# CHAPTER II
# Revisions to the Project

The project sponsor has initiated a number of revisions to the proposed Kaiser Permanente Oakland Medical Center (OMC) Project described and analyzed in the Draft EIR. Some revisions respond to input received from the City, public comment and community feedback, effects identified in the Draft EIR, as well as anticipated changes in Kaiser Permanente's property acquisition opportunities. This chapter describes the revisions to the project and discusses any resulting changes to the environmental impacts identified in the Draft EIR.

Several comments received on the Draft EIR address aspects of the project that are now revised. The responses to comments presented in this Final EIR (Chapters IV through VI) acknowledge the project revisions and, as appropriate, responds in light of the revisions.

Revisions to the project entail:

- Removal of the American Automobile Association (AAA) property (Site 9) from the Kaiser Permanente OMC project site and proposed rezoning area;
- Removal of the surface employee parking lot on the West Broadway MSB and vehicular access to the project site directly from Manila Avenue (except for access required for construction and maintenance of landscaped areas); and
- Acceleration of Phase 3 ground-floor retail uses in the West Broadway Garage to Phase 1.
- Inclusion of residential properties on the east side of Manila Avenue in the proposed rezoning, with use limitations for future Kaiser Permanente uses and maintenance of existing R-70 Zoning as an underlying zone.

As explained below in detail, the proposed project revisions do not constitute "significant new information", result in new significant impacts, or otherwise meet the requirements for recirculation of the Draft EIR under CEQA Guidelines Section 15088.5.

## A. Removal of AAA Site

The Kaiser Permanente OMC project site analyzed in the Draft EIR included the existing 19,000 square-foot administrative office building of the American Automobile Association (AAA) on 1.1-acre parcel at the northwest corner of West Macarthur Boulevard and Shafter Avenue, three

blocks west of Broadway. (The site is depicted and described throughout the Draft EIR as Site 9.) Phase 1 of the project included the planned remodel of the building to accommodate a variety of Kaiser Permanente's administrative services currently in the M/B Center tower. An existing 75-space surface parking lot would remain for Kaiser uses. As stated on Draft EIR page III-12, Kaiser Permanente had not acquired the AAA property at the time the Draft EIR was published. As of preparation of this Final EIR, Kaiser indicates that it is no longer in negotiations for the property.

As of publication of this Final EIR, Kaiser Permanente is in negotiations for the purchase of an existing approximately 40,000 square-foot administrative office building at 4501 Broadway, approximately seven blocks north of Macarthur Boulevard. Until early 2006, the property was fully leased and occupied by the Alameda County Services administrative operations. The building is currently vacant and, like the AAA building, would require seismic upgrades and interior remodel to accommodate Kaiser Permanente's administrative services. A 90-space surface parking lot exists onsite to serve the building. The site is currently zoned C-40 Community Thoroughfare Commercial / S-18 Mediated Design Review Combining Zone and is within the Community Commercial General Plan land use classification (similar to the existing zoning and general plan classification at the project site along Broadway further south).

The property at 4501 Broadway, or some other not-yet identified existing building in the vicinity of the Kaiser Permanente OMC, will be required to replace the AAA property. The AAA property would have accommodated approximately 19,000 of the 34,700 total square feet of workspace needed for administrative or support functions not required to be located "onsite" (i.e., within one block) of the Kaiser Permanente OMC campus. The 4501 Broadway property could potentially accommodate the total 34,700 square feet needed for these functions that can be located "offsite" (i.e., within regular shuttle distance of the Kaiser Permanente OMC). For comparison, the total area needed for direct patient care and support functions that need to be located "on-site (and that would be located in the West Broadway MSB in Phase 1) is approximately 160,000 square feet.

## Environmental Effects of Removing the AAA Site

No significant impacts were identified in the Draft EIR that specifically related to the AAA property as part of the Kaiser Permanente OMC project site. Assuming that the existing AAA uses continue to operate at its current location, with-project conditions would remain similar to existing conditions at the site. The projected maximum 72 total daily peak-hour cut-through trips on Shafter Avenue attributed to Kaiser Permanente's use of the AAA building (with implementation of Mitigation Measures B.3b and B.3c) (45 percent of maximum AM peak-hour and 50 percent of PM peak-hour trips shown in DEIR Table IV.B-14 are generated by the project) would be substantially reduced. However, the recommended improvements to extend the existing median on West MacArthur Boulevard at Shafter Avenue to eliminate left turns onto Shafter from West MacArthur, and to monitor traffic volumes and speeds on Shafter Avenue between MacArthur Boulevard and 38th Street after the West Broadway MSB and Garage are in full operation (DEIR p. IV.B-52), are still warranted because traffic generated by the West Broadway Garage could potentially cut-through on Shafter Avenue.

