**October 16, 2018**

# SB 343

Senate Bill 343 mandates supplemental materials that have been received by the City Clerk's office that relate to an agenda item after the agenda packets have been distributed to the City Council be available to the public.

The attached documents were received in the City Clerk's office after distribution of the October 16, 2018, City Council meeting agenda packet.

**Item 6.1**

Allen Matkins

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**David H. Blackwell**
E-mail: dblackwell@allenmatkins.com
Direct Dial: 415.273.7463 File Number: 375343-00001/SF1092264.04

**Via Electronic Mail**

October 10, 2018

John D. Bakker, Esq.
City Attorney
City of Dublin
100 Civic Plaza
Dublin, CA 94568

**Re: IKEA Retail Center Project (PLPA-2016-00016)**

Dear John:

During the September 25 Planning Commission meeting, questions were raised about the effect of a project disapproval by the City Council. I submit this correspondence to set forth applicant IKEA's intentions and resolve, and to note some potential outcomes, should the project be disapproved.

The proposed Glen at Dublin project before the City Council has been heavily vetted by the public, Staff, the Planning Commission, and the City Council, and revised accordingly. Disapproval of the pending project would likely cause IKEA to revert to the site's existing entitlements. This action would result in a development that is less desirable than the project that is currently proposed. In addition, it would limit the City's ability to revise or disapprove the replacement project. These two factors are discussed below.

Since the purchase of the site in February 2016, the public and elected officials have urged that the development include a lifestyle retail center instead of a single IKEA store and large amounts of surface parking. IKEA redesigned its initial proposal accordingly, and now half of the parcel is devoted to pedestrian-friendly lifestyle retail uses, while IKEA's surface parking has been moved to an underground structure on the IKEA store parcel.

As you have explained to the City Council and the Planning Commission, the City Council approved development of a 317,000 square foot IKEA retail store and 137,000 square foot lifestyle center in 2004, including a General Plan Amendment to the General Commercial land use designation that exists today. The land use designation for this parcel allows between 239,144 and 717,433 square feet of development based on its Floor Area Ratio range of 0.20-0.60. The property is currently entitled for up to 327,400 square feet of commercial uses.

IKEA has made a significant investment in this property and in Dublin. It is important for IKEA to be here, and it will zealously protect its property rights, including those set forth in the federal and state constitutions. IKEA has established investment-backed expectations regarding this property, which it initially established through its 2004 approvals and its General Plan designation.

Staff has identified many reasons why the Council should approve this project. The public response to the quality of the project and the plan has been very positive. For the reasons set forth above, disapproval of this project will lead to a City approval of a replacement project that is less desirable than the one before it, which would be a suboptimal outcome for the City and its residents.

Very truly yours,

David H. Blackwell

DHB:kem

# Community Development Department
# Planning Division
# MEMORANDUM

**DATE:** October 16, 2018

**TO:** City Council

**SUBJECT:** **IKEA Retail Center Project – Identical Comments of Support (SB343)**

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The City received numerous emails of support of the project that were identical in content. The emails provided prior to the finalization of the October 16, 2018 City Council agenda were provided as Attachment 17 to the IKEA Retail Center staff report. Those that were submitted after the agenda packet was finalized are summarized below. A sample email is attached. A list of all those who submitted this comment is provided below:

1. Cathy Petersen
2. Sierra
3. Mikayla Rasmussen
4. Sagar Krishnaraj
5. Prasad
6. Thanakorn Thienprasithi
7. Nelanne
8. Kalei
9. Camilla Cavallini
10. Swetha
11. Rodolfo Barron
12. Maria Soto
13. Antariksh De
14. Annemarie McHugh
15. Richard Lietz
16. T
17. Sami Nawwar
18. Eileen Barr
19. Tina Belden
20. Giavanni Coleman
21. Carolina Ferrero
22. Hsiuling Chang
23. Amy Last
24. Jean U
25. Krystal Sandoval
26. Balaji Venkataraman
27. Karamjit Kaur
28. William Lin
29. Ania Woodworth
30. Nimisha
31. Yes
32. Jim Hansen
33. Delee Bodie
34. Khalida Nabizad
35. Greg Kanrsky
36. Joan Levine
37. Larry
38. Pamela Prince
39. Deborah
40. Milt Kallas
41. Vanessa Romero
42. Tiago Carvalho
43. Molly
44. Katherine Utsumi
45. Ignatius H Chinn
46. Paul Reeves
47. Rudy Portugal
48. Melissa Hardy
49. Armida V. Mussen
50. Tara Arnold
51. Sonali
52. Ignatius H Chinn
53. Yamini
54. Danielle Oda
55. Quinn Vo
56. Francis Pereira
57. Valentina Batyuk

## Amy Million

SAMPLE

**From:** Janine Thalblum
**Sent:** Thursday, October 11, 2018 6:55 AM
**To:** Chris Foss
**Subject:** Fwd: Please Approve IKEA in Dublin

Sent from my iPad

Begin forwarded message:

> **From:** Cathy petersen <ggl4ms1@gmail.com>
> **Date:** October 11, 2018 at 6:43:25 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: Please Approve IKEA in Dublin**
> **Reply-To:** googleforms@noreply.com
>
> Dear Mayor & City Council,
>
> I support IKEA's retail project, The Glen.
>
> With IKEA, The Glen will bring essential tax revenue, hundreds of jobs, and a high quality mix of retail and restaurants to our community. It will be a positive addition to Dublin and I urge you to approve it.

| | |
|---|---|
| **Name:** | Cathy petersen |
| **Email:** | cathypetersen@comcast.net |
| **Address:** | 7936 Riviera Ct, Pleasanton |
| **Phone Number:** | 510-816-1436 |

Send personalized emails with Mail Merge for Gmail.

This email was sent via the Google Forms Add-on.

## Amy Million

**From:** Tom Cignarella <tom.cignarella@gmail.com>
**Sent:** Thursday, October 11, 2018 9:12 AM
**To:** City Council; Amy Million
**Subject:** No to IKEA

For the 10th time, I reiterate my vote **NO to Ikea** in Dublin.

If the mayor or council does vote for this, I will vote the opposite of them at this upcoming election and everyone after that.

Tom Cignarella.

## Amy Million

**From:** 9259977780@mms.att.net
**Sent:** Thursday, October 11, 2018 2:23 PM
**To:** City Council; Amy Million
**Attachments:** text_0.txt

text_0

NO on Ikea

**San Francisco Bay Chapter**
Serving Alameda, Contra Costa, Marin and San Francisco counties
2530 San Pablo Avenue, Suite I
Berkeley, CA 94702

October 14, 2018

City of Dublin
100 Civic Plaza
Dublin, CA 94568

## Item 6.1 IKEA Retail Center (PLPA-2016-00016)

Dear Mayor Haubert and Councilmembers Goel, Gupta, Hernandez and Thalblum:

Based on the Supplemental Environmental Impact Report (SEIR) that has been presented by the applicant, IKEA, Sierra Club strongly opposes this project.

The primary focus of our objections is on traffic and greenhouse gas emissions that will be generated from the nearly 18,000 additional car trips on Saturdays as well as the nearly 9,000 additional car trips per day on every weekday.

Traffic congestion diminishes the quality of life for everyone, but especially in Dublin and the rest of the Tri-Valley. According to GPS-maker TomTom's Traffic Index 2017, the San Francisco Bay Area has the second worst traffic congestion in the entire United States, exceeded only by Los Angeles. Locating IKEA in Dublin will make traffic congestion significantly worse, <u>and nothing can be done</u> to make that traffic impact less than significant, according to the SEIR. This will negatively affect all of us on a daily basis.

Regarding greenhouse gas emissions, you probably are aware of the very recent Intergovernmental Panel on Climate Change (IPCC) *Special Report on Global Warming of 1.5º C*, released just days ago on October 8. The report highlights a number of very serious climate change impacts <u>that can be avoided</u> by limiting global warming to 1.5º C compared to 2.0º C or more. The report notes, however, that limiting global warming to 1.5º C will require "rapid and far-reaching" transitions in land, energy, industry, buildings, transport and cities. "The decisions we make today are critical in ensuring a safe and sustainable world both now and in the future," stated Debra Roberts, Co-Chair of IPCC Working Group II. "The next few years are probably the most important in our history."

Approving this IKEA project is precisely the opposite of what responsible elected leaders should do to avoid the worst impacts of climate change. Our safety requires our leaders to do the right thing.

Dublin Planning Commissioners voted 4 – 1 against this project and noted that traffic cannot be mitigated to a less than significant impact. In addition, IKEA made it clear that BART will not be considered as a means of transporting its customers. By removing BART from the picture as a primary mode of transportation to its store will bring about more congestion to roads that are already overly congested.

Per the SEIR, Caltrans is requiring that the applicant show proof that it has worked with the City of Pleasanton prior to any building permits being issued and that IKEA has not shown any mitigation measures for the project's significant impact on I-580. Caltrans has stated that IKEA would need to make a significant monetary contribution in order for this to take place.

A review of the SEIR was conducted by Mark Hagemann , P.G., C.Hg., QSD, QSP, with SWAPE (Soil Water Air Protection Enterprise), who concluded that the SEIR "fails to adequately evaluate the Project's Air Quality and Greenhouse Gas (GHG) impacts. As a result, emissions associated with the construction and operation of the project are inadequately addressed." In addition, the project has failed to adequately determine the significance of Greenhouse Gas Impacts. When Mr. Hagemann reviewed the GHG analysis he found that "(1) the project fails to demonstrate compliance with the City's CAP [Climate Action Plan] and (2) the SEIR's method of using statewide GHG reduction goals as a CEQA threshold to determine whether the proposed Project has significant GHG emissions is incorrect." As a result, Mr. Hagemann found the SEIR's conclusion that the Project would result in a less than significant GHG impact to be "unsubstantiated and incorrect." Conventional air and noise pollution are additional reasons why Sierra Club opposes IKEA.

Decisions that this Council makes will affect our quality of life, that of our children, and for generations to come. We sincerely hope Mayor Haubert that you and all Dublin City Councilmembers will vote No on IKEA, and make this a decision for the better, not one for the worse.

For our families, for our future.

Sincerely yours,

Janis Kate Turner, Chair
Sierra Club Tri-Valley Regional Group

## Amy Million

**From:** SANDRA <sandihernandez@comcast.net>
**Sent:** Sunday, October 14, 2018 4:32 PM
**To:** Amy Million
**Subject:** "NO" ON IKEA

Dear Amy Million:

PLEASE vote "NO" on IKEA in Dublin.

Dublin has "sold its soul" before with poor and greedy decisions such as over development of our hills in East Dublin. Look up. You can't see the hills through all the cookie cutter homes built in East Dublin in addition to the problems with our lack of schools as a result of all the children that come with all those houses. Where is the beauty that used to be East Dublin? Gone forever! Where was the proper planning?

PLEASE have a backbone and don't make another awful mistake by allowing IKEA to create immeasurable problems for Dublin. We don't want it or need it. PLEASE don't repeat earlier greedy wrong decisions for our city.

Sandra Hernández
4843 Mangrove Drive
Dublin

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 9:45 AM
**To:** Amy Million
**Subject:** FW: Oppose IKEA

**Chris Foss**
**City Manager**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
chris.foss@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

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**From:** Janine Thalblum
**Sent:** Monday, October 15, 2018 9:44 AM
**To:** Chris Foss <Chris.Foss@dublin.ca.gov>
**Subject:** Fwd: Oppose IKEA

Sent from my iPad

Begin forwarded message:

> **From:** Robert Tran <bob220@gmail.com>
> **Date:** October 15, 2018 at 9:17:17 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: Oppose IKEA**
>
> Dear City Council Members,
>
> I'm writing to oppose the building of IKEA in Dublin. I live only a few blocks away from the build site. I don't want any additional traffic, crime and pollution. I moved to Dublin to live a suburban live, a one that's quiet and safe so that I could raise my family. Please reject the building of IKEA.
>
> Robert

## Amy Million

**From:** Larry Woods <larry.woods8244@sbcglobal.net>
**Sent:** Sunday, October 14, 2018 10:35 PM
**To:** Amy Million
**Subject:** Why I am a Yes for Ikea in Dublin

**Dear Amy Million:**

**RE: Why I am a Yes for Ikea in Dublin**

I am unable to attend the Tuesday, City Council meeting to discuss the construction of IKEA in Dublin. Therefore I am sending this email instead to voice my opinion regarding this decision you have to make.

**First:** I understand completely why locals are concerned about traffic in the city, the current situation has only 1 street that runs east-west for the city (Dublin blvd), and it's crowded, especially with construction on the last bottleneck next to the sports ground by the Library. However, the city of Dublin has no control over Livermore, Pleasanton, or central valley cities like Tracy & Stockton. Traffic will only get worse because these city's will continue to grow and increase car traffic on 580. If I thought stopping Ikea would reduce traffic in town I would support no, but Dublin has no control over other cities and traffic regardless of Dublin's decision, will continue to get worse.

**Second:** Traffic is one reason why BART should be extended to Livermore, and beyond. This extension would help alleviate some traffic on 580, but even it won't solve the problem.

**Third:** Once Central Parkway and 4th Street are extended through the Camp Parks property to Dougherty, they will provide 2 additional streets available to cross Dublin. At a minimum they will take traffic of Dublin Blvd for those going to Wells Middle School, and Dublin High School, or a second way to Target via Amador Valley Blvd. While not perfect, local traffic will be diverted off Dublin Blvd. Scarlett Drive should also be extended to Dublin Blvd at this time. <u>All of this street construction should be completed before Ikea construction is complete.</u>

**Fourth**: I agree that Ikea has the potential to bring in up to half a million dollars into the city every year. From the Ikea store itself, to restaurants, gas stations, etc.. This will also be good for local and family owned businesses looking for more foot traffic in Dublin.

**Finally:** I live in Dublin because of the good schools and family friendly atmosphere. Recently in the news was Dublin's past 2 National Rankings showing Dublin as a good place to live. We all know that living in a good city can cost money. The construction and tax revenue from Ikea and surrounding business from increased people traffic will help support the type of lifestyle we like here in Dublin.

To All City Council members, good luck on making your decision.

*Larry Woods*

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 9:46 AM
**To:** Amy Million
**Subject:** FW: Agenda Item 6.1 - PUBLIC HEARING: IKEA Retail Center (PLPA-2016-00016) - Oct 16, 2018

**Chris Foss**
**City Manager**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
chris.foss@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** Janine Thalblum
**Sent:** Monday, October 15, 2018 9:44 AM
**To:** Chris Foss <Chris.Foss@dublin.ca.gov>
**Subject:** Fwd: Agenda Item 6.1 - PUBLIC HEARING: IKEA Retail Center (PLPA-2016-00016) - Oct 16, 2018

Sent from my iPad

Begin forwarded message:

> **From:** Jegadheesa Murugesan <mjpandian@gmail.com>
> **Date:** October 15, 2018 at 9:04:49 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: Agenda Item 6.1 - PUBLIC HEARING: IKEA Retail Center (PLPA-2016-00016) - Oct 16, 2018**
>
> Dear Mayor and Council Members,
>
> As you might have been hearing from the majority of your residents , IKEA is not ideal for dublin.
>
> If anyone looks at the 580 between Fallon and 680 connector it is a virtual parking lot in the weekends and peak times in weekdays. IKEA is going to make this worse and is going to make things uncomfortable for the residents to get in and out of the city.
>
> EIR reports there is going to be a large set of traffic coming in and it is going to get worse not improve with this development.
>
> When the remaining development is complete at Dublin crossings Dublin blvd from Hacienda to west is going to be a nightmare.
> The economic benefits outweighs the losses and quality of life for the residents. Some glaring things which are missing:

- The EIR identifies a 2% increase in police and fire calls but there is no collaborative budget allocations or impact studied for this.
- Impact of local businesses, decrease of valuation in homes due to this development is not studied or reported.

If the council think about the effects of this development to its residents it will not be approving this development.
I would strongly urge the council not to vote on this development.

Thanks
Jegadheesa Murugesan

## Amy Million

**From:** 9257190095@mms.att.net
**Sent:** Sunday, October 14, 2018 7:28 PM
**To:** City Council; Amy Million
**Attachments:** text_0.txt

text_0

NO on IKEA

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:28 AM
**To:** Amy Million
**Subject:** FW: Dublin City Council - Please vote NO to IKEA.

**Chris Foss**
**City Manager**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
chris.foss@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** Janine Thalblum
**Sent:** Monday, October 15, 2018 10:22 AM
**To:** Chris Foss <Chris.Foss@dublin.ca.gov>
**Subject:** Fwd: Dublin City Council - Please vote NO to IKEA.

Sent from my iPad

Begin forwarded message:

> **From:** Dean Barnes <debarnes707@yahoo.com>
> **Date:** October 15, 2018 at 10:17:59 AM PDT
> **To:**
> <david.haubert@dublin.ca.gov>, <melissa.hernandez@dublin.ca.gov>, <abe.gupta@dublin.ca.gov>, <arun.goel@dublin.ca.gov>, <janine.thalblum@dublin.ca.gov>
> **Subject: Dublin City Council - Please vote NO to IKEA.**
> **Reply-To:** Dean Barnes <debarnes707@yahoo.com>
>
> Dear members of the city council,
>
> I can't make it to the meeting on Tuesday, October 16, 2018, to voice my opinion because I have young children. It generally precludes me from attending city council meetings or you would see more of me.
>
> I want to talk to you about IKEA. The planning commission has said no to this project, I hope you will do the same. This is not a good fit for Dublin. The size, the safety, the traffic can't be mitigated properly because Dublin, especially on the east, is already crammed in with high density homes with only one main city artery connecting the west – Dublin Blvd. Also, have you considered the noise the trucks will make early in the morning for residents nearby? I worked for Costco in Danville for twenty-two years. The truck noises and noises in the parking lot in the early morning and late hours upset residents. They constantly complained to the city and the police. You are supposed to be leading the city to build us up to something grand, something worth calling home. Having the bragging rights of "we have an IKEA" is not the slogan I want to share with friends, families, and new or prospective residents.

You will most likely hear from residents of Dublin supporting IKEA. I was sad to learn that some of those residents reside in west Dublin and are in favor of it simply because they hate the residents on the east side of town and would like nothing more than to see us suffer. Some from the west residents are in favor of it because they don't need anything from the east side of Dublin so it has no impact on them. Sadly, those of us that live on the east, don't have that luxury. We have only one high school, and it sits on the west side of town. Not in the center, but in the west side of town. It's bad enough trying to get there now in the morning and the afternoon and I fear adding IKEA will exacerbate the traffic congestion we are experiencing now when parents try to pick up their children in the afternoon or drop them off in the mornings. It will worsen traffic throughout the day. Weekend sports and events are full of congestion. The 580/680 junction is a mess almost all day long and IKEA will not help our city in that regard. Some residents suggest we leave earlier. Okay, there is that option, but where is the enjoyment in having to get up unnecessarily early because IKEA thinks their store would be a good fit for Dublin and you agree with them? They make money, and we pay the price. In fact, here's a good test. If residents on the west would like an IKEA so much, what a better way to revitalize the down town then to have them build it where Fitness 2000 used to be at the corner of Amador and Village Parkway. If they suddenly change their tune, there's your answer. It's a non-starter, I know, because sadly, that won't help residents get to and from the only high school in town and it still does not solve the issue of IKEA in Dublin, but would be interesting to see how many change their stripes. Putting that aside though, what are your thoughts about moving IKEA to the Fitness 2000 site? I'm sure they can build under ground and build up as well. I am hoping the first thing that comes to your mind as a problem would be "traffic". But since traffic, according to IKEA will be light and mitigated, then there should be no issue, right? I of course disagree - disagree with IKEA's position on light traffic. Traffic will include more than just trucks for IKEA. It will include traffic from residents from miles and miles around. Have you ever visited an IKEA in Emeryville or Palo Alto? If you have, how far did you travel to go there? Any and every city in between and past you will have the same thoughts as you and want to visit IKEA. It's not just Dublin resident's traffic, it's everyone else that Dublin traffic would have to handle and right now, it just can't. 580/680 will impact Hacienda Drive and Dougherty Road exits and the traffic around those parts. It's already congested now. Maybe if we had added IKEA instead of all of the housing, the traffic would be no issue, but that's no longer the case. Bottom line, if you won't place IKEA at Fitness 2000 site because of traffic, then why consider it next to BART?

Another concern is our police force. In my opinion, our police force is already spread thin, thus any extra calls, however small, will be a burden on the officers who protect our city. We already have break-ins and home invasions and adding IKEA will further degrade the police force's ability to respond to calls in a timely manner, both due to traffic and congestion, and due to the fact that they can't be in two places at once if they receive a call from a large store like IKEA.

If you are thinking of approving this project, then I have to ask myself, why did our previous city council reject this when we were less crowded. Actually, I don't need to ask myself, I already know. But I know one member of the city council, our Mayor Lockhart, who was in favor despite Dublin constituents rejecting it. When I emailed the mayor back in 2004, I believe it was, I explained all the reasons why IKEA was not a good fit for Dublin. Do you know what the mayor's response was then? It was basically stated from her that this will be good for Dublin, you'll see. And that was the extent of her argument to me and her dismissiveness as to why all the things I suggested were a detriment to this community.

IKEA is not what we need, neither is more housing. I drive down Dublin Blvd to the west side of town and I see the sprawling spread of three story high density housing, no yards with a dressing in front to try and make it look pretty. And if you approve this, soon IKEA will be among that. I ask myself, if I were on the city council, could I drive down through my city and say proudly, "I did this! I made Dublin what it is today!" I can't say that today. I've not been able to say that for years in fact. I just drive through there and shake my head wondering how we have come to this. How our leaders have made these

decisions and see it as a good move for Dublin. Some have asked for you to wait until after the elections to make these decisions, postponing only a month or two to give new candidates who are added to city council the chance to re-envision Dublin or breath new life into Dublin, but you won't. Why? What are you afraid of? Who are you working for? It's not a mismanagement of the city to hold off such an important decision as this. Mayor Haubert, I was told, was going to get this on the ballot, but awe shucks, we missed the deadline to make that happen. How did we miss the deadline? We knew when it was, we knew the cut-off date. If Mayor Haubert did say that, shouldn't he be held to that and have it put on a future ballot then? If IKEA is getting impatient for a decision, tell them it's January 2019, or the next ballot measure. Which would they like to wait for? I guess if you approve this, then I assume you don't care either. And if you don't care, then what is driving you to entertain or even approve this? What is your benefit at our expense? Are you opening up the city for a law suit by contradicting your planning commission and environmental impact report? Some would say it's irresponsible to bring a lawsuit against your city when they are already financially strapped. I'd say our city, if they approve it, knowingly opened themselves up for it and did nothing to avoid it. That's where the irresponsibility would lie and it's our duty to check those decisions. These decisions you make about our city will follow you to your next official position if you have any aspirations for such. Wouldn't you want those decisions to be good ones?

You control this city, not outside interests, not developers, not campaign donors, and not IKEA. Please, say no to IKEA, and while you're at it, no to more housing. Just because the school district won't say we are overcrowded, you have eyes yourselves, do you not? What do you see? Ask the teachers how they feel about their class sizes. Ask them if they see an improvement of school resources with the increase in housing and the promise of more income from developer fees. You can't turn a blind eye and say it's not your responsibility. While you can't make decisions for the school district, you can make decisions that help improve, not degrade, the city of Dublin and the life of current and future Dublin residents (example, work with them on Fallon Sports Park option that is mutually beneficial to the city, its residents, and the school district - it can work if you'd both sit down and work on it together; build a second high school worth bragging about). You have the power! Our need to get this right, is great. Please, help us.

