1,200 new homes in the plan area and Alternative 2 plans for 1,800 new homes in the plan area, it is essential to consider where the 600 homes not built in the plan area under Alternative 1 will otherwise be built, and the impact on emissions. As an example, if the additional 600 homes were built in Moraga, Danville and Livermore, Alternative 1 would actually produce more greenhouse gas emissions than Alternative 2, due to more people living in areas farther from job centers with less transit access, where average driving per household is higher. The Metropolitan Transportation Commission has useful data on average VMT by Traffic Analysis Zone that can be used to make this comparison.

Recommendation 3: When analyzing the projected greenhouse gas emissions and vehicle miles traveled, take into account different driving patterns of low-income households.

The EIR should accurately account for the expected VMT and associated emissions from the amount of deed-restricted affordable housing in each alternative. Many studies have shown that low-income households tend to have lower rates of vehicle ownership, lower vehicle miles traveled, and higher rates of transit usage¹. A recent City of San Diego affordable housing parking survey showed the significant driving reduction credit of dedicated affordable housing, especially for low and very-low income units.²

Recommendation 4: When analyzing the projected greenhouse gas emissions and vehicle miles traveled, take into account the effects of different parking supply options and parking pricing options.

Alternatives that provide more parking or charge less for parking may have the effect of inducing people to drive rather than walking, biking, or taking transit. This would lead to an increase in driving-related emissions and local air pollution. The EIR should study several different alternative parking supply and parking pricing options and accurately reflect the travel patterns and associated environmental impacts created by different parking alternatives.

Recommendation 5: Propose mitigations to reduce projected emissions, including planning for more homes for workers at all income levels, decreasing parking, and charging for parking.

¹ For example, *Maintaining Diversity in America's Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change* (Dukakis Center for Urban and Regional Policy, Oct. 2010), <http://www.dukakiscenter.org/storage/TRNEquityFull.pdf>

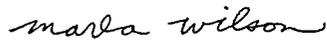
² Wilbur Smith Associates, *San Diego Affordable Housing Parking Study* (Dec. 2011), <http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/111231sdaafhfinal.pdf>

The document *Model Policies for Greenhouse Gas Emissions in General Plans*³ from the California Air Pollution Control Officers Association (CAPCOA) includes specific language for policies, including parking policies, which can serve as mitigations for climate change impacts.

Guidance for analyzing the use of high-density housing and deed-restricted affordable housing as mitigation strategies to reduce VMT and GHG emissions can be found in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*.⁴

Thank you for considering our comments.

Sincerely,



Marla Wilson
Field Representative

³ <http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-ModelPolicies-6-12-09-915am.pdf>

⁴ <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf> pp. 115-158, 176-178



June 14, 2012

Laura Kaminski
City of Oakland Strategic Planning Division
Department of Planning, Building, and Neighborhood Preservation
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612
lkaminski@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) on the Broadway/Valdez District Specific Plan in the City of Oakland, Case Number ZS12046 and ER120005

Dear Ms. Kaminski:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) on the Broadway/Valdez District Specific Plan in the City of Oakland. The project is on a 92 to 96 acre site on either side of Broadway and is generally bound by Interstate 580 to the north, Grand Avenue to the south, Webster Street and Valley Street to the west, and Harrison Street, Bay Place, 27th Street, Richmond Avenue, and Brook Street to the east. The difference in acreage is due to the potential removal from the Plan boundary of a block at 30th Street, Broadway and part of Webster Street. The Plan area includes two sub areas: (1) the "Valdez Triangle," generally formed by Broadway and Valley Street to the west; 27th and 28th Street to the north; 27th Street, Harrison Street and Bay Place to the east and Grand Avenue to the south; and (2) the "North End," generally formed by Webster Street to the west; Interstate-580 to the north; Piedmont Avenue, Brooke Street, and Richmond Avenue to the east; and 28th Street to the south.