The potential introduction of Kaiser Permanente's medical-related administrative office uses to the 4501 Broadway property or other existing site would not constitute a material change in use or operational characteristics compared to the previous Alameda County Services Administration uses. Kaiser Permanente would not be required and does not propose to rezone the property or amend the existing General Plan land use classification as proposed for the remainder of the Kaiser Permanente OMC Master Plan project site to the south. Since no changes would occur to the height, location or configuration of the buildings and site layout, there would be no changes in the existing visual quality setting (aesthetics, shadows, views, and wind), the potential to affect any historical resources that may existing in the area of the site (such as the Oakland Technical High School building located directly south of 4501 Broadway), or effects to biological, geological, or hydrological resources, or hazardous materials. There would be no change in the proposed development program analyzed in the Draft EIR (e.g., number of employees, phasing, etc.), thus there would be no change in population, employment and housing effects or public services and utilities.

The potential shift of approximately 19,000 square feet of medical administrative functions from the AAA site to the 4501 Broadway location would not alter local traffic circulation and trip distribution from those assumed in the Draft EIR. Since the trip generation for the 4501 Broadway site would be similar to the previous use at this site, no additional changes to the traffic patterns in the area are expected . As a result, traffic, and traffic-related air quality and noise impacts would also not be substantially different than those analyzed in the Draft EIR.

# B. Removal of Surface Parking Lot and Vehicular Access at Manila Avenue

The Kaiser Permanente OMC project analyzed in the Draft EIR included a 34-space surface lot for staff-only parking that would be located west of the West Broadway Medical Services Building (MSB) (Site 7) and accessed via Manila Avenue. Kaiser Permanente has deleted this parking lot from the project site and the 16,700 square-foot area (which is currently paved) would be incorporated into the proposed landscaped area or "serenity garden" associated with the West Broadway MSB.

## Environmental Effects

*Traffic and Circulation.* The amount of cut-through traffic on Manila Avenue, discussed starting on Draft EIR page IV.B-50, would be reduced as a result of eliminating the surface parking lot, but some cut-through traffic on Manila would likely still occur since Manila Avenue would still be a potential alternative access route to the West Broadway Garage unless Mitigation Measure B.3c which consists of extending the existing median on West MacArthur Boulevard at Manila Avenue to eliminate left turns from West MacArthur boulevard into Manila Avenue (DEIR p. IV.B-52) is implemented.

*Reduced Impervious Surface Area.* Removal of the surface parking lot would further reduce the existing amount of impervious surface on the project site, which for Site 7 was a reduction from

95 percent (existing) to approximately 85 percent as reported on page IV.G-23 of the Draft EIR. Although the project proposed landscaped areas within the parking area, the revised development of a landscaped area will further reduce the volume and velocity of stormwater runoff from the site which affects flooding impacts and further compliance with the NPDES C.3 provisions of the permit project.

*Land Use Compatibility.* The Draft EIR describes the series of project sponsor changes to the portion of the West Broadway site (Site 7) that fronts Manila Avenue and is adjacent to residential uses in an effort to minimize potential effects. As described starting on DEIR page IV.A-10, an originally proposed one-story portion of the West Broadway MSB was replaced by the 34-space employee parking lot. As stated in the Draft EIR, the parking lot would not have resulted in significant environmental impacts or policy conflicts related to land use compatibility with adjacent sensitive land uses. However, the revised proposal for a landscaped area would be further compatible with adjacent uses, eliminating the potential nuisances associated with a surface lot adjacent to residential uses, as is common in urban areas (e.g., tires squealing, engines starting, doors slamming, car alarms, and people talking.) As discussed on DEIR page IV.D-21, noise levels within open air parking lots average around 60 to 65 dBA $L_{eq}$ at 100 feet (University of California, 2003). Therefore, existing daytime noise levels at the affected receptors along Manila Avenue combined with parking lot noises would not result in noise levels considered significant per the CEQA significance criteria.

# C. Full Ground-Floor Retail in Phase 1

The Kaiser Permanente OMC project analyzed in the Draft EIR included development of 1,700 square-feet of retail area at the ground floor of the West Broadway Parking Garage in Phase 1. An additional 6,000 square feet of retail area on the ground floor of the garage would be developed in Phase 3, after completion of the Phase 2 and Phase 3 parking garages which would absorb the "surplus" parking proposed in the West Broadway Garage in Phase 1. Consistent with one of the elements of the Reduced West Broadway Parking Garage / Full Retail Alternative 3 analyzed in the Draft EIR, the Kaiser Permanente has revised to the project to include development of the total 7,700 square feet of ground-floor retail in Phase 1.

## Environmental Effects

The Draft EIR analysis did not identify any unique environmental effects specifically associated with the development or inclusion of ground-floor retail land uses on Site 7. The incorporation of additional retail space at the ground floor of the West Broadway Parking Garage in Phase 1 does not affect the height of the garage structure above the first story. However, it would result in 38 fewer ground-level parking spaces that would be accessed via Broadway. Developing 6,000 additional square feet of pedestrian-oriented retail uses[1] in Phase 1 would likely increase the amount of on-street pedestrian activity in Phase 1, but the total retail area and uses would remain

[1] Includes specialty restaurants, health food store, coffee shops, printing and copy services, dry cleaner pick-up, shoe repair and other specialty retail, as stated on DEIR p. III-20 of the Project Description, Chapter III.

the same as analyzed for buildout of the project, thus there would be no change in impacts identified in the Draft EIR.