Thank you.

Dean Barnes
Dublin resident since 2003
Resident of the Tri-Valley since 1974.

AMY MILLION, Principal Planner
100 CIVIC PLAZA
DUBLIN CA 94568

October 16, 2018

Re: IKEA Retail Center Project (PLPA-2016-00016) - PLEASE VOTE 'NO'

Dear Ms. Million,

Thank you again for taking the time to consider Dublin's Residents' comments and feedback as they relate to the community. As you may be aware, the majority of Dublin Residents are against the IKEA Retail Center Project. We urge you to please reject the project as a representation of the residents. Dublin has evolved into a community where IKEA is just not a good fit based on the local needs and infrastructure.

1. Environmental Impact Reports have shown repeatedly that significant and unavoidable impacts will result from IKEA coming to Dublin. This city is not very big overall in square miles with minimal entry and exit points. All impacts will contribute to a public safety concern. The immediate area is already heavily affected by regular traffic. The impacts described in the report(s) significantly outweigh the benefits of having IKEA in Dublin.
2. Dublin is one of the fastest growing cities and is still a highly sought after community. Having an IKEA in the middle of the city will change the local appeal and attract too much traffic from non-local areas. As an example, look at East Palo Alto, CA / Emeryville, CA. Please help us keep Dublin a desirable place to live.
3. Building a retail plaza or center at the proposed site without IKEA will still bring in city tax revenue and create hundreds of jobs but will have less of an environmental impact on the city.
4. Should IKEA ever decide to relocate the business, it would be a challenge to identify a new occupant for such a vast building.

In speaking with many Dublin Residents, they seek a stronger foundation of trust with the City Council Leaders / City Planning Committee. Please join together to build a stronger community by voting NO on IKEA.

Thank you again for your attention.

Best Regards,

Jenny Chang

cc: Chris Foss
David Haubert
Melissa Hernandez
Arun Goel
Abe Gupta
Janine Thalblum
Danielle Diaz

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:08 PM
**To:** Amy Million
**Subject:** Fwd: In favor for IKEA

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 8:11:29 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: In favor for IKEA**
>
> Sent from my iPad
>
> Begin forwarded message:
>
> > **From:** "Ryan O'Donnell" <ryanod@gmail.com>
> > **Date:** October 15, 2018 at 8:07:21 PM PDT
> > **To:** "Council@dublin.ca.gov" <Council@dublin.ca.gov>
> > **Subject: In favor for IKEA**
> >
> > Greetings!
> >
> > I wanted to express my support for IKEA coming to our city since I can not attend the meeting Tuesday night.
> >
> > Our city will benefit greatly by the much needed taxes they'll bring. Any successful solution for that land will naturally bring traffic but retail is a refreshing change from the ever-expanding residential and unnecessary corporate space. I was incredibly impressed by IKEA's ability to compromise their plans and incorporate changes per community feedback.
> >
> > As a 10-year old resident, I wanted to express my full support for bringing IKEA to Dublin.
> >
> > Good luck tomorrow night, stay strong and trust that you're making the best choice for our growing community.
> >
> > Ryan ODonnell
> > 5008 Shapleigh Ct
> > 925-202-6567

## Amy Million

**From:** Janine Thalblum
**Sent:** Monday, October 15, 2018 4:27 PM
**To:** Chris Foss
**Subject:** FW: No on ikea

Janine Thalblum
Councilmember
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: Ruchi Karnwal [mailto:ruchi_karnwal2002@yahoo.com]
Sent: Monday, October 15, 2018 4:24 PM
To: City Council
Subject: No on ikea

No on ikea

Regards,
Ruchi Karnwal

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 9:42 PM
**To:** Amy Million
**Subject:** Fwd: Ikea

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 9:03:08 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: Ikea**
>
> Sent from my iPad
>
> Begin forwarded message:
>
> > **From:** Rich& Jan <2raja@comcast.net>
> > **Date:** October 15, 2018 at 8:31:50 PM PDT
> > **To:** " council@dublin.ca.gov" < council@dublin.ca.gov>
> > **Subject: Ikea**
> >
> > I do not want a Ikea store in Dublin….Enough traffic already due to OVERBUILDING Dublin. My vote is no Ikea…
> > Janice Atkins

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:10 PM
**To:** Amy Million
**Subject:** Fwd: Letter of Support for IKEA Retail Center (PLPA-2016-00016)

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 7:38:12 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: Letter of Support for IKEA Retail Center (PLPA-2016-00016)**

> Sent from my iPad
>
> Begin forwarded message:

> > **From:** Randall Cole <randall.cole@sbcglobal.net>
> > **Date:** October 15, 2018 at 6:17:40 PM PDT
> > **To:** Dublin City Council <council@dublin.ca.gov>
> > **Subject: Letter of Support for IKEA Retail Center (PLPA-2016-00016)**
> > **Reply-To:** Randall Cole <randall.cole@sbcglobal.net>
>
> > Honorable Mayor and City Council Members:
> >
> > I wanted to take this opportunity to offer my support for the IKEA Retail Center (PLPA-2016-00016) resolution before the council at the upcoming October 16, 2018 City Council meeting. As I get up to work very early, I will be unable to attend the scheduled meeting.
> >
> > As a fifteen year resident homeowner in Dublin, I am keenly aware of the changes that Dublin has seen over those years. Dublin is a growing community, but it has nearly reached its level of horizontal growth. The city's budget has been highly dependent on developers' impact fees, but these fees are nearly at end, leaving an expected deficit in coming years. Dublin needs the sales tax revenue that a project of the scope of the IKEA/The Glen would bring to the city. The estimated $1.8M of tax revenue will go a long way to help bridge the expected deficit.
> >
> > Certainly there are trade offs for such a large project. While traffic will likely increase in the area as a result, the economic benefits of sales tax revenue, and job creation, will outweigh the expected increase in

traffic. There will be spillover benefits, such as increased trade for surrounding businesses, that should be considered as well.

Please vote in favor of bringing this valuable addition to the Dublin community.

Thank you.

Sincerely,

Randall Cole

Email: randall.cole@sbcglobal.net
Phone: (925) 479-0373

## Amy Million

**From:** Asmita Patel <ninzpatel@gmail.com>
**Sent:** Monday, October 15, 2018 2:28 PM
**To:** City Council; Amy Million
**Subject:** NO IKEA IN DUBLIN

Please listen to the people of Dublin when making you vote!!! We don't want an IKEA in Dublin.

Thank you.

Sent from my iPhone

## Amy Million

**From:** Nauheen Chaudhary <nauheen.chaudhary@gmail.com>
**Sent:** Monday, October 15, 2018 8:53 PM
**To:** City Council; Amy Million
**Subject:** NO on IKEA

NO on IKEA

Sent from my iPhone

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:08 PM
**To:** Amy Million
**Subject:** Fwd: Say no to Ikea

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 9:55:58 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: Say no to Ikea**
>
> Sent from my iPad
>
> Begin forwarded message:
>
> > **From:** Michael Forte <maforte@comcast.net>
> > **Date:** October 15, 2018 at 9:50:28 PM PDT
> > **To:** council@dublin.ca.gov
> > **Subject: Say no to Ikea**
> >
> > Dear council members,
> >
> > I urge you to vote no on Ikea. We don't need more big box retail with low paying unskilled jobs. To build a truly first class city and reduce traffic, re-zone the land for use as high tech, office/retail, or low impact manufacturing. Give our educated and skilled residents an opportunity to work where we live. Go talk to the workers in big box in Dublin - Safeway, Whole Foods, Nordstrom Rack, etc.. Most of the workers don't live here and travel by car to get get here from miles away. That's not smart growth.
> >
> > An unsightly Ikea store will do nothing for us but increase traffic from out of town shoppers and workers. The EIR is not fair and balanced, and impacts can't be mitigated. Your own planning department doesn't recommend going forward which should give you all pause.
> >
> > Say no to Ikea.
> >
> > I'll be watching closely and promise to vote out anyone who votes to continue with Ikea.
> >
> > Thank you.
> >
> > Sincerely,

Michael Forte
Boxwood Way

## Amy Million

**From:** Janine Thalblum
**Sent:** Monday, October 15, 2018 4:26 PM
**To:** Chris Foss
**Subject:** FW: Please vote YES for The Glen

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

**From:** Jen ODonnell [mailto:sparks.jen@gmail.com]
**Sent:** Monday, October 15, 2018 4:24 PM
**To:** City Council
**Subject:** Please vote YES for The Glen

Good Afternoon,

I'm a Dublin resident of 10+ years and support The Glen project. I'm unable to attend the city council meeting tomorrow night to show my support but I hope that the council moves forward with the project.

I'm an existing IKEA customer and have been for many years and feel this would be a great addition to our city.

The comments and issues raised by many citizens seem flat out wrong--that this isn't the right demographic for IKEA, IKEA will bring people from Stockton and Central California, the people who shop at IKEA don't live around here and so on.

I feel IKEA has made great strides in adapting their plans according to the feedback that has been received by the community but despite this, people are still complaining.

I'm in support of this project and hope the Dublin City Council votes yes and moves forward in this endeavor.

Thank you for your time,
Jennifer O'Donnell

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:09 PM
**To:** Amy Million
**Subject:** Fwd: IKEA = Vote YES!

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 7:41:29 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: IKEA = Vote YES!**
>
> Sent from my iPad
>
> Begin forwarded message:
>
> > **From:** Marie Ver Haar Griffin <mvglaw@gmail.com>
> > **Date:** October 15, 2018 at 7:18:04 PM PDT
> > **To:** council@dublin.ca.gov
> > **Subject: IKEA = Vote YES!**
> >
> > Dear Dublin Mayor and City Council,
> >
> > I understand there will be an upcoming vote whether to allow the plans for IKEA to go forward.
> >
> > Do it! Vote Yes. Build IKEA! Instead of building more housing, that our infrastructure cannot support, earn the sales tax revenue for our city from IKEA. Imagine all the sales that will result from necessary furnishings for the glut of housing you all couldn't resist building.
> >
> > I look forward to the vote. VOTE YES FOR IKEA!
> >
> > "A No vote for IKEA means a No vote for you in your next election."
> >
> > Pax,
> >
> > Marie Ver Haar Griffin, J.D, Esq.
> > Dublin Resident and lover of Swedish meatballs.

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:28 AM
**To:** Amy Million
**Subject:** FW: Dublin City Council - Please vote NO to IKEA.

**Chris Foss**
**City Manager**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
chris.foss@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** Janine Thalblum
**Sent:** Monday, October 15, 2018 10:22 AM
**To:** Chris Foss <Chris.Foss@dublin.ca.gov>
**Subject:** Fwd: Dublin City Council - Please vote NO to IKEA.

Sent from my iPad

Begin forwarded message:

> **From:** Dean Barnes <debarnes707@yahoo.com>
> **Date:** October 15, 2018 at 10:17:59 AM PDT
> **To:**
> <david.haubert@dublin.ca.gov>, <melissa.hernandez@dublin.ca.gov>, <abe.gupta@dublin.ca.gov>, <arun.goel@dublin.ca.gov>, <janine.thalblum@dublin.ca.gov>
> **Subject: Dublin City Council - Please vote NO to IKEA.**
> **Reply-To:** Dean Barnes <debarnes707@yahoo.com>
>
> Dear members of the city council,
>
> I can't make it to the meeting on Tuesday, October 16, 2018, to voice my opinion because I have young children. It generally precludes me from attending city council meetings or you would see more of me.
>
> I want to talk to you about IKEA. The planning commission has said no to this project, I hope you will do the same. This is not a good fit for Dublin. The size, the safety, the traffic can't be mitigated properly because Dublin, especially on the east, is already crammed in with high density homes with only one main city artery connecting the west – Dublin Blvd. Also, have you considered the noise the trucks will make early in the morning for residents nearby? I worked for Costco in Danville for twenty-two years. The truck noises and noises in the parking lot in the early morning and late hours upset residents. They constantly complained to the city and the police. You are supposed to be leading the city to build us up to something grand, something worth calling home. Having the bragging rights of "we have an IKEA" is not the slogan I want to share with friends, families, and new or prospective residents.

You will most likely hear from residents of Dublin supporting IKEA. I was sad to learn that some of those residents reside in west Dublin and are in favor of it simply because they hate the residents on the east side of town and would like nothing more than to see us suffer. Some from the west residents are in favor of it because they don't need anything from the east side of Dublin so it has no impact on them. Sadly, those of us that live on the east, don't have that luxury. We have only one high school, and it sits on the west side of town. Not in the center, but in the west side of town. It's bad enough trying to get there now in the morning and the afternoon and I fear adding IKEA will exacerbate the traffic congestion we are experiencing now when parents try to pick up their children in the afternoon or drop them off in the mornings. It will worsen traffic throughout the day. Weekend sports and events are full of congestion. The 580/680 junction is a mess almost all day long and IKEA will not help our city in that regard. Some residents suggest we leave earlier. Okay, there is that option, but where is the enjoyment in having to get up unnecessarily early because IKEA thinks their store would be a good fit for Dublin and you agree with them? They make money, and we pay the price. In fact, here's a good test. If residents on the west would like an IKEA so much, what a better way to revitalize the down town then to have them build it where Fitness 2000 used to be at the corner of Amador and Village Parkway. If they suddenly change their tune, there's your answer. It's a non-starter, I know, because sadly, that won't help residents get to and from the only high school in town and it still does not solve the issue of IKEA in Dublin, but would be interesting to see how many change their stripes. Putting that aside though, what are your thoughts about moving IKEA to the Fitness 2000 site? I'm sure they can build under ground and build up as well. I am hoping the first thing that comes to your mind as a problem would be "traffic". But since traffic, according to IKEA will be light and mitigated, then there should be no issue, right? I of course disagree - disagree with IKEA's position on light traffic. Traffic will include more than just trucks for IKEA. It will include traffic from residents from miles and miles around. Have you ever visited an IKEA in Emeryville or Palo Alto? If you have, how far did you travel to go there? Any and every city in between and past you will have the same thoughts as you and want to visit IKEA. It's not just Dublin resident's traffic, it's everyone else that Dublin traffic would have to handle and right now, it just can't. 580/680 will impact Hacienda Drive and Dougherty Road exits and the traffic around those parts. It's already congested now. Maybe if we had added IKEA instead of all of the housing, the traffic would be no issue, but that's no longer the case. Bottom line, if you won't place IKEA at Fitness 2000 site because of traffic, then why consider it next to BART?

Another concern is our police force. In my opinion, our police force is already spread thin, thus any extra calls, however small, will be a burden on the officers who protect our city. We already have break-ins and home invasions and adding IKEA will further degrade the police force's ability to respond to calls in a timely manner, both due to traffic and congestion, and due to the fact that they can't be in two places at once if they receive a call from a large store like IKEA.

If you are thinking of approving this project, then I have to ask myself, why did our previous city council reject this when we were less crowded. Actually, I don't need to ask myself, I already know. But I know one member of the city council, our Mayor Lockhart, who was in favor despite Dublin constituents rejecting it. When I emailed the mayor back in 2004, I believe it was, I explained all the reasons why IKEA was not a good fit for Dublin. Do you know what the mayor's response was then? It was basically stated from her that this will be good for Dublin, you'll see. And that was the extent of her argument to me and her dismissiveness as to why all the things I suggested were a detriment to this community.

IKEA is not what we need, neither is more housing. I drive down Dublin Blvd to the west side of town and I see the sprawling spread of three story high density housing, no yards with a dressing in front to try and make it look pretty. And if you approve this, soon IKEA will be among that. I ask myself, if I were on the city council, could I drive down through my city and say proudly, "I did this! I made Dublin what it is today!" I can't say that today. I've not been able to say that for years in fact. I just drive through there and shake my head wondering how we have come to this. How our leaders have made these

decisions and see it as a good move for Dublin. Some have asked for you to wait until after the elections to make these decisions, postponing only a month or two to give new candidates who are added to city council the chance to re-envision Dublin or breath new life into Dublin, but you won't. Why? What are you afraid of? Who are you working for? It's not a mismanagement of the city to hold off such an important decision as this. Mayor Haubert, I was told, was going to get this on the ballot, but awe shucks, we missed the deadline to make that happen. How did we miss the deadline? We knew when it was, we knew the cut-off date. If Mayor Haubert did say that, shouldn't he be held to that and have it put on a future ballot then? If IKEA is getting impatient for a decision, tell them it's January 2019, or the next ballot measure. Which would they like to wait for? I guess if you approve this, then I assume you don't care either. And if you don't care, then what is driving you to entertain or even approve this? What is your benefit at our expense? Are you opening up the city for a law suit by contradicting your planning commission and environmental impact report? Some would say it's irresponsible to bring a lawsuit against your city when they are already financially strapped. I'd say our city, if they approve it, knowingly opened themselves up for it and did nothing to avoid it. That's where the irresponsibility would lie and it's our duty to check those decisions. These decisions you make about our city will follow you to your next official position if you have any aspirations for such. Wouldn't you want those decisions to be good ones?

You control this city, not outside interests, not developers, not campaign donors, and not IKEA. Please, say no to IKEA, and while you're at it, no to more housing. Just because the school district won't say we are overcrowded, you have eyes yourselves, do you not? What do you see? Ask the teachers how they feel about their class sizes. Ask them if they see an improvement of school resources with the increase in housing and the promise of more income from developer fees. You can't turn a blind eye and say it's not your responsibility. While you can't make decisions for the school district, you can make decisions that help improve, not degrade, the city of Dublin and the life of current and future Dublin residents (example, work with them on Fallon Sports Park option that is mutually beneficial to the city, its residents, and the school district - it can work if you'd both sit down and work on it together; build a second high school worth bragging about). You have the power! Our need to get this right, is great. Please, help us.

Thank you.

Dean Barnes
Dublin resident since 2003
Resident of the Tri-Valley since 1974.

## Amy Million

**From:** Janine Thalblum
**Sent:** Monday, October 15, 2018 3:31 PM
**To:** Chris Foss
**Subject:** Fwd: IKEA

Sent from my iPad

Begin forwarded message:

> **From:** Lianne Marshall <marshall.lianne@gmail.com>
> **Date:** October 15, 2018 at 3:29:42 PM PDT
> **To:** council@dublin.ca.gov
> **Subject: IKEA**
>
> Dear Mayor/Council Members,
>
> I am writing to express my strong opposition to the IKEA project and to ask the Council to respect the position of the majority of the community and vote "No" on this project.
>
> The IKEA project will bring thousands of additional cars from outside the community to our already clogged streets, and as the City's own SEIR states, these impacts cannot be mitigated.
>
> The IKEA store will be a huge visual blight on the City that will negatively impact the appeal of our town.
>
> A huge store and warehouse that will be mostly accessed by cars and trucks is a horrible use for a significant parcel adjacent to BART, and does nothing to add good paying jobs for Dublin residents to reduce their long commutes.
>
> Surrounding communities are building office space and retail centers that serve their residents. Dublin deserves the same. We can do better.
>
> Please read my letter into the public record.
>
> Thank you.
>
> Lianne Marshall
>
> Sent from my iPad

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:10 PM
**To:** Amy Million
**Subject:** Fwd: NO IKEA IN DUBLIN!!!

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 7:39:04 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: NO IKEA IN DUBLIN!!!**
>
> Sent from my iPad
>
> Begin forwarded message:
>
> > **From:** "Kiran M" <kiranpm@comcast.net>
> > **Date:** October 15, 2018 at 6:38:19 PM PDT
> > **To:** <council@dublin.ca.gov>
> > **Subject: NO IKEA IN DUBLIN!!!**
> >
> > I am a registered concerned citizen that has lived in Dublin for over fourteen years. Over these years, I have seen many positive growths and some negatives ones as well. I am writing to voice my concern about the Ikea project.
> >
> > I see many negative effects with a potential Ikea project.
> >
> > - This is a prime location that could be used for other mix projects that would appealing to Dublin and as a matter of fact draw other businesses/campuses to come to Dublin.
> > - The infrastructure that is laid out currently cannot handle the volume of traffic that will be generated by Ikea. Even with any modification and additional over 7000 homes being built nearby, traffic will be nightmare. Currently Dublin Blvd is a mess already. It has taken double amount of time just to get to Bart Station in the morning from last five years.
> > - Ikea draws mostly customers from outside vicinity and do not contribute to local businesses. Most of the customers will drive to Ikea and leave after picking up their purchases.

- Other mix projects could generate same amount of tax revenue to the city but with less impact to the local residents.
- EIR report indicates this is not a good fit for Ikea and air quality would be compromised. I urge everyone that will be involved in the decision making to seriously consider recommendation listed on EIR report.

These are just some of my concerns but I am pretty sure you have heard from many concerned residents with their oppositions to Ikea. While I accept the fact that any business that opens in that location will draw additional traffic but City or its elected officials can determine to what extent it will have an impact on the local traffic and, it is their fiduciary duty to look after its residents' best interest. If nothing else, this very important decision that will change Dublin forever should be put in ballot and let residents of Dublin decide the final outcome.

Thank you.

Sincerely,

Kiran Maskey

Concerned Resident

## Amy Million

**From:** klmcauliffe23@gmail.com
**Sent:** Monday, October 15, 2018 5:49 PM
**To:** City Council; clerkgrp; Danielle Diaz; Amy Million
**Subject:** Ikea

To whom it may concern,

Respectfully, I am going to skip the email pleasantries and get straight to the point. I am an East Dublin resident and homeowner for 10 years, married, male, age 40-50, two kids 4 & 7 and have a household income of over $300,000 (hope this helps). Before I show up with 500 of my closest friends and 3 local news crews tomorrow night to provide input for the Ikea vote, I wonder if you can answer some questions for us concerned with the Ikea project?

- Q: to the best of my ability; I get my hair cut, do my shopping, eat out and fill my gas tank in Dublin – most all employees of these business I speak to live in other cities; Tracey, Manteca, Fremont and Hayward – how does Ikea support Dublin's 2.5 unemployment with a medium income of $137,310 (according to the City of Dublin website)?
    - A:
- Q: What is the plan to support 18,000 vehicles (give or take) in addition to the number of people moving into the pre-approved high-density housing?
    - A:
- Q: What is the plan for the current 580/680 freeway traffic challenges?
    - A:
- Q: What is the plan for on ramps and offramps?
    - A:
- Q: What is the plan for Dublin Blvd, Hacienda, Tassajara, Hopyard, etc.,?
    - A:
- Q: Has the State of California provided input how to support above i.e. Cal Trans and Highway patrol?
    - A:
- Q: Has the tri-valley communities provided input how to support us (outlets impact Dublin residence)?
    - A:
- Q: Does the current tax dollars collected from current residence and business fund the current infrastructure i.e. parks, roads, etc.
    - A:

Thank you for your time – I look forward to your reply and speaking further in person tomorrow evening.

