

Revisions to the Addendum to the Terraces of Lafayette Project Environmental Impact Report

The following changes to the Addendum to the Terraces of Lafayette Project Environmental Impact Report (EIR) (State Clearinghouse Number 2011072055) (Addendum) have been initiated by the City of Lafayette Planning Department to clarify content, to add information received after the publication of the Addendum, or to correct content in the Addendum. This text identifies changes to the Addendum by section number and page number. Double-underlined and gray highlight text is used to represent language added or modified in the Addendum; ~~Double-strikethrough~~ is used to represent language deleted from the Addendum. The text below still shows revisions to the EIR mitigation measures as presented in the Addendum with underlined text for added language and ~~strikethrough~~ text for deleted language. None of the changes or clarifications presented in this chapter alters the conclusions or findings of the Addendum.

SECTION 5.3 AIR QUALITY

Revised MM AQ-2b on page 43 has been revised as follows:

Revised MM AQ-2b: The construction contractor shall implement the following measures to reduce on-road emissions from soil hauling. To assure compliance, the City of Lafayette shall verify that these measures have been implemented during normal construction site inspections:

- The construction contractor shall contract with haulers for soil export that use engines certified to ~~2007~~ 2010 to newer standards. Prior to construction, the Project engineer shall ensure that grading plans clearly show the requirement for ~~2007~~ 2010 engines for soil haul trucks; Or
- ~~Off site disposal of soil shall be transported in trucks that can carry a minimum of 12 cubic yards (CY) of soil and shall be limited to no more than 252 truck trips per day (1,512 CY/day) Mitigation Measure AQ-2B, Bullet 2 should be updated to say: Off-site disposal of soil shall be transported in trucks that can carry a minimum of 16 cubic~~ yards (CY) of soil. During Grading Phase 1, truck trips should be limited to no more than 341 truck trips per day for soil export ~~(2,728~~ 5,456 ~~CY of soil export per day). During Grading Phase 2,~~

trucks trips should be limited to no more than 278 truck trips day for soil export (2,223 4,448 CY of soil export per day).

SECTION 5.15 TRANSPORTATION

Impact MM TRAF-2 on page 158 has been revised as follows:

Impact TRAF-2: (LOS under Existing plus Resumed Project Conditions): Similar to the Original Project, under Existing plus Resumed Project conditions, the Resumed Project would cause a delay greater than 5 seconds during all peak hours at the northbound and southbound stop-controlled minor approaches on Brown Avenue at Deer Hill Road, which currently operate at LOS F. Therefore, **2013 FEIR MM TRAF-2**, ~~which requires coordination with the City to contribute a fair share of the cost, including an in-lieu payment, to install a traffic signal at the Brown Avenue/Deer Hill Road intersection,~~ would apply to the Resumed Project and has been revised to require the applicant to install a roundabout or a traffic signal at the Brown Avenue/Deer Hill Road intersection. The updated TIS determined that with the addition of signalization, the intersection would operate at LOS A during all three peak hours, thereby reducing the impact to a less-than-significant level. The updated TIS also determined that a roundabout, or a traffic signal, would reduce the impact at this intersection to a less-than-significant level. **MM TRAF-2** has been revised to add a roundabout as an alternative measure that could be implemented at the discretion of the City of Lafayette, in consultation with City of Lafayette engineering staff and to require the applicant to install at its sole expense a traffic signal or a roundabout alternative at the intersection of Brown Avenue at Deer Hill Road rather than making a fair share contribution, with actual costs eligible for a credit against Subregional Traffic Mitigation Fees if permitted by the Lamorinda Fee and Finance Authority, or reimbursement via fair share fees collected from other future developers pursuant to a reimbursement agreement. Revised MM TRAF-2 would ensure implementation of the intersection improvement during the construction of the Resumed Project and therefore would reduce the significance of this impact. Similar to the conclusion of the 2013 FEIR, with implementation of **Revised MM TRAF-2**, this impact of the Resumed Project would be less than significant.

Impact TRAF-5 on page 160 has been revised as follows:

Impact TRAF-5 (Emergency Access under Cumulative Year 2040 plus Project Conditions): As discussed under Impact TRAF-13 below, under Cumulative Year 2040 plus Resumed Project conditions, Pleasant Hill Road is projected to continue operating above the acceptable delay index

threshold (2.0 maximum) in the afternoon northbound direction during the p.m. peak period. Similar to the conclusions of the 2013 FEIR, the resulting PM peak hour speeds would result in inadequate emergency access to other areas of Lafayette served by Pleasant Hill Road between State Highway 24 and Rancho View Drive. As under the 2013 FEIR, **MM TRAF-5** would apply to the Resumed Project. The measure has been revised to and would require the project applicant to contribute a fair share to the cost of installation of ~~require the applicant install at its sole expense advance detection equipment at the intersection of Pleasant Hill Road and Deer Hill Road, rather than making a fair share contribution to that intersection and three additional intersections, and to install a traffic signal battery backup at this intersection. advance detection equipment to assure effective traffic signal preemption for responding emergency vehicles on northbound Pleasant Hill Road approaching the Deer Hill Road intersection and the other four signalized study intersections to the north~~ Revised MM TRAF-5 would reduce the impact associated with emergency access as it would ensure the complete installation of advance detection equipment during construction of the Resumed Project. Similar to the conclusion of the 2013 FEIR, with implementation of Revised **MM TRAF-5**, this impact of the Resumed Project would be less than significant.

