

ALAMEDA POINT DRAFT EIR – H.O.M.E.S. COMMENTARY

- 2. The analysis uses the project description and objectives (see Chapter 3) and the street design and transit infrastructure from the draft Master Infrastructure Plan.
 - a. Page 2 -3 has a list of housing units per subarea for a total of 1,425. The Disposition Strategy has now suggested more of these units should be concentrated at the Town Center. And many of these would be multi-family. We would expect fewer cars, greater transit and bike usage. This should impact some of the calculations. 16-11
 - b. An inter-transit center and better ferry service (more frequent, a new ferry facility at the Sea Plane Lagoon) are in the project. Why are these not mentioned in the EIR? Evaluating what they would contribute to the decrease of auto traffic is important. 16-12

- 3. Summary of Impacts and Mitigation Measures (Table 2-2)
 - a. There are 44 mitigation measures and 29 (or 65%) include at least one “significant and unavoidable” outcome for transit, bike, pedestrian or auto. 16-13
 - b. Most of these impact auto travel
 - c. Eleven or 25% are for intersections or roads outside of Alameda, and therefore under these counts are disturbing. Some of the reasons are provided in the details of Chapter 4. For example:
 - Existing policies prohibited some of the proposed mitigations. There is a policy on street width; many discarded cases were due to the modal preference (ranking of auto, transit, bike and pedestrian).
 - Shouldn’t variances on the policy be considered? For example, at the Webster, Atlantic, Willie Stargell intersections transit overrides and therefore pedestrians and bikes are negatively impacted.
 - Not feasible or unlikely – some analysis noted that a certain proposal was not feasible or unlikely for reasons such as the purchase of a “right away”. I don’t understand why this is considered not feasible. 16-14
 - Jurisdiction – many of the intersections posing problems (e.g. LOS above E) are in Oakland. Alameda does not have the authority to implement the proposed measure. Other jurisdictions such as the CalTrans and the Alameda County Transportation Commission are involved. This will require Alameda to work with these agencies on the proposed measures. In many cases only a brief statement as to the status is provided. There should be consistency in the detail. A more expansive description of the status, likely outcome and schedule should be provided. The success of Alameda Point will depend on the completion of some of these mitigation measures outside the local jurisdiction.

ALAMEDA POINT DRAFT EIR – H.O.M.E.S. COMMENTARY

- 4. Phasing – implementation of these mitigation measures is dependent upon a carefully planned phasing strategy. The EIR does not fully address this. In chapter 2 it states, “It is anticipated that development within the Development Areas would occur in cohesive areas and would be implemented in orderly phases.” A TDM discusses the triggers. The EIR should expand on phasing impacts. 16-15

- 5. “Limits of the methodology to calculate bicycle LOS for this study do not include Class I bicycle paths.” This is a statement from the EIR. What will be done to address this? 16-16

- 6. The EIR discusses the challenges in finding a solution for safe biking on Wille Stargell, Appezatto and Main. Actually no good measure is recommended, and point 5 above applies here. The TDM and other plans will encourage biking. More work is needed to provide an adequate solution. 16-17

Chapter 4 Land Use and Compatibility

Comments:

- 1. The EIR paints a very broad stroke for much of the proposed land use at AP (Alameda Point); however, at the same time, the uses outlined, particularly in the land use map provided in the EIR, do not appear to allow for flexibility for the designated uses.
 - a. For example, the “Employment (AP-E)” zoning implies that no type of housing would be allowed or considered in that AP-E area. This specific example brings into question one of the principles of the EIR in regards to integrating AP in to the surrounding neighborhoods. The West End of Alameda is predominately residential. An employment park, as suggested by the EIR, does not appear to be compatible with the surrounding uses. If the AP-E were to be modified to allow for some style of housing mixed in (either horizontally or vertically) with the employment use, then the surrounding neighborhood and the new AP fabric may be better integrated. 16-18

- 2. The “Alameda Landing Retail Strategy” prepared for Catellus Development Corporation by ALH-ECON in Sept 2012 shows that approximately 680,000 square feet represent the retail leakage from Alameda, not including the Alameda Landing development. Upon completion of the Alameda Landing and AP housing a retail need may be in the range of 750,000 square feet. The EIR is calling for approximately 800,000 square feet of retail for the “Project” based on table 2-7 on page 3-33 and one million square feet of retail in the “Alternatives” section (in the Transit INFRASTRUCTURE I, OPEN SPACE: p. 78 Figure 31.) 16-19

ALAMEDA POINT DRAFT EIR – H.O.M.E.S. COMMENTARY

- 3. The EIR notes 3 areas of open space: Nature Reserve, Primary, and Secondary spaces. Shown on the map are 2 small parks abutting each other in the Main Street neighborhood and 2 small parks abutting each other in the Enterprise Area next to Enterprise Park. None are shown in the historic district or central core. The text states that smaller neighborhood serving parks will be located even though they are not shown on the map; it continues to state what the spaces will include in the 3 types of areas; however, the need for neighborhood parks is not restated, apparently assuming that somehow they will appear.

 - a. It is imperative that locations/delineations of parks of different types--e.g. tennis courts, recreation fields, picnic areas, etc.-- throughout several residential areas be clearly outlined so that developers will know that they must be provided. Perhaps "x" number of parks within "x" blocks of each neighborhood, some with tennis courts, some with picnic areas, and so forth.

16-20

- 4. SCHOOLS: 4.L, P.10, Figure 4.L-4. There is a projected increase in total school enrollment of 427 students spread over grades K-12. The EIR concludes that there is less than significant impact, as the school district has the ability to generate fees from developers to build new schools. This seems like the City is throwing a potential problem to the school district.

 - a. Over the years projections of student increases have been woefully inadequate-- note the portable buildings on all schools, which serve Alameda Point, excepting Ruby Bridges, which is very new. AUSD reports that each school (Paden, Ruby Bridges, Wood and Encinal High "have all long exceeded their true capacities").
 - b. In addition to lack of space, location is a major factor. Location of these schools is quite a ways away from the planned Alameda Point residential neighborhoods. Because of the distances, it is presumed that parents will drive their children to school; for an area geared toward lack of dependence on automobiles, this does not represent thoughtful planning. It is imperative that schools be planned near residential areas, in coordination with AUSD, so potential buyers are assured that their children can go to neighborhood schools, usually a major factor when a family looks to purchase a home.
 - c. Thought should be given also to use of school buildings. Use of playing equipment, fields, auditoriums, and community rooms should be available to the public when not in school use to efficiently use the space and facilities to maximum advantage.

16-21

16-22

16-23

- 5. Oriented Mix only. In the other alternatives the amount of retail is not specific but for this review purpose the assumption is made that the same one million is the same for the other alternatives).

 - a. The delta between what is proposed for the alternatives vs. what is suggested by the retail study is 250,000 square feet. Does this difference need more research and does this number need to be more carefully understood regarding the real retail need and allocation? The danger for AP would be to designate too much retail above and beyond what could reasonably be supported. 250,000 square

16-24

ALAMEDA POINT DRAFT EIR – H.O.M.E.S. COMMENTARY

feet is the equivalent of more than two structures the size of the Bladium Athletic Club. Is it realistic to move forward on the assumption that the additional 250,000 square feet will be eventually filled or could that amount of space be better allocated throughout the site?

↑
16-24
cont.

b. Additionally, with 2.3 million square feet of existing built space at AP currently vacant and another 1.4m square feet proposed, how does the 750,000 work with the total 3.7m square feet of non-residential use? Or put in a simplified way, with a total of 5m square feet existing at AP currently and 5m square feet identified in Table 2-7 how are the existing and new, or replaced, structures allocated across the site and does this support the density needed to meet the project objectives?

16-25

Chapter 5 Alternatives

Comments:

1. Table 5-6 on page 5-31 comprises a type of score card that provides a comparison of the suggested alternatives for AP. Items that should be addressed are as follows:

16-26

a. The Economic Development and Employment Objectives category scores a +1 for both the "EGP" ("Existing General Plan") and "Multi Family" options yet scores a 0 for "TOM ("Transit Oriented Mix") and "High Density." If the "Project" plan scores a base line 0 in this category why does the "EGP" and the "Multi Family" score a +1 while providing less non-residential square feet compared to the "Project"? More job creation, as proposed in the "TOM" and "High Density" plans, would seem to create more economic development with a better balance of residential and non-residential.

b. Based on the overall square miles of the 94501 zip code, minus AP (a total of 6.65) and the number of housing units in that zip code (27,000 according to internet real estate sources) this amounts to approximately 6.2 units per acre spread over the entirety of the 94501 area. This includes all park and open space, roads, shopping areas, R&D parks, etc. The "High Density" alternative is calling for an equivalent density of 5.5 units per acre. This disparity should be addressed or the "High Density" category should be renamed to "Not as dense as the rest of Alameda."

16-27

2. These comments point to the possible need to create a finer grained plan that allocates the spaces as outlined in the various alternatives. The general assignment for an EIR is to address the impacts of a proposed plan and this document is able to achieve that in a very broad way, allowing for a great deal of flexibility for interested developers to approach the project. However, the danger of too broad an approach may be that the space allocations hoped for are not properly apportioned throughout the site, leading to "lop-sided" development that does not, in the end, meet the originally intended objectives. At the very least the amount of square feet per use should be shown on the plan, per alternative, to illustrate a proportional sense of land use and allocation.

16-28

ALAMEDA POINT DRAFT EIR – H.O.M.E.S. COMMENTARY

3. In addition it would be helpful to note examples of other developments with similar constraints and opportunities to AP, not just locally but internationally. Solutions to those projects may provide insights to the challenges at AP.

