

THE SHOPS AT BROADWAY RETAIL PROJECT

Responses to Comments and Final Environmental Impact Report
State Clearinghouse #2012072062

Prepared for
City of Oakland

December 2013





CITY OF OAKLAND

Department of Planning and Building
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, 94612-2032

**COMBINED NOTICE OF RELEASE AND AVAILABILITY OF THE
FINAL ENVIRONMENTAL IMPACT REPORT AND
NOTICE OF PUBLIC HEARING
ON THE
SHOPS AT BROADWAY RETAIL PROJECT AND RELATED CERTIFICATION OF ITS
FINAL ENVIRONMENTAL IMPACT REPORT**

PROJECT TITLE: The Shops at Broadway Retail Project
PROJECT SPONSOR: Portfolio Development Partners LLC
CASE NOS.: CMDV13-194; TPM10164; ER12-0007
PROJECT LOCATION: 3001-3039 Broadway, Oakland, California; northwest corner of Broadway and 30th Street. APNs 009-0705-004-00; 009-0705-005-00; 009-0705-006-00; and 0090705-007-00.

SUMMARY OF THE PROJECT: The Project involves the development of a new, one-story development with approximately 36,877 square feet of high volume retail space and associated parking. Specifically, the proposed development would include an approximately 26,654 square-foot retail anchor tenant, Sprouts Farmers Market, and an additional 10,233 square-foot currently planned to accommodate three retail tenant spaces.¹ All retail areas would be oriented along Broadway and would be primarily accessed through a public plaza connected to the sidewalk along Broadway. Public-realm amenities proposed include landscaping, a public gathering area with café style seating for customers, as well as a plaza and garden seating for customers on the rooftop level. A total of 168 parking spaces would be provided on the ground level (26 spaces behind the retail tenant spaces), and on a rooftop parking deck accessed from an internal ramp (142 spaces). All vehicular access to the project site would be from a driveway on 30th Street, and service vehicles/trucks would exit the site and internal loading dock area via a driveway on Broadway. The project site is not listed on the Cortese List of hazardous materials sites.

ENVIRONMENTAL REVIEW: A Draft Environmental Impact Report (DEIR) was prepared for the Project and released for a public review period. All comments that were received have been compiled and responded to in the Response to Comments Document (RTC), along with changes and clarifications to the Draft EIR. The RTC Document, together with the Draft EIR, constitutes the Final EIR (FEIR) for the proposed project. The City of Oakland is hereby releasing the FEIR, finding it to be accurate and complete and ready for certification. The preparation of the RTC has been overseen by the City's Environmental Review Officer and the conclusions and recommendations in the document represent the independent conclusions and recommendation of the City.

Starting on December 6, 2013 at 3:00 p.m., copies of the FEIR are available for review or distribution to interested parties at no charge at the Department of Planning and Building, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, 3rd Floor, Oakland, CA, 94612, Monday through Friday, 8:00 a.m. to 4:00 p.m. (Wednesday 9:30 a.m. to 4:00 p.m.). The FEIR may also be reviewed at the following website:
<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>.

¹ Building area is measured as gross floor area from the outside walls of the structure per the Institute of Transportation Engineers (ITE). Building area under the Oakland Planning Code is measured by internal floor area of the structure and is therefore slightly less than ITE building area calculation.

PUBLIC HEARING: The City Planning Commission will conduct a public hearing to consider The Shops at Broadway Retail Project and certification of the Final EIR on **December 18, 2013**, at **6:00 p.m.** in the Hearing Room #1, City Hall, 1 Frank H. Ogawa Plaza, Oakland, CA.

If you challenge the environmental document or project in court, you may be limited to raising only those issues raised at the Planning Commission public hearing described above, or in written correspondence received by the City of Oakland, Department of Planning and Building, on or prior to 4:00 p.m. on December 18, 2013.

For further information, please contact Peterson Vollmann, Planner III, at (510) 238-6167 or pvollmann@oaklandnet.com.



December 2, 2013

SCOTT MILLER
Zoning Manager
Environmental Review Officer

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CHAPTER 1

Introduction

1.1 CEQA Background

An Environmental Impact Report (EIR) is an informational document prepared by a Lead Agency (in this case, the City of Oakland), pursuant to California Environmental Quality Act (CEQA), that contains the environmental analysis for public review and for agency decision-makers to use in their consideration of a project. On August 16, 2013, the City of Oakland (City), as Lead Agency, released a Notice of Release and Availability of a Draft Environmental Impact Report (EIR) for the Shops at Broadway Retail Project (Project). The 46-day public review and comment period on the Draft EIR began on Friday, August 16, 2013, and the City of Oakland Planning Commission held a public hearing on the Draft EIR on September 11, 2013. The public review and comment period on the Draft EIR ended on Monday, September 30, 2013, and this document responds to all public comments received by the City on the Draft EIR within the public review and comment period.

1.2 Final EIR Context

This Responses to Comments document, together with the Draft EIR and its Appendices, constitute the Final EIR (also referred to as EIR or FEIR) for the Shops at Broadway Retail Project. Due to its length, the text of the Draft EIR is not included with this Response to Comments document; however, it is included by reference as part of the Final EIR.

The City, as Lead Agency, will make decisions on certification of this EIR, consider approval of a Standard Conditions of Approval / Mitigation Monitoring and Reporting Plan (SCAMMRP), and consider approval of the Project. Specifically, the City of Oakland Planning Commission is the decision making body of the Lead Agency that will consider the Final EIR before approving or denying the Project. Before the Lead Agency may approve the Project, the Planning Commission must certify that the Final EIR adequately discloses the environmental effects of the Project, that the Final EIR has been completed in conformance with CEQA, and that the decision-making body of the Lead Agency independently reviewed and considered the information contained in the Final EIR. Certification of the Final EIR would indicate the City's determination that the Final EIR adequately evaluates the environmental impacts that could be associated with the Project.

The City has prepared this document pursuant to CEQA Guidelines Section 15132 which specifies the following:

“The Final EIR shall consist of:

- (a) The Draft EIR or a revision of the draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the Lead Agency.”

This Final EIR incorporates comments made during the public review period and contains the Lead Agency’s responses to those comments.

1.3 New Information in the Final EIR

If *significant new information* is added to an EIR after a notice of public review has been given, but before final certification of the EIR, the Lead Agency must issue a new notice and re-circulate the Draft EIR for further comments and consultation. None of the corrections or updates to the Draft EIR identified in this document constitutes *significant new information* pursuant to Section 15088.5 of the CEQA Guidelines.

The new information added to this EIR merely clarifies and makes insignificant changes to an adequate EIR. Specifically, the new information, corrections or updates presented in this document do not disclose that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it; or
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (CEQA Guidelines Section 15088.5)

Therefore, re-circulation of the Draft EIR, all or in part, is not required. The information presented in the Draft EIR and this document support this determination.

1.4 Organization of this Final EIR

Following this introductory chapter, this Final EIR is organized as described below.

- Chapter 2, *Project Summary and Update*, summarizes the Project as presented in the Draft EIR. Minor Project updates initiated by the project sponsor since publication of the Draft EIR are also presented, in addition to discussion of the environmental effects of those updates.
- Chapter 3, *Modifications to the Draft EIR*, contains text changes to the Draft EIR initiated by the Lead Agency or resulting from public comments received on the Draft EIR.
- Chapter 4, *Commenters on the Draft EIR*, lists all commenters that submitted written comments on the Draft EIR during the public review and comment period, and/or that commented at the Planning Commission Public Hearing on the Draft EIR.
- Chapter 5, *Responses to Written Comments Received on the Draft EIR*, contains each of the written comments received, and presents individual responses to the specific comments raised in each correspondence.
- Chapter 6, *Responses to Comments Made at the Public Hearing on the Draft EIR*, summarizes comments and responds to the public comment made at the Planning Commission Hearing on the Draft EIR.

Appendices to this document follow Chapter 6.

CHAPTER 2

Project Summary and Update

2.1 Project Summary

Location and Access

The proposed project site is a 1.9-acre (83,143 square-feet) lot at 3001-3039 Broadway, at the northwest corner of Broadway and 30th Street in Oakland, California. The project site is located approximately one mile north of Downtown Oakland and three miles east of the San Francisco Bay. The project site is situated along Broadway– the major north-south arterial that runs the length from downtown to the Berkeley Hills – and 30th Street, which is a key connector street that runs east-west between Broadway and Telegraph Avenue. The project site is also located in the proposed Broadway Valdez Specific Plan (BVDSP) area, for which the City is currently preparing a vision and planning framework for future growth and development in an approximately 95.5-acre area along both sides of Broadway, between Grand Avenue and I-580. The project site is located on the west side of Broadway, approximately 500 feet (approximately four blocks) south of the I-580 overpass.

The project site is currently a 287-space parking lot open to the public. The lot is paved with asphalt and striped to accommodate automobiles and light trucks.

The General Plan land use designation on the project site is “Community Commercial.” The current Zoning classification on the site is “Community Commercial Zone 2” / “Overlay Broadway District” (CC-2/D-BR).

Project Characteristics

The following summarizes the Project Description from the Draft EIR and incorporates minor project updates initiated by the project sponsor after publication of the Draft EIR.

Commercial Development. The Project would construct a new, one-story building with approximately 36,887 square feet of high volume retail space and associated parking (see *Sponsor-Initiated Project Updates Since the Draft EIR*, below). Specifically, the development would include an approximately 26,654 square-foot retail anchor tenant, Sprouts Farmers Market, and a separate approximately 10,233 square-foot commercial area currently planned to accommodate three retail tenant spaces. The Project also would include a rooftop parking deck, described below.

Broadway Frontage and West Facade. All retail areas would be oriented along Broadway and would be primarily accessed through a public plaza connected to the sidewalk along Broadway. The plaza would provide a public gathering area with café style seating and short-term bicycle parking. A rooftop plaza and garden would provide seating for customers.

An existing residential health facility for the elderly exists on the adjacent property to the west of the project site. A concrete retaining wall that is the lower parking level of the adjacent facility edges the west property line shared with the project site. A safety barrier exists along the outdoor walkway to individual residential units. The Project building's western façade would be a solid wall along the unroofed automobile ramp to/from the upper level parking deck. This building façade/ramp wall would set back approximately 11 feet (along the northern portion) and 24 feet (along the southern portion) from the adjacent property to the west and range from 11 foot-6 inches to 13 foot- 6 inches above the safety barrier along the outdoor walkway to the residential units on the adjacent site.

Pedestrian Circulation. A pair of elevators and a stairway would provide the pedestrian connection between the ground-floor plaza level and the rooftop plaza and parking. A second exit stairway at the southeast corner of the roof would allow customers to exit the rooftop directly to 30th Street and access the Broadway entrances to the retail shops via the sidewalk or a ground-level pedestrian passageway that connects the lower-level garage and the plaza space.

Parking Access and Circulation. The Project, as described in the Draft EIR, would provide 162 parking spaces on two parking levels. As discussed in Section 2.2, *Project Updates*, below, the Project is updated from the Draft EIR to include a total of 168 parking spaces. The ground level would include areas prioritized for accessible and short-term parking, as well as retail tenant spaces. The rooftop parking deck, approximately 24 feet above grade, would provide the additional parking spaces. The aforementioned two elevators and stairways would provide pedestrian access to both parking levels. A total of 30 short-term bicycle parking spaces (i.e., bicycle racks) would be provided along the Project's Broadway frontage and plaza for customer use. Project employees would use the seven long-term bicycle parking spaces provided near the driveway entrance to the ground-floor parking level.

Loading and Service Areas. Delivery and service trucks would access the project site through the 30th Street curb cut/driveway and would continue through a secured garage door to the loading dock and trash area along the northern edge of the project site. Delivery and service trucks would exit onto Broadway through another secured garage door and new driveway curb cut at the northeast corner of the site (relocating the existing driveway located mid-block on Broadway).

Exiting trucks would be restricted to only turn right to travel southbound on Broadway.

An approximately 7,000 square-foot mechanical equipment area serving the grocery store would be situated on the roof and would be screened from public views. Additional mechanical units serving the other retail tenant spaces also would be located on the roof deck. An approximately 1,550 square-foot utility/transformer room would be located on the ground-floor parking level, beneath the driveway ramp to the rooftop parking deck. Two main trash collection areas would be located on the ground-floor parking level. The Project would not include a diesel generator.

2.2 Sponsor-Initiated Project Updates Since the Draft EIR

Since publication of the Draft EIR, the project sponsor has updated aspects of the Project plans, primarily in response to comments provided by the City of Oakland Design Review Committee of the Planning Commission. The updates include various design modifications that do not alter the Project's environmental effects identified in the Draft EIR. The updates involve minor changes in the arrangement of space dedicated to utilities, and total number of parking spaces provided. Specifically, a utility room along 30th Street and an additional mechanical enclosure on the roof is added to the Project. Also, the updates add six (6) parking spaces to the Project and rearrange the parking spaces such that 26 spaces would be provided at the ground level and 142 spaces would be provided at the roof-top level, for a total of 168 parking spaces (compared to 18 ground-level spaces and 144 roof-top level spaces, for a total of 162 parking spaces previously described in the Draft EIR).

Each of the aforementioned updates is depicted in revised Draft EIR Figures 3-2 through 3-8 presented in Chapter 3, *Modifications to the Draft EIR*. Also updated on plan-level Figures 3-3 and 3-4 are previous references to Project building area per the Oakland Planning Code (36,000 square feet) to reflect Project building area per Institute of Transportation Engineers (ITE) calculations (36,887 square feet).¹ While the actual size of the Project has not changed from that described and analyzed in the Draft EIR, the analysis in the Draft EIR is updated to employ the floor area per ITE calculations consistently throughout the analysis and to ensure a conservative analysis of the Project's potential effects.

2.3 Environmental Effects of Project Updates

None of the updates to the Project described in the previous section would result in substantial changes to the analysis or conclusions of the Draft EIR. The updates do not rise to the level of *significant new information* (see Chapter 1, *Introduction*), as the changes would not result in new or more severe significant impacts. To substantiate this determination, the Project updates are assessed below for the topic areas that could potentially be affected.

Air Quality

Estimating the Project's air quality emissions factors in the number of vehicle trips associated with the Project. As discussed above, the Project entails approximately 36,887 square feet and, as presented in the Draft EIR analysis, 36,000 square feet. Standard practice for estimating vehicle trip generation relies on gross building area, and factoring the gross square footage of the Project would result in 55 additional daily vehicle trips than presented in the Draft EIR.

¹ Building area is measured as gross floor area from the outside walls of the structure per the Institute of Transportation Engineers (ITE). Building area under the Oakland Planning Code is measured by internal floor area of the structure and is therefore slightly less than ITE building area calculation.

From an air quality perspective, this increase in vehicle trips would represent an approximate 1.6 percent increase in criteria pollutant emissions over those reported in the Draft EIR. Consequently, the mobile emissions presented in Table 4.2-6 of the Draft EIR would increase by approximately 1.6 percent to 9.81 pounds per day of ROG, 17.68 pounds per day of NO_x, 6.96 pounds per day of PM₁₀ and 0.88 pounds per day of PM_{2.5}. Criteria pollutant increases would be less than 1 pound per day and remain well below the City's CEQA thresholds, and the operational air quality impacts would remain less than significant as previously reported.

Factoring the gross square footage would increase the Project's construction area by approximately 2.4 percent over what was assumed in the construction emission analysis in Impact AIR-1 of the Draft EIR. It is unlikely that this increase would require additional construction equipment, more intensive use of the equipment analyzed in Impact AIR-1, or an increase in the overall construction period. Conservatively assuming a 2.4 percent increase in construction-related emissions beyond those presented in Table 4.2-5 in the Draft EIR, the construction-related emissions would remain well below the City's CEQA thresholds and the construction-related air quality impacts would also remain less than significant, as previously reported. These increased emissions do not represent significant new information or a substantial increase in the severity of the previously identified environmental impact warranting recirculation of the Draft EIR. Specific relevant updates to the Draft EIR are presented in Chapter 3 of this document.

Greenhouse Gases and Climate Change

From a greenhouse gases (GHG) perspective, the increase in daily vehicle trips described under *Air Quality*, above, would represent an approximate 1.6 percent increase over those reported in the Draft EIR for the GHG analysis. Consequently, the mobile emissions presented in Table 4.6-3 of the Draft EIR would increase by approximately 1.6 percent to approximately 1,176 metric tons per day of CO₂e for the Business as Usual scenario and to approximately 1,044 metric tons of CO₂e per day for the adjusted scenarios. GHG emissions increases would remain above the City's CEQA thresholds and the operational GHG emissions impact with the Project would remain significant and unavoidable.

Conservatively assuming the 2.4 percent increase in construction-related emissions beyond those presented on page 4.6-29 of the Draft EIR, the construction-related emissions would increase proportionally. Consequently, the construction-related emissions presented on page 4.6-29 of the Draft EIR would increase by 2.4 percent from approximately 715 metric tons per day of CO₂e to approximately 732 metric tons per day of CO₂e. Due to rounding, the total metric tons of CO₂e annually, over 40 years, still would be 18, as represented for all three scenarios in Table 4.6-3 of the Draft EIR. GHG emissions increases would remain above the City's CEQA thresholds, and the operational GHG emissions impacts with the Project would remain significant and unavoidable. These increased emissions do not represent significant new information or a substantial increase in the severity of the previously identified environmental impact warranting recirculation of the Draft EIR. Specific relevant updates to the Draft EIR are presented in Chapter 3 of this document.

Noise

Factoring the ITE gross square footage of the Project would result in 55 additional daily trips, five (5) weekday AM peak-hour trips, seven (7) weekday PM peak-hour trips, and seven (7) Saturday peak-hour trips. The additional peak-hour trips would result in no more than two (2) additional vehicles traveling along the 30th Street Roadway Segment west of the project driveway. This number of trips would not result in changes to the calculated noise levels under Existing Plus Project or Cumulative Plus Project Conditions. With the additional trips, the Project traffic noise would not be cumulatively considerable as it would not contribute more than 3 dBA to cumulative noise conditions. Further, the Project's noise contribution from both stationary and mobile sources compared to existing monitored noise levels still would not exceed 5 dBA. Thus, the noise levels would remain below the City's CEQA thresholds and the Noise impacts would also remain less than significant as previously reported. The additional trips would not result in new or more severe impacts related to traffic noise levels. The increased traffic-related noise levels do not represent significant new information or a substantial increase in the severity of the previously identified environmental impact warranting recirculation of the Draft EIR. Specific relevant updates to the Draft EIR are presented in Chapter 3 of this document.

Transportation and Circulation

As noted above, additional transportation analysis was conducted to determine the trip generation factoring the Project's gross square footage per ITE, and would result in 55 additional daily trips, five (5) weekday AM peak-hour trips, seven (7) weekday PM peak-hour trips, and seven (7) Saturday peak-hour trips. These increases would not result in new or more severe impacts related to transportation and traffic. The impacts would remain less than significant with the exception of Impact TRANS-3, which would remain significant and unavoidable. The increased vehicle trips do not represent significant new information or a substantial increase in the severity of the previously identified environmental impact warranting recirculation of the Draft EIR. Specific relevant updates to the Draft EIR are presented in Chapter 3 of this document.

