

# COMMENT LETTER # IND1

**Merideth, Ann**

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**From:** Bob Fisher <bfisher@RLL.com>  
**Sent:** Tuesday, May 08, 2012 1:36 PM  
**To:** Merideth, Ann  
**Subject:** RE: Draft Environmental Impact Report for the Terraces of Lafayette Project

Thank you, Ann. Would you be good enough to submit my earlier written comments for consideration at the public hearing. Best wishes,

*Bob Fisher*

Robert M. Fisher, Ph.D., J.D.  
President, Nonprofit Leadership, Education, and Foundations  
**RUSHER LOSCAVIO EXECUTIVE SEARCH**  
369 Pine Street, Suite 221  
San Francisco, CA 94104  
<[bfisher@rll.com](mailto:bfisher@rll.com)>  
(415) 765-6584

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**From:** Merideth, Ann [<mailto:AMerideth@ci.lafayette.ca.us>]  
**Sent:** Tuesday, May 08, 2012 9:32 AM  
**To:** Merideth, Ann  
**Subject:** Draft Environmental Impact Report for the Terraces of Lafayette Project

The Draft EIR for the Terraces project is now available for public review. The Notice of Availability is attached with information about accessing the document and the public review period.

Thank you for your interest.

Ann Merideth  
Special Projects Manager

IND1-1

To: City of Lafayette  
Att: S. Falk, Ann Meredith

From: Robert M. Fisher  
Councilman and Mayor, 1968-1976; Chair, Local Agency Formation Commission  
and Mayors' Conference

Re: Proposed East End (Deerhill Road) development

Date: October 17, 2011

I am writing to express my concern about the proposed multiple residential development in the northwest quadrant above the intersection of Highway 24 with Pleasant Hill Road. I believe this project to be entirely out of place in this location and I urge the City Council, the Planning Commission, and the EIR consultants to give consideration to the comments that follow.

History of intense development at East and West Lafayette portals. As one of our City's incorporators and as the top vote-getter in 1968, I speak with fresh memory of the most contested development approved in the 1960s by the County, a significant factor in the decision of the people of Lafayette to incorporate to bring our land use planning home. That development was the Xebec property, on Carol Lane above Mt. Diablo Blvd. Known popularly at that time as the "ant hill," that relatively dense concentration of multiple housing was perceived by local residents as antithetical to Lafayette values. Not that there was antipathy toward multiple dwellings per se, or lack of understanding of the importance to a healthy suburban community of diverse uses serving diverse populations, but outrage that this highly visible concentration of housing was approved in Martinez at that location. As an aside, the same voters who voted overwhelmingly in 1968 for incorporation -- in reaction against the inappropriateness of the Xebec development -- were broadly supportive of our Council decisions each subsequent year to stash and not spend our community block grants, aggregating them toward the ambitious dense, multiple senior development subsequently known as "Chateau Lafayette." The message: mixed uses in the right locations are good for a community; the wrong uses in the wrong locations can be seriously damaging to a community.

East Portal development. Soon after incorporation, the Council reviewed the proposals to build a restaurant inside the cloverleaf at the southwest quadrant of the intersection of Highway 24 and Pleasant Hill Road. Thanks to incorporation, the Council was able to work very closely with the designers of what we most recently remember as the "Hungry Hunter." That building was sunk below grade, with low gradually sloping roofs, with high berms screening the building, with access to parking and parking itself hidden behind the heavily landscaped and screened berms and building. While the

IND1-1  
Cont.

IND1-2

IND1-3

restaurant owners might have preferred a highly visible development, they quickly became aware of Lafayette's determination to protect the "semi-rural" character of our portals.

IND1-3  
Cont.

West Portal development. Similarly, when over the years proposals were made by the owners of the Republic Bank of Texas (?) property above and to the south of Mt. Diablo Blvd. just east of Acalanes Blvd, and by the owners of the Cape Cod House to develop the property near the present Oakwood Athletic Club, the Council clearly expressed its intention to avoid dense and highly visible commercial or multiple residential development at either the West or East Portals to the City. Orchard Nursery was already at that location at the West Portal, as were the adjacent multiple residential units at the base of Paulson Court, but all were below Highway 24 grade and low visibility. Every subsequent review of the appropriate uses of the Republic Bank property, as well as the careful recent design of the Oakwood Athletic Club, has reflected the historic commitment to protect the East and West Portal viewsheds.