16-29

Letter 16. Housing Opportunities Make Economic Sense (Helen L. Sause, President)

- 16-1 The Draft EIR included an evaluation of several alternatives. As discussed on page 5-1 of the Draft EIR, CEQA requires that an EIR describe and evaluate a range of reasonable alternatives to the proposed project, or to the location of the proposed project, and evaluate the comparative merits of the alternatives (*CEQA Guidelines* §15126.6(a), (d)). The purpose of the alternatives analysis is to identify ways to mitigate or avoid the significant environmental effects of the proposed project. (*CEQA Guidelines* §15126.6(b)). Therefore, the discussion of alternatives should focus on alternatives that are capable of avoiding or substantially lessening any of the significant effects of the project. (*Id.*) In compliance with CEQA, Chapter 5 of the Draft EIR describes six alternatives to the proposed project, including their ability to avoid or substantially lessen any significant impact of the proposed project, and evaluates their comparative environmental impacts and ability to meet the project objectives, all for consideration by the decision makers.
- 16-2 The comment is not a comment on the adequacy of the EIR analysis. As described in the Chapter 5, *Alternatives*, each of the various alternatives included some advantages and some environmental impacts.
- 16-3 The City disagrees that the proposed project is not feasible. The City Council may adopt any of the alternatives analyzed in the EIR if it finds that the alternative is feasible. If the City chooses to adopt an alternative that was not analyzed in the EIR, additional study would be performed to determine if that decision would result in additional environmental impact.
- 16-4 As shown in Figure 3-7, the streets within Alameda Point would connect with Island Arterials and Collectors. As stated on page 4.B-2 of the Draft EIR, the City of Alameda currently has more employed residents than jobs. It is estimated that the City has approximately 26,970 jobs and 37,799 employed persons, which indicates that many of Alameda's employed residents commute to work outside of the City. The ratio of jobs to employed residents within the City of Alameda is 0.71. Therefore, a proposed project at Alameda Point with a large amount of jobs and less housing would improve the City of Alameda's overall jobs/housing balance and potentially reduce off-island commute traffic.
- 16-5 The comment does not address the adequacy of the environmental analysis. The Draft EIR assumed that the build out of the proposed project would take at least 20 to 30 years. The EIR also included an analysis of two alternatives that included more housing than the proposed project. The City Council may adopt any of the alternatives analyzed in the EIR if it finds that the alternative is feasible. If the City chooses to adopt an alternative that

was not analyzed in the EIR, additional study would be performed to determine if that would result in additional impacts.

- 16-6 Please see responses to Comments 16-4 and 16-5.
- 16-7 The comment does not address the adequacy of the environmental analysis presented in the Draft EIR. Please see responses to Comments 16-4 and 16-5, above regarding an improved Citywide jobs-housing balance with the proposed project.
- 16-8 The Draft Master Infrastructure Plan is designed to provide flexibility for the City of Alameda in the event that the City chooses to change the composition of the land uses at Alameda Point to address changing market conditions or community priorities.
- 16-9 Mitigation Measure 4.C-2a on page 4.C-37 of the Draft EIR requires a Transportation Demand Management program to reduce automobile trips.
- 16-10 In accordance with the City of Alameda General Plan, the TDM program is designed to reduce residential trips by 10 percent and non-residential trips by 30 percent. As described on pages 4.C-23 and 4.C-37 of the Draft EIR, the TDM program is the primary mitigation to reduce transportation impacts in accordance with the General Plan. The additional analysis requested by the comment would not have changed the conclusion of the Draft EIR. The analysis would have simply confirmed that the potential impacts will still occur without the TDM program and that TDM mitigation is required to reduce or eliminate those impacts as required by the General Plan.
- 16-11 The City agrees with the comment. As discussed in Chapter 5, *Alternatives*, the Multifamily Alternative would generate about 10 percent fewer peak-hour trips than the project. Because the Multifamily Alternative would have the same development program as the proposed project except that all housing would be multi-family dwellings, the comment's supposition regarding reduced trip generation for multi-family dwellings is confirmed in the Draft EIR.
- 16-12 The ferry terminal is described in the EIR in Chapter 3, *Project Description*, on page 3-22 of the Draft EIR. The City agrees with the comment. Ferry service to the Seaplane Lagoon is an important component of the TDM program and will help achieve the City's goals for a transit oriented development at Alameda Point and a 10 percent reduction in residential trips and a 30 percent reduction in non-residential trips.
- 16-13 The Draft EIR identified a number of impacts to a variety of travel modes, including automobiles, transit, bicycle and pedestrian.
- 16-14 Mitigation measures are not considered feasible if they are prohibited by currently adopted plans and policies, or are outside the jurisdiction of the lead agency for this EIR, which is the City of Alameda. In order for the City of Alameda, as CEQA lead agency, to demonstrate that the mitigation measures will be effective in reducing significant impacts to

a less-than-significant level, they must be feasible and within the responsibility and jurisdiction of the City. See Public Resources Code § 21081(a)(1)-(3).

The General Plan policy against widening streets is consistent with its other City policies to create a transit oriented development at Alameda Point and maintain and improve the quality of the citywide transportation infrastructure for alternative modes of transportation. Widening streets to accommodate more automobiles is a mitigation that is specifically designed to allow more automobiles to use city streets. The City policy is to reduce the number of automobiles on City streets by utilizing TDM strategies that make other modes of travel more attractive and effective. TDM strategies are specifically designed to reduce the amount of cars on the roads. In addition, widening streets to accommodate more automobiles can have a negative effect on pedestrians and bicyclists, which in turn may cause those pedestrians and bicyclists to use automobiles for more of their trips. Regarding the impacts on Oakland, the City agrees that the two cities need to be working together to solve regional transportation issues.

- 16-15 With respect to phasing and implementation, the Draft EIR provides an analysis of the impacts of full buildout of the proposed development and recommends mitigation measures to lessen or avoid the impacts of the proposed development. Those measures are all designed to be implemented and monitored throughout the implementation of the proposed project, to ensure that any impacts associated with the project are mitigated when they occur during the 20 to 30 year buildout period. This approach provides maximum protection for the environment and ensures that no interim impacts occur prior to implementation of mitigation measures.
- 16-16 The Draft EIR used the thresholds recommended by the City of Alameda Transportation Commission. As described on page 4.C-24 of the Draft EIR, the Florida DOT method for bicycle LOS, which has been adopted by the City of Alameda, is based on bicyclists' perceptions of their level of comfort along a roadway segment, including vehicles speeds, lane width, and vehicle volumes, which are not a concern on separated and protected paths not shared by vehicles.
- 16-17 As presented on pages 4.C-45 through 4.C-47 of the Draft EIR, the proposed project would require, as part of Mitigation Measures 4.C-2m, 4.C-2n, and 4.C-2o the construction of a Class I or Class II bicycle facility on Willie Stargell between Main and Webster streets on Main Street from Apezatto Parkway to Pacific Avenue, and on Central Avenue from Main Street-Pacific Street to Lincoln Avenue. Additionally, 14.8 miles of onsite protected bikeways are being proposed in the MIP to further promote a safe and efficient biking environment.
- 16-18 The comment addresses the proposed project and not the adequacy of the environmental analysis. The Planning Board has been having a series of public meetings on the draft zoning and has discussed these issues specifically. The Planning Board's current draft of the zoning includes a number of new provisions to improve the interface between the Enterprise Sub-district and the adjacent neighborhoods.

- 16-19 The comment does not address the adequacy of the Draft EIR. It should be noted that the 812,000 sqft of commercial identified in Table 2-7 includes both retail and services. The alternative excludes services, and would include one million square feet of retail. It is also important to note that “sales tax leakage” is a metric designed to measure how much retail shopping is being done by Alameda shoppers in other cities. It is not necessarily a “cap” on how much retail sales might occur in a jurisdiction. For examples, some cities, such as Emeryville do not have any “sales tax leakage,” but in fact, have a ‘sales tax surplus” because residents from other cities are shopping in Emeryville.
- 16-20 As presented on page 3-4 of the Draft EIR, one of the key project objectives is creating an open space network that incorporates preservation, restoration and enhancement of wetlands and other natural habitats and provides for both passive and active recreational uses. The Open Space Framework is illustrated in Figure 3-6 of the Draft EIR, and it identifies open space within all sub-areas of the project site. The City agrees with the comment. Implementation of the open space network will require careful coordination during implementation of the development process.
- 16-21 Section 4.L, *Public Services and Recreation*, acknowledges that AUSD has exceeded their capacities (page 4.L-10 of the Draft EIR). However, as further described in Section 4.L, AUSD levies development fees for residential and commercial development. Under Senate Bill (SB) 50 (described on Draft EIR pages 4.L-5 to 4.L-6), school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. For the purposes of CEQA and pursuant to SB 50, payment of the development fees for schools is considered full mitigation of the impacts of a development project on school facilities. Therefore, the Draft EIR appropriately concluded that project impacts on schools would be less than significant. In addition, as described in response to Comment 6-1, the City will continue to work cooperatively with AUSD to identify potential sources, physical resources, and partnerships to improve AUSD’s ability to provide education facilities and services for Alameda’s youth.
- 16-22 The comment does not address the environmental adequacy of the Draft EIR. In the event that an adopted school facility needs analysis concludes that new school facilities are needed as a result of the project, the City and the AUSD would jointly evaluate whether and where new school facilities should be built. As described in responses to Comments 6-1 and 16-21, the City is committed to working with the State of California, AUSD, and/or other parties to identify additional, legally appropriate ways to alleviate costs of construction beyond the requirements of SB 50.
- 16-23 This comment does not address the content or adequacy of the Draft EIR. However, it should be noted that the use of school facilities is within the responsibility and jurisdiction of the AUSD.
- 16-24 The comment does not address the adequacy of the environmental analysis presented in the Draft EIR. Please see response to Comment 16-19.

- 16-25 The proposed land use sub-areas are discussed starting on page 3-25 of the Draft EIR, and the density and intensity of development that potentially would be accommodated in each sub-area is shown in Table 3-1 on page 3-32 of the Draft EIR. Pending the receipt and review by the City of actual development proposals, it cannot be stated at this time with certainty with regard to all existing buildings on the project site which structures would be retained and which would be replaced.
- 16-26 The tables in Chapter 5, Alternatives, are specifically designed to help decision makers and the public evaluate the potential benefits and potential environmental impacts of different alternatives. Different readers may disagree with the individual rankings. Ultimately, the City Council must decide which alternative or variations in the proposed project represent the best balance between achieving City objectives and minimizing environmental impacts.
- 16-27 The names for the alternatives were chosen to distinguish the differences between the alternatives and the project. The comment is correct though in that given the large areas of open space in the plan, even the highest density alternative is relatively low density when compared to other areas of Alameda.
- 16-28 The City agrees that successful development of Alameda Point will require careful and thoughtful decision making throughout the 20 to 30 year build out of the project site to ensure that all of the hoped for community benefits are achieved.
- 16-29 The comment does not address the adequacy of the environmental analysis presented in the Draft EIR. Reuse of many former military bases throughout California has presented challenges, some of which have been more easily overcome than others. The experiences of various such facilities (see, for example, Treasure Island, Hunters Point, Moffett Field, Hamilton Air Force Base, Fort Ord in Monterey County, and the like) have been varied, although each may offer learning opportunities for Alameda decision-makers as they move forward with Alameda Point.