Kevin McAuliffe
714-350-6575
Klmcauliffe23@gmail.com

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 9:42 PM
**To:** Amy Million
**Subject:** Fwd: Vote yes for IKEA

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 9:02:51 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: Vote yes for IKEA**
>
> Sent from my iPad
>
> Begin forwarded message:
>
> > **From:** carrottop0511@yahoo.com
> > **Date:** October 15, 2018 at 8:17:26 PM PDT
> > **To:** janine.thalblum@dublin.ca.gov
> > **Subject: Vote yes for IKEA**
> >
> > Dear Janine,
> >
> > Please vote YES for IKEA at the City Council Meeting on 10/16/18.
> >
> > Thank you.
> >
> > Yours truly,
> >
> > Jim and Donna
> >
> > Sent from my iPad

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:12 PM
**To:** Amy Million
**Subject:** Fwd: My husband and I say: Vote YES on IKEA, please

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 5:29:50 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: FW: My husband and I say: Vote YES on IKEA, please**

> Janine Thalblum
> Councilmember
> City of Dublin
> 100 Civic Plaza, Dublin, CA 94568
> (925) 833-6650 | (925) 833-6651 FAX
> Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov
> Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

> -----Original Message-----
> From: cwolfego [mailto:cwolfego@gmail.com]
> Sent: Monday, October 15, 2018 5:10 PM
> To: City Council
> Subject: My husband and I say: Vote YES on IKEA, please
>
> From: Carol Wolfe and Mitchell Wolfe
> Dublin residents since 1984.
>
> Sent from my iPhone

## Amy Million

**From:** Ryan Hurth <rhurth@roblox.com>
**Sent:** Monday, October 15, 2018 11:02 PM
**To:** City Council; Amy Million
**Subject:** No Ikea in Dublin!

Dear City Council/Comission

My name is William Hurth and I've lived in Dublin for over three years with my wife and two children. Over the short time I've been a homeowner and resident, there's been an explosion of growth with very little thought given to the services that are needed to support this thriving city (namely schools). To add insult to injury, the traffic problems, particularly on the 580 to 880 interchange already resemble some of the worst conditions that I've seen in the Bay Area - specifically on the weekends when most IKEA shoppers will be active. Because of this, I'm in strong opposition to the idea of opening up a large Ikea shopping complex.

The city and surrounding infrastructure simply can't support it. Dublin Blvd is the only major artery through the city and it is quite obvious that this road will become a parking lot as shoppers look for alternate ways out of Dublin.

Please please please dont be swayed by this corporation. Just like the home builders who've not paid their fair share to support the local community, Ikea will shirk any responsibility with respect to the gridlock that it will create.

Dublin is at a major crossroads and this decision will impact everything that has made this city a great place to raise a family.

I urge you to do what is right for this community and vote no on IKEA!

Thank you

William Ryan Hurth
4847 Mangrove Dr
Dublin, Ca 94568

sent from my mobile phone

## Amy Million

**From:** Venkat Bandaru <venkat.bandaru@outlook.com>
**Sent:** Monday, October 15, 2018 4:10 PM
**To:** David Haubert; Melissa Hernandez; Abe Gupta; Arun Goel; Janine Thalblum
**Cc:** Chris Foss; david@davidhaubert.com
**Subject:** Letter of Support to IKEA Project - From City of Dublin Residents

To

Mayor and City Council Members,

City of Dublin

My name is Venkat Bandaru and I am writing this letter on behalf of many residents (around 80+ families). We have been living in Dublin for many years and we strongly **support** IKEA project. We want to state affirmatively that none of us have any affiliation with IKEA and / or its subsidiaries.

For the last 18 months, we have been attending various meetings hosted by City regarding IKEA project and we feel that the merits of the projects have not been communicated properly. We appreciate City council's hard bargaining skills and we believe City council has done a tremendous job in getting IKEA to accept the most of our recommendations. We feel the current IKEA project proposal (after incorporating the feedback and recommendations), is quite acceptable.

We are aware of genuine concerns expressed by our fellow residents regarding traffic and other socio-economic impacts of this project. We are sensible to these concerns and want to ask City council to negotiate further and obtain reasonable guarantees. This is to ensure that IKEA will continue to work with City and local communities to address any ongoing concerns in future.

We are also aware of the Change.org petition to City council from some sections of the City residents to reject the project. We thoroughly investigated these claims posted on Change.org petition independently and found most of these claims are factually incorrect or completely misinterpreted.

Here's our point by point rebuttal of the claims.

**Claim1: Dublin Planning Commission thoroughly reviewed the project and recommend denial (City Council has been known to go against PC's recommendations)**
First, it's the City council which holds the final authority to approve or reject any project. Planning commission is just an advisory body and City council has no obligation to follow the recommendations.
Second, we strongly feel Planning commission work could have been much better. Planning commission completely failed to offer a detailed and independent analysis and alternate development plan. The commission also failed to take a long term view of the project and its impact on City finances, brand value, and socio economic impact.

**Claim 2: Increased noise and air pollution from 18,000 additional vehicles per day**
This is a grossly exaggerated number. This number only represents a 'potential maximum number' of cars on an extremely busy day during store hours (11hours - 10am to 9pm). On a normal work day during the week, the vehicular movement to IKEA is very, very low. In addition, store hours do not clash with peak commute hours. Even on a busy day, the traffic gets distributed across the store hours (11 hours).

This claim is nothing but a gross exaggeration. However we want to make a suggestion.

**Suggestion**: We would like to ask City council to negotiate with IKEA and retain the right to ask to change store hours to 11am to 9pm instead of 10am to 9pm (if need arises)

**Claim 3: More 580/680 traffic congestion**
**Claim 4: Dublin/Pleasanton intersections rated at significant to near significant failure**
As mentioned, on a normal work day during the week, the IKEA impact on traffic is very minimal. On a weekend, traffic will be higher and this is where careful planning and traffic management come in to play. We strongly argue, traffic management is not a one-time activity, it's a continuous process.
Just in the last 10 years, we have seen tremendous changes in the way we work, dine and shop. With newer technologies being unleashed every day, our lifestyles are changing rapidly. It's nearly impossible to extrapolate the past traffic data to project the future.

This claim reflects the general sentiment of the public and we echo the same sentiment. However, with careful planning and execution, we can handle the situation much more efficiently. This is where we are looking for strong leadership to make bold decisions for the future of the City.

**Suggestion: We want to City council to negotiate hard with IKEA and make them pay more for traffic management during peak seasons.**

**Claim 5: Only 10% of the Ikea project's customers are residents, 90% will come from San Joaquin, Solano, and Alameda, Contra Costa, Santa Clara, and Sacramento counties**
IKEA operates around 400 stores in as many as 50 countries. Compare this number to Wal-Mart which operates 5300 stores (all formats together) in US. It clearly indicates the format of IKEA and business model is entirely different. For business, IKEA does not depend solely on local community residents, but on a vast geographic area. IKEA also does significant business online.
Demographics clearly indicate that significant number of IKEA customers tend to be urban/ sub-urban and young. This is precisely the demographic that a City like Dublin should target. These customers tend to spend more and generate more revenue. IKEA is also known to have strong, loyal customer base which indicates sustained revenue for City.
With two IKEA stores already in Bar Area (East Palo Alto and Emeryville) and one in Sacramento, we highly doubt that people would to come to Dublin store from Solano, Sacramento, and Santa Clara counties to shop at IKEA.
This claim has no merit and is nothing but a fear mongering tactic.

**Claim 6: 330+,000 sqft big box store is a big eyesore, the Glen/retail portion is quite small and no upscale stores nor restaurants are promised**
Design of IKEA stores have changed over the last few years and in particular, the revised design of Dublin store is definitely looking great! The proposed Dublin store is significantly smaller than other stores. We must remember that we cannot hold IKEA responsible to bring in additional restaurants and stores to Dublin. . It is for all of us to promote City brand to attract higher end restaurants and other businesses. It is joint responsibility to create and promote business friendly environment to attract more businesses.
For example, Indianapolis IKEA store has revitalized the entire local retail scene and it drew the attention of many high end retailers.

This claim is nothing but a tactic to provoke negative emotions.

**Claim 7: Threat to Pedestrian and vehicular safety**
City has done wonderful job in ensuring pedestrian and vehicular safety. Our City's record speaks for it. We see no reason why we cannot continue to excel in traffic management.

This claim has no merit and has no data to back up.

**Claim 8: Cannibalization of neighboring stores/tax revenue from those stores**

This is completely opposite of the reality. Cities where IKEA stores are located tend to draw the attention of other retailers and higher end businesses. In addition, customers visiting IKEA stores tend to make more transactions at stores in the vicinity. It will be a boon for the businesses in Dublin.

This claim has no merit and has no data to back up.

In summary, we strongly support IKEA project, based on its merit, data, and its socio-economic impact. We are looking for strong leadership who are not afraid of taking bold decisions which will benefit the City in the long run and the generations to come.

Lastly, many of us have voted for you in the last election and it's your turn to show the strong leadership and seize the opportunity to deliver. We are anxiously waiting to see who is on our side and November 6th is not too far to make our voices heard once again!

Regards,
Venkat Bandaru

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:09 PM
**To:** Amy Million
**Subject:** Fwd: No on IKEA at this location

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 7:39:44 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: No on IKEA at this location**
>
> Sent from my iPad
>
> Begin forwarded message:
>
> > **From:** VISHAL NANGIA <vn8@yahoo.com>
> > **Date:** October 15, 2018 at 6:42:52 PM PDT
> > **To:** council@dublin.ca.gov
> > **Subject: No on IKEA at this location**
> >
> > Sent from Yahoo Mail for iPhone

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:08 PM
**To:** Amy Million
**Subject:** Fwd: NO IKEA

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 9:44:50 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: Fwd: NO IKEA**
>
> Sent from my iPad
>
> Begin forwarded message:
>
> > **From:** v.indira@gmail.com
> > **Date:** October 15, 2018 at 9:22:52 PM PDT
> > **To:** council@dublin.ca.gov
> > **Subject: NO IKEA**
> >
> > Hi,
> > I am a dublin city resident and I strongly oppose having ikea in Dublin. Very bad idea.
> >
> > Bad for traffic and health of the city and its residents.
> >
> > Thanks
> > Indira
> > Sent from my iPhone

## Amy Million

**From:** Vanessa Sood <vanessasood@gmail.com>
**Sent:** Monday, October 15, 2018 10:52 PM
**To:** City Council; clerkgrp; Danielle Diaz; Amy Million
**Cc:** Vanessa personal
**Subject:** VOTE NO
**Attachments:** Screenshot_20181015-200047_Facebook.jpg; Screenshot_20181015-195932_Facebook.jpg; Screenshot_20181015-195842_Facebook.jpg; Screenshot_20181015-200014_Facebook.jpg; Screenshot_20181015-195948_Facebook.jpg; Screenshot_20181015-200114_Facebook.jpg; Screenshot_20181015-200130_Facebook.jpg

Good Evening,

I'm a 12 plus year resident of Dublin. Born in Santa Clara, grew up in Fremont and moved to Dublin after getting married..I was happy and excited to purchase a home in 2005 and couldn't wait to grow my family. I would say that I was one of Dublins biggest cheerleader. I loved it so much that I was happy when more of my immediate family members purchased homes here as well. However, decisions with the growth and approvals have made me upset with the leadership in Dublin. I'm no longer a cheerleader, I've become an upset Dublin citizen... I believe the issue of IKEA is the last straw on the residents of Dublin. Extreme Housing growth, Unplanned 2nd High School and now IKEA. The community of Dublin is not happy with the decisions that have been made. Look at any social media account..Facebook and next door and you can read the comments left by upset citizens of Dublin. The approval of an IKEA is not in the best interest of Dublin. There is no benefit. I'm not saying I want the land empty, I'm saying approve a business that will improve Dublin, not hurt it. I live off the Hacienda exit as I'm sure a lot of people do. 18000 cars will impale us. The exit will be so packed that cars will be spilling in from different exits clogging our only road, Dublin Blvd. How does this make sense? The planning commission voted no because it doesn't. It doesn't make sense..even the Environmental Report shows the negative aspect out weighs the benefits. It's common sense that IKEA does not belong in Dublin. It should be in an area where there is open space for traffic, not an area where there are lots of housing and already a traffic mess everyday. I'm not against Ikea just against Ikea in Dublin. I like Ikea I was happy to visit my first Ikea in Sweden while visiting family. I know that having an Ikea here is going to be bad for me and my family. How are my trips going to be to the store? Doctor appointments for my son now that he has a medical condition?..How about weekly practices and daily errands. I will hit that traffic everyday all day and will not be able to maneuvar through the city that I cheered so much for. I believe the city council should vote for the benefit of its citizens, and IKEA is not it. The community of Dublin will remember who voted...I think it's best if the city of Dublin vote No due to Environmental Report and the lasting effect it will have on the health of our community. This is not a vote that will impact us for a day, this is a vote that will impact us severely going forward. As stated in the last Planning Commission, out of the 18,000 cars we will get on a Saturday or Sunday only 10% will be from the community of Dublin, 90% will come from all other surrounding counties... IKEA is not for Dublin Community to visit everyday. This is something Dubliners probably would visit once or twice a year. PLEASE THINK OF YOUR COMMUNITY AND VOTE NO.

Also I'm sure you're able to see the comments on Nextdoor , however I have attached some comments shown from ADS sponsored from Ikea. Ikea has been hounding me with ads to sponsor them by entering my name and approving Ikea. I think it's wrong and the comments on there are true comments from the community of Dublin. We are not to be fooled by IKEA that they are benefiting the community and are thinking of the community.

Vanessa Sood

5% 7:58 PM

Proposed IKEA Dublin Project

**Proposed IKEA Dublin Project**
Oct 1 at 2:07pm •

The Glen at Dublin would bring significant economic and community benefits to the Tri-Valley. Voice your support to bring IKEA to Dublin!

DOCS.GOOGLE.COM
**Bring IKEA to Dublin**
LEARN MORE

52

Like Comment Share

**Vanessa Pinilla Sood**
I am against IKEA...18000 cars on a weekend is not beneficial to the Dublin Community....Make Your Voice be heard. On Oct 16th, Dublin city council will vote...7pm at council chambers.
5h Like Reply

**Simon-Cathy Attwood**
With the taxes from retail, jobs & houses ~ Dublin government needs to create an overpass for the 580/680 north to Walnut Creek & south to San Jose, new on ramps to move all that traffic that is currently 1 lane each, to take it up & over the local traffic & stop slowing it down.
1w Like Reply 6

View 1 more reply

**Mark Johnston** CalTrans is the respon...

**Jeff Freitas**
its better than some more condensed housing.
1w Like Reply 4

**Dan Bellone** Maybe they could just buil...

**Kai Byron Tsang**
No more building and development until you could solve the traffic problem ...nobody lives in Dublin or surrounding area would ever support that. Did Ikea set up this support page?
1w Like Reply 7

**Andrew Currier**
Would we rather have another 700 unit housing tract?
1w Like Reply 1

**Debbie Dalton Roe** Or more. Look at th...

5% 7:59 PM

Proposed IKEA Dublin Project

**Rachel Gridley-Crudale**
Love Ikea for something's, but I would never vouch for you to come to Dublin. The city has become an unpleasant place. The traffic is ridiculous. The small town feel is gone with zero downtown to offer.
1w Like Reply 10

**Ammar Akbari**
No to Ikea! That land would be best utilized for corporate offices. It is right next to BART. Ikea will bring a 7 days a week, morning to night traffic nightmare! At least with office space, weekends and nights would not be impacted by traffic. Build the Ikea in Tracy to make it easier for Stockton / Tracy / Modesto communities to shop at Ikea. There is one in Emeryville and East Palo Alto to serv... See More
6d Like Reply 3

**Angie Wahlund-Hauzer**
Nope! Let's figure out the traffic issues we already have!
4d Like Reply 2

**Erika Boehm**
Help who bring IKEA to Dublin? Why doesn't the entity that paid for this Sponsored ad identify themselves? This looks like it could be paid for by IKEA to try to drum up support from the residents of Dublin. As a 20+ resident of Dublin - NO to IKEA! Stop this insane growth.
11h Like Reply

**Sandy Carlile Fraser**
Noooo. The infrastructure is already a mess. No more traffic!
3d Like Reply 3

**Sarah Sloan**
Why would we want an Ikea? We've got two Targets and a Walmart across the freeway.
6d Like Reply 3

**Nancy Bahou Haddad**
No to Ikea does not mean yes to more condensed housing - NO TO BOTH. BTW, we should also be against high density housing --> Mayor and council members should be replaced!! No To Ikea - don't need more traffic. Instead, find a better use of this lot that generates tax revenue without a disastrous big box traffic-generating giant.
5h Like Reply

**Raylene Perry**
No., don't want it and definitely don't need it!!!!!!!!!!!
3d Like Reply 1

**Sandy Ansari**
Not on your life, just more traffic
4d Like Reply 2

**David Hicks**
Oh hell no! 6

Write a comment... GIF

5% 7:59 PM

Proposed IKEA Dublin Project

**Nick Heins**
It's a waste to put a giant Ikea store next to a transit station. That land needs to be better utilized.
1w Like Reply 3

**Naser Hamsafar**
I am not in favor of having any more retail business. We are already congested with traffic and high capacity housing. I don't welcome this news
1w Like Reply

**Sean Cohen**
10's of thousands of MORE vehicles bottlenecking already disastrous i580 AND Dublin Blvd?? No.
1w Like Reply 1

**Barbara Lowrie-Johnston**
Roads are over crowded now!! Not enough parking in most shopping centers. To many condos and apartments. While I would like to be able to shop IKEA closer I think it would be a BIG mistake. Think of our town not of the MONEY!
1w Like Reply

**Darrell Williams**
I dont want the traffic 2
1w Like Reply

**Maureen Knowlton**
No..infrastructure is not good enough to support what comes with this.
1w Like Reply 1

**Sean Cohen**
Absolutely NOT. 2
1w Like Reply

**Mark Maple**
Hell NO 2
1w Like Reply

**Liz Rebello Rowen**
No. Don't want it! 1
6d Like Reply

**Carmen Lor Wong**
NO, we don't want more traffic.
3d Like Reply

**Rupal Patel**
No..... 1
1w Like Reply

**Lauren Lyons**
NO NO NO NO NOOOOOOOO
See Translation
5h Like Reply

**Chip Beck**
You people have a development addiction problem. Your greed is destroying our city
6d Like Reply 4

**Iara Quinn**
Noooooooooo
1d Like Reply

Write a comment...

6% 8:00 PM

Proposed IKEA Dublin Project

**Proposed IKEA Dublin Project**
Sep 26 at 3:51pm •

The Glen at Dublin would bring significant economic and community benefits to the Tri-Valley. Voice your support to bring IKEA to Dublin!

DOCS.GOOGLE.COM
**Bring IKEA to Dublin** LEARN MORE

You and 77 others

Angry Comment Share

**Vanessa Pinilla Sood**
Yes..please give me 18,000 cars Sat and Sun...so I can sit in traffic and make it inconceivable to leave my house. Not to mention the traffic you will produce on weekdays making it difficult for me to go to my child's practices and doctors appointment.
1w Like Reply 12

**Lynette Turner** It will start looking like t...

**Vanessa Pinilla Sood**
There's a reason why the Dublin planning commission voted no, 3 to 1.....THERE IS NO COMMUNITY BENIFIT! If the city council approves IKEA they are not listening to the citizens of Dublin...IKEA is not the right option for Dublin...out of 18000 cars ONLY 10% will be from Dublin...cars will come from every direction and overcrowd every entrance to Dublin.
1w Like Reply 5

**Heather DiVecchio**
Go somewhere else!! 1
1w Like Reply

**Heather Meenan Whiting**
You all realize they own the land. They have a constitutional right (CA and federal constitution) to build on their land within the zoning. Which they are.

It's not Ikea or no ikea. It's an amazing Pedestrian Friendly Shopping plus ikea as an anchor. Or a giant ikea with a giant parking lot.
1w Like Reply 8

View 28 previous replies

**Heather Meenan Whiting** Kerrie Madd...

**Brian White**
Let's designate it retail and then when a legit retail establishment wants to come let's reject it. Be successful but not too successful? Absurdity. Let's have some sub par retail joints that

Write a comment... GIF

**Brian White**
Let's designate it retail and then when a legit retail establishment wants to come let's reject it. Be successful but not too successful? Absurdity. Let's have some sub par retail joints that turnover every two years and that would be better for Dublin? Again, absurdity. Let's have IKEA sue Dublin and the wasteland sits for years. That's really attractive. Pleasanton has Stoneridge and soon... See More
10
1w Like Reply

**Rajlaxmi Guhagarkar**
From an Architects point of view.....Dublin is developing more with housing projects in comparison with commercial projects. There are less jobs to support the community especially for the stay at home moms and Community college students looking for part-time jobs (who unfortunately have to travel to different cities being a Dublin resident).

I think we should say no to Housing and Yes to IKEA a... See More
10
1w Like Reply

View 4 previous replies

**Heather Meenan Whiting** Joe Sanson...

**Alexandra Monique**
We do NOT need IKEA in dublin! The streets are already crowded as it is! Plus is anyone thinking about building another high school to keep up with all these houses that are being built?!?! We do not need anymore stores!
5
1w Like Reply

View 1 previous reply

**Joe Giannini** A new HS is moving forw...

**David Obando**
lol! Everyone says, "Ikea, go somewhere else!" So then, they do, to Livermore. So we in Dublin still get massive traffic, and Livermore gets hundreds of thousands in tax revenue.

Just ask San Ramon about Costco. Danville is probably still smiling about that one. If you can say no to Ikea AND can guarantee that it won't go up within 50 miles of Dublin, then I'm with you!
3
1w Like Reply

**Deborah Moyer**
I am very excited about IKEA coming to Dublin! We cannot pretend that we are a small town any longer. We are part of the bay area! The tax revenues that a store like IKEA will bring to Dublin will do a men's good! I am very happy!
3
1w Like Reply

**Debbie Dalton Roe**

Write a comment... GIF

6% 8:01 PM

Proposed IKEA Dublin Project

**Debbie Dalton Roe**
So, I like IKEA, but traffic around that area is just awful already. During the week, you have to compete with BART and everybody trying to get from and to their homes in Windemere and east Dublin. On the weekend, Dublin Blvd and 580 are very congested by people living their lives. I realize IKEA owns the land, but where are these cars going to go?
1w Like Reply 1

**Kerrie Maddock Chabot**
Dublin Planning Commission voted/ recommended No to this IKEA project. These are commissioners our own council selected. Council must listen to planning commission and residents. NO.
1w Like Reply 2

View 3 previous replies

**Vanessa Pinilla Sood** I was there. The...

**Adam Cauble**
The argument against IKEA deserves a huge LOL since there are plans to build hundreds of new housing units across the street from the Safeway off Tasajara Rd. What also brings in more traffic? Housing! So if Dublinites and others who live in the area are against Ikea for traffic purposes, they should also be against any new housing in Dublin as well. To be for one traffic inducing build while b... See More
1w Like Reply 4

**Lisa Yang**
https://www.eastbaytimes.com/2018/09/26/new-east-bay-ikea-store-rejected-by-city-for-now/ -- Did East Bay Times get it wrong? I thought PC rejected IKEA
1w Like Reply

**Kerrie Maddock Chabot** PLANNING C...

**Joseph Lui**
Agreed with Adam, if not IKEA is not being built, some other retails will be located here, may be more housings. Traffic will increase no matter what. Also traffic is a regional issue, not just an IKEA issue.
1w Like Reply 1

**Larry Leon**
BRING IKEA..SINCE THE CITY COUNCIL DOES NOT KNOW HOW TO BUILD A DOWNTOWN IN DUBLIN..FOR 50 YRS
5d Like Reply 2

**Maya DB**
Ikea will bring around 1200 extra cars to Dublin EVERY single day. 580 will be at a standstill. NO to IKEA.
1w Like Reply 3

**Rachel Fox**
How about another high school first 🤦‍♀️🤦‍♀️ or road widening projects so it doesn't take me 10 min to go 2 miles?