CHAPTER 3

Modifications to the Draft EIR

3.1 Overview

This chapter presents all the modifications required to the Draft EIR. The changes are either initiated by City of Oakland (Lead Agency) staff, responses to public comments received on the Draft EIR, or updates to the Project initiated by the project sponsor. Changes are made to ensure accuracy and clarity throughout the EIR.

Throughout this chapter, newly added text is shown in double underline format, and deleted text is shown in double strikeout format. The source of each change is noted in brackets following each change. Changes are listed generally in the order in which they would appear in the Draft EIR.

A revised Draft EIR Table 2-1, Summary of Impacts, Mitigation Measures, Standard Conditions of Approval and Residual Impacts (Table 2-1Rev), shows the revised text of any impact statements, mitigation measures, or Standard Conditions of Approval (SCA) and is presented at the end of this chapter.

3.2 Modifications to the Draft EIR

Chapter 2, Summary

1. The following text on page 2-2 of the Draft EIR is revised to reflect that the Public Agency Approvals will require a Vesting Tentative Parcel Map:

City of Oakland

- Conditional Use Permits (Planning Code Table 17.101C.100)
- Variance (Planning Code Chapter 17.116)
- Design Review (Planning Code Chapter 17.35.020; 17.136.120).
- Encroachment and Construction Permits (Municipal Code 12.08)
- Excavation Permits (Municipal Code 12.12)
- Vesting Tentative Parcel Map

[City-initiated]

Chapter 3, Project Description

2. The following text on pages 3-7 and 3-8 of the Draft EIR is revised to reflect that the Project would construct a single building. The text is also revised to update previous references to Project building area per the Oakland Planning Code (36,000 square feet) to reflect Project building area per Institute of Transportation Engineers (ITE) calculations (36,887 square feet).¹ This is a universal change:

Commercial Development

The Project would construct a new, one-story ~~development~~building with ~~36,000~~36,887 square feet of high volume retail space and associated parking. The new ~~development~~building would occupy the majority of the project site.

Specifically, the ~~development~~building would include a ~~26,000~~26,654 square-foot retail space for an anchor tenant, Sprouts Farmers Market, and a separate ~~10,000~~10,233 square-foot commercial ~~building area~~ currently planned to accommodate three retail tenant spaces, as depicted in **Figure 3-3, Ground Floor Plan**. The Project would also include a rooftop parking deck with amenities, discussed further below and depicted in **Figure 3-4, Roof Plan**. An overall view of the project is depicted in **Figure 3-5, Axonometric View**. The 10,233 square-foot commercial ~~building area~~ has not yet been leased and therefore its final tenant configuration may change.

[City-initiated]

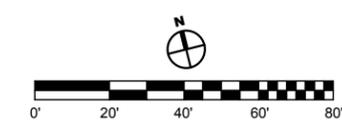
3. The following figures on page 3-3 and pages 3-9 through 3-12 of the Draft EIR are revised to reflect Project updates to the location and number of mechanical equipment areas; parking space counts and distribution; building square footage area references; as well as exterior aesthetics updates (e.g., signage and exterior material updates).

[City-initiated]

¹ Building area is measured as gross floor area from the outside walls of the structure per the Institute of Transportation Engineers (ITE). Building area under the Oakland Planning Code is measured by internal floor area of the structure and is therefore slightly less than ITE building area calculation.



- 1 PUBLIC PLAZA
- 2 CURB CUT
- 3 SECURED VEHICULAR GATE
- 4 ROOFTOP PARKING
- 5 LANDSCAPE BUFFER
- 6 (E) RETAINING WALL
- 7 (E) BUS STOP
- 8 RELOCATED BUS STOP
- 9 ADJACENT NURSING HOME
- 10 ADJACENT AUTO DEALERSHIP
- 11 POTENTIAL PEDESTRIAN PATH BY CITY



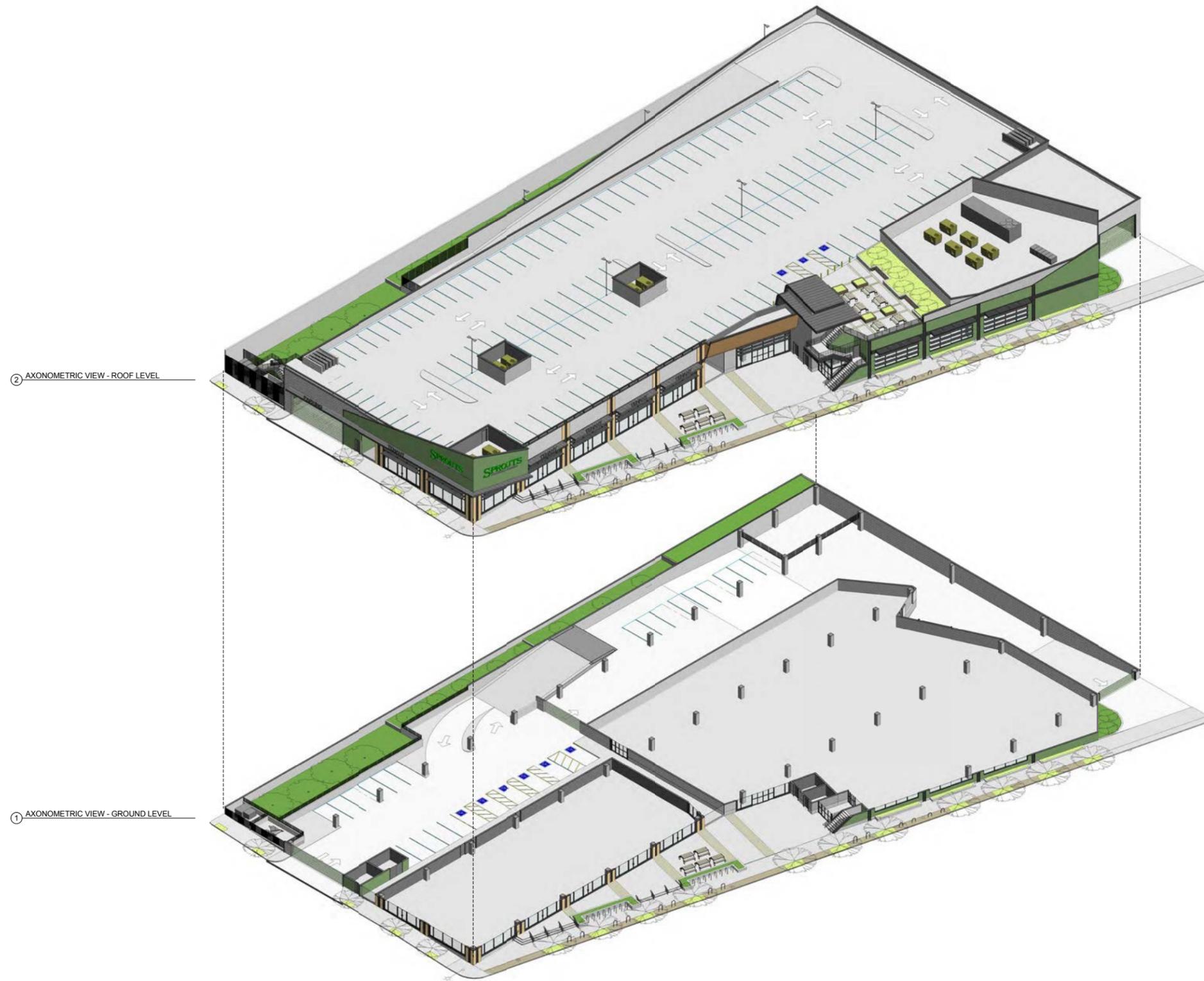
SOURCE: Lowney Architecture

The Shops at Broadway Retail Project
Figure 3-2
 Site Plan and Surrounding Context



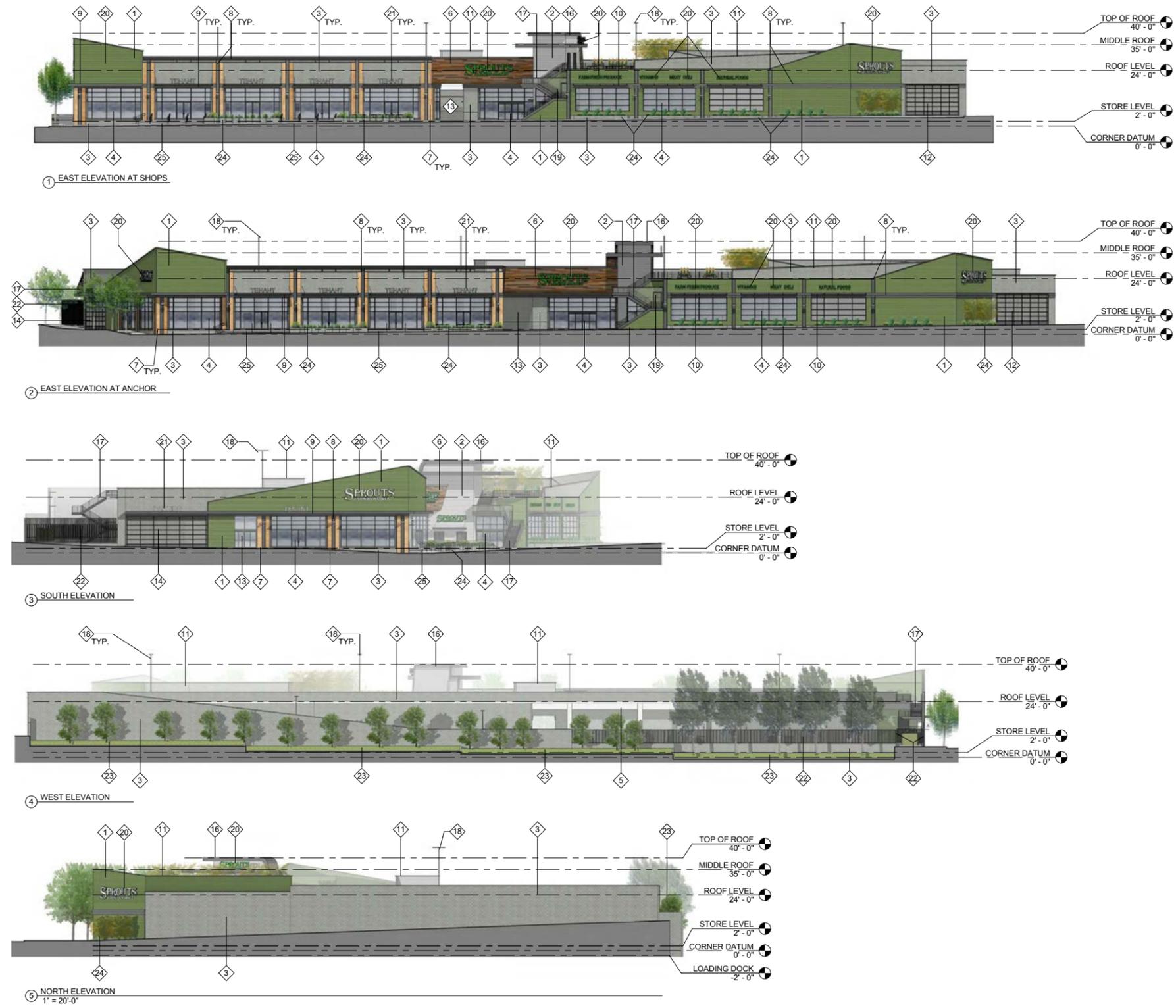
SOURCE: Lowney Architecture

The Shops at Broadway Retail Project
Figure 3-3
 Ground Floor Plan



SOURCE: Lowney Architecture

The Shops at Broadway Retail Project
Figure 3-5
Axonometric View

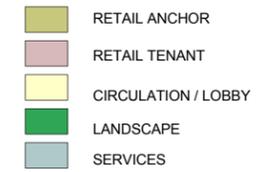
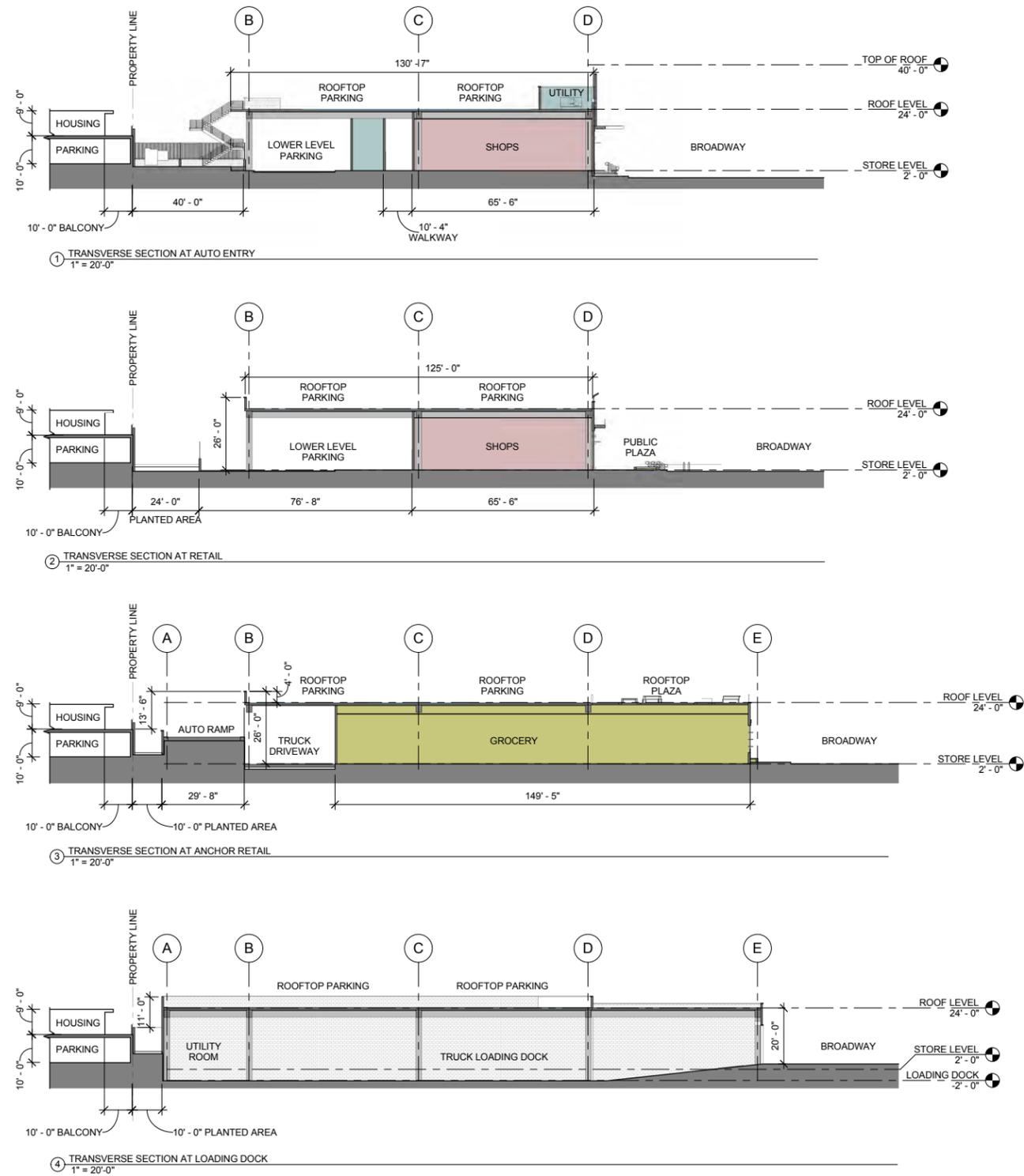


- 1 GREEN CORRUGATED METAL
- 2 GRAY CORRUGATED METAL
- 3 CONCRETE MASONRY BLOCK
- 4 STOREFRONT GLAZING SYSTEM
TYPICAL DARK ANODIZED OR BLACK
- 5 CONCRETE STRUCTURE
POURED IN PLACE AND PRE-CAST
- 6 RECLAIMED WOOD SIDING
- 7 TERRA COTTA CLADDING
- 8 ARCHITECTURAL METAL DETAILS
PAINTED DARK GRAY
- 9 ARCHITECTURAL METAL AWNING
WITH RECLAIMED WOOD UNDERSIDE
- 10 ARCHITECTURAL METAL TRELLIS
DARK ANODIZED OR BLACK
- 11 SCREENED ROOFTOP MECHANICAL
EQUIPMENT (TBD)
- 12 TRUCK EXIT FROM COVERED
TRASH AND LOADING
- 13 PEDESTRIAN BREEZEWAY CONNECTING
COVERED PARKING TO SHOPS
- 14 COVERED STREET LEVEL
PARKING AREA
- 15 ROOF PLAZA AT UPPER
PARKING DECK
- 16 CUSTOMER ELEVATORS
- 17 CUSTOMER STAIRWAY
- 18 SHIELDED PARKING LIGHTING
- 19 EXIT STAIRWAY ENCLOSURE
- 20 SPROUTS SIGNAGE
- 21 TENANT RETAIL SIGNAGE (TBD)
- 22 METAL FENCE
- 23 PLANTED BIO-FILTRATION
WATER TREATMENT AREA
- 24 RAISED PLANTER
- 25 STEPS UP TO PUBLIC PLAZA



SOURCE: Lowney Architecture

The Shops at Broadway Retail Project
Figure 3-6
Elevations



SOURCE: Lowney Architecture

The Shops at Broadway Retail Project
Figure 3-7
Sections



30TH AND BROADWAY CORNER



SPROUTS ENTRY



NORTH CORNER OF SPROUTS



PARKING LOT ENTRY

SOURCE: Lowney Architecture

The Shops at Broadway Retail Project

Figure 3-8
Key 3D Views

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4. The following text on page 3-20 of the Draft EIR is revised to reflect that the Public Agency Approvals will require a Vesting Tentative Parcel Map:
- **Excavation Permits** (Municipal Code 12.12) – The Project would require City approval of excavation permits to conduct excavation activities on the project site.
 - **Vesting Tentative Parcel Map** – A Vesting Tentative Subdivision map would have to be approved and recorded for the proposed lot merger of four lots into one.