OAKLAND CHINATOWN COALITION

October 21, 2013

TO: Andrew Thomas
City Planner
2263 Santa Clara Avenue
Alameda, CA 94501

FROM: Oakland Chinatown Coalition

SUBJECT: Comments on the Draft Environmental Impact Report for Alameda Point Project

Dear Mr. Thomas:

Thank you for providing the opportunity to comment on this document. We appreciate the City of Alameda's willingness to work with Oakland Chinatown Coalition members during the development of this Draft EIR. We are a coalition of nonprofit organizations, churches, businesses, and residents of Oakland Chinatown who are deeply affected by new development on the west end of Alameda. As organizations dedicated to preserving the health, safety, and vitality of Oakland Chinatown residents, merchants, workers, employers, and visitors, we have paid particularly close attention to traffic issues that will affect us. The impact of traffic on Oakland Chinatown is obvious to any casual observer who stands on any of the intersections at 7th and Harrison, 7th and Webster, or 7th and Broadway on any day of the week during peak travel hours. Cumulatively, hundreds of cars line up and idle for hours each day in Oakland Chinatown, either coming out of the tube or waiting to enter the tube. While the impacts on pedestrian safety are important, and are discussed in the DEIR, equally important are the measurable negative impacts on air quality within our neighborhood.

17-1

The Chinatown Community's key concern about the proposed project is the additional negative traffic impact it will have on our community. Traffic congestion, reduced air quality, and pedestrian safety problems are real issues we face each day. In our opinion, the proposed project will add to those problems and diminish the quality of life in our neighborhood. Therefore, we expect that the EIR will explore all possible alternatives to route traffic away from using the Posey and Webster Street Tubes. In that regard, the EIR fails to evaluate an alternative whereby project traffic is channeled to other routes providing access to/from Alameda lying to the south. The EIR as presently written seems to assume that traffic will seek other routes when congestion and delay in the tubes become so bad that drivers will be forced to use the other routes. That premise is not acceptable to the Chinatown community.

17-2

We are particularly concerned with the inconsistencies, missing data, and errors in the traffic methodology in this draft EIR that render it difficult to assess whether the impacts to Oakland Chinatown have been adequately analyzed and appropriate mitigation measures developed, in compliance with the California Environmental Quality Act (CEQA).

17-3

**COMMENTS ON DEIR
FOR THE
ALAMEDA POINT PROJECT**

Our analysis indicates there are inconsistencies in the traffic model that was used to project future vehicle trips in the AM and PM Peak Period. The finding that only 1 vehicle trip per hour in the AM Peak Period at the 6th & Jackson intersection that is a direct result of the project leaves one to question the validity of the model. Furthermore, the back-up analysis has no indication of the traffic distribution from the Project, nor from where traffic is coming that is headed to the Project.

17-4

Additional inconsistencies that were identified include:

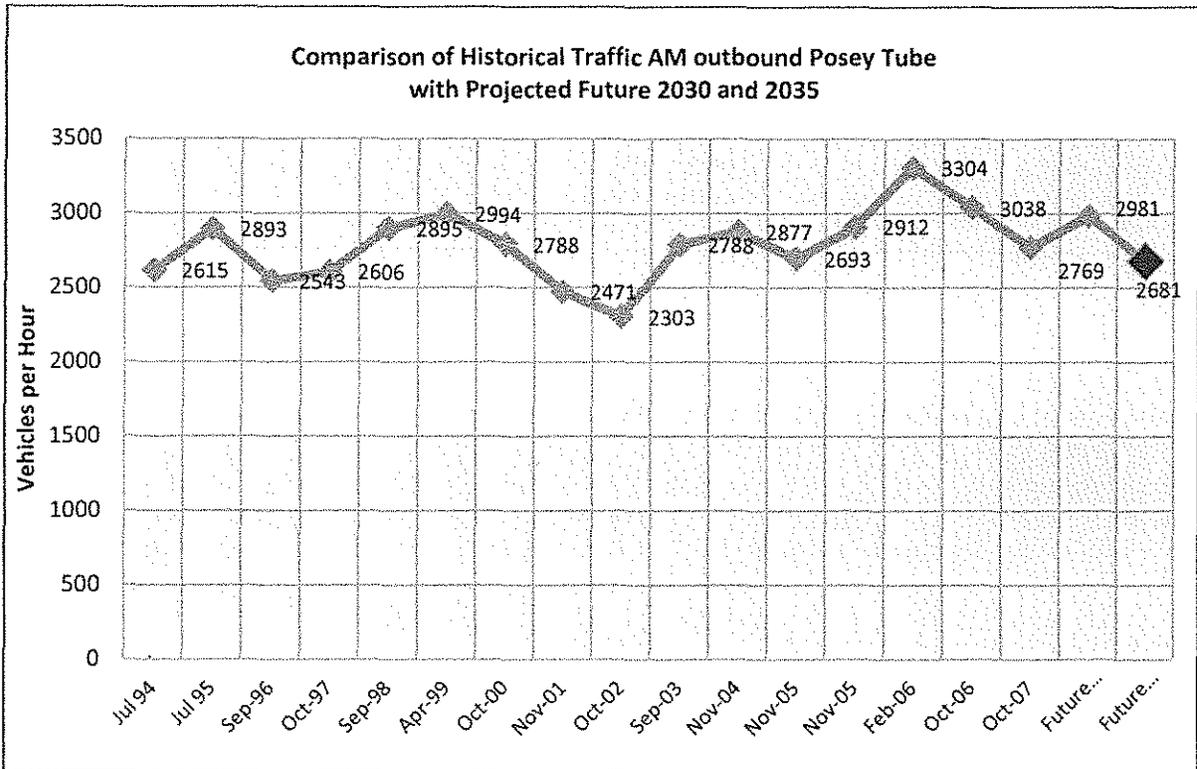
- **Minuscule or no** increases in exiting traffic at the other four island gateways in the AM peak hour due to the project. The DEIR traffic analysis does not accurately show traffic volumes exiting the Posey Tube in the AM peak hour in stating that the project would only generate one car outbound through the Posey Tube, as seen in the table below, and minimal traffic increases at the other four island gateways. This does not seem accurate, and the analysis for this should be checked. It is "unimaginable" that the traffic in the AM peak hour would be one car per hour for the "Existing with Project" condition and then only eight cars per hour for "Cumulative with Project" condition from the Alameda Point Project. For the PM peak hour, the project volume into the Posey Tube and into the Webster Tube at only 102 vph and 104 vph, respectively, for the cumulative plus project is also unimaginable.

17-5

Traffic Volume Summary at Island Gateways for Existing and Cumulative Peak Hour Conditions without and with Project
Vehicles Per Hour

AM Peak Hour (vph)							
Island Gateway	Direction	Exist No Project	Exist with Project	Project Volume	2035 No Project	2035 with Project/Ala Point	Project Volume
Posey Tube	Outbound	2588	2589	1	2673	2681	8
Park St Bridge	Outbound	1937	2004	67	2150	2147	-3
Miller Sweeney Bridge	Outbound	814	878	64	1573	1561	-12
High St Bridge	Outbound	783	802	19	1212	1210	-2
Bay Farm bridge	Outbound	1738	1725	-13	3158	3168	10
Total of all Island Gateways	Outbound	7860	7998	138	10766	10767	1
Source: Alameda Point Draft Environmental Impact Report, Appendix G		Figures G-2B & G-2C	Figures G-4B& G-4C		Figures G-6B& G-6C	Figures G-8B& G-8C	

- Future traffic in the Posey tube is less than historical peak hour traffic in the AM, as indicated in the below graph.



17-6

The Historical am peak hour volumes were provided by the Public Works Directors in his Oct 8th 2008 Traffic Capacity Management Report to City Council. The Caltrans count data shows similar results and this is available upon request.

The 2030 forecasts were provided in the DEIR for the Transportation element (FEIR certified in Jan 2009). The 2035 forecasts were provided in the 2013 Alameda Point DEIR Appendix G).

- The development program that the Alameda Point DEIR studies calls for construction of new public space, an additional 5.5 million square feet of commercial development, and rehabilitation and new construction of 1,425 residential units. While much of the commercial square footage to be developed will replace existing square footage located in hangars, the employment projections indicate an increase of almost 8,900 jobs. It is impossible for us to conceive how anyone driving or riding transit to this project area who is not coming from Alameda will arrive here without coming or leaving through the Webster Tube.

17-7

Traffic growth due to the project is related to the commercial portion of the project and not the 1,425 homes. For cumulative plus project conditions, however, the project traffic drops significantly. An example of this is when the outbound PM at the all-island crossing drops from a project traffic generation of 1228vph in the PM peak hour in the existing plus project condition to 481 vph in the cumulative plus project condition. Inbound in the morning also drops for the project in future years. No explanation is provided in the DEIR, and the resulting impacts become minor at most intersections. The below tables illustrate this significant drop in project volume after the implementation of the project.

17-8

AM Peak Hour							
Island Gateway	Direction	Exist No Project	Exist with Project	Project Volume	2035 No Project	2035 with Project/Ala Point	Project Volume
Webster Tube	Inbound	1905	2561	656	2929	3073	144
Park St Bridge	Inbound	864	1058	194	1896	2177	281
Miller Sweeney Bridge	Inbound	777	1075	298	1395	1479	84
High St Bridge	Inbound	656	759	103	942	1074	132
Bay Farm bridge	Inbound	2292	2442	150	2436	2637	201
Total of all Island Gateways	Inbound	6494	7895	1401	9598	10440	842
Source: Alameda Point Draft Environmental Impact Report, Appendix G		Figures G-2B & G-2C	Figures G-4B & G-4C		Figures G-6B & G-6C	Figures G-8B & G-8C	

PM Peak Hour							
Island Gateway	Direction	Exist No Project	Exist with Project	Project Volume	2035 No Project	2035 with Project/Ala Point	Project Volume
Posey Tube	Outbound	2125	2737	612	3331	3433	102
Park St Bridge	Outbound	1437	1487	50	2228	2307	79
Miller Sweeney Bridge	Outbound	641	930	289	1375	1487	112
High St Bridge	Outbound	550	686	136	919	1030	111
Bay Farm bridge	Outbound	1987	2128	141	1899	1976	77
Total of all Island Gateways	Outbound	6740	7968	1228	9752	10233	481
Source: Alameda Point Draft Environmental Impact Report, Appendix G		Figures G-3B & G-3C	Figures G-5B & G-5C		Figures G-7B & G-7C	Figures G-9B & G-9C	

17-8 cont.

