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**RCPC** ROCKRIDGE COMMUNITY PLANNING COUNCIL  
4900 SHATTUCK AVE., PO BOX 22504 OAKLAND, CALIFORNIA 94609  
[www.rockridge.org](http://www.rockridge.org)

April 2, 2021

Delivery by mail to Steven Berndt

Delivery by electronic mail to [Gina.Crowley@albertsons.com](mailto:Gina.Crowley@albertsons.com)

April 2021

Gina Crowley  
Property Manager  
5918 Stoneridge Mall Road  
Pleasanton, CA 94588-3229

CC:

Steven Berndt, Vice President Real Estate, Albertsons  
RCPC Board of Directors  
Glenn Alex & Joel Rubenzahl, Berkeleyans for Pedestrian Oriented Development (BPOD)  
David de Figueiredo, Jerome Buttrick, Zachary Walton, John Chalik, Larry Henry, FANS  
Libby Schaaf, Mayor of ryaryaOakland  
Dan Kalb, City Councilmember  
Ryan Russo, Director, Oakland's Department of Transportation  
William Gilchrist, Director, Oakland's Planning & Building Department

**Subject: Rockridge Community Planning Council (RCPC) Letter of Intent in relation to 2012 Settlement**

Dear Ms. Crowley:

With this document, the Rockridge Community Planning Council (RCPC) hereby declares its intent, on behalf of the three Community Groups that are signatories on the settlement agreement of December 18, 2012 ("2012 Agreement") and the amendment to that agreement of January 6, 2014 ("2014 Agreement"), and pursuant to Paragraph 3 of the 2012 Agreement and Paragraph 12 of the 2014 Agreement, to seek the approvals and permits from the City of Oakland needed to implement Improvement Measures intended to address impacts from the College Avenue Safeway Project that had not been addressed in the EIR for that project and seeking funds available from Safeway under those paragraphs for their implementation.

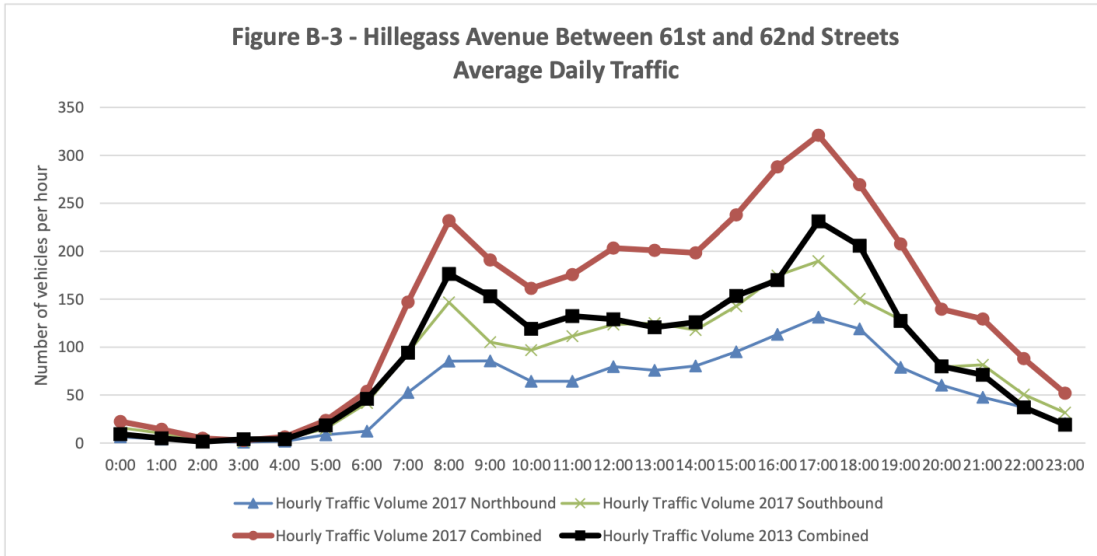
## A. Notice of Intent

With this document, RCPC declares its intent, pursuant to sections referenced above, of soliciting a first tranche of funds from Safeway in the amount of **\$53,000** to be used towards creating the construction design documents and obtaining the preliminary City approvals and permits needed for the Improvement Measures to be described below. The three Community Groups expect that completion of these projects will eventually utilize the full \$400,000.00 identified in the two settlement agreements.