[City-initiated]

Section 4.1, Aesthetics, Shadow, and Wind

5. The following text on page 4.1-12 of the Draft EIR is revised to clarify that the Project would construct a single building:

Figures 4.1-6 and 4.1-7 include visual simulations from representative viewpoints, which were prepared to illustrate possible changes to short-range views as a result of the Project. The simulation in Figure 4.1-6 (bottom image) illustrates a view looking north along Broadway from one-half block south of the project site. As shown, the Project would visibly change how Broadway is perceived from this vantage point (discussed in the assessment of *Visual Character* under Impact AES-2, below), and such change would not represent a substantial adverse effect on views, since no views are considered scenic or unique (as defined by CEQA) and no visual access to protected scenic resources (as defined by the General Plan) would be obstructed. Furthermore, the new structures would create a more consistent street wall and add visual interest at the street level, enhancing the public views experienced by individuals traveling Broadway. Similarly, the simulation in Figure 4.1-7 (bottom image) illustrates a view looking southwestward along Broadway, just north of the project site.

[City-initiated]

Section 4.2, Air Quality

6. The following Table 4.2-5 on page 4.2-18 of the Draft EIR is updated as follows to factor in gross building square footage:

**TABLE 4.2-5
AVERAGE DAILY CONSTRUCTION-RELATED EMISSIONS**

	Average Daily Construction Emissions (lb/day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Demolition, Site Preparation, Grading, and Building Construction, Paving, and Architectural Coating ^a	42.48 <u>12.78</u>	31.24 <u>31.96</u>	4.224 <u>3.32</u>	4.224 <u>3.32</u>
Threshold	54	54	82	54
Exceeds Threshold?	No	No	No	No

^a Factors gross building square footage (per ITE).

SOURCE: ESA, 2013.

[City-initiated]

7. The following Table 4.2-6 on page 4.2-19 of the Draft EIR is updated as follows to factor in gross building square footage:

**TABLE 4.2-6
AVERAGE DAILY OPERATIONAL EMISSIONS 2015**

	Average Daily Operational Emissions (lb/day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area Sources	0.91	0.00	0.00	0.00
Energy Sources	0.40	0.36	0.03	0.03
Mobile Sources ^a	8.66 <u>9.81</u>	17.40 <u>17.68</u>	6.85 <u>6.96</u>	0.67 <u>0.88</u>
Total Emissions	9.64 <u>11.12</u>	17.76 <u>18.04</u>	6.88 <u>6.99</u>	0.70 <u>0.91</u>
Threshold	54	54	82	54
Exceeds Threshold?	No	No	No	No

^a Factors gross building square footage (per ITE).

SOURCE: ESA, 2013.

[City-initiated]

Section 4.4, Cultural Resources

8. The following text on page 4.4-16 of the Draft EIR is deleted to accurately reflect the applicability of cultural resources related SCAs to the Project:

~~● **CUL SCA 4: Vibrations Adjacent to Historic Structures**~~

~~*Prior to issuance of a demolition, grading or building permit. The project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage the affected historic building(s) and design means and methods of construction that shall be utilized to not exceed the thresholds.*~~

[City-initiated]

9. The following text on page 4.4-20 of the Draft EIR is deleted to accurately reflect the applicability of cultural resources related SCAs to the Project:

Given distances between 100 and 350 feet, there is a sufficient buffer between the Project building and the historic resources in the Project vicinity such that the general setting of these resources would be maintained. In addition, the Project building would be situated fronting Broadway in a manner similar to the historic commercial buildings in the vicinity, thereby continuing the historical pattern of development along Broadway. Finally, the one-story, 40-foot maximum height of the Project building would not be substantially incompatible with the primarily single-story historic resources in the vicinity. Given this distance between the proposed construction area for the Project and the adjacent resources (separated by paved surface lots and/or the width of Broadway), and the extent of ground-shaking activity involved to construct the proposed one-story building, the Project is not expected to result in damage to the historic building on the adjacent lot. ~~Compliance with CUL SCA 4, *Vibrations to Adjacent Historic Structures*, would apply to the Project to determine threshold levels of vibration and cracking that could damage the affected nearby historic buildings and design means and methods of construction that shall be utilized to not exceed those thresholds.~~

[City-initiated]

Section 4.6, Greenhouse Gases and Climate Change

10. The following Table 4.6-3 on page 4.6-25 of the Draft EIR is updated as follows to factor in gross building square footage:

**TABLE 4.6-3
GHG EMISSIONS INVENTORY FROM DEVELOPMENT FOR THE PROJECT –
“BUSINESS AS USUAL” AND ADJUSTED^{a,b}**

Emission Source	Total “Business as Usual” Annual CO₂e Emissions (metric tons per year)	Total Regulatory Adjusted Annual CO₂e Emissions (metric tons per year)	Total City Program Adjusted Annual CO₂e Emissions (metric tons per year)
Motor vehicle trips ^c	<u>4,157,117.6</u>	<u>4,029,104.4</u>	<u>4,029,104.4</u>
Natural gas	98	72	68
Grid Electricity	350	214	212
Wastewater & Treatment & Conveyance	12	7	7
Solid Waste	71	71	71
Area Source (landscape maintenance)	0	0	0
Refrigerant Leakage ^d	106	106	106
Total Operational Project GHG Emissions without Construction Emissions	<u>4,704,181.3</u>	<u>4,409,514.4</u>	<u>4,409,514.4</u>
Construction Emissions per Year (annualized over 40 years)	18	18	18
Total Operational Project GHG Emissions with Construction Emissions	<u>4,842,183.1</u>	<u>4,546,532.2</u>	<u>4,546,532.2</u>
<i>Project -level Threshold of Significance</i>	<i>1,100</i>	<i>1,100</i>	<i>1,100</i>
<i>Exceeds Threshold?</i>	Yes	Yes	Yes
Total Project GHG Emissions by Service Population (76 employee increase) including Construction Emissions	<u>23,924.1</u>	<u>40,920.2</u>	<u>40,920.1</u>
<i>Project-level Threshold of Significance</i>	<i>4.6</i>	<i>4.6</i>	<i>4.6</i>
<i>Exceeds Project-level Threshold?</i>	Yes	Yes	Yes

- ^a “Business as Usual” emissions primarily represent emission levels without implementation of post-AB32 regulatory efforts to control GHGs, such as the Pavley fuel efficiency standards and the low carbon fuel standard. These vehicle emissions-related standards are reflected in the adjusted emissions, which also consider energy efficiency measures (affecting natural gas and electricity) from the AB 32 Scoping Plan.
- ^b Adjusted emissions reductions reflect AB 32 Scoping Plan Measures for energy efficiency that result in improved PG&E emission factors and applicant-specific natural gas and water demand for supermarket land use.
- ^c The transportation analysis estimates that the Project would result in approximately 3,440,385 net new vehicle trips per day after accounting for use of transit, bicycling, walking and pass-by trips, as well as the Project’s gross building square footage per the ITE manual. Trip lengths for commercial customer trips were adjusted to be consistent with assumptions for other recent and similar developments within Oakland and to reflect the presence of numerous similar commercial uses in proximity to the project site. CalEEMod printout sheets detailing the average trip length assumed for each trip type, and research supporting these assumptions, is provided in Appendix C.
- ^d Refrigerant leakage for the Project is estimated based on the amount of refrigerant anticipated to be charged (740 pounds), along with an anticipated leakage rate of 15 percent. This amount has then been converted to CO₂e based on the global warming potential (GWP) of 2,107 for the proposed refrigerant, R-407A.
- ^e Total operational and construction GHG emissions, divided by estimated population of 76 employees associated with the Project.

[City-initiated]

11. The following text on page 4.6-29 of the Draft EIR is revised as follows:

An estimated total of approximately ~~715732~~ **metric tons (MT) of CO₂e** would be emitted over the assumed construction period in 2014.

Construction emissions are annualized because the proposed operational GHG emissions thresholds are analyzed in terms of metric tons “per year.” Assuming a 40-year development life of the project before the development is demolished or remodeled for energy efficiency (which is the common standard currently used in practice), total construction emissions represent approximately **18 MT CO₂e annually, over 40 years.**

[City-initiated]

12. The following text on page 4.6-30 of the Draft EIR is revised as follows:

As shown in Table 4.6-3, the total adjusted annual GHG emissions generated by the Project, including emissions from construction associated with that development, is approximately ~~1,510~~ **1,526 MT CO₂e per year** (approximately 17 percent less than “business as usual” emissions). Total emissions and service population (residents and employees) generated by the Project would result in approximately ~~19.9~~ **20.1 MT CO₂e per service population annually** (approximately 16 percent less than “business as usual” emissions).

[City-initiated]

13. The following text on page 4.6-26 of the Draft EIR is revised to correct the naming of the SCA:

- ~~GHG SCA 2~~ **UTIL SCA 3: Green Building for Residential Structures and Non-residential Structures**

~~GHG SCA 2~~ UTIL SCA 3 applies to new construction of non-residential buildings over 25,000 square feet of total floor area. ~~GHG SCA 2~~ UTIL SCA 3 requires that the applicant comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance. ~~GHG SCA 2~~ UTIL SCA 3 is initially presented in Section 4.14, *Utilities and Service Systems*. The Green Building Ordinance establishes checklist requirements for developers based on LEED or Build it Green. LEED certification requires a 10 percent reduction in the Title 24 energy standards which are reflected in Table 4.6-3.

- ~~GHG SCA 3~~ **UTIL SCA 4: Green Building for Building and Landscape Projects**

~~GHG SCA 3~~ UTIL SCA 4 applies to certain projects that would construct relatively small non-residential land uses or modification of existing uses. ~~GHG SCA 3~~ UTIL SCA 4 requires that the applicant comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance. ~~GHG SCA 3~~ UTIL SCA 4 is initially presented in Section 4.13, *Utilities and Service Systems*. The City Program adjusted emissions in Table 4.6-3 reflect GHG savings from application of CALgreen mandatory measures.

[City-initiated]

Section 4.7, Hazards and Hazardous Materials

14. The following text on page 4.7-19 of the Draft EIR is added to include implementation of HAZ SCA 10 in the impact discussion:

Known sites in the project vicinity that have a documented past release or that have contaminated subsurface soils and groundwater or a previously unknown release are discussed above in the Environmental Setting section and listed in Table 4.7-1. Consequently, construction on the project site could potentially intercept and disturb impacted soil and/or groundwater. Disturbed contaminated soils could expose construction workers and the public to contaminants causing various short-term health effects such as nausea, vomiting, headache, dizziness, or burns. These impacts would be considered potentially significant. However, compliance with construction best management practices which would be required to be implemented as part of construction and required by HAZ SCA 1, *Hazards Best Management Practices*, along with HAZ SCA 5, *Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment*; HAZ SCA 6, *Environmental Site Assessment Reports Remediation*; HAZ SCA 9, *Health and Safety Plan per Assessment*; HAZ SCA 10, *Best Management Practices for Soil and Groundwater Hazards*; and HAZ SCA 11, *Radon or Vapor Intrusion*, would minimize the potential adverse effects to groundwater and soils.

[City-initiated]

Section 4.10, Noise

15. The following text on page 4.10-14 and 4.10-15 of the Draft EIR is deleted to accurately reflect the applicability of noise related SCAs to the Project:

● ~~**NOI SCA 6: Vibration**~~

~~A qualified acoustical consultant shall be retained by the project applicant during the design phase of the project to comment on structural design as it relates to reducing groundborne vibration at the project site. If required in order to reduce groundborne vibration to acceptable levels, the project applicant shall incorporate special building methods to reduce groundborne vibration being transmitted into project structures. The City shall review and approve the recommendations of the acoustical consultant and the plans implementing such recommendations. Applicant shall implement the approved plans. Potential methods include the following:~~

~~(a) Isolation of foundation and footings using resilient elements such as rubber bearing pads or springs, such as a “spring isolation” system that consists of resilient spring supports that can support the podium or residential foundations. The specific system shall be selected so that it can properly support the structural loads, and provide adequate filtering of ground borne vibration to the residences above.~~

~~(b) Trenching, which involves excavating soil between the railway/freeway and the project so that the vibration path is interrupted, thereby reducing the vibration levels before they enter the project’s structures. Since the reduction in vibration level is based on a ratio between trench depth and vibration wavelength, additional measurements shall be conducted to determine the vibration wavelengths affecting the project. Based on the resulting measurement findings, an adequate trench depth and, if required, suitable fill shall be identified (such as foamed styrene packing pellets (i.e., Styrofoam) or low density polyethylene).~~

● **NOI SCA 76: Pile Driving and Other Extreme Noise Generators**

Ongoing throughout demolition, grading, and/or construction. To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of the following measures. These

attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:

- a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;
- b) Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;
- d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example; and
- e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.

~~● **NOI SCA 8: Vibrations Adjacent to Historic Structures**~~

~~Prior to issuance of a demolition, grading or building permit, the project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage other nearby historic structures, and design means and methods of construction that shall be utilized to not exceed the thresholds.~~

[City-initiated]

16. The following text on page 4.10-19 of the Draft EIR is deleted to accurately reflect the applicability of noise related SCAs to the Project:

Therefore, the Project shall implement the following additional site-specific noise control strategies in an effort to further implement NOI SCA 2 and achieve the maximum feasible noise attenuation. These additional strategies are consistent with those cited in NOI SCA ~~67~~ to address extreme noise generators and that could be feasible at the project site or adjacent buildings/structures.

[City-initiated]

17. The following text on page 4.10-28 of the Draft EIR is deleted to accurately reflect the applicability of noise related SCAs to the Project:

Construction impacts resulting from cumulative development would remain less than significant as all cumulative development in the cumulative geographic

context would incorporate SCAs for construction activities, as discussed in Impact NOI-1. Similarly, operational noise associated primarily with mechanical operations of cumulative development also would be at less than significant levels. All cumulative development would adhere to SCAs for construction noise, which include NOI SCA 1, *Days/Hours of Construction Operation*; NOI SCA 2, *Noise Control*; NOI SCA 3, *Noise Complaint Procedures*; and NOI SCA 76, *Pile Driving and Other Extreme Noise Generators*; and all cumulative development would also adhere to SCAs for operational noise, as discussed in Impact NOI-2, which include NOI SCA 4, *Interior Noise*; and NOI SCA 5, *Operational Noise (General)*; ~~and NOI SCA 6, *Vibration*.~~

[City-initiated]

18. Table 4.10-9 and the following text on page 4.10-29 of the Draft EIR is revised to accurately reflect the cumulative peak traffic-generated noise level on the Roadway Segment 30th Street, west of the project driveway (as presented in Table 4.10-8 of the Draft EIR). This revision updates the analysis to reflect the additional vehicle trips associated with the square footage per ITE calculations. It also corrects an error in the DEIR and thus results in fewer trips and lower noise levels than were presented in the DEIR.

**TABLE 4.10-9
PEAK-HOUR CUMULATIVE NOISE LEVELS AT SENSITIVE RECEPTORS IN THE PROJECT AREA**

Location	(A) Monitored Noise Level (Leq, dBA)	(B) Stationary Source Restriction (L ₃₃ , dBA)	(C) Cumulative Roadway only Noise Level (Leq)	(D) (B+C) Resultant Cumulative Noise Level (Leq)	(D-A) Increase in Noise Level over Existing Monitored
Oakland Healthcare and Wellness Center	60.6	60	64.0 <u>62.3</u>	65.5 <u>64.3</u>	4.9 <u>3.7</u>

SOURCE: ESA, 2013.

As previously discussed, the Project and other cumulative development would incorporate NOI SCA 4, *Interior Noise*, and NOI SCA 5, *Operational Noise (General)*, that would limit operational noise impacts to less than significant.

A cumulative noise increase of less than 5 dBA over existing monitored conditions is predicted to occur at existing sensitive receptors on Webster Street, the Oakland Healthcare and Wellness Center residential health facility. This determination assumes stationary source operating at an adjacent property at the maximum property line limit allowed by the noise ordinance. As discussed in Impact NOI-6, cumulative traffic noise impacts, by themselves, would be significant (greater than 5 dBA), but the increase attributable to Project traffic would not exceed 3 dBA and therefore not be cumulatively considerable. When the contribution from maximum

allowable stationary source noise is added to cumulative traffic, and the project's contribution from both stationary and mobile sources is compared to existing monitored noise levels, the cumulative increase would be ~~4.9~~3.7 dBA and be considered a less-than-significant cumulative impact.

[City-initiated]

Section 4.11, Public Services

19. The following text on page 4.11-4 of the Draft EIR is deleted to accurately reflect the applicability of public services related SCAs to the Project:

● ~~**PSR SCA 2: Fire Safety Phasing Plan**~~

~~*Prior to issuance of a demolition, grading, and/or construction and concurrent with any p job submittal permit:*~~

~~The project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.~~

● ~~**PSR SCA 3: Fire Safety**~~

~~*Prior to and ongoing throughout demolition, grading, and/or construction:*~~

~~The project applicant and construction contractor will ensure that during project construction, all construction vehicles and equipment will be fitted with spark arrestors to minimize accidental ignition of dry construction debris and surrounding dry vegetation.~~

[City-initiated]

20. The following text on page 4.11-5 of the Draft EIR is deleted to accurately reflect the applicability of public services related SCAs to the Project:

The Project would result in an increase in demand for fire protection and emergency services given the increased population on the site at one time (approximately 800 visitors per day). However, adherence by the City to General Plan Policies N.12.1, N.12.5, FI-1, and FI-2, ~~as well as PSR SCA 2, Fire Safety Phasing Plan, described above~~, would reduce the potential for service deficiencies and related impacts. OFD is currently able to meet or exceed their response time goal 90 percent of the time, and the Project would not impair that service

performance. The Project would have a less-than-significant impact on fire protection and emergency medical response services.

[City-initiated]

Section 4.12, Transportation and Circulation

21. The following text on page 4.12-27 through 4.12-29 is revised to reflect the change in project square footage calculation from 36,000 square feet of building area per the Oakland Planning Code definition to 36,887 square feet of gross building area per ITE definition. The difference between the two measurements is the gross building area includes the outside walls of the building and the net building area consists of internal floor area of the building. The actual size of the project has not changed. This analysis in the EIR is modified because the ITE methodologies are generally based on gross building area. The change in trip generation does not change the conclusions of the Draft EIR:

The Project would consist of about ~~36,000~~36,887 square feet of commercial uses at the northwest corner of the 30th Street/Broadway intersection. The project site is currently a 287-space parking lot open to the public. The Project would consist of a ~~26,000~~26,654 square-foot supermarket and ~~10,000~~10,233 square feet of commercial space. For the Project traffic impact analysis, this EIR conservatively assumed that the commercial space would consist of ~~4,300~~4,400 square feet of restaurant, a ~~3,070~~3,070 square-foot bank, and ~~2,763~~2,763 square feet of general retail.

The Project would provide ~~162~~168 parking spaces with ~~182~~182 spaces at the ground level and ~~144~~142 spaces on the roof-top level. A ramp would connect the ground and second level parking. The Project would provide a full-access driveway on 30th Street approximately 125 feet west of Broadway.

The supermarket component of the Project would provide a loading dock on the northwest corner of the building. Trucks would access the loading dock by entering through the Project driveway on 30th Street and proceed through the ground level to the loading dock. Trucks would exit through a driveway on Broadway, about 400 feet north of 30th Street. This driveway would only be used by trucks exiting the site, and all trucks would turn right on Broadway.