The Broadway/Valdez District Specific Plan is a 25-year planning document that extends to the planning horizon year 2035. The Broadway Valdez District Specific Plan (BVDSP) will develop strategies to provide destination retail and mixed-use development along Broadway between Grand Avenue and Interstate 580. The Specific Plan will provide an area-wide set of development regulations and requirements, including the distribution, extent and location of land uses, infrastructure standards, and financing mechanisms for public improvements.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions and

therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC has a Countywide model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2009. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.
- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include BART and AC Transit, as well as the following MTS roads in the City of Oakland in the project study area: I-580, I-980, Grand Avenue, San Pablo Avenue, Telegraph Avenue, Harrison Street, Webster Street, and Broadway. (See 2011 CMP, Figure 2). Potential impacts of the project must be addressed for 2020 and 2035 conditions.
- Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
- For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the Alameda CTC must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).
- The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.
- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should

address the issue of transit funding as a mitigation measure in the context of the Alameda CTC policies discussed above.

- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of Transportation Demand Management (TDM) measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

cc: Diane Stark, Senior Transportation Planner
File: CMP – Environmental Review Opinions – Responses – 2012

Attachment: Design Strategies Checklist

Design Strategies Checklist
for the
Transportation Demand Management Element
of the
Alameda County CMP

The Transportation Demand Management (TDM) Element included in Alameda County Congestion Management Program requires each jurisdiction to comply with the Required Program. This requirement can be satisfied in three ways: 1) adopting “Design Strategies for encouraging alternatives to using auto through local development review” prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) providing evidence that existing local policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 above, the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. Alameda County Technical Advisory Committee (ACTAC) and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Note: Bold type face indicates those components that must be included the “Required Program” in order to be found in compliance with the Congestion Management Program.

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes No

1a.2 bicycle facilities that provide access to transit?

Yes No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap closure), not provided through the development review process?

Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance:

Design Review:

Standard Conditions of Approval:

Capital Improvement Program:

Specific Plan:

Other:

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 provide reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a.2 provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

Yes No

2a.3 include safety elements such as convenient crossing at arterials?

Yes No

2a.4 provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance:

Design Review, such as ADA Accessibility Design Standards:

Standard Conditions of Approval:

Capital Improvement Program:

Specific Plan:

Other:

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes No

3a.3 include a process for including transit operators in development review?

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance:

Design Review:

Standard Conditions of Approval:

Capital Improvement Program:

Specific Plan:

Other:

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance:

Design Review:

Standard Conditions of Approval:

Capital Improvement Program:

Specific Plan:

Other:

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

Yes No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes No

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance:

Design Review:

Standard Conditions of Approval:

Capital Improvement Program:

Specific Plan:

Other:

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

Reiff, Devan

From: Roland Stringfellow [rstringfellow@clgs.org]
Sent: Wednesday, May 16, 2012 3:13 PM
To: Kaminski, Laura; Broadway-Valdez Strategic Planning
Cc: At Large; Nadel, Nancy
Subject: NOP of DEIR on the Broadway/Valdez District Specific Plan

I am writing on behalf of the First Congregational Church of Oakland (2501 Harrison St, Oakland) as the Moderator of the Board of Trustees in response to the receipt of the NOP of DEIR on the Broadway/Valdez District Specific Plan. Our congregation has long been committed to social justice and equity here in the City of Oakland. The "mixed-use" housing development in the area would concern us if it does not include genuine low-income options. We would fight gentrification that means the loss of housing for the poor and working class citizens of our neighborhood.

We asked to be kept informed as this project continues to be developed.

Thank you for your attention to this letter.