Write a comment...

6% 8:01 PM

Proposed IKEA Dublin Project

**Jeff Gebel**
English translation for IKEA = HTED (Horrible Traffic Every Day)
1w Like Reply

**Gokhan Gunan**
No to more housing and ikea both
1d Like Reply

**Nancy Carrasco**
No IKEA!!!!!!! there is enough traffic already.
4d Like Reply 1

**Jennifer Butler**
NO IKEA in Dublin!!!! 3
1w Like Reply

**Reshma Khatri**
NO IKEA! 3
1w Like Reply

**Daven Bhukhan**
IKEA is not for Dublin. Def NO!!!
1w Like Reply 1

**Jerry Hawj**
NO TO IKEA! 1
1w Like Reply

**Eva Olivarez de Leon**
YES IKEA.!!👍👍👍 2
1w Like Reply

**Eva Olivarez de Leon**
YES IKEA.!!!👍👍 2
1w Like Reply

**Kerrie Maddock Chabot**
NO IKEA in central Dublin
2d Like Reply 1

**Jeff Gebel**
Boo! No IKEA. 1
1w Like Reply

**Karm Deol**
No IKEA is Dublin. Enough already!!!!
1w Like Reply 1

**Derek Choy**
No IKEA. 1
1w Like Reply

**Daven Bhukhan**
No IKEA! 1
1w Like Reply

**Liz Rebello Rowen**
I don't support 3
1w Like Reply

**Durga Pydi**
No ikea
2d Like Reply

**Mojca Kara**
No IKEA in Dublin please!!!
1w Like Reply 1

**Suzanne Locklear**
I cant wait to have it close. Yes
1w Like Reply 3

Write a comment... GIF

## Amy Million

**From:** Sun Kim <sun_takenouchi@comcast.net>
**Sent:** Monday, October 15, 2018 3:08 PM
**To:** Amy Million
**Subject:** Bult in IKEA

Hi Amy,

Dad idea Bult in IKEA in Dublin.
Please stop. no more Bult commercial Bult.
Traffic is too much.
Thank you.

2678 Palatino Ct Dublin.

Sunny Takenouchi Kim

## Amy Million

**From:** Chris Foss
**Sent:** Monday, October 15, 2018 10:12 PM
**To:** Amy Million
**Subject:** Fwd: IKEA

Sent from my iPhone

Begin forwarded message:

> **From:** Janine Thalblum <Janine.Thalblum@dublin.ca.gov>
> **Date:** October 15, 2018 at 5:56:49 PM PDT
> **To:** Chris Foss <Chris.Foss@dublin.ca.gov>
> **Subject: FW: IKEA**


Janine Thalblum
Councilmember
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: l suico [mailto:lmsuico@hotmail.com]
Sent: Monday, October 15, 2018 5:55 PM
To: Janine Thalblum
Subject: IKEA

Please vote no on IKEA tomorrow. Longtime residents of Dublin are very opposed. Please hear our voice, the constituents and voters of Dublin.
Thank you in advance.

Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Monday, October 15, 2018 3:31 PM
**To:** Chris Foss
**Subject:** Fwd: NO IKEA IN DUBLIN

Sent from my iPad

Begin forwarded message:

> **From:** Asmita Patel <ninzpatel@gmail.com>
> **Date:** October 15, 2018 at 2:27:51 PM PDT
> **To:** council@dublin.ca.gov, amy.million@dublin.ca.gov
> **Subject: NO IKEA IN DUBLIN**
>
> Please listen to the people of Dublin when making you vote!!! We don't want an IKEA in Dublin.
>
> Thank you.
>
> Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 7:18 AM
**To:** Chris Foss
**Subject:** Fwd: No on IKEA

Sent from my iPad

Begin forwarded message:

> **From:** Donna Nowell <dmnowell@gmail.com>
> **Date:** October 15, 2018 at 11:03:14 PM PDT
> **To:** janine.thalblum@dublin.ca.gov
> **Subject: No on IKEA**
>
> I have lived in Dublin CA for over 25 years. I am strongly opposed to IKEA in Dublin. To avoid current traffic I plan my shopping errands at off times, often inconvenient times. The increased traffic IKEA will bring in will be a nightmare - both on the city streets and on the freeway. Dublin used to be a nicer area to live in.
>
> Please make the right decision for our city and not put it at risk with an irresponsible decision.
>
> Sincerely
> Donna Nowell

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 7:20 AM
**To:** Chris Foss
**Subject:** Fwd: Please vote NO to IKEA

Sent from my iPad

Begin forwarded message:

> **From:** Sunil <sunilshenoy@gmail.com>
> **Date:** October 16, 2018 at 7:16:11 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: Please vote NO to IKEA**
>
> Please vote NO to IKEA
>
> Regards,
> Sunil

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 7:24 AM
**To:** Chris Foss
**Subject:** Fwd: Stop IKEA

Sent from my iPad

Begin forwarded message:

> **From:** Arun Vasudevan <varunku@hotmail.com>
> **Date:** October 16, 2018 at 7:22:17 AM PDT
> **To:** "council@dublin.ca.gov" <council@dublin.ca.gov>
> **Subject: Stop IKEA**
>
> Hello,
> I Would like to petition to STOP IKEA from building in Dublin, California. We are already having a lot of traffic here in Dublin, IKEA will create a mess for traffic.
>
> Thanks,
> Arun Vasudevan

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:26 AM
**To:** Chris Foss
**Subject:** Fwd: No IKEA in Dublin.

Sent from my iPad

Begin forwarded message:

> **From:** karam deol <karmajat@yahoo.com>
> **Date:** October 16, 2018 at 8:21:35 AM PDT
> **To:** "council@dublin.ca.gov" <council@dublin.ca.gov>
> **Subject: No IKEA in Dublin.**
> **Reply-To:** "karmajat@yahoo.com" <karmajat@yahoo.com>
>
> Hi my name is Karmajit Deol a resident of Dublin for 15 years and I vote NO to IKEA in Dublin.
>
> Regrads,
> Karamjit Deol.
>
> Sent from Yahoo Mail on Android

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:37 AM
**To:** Chris Foss
**Subject:** Fwd: Save DUBLIN, NO IKEA,

Sent from my iPad

Begin forwarded message:

> **From:** Vasantha Ganesan <vadhvika@gmail.com>
> **Date:** October 16, 2018 at 8:31:39 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: Save DUBLIN, NO IKEA,**
>
> We are happy with a IKEA FREE dublin. Already we are called "concrete jungle" with all beauty of Dublin taken away. Please don't make it the worst by bringing these money suckers into our almost extinct Dublin. NO TO IKEA....
>
> Cheers,
> Vaas

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:38 AM
**To:** Chris Foss
**Subject:** Fwd: Save Dublin NO IKEA

This is the same person as the last email but I guess they wanted to reword their thoughts with a few more adjectives.

Sent from my iPad

Begin forwarded message:

> **From:** Vasantha Ganesan <vasanthaganesan@gmail.com>
> **Date:** October 16, 2018 at 8:32:12 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: Save Dublin NO IKEA**
>
> We are happy with a IKEA FREE dublin. Already we are called "concrete jungle" with all beauty of Dublin taken away. Please don't make it the worst by bringing these money suckers into our almost extinct Dublin. NO TO IKEA....
>
> Cheers,
> Vaas
>
> Cheers,
> Vasantha
> Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:39 AM
**To:** Chris Foss
**Subject:** Fwd: NO on IKEA

Sent from my iPad

Begin forwarded message:

> **From:** Vithal Kapavarapu <vithal.kapavarapu@gmail.com>
> **Date:** October 16, 2018 at 8:37:00 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: NO on IKEA**
>
> Hello Dublin City Council,
>
> IKEA in Dublin, CA would bring worse traffic on any given hour and day of the year; which will make traffic life miserable in many ways. 580/680 is already very tough to navigate and many times causes delays to work. 50/60% of people living in Dublin commutes to South Bay, which makes much more harder for them to commute; this can cause stress, depression, frustration and poor family life balance. Also the additional traffic can cause pollution, more chances of accidents.
>
> Dublin is still a great attraction for housing and small businesses; please do not make it less attractive by bringing IKEA. Finally, my request is “NO on IKEA” in Dublin, California. Thank you council board for hearing us.
>
> —
> Regards,
> Vithal Kapavarapu

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:39 AM
**To:** Chris Foss
**Subject:** Fwd: No to ikea

Sent from my iPad

Begin forwarded message:

> **From:** archana vuppala <archugoldy@gmail.com>
> **Date:** October 16, 2018 at 8:37:10 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: No to ikea**
>
> Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:39 AM
**To:** Chris Foss
**Subject:** Fwd: No to IKEA in Dublin ca

Sent from my iPad

Begin forwarded message:

> **From:** Sridevi Garlapati <sridevigarlapati@icloud.com>
> **Date:** October 16, 2018 at 8:38:42 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: No to IKEA in Dublin ca**
>
> Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:49 AM
**To:** Chris Foss
**Subject:** Fwd: STOP IKEA

Sent from my iPad

Begin forwarded message:

> **From:** "Raji.Kesavan" <raji.kesavan@gmail.com>
> **Date:** October 16, 2018 at 8:44:46 AM PDT
> **To:** "council@dublin.ca.gov" <council@dublin.ca.gov>
> **Subject: STOP IKEA**
>
> Dublin doesn't need more crowding, less parking, less infrastructure over all affecting each dubliners daily lives.
>
> WE SAY NO TO IKEA...
> --
> **Thanks,**
> **Raji A.**

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:49 AM
**To:** Chris Foss
**Subject:** Fwd: STOP the construction of IKEA in Dublin, CA

Sent from my iPad

Begin forwarded message:

> **From:** Radhika Vittal <rvgoodwishes@gmail.com>
> **Date:** October 16, 2018 at 8:45:11 AM PDT
> **To:** council@dublin.ca.gov
> **Subject: STOP the construction of IKEA in Dublin, CA**
>
> The IKEA built in the area planned will do nothing for the residents, but cause further issues. Please keep the residents in mind!! That is why you are sitting on the council! Without us, you would not have a seat! If the majority of the residents are requesting that there not be any IKEA.. please follow through on what we request. Thanks 🙏
>
> Sincerely,
> Radhika Vittal

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:50 AM
**To:** Chris Foss
**Subject:** Fwd: "NO on IKEA"

Sent from my iPad

Begin forwarded message:

> **From:** Priya Rabi <priyarabi@yahoo.com>
> **Date:** October 16, 2018 at 8:47:15 AM PDT
> **To:** "council@dublin.ca.gov" <council@dublin.ca.gov>, "amy.million@dublin.ca.gov" <amy.million@dublin.ca.gov>
> **Cc:** Rabi Bala <rabi.bala@gmail.com>
> **Subject: "NO on IKEA"**
>
> Hi GoodMorning,
>
> Kindly, consider "NO on IKEA" in Dublin.
>
> Best Regards,
> Priya Gopalakrishnan
> (925) 200-7698

## Amy Million

**From:** 9252007698@mms.att.net
**Sent:** Tuesday, October 16, 2018 8:44 AM
**To:** City Council; Amy Million
**Attachments:** text_0.txt

text_0

"NO on IKEA" in Dublin

## Amy Million

**From:** Chris Foss
**Sent:** Tuesday, October 16, 2018 8:53 AM
**To:** Amy Million
**Subject:** FW: Please do not approve Ikea

**Chris Foss**
**City Manager**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
chris.foss@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 8:10 AM
**To:** Chris Foss <Chris.Foss@dublin.ca.gov>
**Subject:** Fwd: Please do not approve Ikea

Sent from my iPad

Begin forwarded message:

> **From:** Raja Prasanna <raja.b.prasanna@hotmail.com>
> **Date:** October 16, 2018 at 7:50:34 AM PDT
> **To:** "council@dublin.ca.gov" <council@dublin.ca.gov>
> **Subject: Please do not approve Ikea**
>
> Dear Council Members,
> Please do not approve IKEA. Dublin is already crowded and Dublin roads do not have the capacity to excess traffic (especially during peak / school hours). It already takes 30 mins to reach High school from east Dublin. I humbly request you to **NOT APPROVE IKEA** at Dublin.
>
> thanks,
> Raja.

Riadh Khairalla
3767 Ferncroft Way
Dublin, CA 94568

October 15, 2018

City of Dublin
100 Civic Plaza
Dublin, CA 94568

**Subject: Item 6.1 IKEA Retail Center (PLPA-2016-00016)**

Dear Mayor Haubert and Councilmembers Goel, Gupta, Strah, and Thalblum:

I am writing to respectfully ask you to reject IKEA's plan to build their planned superstore in Dublin. IKEA is the wrong type of development for a city that prides itself on being the New American Backyard due to the significant impacts that would result from their development. While some impacts can be mitigated, others cannot and will therefore contribute to degrading quality of life for the majority of Dublin residents for a very long time.

One of the major impacts identified in the EIR documents is traffic. IKEA would generate about 18,000 vehicular trips on weekends and about 9,000 during week days. These are trips generated mainly from areas far beyond Dublin to the planned IKEA site. All these vehicles will need to find a place to park as they arrive. If they can't find open parking spots or are delayed for various reasons, then they become restriction to other incoming vehicles which would back up through the limited storage lanes, Dublin Blvd, onto the I-580 ramps and beyond. The EIR did not perform dynamic parking modeling based on expected incoming traffic, number of available parking spaces, customers dwell times, and available circulation and roadway storage. It assumed that when a vehicle reaches the parking garage or surface parking a spot would be available. We all know this is not how real life works, which is one of the reasons why the EIR should not have been certified. Actually, the EIR was not going to be certified by the Planning Commission had our city's legal counsel not interceded in the process and persuaded at least one of the commissioners who had already voted to deny certification to change his vote and approve certification. Such interference in the Planning Commission's deliberation and voting process on behalf of a developer by our city's legal counsel should not be allowed as it erodes the public trust in our city's decision making process.

My other major concern is the total lack of serious attention to the costs associated with IKEA. It seems that we only hear about the economic windfall the City would reap from IKEA's property and sales tax revenue, but there is hardly any enumeration or even mention of the costs. We all know that there is no such thing as a free lunch, but the EIR seems to conclude that IKEA would deliver free lunches daily because there seems to be no costs to the City associated with their development, only revenue. Actually, having a development that only generates revenue with no cost sounds even better than a free lunch. This is another reason

why the EIR should not have been certified, and it would not have been certified had our Legal Counsel not intervened in the process. The City Council should look carefully and seriously into the costs that the City would incur as a result of having thousands of additional cars, trucks, customers, etc, utilizing Dublin's facilities and services daily.

Based on the above and on numerous other significant reasons, IKEA's plan should be rejected. In addition, the City's Legal Counsel behavior during the last two Planning Commission meetings should be investigated because it did not seem appropriate for him to interfere in the voting process or to be providing pretexts and justifications for why IKEA would have valid grounds for legal actions against the City should their proposal be denied.

By voting no on IKEA the City Council would be making the right decision given how significant and long lasting IKEA's impacts would be, and how marginal if at all their benefits would be to our city.

Sincerely,

Riadh Khairalla

## Amy Million

**From:** Jagadeesh Aileni <jaileni@gmail.com>
**Sent:** Tuesday, October 16, 2018 9:01 AM
**To:** Amy Million; City Council
**Subject:** NO IKEA PLEASE

Hi,
We sincerely request you to VOTE NO on IKEA.

Thanks,
Jagadeesh Aileni

## Amy Million

**From:** Priya Rabi <priyarabi@yahoo.com>
**Sent:** Tuesday, October 16, 2018 8:47 AM
**To:** City Council; Amy Million
**Cc:** Rabi Bala
**Subject:** "NO on IKEA"

Hi GoodMorning,

Kindly, consider "NO on IKEA" in Dublin.

Best Regards,
Priya Gopalakrishnan
(925) 200-7698

## Amy Million

**From:** deepthi bellamkonda <bellamkondadeepthi@gmail.com>
**Sent:** Tuesday, October 16, 2018 9:10 AM
**To:** City Council; Amy Million
**Subject:** No Ikea in Dublin

As a resident of Dublin, I vote NO to Ikea.
Please consider our requests.

## Amy Million

**From:** Simpreet S <simpreetsohal@gmail.com>
**Sent:** Tuesday, October 16, 2018 9:07 AM
**To:** City Council; Amy Million
**Subject:** No on IKEA

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 9:09 AM
**To:** Chris Foss
**Subject:** Fwd: NO IKEA PLEASE

Sent from my iPad

Begin forwarded message:

> **From:** Jagadeesh Aileni <jaileni@gmail.com>
> **Date:** October 16, 2018 at 9:01:00 AM PDT
> **To:** "amy.million@dublin.ca.gov" <amy.million@dublin.ca.gov>, "council@dublin.ca.gov" <council@dublin.ca.gov>
> **Subject: NO IKEA PLEASE**
>
> Hi,
> We sincerely request you to VOTE NO on IKEA.
>
> Thanks,
> Jagadeesh Aileni

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 9:09 AM
**To:** Chris Foss
**Subject:** Fwd: No on IKEA

Sent from my iPad

Begin forwarded message:

> **From:** Simpreet S <simpreetsohal@gmail.com>
> **Date:** October 16, 2018 at 9:07:02 AM PDT
> **To:** council@dublin.ca.gov, amy.million@dublin.ca.gov
> **Subject: No on IKEA**

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 9:29 AM
**To:** Chris Foss
**Subject:** Fwd: No Ikea in Dublin

Sent from my iPad

Begin forwarded message:

> **From:** deepthi bellamkonda <bellamkondadeepthi@gmail.com>
> **Date:** October 16, 2018 at 9:10:03 AM PDT
> **To:** council@dublin.ca.gov, amy.million@dublin.ca.gov
> **Subject: No Ikea in Dublin**
>
> As a resident of Dublin, I vote NO to Ikea.
> Please consider our requests.

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 9:35 AM
**To:** Chris Foss
**Subject:** Fwd: No IKEA

Sent from my iPad

Begin forwarded message:

> **From:** grishma patel <ghgodhani@hotmail.com>
> **Date:** October 16, 2018 at 9:33:15 AM PDT
> **To:** "council@dublin.ca.gov" <council@dublin.ca.gov>
> **Subject: No IKEA**
>
> I would like to send out my vote - no on IKEA.
>
> Sent from my iPhone

## Amy Million

**From:** Rabi Bala <rabi.bala@gmail.com>
**Sent:** Tuesday, October 16, 2018 11:27 AM
**To:** City Council; Amy Million
**Subject:** "NO on IKEA"

Hi,
Please consider "NO on IKEA" in Dublin.

Thank you

--
Rabi Bala
925 200 3378

## Amy Million

**From:** 4156964679@mms.att.net
**Sent:** Tuesday, October 16, 2018 11:25 AM
**To:** City Council; Amy Million
**Attachments:** text_0.txt

text_0

NO on IKEA

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 10:28 AM
**To:** Chris Foss
**Subject:** FW: No ikea

Janine Thalblum
Councilmember
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: Aparna Pydi [mailto:aparna.pydi@gmail.com]
Sent: Tuesday, October 16, 2018 9:58 AM
To: City Council
Subject: No ikea

I'm a resident of Dublin, California and I'm sending this email in support of no ikea in Dublin.
We already have lot of issues with traffic and crime and ikea in Dublin would really add to it. If ikea comes we won't be in the top 10 cities to leave in.
I don't think Dublin infrastructure can support ikea

## Amy Million

**From:** Chris Foss
**Sent:** Tuesday, October 16, 2018 10:43 AM
**To:** Amy Million
**Subject:** FW: No to Ikea

Chris Foss
City Manager
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
chris.foss@dublin.ca.gov | www.dublin.ca.gov Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: Janine Thalblum
Sent: Tuesday, October 16, 2018 10:42 AM
To: Chris Foss <Chris.Foss@dublin.ca.gov>
Subject: FW: No to Ikea

Janine Thalblum
Councilmember
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: Neels Beri [mailto:nberi1@yahoo.com]
Sent: Tuesday, October 16, 2018 10:37 AM
To: City Council
Subject: No to Ikea

Thank you. I am a Dublin resident and my vote is for No to IKEA.

Thanks
Neeleshwari

## Amy Million

**From:** Paul Samra <neetubone@hotmail.com>
**Sent:** Tuesday, October 16, 2018 10:41 AM
**To:** City Council; Amy Million
**Subject:** NO on IKEA

I am a resident of Dublin for 8 years on Winterbrook Ave. I've seen major growth in Dublin (both good and bad), but I strongly feel that allowing Ikea in Dublin would be a bad move for the environment, the traffic congestion and the local businesses.

I strongly endorse a NO on IKEA Vote at tonight's meeting.

Paul Samra

## Amy Million

**From:** Ravi Kiran <rkiranj@gmail.com>
**Sent:** Tuesday, October 16, 2018 10:32 AM
**To:** City Council; Amy Million
**Subject:** No IKEA In Dublin

I am against IKEA In Dublin.

Thanks
Ravi

--
Ravi Kiran
Cell: 303 386 5451

## Amy Million

**From:** Paul Singh <paul95035@yahoo.com>
**Sent:** Tuesday, October 16, 2018 10:10 AM
**To:** City Council; Amy Million
**Subject:** No on IKEA

## Amy Million

**From:** Paul Singh <paul.singh@comcast.net>
**Sent:** Tuesday, October 16, 2018 10:08 AM
**To:** City Council; Amy Million
**Subject:** NO on IKEA

LOZEAU DRURY LLP
T 510.836.4200
F 510.836.4205
410 12th Street, Suite 250
Oakland, Ca 94607
www.lozeaudrury.com
richard@lozeaudrury.com

***Via Email and Hand Delivery***

October 16, 2018

David Haubert, Mayor
Melissa Hernandez, Vice Mayor
Abe Gupta, Councilmember
Arun Goel, Councilmember
Janine Thalblum, Councilmember
100 Civic Plaza
Dublin, CA 94568
Emails:
David.haubert@dublin.ca.gov
Melissa.hernandez@dublin.ca.gov
Abe.gupta@dublin.ca.gov
Arun.goel@dublin.ca.gov
Janine.thalblum@dublin.ca.gov

Amy Million, Principal Planner
Community Development Department
City of Dublin
100 Civic Plaza
Dublin, CA 94568
email: Amy.million@dublin.ca.gov

RE: **Final Supplemental Environmental Impact Report for the IKEA Retail Center Project (State Clearing House Number 2017082047)**

Dear Mayor Haubert, Vice Mayor Hernandez, and Honorable City Councilmembers:

I am writing on behalf of Laborers' International Union of North America Local Union No. 304, and its many members living in an around the City of Dublin concerning the Final Supplemental Environmental Impact Report ("FEIR") prepared for the IKEA Retail Center Project (State Clearing House Number 2017082047) ("Project"). After reviewing the FEIR, together with our consultants, it is clear that the document fails to comply with CEQA, and fails to adequately analyze and mitigate the Project's impacts. LIUNA urges the City to revise the EIR to adequately describe, analyze, and mitigate the Project and its impacts. A revised EIR should be recirculated to allow public review and comment.