Project Trip Generation

Project trip generation refers to the process for estimating the amount of vehicular traffic a project would add to the surrounding roadway system. **Table 4.12-6** presents the trip generation estimate for the Project, using data published by the Institute of Transportation Engineers (ITE) in the Ninth Edition of the *Trip Generation Manual*.

**TABLE 4.12-6
PROJECT TRIP GENERATION SUMMARY**

Land Use	Units ^a	ITE Code	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Supermarket	26,0654 KSF	850 ^b	3,176	5655	3523	9188	129	124	253	145	139	284
			3,132	5655	3523	9188	129	124	253	145	139	284
Restaurant	4,3400 KSF	931 ^c	396	32	1	43	2224	11	3322	2828	2040	4847
			387	32	1	43	2224	11	3322	2828	2040	4847
Bank	3,070 KSF	912 ^d	455	21	1645	3726	3827	3726	7573	4140	4020	8170
			444	21	1645	3726	3827	3726	7573	4140	4020	8170
Retail	2,763 KSF	820 ^e	118	2	1	3	5	5	10	7	6	13
			446	2	1	3	5	5	10	7	6	13
Total			4,145	8280	5360	13543	194	177	371	221	205	426
			4,078	8280	5360	13543	194	177	371	221	205	426
Pass-by Reduction ^f			-705	0	0	0	-63	-62	-125	-56	-55	-111
			-693	0	0	0	-63	-62	-125	-56	-55	-111
Net New Project Trips			3,440	8280	5360	135	131	115	246	165	150	315
			3,385	8280	5360	135	131	115	246	165	150	315

a KSF = 1,000 square feet.

b ITE Trip Generation (9th Edition) land use category 850 (Grocery Store):

Daily: $T = 66.95 \cdot (X) + 1391.56$

AM Peak Hour: $T = 3.40 \cdot (X)$ (62% in, 38% out)

PM Peak Hour: $T = 9.48 \cdot (X)$ (51% in, 49% out)

Saturday Peak Hour: $T = 10.65 \cdot (X)$ (51% in, 49% out)

c ITE Trip Generation (9th Edition) land use category 931 (Quality Restaurant):

Daily: $T = 89.95 \cdot (X)$

AM Peak Hour: $T = 0.81 \cdot (X)$ (82% in, 18% out)

PM Peak Hour: $T = 7.49 \cdot (X)$ (67% in, 33% out)

Saturday Peak Hour: $T = 10.82 \cdot (X)$ (59% in, 41% out)

d ITE Trip Generation (9th Edition) land use category 912 (Drive-in Bank):

Daily: $T = 148.15 \cdot (X)$

AM Peak Hour: $T = 12.08 \cdot (X)$ (57% in, 43% out)

PM Peak Hour: $T = 24.30 \cdot (X)$ (50% in, 50% out)

Saturday Peak Hour: $T = 26.31 \cdot (X)$ (51% in, 49% out)

e ITE Trip Generation (9th Edition) land use category 820 (Shopping Center):

Daily: $T = 42.70 \cdot (X)$

AM Peak Hour: $T = 0.96 \cdot (X)$ (62% in, 38% out)

PM Peak Hour: $T = 3.71 \cdot (X)$ (48% in, 52% out)

Saturday Peak Hour: $T = 4.82 \cdot (X)$ (52% in, 48% out)

f ITE Trip Generation (9th Edition) User's Guide and Handbook, land use category 820 (Shopping Center):

PM Peak-hour pass-by rate = 34%

Saturday Peak-hour pass-by rate = 26%

SOURCE: Fehr & Peers, 2013.

The following adjustments were made to the Project trip generation:

- **Pass-by Trips** – Pass-by trips are trips attracted to the site from adjacent roadways as an interim stop on the way to their ultimate destination. Pass-by trips consist of vehicles that would be on the roadway network regardless of the Project; therefore, these trips result in changed travel patterns, but do not add new vehicle trips to the roadway network.

According to the Second Edition of the ITE *Trip Generation Handbook*, the average weekday PM peak-hour pass-by reduction is 36 percent for grocery stores (land use category 850), 44 percent for restaurants (land use category 931), 47 percent for banks (land use category 912), and 34 percent for shopping center (land use category 820). The average Saturday peak-hour pass-by reduction for shopping center is 26 percent; however, ITE does not

provide Saturday pass-by reduction rates for other Project uses. The shopping center category has the lowest weekday pass-by rate of the uses described above. Furthermore, ITE does not provide Saturday pass-by rates for grocery stores, banks, and restaurants, while these uses are implicitly included in the shopping center category. Therefore, this analysis conservatively applies the pass-by rates for shopping center to all uses.

This analysis reduces the weekday PM peak-hour Project trips by 34 percent and Saturday peak-hour trips by 26 percent to account for pass-by trips, which corresponds to ~~422~~125 weekday PM and ~~408~~111 Saturday peak-hour trips. The pass-by trips would represent about four percent of the existing traffic volume on Broadway.

- ***Existing Parking Lot Trips*** – The Project would eliminate the existing 287-space public parking lot. However, this analysis conservatively does not account for these trips because it is understood that other off-street parking facilities in the vicinity would provide adequate vacant spaces to accommodate motorists that currently park at the project site. Thus, these motorists would continue to travel to and from this area after the completion of the Project.

The ITE data used to estimate trip generation, described above, is based on data collected at mostly single-use suburban sites where automobile is often the only travel mode. Although the Project is in a mixed-use urban environment where many trips are walk, bike, or transit trips, this analysis does not account for the non-automobile trips. Therefore, it does not conservatively reduce the ITE-based trip generation because the Project may not just serve the local neighborhood and may attract trips from a larger area.

As shown in Table 4.12-6, the Project is estimated to generate ~~430~~135 weekday AM peak-hour trips, ~~239~~246 weekday PM peak-hour trips, and ~~308~~315 Saturday peak-hour trips. Considering that the Project would generate fewer trips during the AM peak hour than the during the PM peak hour, this EIR does not analyze potential Project impacts during the weekday AM peak hour.

[City-initiated]

22. The following text on pages 4.12-45 through 4.12-46 is revised to update the implementation procedure for Mitigation Measure TRANS-1:

Mitigation Measure TRANS-1: Implement the following measures at the Piedmont Avenue/ Hawthorne Avenue/Brook Street/Broadway intersection:

- Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).
- Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:

- Plans, Specifications, and Estimates (PS&E) to modify intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and Americans with Disabilities Act (ADA) standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below:
 - 2070L Type Controller with cabinet assembly
 - GPS communications (clock)
 - Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)
 - Countdown pedestrian head module switch out
 - City standard ADA wheelchair ramps
 - Video detection on existing equipment (or new, if required)
 - Mast arm poles, full actuation (where applicable)
 - Polara push buttons (full actuation)
 - Bicycle detection (full actuation)
 - Pull boxes
 - Signal interconnect and communication with trenching (where applicable), or through (E) conduit (where applicable)- 600 feet maximum
 - Conduit replacement contingency
 - Fiber Switch
 - PTZ Camera (where applicable)
 - Transit Signal Priority (TSP) equipment consistent with other signals along corridor
- Signal timing plans for the signals in the coordination group.

The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2033 (one year prior to the horizon date) at that time and in 2035 or until the mitigation measure is implemented, whichever occurs first.

If investigations in 2033 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.

This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.

After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.

Significance after Mitigation: Less than significant.

[City-initiated]

23. The following text on page 4.12-46 is revised so that Mitigation Measure TRANS-2 is consistent with industry best-practices for intersection design and the proposed mitigation measure at this intersection in the recently published Broadway Valdez District Specific Plan Draft EIR. TRANS-2 also is revised to update the implementation procedure:

Mitigation Measure TRANS-2: Implement the following measures at the 27th Street/ Broadway intersection:

- Upgrade traffic signal operations at the intersection to actuated-coordinated operations
- Provide protected left-turn phase(s) for the northbound and southbound approaches.
- Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).
- Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:

- PS&E to modify intersection as detailed in Mitigation Measure TRANS-1.
- Signal timing plans for the signals in the coordination group.

The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions

indicates that mitigation at this intersection may be required by 2033. Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2032 (one year prior to the horizon date) at that time and in 2035 or until the mitigation measure is implemented, whichever occurs first.

If investigations in 2032 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.

After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the intersection and critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.

Significance after Mitigation: Less than significant.

[City-initiated]

24. The following text on pages 4.12-47 through 4.12-48 is revised to update the implementation procedure for Mitigation Measure TRANS-3:

Mitigation Measure TRANS-3: Implement the following measures at the 27th Street/ 24th Street/Bay Place/Harrison Street intersection:

- Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street and create a pedestrian plaza at the intersection approach.
- Convert 24th Street between Valdez and Harrison Streets to two-way circulation and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwest corner of the intersection.
- Modify eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes.
- Realign pedestrian crosswalks to shorten pedestrian crossing distances.
- Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).
- Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:

- PS&E to modify intersection as detailed in Mitigation Measure TRANS-1.
- Signal timing plans for the signals in the coordination group.

The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2033. Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2032 (one year prior to the horizon date) ~~at that time~~ and in 2035 or until the mitigation measure is implemented, whichever occurs first.

If investigations in 2032 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.

After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour and improve to LOS D during the Saturday peak hour. Although the mitigation measure would reduce the total intersection v/c ratio during the weekday PM peak hour, it would not reduce the v/c ratio for critical movements to 0.05 or less. Therefore, the impact would remain significant and unavoidable.

No other feasible mitigation measures are available that would mitigate the project impacts at the 27th Street/24th Street/Bay Place/Harrison Street intersection. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third lane on northbound or southbound Harrison Street, or a second through lane on eastbound 27th Street. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of existing bicycle lanes, medians and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.

This mitigation measure would also reduce pedestrian delays at the intersection and improve pedestrian safety by realigning the crosswalks at the intersection and reducing pedestrian crossing distances. No other secondary impacts would result from implementation of this measure.

Significance after Mitigation: Significant and Unavoidable.

[City-initiated]

25. The following text on pages 4.12-48 and 4.12-49 is revised so that Mitigation Measure TRANS-4 is consistent with industry best-practices for intersection design and the proposed mitigation measure at this intersection in the recently published Broadway Valdez District Specific Plan Draft EIR. TRANS-4 also is revised to update the implementation procedure:

Mitigation Measure TRANS-4: Implement the following measures at the Grand Avenue/ Broadway intersection:

- Provide permitted-protected left-turn phasing for the northbound and southbound approaches.
- Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).
- Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:

- PS&E to modify intersection as detailed in Mitigation Measure TRANS-1.
- Signal timing plans for the signals in the coordination group.

The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2033 (one year prior to the horizon date) at that time and in 2035 or until the mitigation measure is implemented, whichever occurs first.

If investigations in 2033 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.

After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the intersection and critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.

Significance after Mitigation: Less than significant.

[City-initiated]

26. The following text on page 4.12-60 through 4.12-62 is revised to reflect the change in project size from 36,000 square feet of net building area to 36,887 square feet of gross building area and the change in project parking supply. Note that the City off-street parking requirements are based on net building area, while the ITE-based parking demand is generally based on gross building area:

Automobile Parking

The evaluation includes the following:

- Comparison of the proposed parking supply to the City's parking requirements
- Comparison of the proposed parking supply to the estimated project demand, including an evaluation of the potential for shared parking
- Summary of strategies to reduce parking demand and/or increase supply

Project Parking Supply

The Project site currently provides 287 parking spaces, which are available to the general public. The proposed Project would provide ~~462~~168 off-street parking spaces with ~~182~~6 spaces on the ground level and ~~44~~142 spaces on the roof-top level.

In addition, the Project would make the following changes to the on-street parking supply adjacent to the site, which will result in one net new on-street parking space:

- Gain of two new parking spaces on Broadway by eliminating existing curbs-cuts
- Loss of one existing space on 30th Street

City Off-street Project Parking Requirements

A consideration when evaluating a project's parking supply is how it compares to the City's Municipal Code requirements for off-street parking (Municipal Code Chapter 17.116). This analysis applies the requirements for the CC-2 zone to the Project.

Table 4.12-11 summarizes parking supply as required by the Municipal Code. Based on the City's requirements, the Project would have a parking ~~deficit of seven~~surplus of five spaces.

~~However~~In addition, the City of Oakland Bicycle Parking Ordinance allows up to a five percent reduction in the number of required automobile parking spaces if the bicycle parking supply exceeds the minimum requirements. The Bicycle Parking Ordinance allows for the automobile parking to be reduced by one space for six long-term or short-term bicycle parking space in excess of the minimum requirements. Since the project would provide 13 additional bicycle parking spaces, the automobile parking can be reduced by two spaces. The proposed project would have an automobile parking surplus of ~~one~~seven spaces with the bicycle parking credit.

**TABLE 4.12-11
PROJECT REQUIRED AUTOMOBILE PARKING**

Land Use	Units	Spaces per Unit ^a	Required Parking Supply	Provided Parking Supply	Surplus/ Deficit
Supermarket	26.0 KSF	1:200 SF	130		
Restaurant	4.3 KSF	1:200 SF	21.4		
Bank	3.0 KSF	1:600 SF	5		
Retail	2.7 KSF	1:400 SF	6.75		
Total			163	1682	4+5
Reduction due to exceeding bicycle parking			-2		
Total Parking Required			161	162168	+47

^a Based on Oakland Municipal Code Section 17.116.080

SOURCE: Fehr & Peers, 2013.

Parking Demand Analysis

The parking supply provided for the Project is also measured against the expected parking demand for the proposed uses. Estimated parking demand for project is estimated based on data and methodology presented in the Fourth Edition of *Parking Generation* (ITE, 2010).

Existing Parking Demand. The project site is currently occupied by a parking lot that provides 287 parking spaces, which are available to the general public. Based on observations in 2013, the existing parking lot operates at about half capacity during business hours on most weekdays. The Project would eliminate the existing parking lot. It is estimated that most of the parking demand at the existing lot is generated by patients, visitors, employees the nearby Alta Bates and Kaiser Medical Centers who use this parking lot due to its lower cost than other parking facilities in the area. It is expected that the motorists using the existing parking lot would either divert to other parking facilities operated by the Medical Centers, or shift to other modes of travel.

Estimated Project Parking Demand. Table 4.12-12 summarizes parking demand for the Project. The parking demand estimate is based on the 85th percentile demand rate for urban sites where ITE is available. Overall, the Project is estimated to have a typical peak parking demand of ~~127~~129 parking spaces on weekdays and ~~134~~137 spaces on Saturdays. Because the site would provide ~~162~~168 off-street parking spaces, the project would have a parking surplus of ~~35~~39 spaces on weekdays and ~~28~~31 spaces on Saturdays.

The parking demand estimate presented in Table 4.12-12 is conservative because it assumes that parking demand for all uses at the site would peak at the same time and the demand is based on the 85th percentile rates as opposed to average rates. The actual parking demand for the project would depend on the specific uses

**TABLE 4.12-12
PROJECT PARKING SUPPLY AND DEMAND**

Land Use	Units ^a	ITE Code	Weekday	Saturday
Supermarket	26,654 0 KSF	850 ^b	7475	7678
Restaurant	4,400 0 KSF	932 ^c	2728	3536
Bank	3,070 KSF	912 ^d	17	14
Retail	2,763 KSF	820 ^e	9	9
Total Parking Demand			127129	134137
Parking Supply			162168	162168
Parking Surplus			+3539	+2831

^a KSF = 1,000-square feet.

^b ITE *Parking Generation (4th Edition)* land use category 850 (Grocery Store):

Weekdays: 85th percentile rate for urban supermarkets = 2.83 spaces per KSF.

Saturdays: ITE does not provide rates for urban supermarkets on Saturdays. The ratio of weekday 85th percentile rate for urban supermarkets to average rate for suburban supermarket was applied to the Saturday average rate for suburban supermarkets = 2.93 spaces per KSF.

^c ITE *Parking Generation (4th Edition)* land use category 932 (High-Turnover [Sit-Down] Restaurant):

Weekdays: 85th percentile rate for urban restaurant = 6.37 spaces per KSF.

Saturdays: ITE does not provide rates for urban restaurants on Saturdays. The ratio of weekday 85th percentile rate for urban restaurants to average rate for suburban restaurant was applied to the Saturday average rate for suburban restaurants = 8.11 spaces per KSF.

^d ITE *Parking Generation (4th Edition)* land use category 912 (Drive-in Bank):

Weekdays: 85th percentile rate for all sites = 5.67 spaces per KSF.

Saturdays: 85th percentile rate for all sites = 4.66 spaces per KSF.

^e ITE *Parking Generation (4th Edition)* land use category 820 (Shopping Center):

Weekdays: 85th percentile rate for all sites (Non-December) = 3.16 spaces per KSF.

Saturdays: 85th percentile rate for all sites (Non-December) = 3.40 spaces per KSF.

SOURCE: Fehr & Peers, 2013.

occupying the site. Considering that retail demand in December is generally higher than other months of the year, it is expected that the Project would have a higher parking demand in December.

[City-initiated]

Section 4.14, Other Less-than-Significant Effects

27. The following text on page 4.14.5 of the Draft EIR is revised to reflect that the Project would construct a single building:

The Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment (Criterion 2). (No Impact)

As stated above, no additions or expansions of parks or recreational facilities are proposed or required as part of the Project; there is no designated parkland on or adjacent to the project site. The Project does propose public outdoor seating areas/plazas and bicycle support facilities along the Broadway frontage of the new retail buildings. Construction of these Project elements would have no adverse

physical effects on the environment, other than as described and identified on other chapters of this EIR.