Sincerely,
Rev. Roland Stringfellow

Rev. Roland Stringfellow
Moderator, Board of Trustees
First Congregational Church of Oakland
United Church of Christ
2501 Harrison St. Oakland, CA

*"God is **STILL** speaking"*

Reiff, Devan

From: Joyce Roy [joyceroy@earthlink.net]
Sent: Wednesday, May 30, 2012 4:31 PM
To: Broadway-Valdez Strategic Planning
Subject: Broadway/Valdez scoping comments
Attachments: B_V EIR Scoping.doc

Attached & as text:

To: Laura Kaminski
Project Planner

Via email: bvdsp@oaklandnet.com

**EIR Scoping comments for
BROADWAY VALDEZ DISTRICT SPECIFIC PLAN**

An alternative that addresses the need for public open spaces should be studied. It could be called the OSCAR Alternative

What is glaringly lacking, particularly along the Broadway spine, the neighborhood's Main Street, is sufficient public open space, a town square, to give a sense of place. The OSCAR element proposes "a local-serving park acreage standard of 4 acres per 1,000 residents." There isn't even one acre, and for a minimum of 900 dwelling units, meaning approx. 1800 residents, 7.2 acres would be called for! That is even ignoring the maximum of 1800 DU.

One such public space that can serve as a town square (or triangle) is Biff's property. It happens to be the linchpin site for the neighborhood where Broadway meets 27th Street, a major entry, and one reason the site was selected for this special space-age flying saucer diner.

Although the whole 1.09-acre Biff's site as a public park with a restaurant in it, similar to the Chabot restaurant in Lakeside Park, only makes a dent in this need for public space, this family-friendly restaurant will again attract shoppers to the area as well as serve the needs of the residents.

It would be an open breathing space whereas a many-sided (Valdez/ 27th St./Broadway) big box store at that site would be claustrophobic. A perfect location for such retail is the VT-1 site between 23rd St. and 24th St., and Broadway and Valley St. The height on Broadway would be in context with the residential to the south and it is closer to Uptown and BART. It is large enough that it could even (ugh) accommodate surface parking in the rear.

The round diner concept was inspired by its island site, which allows a 360-degree view of it. Set in a public park will make it much more attractive for restaurant owners, many of whom are now restoring googie diners in LA.

Joyce Roy
258 Mather St.
Oakland, CA

Reiff, Devan

From: moy@moisesaceves.net on behalf of Moises Aceves [moises@moisesaceves.net]
Sent: Thursday, May 03, 2012 3:47 PM
To: Kaminski, Laura; Broadway-Valdez Strategic Planning
Cc: KMiller@oaklandnet.com
Subject: Broadway/Valdez District Specific Plan ZS12046, ER120005

Moises Aceves
77 Fairmount
Oakland, CA 94611
May 3, 2012

Laura Kaminski
City of Oakland Strategic Planning Division PD, Building and Neighborhood Preservation
lkaminski@Oaklandnet.com bvdsp@oaklandnet.com

RE: Broadway/Valdez District Specific Plan ZS12046, ER120005

Dear Mrs Kaminski,

I recently finished reading part of the redevelopment plan for Broadway released on April 30, 2012. I was not able to attend the Draft Plan Concept discussion, but I wanted to participate and be part of the dialogue. I thought the DEIR document was wonderfully illustrated and well crafted.

I also think that there is not enough density within the project proposal to properly activate the sort of spaces the plan purports to encourage. Most buildings are far too low-rise/low-density considering the wealth of transit serving the area AND they provide far too high a parking ratio. This is one of the few areas in the Bay Area region which provides such a ripe location for development. The area should be developed with more of a focus on people and pedestrians over auto-mobility.

According to the Greenbelt Alliance "The Broadway-Valdez neighborhood is fortunate to have ideal transit infrastructure already in place. In addition to being near the 19th Street and MacArthur BART stations, the corridor is well-served by AC Transit. The 51A bus route, which runs along Broadway, has frequent service and connects to several BART stations. Several other routes serve the area, including the all-nighter 851 route, the 18 route connecting to downtown Berkeley, and the 1 rapid route along Telegraph. In fact, each day, there are approximately 2,200 opportunities to catch a bus within one-quarter of a mile of the Broadway-Valdez plan area, as well as 444 chances to catch a BART train within a half-mile of the plan area."