PM Peak Hour							
Island Gateway	Direction	Exist No Project	Exist with Project	Project Volume	2035 No Project	2035 with Project/Aia Point	Project Volume
Webster Tube	Inbound	3392	3488	96	3882	3986	104
Park St Bridge	Inbound	1451	1566	115	2027	2167	140
Miller Sweeney Bridge	Inbound	1103	1228	125	1559	1639	80
High St Bridge	Inbound	715	847	132	883	1103	220
Bay Farm bridge	Inbound	1783	1887	104	2849	2819	-30
Total of all Island Gateways	Inbound	8444	9016	572	11200	11714	514
Source: Alameda Point Draft Environmental Impact Report, Appendix G		Figures G-3B & G-3C	Figures G-5B & G-5C		Figures G-7B& G-7C	Figures G-9B& G-9C	

17-8 cont.

- Intersection Impact Analysis: The effects of downstream constraints were not considered in the intersection analysis in the DEIR and should be. For example, the freeway weave and ramp merge at the 6th Street northbound on-ramp to I-880 and I-980 today causes backup all the way to the 7th and Harrison intersection, but the intersection analysis states the southbound right turn at the intersection of 6th Street and Jackson Street movement has only 1.3 seconds of delay (Level of Service A) for the future plus project conditions. (Appendix G, Sychro Analysis, 2035 AM with Project).

17-9

This is illogical considering the problems at the I-880 ramp and weave today. All intersections should be re-evaluated if downstream constraints affect the intersections. This constraint currently overwhelms the current roadway system and will only become rapidly more significant with any growth in traffic.

- The DEIR states that there will be **no** impacts in west Alameda and approaching the tubes (see levels of service tables in the DEIR).
- The DEIR mentions on 4.C-25 that only “the segment of I-980 and the segment of I-580 west of I-980 were carried forward for analysis in the EIR” based on a review of volume difference plots from the travel demand model stating that only those sections were shown to result in meaningful increase in traffic volumes. However, neither the methodology nor the calculations from this traffic model were provided for these volume differences in the DEIR. The travel time data from this traffic model was also omitted. We would need this critical data in order to accurately assess traffic and resulting air pollution impacts since it illustrates major congestion when approaching the tubes and along other corridors.

17-10

17-11

- In July of 2013, Coalition members conducted an Environmental Protection Agency funded community air pollution assessment of twelve hotspots located throughout Oakland Chinatown. Initial findings indicate that consistently higher rates of black carbon were observed on Harrison Street right off the mouth of the Posey tube between 6th Street and 7th Street where a local daycare center with young children is

17-12

located. Black carbon rates in this area averaged at 2.65µg/m³ and hit a peak of 20.01µg/m³. For comparison, the action level threshold of the nearby city of San Francisco is 0.2 ug/m³, meaning new residential construction must take affirmative actions to reduce exposure. Another peak region was on 8th Street between Harrison and Webster, which showed an average black carbon level of 3.27 µg/m³. The high rates of black carbon emitted in this area are of great concern due to the high number of pedestrians who are seniors and children, and the concentration of churches, schools, community-based organizations, and shops in the area that are patronized by thousands of residents, shoppers, and visitors on a regular basis. With a residential population of roughly 5,000, we estimate that Chinatown residents experience 40 days per year of respiratory symptoms, 28 days with work limitations, and 144 days of minor activity limitations. These estimates are for a normalized adult population and do not take into account Chinatown’s high senior population.

17-12
cont.

- The DEIR states that there will be **no** Congestion Management Network impacts. (Year 2035 PM peak hour project traffic is 50vph inbound and 100vph outbound in the Webster and Posey Tubes as per Appendix G.) This minuscule cumulative 50 and 100 vph (inbound and outbound at the tubes) when distributed over the Chinatown intersections is within the error of the methodology of the intersection Levels of service calculations. It is recommended that Table 2-2 be checked for each intersection.

17-13

- Background traffic causes the congestion in Alameda and Oakland but no information is provided which project causes what traffic problems. The Draft EIR should provide the traffic technical report and traffic modeling documentation so that the traffic analysis can be better understood. This information is needed to understand how the background traffic growth has such a large contribution to the future traffic conditions while the Alameda Point project has little effect. More information can help to verify which project causes what traffic problems.

17-14

- The proposed Broadway-Jackson interchange is not included in the analysis. This is likely due to the lack of funding at this time, and because this interchange project or any other form of Chinatown mitigation introduces major changes in travel patterns in Chinatown as well as to and from the Alameda Point Project in and around Chinatown. However, mitigation measures can be implemented: it is reasonably foreseeable that the new County Transportation Sales Tax Measure will pass in the next year because this Measure in the last election failed with such a small percentage. Reasonably foreseeable events should be considered in an EIR, and an assessment of the traffic impacts with and without Broadway Jackson Interchange or other mitigations acceptable to Chinatown should be done.

17-15

- An analysis of seismic conditions of the island bridges and tubes was not addressed in the DEIR. According to Caltrans letters dated from Caltrans to the City of Alameda in 2002, the tubes have a seismic rating of minimum performance level. A professional engineering report “Retrofit Strategy Report” for the Alameda Tubes dated September 30, 1996 prepared by Parsons Brinckerhoff Quade and Douglas Inc. and approved and adopted by Caltrans states that minimum performance levels in Table 10-2 would result in “delays to motorists due to tube closure requiring long term (more than a year) diversion of traffic to the bridge crossings between Oakland and Alameda.”

17-16

As major seismic events are no different than the Rising Sea Levels, the earthquake event is reasonably foreseeable and should be evaluated in this DEIR. With almost 70,000 vehicles per day using the tubes, traffic impacts and mitigations need to be assessed for the without and with project conditions.

17-17

Furthermore, this Seismic Strategy Report mentioned the steel re-enforcement was corroded and the field test indicated this condition to be a problem. The report is unclear if this was planned to be fixed. Per the report the primary damage to the tubes (retrofitted to minimum performance levels) is expected to be cracks and significant leakage; the tubes may be flooded within a day and that no loss of life would be expected. The report also indicates that repairs may not be possible, thus requiring replacement of the tube(s).

17-18

At a minimum, it would be appropriate to construct protective traffic devices similar to railroad crossings so vehicles do not continue to enter the tubes immediately after an earthquake. This measure and other measures should be considered for safety of the public and be evaluated for both without and with project conditions.

The seismic and inaccessibility uncertainties are likely to be major impediments for any major employers at Alameda Point, but not for individual home buyers. Therefore the DEIR should also evaluate the scenario where only a small fraction of the projected employment growth occurs. The project would then become overwhelmingly residential and result in future changes for a project with more houses. This is a growth inducement concern and should be addressed in the DEIR.

17-19

➤ The Draft EIR should state whether or not any aspect of this project will involve federal funding. Are any federal funds needed for the affordable housing, on- and off-site transportation facilities, or other mitigation measures? Should that be the case, then this project will require an EIS.

17-20

➤ Additional crossings from the island to West Oakland should be considered. With such significant new development proposed for Alameda, why is no additional crossing from the island to West Oakland considered? This would benefit Oakland Chinatown, Alameda and West Oakland in several distinct ways. For Oakland Chinatown, it would reduce traffic in a highly impacted area. For Alameda, it would develop an alternative exit entrance from the island for all the new drivers and transit users. For West Oakland, there would be an increase auto traffic. Increased auto traffic through West Oakland west of Brush Street would provide some potential economic development opportunities, as this area would become an additional gateway between Alameda and Oakland. The disproportionately negative air quality impacts in West Oakland are currently the result of Port related shipping and trucking, while general auto traffic is minimal.

17-21

An alternative mitigation factor to study is the development of a cross-town boulevard that allows Alameda Point traffic to use the Fruitvale crossing.

17-22

Additionally, as Oakland residents, we find the significant but unavoidable conclusions about the following intersections unacceptable, especially the bolded intersections, which are in and around Oakland Chinatown:

- **Jackson/Sixth (Oakland)**
- **Webster/Eighth (Oakland)**
- **Broadway/Fifth (Oakland)**
- Brush/12th (Oakland)
- High/Oakport (Oakland)
- High/Coliseum (Oakland)
- 29th/Ford (Oakland)
- 23rd/7th (Oakland)

17-23

The DEIR states that the high volume of traffic on 7th, 8th, 9th, 10th, Franklin, Webster, and Harrison streets make the area not conducive to walking. If you spend any time in the neighborhood, you know that thousands of people are walking within our neighborhood in spite of the traffic. The DEIR's Mitigation Measure 4.C-9 is vague and ineffectual.

17-24

The redevelopment of Alameda Point is important to all of us in the Bay Area. However, it should not proceed at the expense of Chinatown. We look forward to your response to our comments in the Final EIR.

Sincerely,
Oakland Chinatown Coalition

Enc: Comments
Cc: Alameda Mayor and City Council, Oakland Mayor and City Council

Letter 17. Oakland Chinatown Coalition (Oakland Chinatown Coalition)

17-1 The City of Alameda acknowledges the concerns raised in the comment. The Draft EIR includes an evaluation of the potential transportation, air quality, and noise impacts of project related automobile traffic in Chinatown. The existing conditions in Chinatown are described starting on page 4.C-6; the traffic impacts are described starting on page 4.C-38 for Existing plus Project conditions, and starting on page 4.C-38 for Cumulative plus Project conditions. The traffic analysis also includes an Oakland Chinatown pedestrian analysis (Draft EIR pages 4.C-83 – 4.C-87); an analysis of air quality impacts along streets in Chinatown (Draft EIR pages 4.F-39 – 4.F.40).

17-2 Please see responses to Comments 17-1 and 7-9. The Draft EIR finds that the Webster and Posey Tubes have a limited capacity and that when that capacity is reached, automobiles will divert to other crossings. For these reasons, the Draft EIR found a large number of traffic impacts at locations throughout Alameda in the vicinity of the other Estuary crossings (Park Street Bridge, High Street Bridge, etc.). The City has evaluated the potential effectiveness of trying to divert traffic to other crossings through signs and has determined that automobile drivers will ignore such signs if the signs force a more circuitous route. The City also found that diverting traffic from the Webster Posey Tubes would simply increase traffic flow in other Oakland neighborhoods such as those in the Fruitvale District. For these reasons, the Draft EIR and the City of Alameda General Plan require mitigation measures designed to reduce the amount of automobiles (TDM strategies) rather than mitigation measures that are designed to divert automobiles to other Oakland neighborhoods or increase roadway capacity for more automobiles. The EIR also recommends Mitigation Measure 4.C-9 which calls for the City of Alameda to continue to work cooperatively with the City of Oakland, the Alameda County Transportation Commission, and Caltrans “to evaluate and implement measures to reduce or divert the volume of traffic that travels through Oakland Chinatown to and from Alameda Point and other City of Alameda destinations.” This mitigation is intended to support the ongoing efforts to find a regional solution to the existing “Broadway Jackson” interchange deficiencies and find regional solutions to divert traffic around Chinatown, instead of through Chinatown, but not divert traffic into other Oakland neighborhoods.