[City-initiated]

**TABLE 2-1 REV
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Aesthetics			
Impact AES-1: The Project would not adversely affect scenic public vistas or views of scenic resources (Criteria 1 and 2). (Less than Significant)	None required		Less than Significant
Impact AES-2: The Project would not substantially degrade the existing visual character or quality of the site and its surroundings (Criterion 3). (Less than Significant)	None required		Less than Significant
Impact AES-3: The Project would result in new sources of light or glare which would not substantially and adversely affect day or nighttime views in the area (Criterion 4). (Less than Significant)	None required	AES SCA 1: <i>Lighting Plan</i>	Less than Significant
Impact AES-4: The Project, in combination with other past, present, and reasonably foreseeable future projects within and around the project vicinity, would result in less-than-significant cumulative aesthetics effects. (Less than Significant)	None required		Less than Significant
Air Quality			
Impact AIR-1: Construction of the Project would not result in average daily emissions of 54 pounds per day of ROG, NO _x , or PM _{2.5} or 82 pounds per day of PM ₁₀ . (Criterion 1) (Less than Significant)	None required	AQ SCA 1: <i>Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</i>	Less than Significant
Impact AIR-2: The Project would not result in operational average daily emissions of more than 54 pounds per day of ROG, NO _x , or PM _{2.5} or 82 pounds per day of PM ₁₀ ; or result in maximum annual emissions of 10 tons per year of ROG, NO _x , or PM _{2.5} or 15 tons per year of PM ₁₀ . (Criterion 2) (Less than Significant)	None required		Less than Significant
Impact AIR-3: The Project would not contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and 20 ppm for one hour. (Criterion 3) (Less than Significant)	None required		Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Air Quality (continued)			
Impact AIR-4: The Project would not expose persons to substantial levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 10 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM _{2.5} of greater than 0.3 micrograms per cubic meter by siting a new source or a new sensitive receptor. (Criterion 4) (Less than Significant)	None required		Less than Significant
Impact AIR-5: The Project would not frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people. (Criterion 5) (Less than Significant)	None required		Less than Significant
Impact AIR-6: The Project would not expose persons, by siting a new source or a new sensitive receptor, to substantial levels of TACs resulting in (a) a cumulative cancer risk level greater than 100 in a million, (b) a cumulative non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM _{2.5} of greater than 0.8 micrograms per cubic meter. (Criterion 6) (Less than Significant)	None required	AQ SCA 1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)	Less than Significant
Biological Resources			
Impact BIO-1: The Project could fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code Chapter 12.36) by removal of protected trees under certain circumstances (Criterion 6). (Less than Significant)	None required	BIO SCA 3: Tree Replacement Plantings	Less than Significant
Impact BIO-2: Construction activity and operations of the Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects in the project vicinity, would not result in impacts on special-status species, sensitive habitats, wildlife movement corridors, wetlands, and other waters of the U.S. (Less than Significant)		BIO SCA 1: Tree Removal During Breeding Season; BIO SCA 2: Tree Removal Permit, and BIO SCA 3: Tree Replacement Plantings	Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Cultural and Paleontological Resources			
Impact CUL-1: The Project would not result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in or may be eligible for listing in the federal, state, or local registers of historical resources (Criterion 1). (Less than Significant)	None required	CUL SCA 4: Vibrations to Adjacent Historic Structures	Less than Significant
Impact CUL-2: The Project could result in significant impacts to unknown archaeological resources (Criterion 2). (Less than Significant)	None required	CUL SCA 1: Archaeological Resources	Less than Significant
Impact CUL-3: The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Criterion 3). (Less than Significant)	None required	CUL SCA 3: Paleontological Resources	Less than Significant
Impact CUL-4: The Project could disturb human remains, including those interred outside of formal cemeteries (Criterion 4). (Less than Significant)	None required	CUL SCA 2: Human Remains; and CUL SCA 3: Paleontological Resources	Less than Significant
Impact CUL-5: The Project, combined with cumulative development in the project vicinity and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development within and around the Project, would not result in a significant adverse impact to cultural resources. (Less than Significant)	None required	CUL SCA 1: Archaeological Resources; CUL SCA 2: Human Remains; CUL SCA 3: and Paleontological Resources; and CUL SCA 4: Vibrations Adjacent to Historic Structures	Less than Significant
Geology, Soils, and Seismicity			
Impact GEO-1: The Project could expose people or structures to seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spread (Criteria 1 through 4). (Less than Significant)	None required	GEO SCA 3: Geotechnical Report	Less than Significant
Impact GEO-2: The Project could be subjected to geologic hazards, including expansive soils, subsidence, seismically-induced settlement and differential settlement (Criterion 7). (Less than Significant)	None required	GEO SCA 2: Soils Report; and GEO SCA 3: Geotechnical Report	Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Geology, Soils, and Seismicity (cont.)			
Impact GEO-3: The Project, when combined with other past, present, existing, approved, pending and reasonably foreseeable development in the vicinity, would not result in significant cumulative impacts with respect to geology, soils or seismicity. (Less than Significant)	None required	GEO SCA 1: Erosion and Sedimentation Control Plan; GEO SCA 2: Soils Report; and GEO SCA 3: Geotechnical Report	Less than Significant
Greenhouse Gases and Climate Change			
Impact GHG-1: The Project would produce greenhouse gas emissions that exceed 1,100 metric tons of CO _{2e} per year, and that would exceed 4.6 metric tons of CO _{2e} per service population annually (Criterion 1). (Significant and Unavoidable)	None feasible	GHG SCA 1: GHG Reduction Plan; GHG UTIL SCA 23: Compliance with the Green Building Ordinance Green Building for Residential Structures and Non-residential Structures; GHG UTIL SCA 24: Green Building for Building and Landscape Projects; TRANS SCA 1: Parking and Transportation Demand Management; UTIL SCA 1: Waste Reduction and Recycling; AES SCA 1: Lighting Plan; BIO SCA 3: Tree Replacement Plantings; GEO SCA 1: Erosion and Sedimentation Control Plan; and HYD SCA 1: Stormwater Pollution Prevention Plan (SWPPP)	Conservatively Significant and Unavoidable
Impact GHG-2: The Project would not conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions (Criterion 2). (Less than Significant)	None required	GHG SCA 1: GHG Reduction Plan; AQ SCA 1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions); HAZ SCA 2: Asbestos Removal in Structures; GEO SCA 1: Erosion and Sedimentation Control Plan; HYD SCA 1: Stormwater Pollution Prevention Plan (SWPPP); AES SCA 1: Lighting Plan; BIO SCA 2: Tree Removal Permit; and UTIL SCA 1: Waste Reduction and Recycling	Less than Significant
Hazards and Hazardous Materials			
Impact HAZ-1: The Project would result in an increase in the routine transportation, use, and storage of hazardous chemicals, however, no significant public hazard would result (Criteria 1 and 3). (Less than Significant)	None required	HAZ SCA 1: Hazards Best Management Practices	Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Hazards and Hazardous Materials (cont.)			
Impact HAZ-2: The Project could result in the accidental release of hazardous materials used during construction through improper handling or storage, however, compliance with regulatory requirements will ensure no significant public hazard would result (Criterion 2). (Less than Significant)	None required	HAZ SCA 1: <i>Hazards Best Management Practices</i> ; HAZ SCA 5: <i>Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment</i> ; HAZ SCA 6: <i>Environmental Site Assessment Reports Remediation</i> ; and HAZ SCA 9: <i>Health and Safety Plan per Assessment</i>	Less than Significant
Impact HAZ-3: The Project could result in the exposure of hazardous materials in soil and ground water, however, compliance with regulatory requirements will ensure no significant public hazard would result (Criteria 2 and 5). (Less than Significant)	None required	HAZ SCA 1: <i>Hazards Best Management Practices</i> ; HAZ SCA 5: <i>Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment</i> ; HAZ SCA 6: <i>Environmental Site Assessment Reports Remediation</i> ; HAZ SCA 9: <i>Health and Safety Plan per Assessment</i> ; and HAZ SCA 10: <i>Best Management Practices for Soil and Groundwater Hazards</i> ; HAZ SCA 11: <i>Radon or Vapor Intrusion</i> .	Less than Significant
Impact HAZ-4: The Project could result in the exposure of hazardous building materials during building demolition, however, compliance with regulatory requirements will ensure no significant public hazard would result (Criterion 2). (Less than Significant)	None required	HAZ SCA 7: <i>Lead-base Paint Remediation</i> , and HAZ SCA 2: <i>Asbestos Removal in Structures</i>	Less than Significant
Impact HAZ-5: The Project would require use of hazardous materials within 0.25 mile of a school, however, compliance with regulatory requirements will ensure that no significant public hazard would result (Criteria 3 and 4). (Less than Significant)	None required	HAZ SCA 12: <i>Hazardous Materials Business Plan</i>	Less than Significant
Impact HAZ-6: The Project would not result in fewer than two emergency access routes for streets exceeding 600 feet in length and would not physically interfere with an adopted emergency response plan or emergency evacuation plan (Criteria 6 and 9). (Less than Significant)	None required		Less than Significant
Impact HAZ-7: The Project, when combined with other past, present, existing, approved, pending and reasonably foreseeable development in the vicinity, would not result in significant cumulative hazards. (Less than Significant)	None required	HAZ SCA 8: <i>Other Materials Classified as Hazardous Waste</i> ; HAZ SCA 12: <i>Hazardous Materials Business Plan</i> ; and HAZ SCA 3: <i>Site Review by Fire Services Division</i>	Less than Significant

**TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Hydrology and Water Quality			
Impact HYD-1: The Project could alter drainage patterns and increase the volume of stormwater, or the level of contamination or siltation in stormwater flowing from the project site, however, compliance with applicable regulatory requirements will ensure that no significant impacts would result (Criteria 1, 3 through 7, and 12). (Less than Significant)	None required	HYD SCA 1: <i>Stormwater Pollution Prevention Plan</i> ; HYD SCA 2: <i>Post-construction Stormwater Pollution Management Plan</i> ; HYD SCA 3: <i>Maintenance Agreement for Stormwater Treatment Measures</i> ; and UTIL SCA 2: <i>Stormwater and Sewer</i>	Less than Significant
Impact HYD-2: The Project could be susceptible to flooding hazards in the event of dam or reservoir failure (Criteria 10 and 11). (Less than Significant)	None required		Less than Significant
Impact HYD-3: The Project would not be susceptible to inundation in the event of sea-level rise (Criterion 11). (Less than Significant)	None required		Less than Significant
Impact HYD-4: The Project would not adversely affect the availability of groundwater supplies or interfere substantially with groundwater recharge (Criterion 2) (Less than Significant)	None required		Less than Significant
Impact HYD-5: The Project would not be susceptible to mudflow, seiche, and tsunami-related hazards (Criterion 11). (Less than Significant)	None required		Less than Significant
Impact HYD-6: The Project, combined with past, present, existing, approved, pending, and reasonably foreseeable future projects would not result in potentially significant cumulative impacts to hydrologic resources. (Less than Significant)	None required		Less than Significant
Land Use, Plans, and Policies			
Impact LU-1: The Project would not result in the physical division of an existing community or conflict with adjacent or nearby land uses (Criteria 1 and 2). (Less than Significant)	None required		Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Land Use, Plans, and Policies (cont.)			
Impact LU-2: The Project would not conflict with applicable land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect (Criterion 3). (Less than Significant)	None required		Less than Significant
Impact LU-3: The Project would not fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan (Criterion 4). (Less than Significant)	None required		Less than Significant
Impact LU-4: The Project, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, does not result in any significant adverse cumulative impacts in the area. (Less than Significant)			Less than Significant
Noise and Vibration			
Impact NOI-1: The Project would not result in substantial temporary or periodic increases in ambient noise levels in the project area above existing levels without the Project and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Criteria 1, 2 and 8). (Less than Significant)	None required	NOI SCA 1: <i>Days/Hours of Construction Operation</i> ; NOI SCA 2: <i>Noise Control</i> ; NOI SCA 3: <i>Noise Complaint Procedures</i> ; NOI SCA 6: <i>Vibration</i> ; and NOI SCA 6 7: <i>Pile Driving and Other Extreme Noise Generators</i>	Less than Significant
		Implementation of NOI SCA 2: Noise Control: 1. Temporary Noise Barrier: During all construction activities, a temporary noise barrier of approximately 385 feet in length shall be located along or near the west property line of the project site, as shown generally in Figure 4.10-3 . The noise barrier shall require a maximum 10-foot return on each end and be oriented 45 degrees into the construction site. a. <u>Construction Site</u> (i) The temporary noise barrier could be constructed of a sound blanket system hung on scaffolding to achieve a minimum height (described	

**TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Noise and Vibration (cont.)			
Impact NOI-1 (cont.)		<p>below) and to allow the system to be moved or adjusted if necessary to allow construction activity immediately adjacent to the west property line.</p> <p>(ii) An alternative temporary noise barrier design could consist of plywood installed on top of a portable concrete K-Rail system which also allows the ability to move or adjust the wall location.</p> <p>The minimum height of the temporary noise barrier design “i” or “ii” situated on the project site would range from at least 16 feet tall near the south property line (30th Street end) to 10 feet tall near the north property line, to maintain at least 6 feet of the barrier above the existing retaining wall (which is approximately 10 feet tall at the south property line and four feet tall at the north property line). This minimum height is prescribed to block the line of sight between the receptor property and the construction site for maximum effectiveness.</p> <p><i>b. Receptor Site</i></p> <p>(i) As an alternative to an on-site temporary noise barrier (described above in “a” and “b”), the applicant shall coordinate with the owner/operator of the adjacent Oakland Healthcare and Wellness Center property and evaluate the feasibility of locating a temporary noise barrier design on the receptor property, specifically along the elevated walkway between the residential units and the shared property line. This approach would allow a 6-foot-tall barrier on top of the elevated walkway to block the line of</p>	

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Noise and Vibration (cont.)			
Impact NOI-1 (cont.)		<p>sight between the receptor property and the construction site, but would also require a 10-foot long return on each end of the barrier on the construction site, if feasible in a manner that improves the effective noise reduction.</p> <p>(iii) Effectiveness Monitoring. The applicant shall monitor the effectiveness of the implemented temporary noise barrier design by taking noise measurements during each construction phase (excavation, foundations, erection, interior and exterior finishing). Implementation of the temporary noise barrier designs described in #1 are estimated to achieve noise level reduction of approximately 5 dBA from the construction noise levels at the adjacent receptor, where levels are estimated to be as high as 96.5 dBA at the west property line. Up to 5 dBA is considered the maximum feasible noise attenuation that would be achieved with installation of a temporary noise barrier, and some additional level of additional reduction would be achieved with adherence to NOI SCA 2. The applicant shall submit the recorded noise measurements to the Planning and Zoning Division and the Building Services Division.</p>	
Impact NOI-2: The Project would not increase operational noise levels in the project area to levels in excess of standards established in the Oakland Noise Ordinance and Planning Code (Criterion 3). (Less than Significant)	None required	NOI SCA 4: <i>Interior Noise</i> ; and NOI SCA 5: <i>Operational Noise (General)</i>	Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Noise and Vibration (cont.)			
Impact NOI-2 (cont.)	Recommendation NOI-1: Acoustical louvers could be installed in these ventilation openings on the west elevation of the ground-level of the garage to reduce the transmission of garage sounds.		Less than Significant
	Recommendation NOI-2: To reduce the noise levels within the garage and further reduce noise emanating from the garage, the underside of the garage ceiling could be fully lined with spray-on thermal/acoustic insulation, and sound-absorptive material could be applied to the ramp walls.		
	Recommendation NOI-3: Potential tire noise could be reduced by avoiding a polished (squeaky) concrete slab surface.		
	Recommendation NOI-4: Power washing of shopping carts should occur within the enclosed loading dock area, or at the far end of the service deck, away from residential neighbors.		
Impact NOI-3: The Project would not expose persons to exterior noise levels in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (Criterion 6). (Less than Significant)	None required	NOI SCA 4: <i>Interior Noise</i>	Less than Significant
Impact NOI-4: The Project would not expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities to noise levels in excess of standards established in the Oakland Noise Ordinance and Planning Code (Criterion 5). (Less than Significant)	None required		Less than Significant
Impact NOI-5: Traffic generated by Project could substantially increase traffic noise levels in the project area (Criterion 4). (Less than Significant)	None required		Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Noise and Vibration (cont.)			
Impact NOI-6: Traffic generated by the Project, in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could substantially increase traffic noise levels in the project area; and construction and operational noise levels in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could increase ambient noise levels (Criterion 4). (Less than Significant)	None required	NOI SCA 1: <i>Days/Hours of Construction Operation</i> ; NOI SCA 2: <i>Noise Control</i> ; and NOI SCA 3: <i>Noise Complaint Procedures</i> ; NOI SCA 4: <i>Interior Noise</i> ; and NOI SCA 5: <i>Operational Noise (General)</i> ; NOI SCA 6: <i>Vibration</i> ; NOI SCA 7: <i>Pile Driving and Other Extreme Noise Generators</i> .	Less than Significant
Impact NOI-7: Stationary noise sources such as rooftop mechanical equipment in combination with traffic generated by the Project; and from past, present, existing, approved, pending and reasonably foreseeable future projects; could substantially increase noise levels at sensitive land uses in the project area; (Criterion 4). (Less than Significant)	None required	NOI SCA 4: <i>Interior Noise</i> ; and NOI SCA 5: <i>Operational Noise (General)</i>	Less than Significant
Population, Housing, and Employment			
Impact POP-1: The Project would not induce substantial population growth in a manner not contemplated in the General Plan, either directly or indirectly (Criterion 1). (Less than Significant)	None required		Less than Significant
Public Services and Recreation			
Impact PSR-1: The Project could result in an increase in calls for police services, but would not require new or physically altered police facilities in order to maintain acceptable performance objectives (Criterion 1). (Less than Significant)	None required		Less than Significant
Impact PSR-2: The Project could result in an increase in calls for fire protection and emergency medical response services, but would not require new or physically altered fire protection facilities in order to maintain acceptable performance objectives (Criterion 1). (Less than Significant)	None required	PSR SCA 2: <i>Fire Safety Phasing Plan</i>	Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Public Services and Recreation (cont.)			
Impact PSR-3: The Project, in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the project site, would not result in a cumulative increase in demand for police, fire, and school services. (Less than Significant)	None required		Less than Significant
Impact PSR-4: The Project could result in new students for local schools, but would not require new or physically altered school facilities to maintain acceptable performance objectives (Criterion 1). (Less than Significant)	None required		Less than Significant
Recreation			
Impact REC-1: The Project could increase the use of existing neighborhood or regional parks or other recreational facilities, but not such that substantial physical deterioration of the facility would occur or be accelerated, or cause the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios (Recreation Criterion 1 and Public Services Criterion 1). (Less than Significant)	None required		Less than Significant
Transportation and Circulation			
Impact TRANS-1: The Project would increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour at the <i>Piedmont Avenue/Hawthorne Avenue/Brook Street/Broadway</i> intersection (#6), which would operate at LOS F under 2035 conditions. (Significant)	Mitigation Measure TRANS-1: Implement the following measures at the <i>Piedmont Avenue/Hawthorne Avenue/Brook Street/Broadway</i> intersection: <ul style="list-style-type: none"> • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:		Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
Impact TRANS-1 (cont.)	<ul style="list-style-type: none"> • Plans, Specifications, and Estimates (PS&E) to modify intersection. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and Americans with Disabilities Act (ADA) standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: <ul style="list-style-type: none"> – 2070L Type Controller with cabinet assembly – GPS communications (clock) – Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) – Countdown pedestrian head module switch out – City standard ADA wheelchair ramps – Video detection on existing equipment (or new, if required) – Mast arm poles, full actuation (where applicable) – Polara push buttons (full actuation) – Bicycle detection (full actuation) – Pull boxes – Signal interconnect and communication with trenching (where applicable), or through (E) conduit (where applicable) - 600 feet maximum – Conduit replacement contingency – Fiber Switch 		

**TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
<p>Impact TRANS-1 (cont.)</p>	<ul style="list-style-type: none"> - PTZ Camera (where applicable) - Transit Signal Priority (TSP) equipment consistent with other signals along corridor • Signal timing plans for the signals in the coordination group. <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2033 (one year prior to the horizon date) at that time and in 2035 every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p><u>If investigations in 2033 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</u></p> <p><u>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</u></p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.</p>		