I believe that the land-use plan places far too much of a focus on LOS (level of service) and auto-mobility as a performance barometer of environmental impacts and not enough on pedestrian activity. The proposed land use plan would add a significant amount of parking by requiring that new developments construct massive and expensive parking structures. The proposed parking structures encapsulated by housing units will add to the cost of development and ensure that would-be developers will attain a far lower return on investment thereby removing the financial incentive for developing the sites. The existing B shuttle currently serving downtown-Jack London should be extended to the Keiser medical center in order to serve as a transit anchor. The extension of this service will encourage people to leave their cars behind reducing overall congestion and even encourage more transit use along other lines consequently reducing the need for so much parking.

I also feel that the developments zoning proposal can emphasize the natural potential of the site along the southern terminus of Richmod Blvd between 30th st and 29th/ 28th st. directly south of Oak Glen Park or the area defined as "Potential Park /Greenway". The bulk development plans place substantial parking structures adjacent to the creek ensuring that no one will ever use it recreationally. This tiny creek runs most of the year and many sites such as the Grocery Outlet parcel currently give their back to the creek thereby limiting the potential enjoyment of this small piece of nature within a built-out environment. The land-use proposal should be a little more context sensitive and ensure that the site takes advantage of this tiny natural space especially if means additional

density can be placed along Broadway/29th st so that the creek does not simply become an inconvenient open sewer surrounded by concrete structures.

Another thing I would like to note is how important it is to greatly improve pedestrian access from adjacent residential areas to Broadway.

The plan listed improved pedestrian connections between Hamilton and 28th streets, however it did not note that there is also a pedestrian stairs connection from Fairmont to 28th street at the same location.

Is this a problem because the exiting stairs use semi-public land (church) as an access route ?

In summary: Yes to far more development density along a corridor which is the appropriate location for higher density and lower parking/unit ratios. I WANT to be able shop in Oakland so that more of my sales tax monies stay within the city I reside in (F you Emeryville). You are doing a great job and I would like to be part of the next public meetings. Please let me know how I can be part of this process which will directly impact my neighborhood as it moves forward.

Thanks, and I look forward to meeting you on Monday May 14, 2012 Moises Aceves
77 Fairmount Ave
Oakland, CA 94611

CC: Scott Miller
Interim Planning and Zoning Director
BCC: Eric Angstadt, former Director
City of Oakland (about to start working for Berkeley)



MEMORANDUM

TO: Members of the Planning Commission
Ed Manasse, Strategic Planning Manager

FROM: Landmarks Preservation Advisory Board
Joann Pavlinec, Secretary

SUBJECT: **LPAB Advisory Comments – May 14, 2012
Draft Environmental Impact Report (DEIR)
Scoping Session on the Broadway Valdez District
Specific Plan**

DATE: May 16, 2012

At the May 14, 2012 Landmarks Preservation Advisory Board (LPAB, Board) regular meeting, the Board was requested to receive public comments and to comment on the scope of the Draft Environmental Impact Report (DEIR) for the Broadway Valdez District Specific Plan (Plan), including what information and analysis should be included pertaining to cultural and/or historical resource issues. The Board unanimously voted that their comments be included in the scoping process and analyzed in the DEIR and forwarded to the Planning Commission, the Strategic Project Manager and the DEIR consultants. Their comments follow.

The DEIR should take into consideration the potential negative adverse impacts to historic structures if the Plan continues to direct adaptive reuse development only 'where feasible', instead of making adaptive reuse a Plan priority.

Comments:

Page 6 - B. Project goals, 3. Authentic Oakland Place: Several speakers and Board Members recommended removing the words 'where feasible.' It is not difficult to assert that a project is 'infeasible.' One Board member suggested that it be replaced with 'a priority to focus on reuse of historic buildings.'