IND1-4

Lafayette and the community's sensitivity to our viewsheds. More broadly than my discussion above about the Highway 24 portals to the City are the basic values that are reflected in our 1968 incorporation, our General Plan from 1970, and in our land use decisions from the very earliest days. Our first City Council's partnership with the Lafayette Chamber of Commerce to adopt our first and at the time quite radical Sign Ordinance quickly altered the appearance of Lafayette's commercial area. Our early adoption of what was then a pioneering Ridgeline Preservation Ordinance was directed exclusively at our concern for Lafayette's viewsheds. Our Hillside Preservation Ordinance was only partially directed to the instability of our slopes; it was largely impelled by our concern that the miracles of foundation engineering, driven by local economics as in the Montclair and Berkeley Hills, would crowd our hillsides with unsightly residences that would be highly visible because of their slope locations and landscaping for views. Our first Tree Ordinance was only partially directed to our interest in discouraging non-native plantings, some of which created soil instability, needs for excessive irrigation, and avoidable fire hazards (e.g., the Monterey Pine, poplars); we wanted to encourage the planting of native trees that over time would thrive in our soil and dry climate, limit fire hazards, and that would effectively screen buildings and enhance the viewshed.

IND1-5

IND1-6

Regional planning and the Lafayette viewshed. The Local Agency Formation Commission that I chaired was the first LAFCO to be required to create the "ultimate boundaries" of then and future cities within Contra Costa County. In 1972-1976, LAFCO, then staffed by Lafayette resident and Assoc. County Administrator, Joe Connery, devoted a great deal of time to the negotiation of boundaries of neighboring communities with conflicts in land use values. Thus, for example, there were lengthy discussions of where to draw the line between Lafayette and Walnut Creek on the ridge to the east of Acalanes High School, the northeast quadrant of Highway 24 and Pleasant

IND1-7

Hill Road. At that time, the original Lafayette City line was drawn down the center of Pleasant Hill Road (a flub of the incorporators!), giving Walnut Creek the argument that the ultimate boundary of Lafayette should be drawn well below and on the west-facing side of the Ridge, allowing Walnut Creek to expand over the hill and look out to the West from Acalanes Ridge. Lafayette wanted the line to be drawn on the eastern side of and below the Ridge to preserve the ridgeline from Lafayette's viewshed. The only compromise we could reach was to draw the line down the middle of the Ridge, hoping that this would minimize Walnut Creek development antithetical to the values reflected in the Lafayette viewshed.

IND1-7  
Cont.

Considerations of equity. I strongly believe that property owners deserve to be able to develop their properties as they prefer - so long as the needs of their neighborhoods and the greater community are respected. I also believe that when property owners are on notice that community needs may be contrary to property owners' economic aspirations, it is not unfair to hold property owners to reasonable expectations of the economic exploitation of their properties.

IND1-8

Tony Lagiss, Ken Brown and other property owners in the area of the proposed development were very frequent visitors over many, many years to virtually every City land use discussion that might impact development in that quadrant of Highway 24 and Pleasant Hill Road, along Pleasant Hill Road, and along Deerhill Road. Tony, especially, had great ambitions for the area, including his desire that the Council approve the development of an "auto row" along the west side of Pleasant Hill Road so that Lafayette, as a no-property-tax city, could bolster its sales tax income. One message and one message only was communicated to those property owners: intense and highly visible development fronting Highway 24, Pleasant Hill Road, or Deerhill Road would never be approved in Lafayette - because of the impacts on the viewsheds, because of the historic commitment to limit development at the community's portals, because of traffic impacts, because such proposals could find happier locations within Lafayette where impacts would be moderated, etc. Any review of Lafayette's history in addressing questions about the development of these lands would have put any subsequent property owner on notice, informing them of the reasonable expectations for the uses that could be approved on these lands.