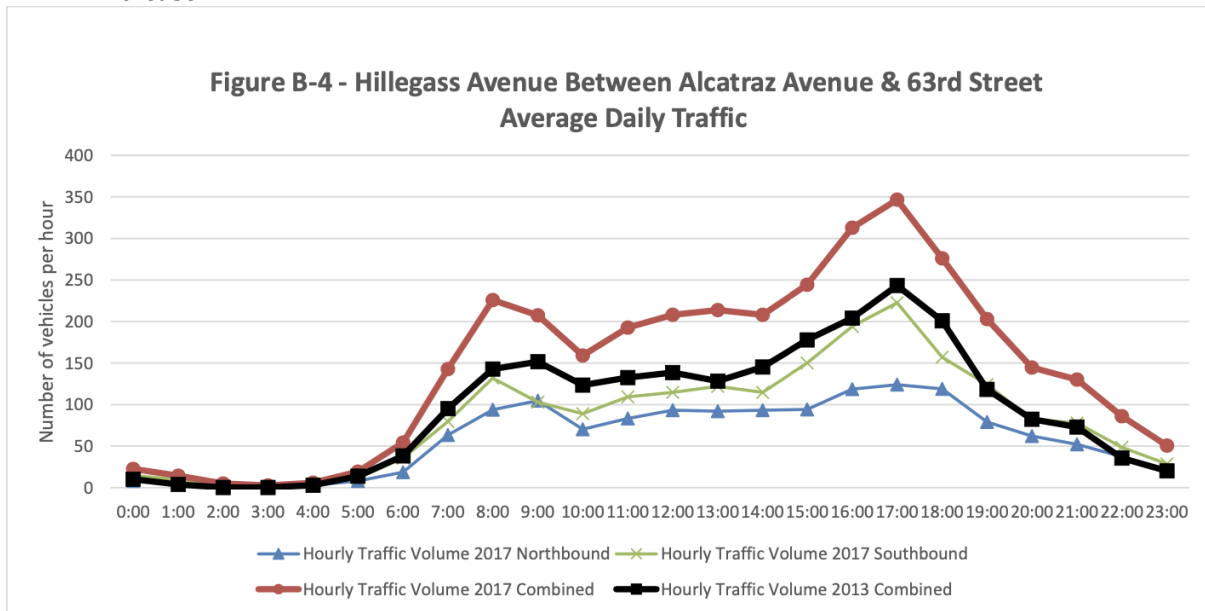
## B. Discussion of the Need for the Improvement Measure

Residents in the vicinity of the College Ave. Safeway Project as well as RCPC members have noticed heightened vehicular traffic along Hillegass, Alcatraz, and Benvenue Avenues. Traffic increases on the side streets were documented in a study prepared by Fehr and Peers in 2018 comparing pre-project and post-project traffic.

- Hillegass Ave. between 61<sup>st</sup> and 62<sup>nd</sup> experienced a 50% increase between 2013 and 2017, with average daily volume jumping from 2,234 to 3,347 and significant increases in traffic throughout the day.



- Hillegass Ave between 63<sup>rd</sup> and Alcatraz experienced a 52% increase and a 16% peak hour increase



- Benvenue Ave between Alcatraz & Woolsey experienced a 3% increase



The traffic study only looked at residential side streets and did not look at traffic on Alcatraz between Telegraph Ave. & College Ave. However, as Alcatraz is a key thoroughfare through the neighborhood and leads directly to the Safeway site, and as evidenced by its increased congestion in the afternoon peak commute hours, it almost certainly has also experienced a large and quantifiable increase in traffic.