The DEIR should include incentives that reduce infeasibility and encourage retention of historic resources. Develop Mitigation Measures and include incentives in the Plan to increase feasibility of adaptive reuse. These mitigation measures could reduce the

above potential negative adverse impact to Less than Significant. The following comments discuss incentives that could be included.

Comments:

Page 14 – E. North End Land Use Concept, Reuse of Existing Buildings:

Include incentives for owners of Potential Designated Historic Properties to seek National Register, Landmark and/or Heritage Property designation. *Designation could permit owners to apply for Federal Tax Credits and the Mills Act Property Tax Abatement Program, and would also encourage retention of the resource under the Demolition Findings.* Note that designation of a PDHP puts it on the Local Register and makes it a historic resource under CEQA. Need to acknowledge that the universe of ‘historic resources’ is subject to change; PDHPs and ASIs should be given the benefit of doubt.

Page 24, 42 – Flexible Building Standards: The State Historical Building Code is not mentioned. Explore relaxation of requirements including and beyond the State Historical Building Code. Los Angeles’ Adaptive Reuse Program, for example, streamlined fire and building code issues, specific to the building type they were targeting for rehabilitation in the downtown area.

Develop solutions to the typical fire and building code issues for rehabilitation of historic building type(s) in this Plan area(s). Resolve these issues, and include them in the Plan, in advance of building owners’ consideration of rehabilitation. Readily available ‘flexible building standards’ could be an incentive for rehabilitation and a model for use citywide.

Include a Transfer of Development Rights Program or other programs and incentives to encourage retaining existing historic resources and locating height along Broadway.

The DEIR should discuss the conflict between maintaining the area’s unique and authentic feel, Authentic Character with the Relocation of Important Resources as an alternative to reuse on the site. The DEIR should develop Mitigation Measures to insure the Potential Negative Impact of relocation which could affect aesthetic as well as cultural resource CEQA issues, especially diluting Areas of Secondary Importance, is minimized. The DEIR should include in its analysis the character defining features of each of the Areas of Secondary Importance. Potential Mitigation Measures are outlined in the comments below.

Comments:

Page 24 – D. Adaptive Reuse and Historic Building Fabric, Authentic Character, Adaptive Reuse, and Relocation of Important Resources:

Adaptive Reuse maintains authentic character. Relocation takes

away from authentic character of both the moved building and its site, though it is preferable to demolition. *Develop measures that incentivize Adaptive Reuse and Repurposing and minimize reliance on relocation.*

Page 24 – D. Adaptive Reuse and Historic Building Fabric, Relocation of Important Resources: This is too open ended. Instead the Plan should *identify move-on sites where properties could be relocated, within the Plan areas.*

The *DEIR* should address the concern that the Plan may impact the sense of micro-places in Oakland. The Areas of Secondary Importance (ASI) provide this sense of micro-place and they should not be diluted.

Comments:

Waverly Street is a strong ASI; it is not a good place for retail, and it could dilute the focus of retail along Broadway. If height is permitted/encouraged on Harrison it would draw business away from Broadway. Broadway already has its character as Oakland's retail space, but needs strengthening. Height should be on Broadway in order to strengthen this major corridor. Since it is likely that not all of the Retail Priority Areas will be developed, the *Waverly area should be marked as a Relocation (receiving) Area, not a site for new retail construction.*

The micro-places have attracted entrepreneurs, restaurateurs, etc. because of the older buildings. If it weren't for these older historic buildings, these entrepreneurs would not be there. The energy of the Oakland Art Murrur, pop-up storefronts, etc. is due to historic resources. *Develop measures that support the retention of both the historic resources and the entrepreneur atmosphere that create the energy. Focus on local entrepreneurial retail instead of destination retail.*

The DEIR should discuss the Potential Negative Adverse Impact of removing the landscaped center median which could increase traffic speed and also expand the street space. Include a Mitigation Measure to reduce these two potential negative adverse impacts by revising this street section plan as suggested in the comment below.