IND1-9

IND1-10

IND1-11

Based on this long history, it is not reasonable that a development of this scale be submitted for consideration at this location. Indeed this proposal is so far out of line that one suspects that this is just the opening gambit of a positioning game designed to force the community eventually to reach a compromise that still is largely incompatible with the City, its residents and all but the economic ambitions of the owners.

IND1-12

# COMMENT LETTER # IND2

**Alexis Mena**

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**To:** Lynn Hiden  
**Subject:** RE: Question/ Re: Terraces DEIR

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**From:** Lynn Hiden [<mailto:dandihiden@comcast.net>]  
**Sent:** Wednesday, May 09, 2012 8:10 AM  
**To:** Merideth, Ann  
**Cc:** Greenblat, Leah; Ateljevich, Jeanne; Yolanda Vega  
**Subject:** Re: Question/ Re: Terraces DEIR

Thanks, Ann.

Sigh. The dates for our trip were changed this morning due to the needs of our offspring. We will now be out of town from May 31 to June 5 or 6th, and again from June 14 to approximately June 22 or 23rd. I am not likely to be here. Three of our commissioners are new; if Gene Holit isn't selected to return to the commission, four will be new or relatively new. (Yolanda Vega having come on, last October.)

IND2-1

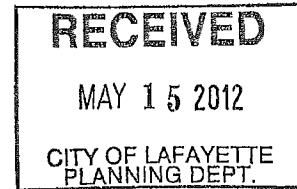
At the very least, please know that narrowing the travel lanes to 10' (unless the proposal has been changed) on a road that, before the curve from 24 to I 680 was constructed, was carrying 40,000 adt, isn't smart. Many collisions will result were we to allow that. We are still recovering from recession, thus vehicular trips are down. But when they pick up, and growth picks up, we are likely to be well over 40,000 adt at the Deer Hill/PH Rd intersection, before very long. Something worth thinking about.

IND2-2

Lynn

COMMENT LETTER # IND3

May 12, 2012



Ann Meredith  
City of Lafayette  
3675 Mount Diablo Blvd, Suite 210  
Lafayette, CA 94549

Dear Ms. Meredith:

I am writing to register my objection to the Terraces of Lafayette project. It is inconceivable to me that the City of Lafayette can grant permission to for construction of such a large apartment complex at the intersection of Pleasant Hill and Deer Hill Roads.

IND3-1

The addition multiple vehicles from 315 units will very negatively impact traffic flow in that already busy corridor, making it extremely congested. It is already nearly impassible during rush hour, the start and end of the school day, and Acalanes sports events. Residents' commute times will increase along with pollution from idling engines. This will negatively affect the quality of life for residents in this area.

IND3-2  
IND3-3

The impact on Lafayette schools must also be considered. These new housing units will introduce a large number of students into our schools without a proportional increase in the revenues required to accommodate the new additions.

IND3-4

Both of these factors will contribute to a deterioration of Lafayette residents' property values and the quality of life in this wonderful town.

IND3-5

Please do not allow this to go forward.

Sincerely yours,

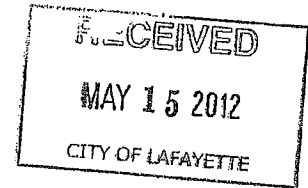
Jacquelyn A. Weiss MD PhD  
84 Bacon Court  
Lafayette CA 94549

# COMMENT LETTER # IND4

Robert R. Barter  
3650 Boyer Circle  
Lafayette, CA 94549  
rbarter13@gmail.com

May 13, 2012

Lafayette City Council  
3675 Mt. Diablo Blvd.  
Suite 210  
Lafayette, CA 94549



re: Opposition to 81 and 300 Unit Apartment Development

My wife and I are long time residents of Lafayette, she having lived her entire life in this town. We are both appalled at seeing this little suburb being turned into an "urban transportation center". Developments such as the ones referred to above have no place in this town.

IND4-1

I know the city is under pressure from the tentacles of abhorrent legislation by our state legislature but I believe we should fight against that pressure. Cities like Corte Madera have withdrawn from organizations like ABAG in protest to the clumsy, heavy hand of our engorged state government. As a city, we pay way more in taxes than we receive in benefits; we shouldn't be abused as well.