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
<p>Impact TRANS-2: The Project would increase the total intersection v/c ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more during the weekday PM peak hour (Significant Threshold #5) at the <i>27th Street/Broadway</i> intersection (#10), which would operate at LOS F under 2035 conditions. (Significant)</p>	<p>Mitigation Measure TRANS-2: Implement the following measures at the 27th Street/Broadway intersection:</p> <ul style="list-style-type: none"> • Upgrade traffic signal operations at the intersection to actuated-coordinated operations • Provide protected left-turn phase(s) for the <u>northbound and southbound approaches</u>. • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> • PS&E to modify intersection as detailed in Mitigation Measure TRANS-1. • Signal timing plans for the signals in the coordination group. <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2033. Investigation of the need for this mitigation shall be studied <u>and submitted for review and approval to the City of Oakland, in 2032 (one year prior to the horizon date) at that time</u> and</p>		<p align="center">Less than Significant</p>

**TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
<p>Impact TRANS-2 (cont.)</p>	<p>in 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p><u>If investigations in 2032 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</u></p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the intersection and critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.</p>		
<p>Impact TRANS-3: The Project would increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more during the Saturday peak hour (Significant Threshold #5) at the <i>27th Street/24th Street/Bay Place/Harrison Street intersection</i> (#11), which would operate at LOS F under 2035 conditions. (Significant and Unavoidable)</p>	<p>Mitigation Measure TRANS-3: Implement the following measures at the 27th Street/ 24th Street/Bay Place/Harrison Street intersection:</p> <ul style="list-style-type: none"> • Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street and create a pedestrian plaza at the intersection approach. • Convert 24th Street between Valdez and Harrison Streets to two-way circulation and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwest corner of the intersection. • Modify eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes. • Realign pedestrian crosswalks to shorten pedestrian crossing distances. 		<p>Significant and Unavoidable</p>

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
Impact TRANS-3 (cont.)	<ul style="list-style-type: none"> • Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> • PS&E to modify intersection as detailed in Mitigation Measure TRANS-1. • Signal timing plans for the signals in the coordination group. <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2033. Investigation of the need for this mitigation shall be studied <u>and submitted for review and approval to the City of Oakland, in 2032 at the time</u> and in 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p><u>If investigations in 2032 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for</u></p>		

**TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
<p>Impact TRANS-3 (cont.)</p>	<p><u>review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</u></p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour and improve to LOS D during the Saturday peak hour. Although the mitigation measure would reduce the total intersection v/c ratio during the weekday PM peak hour, it would not reduce the v/c ratio for critical movements to 0.05 or less. Therefore, the impact would remain significant and unavoidable.</p> <p>No other feasible mitigation measures are available that would mitigate the project impacts at the 27th Street/24th Street/Bay Place/Harrison Street intersection. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third lane on northbound or southbound Harrison Street, or a second through lane on eastbound 27th Street. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of existing bicycle lanes, medians and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.</p> <p>This mitigation measure would also reduce pedestrian delays at the intersection and improve pedestrian safety by realigning the crosswalks at the intersection and reducing pedestrian crossing distances. No other secondary impacts would result from implementation of this measure.</p>		

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
<p>Impact TRANS-4: The Project would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more during the weekday PM peak hour (Significant Threshold #5) at the <i>Grand Avenue/Broadway</i> intersection (#12), which would operate at LOS F under 2035 conditions. (Significant)</p>	<p>Mitigation Measure TRANS-4: Implement the following measures at the Grand Avenue/Broadway intersection:</p> <ul style="list-style-type: none"> • Provide permitted-protected left-turn phasing for the northbound <u>and southbound</u> approaches. • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> • PS&E to modify intersection as detailed in Mitigation Measure TRANS-1. • Signal timing plans for the signals in the coordination group. • The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the Project Sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant. <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of the need for this mitigation shall be studied <u>and submitted for review and approval to the City of Oakland, in 2033 (one year prior to the horizon year) at that time</u> and in 2035 or until the mitigation measure is implemented, whichever occurs first.</p>	<p>TRANS SCA 1: Parking and Transportation Demand Management, and TRANS SCA 2: Construction Traffic and Parking</p>	<p>Less than Significant</p>

**TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
Impact TRANS-4 (cont.)	<p><u>If investigations in 2033 or 2035 show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</u></p> <p><u>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.</u></p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the v/c ratio for the intersection and critical movements and mitigate the impact. No secondary impacts would result from implementation of this measure.</p>		
<u>Pedestrian Safety</u>	<p>Recommendation TRANS-5: Implement the following measures:</p> <ul style="list-style-type: none"> • Provide the following at the signalized 30th Street/Broadway intersection: <ul style="list-style-type: none"> - Pedestrian signal heads with count-down signals at the four crosswalks at the intersection; however, if the existing signal equipment cannot accommodate new pedestrian signal heads, replace the existing signal equipment necessary to include these facilities; - Directional curb ramps at all four corners of the intersection aligning with the crosswalks, avoiding, or relocating if necessary, the existing signal poles. - Consider providing Leading Pedestrian Intervals for the pedestrian crossings at this intersection. - Coordinate these improvements at 30th Street/Broadway intersection with AC Transit and Recommendation TRANS-6. • Provide the following at the unsignalized midblock crossing on Broadway just north of the project site: 		

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
<u>Impact TRANS-4 (cont.) Pedestrian Safety (cont.)</u>	<ul style="list-style-type: none"> - Bulbouts on both sides of the crossing - Rectangular Rapid Flash Beacons (RRFB) for both directions of Broadway 		
<u>Bus Rider Safety</u>	<p>Recommendation TRANS-6: Coordinate with AC Transit to implement the following, which are consistent with the draft improvements for Route 51 TPI:</p> <ul style="list-style-type: none"> • Move the southbound Route 51A bus stop from just north of 30th Street to just south of 30th Street, and provide a bulbout at the bus stop and amenities such as a shelter and bench. • Move the northbound Route 51A bus stop from just north of 29th Street to just north of 30th Street, extend the existing bulbout to accommodate buses, and provide amenities such as a shelter and bench. 		
<u>Consistency with Adopted Policies, Plans or Programs Supporting Alternative Transportation</u>		<u>TRANS SCA 1: Parking and Transportation Demand Management</u>	
<u>Construction Period Impacts</u>		<u>TRANS SCA 2: Construction Traffic and Parking</u>	
<u>Bicycle Parking</u>	<p>Recommendation TRANS-7: Although not required to address an adverse environmental impact, the following should be implemented in regards to bicycle parking:</p> <ul style="list-style-type: none"> • Ensure that short-term and long-term bicycle parking spaces are consistent with <i>City of Oakland Bicycle Parking Rack Guidelines</i>. • Ensure the short-term bicycle parking on sidewalks do not block pedestrian circulation. • Ensure that some short-term bicycle parking spaces can accommodate bicycles with trailers. • Monitor the usage of long-term and short-term bicycle parking spaces and if necessary provide additional parking spaces. 		

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
<p>Impact TRANS-4 (cont.) <u>Automobile Parking</u></p>	<p>Recommendation TRANS-8: Although not required to address an adverse environmental impact, the following strategies, to further implement SCA 25, should be implemented to reduce project parking demand and better manage the available parking supply:</p> <ul style="list-style-type: none"> • Limit parking on the ground level to ADA accessible spaces and short-term (20 minutes or less) parking. • Limit most parking spaces on the roof-level to two hours or less so that they are available to project visitors and not used for commuter parking. • Encourage employees to park on the roof-level furthest away from the elevators and in the compact parking spaces. • Provide signage informing motorists in the ground level parking that additional parking is available on the roof-top. • Install parking meters at all on-street parking spaces along the project frontage on Broadway and 30th Street and limit parking to one-hour or less. 		
<p><u>Intersection Queuing Analysis</u></p>	<p>Recommendation TRANS-9: Implement the following measures to minimize queues on the eastbound 30th Street approach at the 30th Street/Broadway intersection:</p> <ul style="list-style-type: none"> • Adjust signal timing parameters at the intersection to provide more green time for the east/west movements. • Consider providing a right-turn lane on eastbound 30th Street at Broadway. This may require elimination of one or more on-street parking spaces on 30th Street. 		

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Transportation and Circulation (cont.)			
Prevention of Cut Through Traffic	<p><u>Recommendation TRANS-10:</u> Implement the following measures to minimize truck traffic on 29th Street:</p> <ul style="list-style-type: none"> • <u>Ensure that the Construction Traffic Management Plan for the Project, as required by TRANS SCA 2 (page 4.12-26 of the Draft EIR), establishes truck routes that do not use 29th Street.</u> • <u>Project applicant shall direct Project tenants that their delivery trucks must use City of Oakland's designated truck routes and that trucks are prohibited from using 29th Street.</u> 		
Utilities and Service Systems			
Impact UTIL-1: The water demand generated by the Project would not exceed water supplies available from existing entitlements and resources (Criterion 3). (Less than Significant)	None required		Less than Significant
Impact UTIL-2: The Project would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required (Criteria 1 and 4). (Less than Significant)	None required	UTIL SCA 2: <i>Stormwater and Sewer</i>	Less than Significant
Impact UTIL-3: The Project would not require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Criteria 2). (Less than Significant)	None required	UTIL SCA 2: <i>Stormwater and Sewer;</i> HYD SCA 2: <i>Post-construction Stormwater Pollution Prevention Plan;</i> and HYD SCA 1: <i>Stormwater Pollution Prevention Plan</i>	Less than Significant
Impact UTIL-4: The Project would not violate applicable federal, state, and local statutes and regulations related to solid waste; nor generate solid waste that would exceed the permitted capacity of the landfills serving the area (Criteria 5 and 6). (Less than Significant)	None required	UTIL SCA 1: <i>Waste Reduction and Recycling</i>	Less than Significant

TABLE 2-1 REV (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS

Environmental Impact	Mitigation Measures and Recommendations	Standard Condition of Approval	Level of Significance after application of Mitigation and SCA
Utilities and Service Systems (cont.)			
<p>Impact UTIL-5: The Project would not violate applicable federal, state and local statutes and regulations relating to energy standards; nor result in a determination by the energy provider which serves or may serve the area that it does not have adequate capacity to serve projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities (Criteria 7 and 8). (Less than Significant)</p>	None required	<p>UTIL SCA 3: <i>Compliance with the Green Building Ordinance</i>, and UTIL SCA 4: <i>Compliance with the Green Building Ordinance for Building and Landscape Projects</i></p>	Less than Significant
<p>Impact UTIL-6: The Project in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the Project would result in an increased demand for utilities services. (Less than Significant)</p>	None required	<p>UTIL SCA 1: <i>Waste Reduction and Recycling</i>, UTIL SCA 2: <i>Stormwater and Sewer</i>, HYD SCA 1: <i>Stormwater Pollution Prevention Plan</i>; and HYD SCA 2: <i>Post-construction Stormwater Management Plan</i></p>	Less than Significant

CHAPTER 4

Commenters on the Draft EIR

4.1 Individuals Commenting in Writing

The following lists correspondence received from individuals, generally in the order it was received by the City of Oakland. There were no written comments received from public agencies or organizations.

INDIVIDUALS		
Designator	Signatory Name	Correspondence Received
A	Brian Geiser	September 12, 2013
B	Diana Sherman and Dan Bluestein	September 20, 2013

4.2 Commenters at the Planning Commission Public Hearing

The following individual and Planning Commissioners provided verbal comments at the Public Hearing on the Draft EIR during the public review comment period.

Public Speaker commenting on the Project at the Planning Commission Hearing on September 11, 2013

- Josh Harkinson
 - Commissioner Emily Weinstein
 - Commissioner Adhi Nagraj
 - Commissioner Michael Coleman
 - Commissioner Jim Moore
-

CHAPTER 5

Responses to Written Comments Received on the Draft EIR

This chapter includes copies of the written comments received by hand-delivered mail or electronic mail during the public review and comment period on the Draft EIR. Specific responses to the individual comments in each correspondence follow each letter.

Each correspondence is identified by an alphabetical designator (e.g., “B”). Specific comments within each correspondence are identified by an alphanumeric designator that reflects the alphabetic designator and the numeric sequence of the specific comment within the correspondence (e.g., “B-1” for the first comment in Individual Comment Letter B).

Responses focus on comments that pertain to the adequacy of the analysis in the EIR or to other aspects pertinent to the potential effects of the Project on the environment pursuant to CEQA. Comments that address topics beyond the purview of the EIR or CEQA are noted as such for the public record. Where comments have triggered changes to the Draft EIR, these changes appear as part of the specific response and are consolidated in Chapter 3, *Modifications to the Draft EIR*, where they are listed in the order that the revision would appear in the Draft EIR document.

September 12, 2013

City of Oakland
Planning and Building Department
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612

attention: Peterson Vollmann, Case Planner

Re: **DEIR for The Shops at Broadway Retail Project** proposed for 3001-3039 Broadway
Case Numbers: CMDV13-194; TPM10164; ER12-0007

I attended the May 30, 2013 presentation on Broadway near 27th Street and we spoke as you were leaving. I had many questions regarding the process and you suggested not worrying so much about the process and that it was important to send in the comments I have so it's on the record and can be considered at the appropriate step. This is what I'm doing now. I'll copy/paste material from various reports in **GRAY** and my comments will be in **BLACK**.

from the STAFF REPORT, September 11, 2013

Planning Permits Required:

- Major Conditional Use Permits,
- Regular Design Review for new construction,
- Minor Variances for exceeding the maximum front setback of 10 feet for more than 50% of the frontage to create a plaza,
- for not meeting the minimum conditionally permitted building height of 25 feet,
- required loading berths,
- and a Tentative Parcel Map for merging four lots into one.

It's important to state that those are a lot of permits for variations from what the community (the City) has supposedly approved. I'll address the last item further down this list.

A-1

Summary

... Specifically, comments on the Draft EIR should focus on the adequacy of the EIR in 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 EIR's purpose to provide useful and accurate information about such factors.

This really limits the public from making more appropriate comments. If everything is channeled into irrelevant little pieces and then solidified at each phase, then the real issues will never be addressed. Which, of course, is what the EIR process is all about. I'm still amazed whenever I hear the "business community" complain about the EIR process and how it needs to be amended. Well, it certainly does. It needs to be changed to be useful for the people. Currently, it sits in a long line of infamy filed under "regulatory capture".

A-2

ZONING COMPLIANCE

... The property is also located within the D-BR, Broadway Retail Frontage Combining Zone, which is intended to create, preserve, and enhance ground level retail opportunities within the Broadway/Valdez Retail District area north of the Central Business District. These interim regulations anticipate the adoption of more

comprehensive and detailed regulations and a plan to attract retail opportunities within the Broadway/Valdez Retail District area which is currently under development with the Broadway Valdez District Specific Plan process that is ongoing.

When the owner and it's draftsmen mention how this project will enhance the community and meet all the needs and regulations, etc. Remember that they wanted to be excluded from the Specific Area Plan. A horrible process whereby we the citizens pay for all of the work required for the EIRs, and as long as the new or existing owners build or remodel within those boundaries & guidelines, they don't have to worry about paying for those studies and analysis because the citizens of Oakland already have. The owner had better be paying for this EIR process. They are violating the goals of this area for one reason only – profit. The community be damned.

A-3

SUBDIVISION ORDINANCE

The proposed development requires a Tentative Parcel Map to merge four parcels into one.

This requires notice. Throughout the city, parcel after parcel has been combined into larger and larger lots. These can only be purchased by larger and larger companies with larger and larger loans from larger and larger banks (or other wealthy investors). None of this is of any advantage to the citizens of Oakland. The larger the site, the larger the TOLL to purchase it. This is the only thing that prevents “mom & pop” businesses from starting – the TOLL. The toll is paid to the troll sitting under the bridge – the banker/previous owner duo. It needs to remain as four lots and needs to be built upon by four independent businesses.

A-4

I'll speak more about small versus big a little farther down. Right now, it's important to remember, Sprouts is a national chain. They are publicly traded. They pay dividends which is another type of TOLL. Like all large corporations, their first tasks are to pay dividends to their investors, pay large salaries to the executives and upper management, and then whatever remains is divided among the “workforce” – the peasants. When it comes to money, they'll always claim they are low profit – it's because they have to pay the "overhead" of dividends to those 10% who control 90% of the wealth.

from TABLE 2-1, SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS FOR APPROVAL AND RESIDUAL EFFECTS

Aesthetics
Impact AES-1 thru 4

It's important to look at the “Aesthetics” category. This “design” is merely a collection of images that were swiped from the few remaining “design” magazines. They all have the same materials and plants because the draftsmen who drafted those buildings used the same process. It's one big lazy circle of sameness. Which is the point. Everything needs to look just like everything else. It helps to dumb-down and anesthetize everyone. It was interesting to hear the draftsman from Lowney go on about “facade articulation”, etc. trying to make this seem like a human-scaled, neighborhood-friendly building. It's a suburban strip mall, plain and simple. It would fit well in the suburbia-aspiring Emeryville.

But enough of style. What of substance. Just like the Whole Foods building around the corner – which was also drafted by Lowney – all of those windows shown in the rendering will be covered with the back of display cases pushed against the glazing. That's what you do in a mall. You need to separate the customer from the environment, from the neighborhood. This building isn't there to be part of the neighborhood, it's there to extract money from this geographic location and redirect it into the hands of an ever smaller pool of people who may or may not even live in this country, let alone this city.

A-5

None of the presenters on May 30th bothered to tell the truth about the height of this building. Yes it is too low for the proposed street cross-section. And, yes, it is too high to reasonably and comfortably connect possible residences above with the ground below. The proposed height is based on the height needed to have a tractor-

trailer drive under the upper level parking deck. In addition, these big box stores typically have an interior height based on code issues. If they go above a certain height, they can avoid certain fire protection requirements. Money saved goes into the investors pockets.

↑
A-5
cont.

If we really believe we are a community, lets hope the vegetation proposed adjacent to the “skilled nursing” facility grows quickly and is hardy enough to receive the sun from around 11 am to mid-afternoon. Otherwise, those needing “skilled nursing” are certainly going to have some time knocked off of their lives.

Biological Resources

This needs to be addressed. Every project that I see come through the Planning Commission and every project I’ve seen built over the last decade has the absolute worst selection of trees. None of the draftsmen involved in these projects has any idea of a livable environment. They should know enough to show the hoped-for mature size of the selected tree varieties in their renderings. They don’t know it, but they usually are showing the mature size. It’s just that they have chosen the lollipop trees that don’t hide too much of the 3D model that they’ve wasted way too much time logging into the computer. These draftsmen have no idea of how the trees affect the environment around them. They have no idea of the necessary spacing or need for canopy growth, etc. Every project that trudges through the Planning Dept fails when it comes to comfort and livability. This needs to be addressed in the EIR.

