

APPENDIX B

Summary of Environmental Topics Raised in Response to the NOP and during the Community Workshop Process

Summary of Environmental Topics Raised in Response to the Notice of Preparation (NOP) and During the Community Workshop Process

The following is a summary of topics raised in written and oral comments received in response to the Notice of Preparation (NOP) of the Environmental Impact Report for the project. Also included are a number of comments received from the public during a series of community workshops (conducted separately from the formal environmental review process) on the proposed project. Only comments that address environmental issues appropriate for inclusion in the EIR pursuant to CEQA are identified

Topic Raised:	Relevant EIR Section:
Air:	
1. Potential health risks involved with a parking garage located next to a residential neighborhood, including car exhaust and noise	Chapter IV.C Air Quality
2. No waste incineration-minimize air pollution	Chapter IV.C Air Quality
3. Air pollution due to increased traffic	Chapter IV.C Air Quality
4. Location and presence of the central utility plant and its effect on air quality	Chapter IV.C Air Quality
Noise:	
5. Noise pollution caused from location of hospital emergency entrance. Sirens and noise on lower Piedmont/Westall with emergency room placement on lower Piedmont? Remember – Westall is a residential neighborhood!	Chapter IV.D: Noise
6. Central Utility Plant produces noise, vibration and emissions. How loud will CUP be? What is the decibel output? Mitigate noise from existing and new central plant.	Chapter IV.D: Noise
7. Sound barrier between backyards and parking lot	Chapter IV.D: Noise
8. Put sound wall on Freeway over I-580.	Chapter IV.D: Noise
9. What if anything will be done to mitigate noise during construction? During the day as well as night (I and many others in the area work at home)?	Chapter IV.D: Noise

Topic Raised:

Biology:

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| 10. Negative impact to the Creek due to construction, building over the creek, proposed redirection of the creek, and proposed driveway near creek. Does not satisfy minimum creek ordinance setbacks. Bigger setbacks from creeks, trees, vegetation needed. Broadway parking is too wide (130') which does not allow to do proper setbacks from creek and from street. The creek is still endangered (and the trees on the creek banks) | Chapter IV.I: Biological Resources |
| 11. Tree removal impacts: consider preservation of trees on Creek banks. Don't cut trees down around creek between Broadway and Manila Ave. | Chapter IV.I: Biological Resources |
| 12. Preserve and further expose Creek/Do not put in culvert | Chapter IV.I: Biological Resources
Chapter IV.G: Hydrology and Water Quality |
| 13. Connect the creeks with each other and with the Kaiser Urban Campus, including Glen Echo Creek | Chapter IV.I: Biological Resources |

Cultural / Historic:

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| 14. Impact on the Moss House and Park as well as access to Mosswood Park | Chapter IV.E: Cultural Resources |
| 15. Will pro audio property, the historic carriage property, be included in the possible future plan? | Chapter IV.E: Cultural Resources |

Aesthetics and Wind:

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| 16. How to mitigate the wind tunnel effect on W. MacArthur between Piedmont and Broadway – caused by height of new hospital/Parking Structure | Chapter IV.K: Visual Quality and Wind |
| 17. Work on the existing parking garage along Piedmont Avenue. | Chapter IV.K: Visual Quality and Wind |
| 18. Light at night from Hospital tower. Light pollution | Chapter IV.K: Visual Quality and Wind |
| 19. Worried about shadows at south end of Piedmont, esp. in afternoon (when sun is in south/southwest). Do Shadow study Piedmont Ave. Warren and Westall. How long and what kind of shadows will be cast by the new structures? | Chapter IV.K: Visual Quality and Wind |
| 20. Skyway needs to be evaluated in EIR. Sky Bridge is BAD. The design concept is contradictory. On one hand it wants to improve the streetscape and pedestrian experience. But, sky bridges are contradictory because they say that the street is not acceptable for pedestrians. Please, do traffic calming, pedestrian crossing improvements, no right turn on red light, etc. Maybe create tunnels for essential hospital services. | Chapter IV.K: Visual Quality and Wind
Chapter IV.B: Transportation
Chapter V.C: Alternatives |

Topic Raised:

**Relevant
EIR Section:**

Hazardous Substances:

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| 21. Potential radioactive pollution concerns due to location of Cancer Care Center | Chapter IV.H: Public Health and Safety |
| 22. Hazardous waste disposal and transport | Chapter IV.H: Public Health and Safety |
| 23. Please no burning of hospital waste. Toxins are released into the air. | Chapter IV.H: Public Health and Safety |
| 24. How will bio hazardous waste be dealt with? And hospital waste in general? What about radioactive wastes? | Chapter IV.H: Public Health and Safety
Chapter IV.C: Air Quality |

Construction-Period Impacts:

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| 25. Air, water, noise pollution during construction | Chapter IV.H: Public Health and Safety |
| 26. Noise mitigations during duration of construction project? What is the level of noise caused by the construction? How will it vary during this multi-year period? | Chapter IV.D: Noise |
| 27. What are neighborhood impacts during construction period (i.e., noise, dirt, etc.)? Residents concerned given long construction period. Demolition impact & abatement – emissions, noise and traffic. I work at home. Dust and noise are a big worry for me. | Chapter IV.D: Noise
Chapter IV.C: Air Quality
Chapter IV.B: Transportation |
| 28. Location of the bus stop during construction. Neighborhood access during construction. Entrance and exit flow during construction 2 phasing. Impact on parking during construction. Access to construction vehicles on Manila Ave. during construction | Chapter IV.B: Transportation |
| 29. The amount of traffic and noise will be staggering- Construction mitigation will be needed on every residential neighborhood | Chapter IV.D: Noise
Chapter IV.B: Transportation |
| 30. Construction staging and it's impact on neighborhoods hasn't been discussed – trucks, materials, construction equipment- no answers or info yet. | Chapter IV.D: Noise
Chapter IV.C: Air Quality
Chapter IV.B: Transportation |
| 31. Demolition of MacArthur Broadway Center – how will it be mitigated? Dust, noise, removal, ugly empty space. Construction hours, parking or workers, equipment supplies, etc, | Chapter IV.D: Noise
Chapter IV.C: Air Quality
Chapter IV.B: Transportation |

Utilities and Services

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| 32. Plant drought tolerant, native, perma-culture species | Chapter IV.M Utilities, Services and Energy |
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Topic Raised:

Parks and Recreation:

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| 33. Mosswood/Broadway “under utilized area” includes a proposed dog park – let’s not lose that! | Chapter IV.L: Public Services and Recreation |
| 34. We encourage a Mosswood park master plan. Where is access? How can facilities be improved? What can Kaiser do to create a park that its employee’s use at lunch and its patients use for a stroll? | Chapter IV.L: Public Services and Recreation |

**Traffic and Circulation –
Access and Circulation:**

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| 35. <u>Parking Garage Access Points</u> : Proposed outlets from the Honda MOB onto residential streets increases traffic and changes the character. Entrances and exits to and from garages are hazardous to pedestrian traffic. All parking seems to be north of the new hospital. It’s critical to provide swift and safe “crossings” for pedestrians/patients, bearing in mind crossing busy Broadway and MacArthur. Webster – MacArthur. New proposed location of hospital parking requires left turn off Broadway. Have exists from Howe Street parking garages onto Piedmont Avenue. I’d like to see right-turn only exits from the garage onto Piedmont and Broadway, forcing cars to go clockwise around the block. If allowed to turn left on to Piedmont they will cut through Richmond Blvd to circumvent the stoplight at Piedmont and MacArthur. This is already a big problem and will get worse. | Chapter IV.B: Transportation, Circulation and Parking |
| 36. <u>Signage</u> : Need for directional signage. Better signage to Kaiser and parking from freeway and main arteries. Use of adequate signs with consistent graphics for traffic and pedestrians | Chapter IV.B: Transportation Circulation and Parking |
| 37. <u>Howe Street</u> : Block off Howe Street? Why not? Impact of Howe traffic on entire neighborhood (MacArthur –Pleasant Valley) Broadway – MacArthur traffic flow. Make Howe Street accessible for parking only and emergency access. Close off street to thru traffic. Put traffic barriers on Howe like those used around Alta Bates in Berkeley. | Chapter IV.B: Transportation Circulation and Parking |

Topic Raised:

**Relevant
EIR Section:**

38. Street Connections: Access from freeway currently confusing. Improve access to Mosswood Park from 36th, 37th and Webster Streets. Small blocks, pedestrian orientation, active streets. It looks like (off Piedmont Avenue) Westall will be an access street to Medical Center. Concerned about this residential area. Improve access to entrances to Mosswood Park from Webster, MacArthur & Broadway. Make connection between 580 and MacArthur connecting Mosswood Park and neighborhood. Revision of 580 on ramps and exits.