The primary means by which the proposed project will reduce traffic impacts and associated air quality impacts in Oakland Chinatown are by implementing a TDM program that will reduce vehicular trips, and improve Alameda’s housing/jobs balance. The Draft EIR describes a TDM program as part of the proposed project starting on page 3-22, under the Circulation Framework. Mitigation Measure 4.C-2a requires implementation of the TDM program, as described in Chapter 4.C, *Transportation and Circulation* under Impact 4.C-2. As further explained in response to Comment 7-15, the TDM program is specifically designed to reduce peak-hour residential trips by 10 percent and non-

residential trips by 30 percent. By reducing automobile traffic and commute trips through project design and transportation demand management, the Alameda Point project provides a program with specific goals and funding to reduce automobile generated emissions in both Alameda and Oakland. The Draft EIR did analyze localized air quality impacts in Oakland Chinatown (see Impact 4.F-3 on page 4.F-39), and found that the effects of project traffic would be less than significant. Please see also response to Comment 7-25, which pertains to the air quality TAC impact analysis. As stated on page 4.B-2 of the Draft EIR, the City of Alameda currently has more employed residents than jobs. It is estimated that the City has approximately 26,970 jobs and 37,799 employed persons, which indicates that many of Alameda's employed residents commute to work outside of the City. The ratio of jobs to employed residents within the City of Alameda is 0.71. Alameda Point project land use mix is specifically designed to improve the City of Alameda Jobs Housing Balance and reduce commute trips through Oakland.

- 17-3 The Draft EIR utilized the City of Oakland thresholds of significance, the same regional traffic model used by the City of Oakland, and the analysis provided a similar level of detail as is typical in the City of Oakland's EIRs. For these reasons, the findings in the Draft EIR regarding traffic impacts, noise impacts, and air quality impacts are very similar and consistent, if not identical, to the findings in City of Oakland EIRs in Chinatown. Please see responses to Comments 7-1 and 17-4 through 17-24.
- 17-4 The Draft EIR identifies that the proposed project will have significant transportation impacts in Oakland. This would not be the case if the project were only generating one (1) single automobile through the Posey Tube. It should be noted that the City of Oakland thresholds of significance require that the analysis examine peak hour conditions, and the Webster and Posey Tubes have a limited capacity to accept additional traffic during the peak hours. As documented in the EIR for the Alameda Point General Plan Amendment in 2003, the Alameda Landing Supplemental EIR in 2006, and a variety of other City of Alameda traffic studies over the last 10 years, the capacity of the Webster and Posey Tubes is fixed to a specific number of automobiles that can cross between the two cities during the AM or PM peak commute periods. The City of Alameda conducts an annual count of automobiles using the tubes in the AM and PM periods and reports those counts annually. It is well documented that the existing tubes have been at or near capacity for the last six to seven years. Therefore, the Draft EIR found that regional growth and other development that is planned in Alameda over the next 20 to 30 years will exceed the capacity of the Webster and Posey Tubes. The Draft EIR finds that the limited capacity of the tube causes many automobile trips to divert to other crossings during the AM and PM peak periods. In addition to diversion of commute hour traffic, it should be expected that the peak hours of congestion will "spread" as more commuters choose to leave earlier or delay their commute to later in the morning to avoid the peak hours of congestion. Also see response to Comment 30-7. Model output plot showing the assignment of project trips on the roadway network are available at the city offices for review. Also please see responses to Comments 2-1 and Comment 7-7 related to the regional transportation model.

17-5 The change in traffic volumes between the ‘no project’ and ‘with project’ during the AM and PM peak hours at the Alameda island gateways reflect both the traffic generated by the project as well as diversion to existing and future non-project traffic due to the capacity constraint in the peak direction. That is, that although the Webster and Posey Tubes are the closest automobile access points to the regional transportation network and I-880 from the project site, because the Tubes are currently operating near capacity and do not have additional capacity to accept significantly more automobile trips during the peak commute periods, the Model assigned many project trips that would use the Tubes, if capacity were available, to other routes. (It is noted that the Tubes would still be the route of choice during non-peak periods, when capacity exists; however, the analysis in the EIR focuses on the peak periods of commute traffic, as is common and appropriate in CEQA analysis.) Thus, the Model projects that many of the additional trips will be diverted to the other Estuary crossings at the Park Street Bridge, the Fruitvale Bridge, the High Street Bridge and the Bay Farm Bridge.

To clarify, for the volume shown in the table, the column labeled “Project Volume” represents this change in volume due to the proposed project, not just project related traffic. As noted in the comment, this constraint is particularly evident in the outbound Posey Tube in the AM, where the change in volume with the project is 1 car under existing conditions and 8 cars under cumulative conditions. Under the Existing Plus Project Conditions scenario, the total change in outbound traffic is represented at other Estuary crossings, which represents traffic diverted from the Tubes. Under cumulative conditions, other growth in Alameda would result in a better jobs-housing balance thereby reducing the total outbound at island gateways during the AM peak hour. For more details on the travel demand model used for the analysis, see responses to Comments 2-1 and 7-7.

17-6 As illustrated in the figure in Comment 17-6, historical traffic counts range between a low of 2,300 to a high of 3,304. Recent counts from 2012 for the Posey tubes in the AM range from 2,368 to 2,888 for the mid-week (Tuesday through Thursday) workday. These volumes for the AM peak hour are fairly consistent despite the changes in activity at an active Alameda Point since its height of activity as the naval air station. Also see responses to Comments 2-1 and 30-2.

17-7 As projected in the Regional Travel Model, and as is evident during periods of traffic congestion, drivers will often choose alternative routes to avoid congestion. During the a.m. and p.m. peak hour commute periods it is expected that drivers would choose to avoid the Webster and Posey Tubes and find alternative routes. Also see response to Comment 2-1 regarding the projected volumes from the project at the Posey Tube.

17-8 The comment is not correct. Traffic growth occurs from both residential and non-residential land uses. The change in traffic volumes between the ‘no project’ and ‘with project’ during the PM peak hour at the island gateways reflect both the traffic generated by the project as well as diversion in existing and future non-project traffic due

- to the capacity constraint in the peak direction. See response to Comment 17-5 which explains the increase in traffic at other Estuary crossings during the peak hour- these increase represent traffic diverted from the Tubes. Also see response to Comment 2-1 regarding the projected volumes from the project at the Posey Tube.
- 17-9 The intersection analysis is consistent with the methodology and approach applied by the City of Oakland in its own impact analysis for environmental documents, which does not consider the effects of downstream constraints. The Draft EIR included analysis of “down-stream” Oakland intersections. See responses to Comments 2-1 and 30-2 regarding the capacity constraint the affects the projected peak hour volumes at the Posey Tube as well as on the freeways.
- 17-10 The comment is not correct. The Draft EIR identifies significant transportation impacts to bicycles, pedestrians, and transit in west Alameda as the result of increased automobile trips associated with the proposed project. See Section 4.C, *Transportation and Circulation*, specifically Impacts 4.C-2 (Existing plus Project Conditions) and 4.C-5 (Cumulative plus Project Conditions).
- 17-11 As discussed on page 4.C-22 of the Draft EIR, the Alameda Countywide Model was used to forecast future traffic volumes. Page 4.C-26 states that “the 2000 *Highway Capacity Manual* (HCM) procedures, as applied by Highway Capacity Software (HCS+), were used to calculate average peak hour capacities for each freeway mainline segment. The LOS was determined using ‘density,’ which is measured as passenger cars per mile per lane (pc/mi/ln) given an estimated free-flow speed.” Based on the thresholds of significance, travel time was not used to determine traffic impacts consistent with Caltrans practices and procedures. The peak hour traffic volumes at analysis intersections were used to assess air quality impacts. Please see the technical memorandum entitled *Freeways and Ramps Analysis – Impacts and Mitigations*, to City Staff dated June 30, 2013, which documents the freeway analysis, presented in **Appendix A** of this Final EIR.
- 17-12 Although unclear from the information provided by the commenter, it appears that the assessment referenced by the commenter examined short-term measurements of black carbon. If so, the comparison to the City of San Francisco “action level” of 0.2 micrograms per cubic meter is misplaced, because the San Francisco standard is an *annual* average concentration. As explained in the response to Comment 17-1, the Draft EIR analyzed localized air quality impacts in Oakland Chinatown (see Impact 4.F-3 on page 4.F-39), and found that the effects of project traffic on local air quality would be less than significant. Please see also responses to Comments 7-25 and 17-1.
- 17-13 For the purpose of the Congestion Management Program, the impacts to roadway segments on the Metropolitan Transportation System (MTS) were assessed. The City of Alameda coordinated with the City of Oakland to identify key Oakland intersections for analysis of traffic impacts. Twenty-four (24) existing intersections were analyzed, including several intersections located within Chinatown. The discussion of impacts to

those intersections can be found in section C.4 Impacts and Mitigation Measures, starting on page 4.C-17 of the Draft EIR.

- 17-14 Please see response to Comment 7-29. The background traffic is based on the growth projections from *ABAG Projections 2009* as assumed in the countywide model. The Model allows for the capture of interactions between a mix of uses (in this case, the proposed residential, commercial, manufacturing, recreational, and service uses) both internal to the project site as well as externally in the rest of Alameda, Oakland and the surrounding cities. Using the model for cumulative conditions rather than the list of projects approach is considered standard practice for transportation analysis and is required by the Alameda CTC for the CMP analysis. Also see responses to Comments 2-1 and 7-7 for additional details of the travel model.
- 17-15 The City of Alameda disagrees with the comment. It would not be appropriate for the Draft EIR to expect a regional transportation sales tax measure to pass after a similar measure recently failed. Furthermore, after 12 years of efforts by Alameda CTC and City of Alameda to identify improvements for the Broadway Jackson Interchanges, the Chinatown community and the City of Oakland have been unwilling to agree to any proposed improvement plan. For these two reasons, it would not be appropriate for the Draft EIR to state that these improvements are “reasonably foreseeable.” Additionally, they are neither programmed nor funded. Furthermore, if the Draft EIR had assumed that the sales tax measure had passed and the improvements were constructed, the Draft EIR would have also concluded that the impacts in Chinatown would be lessened and the Draft EIR would have understated the impacts of the project.