LIUNA submits herewith comments of the civil and traffic engineer Daniel Smith, Jr., whose expert comments and curriculum vitae are attached hereto as Exhibit A. LIUNA also submits herewith comments of wildlife ecologist Shawn Smallwood, Ph.D. Dr. Smallwood's expert comments and curriculum vitae are attached hereto as Exhibit B. These experts and our own independent review demonstrate that the FEIR is woefully inadequate and that a revised EIR should be prepared prior to Project approval to analyze all impacts and require

implementation of all feasible mitigation measures, as described more fully below.

## I. PROJECT DESCRIPTION

IKEA Retail Center (PLPA-2016-00016). The proposed project involves the development of approximately 432,099 square feet of commercial uses on 27.45 acres. The project would be anchored by an IKEA store of approximately 339,099 square feet and feature up to 93,000 square feet of lifestyle retail-restaurant uses. The Project will be located at 5344 and 5411 Martinelli Way - Assessor Parcel Number 986-0033-005-02 & 986-0033-006-00. The Project site includes almost 2 acres of wetlands. (DEIR, p. 3.2-2).

## II. STANDING

Members of Local Union No. 304 ("LIUNA") live, work, and recreate in the City of Dublin and in the immediate vicinity of the Project site. These members will suffer the impacts of a poorly executed or inadequately mitigated Project, just as would the members of any nearby homeowners association, community group, or environmental group. Hundreds of LIUNA Local Union No. 304 members live and work in areas that will be affected by traffic, air pollution, and water pollution generated by the Project.

In addition, construction workers will suffer many of the most significant impacts from the Project as currently proposed, such as from air pollution emissions from poorly maintained or controlled construction equipment, possible risks related to hazardous materials on the Project site, and other impacts. Therefore, LIUNA Local Union No. 304 and its members have a direct interest in ensuring that the Project is adequately analyzed and that its environmental and public health impacts are mitigated to the fullest extent feasible.

## III. LEGAL STANDARDS

### A. EIR

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an environmental impact report ("EIR") (except in certain limited circumstances). (See, e.g., Pub. Resources Code, § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652.) "The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." (*Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 109 (*"CBE v. CRA"*).)

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (14 Cal. Code Regs. ("CEQA Guidelines") § 15002(a)(1).) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made.

Thus, the EIR 'protects not only the environment but also informed self-government.'" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564.) The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (*Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs*. (2001) 91 Cal. App. 4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.)

Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. (CEQA Guidelines, § 15002(a)(2) and (3); See also, *Berkeley Jets*, *supra*, 91 Cal. App. 4th at p. 1354; *Citizens of Goleta Valley*, *supra*, 52 Cal.3d at p. 564.) The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly reduced." (CEQA Guidelines, §15002(a)(2).) If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." (Pub. Resources Code, § 21081; CEQA Guidelines, § 15092(b)(2)(A) & (B).)

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position. A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" (*Berkeley Jets*, 91 Cal. App. 4th at p. 1355 (emphasis added), quoting, *Laurel Heights Improvement Assn. v. Regents of University of California*, 47 Cal. 3d 376, 391 409, fn. 12 (1988).) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at p. 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process." (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 722; *Galante Vineyards v. Monterey Peninsula Water Management Dist*. (1997) 60 Cal. App. 4th 1109, 1117; *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal. App. 4th 931, 946.)

**B. SUPPLEMENTAL EIR**

Recirculation of an EIR prior to certification is required "when the new information added to an EIR discloses: (1) a new substantial environmental impact resulting from the project or from a new mitigation measure proposed to be implemented (cf. CEQA Guidelines, § 15162, subd. (a)(1), (3)(B)(1)); (2) a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance (cf. CEQA Guidelines, § 15162, subd. (a)(3)(B)(2)); (3) a feasible project alternative or mitigation measure that clearly would lessen the environmental impacts of the project, but which the project's proponents decline to adopt (cf. CEQA Guidelines, § 15162, subd. (a)(3)(B)(3), (4)); or (4) that the draft EIR was so fundamentally and basically inadequate and conclusory in nature

that public comment on the draft was in effect meaningless." (*Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal. 4th 1112, 1130, citing *Mountain Lion Coalition v. Fish & Game Comm'n* (1989) 214 Cal.App.3d 1043.)

> Significant new information requiring recirculation can include:
>
> (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
>
> (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
>
> (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
>
> (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(CEQA Guidelines, § 15088.5(a).)

The FEIR fails to analyze significant environmental impacts pertaining to the Project and to fully consider available mitigation measures to address those impacts. A revised EIR is required to be prepared and recirculated to address these deficiencies.

## IV. THE FEIR FAILS TO ANALYZE AND MITIGATE ALL POTENTIALLY SIGNIFICANT IMPACTS.

An EIR must disclose all potentially significant adverse environmental impacts of a project. (Pub. Resources Code, § 21100(b)(1); CEQA Guidelines, § 15126(a); *Berkeley Jets*, 91 Cal. App. 4th 1344, 1354.) CEQA requires that an EIR must not only identify the impacts, but must also provide "information about how adverse the impacts will be." (*Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 831). The lead agency may deem a particular impact to be insignificant only if it produces rigorous analysis and concrete substantial evidence justifying the finding. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692 ("*Kings County*").)

CEQA requires public agencies to avoid or reduce environmental damage when feasible by requiring mitigation measures. (CEQA Guidelines, § 15002(a)(2) and (3); See also, *Berkeley Jets, supra*, 91 Cal. App. 4th at p. 1354; *Citizens of Goleta Valley, supra*, 52 Cal.3d at p. 564.) The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided

or significantly reduced." (CEQA Guidelines, §15002(a)(2).) If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." (Pub. Resources Code, § 21081; CEQA Guidelines, § 15092(b)(2)(A) & (B).)

In general, mitigation measures must be designed to minimize, reduce, or avoid an identified environmental impact or to rectify or compensate for that impact. (CEQA Guidelines, § 15370.) Where several mitigation measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. (*Id.*, at § 15126.4(a)(1)(B).) A lead agency may not make the required CEQA findings unless the administrative record clearly shows that all uncertainties regarding the mitigation of significant environmental impacts have been resolved.

CEQA requires the lead agency to adopt feasible mitigation measures that will substantially lessen or avoid the Project's potentially significant environmental impacts (Pub. Resources Code, §§ 21002, 21081(a)), and describe those mitigation measures in the CEQA document. (Pub. Resources Code, § 21100(b)(3); CEQA Guidelines, § 15126.4.) A public agency may not rely on mitigation measures of uncertain efficacy or feasibility. (*Kings County, supra,* 221 Cal.App.3d at p. 727 (finding groundwater purchase agreement inadequate mitigation measure because no record evidence existed that replacement water was available).) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines, § 15364.) To demonstrate economic infeasibility, "evidence must show that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project." (*Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1181.) The EIR must provide evidence and analysis to show project cannot be economically implemented. (*Kings County, supra*, 221 Cal.App.3d at pp. 734-737.) This requires not just cost data, but also data showing insufficient income and profitability. (*See Burger v. County of Mendocino* (1975) 45 Cal.App.3d 322, 327 (infeasibility claim unfounded absent data on income and expenditures showing project unprofitable); *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 694 (upholding infeasibility finding based on analysis of costs, projected revenues, and investment requirements).) Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments. (CEQA Guidelines, § 15126.4, subd. (a)(2).)

A lead agency may not conclude that an impact is significant and unavoidable without requiring the implementation of all feasible mitigation measures to reduce the impacts of a project to less than significant levels. (CEQA Guidelines, §§ 15126.4, 15091.)

## A. THE FEIR FAILS TO ADEQUATELY ANALYZE AND MITIGATE TRAFFIC IMPACTS.

### 1. The EIR Fails to Disclose the Severity of the Project's Impacts on Freeways.

The EIR's analysis and mitigation of traffic impacts is incomplete. When a section being analyzed reaches a traffic density in the LOS F range, the report does not disclose the actual vehicle density that would result. Smith, p. 2. Instead, it lists either a dash ("-") or a "greater than 45" indication (">45"). According to traffic engineer Dan Smith, under the "cumulative + Project" scenario, 25 of the 61 freeway sections analyzed will be at a "completely dysfunctional LOS F" in the AM, and 29 of the 61 in the PM. Smith, p. 2. It is not enough to disclose that the Project will make traffic worse. The EIR must disclose how much worse traffic will be. By failing to disclose the actual traffic density, the public and decision makers are deprived to the opportunity to understand the true severity of the Project's impact on traffic. *Id*. Moreover, without knowing just how bad traffic will be, it is impossible to know how much mitigation is required.

### 2. The EIR Understates the Project's Cumulative Traffic Impact.

The Final EIR adds the Zeiss Innovation Center, located directly across the street from the proposed Project, to the cumulative project list. However, the EIR categorizes the Zeiss project as "research and development" rather than "office," which is consistent with the planned employee density of the Zeiss project. Smith, p. 2. In doing so, the EIR understates the Zeiss project's trip generation by approximately 32 percent. Smith, pp. 2-3. As Mr. Smith concludes, the "understatement of Zeiss trip generation undermines the City's claim in the FSEIR that the inclusion of Zeiss in the cumulative project list does not material affect the conclusions of the analysis." Smith, p. 3. The cumulative traffic analysis must be revised to include an accurate description of the level of traffic that will be generated by the Zeiss project.

### 3. The FEIR Fails to Mitigate Significant Traffic Impacts.

The FEIR admits that the Project will have many significant impacts on traffic. However, the document fails to impose feasible mitigation measures to reduce or eliminate traffic impacts. For example, the EIR states:

> The proposed project would contribute new trips to the intersection of Hacienda Drive and Martinelli Way causing a queue impact under Existing With Project Conditions. While mitigation measures are proposed to fully mitigate the impact, the proposed mitigations may not be feasible. Therefore, the residual significance is significant and unavoidable. (DEIR p. ES-3).
>
> Additionally, extending the length of the northbound left-turn pocket by approximately 100 feet through median modifications and widening along the project frontage in order

> to provide a second eastbound left-turn pocket at the intersection of Hacienda Drive and Martinelli Way would reduce the queue impact to less than significant. Should the widening along the project frontage to provide a second eastbound left-turn pocket not be feasible, the eastbound left turn movement queue impact would remain significant and unavoidable. (DEIR p. 3.6-70).
>
> The proposed project would contribute new trips to freeway facilities that would operate at unacceptable levels (freeways and major arterials). All feasible mitigation measures are proposed to mitigate impacts; however, in certain cases, they would not fully mitigate the impact to a level of less than significant. In other cases, no feasible mitigation is available. Lastly, certain feasible mitigation measures require the cooperation of third-party agencies, which is not assured. Therefore, the residual significance is significant and unavoidable. (DEIR, p. ES-3).

The FEIR properly identifies mitigation measures capable of reducing certain traffic impacts to less than significant. However, the FEIR fails to impose those measure, determining that they may not be feasible. This fails to comply with CEQA.

CEQA defines "feasible" as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors. (Pub. Res. Code § 21061.1.) The guidelines add "legal" considerations as a fifth factor that must be taken into account when determining whether a mitigation measure or project alternative is feasible. (CEQA Guidelines § 15364.) Neither the statute nor the guidelines provide any substantive insights on how to analyze the economic feasibility of an alternative or measure. The cases discussed below provide some insight as to how the courts have determined whether an alternative or measure is economically feasible.

*Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1181 held that "evidence that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project." See also, *Kings County Farm Burea v. Hanford*, 221 Cal.App.3d at 734-737 (EIR must provide evidence and analysis to show project cannot be economically implemented). For a private project, this requires not just cost data, but also data showing insufficient income and profitability. *Burger v. Mendocino*, 45 Cal.App.3d at 327 (infeasibility claim unfounded absent data on income and expenditures showing project unprofitable).

The FEIR does not demonstrate that the identified mitigation measures are infeasible. Unless there is an adequate showing of infeasibility, the City must impose the mitigation measures to reduce the Project's significant traffic impacts.

## B. THE FEIR FAILS TO ADEQUATELY ANALYZE AND MITIGATE BIOLOGICAL IMPACTS.

### 1. The Project Will Have Significant Impacts on Biological Resources.

Dr. Smallwood concludes that the biological analysis contained in the FEIR is woefully incomplete and inadequate, and is not based on substantial evidence. Dr. Smallwood visited the Project site on March 26, 2018 for one hour, and on April 14, 2018 for 30 minutes. During that time, he witnessed 21 species of wildlife, including 5 special-status species using the Project site. Smallwood, p. 2.

Dr. Smallwood states that the EIR "is grossly deficient in its assessment of potential impacts to special-status species of wildlife." Smallwood, p. 7. As an example, the EIR states that "Four special-status wildlife species have the potential to occur within the project site: burrowing owl (Athene cunicularia), pallid bat (Antrozous pallidius), Townsend's big-eared bat (Corynorhinus townsendii), and Yuma myotis (Myotis yumanensis)." EIR, p. 3.2-6. Yet in the two brief site visits Dr. Smallwood made to the Project site, he detected 5 special-status species on site, none of which were addressed in the FEIR, including the white-tailed kite, which is a fully protected species under the California Endangered Species Act. Smallwood, p. 7. See Figure 1 below for a photograph taken by Dr. Smallwood of a white-tailed kite foraging over the Project site on April 14, 208. In addition, Dr. Smallwood also witnessed the following special-status species during his site visits: American kestrel, red-tailed hawk, turkey vulture, and California gull. Smallwood, p. 2. Photographs taken by Dr. Smallwood of these species at the Project site are shown below. Additional photographs are found in Dr. Smallwood's comments, attached hereto.

Based on his observations, Dr. Smallwood concludes that, without the undeveloped Project site, a colony of white-throated swifts that nest in the nearby parking garage and forage over the project site would likely fail. Smallwood, p. 2. Likewise, the white-tailed kites observed by Dr. Smallwood foraging on site that likely nest nearby would likely discontinue nesting without this foraging site due to insufficient open space remaining in the area. *Id.*

In addition to those species observed by Dr. Smallwood, eBird postings reveal 23 special-status species of birds seen near the Project site, only one of which is addressed in the FEIR. Smallwood, p. 7. One of these listing shows that burrowing owls have been seen at the Project site, a picture of which is included below. The EIR is deficient for failing to analyze the Project's impacts on any of these special-status species.

Looking at burrowing owls specifically, the EIR acknowledges a "moderate" potential for burrowing owl occurrence at the Project site. EIR, p. 3.2-6. Dr. Smallwood notes that this classification is misleading, however, because "the occurrence potential is not moderate, but rather certain due to eyewitness accounts of burrowing owls on site." Smallwood, p. 9. A picture of a burrowing owl located at the Project site is shown in Figure 7 below. This conclusion of only a moderate potential for burrowing owls is also misleading because it was

made without conducting burrowing owl detection surveys consistent with the California Department of Fish and Wildlife (2012) Guidelines. *Id.* Without conducting burrowing owl surveys consistent with these standards, the EIR's conclusions regarding burrowing owls are not supported by substantial evidence.

The EIR must be revised to fully analyze and mitigate these impacts to biological resources.

***Figure 1**. A white-tailed kite – a California Fully Protected species – forages over the site of the proposed IKEA Retail Center on 14 April 2018.*

***Figure 2**. A red-tailed hawk hunts the proposed project site from an adjacent electric distribution pole on 26 March 2018.*

***Figure 3**. A red-winged blackbird calls from mustard on the site of the proposed project (left), and another harasses a white-tailed kite foraging over the blackbird's nesting territory (right).*

***Figure 4**. A Bewick's wren calls from its nesting territory bordering the site of the proposed project (left) and a white-tailed kite stands vigil on his nesting territory on the project site (right).*

***Figures 5 and 6**. American goldfinch (top) and male and female house finches (right) are breeding on the site of the proposed project on 14 April 2018.*

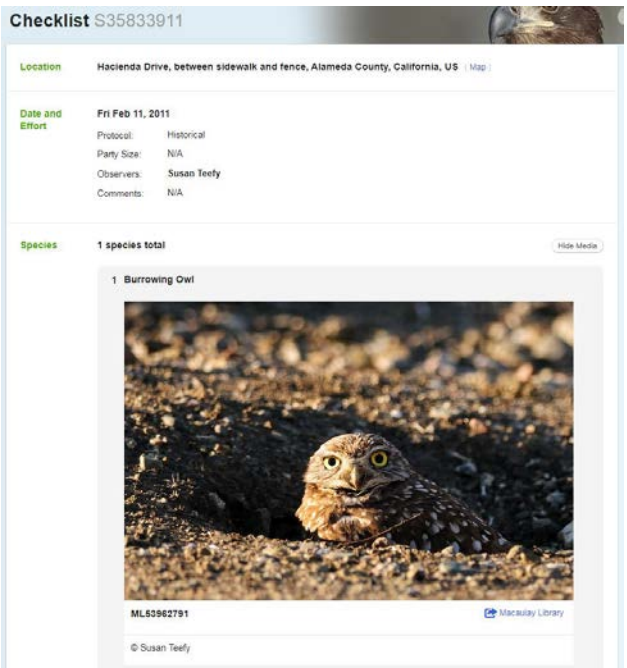


***Figure 7**. eBird posting of one of the burrowing owls seen on the project site.*

**2. The FEIR Violates CEQA Because it Fails to Analyze the Project's Impact on Wildlife Movement.**

CEQA requires an analysis of a Project's impact on wildlife movement. The FEIR does not analyze this impact on the grounds that "the project site is surrounded by urban development or infrastructure on four sides and is enclosed with a fence. These conditions preclude the possibility of wildlife movement occurring on-site. No impact would occur." EIR, 3.7-2. This conclusion is flawed because it fails to account for the many species of wildlife that fly, looking only at species that walk, slither, or crawl. Smith, p. 9. According to Dr. Smith, "[m]any species of wildlife likely use the site of the proposed project for movement across the region." *Id*.

While Volant Wildlife species (species that fly) fly during migration, dispersal, foraging patrols, and territory maintenance, they also require stop-over-habitat. Wildlife movement includes stop-over habitat used by birds and bats, but the EIR fails to analyze this potential impact. Smallwood, p. 9. "A project that removes stop-over habitat will interfere with the ability of many Volant species of wildlife to move across the region." *Id*.

Based on Dr. Smith's observations and research, he concludes that the "Project would cut wildlife off from stop-over and staging habitat and would therefore interfere with wildlife movement in the region." The FEIR violates CEQA because it fails to analyze the Project's impact on the movement of Volant species. Dr. Smith's comments are substantial evidence that the Project will have a significant impact on wildlife movement. The EIR must be revised to fully analyze and mitigate this impact.

**3. The EIR Fails to Analyze the Project's Impacts on Wildlife from Additional Traffic Generated by the Project.**

According to the FEIR, the Project will generate 9,637 new daily car and truck trips. EIR, 3.6-37. Yet the EIR provides no analysis of the impacts on wildlife that will be caused by an enormous increase in traffic on the roadways servicing the Project.

As a result of increased traffic resulting from the Project, Dr. Smallwood identified likely impacts to special-status species including the California red-legged frog, California tiger salamander, and American badgers. *Id*. As Dr. Smallwood notes, "regardless of whether they live on site, [these species] cross roadways that will experience increased traffic volume caused by increased traffic on roadways servicing the project." *Id*. at 13.

Vehicle collisions with special-status species is not a minor issue, but rather results in the death of millions of species each year. Dr. Smallwood explains:

> In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.

> A recent study of traffic-caused wildlife mortality along a 2.5 mile stretch of Vasco Road in Contra Costa County (only a few miles south of the project site), California, revealed 1,275 carcasses of 49 species of mammals, birds, amphibians and reptiles over 15 months of searches (Mendelsohn et al. 2009). This fatality number needs to be adjusted for the proportion of fatalities that were not found due to scavenger removal and searcher error.
>
> Many thousands of roadkill wildlife incidents have been reported to the UC Davis Road Ecology Center (Shilling et al. 2017). In 2017, one of the major hotspots of road-killed wildlife overlaps the project site (Shilling et al. 2017). In fact, the wildlife roadkill hotspot in the project area was found to be statistically highly significant (see Figure 5 of Shilling et al. 2017). The costs to drivers is also high (Shilling et al. 22017). Increased use of existing roads will increase wildlife fatalities (see Figure 7 in Kobylarz 2001). But not one word of traffic-related impacts appears in FirstCarbon Solutions (2018) – a gross shortfall of the CEQA review.

Smallwood, pp. 13-14.

The EIR must be revised to include an analysis and mitigation of the result increased traffic from the Project will have on wildlife.

**4. The EIR's Cumulative Biological Resources Analysis Violates CEQA and is Not Supported by Substantial Evidence.**

CEQA documents, such as the SMND, must discuss cumulative impacts, and mitigate significant cumulative impacts. 14 CCR § 15130(a). This requirement flows from CEQA section 21083, which requires a finding that a project may have a significant effect on the environment if "the possible effects of a project are individually limited but cumulatively considerable. . . . 'Cumulatively considerable' means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." A legally adequate cumulative impacts analysis views a particular project over time and in conjunction with other related past, present, and reasonably foreseeable probable future projects whose impacts might compound or interrelate with those of the project at hand.

The EIR fails to analyze the Project's cumulative impact on biological resources on the grounds that "The project site is located in an area characterized by urban development and infrastructure; accordingly, habitats in these areas tend to be characterized as highly disturbed, and impacts would be localized." EIR, p. 4-3.

While it is true that the Project site is surrounded by urban uses, "it is not true that the loss of this patch of open space would result in only localized impacts." Smallwood, p. 14. Dr. Smallwood concludes that:

> [M]ultiple species of birds are traveling to the site to forage in support of nesting elsewhere. Losing this foraging area will likely result in the termination of an entire nesting colony of white-throated swifts as well as however many nests of white-tailed kites can be supported by the prey base on this site. The loss of stop-over habitat at this site would prevent many species of birds and bats from flying over a large land area because they will lose their last available habitat for resting or staging. Losing the habitat on this site would generate the ultimate effects of habitat fragmentation – the disproportionate loss of species' capacity resulting from the loss of habitat.

Smallwood, p. 14.

In addition, the EIR claims that the Project will not have a significant cumulative impact on biological resources because the proposed preconstruction surveys for special-status species would mitigate for individual project impacts and therefore mitigate for cumulative impacts. EIR, p. 4-3. As Dr. Smallwood points out, this presents a false standard for determining whether a project's impact will be cumulatively considerable. Smallwood, p. 14. It implies that a given project impact is cumulatively considerable only when the project impact has not been fully mitigated.

The conclusion that the Project will have no cumulative impact because its individual impact is not significant relies on the exact argument CEQA's cumulative impact analysis is meant to protect against. The entire purpose of a cumulative impact analysis is to prevent the situation where mitigation occurs to address project-specific impacts, without looking at the bigger picture. This argument, applied over and over again, has resulted in major environmental damage, and is a major reason why CEQA was enacted. As the court stated in *CBE v. CRA*, 103 Cal. App. 4th at 114:

> Cumulative impact analysis is necessary because the full environmental impact of a proposed project cannot be gauged in a vacuum. One of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact.

(citations omitted).

A new cumulative impacts analysis is needed for the Project that complies with CEQA's requirement to look at the Project's environmental impact, combined with the impacts of other past, current, and probable future projects. A revised EIR must be prepared to fully analyze the Project's cumulative biological impacts.