IND4-2

Both of these projects will have extensive negative effects on our schools and our already crowded roads. As scores at our local schools slide with the demographic changes, property values (and property tax receipts) will drop precipitously. The 300 unit development is so out of character with the town and so out of place right across the street from Acalanes High School that I cannot believe it is has gotten this far in city planning. All Lafayette residents will pay the price for the disparate impact of such developments as Acalanes scores drop and Campolindo becomes a magnet and grows beyond its capacity. Merchants in our city center will soon see a drop, not a rise, in sales receipts (and sales tax) as it becomes more difficult to find parking downtown. 151 parking spots with 3 guest spots (for the 81 unit development with 2 and 3 BR apartments) will assure that the parking will be impossible and traffic will be gridlocked. It will make more sense for me to go to Safeway in Moraga than to drive to the Whole Foods I can see from my house.

IND4-3  
IND4-3

Most disturbing is the way that these projects had been allowed to quietly make their way through the planning process. If I have a neighbor who wants to add a 250 square foot room to his house, we have telephone poles plastered with notifications of approval meetings and our poor neighbor (whose project improves the character of the neighborhood) can be assured that it will be a year before he can get building permit. These projects so change the character of Lafayette and so fundamentally damage so many in the community that they should be announced with a mailing to each Lafayette resident and open hearings should be held specifically on these items. I believe you will find that Lafayette residents like Lafayette and don't want it to look like Walnut Creek or Emeryville.

IND4-3

Sincerely,  
  
Robert R. Barter

# COMMENT LETTER # IND5

**Alexis Mena**

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**From:** Michelle Chan <mmchan6@yahoo.com>  
**Sent:** Monday, May 14, 2012 9:44 AM  
**To:** Merideth, Ann  
**Cc:** harnishs@comcast.net  
**Subject:** Christmas Tree Lot development

Hi Ann,

I've just seen the pictures of the 315 unit development that is planned for the Christmas Tree Lot. We live on Springhill Rd. and are already greatly impacted by all of the traffic around the high school in the mornings and afternoon. Some days it takes me 20 minutes to get from the high school to Springhill Rd. at 8am. I can't imagine adding any more congestion to this area. In addition, this looks terrible. I don't think these units could be any more visible. What happened to hillside ordinances? I ask you to reconsider this application. The impact on the surrounds neighbors and traffic is too extreme. This will change the quality of life for the people who live in this area and does not fit in with the Lafayette rural atmosphere.

I ask you to deny this application or at least reduce the number of units to no more than 30. Even 30 more cars will impact traffic in that area.

Sincerely,

Michelle Chan  
3370 Springhill Rd.

IND5-1

IND5-2  
IND5-3  
IND5-4

IND5-5



# COMMENT LETTER # IND6

**Alexis Mena**

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**From:** Bonnie Macbride <macbride.bonnie@gmail.com>  
**Sent:** Saturday, May 26, 2012 8:15 PM  
**To:** Merideth, Ann  
**Subject:** Lafayette Terraces

Dear Ann Merideth,

After briefly reviewing the EIR for the proposed Lafayette Terraces, I am requesting information that may help me know what to expect should this project be approved.

IND6-1

Can you let me know something about:

- 1) expected traffic impact on Pleasant Hill Road North from the freeway to Springhill school and on Deer Hill Road between the Bart station and Pleasant Hill Road, with specifics about hours of congestion (8am and 4pm-6pm)
- 2) plans for landscaping on that same section of Pleasant Hill Road, with specifics about the median strip, the planting strips on each side, the South East corner and North East corner at the intersection of Pleasant Hill Road Deer Hill road
- 3) plans for landscaping beneath the freeway and just south of the freeway on Pleasant Hill Road
- 4) plans for maintenance of any landscaping
- 5) road improvements and maintenance in same sections
- 6) aesthetic design of units, ability to attract caring residents, longevity so that project does not deteriorate into an eyesore
- 7) how plans will be enforced

IND6-2

IND6-3

IND6-4

IND6-5

IND6-6

IND6-7

IND6-8

If you are available, I would like to schedule an appointment with you and/or your staff to review this.