As stated on page 4.C-22 of the Draft EIR, “for consistency with recent model forecasts for other studies in Alameda, the recently updated Alameda Countywide travel demand model, which is based on *ABAG Projections ‘09* and includes network changes and regional improvements outside the City of Alameda, was used. The zonal detail, street network and land use from the City of Alameda travel model developed as part of the Transportation Element were merged into the Alameda Countywide travel model. The updated 2035 street network includes improvements such as the improvements at the 23rd Avenue/29th Avenue interchanges on I-880.” Proposed street network projects that have received limited to zero funding or that are yet to receive substantive community and municipal support were not included in the model.

- 7-16 The proposed project will not affect the seismic stability of this existing, operating regional infrastructure. Seismic hazards, including the potential for a significant earthquake to occur in the future within the Bay Area, are discussed in the Draft EIR beginning on page 4.H-7 and again on page 4.H-18, which relies on the most comprehensive studies of earthquake probabilities for the area from the United States Geological Survey and California Geological Survey under the Working Group on California Earthquake Probabilities.

Under the California Environmental Quality Act (CEQA) the City of Alameda is not required to evaluate the potential environmental impacts of an earthquake on the existing regional transportation system and State Route 260. Originally constructed in 1928, the Posey tube is the older of the two subterranean roadways, with the Webster Street tube completed much later in 1963. Both had similar designs and were later found to be vulnerable to earthquakes largely due to the presence of potentially liquefiable materials immediately surrounding the tubes. Beginning in April 2000, Caltrans performed major seismic upgrades through jet grouting methods to stabilize and strengthen surrounding soils by injecting a cement slurry mixture into the subsurface materials around the tubes. Work was completed on October 31, 2003, and is now considered by Caltrans in a 2011 report to meet current seismic standards.²² Nevertheless, the potential for the tubes to incur some level of damage following a substantial earthquake cannot be fully ruled out and that could require temporary closure of one or both tubes. If such circumstances occur, traffic would likely be routed to one of the other bridges that provide access to the island and expanded ferry service would be provided by the Water Emergency Transit Authority as mandated by Senate Bills 976 and 1093. However, considering the more recent seismic upgrades that the tubes have received, catastrophic failure of the tubes is not considered likely.

- 17-17 CEQA does not require that the EIR analyze the impacts to the regional transportation system or the conditions in Chinatown in the event of a major earthquake or other natural or man-made disaster.

Seismic hazards, including the potential for a significant earthquake to occur in the future within the Bay Area, are discussed in the Draft EIR beginning on page 4.H-7 and again on page 4.H-18, which relies on the most comprehensive studies of earthquake probabilities for the area from the United States Geological Survey and California Geological Survey under the Working Group on California Earthquake Probabilities.

The potential effects of sea level rise was considered in preparing the proposed project plans, and would be incorporated into further project planning as discussed in the Draft EIR on page 3-52. The potential impacts of sea level rise are also analyzed on page 4.I-29 under Impact 4.I-8.

The purpose of the traffic analysis found in the Draft EIR in Section 4.C *Transportation and Circulation* is to determine the potential impacts of the proposed project compared to existing conditions (i.e., without the proposed project). In this way, the Draft EIR does compare conditions with and without the project.

- 17-18 As explained above in response to Comment 17-16, CEQA does not require that the EIR analyze the impacts to the regional transportation system or the conditions in Chinatown in the event of a major earthquake or other nature or man-made disaster.

²² Caltrans, State Route 260 Transportation Concept Report, http://www.dot.ca.gov/dist4/systemplanning/docs/tcr/sr_260_tcr_final.pdf, June 2011.

- 17-19 Seismic issues are addressed in Section 4.H, *Geology and Seismicity*. See Impact 4.H-1 on page 4.H-18 of the Draft EIR. Regarding growth inducing impacts, the Draft EIR presented a discussion on starting on page 6-1 of the Draft EIR. Alternatives to the proposed project are presented in Chapter 5, *Alternatives*, and three of the six alternative analyzed included more housing than the proposed project. Any future change to the project, similar to those suggested in the comment to add more housing, would be subject to a future environmental review to evaluate whether the additional homes would result in new or more severe impacts.
- 17-20 As stated on page 1-1 of the Draft EIR, the City of Alameda is proposing the project and is Lead Agency, pursuant to CEQA. As further discussed in Table 3-3 on pages 3-63 to 3-64, future approvals by responsible and federal agencies may be needed to implement portions of the project. Each of those agencies would be responsible for ensuring compliance with CEQA or NEPA, as applicable.
- 17-21 The comment addresses the proposed transportation strategy and not the adequacy of the environmental analysis. Numerous studies examining the feasibility of constructing a new bridge over or a new tunnel under the estuary have been completed over the 17 years since the Navy decommissioned the Naval Air Station. All of these studies, including the most recent *Estuary Crossing Study Feasibility Report* prepared in May 2009 by City of Alameda found that such crossings are not financially feasible.
- 17-22 The Alameda street network provides multiple routes for east-west travel of the city, providing access between Alameda Point and the Fruitvale Bridge. The City of Alameda General Plan includes a policy to extend Clement Street from Tilden Avenue and the Fruitvale Bridge to Atlantic Avenue.
- 17-23 The Draft EIR findings regarding the significant and unavoidable impacts at the listed intersections are a reflection of similar findings about these same locations made by the City of Oakland. As determined by Oakland's own EIRs, if Oakland does not believe mitigation is available, then Alameda cannot impose a physical change in Oakland. The City of Alameda lacks the jurisdictional authority to make operational or design changes to intersections in the City of Oakland in order to mitigate impacts of changes in traffic volumes due to proposed project-related traffic. However, the City of Alameda has identified Mitigation Measure 4.C-2a (TDM Program) and Mitigation Measure 4.C-2b (Monitoring and Improvement Program) in order to decrease the number of personal vehicle trips that would be generated by the proposed project. As stated on page 4.C-69 of the Draft EIR, implementation of Mitigation Measures 4.C-2a (TDM Program) and 4.C-2b (Monitoring) could improve intersection LOS by reducing vehicle trips, although it would be speculative to quantify the potential improvement.

Further, the comment appears to be referring to Impact 4.C-9 (Pedestrian Hazards) on pages 4.C-83 – 4.C-87 of the Draft EIR. As stated on page 4.C-87 of the Draft EIR, the EIR conservatively considered the potential effect on pedestrian safety in Oakland Chinatown to be significant and unavoidable, because “the City of Alameda has no

jurisdiction over mitigation other than implementation of the project TDM program and Monitoring.” The EIR identifies Mitigation Measure 4.C-9 pursuant to which the City of Alameda would work cooperatively with the City of Oakland, Alameda CTC, and Caltrans “to evaluate and implement measures to reduce or divert the volume of traffic that travels through Oakland Chinatown to and from Alameda Point and other City of Alameda destinations.” Concerning the comment’s suggested mitigation in the form of countdown signals and curb extensions, the Draft EIR notes, on page 4.C-6, that signals at many Chinatown intersections already include countdown signal heads for pedestrians, and that bulbouts have been added (and other improvements made, including implementation of a pedestrian “scramble” phase) by the City of Oakland at four heavily used intersections in Chinatown—Eighth/Webster, Eighth/Franklin, Ninth/Webster, and Ninth/Franklin Streets, which are the key Chinatown intersections in the travel path to and from the Webster and Posey Tubes.

Finally, several of the intersections listed in the comment, or other nearby intersections not listed, have been analyzed by the City of Oakland in the Central Estuary Implementation Guide Supplemental EIR and the Draft EIR for the Lake Merritt Station Area Plan. In these reports, the City of Oakland found several intersections in the vicinity of Chinatown to experience significant and unavoidable impacts. For example, on page 3.2-153 of the Draft EIR for Lake Merritt Station Area Plan, the discussion of the impact of that project upon the intersection at 6th and Jackson streets states, “No feasible mitigation measures are available that would mitigate the impacts at this intersection. The Level of Service can be improved by providing additional automobile travel lanes on the affected roadway segments. However, additional travel lanes would require additional right-of-way, and/or loss of bicycle lanes, medians and/or on-street parking or narrowing of existing sidewalks, and are considered to be infeasible. Signal timing changes would not improve the traffic and load capacity of this intersection. Therefore, the impact would remain significant and unavoidable.”

- 17-24 The City of Alameda is committed to working with the Chinatown community, the City of Oakland, and Alameda CTC to identify solutions to the Broadway Jackson Interchange intersections that would provide a more direct route to I-880 for project traffic and reduce the number of automobiles within the most pedestrian areas of Chinatown. Mitigation Measure 4.C-9 restates the City of Alameda’s intention to continue to work with the City of Oakland, Alameda CTC, and Caltrans, to evaluate and implement measures to reduce or divert the volume of traffic that travels through Oakland Chinatown to and from Alameda Point and other City of Alameda destinations.

Regarding “the thousands of people walking”, it is noted in the Draft EIR (see Impact 4.C-5 and 4.C-9) that there are pedestrians utilizing intersections; however the presence of pedestrians does not alter the fact that that multiple traffic lanes and high volumes are not conducive to the walking environment.

Andrew THOMAS - Sierra Club Comments on the Alameda Point DEIR SCH #201312043

From: "Norman La Force" <n.laforce@comcast.net>
To: <athomas@alamedaca.gov>
Date: 10/20/2013 8:37 PM
Subject: Sierra Club Comments on the Alameda Point DEIR SCH #201312043

Dear Mr. Thomas,

The Sierra Club makes the following comments on the Draft EIR on Alameda Point.

The Sierra Club is very concerned about impacts of development on the Least Tern habitat and future wildlife area or refuge. Development too close to the habitat area will have a negative impact on the least tern habitat.

18-1

Sincerely yours,

Norman La Force,
Chair, Legal Committee for the Sierra Club San Francisco Bay Chapter

Letter 18. Sierra Club (Norman La Force, Legal Committee for the Sierra Club San Francisco Bay Area Chapter)

- 18-1 As described on pages 4.E-1 through 4.E-97, of the Draft EIR, the proposed project is specifically designed to limit future development, activities, noise, and light in proximity to the habitat area for the least tern. The Draft EIR also identifies mitigation measures (see Mitigation Measures 4.E.1d, 1e, 2a, 2b, 2c, 3a, 3c, 4a, 4b, 4c, 4d, 4e, and 4f) to ensure that the least terns and their habitat will be protected in perpetuity. Please see, in particular, pages 4.E-46 through page 4.E-97 of the Draft EIR. Together with the avoidance and minimization measures and the terms and conditions of the 2012 BO, the mitigation measures described in the Draft EIR will reduce impacts to wildlife, including the California least tern, to less-than-significant levels.