Impact TRAF-9 on page 161 has been revised as follows:

Impact TRAF-9: (LOS Under Cumulative Year 2040 plus Resumed Project Conditions): Similar to the Original Project, under the Cumulative Year 2040 plus Resumed Project scenario, the Resumed Project would cause a delay greater than 5 seconds during all peak hours at the intersection of Brown Avenue and Deer Hill Road, northbound during the AM and PM peak hours and southbound during the school PM peak hour, all of which currently operate at LOS F. As discussed under **Impact TRAF-2** above, with the addition of signalization, the intersection would operate at LOS A during all three peak hours under all project scenarios. Therefore, **MM TRAF-2**, ~~which requires the project applicant to coordinate with the City to contribute a fair share of the cost, including an in-lieu payment, to install a traffic signal at the Brown Avenue/Deer Hill Road intersection, which would include an emergency vehicle preemption system (Opticom) to allow emergency response vehicles approaching the signalized intersection to activate a green signal for their travel direction,~~ would apply to the Resumed Project, and would reduce this impact to a less-than-significant level. MM-TRAF-2 required the applicant to contribute a fair

share of the cost to install a traffic signal at the Brown Avenue/Deer Hill Road intersection. The updated TIS determined that a roundabout, rather than a traffic signal, would also reduce the impact at this intersection to a less-than-significant level. **MM TRAF-2** has been revised to add a roundabout as an alternative measure that would be implemented at the discretion of the City of Lafayette and in consultation with City of Lafayette engineering staff. **Revised MM TRAF-2** would require the applicant to pay for the total cost of the installation of the roundabout or the traffic signal, with actual costs eligible for a credit against Subregional Traffic Mitigation Fees if permitted by the Lamorinda Fee and Finance Authority, or reimbursement via fair share fees collected from other future developers pursuant to a reimbursement agreement. If a traffic signal is installed, Revised MM TRAF-2 would also require the applicant to install an emergency vehicle preemption system (Opticom) at this intersection. Similar to the conclusions of the 2013 FEIR, with implementation of **Revised MM TRAF-2**, this cumulative impact of the Resumed Project would be less than significant. No new mitigation is needed.

Revised MM TRAF-2 on page 171 has been revised as follows:

Revised MM TRAF-2: ~~The Project applicant shall coordinate with the City to contribute a fair share of the cost, including an in-lieu payment, to install either a roundabout (at the discretion of the City of Lafayette, in consultation with City of Lafayette engineering staff) or a traffic signal at the Brown Avenue/Deer Hill Road intersection, which will be added to the City's Capital Improvement Projects (CIP) program. If permitted by the Lamorinda Fee and Finance Authority, credit shall be given to the project applicant against the Subregional Traffic Mitigation Fees charged to the Resumed Project, for its actual construction costs incurred for the installation of the roundabout or traffic signal. If a fee credit is not permitted, the City and project applicant shall enter into a reimbursement agreement, pursuant to which the City will agree to collect fair share contributions toward the roundabout or traffic signal from any future development projects that benefit from these improvements.~~ The traffic signal equipment shall include an emergency vehicle preemption system (Opticom), which would allow emergency response vehicles approaching the signalized intersection to activate a green signal for their travel direction. The State Highway 24 freeway overpass structures on Brown Avenue could obstruct the Opticom activation device on responding emergency vehicles headed northbound on Brown Avenue from Mount Diablo Boulevard toward Deer Hill Road,

which could substantially reduce the effectiveness of the traffic signal preemption. To avoid this problem, the traffic signal equipment shall include advance detection devices for the Opticom system as needed to assure effective traffic signal preemption for responding emergency vehicles on northbound Brown Avenue.

MM TRAF-5 on page 171 has been revised as follows:

Revised MM TRAF-5: The Project applicant shall ~~contribute a fair share to the cost of~~ installing advance detection equipment for the existing Opticom system as needed to assure effective traffic signal preemption for responding emergency vehicles on northbound Pleasant Hill Road approaching the Deer Hill Road intersection ~~and the other four signalized study intersections to the north~~. The advance detection system shall be designed to activate a green signal for northbound Pleasant Hill Road at Deer Hill Road with enough time before the emergency vehicle arrives to allow traffic congestion between State Highway 24 and the intersection to clear sufficiently to facilitate passage of the emergency vehicle. At a minimum, the advance detection system shall allow emergency vehicles responding from CCCFPD Station 15 (located at 3338 Mount Diablo Boulevard) to activate traffic signal preemption for northbound Pleasant Hill Road at Deer Hill Road as soon as ~~they turn north~~ practicable after turning north from eastbound Mount Diablo Boulevard.

The Project applicant shall install a traffic signal battery backup at the Pleasant Hill Road/Deer Hill Road intersection to ensure the traffic signal cabinet is powered continuously by providing backup power and a means of transferring the signal electrical load to the backup system if utility power is lost.