Chapter IV.B: Transportation
Circulation and Parking

Traffic Congestion:

39. Increase in traffic congestion during and after construction

Chapter IV.B: Transportation
Circulation and Parking

40. Traffic calming needed on MacArthur Boulevard and Broadway

Chapter IV.B: Transportation
Circulation and Parking

41. Intersection of Summit/Pill Hill with Kaiser and Bart in the regional traffic problem

Chapter IV.B: Transportation
Circulation and Parking

42. Major traffic bottlenecks, i.e., Piedmont at MacArthur and Piedmont at 40th, Howe (left turn lanes/timed signals).

43. Back up of Howe and Piedmont Avenue

Chapter IV.B: Transportation
Circulation and Parking

44. We need guarantees that there will be sufficient parking and efficient mass transit to ensure that streets will not be closed.

Chapter IV.B: Transportation
Circulation and Parking

Parking:

45. Parking Demand: What are the assumptions underlying parking garage size (mode of getting to Kaiser, etc.). Were program designed to decrease parking demand (employee transit subsidies and bike parking facilities, secured showers, etc.) factored into the parking demand models? Don't size garages for a peak load during construction. Questionable whether number of parking spaces meets demand. Need a study of traffic and parking impacts over an entire 24-hour period. Reduce parking to min. It increases exploring transit options

Chapter IV.B: Transportation
Circulation and Parking

46. Look at regional solutions for construction parking. Integrate parking and transportation with Summit.

Topic Raised:

**Relevant
EIR Section:**

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- 47. Parking Management: Ongoing yearly parking study done by Oakland, paid for by Kaiser. Look at parking demand with different pricing models. Lots pay for themselves. Cash payout to employees who opt not to park. Rates comparable to Alta Bates Parking system. Number of parking be limited by cost and enforcement. Charge \$ to reduce parking demand even further. Don't increase car trips by providing so much parking. Chapter IV.B: Transportation
Circulation and Parking

 - 48. Street parking: Need more stringent on-street parking regulations. What will be done to help surrounding residential street neighbors obtain parking permits and enforcement? Kaiser pays portion of residential permits for residents within 1/4 mile of facility. Parking permits in affected areas: 580 to 51st, to Oakland Ave to Telegraph. They need to create a better system for people who drive - vouchers for parking to points when visiting the doctor, etc. Keep patients and employees off our street parking areas. Discourage parking in neighborhoods Chapter IV.B: Transportation
Circulation and Parking

 - 49. Disburse parking around Campus. Don't concentrate parking in one area (i.e., Broadway) Chapter IV.B: Transportation
Circulation and Parking

 - 50. Use Patient appointment cards to reserve parking spaces for cancer care center don't let employee's park there. Chapter IV.B: Transportation
Circulation and Parking

 - 51. Shuttle people in from an offsite garage that doesn't destroy a neighborhood. Parking under freeway. Chapter IV.B: Transportation
Circulation and Parking

Transit:

- 52. Lack of public transit options in plan for redevelopment. Bart/Emeryville Amtrak, Kaiser, Piedmont Ave shuttle & Pill Hill. These issues weren't addressed in presentation – how about bike lanes, bus bulb-outs, BART shuttles, employee transit incentives, anything? Chapter IV.B: Transportation
Circulation and Parking

- 53. Shuttles: Provide a shuttle system like the Emery-go-round. Park off site, with shuttles – Bart - Amtrak – remote parking. Shuttles to MacArthur BART, many more locations. Chapter IV.B: Transportation
Circulation and Parking

- 54. Public transportation incentives. Need to address mass transit issues. How do we encourage use of mass transit as opposed to cars? Chapter IV.B: Transportation
Circulation and Parking

- 55. What about frequent reliable 24-hour transit from Macarthur BART etc. Chapter IV.B: Transportation
Circulation and Parking

- 56. BART: Eliminate parking needs by improving BART access from the “Kaiser Light Rail” system from Macarthur and 19th Street stations Chapter IV.B: Transportation
Circulation and Parking

Topic Raised:

**Relevant
EIR Section:**

Pedestrians and Bikes

57. Safe Crossings: Need for safer pedestrian pathways. Better cross walks and more of them. Make MacArthur crossing safe for pedestrians to cross. Sufficient traffic lights to slow and guide traffic so pedestrians can get around easily. Pedestrian crossing at MacArthur Boulevard is unsafe. Enable pedestrians to cross MacArthur more safely. Chapter IV.B: Transportation Circulation and Parking
58. Need to evaluate pedestrian uses. Kaiser and the City of Oakland should share the cost of renovating sidewalks along Piedmont, especially given the large number of seniors who live in the neighborhood. Chapter IV.B: Transportation Circulation and Parking
59. Bike Parking: I don't know of any existing and haven't seen any plans for bicycle parking. Please consider this. Provide secure covered bike parking. Secure covered bike parking close to entry's Chapter IV.B: Transportation Circulation and Parking
60. No pedestrian bridge. How about tunnels? Chapter IV.B: Transportation Circulation and Parking
Chapter V.C: Alternatives
61. Bike lanes: Provide calm designs for Broadway and MacArthur with bike lanes. Bike lane MacArthur & Broadway Chapter IV.B: Transportation Circulation and Parking

Neighborhood Traffic Impacts

62. Increase in traffic flow, noise, and parking on neighborhood streets Chapter IV.B: Transportation Circulation and Parking
63. Reduce intrusion into Manila neighborhood. No commercial traffic on Manila. No public entry from Manila Avenue. Manila Ave. blocked (barrier) off for entrance/exit from MacArthur Blvd. Place a street barrier at the end of surface level parking to keep traffic to a minimum on Manila Ave. Extend traffic median improvement further west on MacArthur. No entrances/exits access from/to Manila Avenue Chapter IV.B: Transportation Circulation and Parking
64. We're worried about traffic impact on Westall. Ideas to consider: 1) blocking off Westall, 2) 24-hour permit parking Chapter IV.B: Transportation Circulation and Parking
65. Fix timing of lights on Broadway, through traffic on Howe will go down Broadway, where it belongs Chapter IV.B: Transportation Circulation and Parking

Alternatives:

66. Building height is too high and not proportional to the neighborhood - The massing of structures impacts surrounding neighborhood through increased shadows and minimizing views. - Chapter V.C: Alternative 4

Topic Raised:

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| 67. Presence of a parking garage next to residences has potential negative impact and creates a nuisance to neighbors - The size and intensified use of the MOB Honda site impacts neighbors. - Presence of a parking garage next to residences has potential negative impact. - The width of the Broadway lot is not enough for a structure with two driveways (65 ft. minimum needed per ramp). - A 7-story parking lot is too massive so close to Manila Avenue. - Broadway parking garage should be under ground (no parking next to people's backyards). - Blank walls of garage. Noise and pollution from parking garage close to residents. - Broadway parking garage: Pollution, Noise (Alarms, tires) and Car lights. No parking against residential properties. No entrances from Manila for any parking | Chapter V.C: Alternative 4 |
| 68. Compatibility of design and size of parking structures is needed. - Building height is too high and not proportional to the neighborhood - The massing of structures impacts surrounding neighborhood through increased shadows and minimizing views | Chapter V.C: Alternative 3 |
| 69. Reduce scale of entire plan. It is too ambitious for its location | Chapter V.C: Alternative 2 |
| 70. Pedestrian bridges degrade pedestrian environment and discourage transit riders and walkers. - Minimize walkways that are above streets and not open to streets; activate streets. - Underground tunnels not skyways. - No sky bridges across streets; place tunnels under streets with underground parking. - If pedestrian bridges are necessary, the City should require public pedestrian crossings at Broadway. Not isolated sky bridges. | Chapter V.C: Sub-Alternative |
| 71. Report seismic condition of MacArthur/Broadway Center – propose phased demolition/rehabilitation | Chapter V.C: No Project Alternative |

Project Description:

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| 72. Explain the Phasing plan; Phase 1 & 2 should be east of Broadway | Chapter III: Project Description
Chapter V.C: Alternative 3 |
| 73. Show the City and neighborhood the long range development plan of Kaiser. Have global assumptions of Kaiser's building sites been studied by the City? How much can be accomplished by upgrading existing facilities and minimizing new construction? Master Plan – limits to growth (get ahead of the ball) | Chapter III: Project Description |
| 74. Want to be sure there is no expansion into Mosswood Park | Chapter III: Project Description
Chapter V.C: Alternative 3 |

Topic Raised:

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| 75. Why not utilize the motels instead of leaving them. What is the plan for the Area? Why not utilize the motels instead of leaving them? Why isn't Kaiser buying the motels on W. MacArthur? These are sources of crime. Instead they are threatening homes. Acquire motels, make shops, restaurants, etc. from "AAA" to Broadway. Can anything be done to deal with the motels on W. MacArthur? Zoning long term to transition "motel alley" into a vibrant urban street, with connection to Kaiser & BART transit village | Chapter III: Project Description |
| 76. Return Manila Ave to Manila – The panhandle of Honda site should be returned to residential usage | Chapter III: Project Description |

Other Issues: (not addressed in the EIR, but that have been consider during project review, as appropriate)

Social and Economic Issues:

- 77. HUGE prostitute problem on W. MacArthur from Broadway – Telegraph
- 78. Crime is a big issue here. How is Kaiser addressing this?
- 79. Loss of property tax increments for the Transit Village Redevelopment Area
- 80. Potential negative impact on property values
- 81. Possible disconnect of commercial corridor to neighborhood
- 82. Loss of tax revenue to City of Oakland as Kaiser occupies land, which no longer generates tax revenue (Kaiser pays no taxes).
- 83. Drug dealing in Mosswood Park and all along W. MacArthur
- 84. Changing the economic use of Broadway. How does that affect the long-term viability? – Splits Broadway in two.
- 85. HUGH prostitute problem on W. MacArthur from Broadway past Telegraph. Motels contribute as flop houses and beds for the prostitutes. What can be done? Get rid of motels

Urban Design Issues /Neighborhood Compatibility

- 86. Integration of the design to fit with the character of the neighborhood
- 87. Kaiser signs on Manila Avenue (it is a residential street).
- 88. Trees planted on Manila Ave. to give neighborhood "feel" to office building facing Manila.

Height and Mass

- 89. Presence- of long blank walls is not pedestrian-friendly
- 90. Building height is too high and not proportional to the neighborhood
- 91. The existing Kaiser Bldg is already an out of scale looming (hideously ugly) presence. A solid wall of Kaiser existing at 650' is completely freighting.
- 92. The existing tower is an ugly eye sore. What, you're planning two more ugly towers?

Urban Retail Corridors / Sky Bridges

93. Maintaining retail corridors at street level
94. Strengthen Hospital – Piedmont Avenue pedestrian connections and retail markets.
95. Make beautiful “Glass Area” along the street (Broadway) hope lots of plantings are included also.

Campus Design Plan Ideas

96. Move buildings away from sidewalk
97. Move center of gravity away from Piedmont and Manila towards 580
98. Show an urban campus plan with creek, open space, and passage through campus
99. Obvious improvement to surrounding area
100. New hospital footprint: Take wall down to street level and landscape spaces around hospital at ground level be surrounded with a Plaza.
101. Open, active uses along Piedmont Avenue, especially north of MacArthur.
102. Originally Kaiser was going to remove 4 stories of the existing tower, now it seems they are only removing 3 - why?
103. Have the best architect and design team to create the excellent buildings and campus
104. Wide sidewalks, buildings at street edges, open spaces in hospital campus.
105. Roof garden solar access
106. Design to seduce pedestrians to inhabit space
107. Go up on M-B site (Mass more there)
108. Benches with shade on street and in park
109. Keep most development in MacArthur – Broadway shopping center block
110. Widen sidewalks make use of them for a few restaurants/cafes with out door seating.
111. Kaiser leases to retail along Broadway and MacArthur
112. The City should start a re-development urban design process right now to find synergies with the Kaiser project. What can the City propose to mediate and respond to Kaiser? Particular issues: 1) Commercial activity on streets, 2) pedestrian crossings and traffic calming, 3) Mosswood Park improvements.

Project Area

113. Consider Mosswood park and other open space as extensions of the Kaiser Urban Campus
114. What are your plans for Piedmont Street across from proposed new facility? (Between MacArthur and Westall and the alley called Warren Ave.)?
115. What is the plan for the highlighted area around 40th and Manila?
116. Further expansion of Kaiser (beyond proposed project) should look south of 580
117. Will pro audio property, the historic carriage property, be included in the possible future plan?
118. “Fine texture” of neighborhoods – let’s make it finer – The “texture” of MacArthur below Broadway is disgusting – level the crack hotels.
119. Partner with Affordable Housing Associates (or similar) to replace/relocate/consolidate low-income housing (pleasant condo – style not cracked-out motels!)
120. Build to west of Broadway only as last resort.
121. Think further ahead where will Kaiser expand next? 50 + year horizon.
122. No more crack motels in surrounding area.
123. What is the impact to Transit Village? Don’t understand.