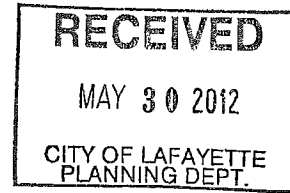
Thanks for your attention.

IND6-9

Bonnie Macbride  
510 610-9807

1330 Summit Road  
Lafayette, CA 94549

# COMMENT LETTER # IND7



May 27, 2012

Ann Meredith  
3676 Mount Diablo Blvd  
Suite 210  
Lafayette, CA 94549

Re: Completely Opposed to Terraces of Lafayette

Ann:

My wife and daughter moved to Lafayette last year after 9 years in San Ramon. We moved because of the unique attractions of Lafayette. Lafayette has remained a city which has managed to avoid many of the negatives of San Ramon including high traffic volume, noise and a "transitory" culture versus the sense of community that we enjoy here.

IND7-1

When I first heard of this proposal I was shocked as I could not imagine that the city would even consider such a project given the obvious risks to many of the features that make Lafayette so attractive. Now that I understand that Lafayette is an ICLEI city I see that the lure of funding has lead us to this point. Note that this funding is for building "transit cities" - that is completely opposed to what we love about Lafayette - it is not a transit city and we do not want to become one.

IND7-2

I have the read the draft EIR and found nothing surprising - the impacts to noise, traffic, views of the ridgeline are all very negative and many of these impacts cannot be mitigated! I may have missed the potential negative impacts associated with locating such a transitory facility directly across the street from our high school.

IND7-3

We are 100% opposed to this project and will do whatever we can to ensure that does not proceed. I hope our elected officials do the right thing and kill this project.

IND7-4

Aamir & Susan Farid  
1311 Summit Road  
Lafayette

Three handwritten signatures in black ink. The top signature is "A Farid", the middle is "Susan F.", and the bottom is "Juan F. Farid".

# COMMENT LETTER # IND8

**Alexis Mena**

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**From:** Paul <paul@compassad.com>  
**Sent:** Friday, June 15, 2012 9:59 AM  
**To:** Merideth, Ann  
**Subject:** Terraces on Deer Hill An Emphatic NO

I'd like to weigh in as a proximate neighbor (Springhill Valley) as business and property owner (3445 & 3447 Mt. Diablo Boulevard), and a passionate supporter of all things Lafayette for 25 years. Another consideration, and impact here are imagining the impact on Acalanes, where we sent three children.

I IND8-1  
I IND8-2

Simply:

Grossly Too Big  
Grossly Too High on the Site  
Completely Incompatible w/ "Quaint & Charming" Lafayette  
Commercializes an already busy throughway  
Gross impact on transient character of our residential community  
Zero, Zero contribution, and likely a negative impact to neighboring school environments

I IND8-3  
I IND8-4  
I IND8-5  
I IND8-6  
I IND8-7  
I IND8-8

Traffic is not the issue, it is all about the visual degradation of the area, an influx of transient population, and the horrific impact on one of our last remaining open spaces. This goes to the character of who we are, and 300 unit developments are not 'Lafayette'.

I IND8-8  
I IND8-10

The appropriate development is measured, tailored, set down off of ridge lines, nestled into the hillside, and heavily landscaped. I can image 50 units here, of larger configuration (3 BR), consistent w/ the other multi-family proximate along Pleasant Hill Road.

I IND8-11

Sincerely, Paul Schweibinz

Paul Schweibinz  
Compass Marketing  
3447 Mt. Diablo Boulevard  
Lafayette, CA 94549  
925.299.7878  
[Paul@Compassad.com](mailto:Paul@Compassad.com)

# COMMENT LETTER # IND9

Alexis Mena

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**From:** Carol George <cygeorge@comcast.net>  
**Sent:** Saturday, June 16, 2012 9:06 AM  
**To:** Merideth, Ann  
**Subject:** Proposed Deer Hill Apartment Project