In an RCPC-organized meeting, including representatives of BPOD, FANS, and nearby residents, to discuss Safeway's impacts on the community and to identify how to address those impact through Improvement Measures, community members focused much of their attention on discussing the impacts of the project in increasing traffic along Alcatraz and adjoining side-streets, posing increased risks for residents walking or biking (as Alcatraz cuts across a major bike lane connecting the community with Berkeley).

After careful discussion of the impacts of the Safeway development, community members agreed upon 5 priorities as part of the Improvement Measures. These are, in rank order, listed below:

- Rectangular Rapid Flashing Beacons to improve pedestrian and bicyclist safety for those using the existing crosswalks at Colby Ave. and Hillegass Ave. to cross Alcatraz Ave.
- Bulb-outs for the crosswalk where Hillegass Ave crosses Alcatraz Ave.
- Speed humps on Hillegass Ave between:
  - Alcatraz Ave. and Woolsey St.
  - Alcatraz Ave. and 63<sup>rd</sup> St.
  - 62nd St. and 61st St.
  - 61st St. and Claremont Ave.
- Speed humps on Benvenue Ave between Alcatraz Ave and Woolsey St
- New crosswalk across Alcatraz Ave at Benvenue Ave, with bulb-outs

## Map of Neighborhood with Proposed Improvements



### C. Estimate of the Cost to Implement

The project will likely need to be broken down into 2 phases, and consequently 2 tranches of funding disbursement. **Phase 1 (\$53,000) will be the planning and design phase, with phase 2 (the remainder of the \$400,000) focused on permitting and construction.**

It is necessary to break down the project into these 2 phases, as construction costs vary tremendously block-to-block and depend on the design, need for any electrical work, and possible impacts of the work on municipal utilities, PG&E, and/or cable providers.

#### Phase One (2 - 5 Months)

RCPC proposes contracting with Kimley Horn to estimate project costs and provide designs for the construction that would be undertaken in phase 2. More specifically, RCPC will secure the services of a transportation contractor to provide:

- Final construction documents, signed and sealed by an Engineer registered in the State of California.
- City of Oakland Encroachment Permit Submission
- Estimated construction costs and feasibility analysis

#### Phase Two (6 – 18 Months)

For this phase, RCPC will submit a 2<sup>nd</sup> letter of intent detailing the specific items to be constructed and estimated costs that emerge from phase 1. These will be based on the bulleted priorities listed in Section B.

Phase two will focus on securing the necessary permits and approvals from the City of Oakland, hiring a construction contractor, and completing the construction. We will likely also need to hire a construction manager to oversee the project's construction.<sup>1</sup>

<sup>1</sup> Multiple transportation experts have informed RCPC that hiring a construction manager will be both more efficient and less expensive than having the City oversee the construction directly. The City commonly utilizes this approach for similar, privately-funded projects.


## D. Accounting Disbursed to Date

To date, Safeway has not disbursed any funds to RCPC as part of this settlement agreement

## E. Next Steps

We appreciate your prompt consideration of this letter and look forward to hearing from you at your earliest convenience. Should you have any questions, please direct them to RCPC Transportation Committee Chair, Matt Levy, at 310-741-1812 or [mjmlevy@gmail.com](mailto:mjmlevy@gmail.com).

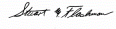
Sincerely,

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Leonora Sea  
RCPC Board Chair

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Matt Levy  
RCPC Transportation Committee Chair

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Stuart Flashman  
RCPC Land Use Committee Chair

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Glenn Alex  
Representative, Berkeleyans for Pedestrian Oriented Development

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Joel Rubenzahl  
Representative, Berkeleyans for Pedestrian Oriented Development

## Appendices

1. Original Settlement Agreement dated 12/18/ 2012
2. Letter Agreement Amending Settlement Agreement dated 1/6/2014
3. Fehr & Peers Memo: College Avenue Safeway – Residential Neighborhood Traffic Monitoring Program – 2017 Post Project Results
4. Proposal from Kimley Horn for Phase 1