

Exhibit B
Kimley Horn Response Letter
Dated September 27, 2019



September 27, 2019

Mark Stefan
AG-CCRP Public Market, LP
170 Grant Avenue, Sixth Floor
San Francisco, CA 94108
(transmitted via email)

RE: *Emeryville Public Market Parcel B – Baseline Traffic Response to Appeal Letter*

Dear Mr. Stefan:

For the proposed Parcel B project in the Emeryville Public Market, an appeal letter was submitted. Only a portion of the letter was provided to Kimley-Horn on September 24, 2019. The comment states:

Applicant references the trip comparison analysis prepared by Kimley-Horn. This was not a traffic analysis. Unlike traffic studies conducted for other PDPs, it did not update baseline traffic conditions or provide any meaningful analysis of traffic impacts at nearby intersections or freeway segments. For instance, in its approval of prior FDPs for Parcel B and Parcel C, the City relied on a traffic analysis comparing existing traffic volumes to the existing and forecasted conditions documented in the project EIR to determine if baseline conditions have substantially changed since the PDP was approved. (See May 18, 2015 Memorandum from Fehr and Peers to City regarding Marketplace Transportation Assessment.) That memo is now four years old and should be updated before the City takes action on the Project.

Kimley-Horn Response: The original Environmental Impact Report (EIR) for the Marketplace Redevelopment Project dated June 2007 analyzed multiple scenarios including Existing Conditions (2005 and 2006), Future Year 2010, and Future Year 2030. The Future Year 2030 conditions were analyzed based on a list of approved, planned, and potential developments for the City of Emeryville, in addition to estimates of vehicle trips traveling through the City of Emeryville based on the Alameda County Congestion Management Agency (ACCMA) travel demand forecast model. Therefore, the EIR traffic analysis accounts for future volume growth at the study intersections.

The Fehr and Peers memorandum dated May 18, 2015 compared the existing counts at the time in 2014 with the estimated Future Year 2010 and Future Year 2030 volumes to determine if the traffic volumes in the study area have grown at a faster rate than projected in the original EIR. At most of the study intersections reviewed, the 2014 counts were not only less than the Future Year 2010 and Future Year 2030 volumes, but were also less than the 2005 counts in the EIR.

It is our understanding that there has not been any major development in the study area between 2014 and 2019 (the City of Emeryville can confirm this) to warrant a concern that the 2019 volumes have increased significantly since 2014. Therefore, the conclusions from the Fehr and Peers memorandum would still hold true. In addition, even if volumes from 2014 have grown, these

volumes were less than the 2005 counts, and therefore would likely still be less than the Future 2030 traffic forecasts. With this understanding, Kimley-Horn estimates that the current traffic is less than the Future Year scenario analyzed in the original EIR, the project is generating fewer trips than analyzed in the EIR, and therefore no new traffic impacts are projected based on the new development plan for Parcel B.

Sincerely,



Ben Huie, P.E.
California Professional Engineer #C76682