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**5. The EIR's Cumulative Biological Resources Analysis Violates CEQA and is Not Supported by Substantial Evidence.**

CEQA disallows deferring the formulation of mitigation measures to post-approval studies. 14 CCR § 15126.4(a)(1)(B); *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308-309. An agency may only defer the formulation of mitigation measures when it possesses "'meaningful information' reasonably justifying an expectation of compliance." *Sundstrom* at 308; *see also Sacramento Old City Association v. City Council of Sacramento* (1991) 229 Cal.App.3d 1011, 1028-29 (mitigation measures may be deferred only "for kinds of impacts for which mitigation is known to be feasible"). A lead agency is precluded from making the required CEQA findings unless the record shows that all uncertainties regarding the mitigation of impacts have been resolved; an agency may not rely on mitigation measures of uncertain efficacy or feasibility. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 727 (finding groundwater purchase agreement inadequate mitigation because there was no evidence that replacement water was available). This approach helps "insure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug." *Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935.

Moreover, "mitigation measure[s] [that do] no more than require a report be prepared and followed" do not provide adequate information for informed decisionmaking under CEQA. *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 794; Guidelines § 15126.4(a)(1)(B). By deferring the development of specific mitigation measures, the City has effectively precluded public input into the development of those measures. CEQA prohibits this approach. As explained by the court in *Communities for a Better Env't v. Richmond* (2010) 184 Cal.App.4th 70, 92:

> [R]eliance on tentative plans for future mitigation after completion of the CEQA process significantly undermines CEQA's goals of full disclosure and informed decisionmaking; and[,] consequently, these mitigation plans have been overturned on judicial review as constituting improper deferral of environmental assessment.

Here, the EIR admits that the Project may have a substantial impact on the Congdon's tarplant. To mitigate the impact, the EIR proposes mitigation measure BIO-1a, which requires a survey to determine the presence of Congdon's tarplants prior to any vegetation removal or ground disturbing activities. EIR, ES-9. If Congdon's tarplants are fond on-site, then MM BIO-1a requires direct and indirect impacts of the Project on the species to be avoided "where feasible" through activity exclusion zones. *Id*. If avoidance of impacts on the Congdon's tarplant is not feasible, then:

> The loss of individuals or occupied habitat of Congdon's tarplant shall be compensated for through the acquisition, protection, and subsequent management of other existing occurrences. Before the implementation of compensation measures, the project's applicant shall provide detailed information to the CDFW and lead agency on the quality

> of preserved habitat, location of the preserved occurrences, provisions for protecting and managing the areas, the responsible parties involved, and other pertinent information that demonstrates the feasibility of the compensation.
>
> A mitigation plan identifying appropriate mitigation ratios at a minimum of 1:1 shall be developed in consultation with, and approved by, the CDFW and the City prior to the commencement of any activities that would impact Congdon's tarplant.
>
> A mitigation plan may include but is not limited to the following: the acquisition of off-site mitigation areas presently supporting the Congdon's tarplant, purchase of credits in a mitigation bank that is approved to sell credits for the Congdon's tarplant, or payment of in-lieu fees to a public agency or conservation organization (e.g., a local land trust) for the preservation and management of existing populations of Congdon's tarplant.

EIR, pp. ES9 to ES-10.

This mitigation measure violates CEQA for numerous reasons. First, it constitutes deferred mitigation. It defers the preparation of a mitigation plan until after completion of CEQA review, without imposing any substantive standards, without providing for any public review, and subject approval by CDFW and the City. Moreover, interested parties are precluded from commenting on the adequacy of the Congdon's tarplant mitigation plan, even though CEQA requires that they be permitted to do so.

Second, there is no evidence that BIO-1a is feasible because there is no evidence that there are sufficient "other existing occurrences" of Congdon's tarplant available for "acquisition, protection, and subsequent management." The mitigation measure itself makes clear that there is no evidence that the measure is feasible, since it requires the Project applicant "provide detailed information to the CDFW and lead agency on the quality of preserved habitat, location of the preserved occurrences, provisions for protecting and managing the areas, the responsible parties involved, and other pertinent information **that demonstrates the feasibility of the compensation**." This is particularly true given that the mitigation ratio will not be determined until after the Project is approved. Moreover, the mitigation measure does not specify what the mitigation ratio refers to. Is it that individual plants shall be mitigated at a minimum of a 1:1 ratio, or that a certain amount of habitat?

Deferral of mitigation is also impermissible if it removes the CEQA decision-making body from its decision-making role. The City may not delegate the formulation and approval of mitigation measures to address environmental impacts because an agency's legislative body must ultimately review and vouch for all environmental analysis mandated by CEQA. *Sundstrom v County of Mendocino* (1988) 202 Cal.App.3d 296, 306-308. Thus, the EIR may not rely on programs to be developed and approved later by another agency. Yet that is precisely what MM BIO-1 does.

Here, the lead agency has improperly delegated its legal responsibility of determining

what constitutes adequate mitigation to the Project applicant and CDFW. MM BIO-1a provides:

> Before the implementation of compensation measures, the project's applicant shall provide detailed information to the CDFW and lead agency on the quality of preserved habitat, location of the preserved occurrences, provisions for protecting and managing the areas, the responsible parties involved, and other pertinent information that demonstrates the feasibility of the compensation.

In other words, it is the Project Applicant, and not the lead agency that is formulating the mitigation measure. Moreover, the mitigation measure is subject to approval by CDFW.

Finally, there is no evidence to support the EIR's conclusion that a mitigation ratio of 1:1 is sufficient to reduce the impact to Congdon's tarplants to a less-than-significant level.

The FEIR may not rely on a Congdon's tarplant mitigation plan of unknown feasibility to be developed by the Project Application, subject to CDFW approval, at some future time after the CEQA process is complete. Without valid mitigation, the Project's significant impact on Congdon's tarplant remains significant.

Mitigation Measure BIO-1c also constitutes deferred mitigation. It provides that:

> If avoidance of burrowing owls or their burrows is not possible, and project activities may result in impacts to nesting, occupied, and satellite burrows and/or burrowing owl habitat, the project applicant shall consult with the CDFW and develop a detailed mitigation plan that shall include replacement of impacted habitat, number of burrows, and burrowing owl in a ratio approved by the CDFW. The mitigation plan shall be based on the requirements set forth in Appendix A of the CDFW 2012 Staff Report on Burrowing owl Mitigation and the Plan shall be reviewed and accepted by CDFW and the City prior to the first ground-disturbing activities.

Just like MM BIO-1a, MM BIO-1a constitutes deferred mitigation, since the mitigation plan will not be developed until after the CEQA process is complete. In addition, in violation of CEQA, the burrowing owl mitigation plan ratio is subject only to the approval of CDFW, which constitutes an improper delegation of authority under CEQA. There is also no evidence that there is sufficient habitat available to mitigate impacts to burrowing owls.

Mitigation Measure BIO-1b is also flawed. That mitigation measure provides:

> No more than 14 days prior to initial ground disturbance and vegetation removal during the nesting season (February 1 to August 31), the project applicant shall retain a qualified biologist to perform preconstruction breeding bird surveys. If any nests are found, they shall be flagged and protected with a suitable buffer. Buffer distance will vary based on species and conditions at the site, but is usually at least 50 feet, and up to 250 feet for

> raptors. This mitigation measure does not apply to ground disturbance and vegetation removal activities that occur outside of the nesting season (September 1 to January 31).

EIR, ES-10.

Again, this mitigation measure violates CEQA because it fails to establish a certain mitigation plan prior to Project approval. Instead, it requires that, if any nests are found, they should be protected with a "suitable buffer." There is no explanation of what is meant by "suitable buffer" or how it will be determined what buffer is "suitable."

The same is true for MM BIO-3b, which attempts to mitigate the loss of wetlands. That measure provides that:

> Prior to any ground-disturbing activity on the site, the project applicant shall acquire appropriate permits under Section 404 of the Clean Water Act from the USACE if the wetlands are determined to be subject to USACE jurisdiction, and shall obtain Section 401 certification from the RWQCB and approval of a wetlands mitigation plan that meets the following standards. A mitigation plan shall be prepared that will establish suitable compensatory mitigation based on the concept of no net loss of wetland habitat values or acreages, to the satisfaction of the regulatory agencies. Specifically, a wetland mitigation plan shall be developed and implemented that includes creation, restoration, and/or enhancement of off-site wetlands prior to project ground disturbance. Mitigation areas shall be established in perpetuity through dedication of a conservation easement (or similar mechanism) to an approved environmental organization and payment of an endowment for the long-term management of the site. The mitigation plan shall be subject to the approval of the applicable regulatory agency (USACE and/or RWQCB) and the City.

EIR, ES-12 to ES-13.

There is no evidence that MM BIO-3b is feasible, it is uncertain, it defers mitigation, and it improperly delegates authority away from the lead agency.

Each of the above mitigation measures violates CEQA, and without valid mitigation measures, each impact these mitigation measures are meant to address remain significant.

### C. THE FEIR FAILS TO ADEQUATELY ANALYZE AND MITIGATE AIR QUALITY IMPACTS.

The FEIR concludes that Project construction will have significant air quality impacts due to NOx and ROGs far above CEQA significance thresholds. (EIR p. 3.1-44). The FEIR recommends mitigation measures, including Tier 4 construction equipment and ultra-low VOC paints. These measures are projected to reduce emissions to slightly below significance

thresholds – approximately 52 pounds per day compared to a significance threshold of 55 pounds per day.

However, there is no showing that there is adequate availability of Tier 4 construction equipment to implement this measure. Also, the Project will have significant cumulative construction emissions together with other projects in the immediate vicinity. This includes the Carl Zeiss project and the Boulevard project (formerly the Dublin Crossing Project). The IKEA project will have significant cumulative construction emissions when considered together with the Zeiss and Boulevard projects. We incorporate the CEQA documents for the Zeiss and Boulevard projects by reference. Since all of the documents are in the City of Dublin's possession, they should be included in the record for this IKEA Project.

An EIR must discuss significant cumulative impacts. CEQA Guidelines section 15130(a). This requirement flows from CEQA section 21083, which requires a finding that a project may have a significant effect on the environment if "the possible effects of a project are individually limited but cumulatively considerable. . . . 'Cumulatively considerable' means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines section 15355(a). "[I]ndividual effects may be changes resulting from a single project or a number of separate projects." CEQA Guidelines section 15355(a).

"The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." *Communities for a Better Environment v. Cal. Resources Agency* ("*CBE v. CRA*"), (2002) 103 Cal.App.4th 98, 117. A legally adequate cumulative impacts analysis views a particular project over time and in conjunction with other related past, present, and reasonably foreseeable probable future projects whose impacts might compound or interrelate with those of the project at hand. "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." CEQA Guidelines § 15355(b).

As the court stated in *CBE v. CRA*, 103 Cal. App. 4th at 114:

> Cumulative impact analysis is necessary because the full environmental impact of a proposed project cannot be gauged in a vacuum. One of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact.

(Citations omitted).

In *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d at 718, the court concluded that an EIR inadequately considered an air pollution (ozone) cumulative impact. The court said: "The [ ] EIR concludes the project's contributions to ozone levels in the area would be immeasurable and, therefore, insignificant because the [cogeneration] plant would emit relatively minor amounts of [ozone] precursors compared to the total volume of [ozone] precursors emitted in Kings County. The EIR's analysis uses the magnitude of the current ozone problem in the air basin in order to trivialize the project's impact." The court concluded: "The relevant question to be addressed in the EIR is not the relative amount of precursors emitted by the project when compared with preexisting emissions, but whether any additional amount of precursor emissions should be considered significant in light of the serious nature of the ozone problems in this air basin." The Kings County case was reaffirmed in *CBE v. CRA*, 103 Cal.App.4th at 116, where the court rejected cases with a narrower construction of "cumulative impacts."

Since the IKEA Project will have significant cumulative air quality impacts, the FEIR must analyze additional mitigation measures to reduce emissions.

### D. THE FEIR FAILS TO ADEQUATELY ANALYZE AND MITIGATE HAZARDOUS MATERIALS IMPACTS.

The FEIR admits that the Project site includes soil contaminated with highly toxic chemicals. The EIR states:

> The project site is listed on several hazardous materials databases compiled pursuant to Government Code Section 65962.5. These listings are associated with the project site's past military use associated with Camp Parks. Several hazardous material investigations have occurred during the past 20 years and have identified the following issues: former fuel depot, former rail spur, metals and soil stockpiles.

EIR, p. 3.3-17.

The EIR offers only improper deferred mitigation to address this impact. The EIR states:

> Prior to issuance of the first grading permit, the project applicant shall retain a qualified hazardous materials contractor to sample any soil stockpiles that may be present for polycyclic aromatic hydrocarbons (PAHs), diesel and oil range petroleum hydrocarbons, and polychlorinated biphenyls (PCBs). If sampling determines that concentrations of these substances exceed acceptable human health exposure levels, the applicant shall retain a qualified hazardous materials contractor to properly remove and dispose of the impacted soils. If sampling determines that concentrations of these substances do not exceed acceptable human health exposure levels, no further action is required.

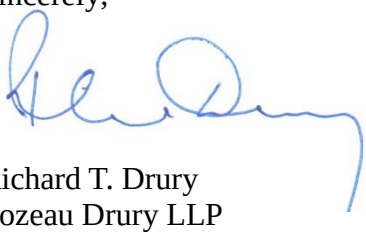
EIR p. 3.3.-17.

The EIR may not mitigate this significant impact by relying on a clean-up and removal plan that will be developed after Project approval. As discussed above, CEQA does not allow such deferred mitigation. This is of particular importance to LIUNA since construction workers will suffer the highest levels of exposure from contaminated soil disturbed during Project construction. A Revised EIR is required to propose specific mitigation measures to address the hazardous materials impacts.

## V. CONCLUSION

For the foregoing reasons, LIUNA Local Union No. 304 and its members living in the City of Dublin and the surrounding areas, urge the City to require preparation of a revised EIR addressing the Project's significant impacts and mitigation measures. Thank you for your attention to these comments. Please include this letter and all attachments hereto in the record of proceedings for this project.

Sincerely,



Richard T. Drury
Lozeau Drury LLP
Attorneys for LIUNA Local Union No. 304

# EXHIBIT A

SMITH ENGINEERING & MANAGEMENT

October 13, 2018

Ms. Rebecca Davis
Lozeau Drury
410 12th Street, Suite 250
Oakland, CA 94607

**Subject: IKEA Retail Center Project Final Supplemental EIR (SCH 2017082047)** P18015

Dear Ms. Davis:

At your request, I have reviewed the Final Supplemental Environmental Impact Report (the "FSEIR") for the IKEA Retail Center Project (the "Project") in the City of Dublin (the "City"). My review is specific to the traffic and transportation section of the FSEIR and the Draft Supplemental Environmental Impact Report (the "DSEIR") that preceded it.

My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and over 50 years professional consulting engineering practice in the traffic and transportation industry. I have both prepared and performed adequacy reviews of numerous transportation and circulation sections of environmental impact reports prepared under the California Environmental Quality Act (CEQA). My professional resume is attached.

Findings of my review are summarized below.

**Failure to Mitigate Significant Impacts On State, Regional And Local Transportation Facilities**

The DSEIR discloses significant impacts to transportation facilities under jurisdiction of Responsible Agencies at the State, regional and local levels.

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Impacted facilities include (but are not limited to) I-580 between Foothill and El Charro Roads, I-680 between Stoneridge Drive and Alcosta Road, Dougherty Road and I-580 Westbound ramp, Hacienda Drive and I-580 Westbound ramp, Hacienda Drive and I-580 Eastbound ramp, Santa Rita Road and I-580 Eastbound ramp, State Route 84 between Stanley Road and Concannon Boulevard, routes of regional significance under the Alameda County Congestion Management Plan including Dublin Boulevard, Hopyard Road, Foothill Road and Isabel Avenue (SR 84), and City of Pleasanton intersections at Hopyard Road with Owens Drive and at HaciendaDrive with Owens Drive. The DSEIR and FSEIR purport to offer fair share funding to mitigate these impacts. However, they fail to identify *feasible mitigation measures* that *fully mitigate* the impacts on these facilities, fail to calculate what fair share funding contributions would be and fail to indicate mechanisms of transference of fair share funds to the Responsible Agencies. It is obvious that in simply categorizing these transportation impacts as *significant and unavoidable* the City has no interest in compelling the Project to participate in mitigating transportation impacts outside its own jurisdiction. This is inconsistent with the purpose and intent of CEQA.

**The DSEIR and FSEIR Fail To Disclose the Severity of the Project's Impacts on Freeway Mainline, Merge, Diverge And Weave Sections**

The DSEIR analyzes the Project's impact on area freeways for the AM and PM peaks on 19 basic mainline, merge diverge and weave sections of I-580 eastbound, 20 such sections for I-580 westbound, 12 such sections for I-680 northbound and 10 such sections for I-680 southbound, comparing the 'with Project" condition to the "no Project" condition in 'existing', 'near term' and long term 'cumulative' scenarios. In the "existing + Project" scenario in the AM peak, 12 of the 61 sections analyzed are in the LOS F condition; in the same scenario for the PM peak a total of 25 of the 61 sections analyzed are in LOS F. By the "cumulative + Project" scenario, 25 of the 61 sections analyzed are at completely dysfunctional LOS F in the AM peak; in the PM peak 29 of the 61 are at LOS F. However, whenever an analysis section reaches a traffic density in the LOS F range, the reporting does not report the actual vehicle density value compiled; instead it reports a dash (-) or a 'greater than 45' indication (> 45). This manner of reporting deprives the public of the opportunity to understand the severity of projected conditions and the severity of the Project's contributions to them. Consequently, the FSEIR is inadequate as an informational document under CEQA.

**Traffic of Cumulative Projects Remains Understated**

The FSEIR modifies Table 4-1 to add the Zeiss Innovation Center to the cumulative projects list. However, by treating this project as a land use in the "research and development" category instead of the "office" category that its planned employee density indicates, it understates the Zeiss project's trip

generation by about 32 percent. This fact was communicated to the City in a letter dated February 12, 2018 but evidently has been ignored in the current analysis. The understatement of Zeiss trip generation undermines the City's claim in the FSEIR that the inclusion of Zeiss in the cumulative projects list does not materially affect the conclusions of the analysis.

**Conclusion**

Given all of the foregoing, the FSEIR is inadequate and unsuited for certification.

Sincerely,

Smith Engineering & Management
A California Corporation

Daniel T. Smith Jr., P.E.
President

**Attachment 1**
**Resume of Daniel T. Smith Jr., P.E.**

SMITH ENGINEERING & MANAGEMENT

# DANIEL T. SMITH, Jr.
## President

**EDUCATION**

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

**PROFESSIONAL REGISTRATION**

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

**PROFESSIONAL EXPERIENCE**

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

**Litigation Consulting.** Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

**Urban Corridor Studies/Alternatives Analysis.** Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

**Area Transportation Plans.** Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21'st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.



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**Transportation Centers**. Project manager for Daly City Intermodal Study which developed a $7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

**Campus Transportation**. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

**Special Event Facilities**. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

**Parking.** Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

**Transportation System Management & Traffic Restraint**. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

**Bicycle Facilities**. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

**MEMBERSHIPS**

Institute of Transportation Engineers Transportation Research Board

**PUBLICATIONS AND AWARDS**

*Residential Street Design and Traffic Control*, with W. Homburger *et al*. Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

*Residential Traffic Management, State of the Art Report*, U.S. Department of Transportation, 1979.

*Improving The Residential Street Environment*, with Donald Appleyard et al., U.S. Department of Transportation, 1979.

*Strategic Concepts in Residential Neighborhood Traffic Control*, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

*Planning and Design of Bicycle Facilities: Pitfalls and New Directions*, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

# EXHIBIT B

Shawn Smallwood, PhD
3108 Finch Street
Davis, CA 95616

Amy Million, Principal Planner
City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

12 October 2018

RE: IKEA Retail Center

Dear Ms. Million,

I write to comment on the Supplemental Environmental Impact Report (SEIR) and supporting biological resources report (WRA 2013) prepared for the proposed IKEA Retail Center (FirstCarbon Solutions 2018), which I understand is to be a new development on 27.45 acres in the City of Dublin.

My qualifications for preparing expert comments are the following. I earned a Ph.D. degree in Ecology from the University of California at Davis in 1990, where I subsequently worked for four years as a post-graduate researcher in the Department of Agronomy and Range Sciences. My research has been on animal density and distribution, habitat selection, habitat restoration, interactions between wildlife and human infrastructure and activities, conservation of rare and endangered species, and on the ecology of invading species. I have authored numerous papers on special-status species issues, including "Using the best scientific data for endangered species conservation," published in Environmental Management (Smallwood et al. 1999), and "Suggested standards for science applied to conservation issues" published in the Transactions of the Western Section of The Wildlife Society (Smallwood et al. 2001). I served as Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. I am a member of The Wildlife Society and the Raptor Research Foundation, and I've been a part-time lecturer at California State University, Sacramento. I was also Associate Editor of wildlife biology's premier scientific journal, The Journal of Wildlife Management, as well as of Biological Conservation, and I was on the Editorial Board of Environmental Management.

I have performed wildlife surveys in California for thirty-three years. Over these years, I studied the impacts of human activities and human infrastructure on wildlife, including on golden eagle, Swainson's hawk, burrowing owl, San Joaquin kangaroo rat, mountain lion and other species. I have also performed wildlife surveys at many proposed project sites. I also collaborate with colleagues worldwide on the underlying science and policy issues related to anthropogenic impacts on wildlife. I have performed research on wildlife mortality caused by wind turbines, electric distribution lines, agricultural practices, and road traffic.

My CV is attached.

## SITE VISITS

I visited the proposed project site on 26 March and 14 April 2018. I was at the site for an hour, starting at 11:15 on the 26th of March, and for 30 minutes starting at 18:50 hours on the 14th of April. I detected 21 species of wildlife during my brief visits, including 5 species with special status (Table 1). The site is used by California gulls and raptors including the California Fully Protected white-tailed kite (Photo 1) and red-tailed hawk (Photo 2). It is also used by multiple species for breeding, including red-winged blackbirds (Photo 3), Bewick's wrens and white-crowned sparrows (Figure 4), and American goldfinches and house finches (Figure 5). Birds foraging on and around the site included black phoebes (Figure 6), Anna's hummingbird and black-chinned hummingbird (Figure 7), and white-throated swifts (Figure 8). A great egret majestically flew over the site (Figure 8), and black-tailed jackrabbits live on site (Figure 9). A colony of white-throated swifts nest in the nearby parking garage and forage over the project site, without which the nesting colony would likely fail. Likewise, the white-tailed kites foraging on site likely nest nearby, but would likely discontinue nesting without this foraging site due to insufficient open space remaining in the area.

***Table 1**. Wildlife species I observed on site on 26 March and 14 April 2018.*

| **Species** | **Scientific name** | **Status[1]** |
|---|---|---|
| Great egret | *Ardea alba* | |
| Mallard | *Anas platyrhynchos* | |
| California gull | *Larus californicus* | TWL |
| Turkey vulture | *Cathartes aura* | CDFW 3503.5 |
| Red-tailed hawk | *Buteo jamaicensis* | CDFW 3503.5 |
| White-tailed kite | *Elanus leucurus* | CFP, CDFW 3503.5 |
| American kestrel | *Falco sparverius* | CDFW 3503.5 |
| Mourning dove | *Zenaita macroura* | |
| White-throated swift | *Aeronautes saxatalis* | |
| Black-chinned hummingbird | *Archilochus alexandri* | |
| Anna's hummingbird | *Alypte anna* | |
| Black phoebe | *Sayornis nigricans* | |
| Northern rough-winged swallow | *Stelgidopteryx serripennis* | |
| American crow | *Corvus brachyrhynchos* | |
| Yellow-rumped warbler | *Dendroica coronata* | |
| White-crowned sparrow | *Zonotrichia leucophrys* | |
| Western meadowlark | *Sturnella neglecta* | |
| Red-winged blackbird | *Agelaius phoenicus* | |
| House finch | *Carpodacus mexicanus* | |
| American goldfinch | *Catrduelis tristis* | |
| Black-tailed jackrabbit | *Lepus californicus* | |

[1] Listed as CFP = California Fully Protected (CDFW Code 4700), CDFW 3503.5 = California Department of Fish and Wildlife Code 3503.5 (Birds of prey), TWL = Taxa to Watch List (Shuford and Gardali 2008).