↑
A-6

Land Use, Plans, and Policies

Impact LU-1: The Project would not result in the physical division of an existing community or conflict with adjacent or nearby land use.

The study needs to compare the dispersion of butchers, produce markets, grocers, and pharmacies with none being bigger than one of the small spaces to be had at the corner of this project.

The DEIR refers to “grocery” & “Local” retail. This proposed grocery is actually a SUPERmarket. This strip mall is just a smaller version of the regional shopping center that is being attempted further up Broadway at the intersection with Pleasant Valley. Both are designed for the purpose of sucking the remaining economic vitality out of Oakland before its all gone. Together, they will kill all of the possible retail along Broadway between the two projects. Sprouts, even considering that it is selling food, actually has a model of being a parasite. It knows there is little economic vitality remaining, but it can invest as little as possible, and because city dwellers have little choice but to purchase food, they will have to come to a SUPERmarket to purchase that food.

↑
A-7
↓

The leasing agent mentioned multiple times that Sprouts is an “anchor tenant”. This is important. This project exists for Sprouts. The size and location of the three left-over tenant spaces are based solely on Sprouts having their necessary square footage and ancillary logistical service needs met as regards the existing geometry of the site. The rent charged in this new construction will be too high for local mom & pops to fill those three smaller spaces. Just like the proposed mall off Broadway & Pleasant Valley, these spaces are sized to be filled with smaller statewide or national chain stores that will extract money from the local economy.

Population, Housing, and Employment

Impact POP-1: The Project would not induce substantial population growth in a manner not contemplated in the General Plan, either directly or indirectly.

An economic analysis needs to be a part of the EIR. How will this SUPERmarket compare with having the triplet of separate mom & pop grocers, produce markets and butchers located in each of the following neighborhoods: the Jack London area, at least two in West Oakland, and one in the heart of the Uptown area. The employment numbers will be similar though the employees will be able to live in their own neighborhoods and be able to walk to work. Many multiples more of dollars will be circulated through the local community. So many people are already unemployed that housing wont be an issue. They are already there.

↑
A-7
cont.

Transporation and Circulation
Impact TRANS-

Even the developer had admitted at the May 30th presentation that the foot-traffic will be LOW. This project is an auto-based project. Their hope is to draw from the so-called Transit Oriented Developments further down Broadway. Those projects where most people enter & exit the block-sized buildings from the garage door and drive everywhere. They will drive to this SUPERmarket. As will the customers drawn from further away. This site was chosen because of the price and roughly-appropriate, pre-existing zoning with the hope that the city will be desperate enough to allow them to do whatever the hell they want.

A-8

from the COMBINED NOTICE OF RELEASE AND AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC HEARING ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SHOPS AT BROADWAY RETAIL PROJECT

SUMMARY OF THE PROJECT: ... All retail areas would be oriented along Broadway and would be primarily accessed through a public plaza connected to the sidewalk along Broadway. Public-real m amenities proposed include landscaping, a public gathering area with cafe style seating for customers, as well as a plaza and garden seating for customers on the rooftop level. ...

None of this is "public". It is for private use. For the owner first and then for the CUSTOMER. NOT the public. It was disheartening to hear the draftsman direct someone to the SPUR website to read their take on "public" space. SPUR is a private "thoughtless-tank" and is supported by wealthy business interests whose goal it is to extract as much money as possible from the "workforce". SPUR produces papers and studies and whatever else that tell people how good it will be to live in a corporate run world ... a lot like now only a whole lot worse.

A-9

ALTERNATIVES TO THE PROJECT

- Yikes! Has anyone looked at these? Those options are not housing options, they were prisons! Notice how they had no connection to the street. They could be anywhere. They could be like Jerry Brown's 10k projects. They are "planned" to have no connection to the street. They are designed to make money for the developer – community and livability be damned.

A-10

from the THE SHOPS AT BROADWAY RETAIL PROJECT
Draft Environmental Impact Report August 16, 2013

3.2 Project Objectives

Portfolio Development Partners LLC, the project sponsor, seeks to achieve the following objectives through implementation of the Project:

1. Redevelop an underutilized paved parking lot along Broadway with a high-quality grocery store, Sprouts Farmers Market, that offers a comprehensive range of products to Sprouts' customers, including local residents, businesses, and organizations, in a functional, customer-friendly, and attractive manner.
2. Provide the opportunity for several small retail tenants to locate adjacent to the grocery store, thereby expanding the availability of attractive retail opportunities and pedestrian activity on a portion of Broadway that currently lacks sufficient retail and pedestrian friendly amenities.
3. Consistent with the goals of the proposed Draft Broadway Valdez Specific Plan, stimulate economic activity and vitality in the project area by developing a privately funded retail project that will be a catalyst for additional retail and other development in the project area.
4. Provide sufficient, safe, inviting, and well-lit off-street parking and bicycle parking to serve the retail customers.
5. Provide new areas of publicly accessible plazas and seating areas that will enhance the surrounding neighborhood, provide gathering places, and establish an attractive and inviting setting for pedestrian friendly shopping.

- 6. Develop the Project in a manner that will be sensitive to the surrounding uses and will minimize neighborhood impacts.
- 7. Develop a Project that is financially feasible and provides a sufficient investment return.

I provide the previous to highlight the propaganda placed in the report. See my comments throughout describing how false all of this is.

A-11

From the SHOPS ON BROADWAY handout from the May 30, 2013 presentation. Subtitled: “JOBS, REVENUE AND PUBLIC BENEFITS FOR OAKLAND”.

A polite way to describe the handout is as propaganda. The more honest description is lies. I mention this handout because representatives from the developer, leasing agent, and Sprouts were there to stand behind these lies and this information has been repeated in the Draft EIR documentation.

first column heading: New Jobs & Revenue for Oakland Residents

Jobs: all of the promises of full & part time jobs, of benefits and local hire guarantees – all will be thrown out the window and there is nothing the denizens of Oakland will be able to do about it.
 Revenue: most of these large corporations pay very little in taxes. Much less than the stated tax rates. They use a shell-game to avoid paying at all levels of collection. Sprouts will be no different. They state “\$110,000 annual increase in property taxes”. [their emphasis] They don’t state if that’s the portion Oakland would receive. Property taxes go to city, county and regional governments. \$110,000 will pay for about ½ of a year’s wages & benefits to ONE Oakland police officer. How much money will the citizens of Oakland pay to support this business? Public transportation subsidies, street cleaning, maintenance of the pavement, utility lines, the trees within the public right-of-way, firemen, police, other city staff downtown, etc. And only a minor portion of the money collected in the cash registers actually stays in Oakland to circulate. It’s a lose-lose situation all the way around for Oaklanders.

- second column heading: Public Benefits for Neighbors & Shoppers
- inviting public gathering spaces at street & roof levels
 - widened sidewalks along Broadway & attractive landscaping on all sides
 - consistent with objectives of Broadway/Valdez Plan

There is NO “public” space in this project once outside of the street right-of-way. At any moment one can be told to leave from this “plaza”. It’s purpose is to separate one from the street. The draftsman will describe the planters as landscape amenities but its really there to psychologically stress that one is now on private property. You are a guest, a customer, you don’t have any rights aside from those granted by the corporate owner. Widened sidewalks: this is usually a negative for retail activity, especially on an already too wide street. “Consistent with the objectives of Broadway/Valdez Plan”: then why all of the permits for variations as listed at the top of this letter?

- third column heading: Sustainable Urban Infill Development
- Transforms 83,000 sf parking lot into lively & attractive *community gathering place* [emphasis mine]

Community gathering place? See everything listed above.

A-12

Brian Geiser
 Oakland, council district 3

handout from the May 30, 2013 "presentation"

SHOPS ON BROADWAY



JOBS, REVENUE AND PUBLIC BENEFITS FOR OAKLAND

NEW JOBS & REVENUE FOR OAKLAND RESIDENTS

- 26,000 SF SPROUTS FARMERS MARKET & 10,000 SF OF RETAIL SHOPS
- 125-170 NEW FULL & PART TIME RETAIL JOBS CREATED
- 75% LOCAL HIRE GUARANTEE FOR GROCERY STORE EMPLOYEES
- 150-180 NEW CONSTRUCTION JOBS OVER 14 MONTHS
- \$110,000 ANNUAL INCREASE IN PROPERTY TAXES

PUBLIC BENEFITS FOR NEIGHBORS & SHOPPERS

- EXCITING NEW MARKET FEATURING FRESH & ORGANIC FOODS ALONG WITH ADDITIONAL NEIGHBORHOOD SERVING STORES
- DENSER RETAIL FORMAT LOCATES PARKING ON ROOF INSTEAD OF AT-GRADE
- PARKING HIDDEN FROM VIEW ON ROOF
- INVITING PUBLIC GATHERING SPACES AT STREET & ROOF LEVELS
- WIDENED SIDEWALKS ALONG BROADWAY & ATTRACTIVE LANDSCAPING ON ALL SIDES
- CONSISTENT WITH OBJECTIVES OF BROADWAY/VALDEZ PLAN

SUSTAINABLE URBAN INFILL DEVELOPMENT

- TRANSFORMS 83,000 SF PARKING LOT INTO LIVELY & ATTRACTIVE COMMUNITY GATHERING PLACE ?
- WILL CATALYZE NEIGHBORHOOD GROWTH BY ATTRACTING NEW RESIDENTIAL & RETAIL DEVELOPMENT
- CREATES BUS, BIKE & PEDESTRIAN FRIENDLY PROJECT ON UNDERUSED AND AUTO-CENTRIC LOT
- BRINGS FRESH, HEALTHY FOOD TO DOWNTOWN RESIDENTS
- LANDSCAPE DESIGNED TO CAPTURE & TREAT ALL STORMWATER ON SITE

Letter A Response –Geiser

- A-1: The commenter notes the number of variances requested by the project sponsor. It does not address the adequacy of the EIR or the Project's physical impacts on the environment addressed under CEQA. The comment is noted and will be considered by the City prior to it taking action on the Project.
- A-2: The commenter suggests altering the CEQA process and expanding the EIR analysis beyond the possible impacts on the physical environment. The comment does not address the adequacy of the EIR, which the City has prepared pursuant to all applicable CEQA guidelines and statutes. Nor does the comment address the Project's physical impacts on the environment addressed under CEQA. The comment is noted and will be considered by the City prior to it taking action on the Project.
- A-3: The comment addresses the merits of the Project and the environmental review process for the Broadway Valdez District Specific Plan. The comment does not address the adequacy of the EIR or the Project's physical impacts on the environment addressed under CEQA. The comment is noted and will be considered by the City prior to it taking action on the Project.
- A-4: The commenter states a preference for four independent businesses on the project site. The comment addresses the merits of the Project and does not address the adequacy of this EIR or the Project's physical impacts on the environment addressed under CEQA. The comment is noted and will be considered by the City prior to it taking action on the Project.
- A-5: The comment addresses the proposed building height and design of the Project and does not address the adequacy of this EIR or the Project's physical impacts on the environment addressed under CEQA. The comment is noted and will be considered by the City prior to it taking action on the Project, particularly design review.
- A-6: The comment addresses trees depicted in project illustrations. Tree replacement plantings for the Project would be guided by BIO Standard Condition of Approval (SCA) 3 and monitored by the City, pursuant to the SCA/Mitigation Monitoring and Reporting Program (SCAMMRP) for the Project, which the City must review and approve for the Project.
- A-7: The commenter's opposition to the size of the proposed retail spaces, economic considerations, and other aspects of the Project do not address the adequacy of this EIR or the Project's physical impacts on the environment addressed under CEQA. The comment is noted and will be considered by the City prior to it taking action on the Project.

- A-8: The comment predicts the mode of travel for potential Project customers. The analysis in Draft EIR Section 4.12, *Transportation and Circulation*, uses conservative assumptions for both travel modes and trip length and discloses the potential environmental impacts.
- A-9: The Project would include a plaza along the Broadway frontage. Contrary to the commenter's suggestion that this plaza would be only for private use, the proposed plaza would be open to the sidewalk and would provide a publicly accessible gathering area. Further, the comment does not address the adequacy of the EIR or the Project's physical impacts on the environment addressed under CEQA. The comment is noted and will be considered by the City prior to it taking action on the Project.
- A-10: The commenter's opposition to the design of the Project alternatives is noted and will be considered by the City prior to it taking action on the Project. The comment addresses the design merits of the alternatives, and does not address the adequacy of this EIR or the physical impacts of the Project or its alternatives on the environment addressed under CEQA.
- A-11: The comment suggests that the EIR includes "propaganda," suggesting that the information in the document is not objective. Specifically, the commenter is highlighting the inclusion of the project sponsor's Project Objectives as a form of bias. CEQA requires a DEIR Project Description chapter to include a statement of objectives sought by the proposed project that include the underlying purpose of the project. The objectives are, in part, used as one of the criteria for selecting a reasonable range of project alternatives and for determining the feasibility of alternatives. Pursuant to the requirements of CEQA and the City, the EIR presents accurate, thorough, and objective information and analysis about the environmental effects of the Project and its alternative to the public.
- A-12: The comment addresses the handouts from the Community Workshop. This material is not a part of the EIR process or review and thus the comment addresses the merits of the Project and does not address the adequacy of the EIR. The comment is noted and will be considered by the City prior to it taking action on the Project.

Elizabeth Kanner

From: Diana Sherman [diana.sherman@gmail.com]
Sent: Friday, September 20, 2013 11:36 AM
To: Vollmann, Peterson
Subject: Comments on Shops at Broadway DEIR, ER12-0007

September 20, 2013

Peterson Vollmann, Planner III
Department of Planning and Building
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 2214
Oakland, CA 94612

Dear Mr. Vollmann:

I am writing to submit comments on the Draft EIR for the Shops at Broadway (ER12-0007).

As long-time residents of the Broadway Auto Row neighborhood, we are extremely excited to see development of the Auto Row corridor moving forward, and we welcome the new Sprouts grocery store to the neighborhood.

However, we were dismayed to see that the Draft EIR for the project did not adequately consider cut-through traffic on side streets, given that many neighbors expressed concern about this at the project community meeting earlier this year and requested that the EIR examine this issue.

Specifically, the DEIR assumes that there will be little cut-through traffic on 29th Street, and that new trips will be limited to major arterials. While this is certainly the ideal scenario, we know that in reality this will not be the case. Drivers bound for Summit Hospital, Grocery Outlet, and other Auto Row destinations all regularly cut across 29th Street today to access I-580. Despite a large truck ban on 29th Street intended to force truck traffic to use 27th Street, 18-wheelers regularly use the street as a cut-through to reach Grocery Outlet and other Auto Row businesses with no ramifications. In fact, Google Maps even directs residents in Grand Lake/Lakeshore, a target demographic for Sprouts, to use 29th Street to reach the planned parking lot entrance.

We would like the Final EIR reexamine the assumption that the new store will not generate significant new cut-through trips on side streets, and include a study of the intersection of 29th Street and Harrison Street. The EIR should include the following steps to monitor and minimize cut-through traffic:

B-1

1. Implement signage and policies prohibiting both construction and delivery vehicles servicing Sprouts and other tenants from using 29th Street to reach the site or return to the freeway.

Large trucks are already banned on 29th Street between Fairmount Avenue and Harrison Street, but unfortunately this restriction is regularly ignored by truckers traveling to destinations along Broadway Auto Row. Sprouts and PDP must be proactive in ensuring that truckers understand that they cannot access the freeway via 29th Street or the Harrison Street/Oakland Avenue ramps, and must use the 27th Street ramps (or other alternate routes along arterials). Whole

B-2

↑ B-2
| cont.

Foods is required to have a similar restriction prohibiting its delivery trucks from using Harrison Street to access I-580.

2. Monitor cut-through traffic on 29th Street for a period of one year after Shops at Broadway opens.

The DEIR presumes that there will be little cut-through traffic on side streets, and that most new trips will be along arterials. Post-occupancy studies of 29th Street, conducted after the store is open, can confirm whether or not this assumption is correct. If it is, in fact, a flawed assumption, the Final EIR should also outline any needed mitigation.

3. Reduce the potential for through traffic on 29th through traffic calming at the intersection of Fairmount Avenue and 29th Street and on 29th Street between Harrison and Fairmount.

As noted in the DEIR, 29th Street is designed as a neighborhood street, and is not equipped to handle significant through traffic between Shops at Broadway and I-580. Many preschool-aged children live and play on the street, and Westlake Middle School students walk home from school along both 29th and Harrison Streets during the PM Peak period, when Sprouts is expected to generate a significant number of new trips.

Peak hour eastbound traffic on 29th Street already backs up significantly between Fairmount and Harrison many days, with long lines of cars waiting to cross Harrison. This will worsen substantially if new afternoon peak trips are generated by the Shops at Broadway. Traffic calming and volume control mitigation measures should be implemented on 29th Street to make the street a less appealing cut-through.

B-3

Volume control solutions could include:

- a) *Installing a traffic circle at 29th Street and Fairmount Avenue to discourage through traffic on both streets and slow speeds;*
- b) *Installing speed humps, speed cushions, or other speed control measures on 29th Street between Fairmount and Harrison, if road grade allows; and/or*
- c) *Widening the sidewalk and improving the crosswalk at Harrison and 29th Street to improve pedestrian visibility and slow speeds for cars turning right onto 29th Street from the freeway, as recommended for consideration in the Harrison/Oakland Community-Based Transportation Plan.*

We are excited to welcome Sprouts to our community. However, we want to ensure that these new shops do not come at the cost of our neighborhood's livability and safety. These proposed mitigations will ensure that the new shops do not have a significant negative impact on our residential neighborhood. We respectfully request that these mitigations be added to the Shops at Broadway Final EIR before the City approves this plan.

Sincerely,
Diana Sherman and Dan Bluestein
215 29th Street, Oakland, CA 94611

Letter B Response – Sherman and Bluestein

B-1: The comment inquires about the amount of traffic generated by the Project that would likely use 29th Street east of the Project and requests analysis of the 29th Street/Harrison Street intersection.

The Draft EIR assigns Project-generated traffic to 29th Street because 29th Street provides access between the Project site and local neighborhoods to the east. In addition, 29th Street can be used to travel to and from I-580 through the ramps at Harrison Street/Oakland Avenue. However, considering that the Project would consist of local-serving retail, such as supermarket, few trips generated by the proposed Project (six percent) are expected to use I-580 freeway. As shown on Figure 4.12-9 of the Draft EIR, the analysis estimates that about 13 weekday PM and 17 Saturday peak hour vehicles would use 29th Street to travel to and from the project site.

In response to this comment, traffic operations at the 29th Street/Harrison Street intersection were analyzed based on recently collected data. Table 5-1 below summarizes intersection operations at the 29th Street/Harrison Street intersection for the scenarios analyzed in the Draft EIR. The attachment to this FEIR provides the detailed LOS calculation sheets.