Comments on Draft Environmental Impact Report for Alameda Point
Submitted by Richard Bangert, Alameda Point Environmental Report
October 21, 2013

Comment #1 – Mitigating Impacts to Air Quality and Greenhouse Gas Emissions by implementing landscape proposal for western Seaplane Lagoon – According to the draft environmental impact report (DEIR), the development facilitated by this project will have significant and unavoidable impacts on air quality and greenhouse gas emissions, even after mitigation measures are implemented. According to the DEIR, construction activities for the project could produce significant and unavoidable impacts to air quality and greenhouse gas emissions, even after mitigation measures are implemented.

The impacts to air quality and greenhouse gas emissions can be further mitigated through implementation of the precise plan (Appendix E) for the western shoreline of the Seaplane Lagoon.¹

The precise plan calls for removing pavement and establishing a naturalized landscape that includes wetlands on the existing land as well as floating offshore wetlands. Removing pavement and the shoreline retaining wall boulders will have a positive environmental impact by removing heat-capturing materials and exposing the natural soil. The introduction of vegetation – grasses and wetland vegetation – will have a positive environmental impact by capturing and reducing the greenhouse gas carbon dioxide.

Proposed action/addition to EIR - Identify a new and additional mitigation measure: Establish the Precise Plan’s Seaplane Lagoon western shoreline naturalized landscape and off-shore floating wetlands as a mitigation measure for the individual and cumulative impacts to air quality and greenhouse gas emissions associated with this project. In addition to the vehicle impacts associated with this project, the report should note the impacts from marine traffic to the proposed Seaplane Lagoon marina and ferry terminal, which will also be partially mitigated by the above shoreline mitigation measure.

The proposed action/addition to the EIR is supported by the following text from the DEIR –

“4F 4. Environmental Setting, Impacts, and Mitigation Measures
F. Air Quality and Greenhouse Gases guidance on measures to mitigate GHG emissions, when such emissions are found to be significant: Measures to mitigate the significant effects of greenhouse gas emissions may include, among others: (4) **Measures that sequester greenhouse gases**” (Emphasis added.)

19-1

19-2

“Impact 4.F-1: Development facilitated by proposed project could potentially result in air quality impacts due to construction activities. (Significant) Even after mitigation measures, the impacts could be significant and unavoidable.”

“Impact 4.F-2: Development facilitated by the proposed project could potentially generate operational emissions that would result in a considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard. (Significant) Significance after Mitigation: Significant and Unavoidable.”

19-2
cont.

Comment #2 - Mitigating Impacts to Air Quality and Greenhouse Gas Emissions by implementing Master Infrastructure Plan stormwater basin feature – As stated in Comment #1 above, impacts to air quality and greenhouse gas emissions from this project will be significant and unavoidable. The impacts could be further mitigated by indentifying the proposed stormwater basins in the master infrastructure plan (MIP) as serving a mitigating role for air quality and greenhouse gas impacts through removal of pavement and adding vegetation.

The basins will be shallow relatively flat depression of only a few feet, which will remain dry for the foreseeable future. Recreational activities are a possible use for the stormwater basins. There are four proposed basins in the MIP. One of the proposed basins will not be immediately necessary for flood control or sea level rise mitigation and is not proposed for construction until later phases of the project. The “Future Basin” identified in the MIP for a later phase is located where the asphalt parking lot is at the eastern end of West Hornet Avenue, next to the recreation building and campground. This southeast Future Basin is 2.8 acres.

19-3

Removing the asphalt from this southeast site (as well as at the other three proposed basin sites) will provide an immediate benefit to the environment by eliminating the heat-capturing black pavement. Introduction of vegetation to this site (and the other basin sites), regardless of whether the basin is constructed, will have even more beneficial effects on air quality and greenhouse gas emissions.

A natural landscape at the southeast site, and others, will provide numerous benefits to the environment and should not be left to the distant future to depave. The southeast parking-lot-turned-natural-basin would also become a de facto addition to the adjacent Enterprise Park, as well as enhancing the overall aesthetics of the adjacent Enterprise Zone. Establishment of the other three stormwater basins will have a mitigating effect on the significant and unavoidable impacts to air quality and greenhouse gas emissions associated with this project.

Proposed action/addition to EIR – Identify the MIP stormwater basins as a mitigating measure for the individual and cumulative impacts of the project on air quality and greenhouse gas emissions.

Excerpts from the draft Master Infrastructure Plan – Appendix C:

“The basins will be designed to have two tiers, allowing for public use of the upper tier, potentially including active recreation including sports fields. The lower tier will occupy roughly one quarter of the basin area and will be subject to more frequent inundation than the upper tier area, the latter can be managed such that it is flooded only in the largest storm events. The multi-purpose basins are intended to be landscaped and under-drained to create a usable amenity for the community.”

↑
19-3
cont.

¹ The Town Center and Waterfront Precise Plan (Appendix E – Precise Plan Framework), page 35, identifies two areas on the western side of the Seaplane Lagoon: Area #6 is categorized as a “Park” and described as “Wildlife Habitat/Passive Recreation/Limited Access;” and Area #7 is categorized as “Water” and described as “Constructed Wetlands.” Page 58 of the Precise Plan describes the western shoreline with four images of a naturalized landscape and the words “Nature,” “Wildlife,” “Trails,” “Docks,” “Camping,” “Art,” and “Wetlands.” Page 62 of the Precise Plan provides a Landscape Plan for the perimeter of the Seaplane Lagoon, with the western shoreline being labeled “Depave Park,” and the adjacent water as “Adaptive Floating Wetland Park.”

Letter 19. Individual (Richard Bangert)

19-1 The comment does not address the adequacy of the environmental analysis presented in the Draft EIR. The Draft EIR found significant and unavoidable impacts to air quality, but not greenhouse gas emissions. Revisions to the MIP assume that the western shoreline of the Seaplane Lagoon is not protected for sea-level rise and the current draft plans of the Precise Plan assume it is “de-paved.”

19-2 As described in Impact 4.F-10 of the Draft EIR, greenhouse gases associated with proposed project construction and operations were determined to be less than significant without mitigation.

As described in Impact 4.F-1 of the Draft EIR, the air quality impacts associated with construction would be reduced below the BAAQMD thresholds for the reasonable conservative development scenario, however, because construction schedule and phasing have not been determined and development may overlap, there is the potential for project construction emissions to exceed the BAAQMD thresholds, so the impact was considered significant and unavoidable. Construction emissions are related to the use of heavy-duty construction equipment, from vehicle trips hauling materials, from construction workers traveling to and from the project site, paving operations and the application of asphalt, architectural coatings (i.e., paints) and other building materials. The de-paving of the runways would not mitigate these types of air emissions. Further, the proposed improvements and the ‘de-pave’ park are part of the project, and not mitigation. Furthermore, the de-pave park would not directly reduce the air quality impacts associated with construction of the project or automobile traffic generated by the project.

19-3 The City of Alameda agrees with the comment that the storm water retention ponds proposed as part of the project have environmental benefits, but the City does not agree that they should be mitigation measures for the air quality impacts identified in the Draft EIR. As described in Impact 4.F-10 of the Draft EIR, greenhouse gases associated with proposed project construction and operations were determined to be less than significant without mitigation; thus, the stormwater basins are not needed as mitigation to reduce project specific impacts. Further, as described in response to Comment 19-2, air emissions related to construction would not be directly mitigated through retention ponds.

Finally, logistically the phased approach of the improvements in the existing stormwater infrastructure is consistent with the phased approach of development and due to sizing requirements and local stormwater management requirements, the stormwater improvements would need to be sized according to the site specific requirements of the development. Therefore, phasing in these improvements allows for appropriate sizing and overall adequate stormwater management.

DEBBIE SOVEL
2917 Bayview Drive
Alameda, CA 94501
dasovel@gmail.com



October 15, 2013

City of Alameda Planning Department
Attention: Andrew Thomas
c/o Alameda Point EIR Comments
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes - EIR

Dear Mr. Thomas:

I am a homeowner on Bayview Drive and I am writing to express my concerns regarding the City's mitigation plan, as it relates to Bayview.

I am against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood. 20-1

Our community has worked with the City in the past on traffic calming issues - speed bumps were installed - but the balance of the plan has yet to be implemented. We want to reduce and calm traffic, not increase it. 20-2

I urge the Planning board to amend the "Bayview Plan" and move forward to find an alternative solution. Please help us keep our street and our children safe.

Thank you for your consideration.

Sincerely,

October 15, 2013



Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

ELENA PODDA [name]

2914 BAYVIEW DR. [address]

ALAMEDA CA 94501

October 15, 2013



Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Kevin Sikora [name]
2914 Bayview Dr. [address]
Alameda, CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

KAREN EIKELAND [name]
2608 BAYVIEW DR. [address]
ALAMEDA, CA 94501



Comment Letter 20

October 15, 2013



Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

David C. Turner [name]
DAVID C. TURNER
2619 Bayview Dr. [address]
Alameda CA 94501 6343
510 522 4404

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Steven Mason [name] STEVEN MASON

2718 BAYVIEW DR [address]
ALAMEDA, CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

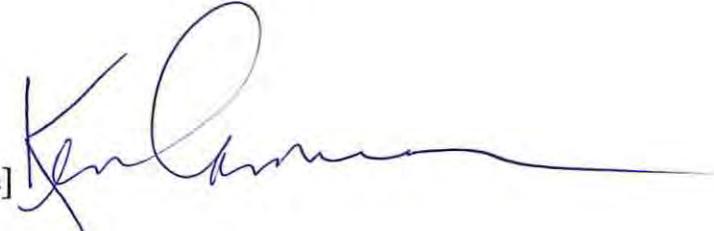
We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Kathleen [name] [name] 

2716 Bayview Drive [address]
Alameda 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

_____ [name]

_____ [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

_____ [name]

_____ [address]

Hello,

For those who could not attend the Planning Board meeting on October 14th, there is another way to voice your concern about the proposed traffic changes on Bayview Dr.

Attached is a sample letter to the Planning Board for your convenience. We have until the 21st to submit our letters.

Please take a moment to print out, sign, and mail this attached letter to the Planning Department. You can also write your own of course.