***Figure 1**. A white-tailed kite – a California Fully Protected species – forages over the site of the proposed IKEA Retail Center on 14 April 2018.*

***Figure 2**. A red-tailed hawk hunts the proposed project site from an adjacent electric distribution pole on 26 March 2018.*

***Figure 3***. *A red-winged blackbird calls from mustard on the site of the proposed project (left), and another harasses a white-tailed kite foraging over the blackbird's nesting territory (right).*

***Figure 4***. *A Bewick's wren calls from its nesting territory bordering the site of the proposed project (left) and a white-tailed kite stands vigil on his nesting territory on the project site (right).*

***Figure 5****. American goldfinch (top) and male and female house finches (right) are breeding on the site of the proposed project on 14 April 2018.*

***Figure 6.*** *Black phoebe forages from a perch on the site of the proposed project.*

***Figure 7***. *Anna's hummingbird and black-chinned hummingbird along the boundary of the proposed project site.*

***Figure 8.*** *A great egret flies over the project site and one of many white-throated swifts forages over the site.*

***Figure 9***. *A black-tailed jackrabbit runs for cover on the site of the proposed project.*

## BIOLOGICAL IMPACTS ASSESSMENT

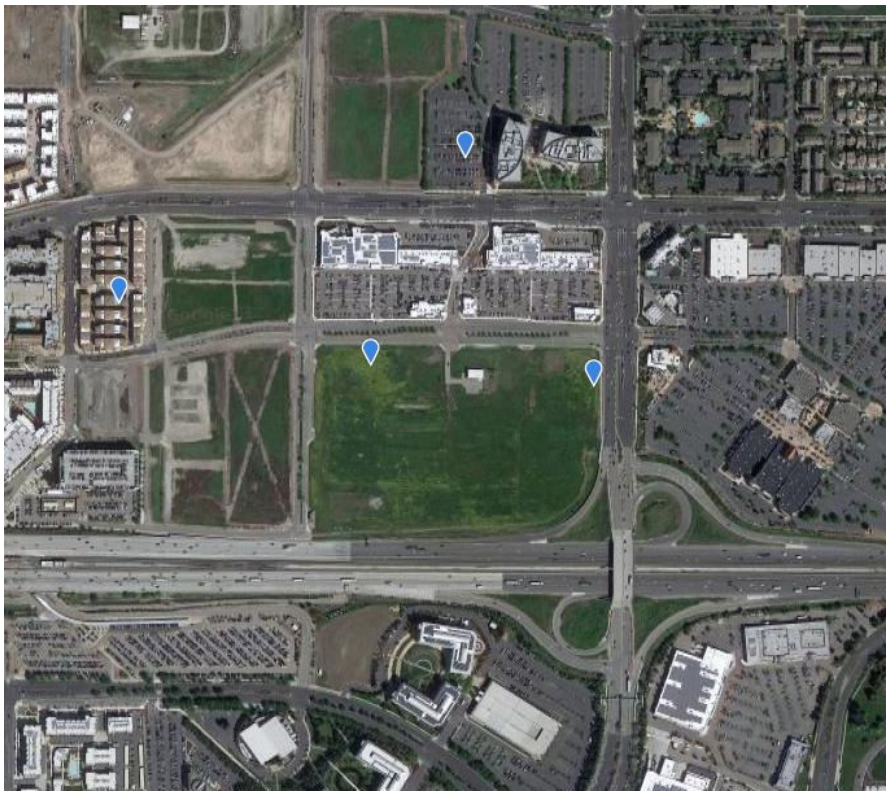
The SEIR is grossly deficient in its assessment of potential impacts to special-status species of wildlife. For example, according to FirstCarbon Solutions 2018:3.2-6), "*Four special-status wildlife species have the potential to occur within the project site: burrowing owl (Athene cunicularia), pallid bat (Antrozous pallidius), Townsend's big-eared bat (Corynorhinus townsendii), and Yuma myotis (Myotis yumanensis).*" In only two brief site visits I detected 5 special-status species on the site, none of which are addressed in the SEIR, including the California Full Protected white-tailed kite. eBird postings revealed 23 special-status species of birds seen near the project site (Table 2), only one of which is addressed in the SEIR. Burrowing owls have actually been seen on the project site (Figures 10 and 11). Most of the potential impacts remain unaddressed.

***Table 2.*** *Species reported on eBird (https://eBird.org) on or near the proposed project site.*

| Species | Scientific name | Status[1] |
|---|---|---|
| Long-billed curlew | *Numenius americanus* | TWL |
| California gull | *Larus californicus* | TWL |
| Bald eagle | *Haliaeetus leucocephalus* | BGEPA, BCC, CE |
| Golden eagle | *Aquila chrysaetos* | BGEPA, BCC, CFP |
| Red-tailed hawk | *Buteo jamaicensis* | CDFW 3503.5 |
| Ferruginous hawk | *Buteo regalis* | CDFW 3503.5, TWL |
| Swainson's hawk | *Buteo swainsoni* | BCC, CT |
| Red-shouldered hawk | *Buteo lineatus* | CDFW 3503.5 |
| Sharp-shinned hawk | *Accipiter striatus* | CDFW 3503.5, TWL |
| Cooper's hawk | *Accipiter cooperi* | CDFW 3503.5, TWL |
| Northern harrier | *Circus cyaneus* | SSC3 |
| White-tailed kite | *Elanus leucurus* | CFP, TWL |
| American kestrel | *Falco sparverius* | CDFW 3503.5 |
| Merlin | *Falco columbarius* | CDFW 3503.5, TWL |
| Prairie falcon | *Falco mexicanus* | CDFW 3503.5, TWL |
| Peregrine falcon | *Falco peregrinus* | CE, CFP |
| Burrowing owl | *Athene cunicularia* | BCC, SSC2 |
| Oak titmouse | *Baeolophus inornatus* | BCC |
| Loggerhead shrike | *Lanius ludovicianus* | BCC, SSC2 |
| Yellow-billed magpie | *Pica nuttalli* | BCC |
| Yellow warbler | *Setophaga petechia* | SSC2 |
| Tricolored blackbird | *Agelaius tricolor* | SSC1 |
| Lawrence's goldfinch | *Carduelis lawrencei* | BCC |

[1] Listed as BCC = U.S. Fish and Wildlife Service Bird of Conservation Concern, CE or CT = California endangered or threatened, CFP = California Fully Protected (CDFG Code 4700), CDFW 3503.5 = California Department of Fish and Wildlife Code 3503.5 (Birds of prey), and SSC1, SSC2 and SSC3 = California Bird Species of Special Concern priorities 1, 2 and 3, respectively (Shuford and Gardali 2008), and TWL = Taxa to Watch List (Shuford and Gardali 2008).

***Figure 10***. *Locations of eBird postings of burrowing owl sightings on and around the site of the proposed project.*



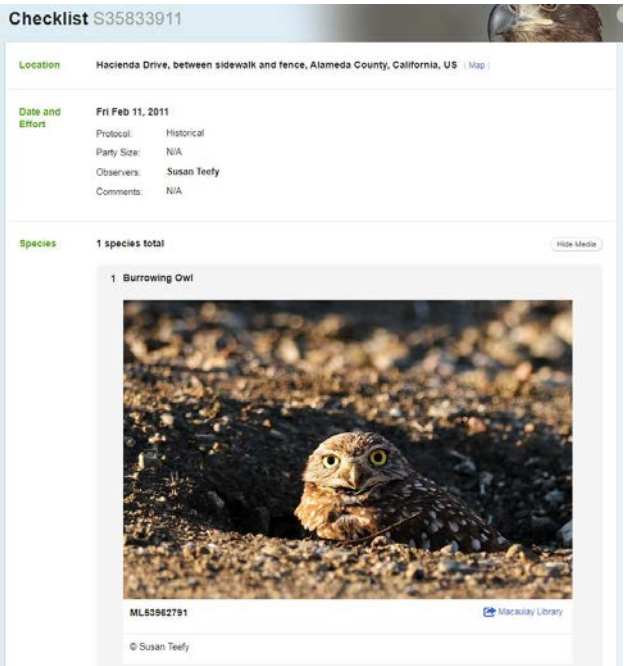



***Figure 11***. *eBird posting of one of the burrowing owls seen on the project site.*

The SEIR does acknowledge a "moderate" potential for burrowing owl occurrence: "*The site exhibits good qualities for burrowing owl habitat, as it contains disturbed soils from discing and a healthy ground squirrel population. The CNDDB occurrence record also indicates known occurrences within proximity to the site*" (FirstCarbon Solutions 2018:3.2-6). The SEIR's assessment is misleading, however, because the occurrence potential is not *moderate*, but rather certain due to eyewitness accounts of burrowing owls on site. The SEIR's assessment is also misleading for having been made without the benefit of having performed detection surveys consistent with the CDFW (2012) guidelines. A site visit performed by WRA (2018) for an unknown period of time on 1 August 2013 achieved only a few of the standards expected of a detection survey for burrowing owl presence/absence in CDFW's (2012) guidelines (Table 3). The only standards achieved were related to mapping the project site and summarizing vegetation cover and ground squirrel presence in the habitat assessment. None of the standards were achieved under presenting minimum qualifications, performing breeding-season surveys, and reporting. The SEIR needs to be revised to include burrowing owl detection surveys that are consistent with CDFW's (2012) guidelines.

## WILDIFE MOVEMENT

The SEIR does not assess the project's potential impacts on wildlife movement in the region, reasoning "*The project site is surrounded by urban development or infrastructure on four sides and is enclosed with a fence. These conditions preclude the possibility of wildlife movement occurring on-site. No impact would occur*" (FirstCarbon Solutions 2018:7-2). This reasoning seems to consider only those species of wildlife that walk, slither, or crawl, but it neglects the many species of wildlife that fly. Volant species, while able to fly during migration, dispersal, foraging patrols, or territory maintenance, require stop-over habitat. A project that removes stop-over habitat will interfere with the ability of many volant species of wildlife to move across the region.

Wildlife movement in a region is often diffuse rather than channeled (Runge et al. 2014, Taylor et al. 2011) unless anthropogenic changes have forced channeling or targeting of "island" patches of habitat (Smallwood 2015). Wildlife movement includes stop-over habitat used by birds and bats (Taylor et al. 2011), staging habitat (Warnock 2010), and crossover habitat used by nonvolant wildlife during dispersal, migration or home range patrol. Many species of wildlife likely use the site of the proposed project for movement across the region, incluging great egrets (Figure 8) and California gulls. The project would cut wildlife off from stop-over and staging habitat, and would therefore interfere with wildlife movement in the region.

***Table 3.*** *Assessment of whether 2013 site visit (WRA 2013) achieved the standards in CDFW's (2012) recommended survey protocol. Standards are numbered to match those in CDFW (2012).*

| **Standard in CDFW (2012)** | **Assessment of surveys performed in 2008** | **Was the standard met?** |
|---|---|---|
| **Minimum qualifications of biologists performing surveys and impact assessments** | | |
| (1) Familiarity with the species and local ecology | No explanation demonstrating familiarity with burrowing owl ecology | No |
| (2) Experience conducting habitat assessments and breeding and non-breeding season surveys | No description of experience was provided | No |
| (3) Familiarity with regulatory statutes, scientific research and conservation related to burrowing owls | No indication of familiarity with scientific research or conservation related to burrowing owls | No |
| (4) Experience with analyzing impacts on burrowing owls | No summary of such experience | No |
| **Habitat assessment** | | |
| (1) Conduct at least 1 visit covering entire site and offsite buffer to 150 m | One visit was made, but no methodological detail provided | No |
| (2) Prior to site visit, compile relevant biological information on site and surrounding area | No compilation reported | No |
| (3) Check available sources for occurrence records | I cannot verify that sources were checked | No |
| (4) Identify vegetation cover potentially supporting burrowing owls on site and vicinity | Summaries of vegetation only crudely reported | No |
| (5a) Describe project and timeline of activities | | No |
| (5b) Regional setting map showing project location | | Yes |
| (5c) Detailed map with project footprint, topography, landscape and potential vegetation-altering activities | | Yes |
| (5d) Biological setting including location, acreage, terrain, soils, geography, hydrology, land use and management history | Some of this provided, most not | No |
| (5e) Analysis of relevant historical information concerning burrowing owl use or occupancy | No, and there was no evidence that local people were interviewed about burrowing owl use of the site or area | No |
| (5f) Vegetation cover and height typical of temporal and spatial scales relevant to the assessment | No specific reporting on this | No |
| (5g) Presence of burrowing owl individuals, pairs or sign | | Yes |
| (5h) Presence of suitable burrows or burrow surrogates | | Yes |

| Standard in CDFW (2012) | Assessment of surveys performed in 2008 | Was the standard met? |
|---|---|---|
| **Breeding season surveys** | | |
| Perform 4 surveys separated by at least 3 weeks | Not performed | No |
| 1 survey between 15 February and 15 April | Not performed | No |
| 2-3 surveys between 15 April and 15 July | Not performed | No |
| 1 survey following June 15 | Not performed | No |
| Walk transects spaced 7 m to 20 m apart | Not performed | No |
| Scan entire viewable area using binoculars at start of each transect and at 100 m intervals | Not performed | No |
| Record all potential burrow locations determined by presence of owls or sign | Not performed | No |
| Survey when temperature >20° C (68° F), winds <12 km/hr, and cloud cover <75% | Not performed | No |
| Survey between dawn and 10:00 hours or within 2 hours before sunset | Not performed | No |
| Identify and discuss any adverse conditions such as disease, predation, drought, high rainfall or site disturbance | Not performed | No |
| Survey several years where activities will be ongoing, annual or start-and-stop to cover high nest site fidelity | Not performed | No |
| **Reporting should include:** | | |
| (1) Survey dates with start and end times and weather conditions | Not performed | No |
| (2) Qualifications of surveyor(s) | Not performed | No |
| (3) Discussion of how survey timing affected comprehensiveness and detection probability | Not performed | No |
| (4) Description of survey methods including point count dispersal and duration | Not performed | No |
| (5) Description and justification of the area surveyed | Not performed | No |
| (6) Numbers of nestlings or juveniles associated with each pair and whether adults were banded or marked | Not performed | No |

| Standard in CDFW (2012) | Assessment of surveys performed in 2008 | Was the standard met? |
|---|---|---|
| (7) Descriptions of behaviors of burrowing owls observed | Not performed | No |
| (8) List of possible burrowing owl predators in the area, including any signs of predation of burrowing owls | Not performed | No |
| (9) Detailed map showing all burrowing owl locations and potential or occupied burrows | Not performed | No |
| (10) Signed field forms, photos, etc. | Not performed | No |
| (11) Recent color photos of project site | Not performed | No |
| (12) Copies of CNDDB field forms | Not performed | No |

## TRAFFIC IMPACTS ON WILDLIFE

FirstCarbon Solutions (2018:3.6-37) predicts 9,637 new daily car and truck trips will be generated as a result of the project. This greatly increased traffic on east Alameda County roadways will surely crush and kill a great number of wildlife, the majority of which will be located well beyond the project's footprint. A fundamental shortfall of FirstCarbon Solutions (2018) is its failure to analyze the impacts of the project's added road traffic on special-status species of wildlife, including species such as California red-legged frog (*Rana draytonii*), California tiger salamander (*Ambystoma californiense*), and American badgers (*Taxidea taxus*) that, regardless of whether they live on the site, must cross roadways that will experience increased traffic volume caused by this project. FirstCarbon Solutions (2018) provides no analysis of impacts on wildlife that will be caused by increased traffic on roadways servicing the project.

Also missing from the analysis is any consideration of trip distances and likely trip destinations and origins. These trip attributes are important because the project's impacts on wildlife will reach as far from the project as cars and trucks travel to or from the project site. Across North America traffic impacts have taken devastating tolls on wildlife (Forman et al. 2003). In Canada, 3,562 birds were estimated killed per 100 km of road per year (Bishop and Brogan 2013), and the US estimate of avian mortality on roads is 2,200 to 8,405 deaths per 100 km per year, or 89 million to 340 million total per year (Loss et al. 2014). Local impacts can be more intense than nationally.

A recent study of traffic-caused wildlife mortality along a 2.5 mile stretch of Vasco Road in Contra Costa County (only a few miles south of the project site), California, revealed 1,275 carcasses of 49 species of mammals, birds, amphibians and reptiles over 15 months of searches (Mendelsohn et al. 2009). This fatality number needs to be adjusted for the proportion of fatalities that were not found due to scavenger removal and searcher error. This adjustment is typically made by placing carcasses for searchers to find (or not find) during their routine periodic fatality searches. This step was not taken at Vasco Road (Mendelsohn et al. 2009), but it was taken as part of another study right next to Vasco Road (Brown et al. 2016). The Brown et al. (2016) adjustment factors were similar to those for carcass persistence of road fatalities (Santos et al. 2011). Applying searcher detection rates estimated from carcass detection trials performed at a wind energy project immediately adjacent to this same stretch of road (Brown et al. 2016), the adjusted total number of fatalities was estimated at 12,187 animals killed by traffic on the road. This fatality number translates to a rate of 3,900 wild animals per mile per year killed along 2.5 miles of road in 1.25 years. In terms comparable to the national estimates, the estimates from the Mendelsohn et al. (2009) study would translate to 243,740 animals killed per 100 km of road per year, or 29 times that of Loss et al.'s (2014) upper bound estimate and 68 times the Canadian estimate. An analysis is needed of whether increased traffic on east Alameda County roads would similarly result in intense local impacts on wildlife.

Many thousands of roadkill wildlife incidents have been reported to the UC Davis Road Ecology Center (Shilling et al. 2017). In 2017, one of the major hotspots of road-killed

wildlife overlaps the project site (Shilling et al. 2017). In fact, the wildlife roadkill hotspot in the project area was found to be statistically highly significant (see Figure 5 of Shilling et al. 2017). The costs to drivers is also high (Shilling et al. 22017). Increased use of existing roads will increase wildlife fatalities (see Figure 7 in Kobylarz 2001). But not one word of traffic-related impacts appears in FirstCarbon Solutions (2018) – a gross shortfall of the CEQA review.

## CUMULATIVE IMPACTS

FirstCarbon Solutions (2018:4-3) claims, "*The project site is located in an area characterized by urban development and infrastructure; accordingly, habitats in these areas tend to be characterized as highly disturbed, and impacts would be localized*." It is true that the site is surrounded by intense human use and that the site hosts an isolated patch of open space, but it is not true that the loss of this patch of open space would result in only localized impacts. As noted earlier, multiple species of birds are traveling to the site to forage in support of nesting elsewhere. Losing this foraging area will likely result in the termination of an entire nesting colony of white-throated swifts as well as however many nests of white-tailed kites can be supported by the prey base on this site. The loss of stop-over habitat at this site would prevent many species of birds and bats from flying over a large land area because they will lose their last available habitat for resting or staging. Losing the habitat on this site would generate the ultimate effects of habitat fragmentation – the disproportionate loss of species' capacity resulting from the loss of habitat.

Also according to FirstCarbon Solutions (2018:4-3), the proposed preconstruction surveys for special-status species would mitigate for individual project impacts and therefore mitigate for cumulative impacts. The SEIR presents a false standard for determining whether a project's impacts will be cumulatively considerable. It implies that a given project impact is cumulatively considerable only when the project impact has not been fully mitigated. In essence, the SEIR implies that cumulative impacts are really residual impacts left over by inadequate project mitigation. If this was the case, then CEQA would not require assessment and mitigation for cumulative effects. The SEIR needs to be revised to appropriately assess cumulative impacts and to mitigate cumulative effects.

## MITIGATION MEASURES

According to FirstCarbon Solutions (2018:3.2-19), "*The* [preconstruction, take-avoidance] *surveys shall be conducted in accordance with the California Department of Fish and Wildlife (CDFW) Staff Report on Burrowing Owl Mitigation*." This statement, however, is misleading and incorrect. The SEIR proposes preconstruction take-avoidance surveys instead of detection surveys for burrowing owl. There is a large difference in objectives, methods, and interpretation of results between preconstruction take-avoidance surveys and detection surveys. Given the possibility of burrowing owl presence that was acknowledged in the SEIR, a detection survey effort is needed to comply with minimum standards of CEQA. Take-avoidance surveys follow after

detection surveys and immediately precede project grading, but take-avoidance surveys cannot replace detection surveys for informing likely levels of take and how best to avoid, minimize or mitigate for take. The mitigation measure is fundamentally flawed by skipping the detection surveys that are intended by CDFW (2012) to precede preconstruction surveys and to inform other mitigation measures.

Similarly, MM BIO-1b promises preconstruction breeding bird surveys and MM BIO-1d promises "*Pre-removal bat surveys of the existing on-site building shall occur no more than 30 days before its removal*." Again, take-preconstruction surveys, although they should be done, are no substitute for detection surveys in avoiding take. Detection surveys are needed to point those performing preconstruction surveys in the right direction. Working under pressure, just ahead of the tractor blade, biologists performing preconstruction surveys are unlikely to find more than a fraction of bird nests, which can be very cryptic. Even killdeer nests, which are constructed on open ground, can be nearly impossible to see in a hurry (Figure 12). Detection surveys are also needed to inform mitigation measures.

***Figure 12***. *Killdeer nest in Alameda County, 2012. Up close the eggs can be seen, but from a standing position they are very difficult to detect.*

What is needed is appropriate detection surveys for each special-status species, but these should also inform a revised SEIR. Preconstruction surveys are also needed, but these should follow appropriate detection surveys. Additionally, measures are needed to minimize and reduce traffic mortality on wildlife and compensatory mitigation is needed for direct and cumulative impacts caused by habitat fragmentation.

Thank you for your attention,

Shawn Smallwood

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Shawn Smallwood, Ph.D.

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# Curriculum Vitae

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Born May 3, 1963 in Sacramento, California.
Married, father of two.

## Ecologist

### Expertise

- Finding solutions to controversial problems related to wildlife interactions with human industry, infrastructure, and activities;
- Wildlife monitoring and field study using GPS, thermal imaging, behavior surveys;
- Using systems analysis and experimental design principles to identify meaningful ecological patterns that inform management decisions.

### Education

Ph.D. Ecology, University of California, Davis. September 1990.
M.S. Ecology, University of California, Davis. June 1987.
B.S. Anthropology, University of California, Davis. June 1985.
Corcoran High School, Corcoran, California. June 1981.

### Experience

- 477 professional publications, including:
- 81 peer reviewed publications
- 24 in non-reviewed proceedings
- 370 reports, declarations, posters and book reviews
- 8 in mass media outlets
- 87 public presentations of research results at meetings
- Reviewed many professional papers and reports
- Testified in 4 court cases.

