


# City of Lafayette Memorandum

**To:** Ann Merideth, Special Projects Manager  
**From:** Tony Coe, Engineering Services Manager   
**Date:** June 21, 2012  
**Subject:** Engineering Staff Comments on the Terraces DEIR

Thank you for the opportunity to comment on the May 8, 2012 Terraces of Lafayette Draft Environmental Impact Report. Engineering Services staff has reviewed the Transportation and Traffic section, and we have developed the following list of questions and comments.

LA1-1

Item	Page #	Comment
1.	4.13-19	On Table 4.13-6 and throughout the DEIR on similar tables, add a column indicating the type of traffic control at each of the analysis intersections.
2.	4.13-25	When evaluating the existing conditions, existing plus project and cumulative conditions, how were approved projects in upstream jurisdictions (e.g. Pleasant Hill) incorporated in the traffic analysis? Is there a list of approved projects in the pipeline that were considered in the traffic analysis?
3.	4.13-29	On Figure 4.13-3 and throughout the DEIR on similar figures, intersection #15 is not shown on the map.
4.	4.13-29	On Figure 4.13-3 and throughout, the lane configuration for intersection #9 in the northbound direction is incorrect. Intersection #14 is a tee-intersection.
5.	4.13-33	The title of Figure 4.13-6 suggests all proposed improvements on Deer Hill Road are depicted, but the figure actually only depicts the easterly improvements. Consider changing the title.
6.	4.13-33 & thru-out	The driveway serving Sienna Ranch at 3232 Deer Hill Road should be clearly shown and labeled in all relevant figures such as Figure 4.13-6.
7.		The proposed medians on Deer Hill Road may interfere with the driveway operations of the Sienna Ranch at 3232 Deer Hill Road across the street from the proposed easternmost project driveway. It appears that the Ranch's driveway may be restricted to right-in and right-out only movements. The DEIR should evaluate and include a discussion on the access into and out of the Sienna Ranch driveway.
8.	4.13-35 and	Additional discussion is needed to explain why the methodology used results in the upstream LOS calculations registering as relatively good as they are,

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	36	despite the observed congestion along Pleasant Hill Road. Perhaps explain the differing results when intersections are analyzed individually as stand-alone facilities versus the roadway segment as a system of signals. For example, the LOS C at the project driveway discussed in the first paragraph on page 36 would imply that there is not an operational problem. This paragraph should be expanded to explain that because the methodology looks only at the 1 stop-controlled leg, which in this case is only making a right-turn out, the LOS is C, but the weaving analysis discussed later captures more of the issues at the project driveway.	LA1-9 Cont.
9.	4.13-40-41	Due to the potential eastbound queuing on Deer Hill Road, if westbound to southbound and/or northbound to westbound left-turns are permitted into or from the project's westernmost driveway, a "Keep Clear" pavement legend should be required on eastbound Deer Hill Road in front of the project's driveway.	LA1-10
10.	4.13-51	The term "large truck" is vague and the length of a large truck should be provided and/or used instead.	LA1-11
11.	4.13-55	The title and legend of Figure 4.13-8 are unnecessarily confusing. The solid circles on the figure should be labeled "Inadequate turning radius locations" instead of "adequate turning radius not provided." The figure title should be retitled "Location of on-site turning radius deficiencies" not "Proposed site plan turning radii" since the figure is intended to show the deficiencies.	LA1-12
12.	4.13-62	Add an explanation of what happens when a project would result in a delay index that violates the Lamorinda Action Plan.	LA1-13
13.	4.13-75	The column headings on Table 4.13-19 are confusing and unclear. Clarify if the numbers listed below Cumulative No Project Speeds are averages and if the columns labeled average speeds are for Cumulative Plus Project speeds.	LA1-14
14.	4.13-87	Could construction trucks arrive via the off-ramp at Deer Hill Road at Laurel Drive and leave via Pleasant Hill Road? This would result in right-in and right-out turns only at the project, but would it create more of other impacts?	LA1-15
15.	4.13-87	Due to the number of truck trips related to development construction, degradation of the roadway pavement will occur. The project should mitigate the percentage of pavement service life used by the truck trips. The project could include an overlay resurfacing of both sides of Pleasant Hill Road along the entire project frontage as a mitigation measure, or make an in-lieu monetary contribution of equal value.	LA1-16
16.	4.13-113	Seating and a shelter should be provided at the bus stop on Pleasant Hill Road.	LA1-17