Comment:

Page 31 – Figure 14: Broadway (North of 27th Street): Retain a planting strip down the middle to slow down traffic and break up the street space. *Recommend replacing this street section with Alan Jacobs' example (see Attachment) to provide two lanes of faster traffic in the middle of the street, separated by planted median strips from a slower drive/parking lane to each side.*

The *DEIR* should look at areas of the Draft Plan Concept where ambiguity of goals and statements could result in Negative Adverse Impacts. Require review and modification to succinct, clear direction.

Comments:

This plan has greatly improved over the previous plan. However, a lot of detail has been removed, and much of the text allows reviewers to read into what they wish. Be more specific.

Include more detailed information on parking ratios in order to get an idea of the range of parking standards for each type of development. Even if it is too early to determine where the center of gravity will happen and parking structures will be located, the parking ratios could be included.

Concern that bike parking is not specific in the plan. It will be crucial when it becomes a destination area.

The *DEIR* should look at how Glen Echo Creek would be developed to avoid the negative adverse impact of adding hardscape to the area, which would not be compatible.

Comment:

Increased use of Glen Echo Creek could require hardscape and that would not be historically or aesthetically compatible. Several features of the Creek need restoration, including the pergola and the bridge. *Recommend that the restoration of the pergola and bridge in the Glen Echo Creek area be included as a Mitigation Measure.*

The *DEIR* should address Archaeological Resources, as outlined in the comments below.

Comments:

- Modify *Issues to be Addressed in the EIR*, page 4 of the LPAB May 14, 2012 report as follows:
 - Cultural and Historic Resources
 - Assessment of the presence of and potential impacts to historic structures;
 - Assessment of potential impacts to ~~Cultural records search to determine the potential presence of~~ prehistoric or other archaeological sites;
 - Appropriate coordination with Native American organizations as required under CEQA and SP 18.
 - Additionally:
 - Require a pre-construction archaeological study; and
 - Prepare an archaeological treatment plan, to be reviewed by the LPAB prior to the start of any of the sub-surface work at the site.

Other Comments and Recommendations:

- Recommend that Biff's restaurant be restored as a family restaurant, which is a use that will be needed in the area. The remainder of the site would be perfect for a park
- Include *Attachment F: Map of Major Opportunity and Retail Priority Areas and Historic Resources* from the May 14, 2012 LPAB Report in the Draft Plan Concept and all other documents to better understand how the Draft Plan Concept interfaces with Historic Resources.
- **Page 26 – V. Circulation, Access and Parking:** Applauds 'transit first' orientation over parking; it's a good direction and permits pedestrians, bicyclists, bus, streetcar and shuttle users to view the historic resources.
- Street cars have been good for economic development in other cities.
- Focus on workforce housing.

Attachments: Conceptual Street Sections from *Great Streets* by Allan B. Jacobs.