Editing for scientific journals: Guest Editor, *Wildlife Society Bulletin*, 2012-2013, of invited papers representing international views on the impacts of wind energy on wildlife and how to mitigate the impacts. Associate Editor, *Journal of Wildlife Management*, March 2004 to 30 June 2007. Editorial Board Member, *Environmental Management*, 10/1999 to 8/2004. Associate Editor, *Biological Conservation*, 9/1994 to 9/1995.

Member, Alameda County Scientific Review Committee (SRC), August 2006 to April 2011. The

five-member committee investigated causes of bird and bat collisions in the Altamont Pass Wind Resource Area, and recommended mitigation and monitoring measures. The SRC reviewed the science underlying the Alameda County Avian Protection Program, and advised the County on how to reduce wildlife fatalities.

Consulting Ecologist, 2004-2007, California Energy Commission (CEC). Provided consulting services as needed to the CEC on renewable energy impacts, monitoring and research, and produced several reports. Also collaborated with Lawrence-Livermore National Lab on research to understand and reduce wind turbine impacts on wildlife.

Consulting Ecologist, 1999-2013, U.S. Navy. Performed endangered species surveys, hazardous waste site monitoring, and habitat restoration for the endangered San Joaquin kangaroo rat, California tiger salamander, California red-legged frog, California clapper rail, western burrowing owl, salt marsh harvest mouse, and other species at Naval Air Station Lemoore; Naval Weapons Station, Seal Beach, Detachment Concord; Naval Security Group Activity, Skaggs Island; National Radio Transmitter Facility, Dixon; and, Naval Outlying Landing Field Imperial Beach.

Fulbright Research Fellow, Indonesia, 1988. Tested use of new sampling methods for numerical monitoring of Sumatran tiger and six other species of endemic felids, and evaluated methods used by other researchers.

**Peer Reviewed Publications**

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Smallwood, K. S. 1990. Turbulence and the ecology of invading species. Ph.D. Thesis, University of California, Davis.

## Amy Million

**From:** Praveen Dodda <praveen.dodda@gmail.com>
**Sent:** Tuesday, October 16, 2018 12:59 PM
**To:** City Council; Amy Million
**Subject:** NO on IKEA <EOM>

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 12:55 PM
**To:** Chris Foss
**Subject:** FW: Please vote NO to IKEA

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** aravind ganesan [mailto:vg_arvind@yahoo.com]
**Sent:** Tuesday, October 16, 2018 12:42 PM
**To:** City Council
**Subject:** Please vote NO to IKEA

Please vote NO to IKEA. We have enough traffic issues already around the intersection.

Regards,
G. Aravind

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 12:57 PM
**To:** Chris Foss
**Subject:** FW: Please vote NO to IKEA

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

**From:** Ramya Ramakrishnan [mailto:ramyaram@gmail.com]
**Sent:** Tuesday, October 16, 2018 12:55 PM
**To:** City Council
**Subject:** Please vote NO to IKEA

Hello Dublin City Council Members,

I request you to vote No to IKEA for all the reasons that our Planning Commission listed when they voted No, and more.

I attended the meeting until past 11pm that night and tried to keep an open mind although the impact on traffic alone was a very concerning factor for me. After listening to the presentation, the discussions and arguments for and against IKEA, it was clear to me that this mega store does not belong in our city, although they may own the land.

The Fiscal Revenue Report and the Economic Impact Analysis reports seem to have several inaccuracies as pointed in the email to the Council by a resident (who has a strong financial background and has thoroughly reviewed the documents in detail). This is a huge red flag and I hope this is addressed in tonight's meeting. Also, is there a financial analysis done by the city of Dublin to assess the annual operating expenses for this project? If yes, can you please share with the public? If no, why not? Hope to hear from you soon.

Thank you.

Regards,
Ramya Ramakrishnan

## Amy Million

**From:** Jisha Ranjit Kumar <jisharanjit@outlook.com>
**Sent:** Tuesday, October 16, 2018 12:57 PM
**To:** City Council; Amy Million
**Subject:** NO ON IKEA

No On IKEA.

Environmental impacts hurt us all.

Thanks

Jisha

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 11:57 AM
**To:** Chris Foss
**Subject:** FW: "NO on IKEA"

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

**From:** Rabi Bala [mailto:rabi.bala@gmail.com]
**Sent:** Tuesday, October 16, 2018 11:27 AM
**To:** City Council; Amy Million
**Subject:** "NO on IKEA"

Hi,
Please consider "NO on IKEA" in Dublin.

Thank you

--
Rabi Bala
925 200 3378

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 11:58 AM
**To:** Chris Foss
**Subject:** FW: Stop IKRA at Dublin

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** kathy wei [mailto:kathy_weiwei@hotmail.com]
**Sent:** Tuesday, October 16, 2018 11:42 AM
**To:** City Council; clerkgrp; Danielle Diaz; Amy Million
**Subject:** Stop IKRA at Dublin

Dear all city council members and city staff of Dublin,

Please vote to DENY the project noting MANY environmental and safety issues. We all know Ikea in Dublin is a bad idea for all residents at Dublin. You, as our elected Council Members should represent us properly and vote to DENY IKEA.
You should hear from us, the Dublin Residents and neighboring communities (Pleasanton and San Ramon will be significantly impacted as well).

Dublin's City Council should stand on opposition of Ikea at Dublin!
TO STOP IKEA at Dublin!

Thank you so much for your support!

Sincerely,
Kathy Wei(resident and registered voter at Dublin)

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 11:58 AM
**To:** Chris Foss
**Subject:** FW: Please vote NO to IKEA

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

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---

**From:** E. Raja Kumar [mailto:erkumar@hotmail.com]
**Sent:** Tuesday, October 16, 2018 11:53 AM
**To:** City Council
**Subject:** Please vote NO to IKEA

Hello City Council
I live in Dublin since 2009. I moved to dublin raise family and promised stress free environment.
Now the situation is pushing the resident towards end. Sounds like the city approved too many construction and we feel that Dublin cannot handle IKEA crowd with these many construction approval. Kindly vote NO to IKEA

Regards
Raja Eswar
Dublin Resident.

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 11:58 AM
**To:** Chris Foss
**Subject:** FW: Vote on IKEA

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

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---

**From:** VIKKI Ranieri [mailto:vikkiranieri@comcast.net]
**Sent:** Tuesday, October 16, 2018 11:54 AM
**To:** City Council
**Subject:** Vote on IKEA

Please vote NO on having IKEA come to Dublin. We've lived in Dublin for 39 years and the traffic has grown exponentially during this time. Growth is to be expected in our city but we've reached a time where we seriously need to stop building in every spot available and using these available places for non-commercial/non-residentialuse, more open space. This is just an irresponsible decision to have this huge store come in. The traffic in that area is already very congested with our own city traffic, let alone inviting all the traffic an IKEA store will entail. Just look at the Livermore ( San Francisco) outlets. We often will not go out to restaurants, movies, stores, etc. because of the impact the traffic will have on our day. Again, please vote NO

Vikki Ranieri

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 12:00 PM
**To:** Chris Foss
**Subject:** FW: No on IKEA

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** Aimin O'Hagin [mailto:aimin_ohagin@hotmail.com]
**Sent:** Tuesday, October 16, 2018 11:59 AM
**To:** City Council
**Subject:** No on IKEA

Dear Council Members,

Please consider No on IKEA. IKEA store will cause more air pollution, more traffic jam, and more safety issues to Dublin city.

Thank you very much for your support!

Aimin - Dublin Resident since 2004

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 12:01 PM
**To:** Chris Foss
**Subject:** FW: No to Ikeas

Janine Thalblum
Councilmember
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: Sachin Sontakke [mailto:sachinsontakke@gmail.com]
Sent: Tuesday, October 16, 2018 11:59 AM
To: City Council
Subject: No to Ikeas

Hello City Council Members,

Please vote No for IKEA. The last thing that Dubliners need currently is additional traffic. It has drastic impact on quality of life on Dubliners. There are hardly any benefits of bringing IKEA to Dublin. This is not your voters have asked for and if you take this for voting you will know the answer

Please vote No to IKEA.

Sachin
Sachin Sontakke

Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 12:01 PM
**To:** Chris Foss
**Subject:** FW: NO to IKEA

Janine Thalblum
Councilmember
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: Thuy Truong [mailto:thuy.elandesigns@gmail.com]
Sent: Tuesday, October 16, 2018 11:28 AM
To: City Council
Subject: NO to IKEA

It will create too much traffic. Please say no!

Thanks,
Thuy

Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 12:40 PM
**To:** Chris Foss
**Subject:** FW: No IKEA please

Janine Thalblum
Councilmember
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: Sumita Gautam [mailto:sumita.18@icloud.com]
Sent: Tuesday, October 16, 2018 12:25 PM
To: City Council
Subject: No IKEA please

Hi,

Being a resident of Dublin, I am completely against having IKEA in our neighborhood.

Thanks,
Sumita

Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 12:39 PM
**To:** Chris Foss
**Subject:** FW: No IKEA in Dublin CA

Janine Thalblum
Councilmember
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

-----Original Message-----
From: Suresh [mailto:pqrsuresh@gmail.com]
Sent: Tuesday, October 16, 2018 12:27 PM
To: City Council
Subject: No IKEA in Dublin CA

Hello,

I would like not to built IKEA in Dublin due to traffic reasons.

Thanks
Suresh

Sent from my iPhone

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 12:40 PM
**To:** Chris Foss
**Subject:** FW: Ikea

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

**From:** Cindy Brandt [mailto:cindy040174@yahoo.com]
**Sent:** Tuesday, October 16, 2018 12:12 PM
**To:** City Council
**Subject:** Ikea

Hello
Although I'm not able to attend tonight's meeting about IKEA. I fully support IKEA coming to Dublin. It will bring more jobs and hopefully that propery wont be more housing.
Thanks
Cindy Brandt

Sent from Yahoo Mail on Android

## Amy Million

**From:** kathy wei <kathy_weiwei@hotmail.com>
**Sent:** Tuesday, October 16, 2018 11:42 AM
**To:** City Council; clerkgrp; Danielle Diaz; Amy Million
**Subject:** Stop IKRA at Dublin

Dear all city council members and city staff of Dublin,

Please vote to DENY the project noting MANY environmental and safety issues. We all know Ikea in Dublin is a bad idea for all residents at Dublin. You, as our elected Council Members should represent us properly and vote to DENY IKEA. You should hear from us, the Dublin Residents and neighboring communities (Pleasanton and San Ramon will be significantly impacted as well).

Dublin's City Council should stand on opposition of Ikea at Dublin!
TO STOP IKEA at Dublin!

Thank you so much for your support!

Sincerely,
Kathy Wei(resident and registered voter at Dublin)

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 1:00 PM
**To:** Chris Foss
**Subject:** FW: NO on IKEA <EOM>

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

**From:** Praveen Dodda [mailto:praveen.dodda@gmail.com]
**Sent:** Tuesday, October 16, 2018 12:59 PM
**To:** City Council; Amy Million
**Subject:** NO on IKEA <EOM>

## Amy Million

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 1:00 PM
**To:** Chris Foss
**Subject:** FW: Opposed to the IKEA Project

**Janine Thalblum**
**Councilmember**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
Janine.thalblum@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** Jeff Keihl [mailto:jeff@keihl.net]
**Sent:** Tuesday, October 16, 2018 1:00 PM
**To:** David Haubert; Melissa Hernandez; Janine Thalblum; Abe Gupta; Arun Goel
**Subject:** Opposed to the IKEA Project

Dear City Council Members,

I do not support the proposed IKEA project due to traffic concerns. Dublin is unique compared to many local cities because we only have one road connecting each side of our city. There are no other parallel roads to get between East Dublin and West Dublin. A project the scale of IKEA – which is two to three times the scale of Costco – is bound to create traffic issues at times at all Dublin freeway connectors which in turn will lead to more traffic between Dougherty and Hacienda and effectively create a choke point. I can't help imagining what it will be like to try to go from East Dublin to West Dublin on a Saturday or Sunday during prime IKEA shopping hours.

With the eventual cumulative buildout of other businesses and residences in the area over the next 10 years I do not believe we can absorb the impact of a development the size of IKEA in the proposed area and still have a reasonably usable Dublin Blvd. Weekend traffic on 580 is already horrible Westward and is already typically backed up from 680 to Hacienda and beyond so that is typically not an option.

I urge you to consider other development that will not bring this level of impact to such a critical area of Dublin.

Sincerely,

Jeff H. Keihl

5128 Hartland Ct
Dublin, CA
94568

925/368-5423 cell

## Amy Million

**From:** Chris Foss
**Sent:** Tuesday, October 16, 2018 1:48 PM
**To:** Amy Million
**Subject:** FW: Please vote NO to IKEA

**Chris Foss**
**City Manager**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
chris.foss@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 1:37 PM
**To:** Chris Foss <Chris.Foss@dublin.ca.gov>
**Subject:** Fwd: Please vote NO to IKEA

Sent from my iPad

Begin forwarded message:

> **From:** Cabir Abdoul Zounaidou <zcabir2000@yahoo.com>
> **Date:** October 16, 2018 at 1:12:09 PM PDT
> **To:** "council@dublin.ca.gov" <council@dublin.ca.gov>
> **Subject: Please vote NO to IKEA**
>
> Please vote NO to IKEA.
>
> Dublin is already crowded and traffic is getting worse day by day due to new constructions approval. We don't want additional traffic due to IKEA.
>
> Thanks very much for listening.

## Amy Million

**From:** shamanth reddy Mittapalli <shamanthreddy@gmail.com>
**Sent:** Tuesday, October 16, 2018 1:46 PM
**To:** City Council; clerkgrp; Danielle Diaz; Amy Million
**Subject:** NO to IKEA

I vote NO to IKEA. It is environmentally bad for our Dublin city and its residents.

Thanks,
Shamanth

## Amy Million

**From:** cmoyni@aol.com
**Sent:** Tuesday, October 16, 2018 2:25 PM
**To:** City Council; clerkgrp; Danielle Diaz; Amy Million
**Subject:** IKEA - NO VOTE

As you approach the IKEA vote this evening, I am again writing to express my concern and opposition to the IKEA development. Unfortunately I can not make it to the meeting, but again I would stress that many people are OPPOSED to all these developments. There is already too much congestion for our community The message is pretty clear when citizens are discussing recall efforts that we are not pleased with the direction you are taking this city. I along with my neighbors strongly oppose this development and hope that you will vote to reject this plan.

Sincerely,
Christine Moynihan

## Amy Million

**From:** Chris Foss
**Sent:** Tuesday, October 16, 2018 2:38 PM
**To:** Amy Million
**Subject:** FW: Yes to Ikea's The Glen project

**Chris Foss**
**City Manager**
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6650 | (925) 833-6651 FAX
chris.foss@dublin.ca.gov | www.dublin.ca.gov

***Mission Statement:*** *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

---

**From:** Janine Thalblum
**Sent:** Tuesday, October 16, 2018 2:37 PM
**To:** Chris Foss <Chris.Foss@dublin.ca.gov>
**Subject:** Fwd: Yes to Ikea's The Glen project

Sent from my iPad

Begin forwarded message:

> **From:** Heather Whiting <heather@heathermwhiting.com>
> **Date:** October 16, 2018 at 2:17:37 PM PDT
> **To:** council@dublin.ca.gov
> **Cc:** melissa.hernandez@dublin.ca.gov, david.haubert@dublin.ca.gov, abe.gupta@dublin.ca.gov, arun.goel@dublin.ca.gov, Janine Thalblum <janine.thalblum@dublin.ca.gov>
> **Subject: Yes to Ikea's The Glen project**
>
> Hello,
>
> I wanted to write to you this afternoon to show support for Ikea's The Glen project. I understand you are hearing from a very loud, minority of the city on this issue, but please understand that most people I talk to understand the importance of a retail project of this size in Dublin. Most Dublin residence feel that a strong, attractive retail center - one that brings shoppers and diners into Dublin, to spend money in Dublin is desperately needed and wanted. And most residents also understand the rights of land ownership in the State of California & these United States.
>
> After the work study meeting in August of this year it is my understanding that should you, the Dublin City Council, reject this project as it stands, with The Glen, that Ikea could come back to the table with it's original plan - without The Glen. It is also my understanding that if you, the Dublin City Council reject that plan…that Ikea can (and probably would) sue the city of Dublin. And most likely win.
>
> As a citizen that voted for many of you on the council, my hope in my elected officials is that you will do

what is best for the City as a whole…not just one small group of citizens. It is my hope that, as my elected officials, you do what is in the best fiscal interest of this city…and not fold to will of a small group of citizens. And knowing that Ikea could (and probably would) bring a devastating lawsuit to bare on this city - and win, that you would do what you know if right and approve a project that should be celebrated as a truly unique and ambitious project that will benefit Dublin greatly.

Not voting for this project, in my view, sends a strong message to Dublin citizens that you do not care about the future of this City, that you are willing to be negligent in your care of the fiscal future of Dublin. Voting No to The Glen project signals to me, that your allegiance is not to All the voters in Dublin but only to a few 100 of a special interest group.

Thank you for listening to me

Heather Whiting
8482 Cavalier Ln
Dublin, CA 94568
510-432-0425

| | |
|---|---|
| **From:** | David DiVecchio |
| **To:** | City Council; clerkgrp; Danielle Diaz |
| **Subject:** | Item 6.1 IKEA Retail Center (PLPA-2016-00016) - Oppose! |
| **Date:** | Tuesday, October 16, 2018 4:29:22 PM |
| **Attachments:** | Poll1 - 68% oppose.png<br>Poll2 - 61% oppose.png<br>change.org 3031 sigs.PNG |

---

Dear Mayor Haubert and Councilmembers Goel, Gupta, Hernandez-Strah, and Thalblum,

I have been a resident of Dublin for 12 years and Ikea in Dublin truly concerns my family. We are not in support of this project and hope that you as our elected officials do the right thing and deny this project.

**So who also opposes this Project?**

- Over 3000 signatures on change.org
- 2 Polls on Nextdoor.com of an additional 3000 people – resulting in 61 to 68% oppose Ikea
- How about the City Council's appointed officals?...

**The Planning Commission recommends denial of this project, these are the people YOU appointed…**

**Commissioner Scott Mittan states:**

"No effort from applicant to take what was requested at study session, they did not adjust building design to match its surroundings, Bart never addressed (turned back literally and figurely to Bart), will develop more traffic to the extreme with failing intersections which would get worst, concerned with safety aspect with real gridlock and safety vehicles not being able to pass.

Don't find findings in EIR to be accurate…the project Ikea building is not attractive and not harmonious with facing properties, the vehicular and pedestrian access is highly concerning, highly disagrees that the project includes attractive high quality materials, false that the project provides an appropriate pedestrian scale, false that the architecture provides visual interest and complement its surroundings, false that it is pedestrian oriented, can't find the findings adheres to the PLAN."

**Commissioner Stephen Wright states:**

"Concern with traffic, General Plan and Eastern Dublin Specific Plan (the blue print for building in East Dublin) – says the intent is to intise alternative modes of transportation including, walking, cycling, rideshare, bus and bart, to reduce air and noise polution, increase energy conservation through the reduction and # of daily vehicle trips with new development. This may not be the best use of this property to achieve these goals stated in the Eastern Dublin Speciifc Plan."

**Commissioner Amit Koharti states:**
**"**Community concerns are credible, we do not have a meeting of the minds. Not convinced traffic will not be an issue.
Not convinced the color, size and an eye sore. No commitent from applicant on restaurant or retail use of project, unanswered lingering questions. Who is in the driving seat, community?, applicant?, who?"

**Commissioner Tara Bhuthimethee states:**
**"**I don't think Ikea is the right project for this site because of its massiveness. Yes traffic will be terribly impactful, it will go from bad to very very very bad.
I do wish the Ikea building itself would have more high quality materials. There is no minimum of restaurant."

-
-

**<u>So what does the City Staff Report say?:</u>**
Air Quality/Greenhouse Gas Emissions:
The EIR identified cumulative air quality impacts as a significant unavoidable impact of development in Eastern Dublin

Biological Resources:
The 1993 EIR identified numerous sensitive habitats and protected species with the potential to occur in the Eastern Dublin Extended Area and identified the cumulative loss of sensitive habitat as a significant unavoidable impact of development.

Transportation:
In order to approve the project, a Statement of Overriding Considerations (SOC) will need to be adopted that identifies all environmental impacts that cannot be mitigated and explain why the benefits of the project outweigh its unavoidable environmental impacts.

Urban Decay:
The Project impacts that could potentially lead to urban decay were found less than significant and, therefore, no mitigation is required.
There are a number of furniture stores in the area; Macy's Furniture Gallery, JC Penney Home Store, Thomasville Home Furnishings, Bassett Home Furnishings, and Ethan Allen in the City of Dublin, La-Z-Boy and Homelife Furniture, American Living Furniture, Home Furnishings, and Z Gallerie. Along with these stores that also sell furniture and home goods are Home Depot, Lowe's, and Sears, Bed Bath and Beyond, Home Goods ,Target and Walmart.
There will be a reduction in sales through 2026. After the anticipated 2021 opening of Ikea, that will be 5 years of reduced sales for these local business, which is not accounted for in

Ikea's revenue projects.

How does the Ikea project fit into the city of Dublin's Mission and Vision? It doesn't! I request that the City Council works with the City Manager and City Attorney and instead of finding reasons why we can't deny the project, they do their job and find a way to deny this project.

Sincerely,

**David DiVecchio**
4510 Sparrow Ct
Dublin, CA 94568
(925) 595-9194
daviddivecchio@gmail.com

## Poll: Do you support IKEA's plan to open a superstore in Dublin?

IKEA's proposal is to open a superstore larger than their stores in Emeryville, East Palo Alto, and West Sacramento. Per IKEA's Urban Decay Report, their planned store will attract customers from as far away as Benicia, Tracy, Stockton, Manteca, Modesto and all cities in between. The report also states that local furniture and appliance stores would suffer reduced sales for at least 5 years following IKEA's planned opening date. IKEA's Traffic Report indicates that on Saturdays between the hours of 11 am and 7 pm, the store would add about 1,800 vehicles per hour or a total of 14,400 cars and trucks to Dublin traffic.

| | |
|---|---|
| No to IKEA in Dublin | 68% |
| Yes to IKEA in Dublin | 27% |
| Don't know. I need more information to decide. | 6% |

852 votes

**David Di**
Dublin Ranch

# Poll: Who wants IKEA in Dublin?

| | |
|---|---|
| Yes IKEA | 39% |
| No IKEA | 61% |

**2361 votes**

Posted on 9 Sep 17 to Dublin Ranch and 38 nearby

Thank  Reply

28 Thanks  A  H  C  J  +22

**Arvind Mehta**, Valencia · 9/9/17
**Yes**
1 Thank

**Lisa Roberts Fernandes**, Dublin Ranch · 9/9/17
**Has it been approved? I haven't heard a final answer yet.**
3 Thanks

**Lonna Lonna**, Dublin Ranch · 9/9/17

# Say NO to Ikea in Dublin, California

Tom Cignarella started this petition to Mayor David Haubert, Abe Gupta,Don Biddle, Melissa Hernandez,Arun Goel Dublin City Council and 6 others

March 15th 2016 - "IKEA announced they have submitted a proposal for a 339,000-square-foot in Dublin. If approved, the store would open in 2018."

**3,031 have signed.** Let's get to 5,000!

**Stacy Bennett** signed 1 hour ago

**Kavitha Ganesan** signed 3 hours ago

Thanks to your support this petition has a chance at winning! We only need 1,967 more signatures to reach the next goal - can you help?

**Take the next step!**