From what I understand, Andrew Thomas, at the Planning Department, just needs to get enough letters from people voicing their concern to drop this idea of routing more traffic down Bayview Dr.

Regards,
Elena Podda
2914 Bayview Dr.

Hello,

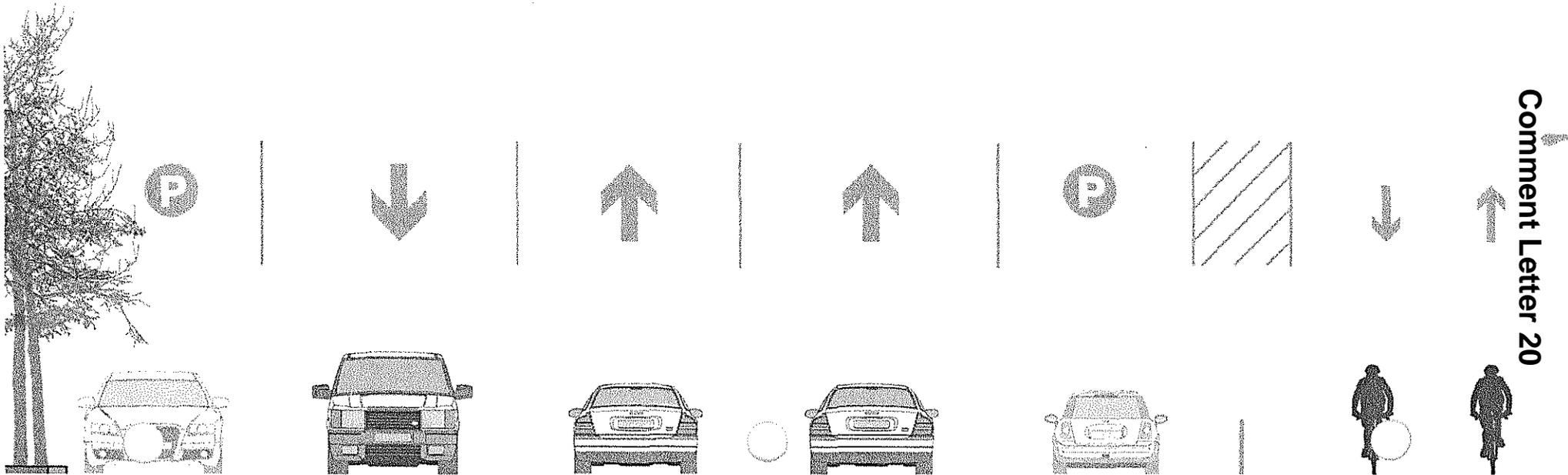
For those who could not attend the Planning Board meeting on October 14th, there is another way to voice your concern about the proposed traffic changes on Bayview Dr.

Attached is a sample letter to the Planning Board for your convenience. We have until the 21st to submit our letters.

Please take a moment to print out, sign, and mail this attached letter to the Planning Department. You can also write your own of course.

From what I understand, Andrew Thomas, at the Planning Department, just needs to get enough letters from people voicing their concern to drop this idea of routing more traffic down Bayview Dr.

Regards,
Elena Podda
2914 Bayview Dr.



Comment Letter 20

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely, 

Vincent P. Phillips [name]

2619 Bayview Dr. [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Suzette Barnache [name] Suzette Barnache

2701 Bayview Dr 94501 [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,



STEWART LEVINE [name]

2702 Bayview Dr. [address]

Alameda 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Ross Ojeda [name]

2824 BAYVIEW DR [address]

Ross Ojeda

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

FLAVIA KRASILCHIK [name] 
824 BAYVIEW DR [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

John Seiberling [name]
305 Laguna Vista [address]
John Seiberling

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Marina X Africa [name]

2702 BAYVIEW DR [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Chi Ho [name]

2919 Bayview Dr. [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Carol Anpaci [name]
343 Laguna Vista [address]
Alameda, CA, 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

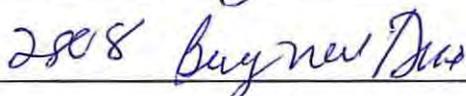
Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,


_____ [name]


_____ [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,


Roger Schwenke [name]
2907 Bayview Dr. [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution. *Already people use Court St. for a shortcut, make a rolling stop, and speed down Bayview*
Thank you for your consideration.

Sincerely,

Raymond Waldster [name]

2911 Bayview Dr. [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Dennis G. Lombetta [name]

2509 Bayview [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

L. PICETTI
L. Picetti Denise Picetti [name]

3009 BAYVIEW DR. [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Jimmy Ng [name]

2801 Bayview Dr. [address]
Alameda, CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Jim Ferris (Jim Ferris) [name]

321 Laguna Vista [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Ann Moore / Am [name]

321 LABUN VISTA [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Gordon B. White [name]
307 Laguna Vista Ave. [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Renate & John Witt [name]
2602 BAYVIEW [address]
ALAMEDA, CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Meliton Aparici [name]

343 Laguna Vista [address]
Alameda CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Marlis White [name]

307 Laguna Vista [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Wendell Hunter [name]

3010 Bayview Drive [address]
Alameda, CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Desiree Olson [name] Desiree Olson
2715 Bayview Dr. [address]
Alameda CA

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Jalena Bingham [name]

2800 Bayview Dr. [address]

alameda, CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Mark Burnette [name]

2612 Bayview Dr [address]



October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Kimberly Burnett [name]
2612 Bayview Dr [address]
Alameda CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Barbara Meyer [name]
2704 Bayview [address]
Alameda

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

ZACHARY DAVIS [name]

2810 BAYVIEW TR [address]
ALAMEDA CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

 
[name] ROBERT RIGEL / LORI FUJIMOTO
301 LAGUNA VISTA, [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

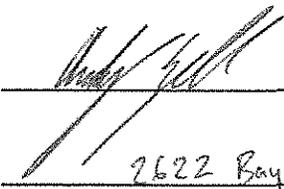
We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,



Andy Zell [name]

7622 Bayview Drive [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

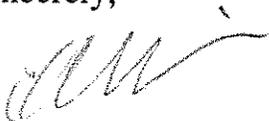
We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,



_____ [name]

2915 Bayview Dr. _____ [address]
Alameda CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Edward G. Gorman [name]

2624 Bayview Dr [address]

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Milany Gutman [name]

2629 Bayview Dr [address]
Alameda, 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

HILDE FISHER [name]
309 ALBEN & VIS [address]
ALAMEDA, CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

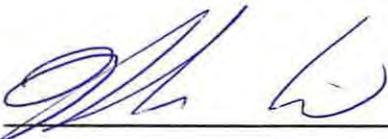
We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

 [name] *PHOEBE GRAY*
319 Laguna Vista [address]
Alameda CA 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,


[name]

337 Laguna Vista [address]

Alameda 94501

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

Elena Ball [name]
232 McDannel Rd. [address]
Alameda, CA 94502

October 15, 2013

Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the “Bayview Plan” and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,



[name]

Ken Chow

2718 Bayview Drive [address]

Alameda, CA

94501

October 15, 2013



Andrew Thomas
City of Alameda
Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Bayview Drive
Proposed Traffic Changes – EIR

Dear Mr. Thomas:

As a homeowner on Bayview Drive, we are writing to express our concerns regarding the City's mitigation plan as it relates to Bayview.

We are against the removal of any parking spaces on Bayview as proposed in the EIR. We have had significant traffic problems for years, and any diversion of traffic due to Alameda Point development would have a negative impact and be detrimental to our neighborhood.

Our community has worked with the City in the past on traffic calming issues – speed lumps were installed – but the balance of the plan has yet to be implemented. We want to calm traffic, not increase it.

We urge the Planning Board to amend the "Bayview Plan" and move forward to find an alternative solution.

Thank you for your consideration.

Sincerely,

ELENA PODDA [name]

2914 BAYVIEW DR. [address]

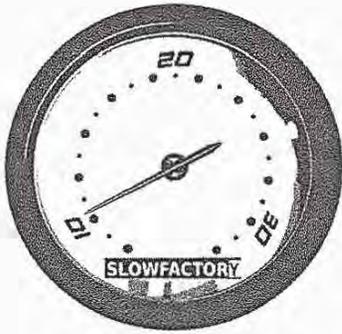
ALAMEDA CA 94501

Letter 20. Bayview Homeowners

20-1 Please also see response to Comment 12-1.

In response to the comments received, the City conducted an onsite re-evaluation of the conditions on Bayview Drive and a review of Mitigation Measure 4.C-5f. As a result of this re-evaluation, Mitigation Measure 4.C-5f is revised as presented in response to Comment 12-1:

- ~~Add a northbound right turn lane on High Street to provide a shared through-left and right turn lane on the north bound approach,~~
- ~~Add an overlap phase for the northbound High Street right turn movement and prohibit the conflicting westbound Otis Drive U-turn movement; and~~
- Optimize the signal timing at High and Otis for both peak hours, and
- Install traffic calming strategies on Bayview Drive to include improvements, such as: restriping Bayview Drive to create narrower driving lanes to reduce speeding, installing a cross walk and caution sign at the location of the public coastal access easement, and/or construction of sidewalk bulb-outs to improve pedestrian safety at the intersections of Bayview/Court Street and Bayview/Broadway.



Slow Factory

Todd Edelman, Director
1409 Caroline St.
Alameda, CA 94501
edelman@greenidea.eu
415.867.9843
www.greenidea.eu
Skype: Toddedelman

October 21, 2013

Comments on the Draft Environmental Impact Report (EIR) for Alameda Point

to: Andrew Thomas
City Planner
City of Alameda
2363 Santa Clara Ave.
Alameda, CA 94501
athomas@alamedaca.gov

Dear Mr. Thomas,

Regarding the following comments I am not aware of a standard or typical format for public comments on EIR's in California or in Alameda, so I will simply address points (chapters, paragraphs, etc.) in the EIR itself with **a)** General discussion and **b)** Actual recommendations (indented). (Also 1a and 1b, in the following sections). While texts under b) are my specific comments and should be treated as verbatim, the text under a) should assist you in understanding the text under b). I assume you have your own efficient process of incorporating public comments; in the future it might be useful to provide a suggested template in order to make things simpler for all parties, in particular those with no professional experience in urban or transport planning.

21-1

- Todd Edelman

Contents (section of the EIR commented on)

- B 2, Environmental Protection and Sustainability Objectives, page 3-3
- 4 C, Transit System, page 3-15
- 4 C – Transportation and Circulation
 - 4 C 15
 - 4 C 18-19
- Other General Discussions and Specific Recommendation