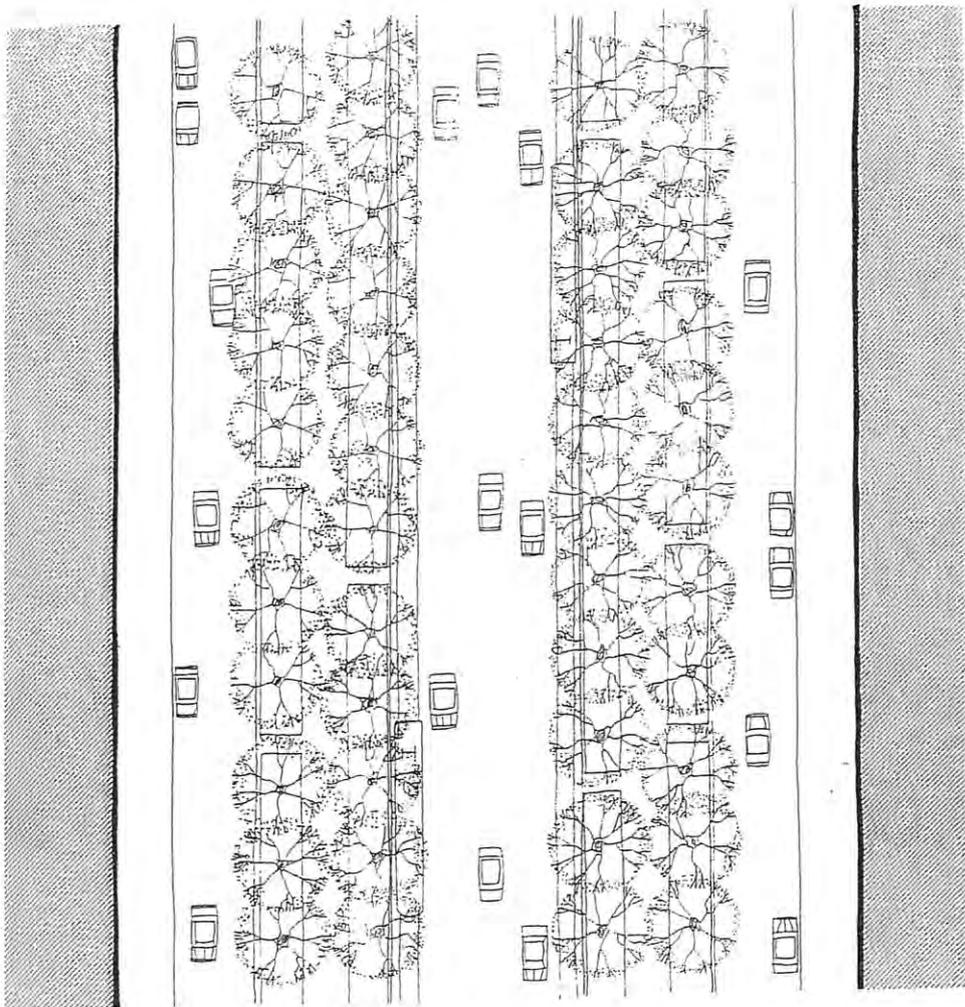
Cc: Project Consultants:

WRT

ESA ✓

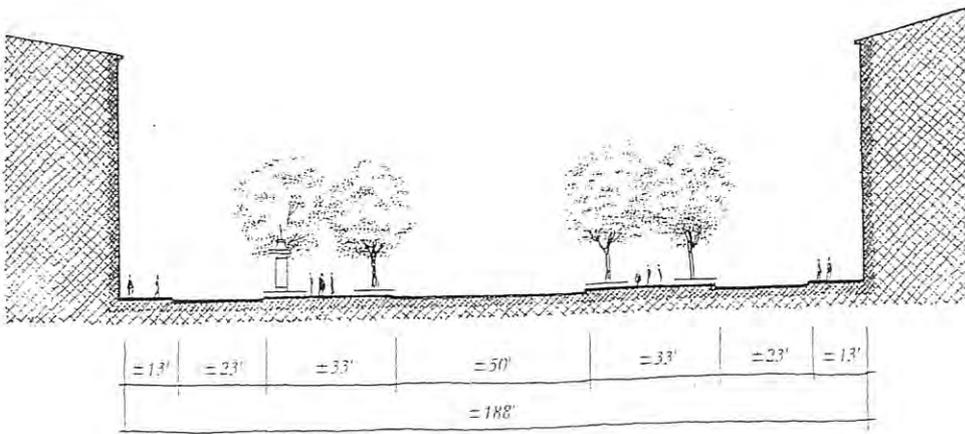
Fehr & Peers

Ref: BroadwaySpecificPlan/5-14-12LandmarksPreservatonAdvisoryBoardComments



RECOMMENDATION

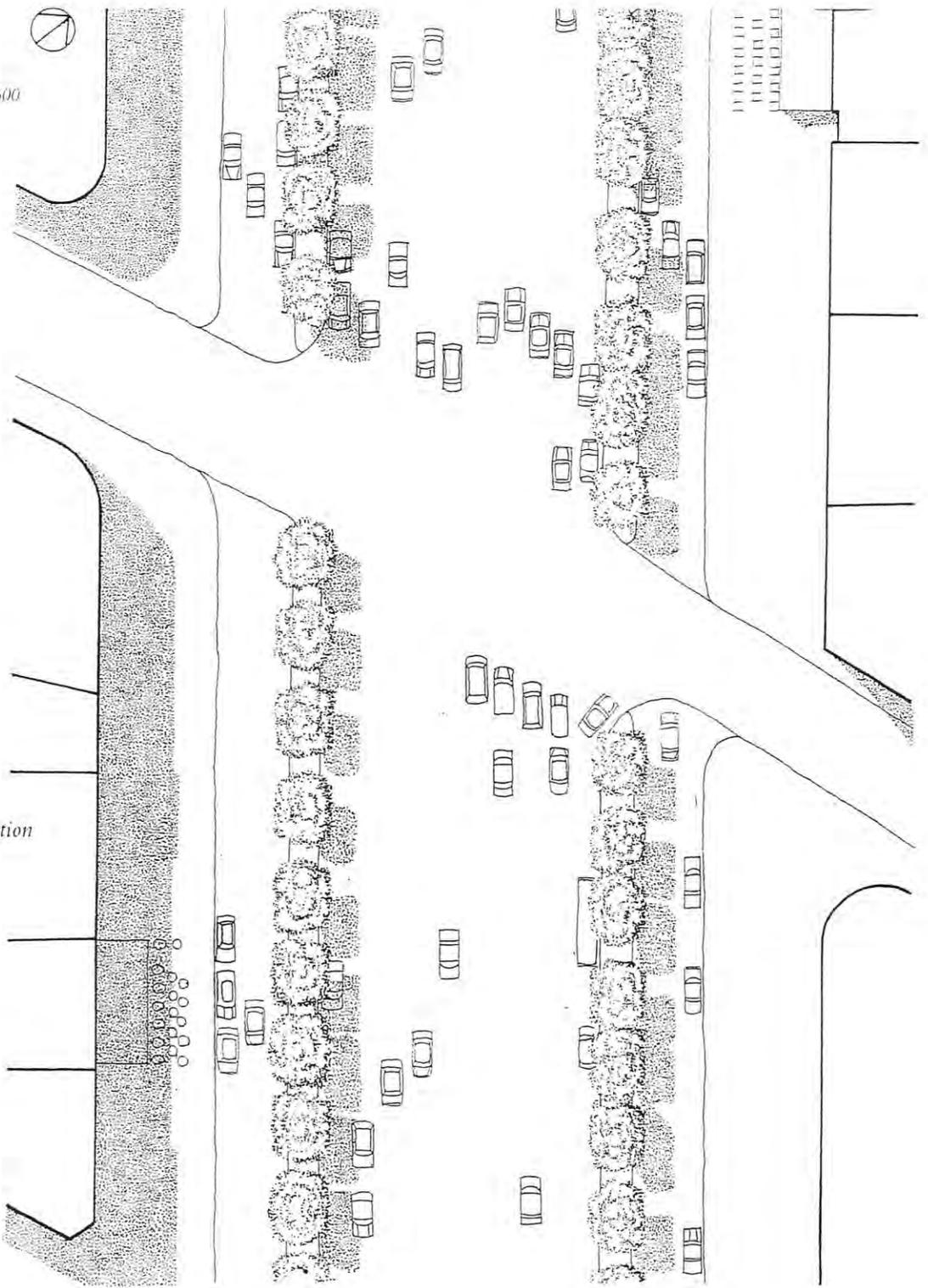
- CONCEPTS FOR STREET SECTIONS
- MODIFY NO. OF LANES



Approximate scale: 1" = 50' or 1:60

ATTACHMENT

Approximate scale 1" = 50' or 1:600



Champs-Élysées: plan and section