**TABLE 5-1
29TH STREET/HARRISON STREET INTERSECTION LOS SUMMARY**

Scenario	Traffic Control ^a	Peak Hour	No Project		Plus Project		Significant Impact?
			Delay ^b (seconds)	LOS ^c	Delay ^b (seconds)	LOS ^c	
Existing	SSSC	PM	7.5 (31.9)	A (D)	8.0 (33.5)	A (D)	No
		SAT	2.8 (15.8)	A (C)	3.0 (16.2)	A (C)	No
2035	SSSC	PM	40.3 (**)	E (F)	44.0 (**)	E (F)	No ^d
		SAT	11.8 (77.0)	B (F)	13.8 (88.0)	B (F)	No ^d

^a SSSC = Intersection is controlled by a stop-sign on the side-street approach;

^b For signalized intersections, average intersection delay, LOS, and volume-to-capacity ratio for intersections operating at LOS F based on the 2000 HCM method is shown. For side-street stop-controlled intersections, delays for worst movement and average intersection delay are shown: intersection average (worst movement)

^c Intersections operating at unacceptable levels are shown in **bold**.

^d The Project would not cause an impact at this unsignalized intersection because the intersection would not meet the peak-hour signal warrant, although it would operate at LOS F.

** Denotes an intersection where delay cannot be calculated accurately due to high amount of delay.

SOURCE: Fehr & Peers, 2013.

The side-street stop-controlled approach at this intersection would operate at LOS D or better under Existing and Existing Plus Project conditions and at LOS F under 2035 No Project and 2035 Plus Project conditions. However, the Project would not cause an impact at this intersection under 2035 Plus Project conditions because it would add less than 10 peak hour vehicles to the critical movement at the intersection, and the

intersection would not satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak-hour volume traffic signal warrant after Project completion.

- B-2: The comment is concerned about Project generated trucks using 29th Street. As noted in the comment, signs on 29th Street at Harrison Street and Broadway prohibit trucks over 4.5 tons from using 29th Street. In addition, considering the prohibition on trucks on I-580 east of Grand Avenue, it is unlikely that construction trucks or delivery trucks would use Harrison Street/Oakland Avenue interchange and 29th Street to travel to and from the Project site. However, the following recommendation, which is not required to address a CEQA impact on the physical environment, will be considered as a Condition of Approval to minimize truck traffic on 29th Street.

Recommendation TRANS-10: Implement the following measures to minimize truck traffic on 29th Street:

- Ensure that the Construction Traffic Management Plan for the Project, as required by TRANS SCA 2 (page 4.12-26 of the Draft EIR), establishes truck routes that do not use 29th Street.
- Project applicant shall direct Project tenants that their delivery trucks must use City of Oakland's designated truck routes and that trucks are prohibited from using 29th Street.

- B-3: The comment requests monitoring of traffic volumes on 29th Street east of the Project after completion of the Project and suggests potential traffic calming strategies to reduce traffic volumes on 29th Street. As discussed in the Draft EIR, and in Response to Comment B-1, the proposed Project would not cause a significant impact at the intersections of 29th Street at Broadway and Harrison Street. Although not analyzed in the EIR, the Project would also not cause a significant impact at the 29th Street/Fairmount Avenue intersection because the comparatively low traffic volumes at this intersection would not trigger City of Oakland's established significance criteria (see page 4.12-31 of the Draft EIR) which are based on physical capacity of the intersection. Since the Project would not cause a significant impact on 29th Street between Broadway and Harrison Street, the project is not required to implement any improvements along this segment of 29th Street under CEQA.

In addition, the proposed Project is not expected to result in substantial increase in traffic volumes on 29th Street because based on the traffic operations analysis presented in the Draft EIR, the proposed Project would increase delay at intersections along Broadway and other major arterials by a few seconds during peak congestion periods, which would not be noticeable to most motorists. Thus, the congestion caused by the Project would not result in additional traffic diverting to 29th Street.

CHAPTER 6

Comments and Responses to Comments Made at the Public Hearing on the Draft EIR

The Planning Commission held a Public Hearing on the Draft EIR on September 11, 2013. As in Chapter 5, responses presented in this chapter specifically focus on comments that pertain to the adequacy of the analysis in the Draft EIR or other aspects pertinent to the environmental analysis of the Project pursuant to CEQA. Comments that address topics beyond the purview of the Draft EIR or CEQA are noted as such for the public record and may be taken into consideration by the Planning Commission prior to certifying the EIR or making a decision on the Project.

6.1 Planning Commission Public Hearing Comment

Josh Harkinson - Resident

Comment

The speaker, a resident on Richmond Boulevard, expressed support for the Project in addition to concerns about potential added traffic on Richmond Boulevard. The commenter noted that Richmond Boulevard is used as a shortcut to the I-580 freeway for drivers from 30th Street. The commenter expressed this concern in light of the number of families with young children currently residing along this street. The commenter requested that the analysis study potential for additional traffic along Richmond Boulevard. He also requested installation of additional traffic calming measures (road humps) to deter cut through traffic.

Response

Richmond Boulevard is a residential street east of Broadway between 30th Street and MacArthur Boulevard and may be used as an alternative route to Broadway and Piedmont Avenue for vehicles traveling to and from the east on MacArthur Boulevard.

The traffic impact analysis presented in the Draft EIR did not assign project-generated traffic to Richmond Boulevard. Consistent with recent environmental documents in Oakland and other jurisdictions, project-generated traffic is assigned to the major streets in the area, such as Broadway and Piedmont Avenue, because they are intended to be used for non-local traffic. This is a conservative assumption for the following reasons:

- The thresholds of significance established by City of Oakland (see page 4.12-31 of the Draft EIR) are used to determine if the Project would result in significant

impacts are based on the physical capacity of intersections. Due to the relatively low traffic volumes on residential streets, even if a large amount of project-generated traffic were assigned to residential streets such as Richmond Boulevard, the traffic volumes would not meet the capacity-based thresholds set by the City of Oakland's significance criteria.

- Assigning Project traffic to residential streets, such as Richmond Boulevard, would reduce the Project traffic volumes assigned to the major streets in the area. Considering that the Draft EIR identifies a significant impact and a mitigation measure at the Broadway/Piedmont Avenue/Hawthorne Avenue/Brook Street (intersection #6), reassigning project-generated traffic from Broadway and Piedmont Avenue to Richmond Boulevard would eliminate Impact and Mitigation Measure TRANS-1.

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

Furthermore, it is unlikely that a substantial amount of project-generated traffic would use Richmond Boulevard for the following reasons:

- As part of its off-site improvements, the Kaiser Medical Center project will close the existing median opening on MacArthur Boulevard at Richmond Boulevard, which will eliminate all left-turns at this location. The planned median closure would reduce the amount of traffic on southbound Richmond Boulevard, and prohibit vehicles traveling to the Project site from the east on MacArthur Boulevard to use Richmond Boulevard.
- Based on the trip distribution developed for the Project and presented on Figure 4.12-8 of the Draft EIR, the Project is estimated to generate 11 weekday PM and 14 Saturday peak hour trips that would travel from the Project site to MacArthur Boulevard east of Richmond Boulevard. The Draft EIR assigns these trips to Broadway and Piedmont Avenue. Although a few of these vehicles may use Richmond Boulevard, it is unlikely that many would; because, as stated in the comment, Richmond Boulevard is a narrow street with speed humps along its length. Based on data collected in 2006, the 85th percentile and median speeds¹ on Richmond Boulevard, just north of 30th Street, were 20 mph and 16 mph, respectively. Considering the relatively low speeds on Richmond Boulevard, it is unlikely that project-generated traffic would use Richmond Boulevard, instead of Broadway and Piedmont Avenue. The few project trips that may use Richmond Boulevard would not be noticeable to local residents. The additional traffic would not exceed the capacity of intersections along Richmond Boulevard. Thus, it would not result in a significant impact based on the City of Oakland's significant criteria. As a result, no mitigation measure would be required on Richmond Boulevard.
- Based on the traffic operations analysis presented in the Draft EIR, the proposed Project would increase delay at intersections along Broadway and other major arterials by a few seconds during peak congestion periods, which would not be

¹ The 85th percentile speed is defined as the speed that 85 percent of vehicles drive below. The median speed is defined as the speed that 50 percent of vehicles drive below and 50 percent of vehicles drive above.

noticeable to most motorists. Thus, the congestion caused by the Project would not result in additional traffic diverting to Richmond Boulevard.

In addition, as part of its Conditions of Approval, Kaiser Medical Center will monitor traffic volumes and speeds on Richmond Boulevard and other residential streets in the vicinity of the Medical Center. If excessive traffic volumes and/or speeds are observed, then traffic calming measures, such as additional speed humps, may be implemented.

Commissioner Emily Weinstein

Comment

Commissioner Emily Weinstein reiterated the need for a review of potential increased traffic on the residential blocks to the east.

Response

Potential increased traffic on the residential blocks to the east of the Project site is addressed in response to comments made by Josh Harkinson, above and in response to written comments made by Sherman and Bluestein (see Chapter 5).

Commissioner Adhi Nagraj

Comment

Commissioner Adhi Nagraj commented on the Project sponsor's request for a variance on the building height.

Response

The height of the Project building that requires approval of a variance does not result in significant environmental impacts under CEQA. Issues related to the requested building height variance will be addressed through the City's discretionary review process.

Commissioner Michael Coleman

Comment

Commissioner Michael Coleman expressed support for the Project. The commenter reiterated comments on the Project sponsor's request for a variance on the building height and added a comment regarding the Project signage facing 30th Street.

Response

As acknowledged by the commenter, these comments address the merits of the Project and relate to Project design. The comments will be addressed through the design review

process of the Project, and are not related to the adequacy of the EIR or the Project's physical impacts on the environment addressed under CEQA.

Commissioner Jim Moore

Comment

Commissioner Jim Moore expressed support for the Project. The commenter also expressed concern for imposing mitigations for future traffic conditions.

Response

The traffic analysis was prepared according to the standard City of Oakland thresholds and CEQA Guidelines. Moreover, the mitigation measures triggered by traffic conditions in 2035 include a process for reassessing conditions at the time the threshold is anticipated to be exceeded. The mitigation measures also include an option for the project sponsor to pay the applicable in lieu fee should the City adopt a transportation fee program prior to implementation of the specific mitigation measure.

ATTACHMENT

LOS Calculation Sheets

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HCM Unsignalized Intersection Capacity Analysis

14: 29th St. & Harrison St

10/18/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Volume (veh/h)	0	164	36	0	0	0	0	0	0	73	594	63
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	164	36	0	0	0	0	0	0	73	594	63
Pedestrians		33									4	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		3									0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	808	804	262	462	836	4	690			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	808	804	262	462	836	4	690			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	44	95	100	100	100	100			95		
cM capacity (veh/h)	249	292	716	242	280	1074	876			1622		
Direction, Lane #	EB 1	SB 1	SB 2	SB 3								
Volume Total	200	222	297	212								
Volume Left	0	73	0	0								
Volume Right	36	0	0	63								
cSH	327	1622	1700	1700								
Volume to Capacity	0.61	0.05	0.17	0.12								
Queue Length 95th (ft)	95	4	0	0								
Control Delay (s)	31.9	2.7	0.0	0.0								
Lane LOS	D	A										
Approach Delay (s)	31.9	0.8										
Approach LOS	D											
Intersection Summary												
Average Delay			7.5									
Intersection Capacity Utilization			32.1%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 14: 29th St. & Harrison St

10/18/2013



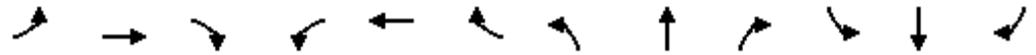
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Volume (veh/h)	0	73	15	0	0	0	0	0	0	53	450	54
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	73	15	0	0	0	0	0	0	53	450	54
Pedestrians		26			2						3	
Lane Width (ft)		12.0			0.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		2			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	612	611	203	310	638	5	530			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	612	611	203	310	638	5	530			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	81	98	100	100	100	100			97		
cM capacity (veh/h)	353	385	787	499	372	1074	1011			1619		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3
Volume Total	88	166	225	166
Volume Left	0	53	0	0
Volume Right	15	0	0	54
cSH	422	1619	1700	1700
Volume to Capacity	0.21	0.03	0.13	0.10
Queue Length 95th (ft)	19	3	0	0
Control Delay (s)	15.8	2.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.8	0.7		
Approach LOS	C			

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization	24.8%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 14: 29th St. & Harrison St

10/18/2013



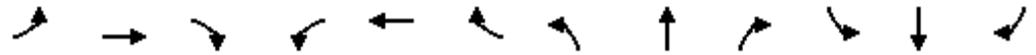
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Volume (veh/h)	0	170	36	0	0	0	0	0	0	73	594	70
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	170	36	0	0	0	0	0	0	73	594	70
Pedestrians		33									4	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		3									0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	812	808	266	465	843	4	697			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	812	808	266	465	843	4	697			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	42	95	100	100	100	100			95		
cM capacity (veh/h)	248	291	712	233	278	1074	870			1622		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3
Volume Total	206	222	297	218
Volume Left	0	73	0	0
Volume Right	36	0	0	70
cSH	324	1622	1700	1700
Volume to Capacity	0.63	0.05	0.17	0.13
Queue Length 95th (ft)	102	4	0	0
Control Delay (s)	33.5	2.7	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	33.5	0.8		
Approach LOS	D			

Intersection Summary			
Average Delay		8.0	
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 14: 29th St. & Harrison St

10/18/2013



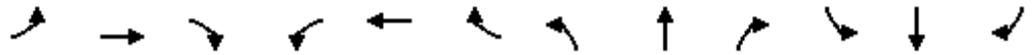
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Volume (veh/h)	0	81	15	0	0	0	0	0	0	53	450	63
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	81	15	0	0	0	0	0	0	53	450	63
Pedestrians		26			2						3	
Lane Width (ft)		12.0			0.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		2			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	616	616	208	314	647	5	539			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	616	616	208	314	647	5	539			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	79	98	100	100	100	100			97		
cM capacity (veh/h)	350	383	781	486	367	1074	1003			1619		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3
Volume Total	96	166	225	176
Volume Left	0	53	0	0
Volume Right	15	0	0	63
cSH	416	1619	1700	1700
Volume to Capacity	0.23	0.03	0.13	0.10
Queue Length 95th (ft)	22	3	0	0
Control Delay (s)	16.2	2.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.2	0.7		
Approach LOS	C			

Intersection Summary			
Average Delay		3.0	
Intersection Capacity Utilization	25.5%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 14: 29th St. & Harrison St

10/18/2013



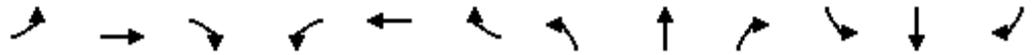
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Volume (veh/h)	0	194	70	0	0	0	0	0	0	80	920	163
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	194	70	0	0	0	0	0	0	80	920	163
Pedestrians		50									6	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		4									1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1218	1212	438	634	1293	6	1133			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1218	1212	438	634	1293	6	1133			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	0	87	0	100	100	100			95		
cM capacity (veh/h)	121	165	543	0	147	1069	587			1622		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3
Volume Total	264	310	460	393
Volume Left	0	80	0	0
Volume Right	70	0	0	163
cSH	202	1622	1700	1700
Volume to Capacity	1.31	0.05	0.27	0.23
Queue Length 95th (ft)	364	4	0	0
Control Delay (s)	215.1	2.2	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	215.1	0.6		
Approach LOS	F			

Intersection Summary			
Average Delay		40.3	
Intersection Capacity Utilization	44.7%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 14: 29th St. & Harrison St

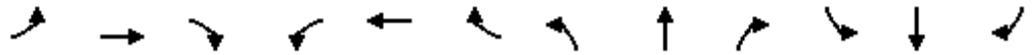
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Volume (veh/h)	0	142	50	0	0	0	0	0	0	70	900	141
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	142	50	0	0	0	0	0	0	70	900	141
Pedestrians		39			3						5	
Lane Width (ft)		12.0			0.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		3			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1154	1152	410	564	1223	8	1080			3		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1154	1152	410	564	1223	8	1080			3		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	22	91	100	100	100	100			96		
cM capacity (veh/h)	138	182	572	126	165	1067	621			1618		
Direction, Lane #	EB 1	SB 1	SB 2	SB 3								
Volume Total	192	295	450	366								
Volume Left	0	70	0	0								
Volume Right	50	0	0	141								
cSH	221	1618	1700	1700								
Volume to Capacity	0.87	0.04	0.26	0.22								
Queue Length 95th (ft)	172	3	0	0								
Control Delay (s)	77.0	2.0	0.0	0.0								
Lane LOS	F	A										
Approach Delay (s)	77.0	0.5										
Approach LOS	F											
Intersection Summary												
Average Delay			11.8									
Intersection Capacity Utilization		41.8%		ICU Level of Service		A						
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis
 14: 29th St. & Harrison St

10/18/2013



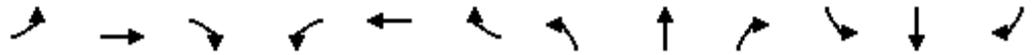
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Volume (veh/h)	0	200	70	0	0	0	0	0	0	80	920	170
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	200	70	0	0	0	0	0	0	80	920	170
Pedestrians		50									6	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		4									1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1221	1215	442	637	1300	6	1140			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1221	1215	442	637	1300	6	1140			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	0	87	0	100	100	100			95		
cM capacity (veh/h)	121	164	540	0	146	1069	583			1622		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3
Volume Total	270	310	460	400
Volume Left	0	80	0	0
Volume Right	70	0	0	170
cSH	200	1622	1700	1700
Volume to Capacity	1.35	0.05	0.27	0.24
Queue Length 95th (ft)	383	4	0	0
Control Delay (s)	232.3	2.2	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	232.3	0.6		
Approach LOS	F			

Intersection Summary			
Average Delay		44.0	
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 14: 29th St. & Harrison St

10/18/2013



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Volume (veh/h)	0	150	50	0	0	0	0	0	0	70	900	150
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	150	50	0	0	0	0	0	0	70	900	150
Pedestrians		39			3						5	
Lane Width (ft)		12.0			0.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		3			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1159	1157	414	568	1232	8	1089			3		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1159	1157	414	568	1232	8	1089			3		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	17	91	100	100	100	100			96		
cM capacity (veh/h)	137	180	568	107	163	1067	616			1618		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3
Volume Total	200	295	450	375
Volume Left	0	70	0	0
Volume Right	50	0	0	150
cSH	218	1618	1700	1700
Volume to Capacity	0.92	0.04	0.26	0.22
Queue Length 95th (ft)	191	3	0	0
Control Delay (s)	88.0	2.0	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	88.0	0.5		
Approach LOS	F			

Intersection Summary			
Average Delay		13.8	
Intersection Capacity Utilization	42.4%		ICU Level of Service A
Analysis Period (min)		15	