Dear City Leaders,

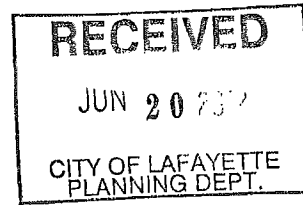
I am writing on behalf of my husband and I to oppose the Deer Hill Apartment Project as proposed at this time. The 315 unit complex is much too large for this space. The traffic caused by infusing almost double the number of vehicles as apartments, added to this already nightmare stretch of road, will be horrible. Also not acceptable is the proposal to have the dwellings visible on protected ridgelines. Lafayette put ridgeline laws in place for a reason. Please uphold these guidelines. The ridgeline law apply to everyone, without exception. The goal to remove trees and have dwellings visible violates the atmosphere that we hold dear in Lafayette, which differentiates us for example from Walnut Creek and other cities dominated by construction project interests.

Sincerely,  
Carol and David George  
2730 Oak Canyon Rd.  
Lafayette  
925.962.0402  
[cygeorge@comcast.net](mailto:cygeorge@comcast.net)

IND9-1  
IND9-2  
IND9-3  
IND9-4  
IND9-5

COMMENT LETTER # IND10

Lisa & Gary Whitehead  
2830 Kinney Drive  
Walnut Creek, CA 94595  
June 16, 2012



Ann Meredith  
City of Lafayette  
3675 Mt. Diablo Blvd., Suite 210  
Lafayette, CA 94549

Dear Ann Meredith,

This letter is regarding the proposed Terraces project at the corner of Deer Hill Rd. and Pleasant Hill Rd. We oppose the Terraces project because it will adversely alter the landscape and the neighborhood. Also, we object to its potential to affect the environment for the high-school students attending Acalanes High across the street and the younger elementary-school students attending Springhill one block up the street.

IND10-1  
IND10-2  
IND10-3  
IND10-4  
IND10-5  
IND10-6  
IND10-7

We love the "Christmas Tree" lot as it is with the rolling hills and the beautiful trees.

Our house is on Kinney Drive, near Condit, and our children attended the Lafayette public schools, including Acalanes High. If our children were still in attendance at Acalanes, I would worry that any large apartment complex across the street could be distracting to them or even could attract child predators.

As you know, this section of Pleasant Hill Road has enormous traffic problems as it is during commute hours. Let's not make the traffic worse with a huge apartment complex at the worst traffic section of Pleasant Hill Road.

I hope you will put a stop to the proposed Terraces project.

Thank you for your help,

Lisa Whitehead

# COMMENT LETTER # IND11

**Alexis Mena**

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**From:** piersw1@comcast.net  
**Sent:** Sunday, June 17, 2012 8:22 AM  
**To:** Merideth, Ann  
**Cc:** Eleanor Whitehead  
**Subject:** Comments on Terraces draft EIR

Dear Ms Merideth:

Regrettably I am unable to attend Monday's meeting to discuss the draft EIR related to the "Terraces" proposal. I therefore wish to submit the following comments for consideration.

IND11-1

The draft report describes significant unavoidable adverse impacts on the aesthetics, traffic, and land use resulting from this project. Consequently, I do not understand how such a project can be considered "consistent with and further the City's overall planning objective of the preservation and enhancement of its semi-rural residential character". I find it surprising that a site containing significant ridgeline and in an exclusively residential part of town should be zoned "Administrative/Professional" and I wonder how such an apparently inappropriate designation was arrived at. Given the location and topography of the site, the adverse impacts noted in the EIR are inevitable and cannot be mitigated by modest changes to the perimeter of the project.

IND11-2

As a resident of the area that would be affected by this development, I can confirm that Pleasant Hill Road traffic is already unpleasantly heavy at peak hours (this is not especially semi-rural already), and this is of especial concern given the location of two schools in the immediate vicinity. In addition to the impact on traffic, in my opinion the proposed development would result in a significant reduction in quality of life for a substantial number of Lafayette residents. These factors are well described in the draft EIR.

IND11-3

IND11-4

I therefore wish to record my support for the draft EIR conclusions on aesthetics, land use and traffic, and further record my opposition to the proposed project or anything resembling it at this site.

Please do not hesitate to contact me if you have any questions or require any further information.

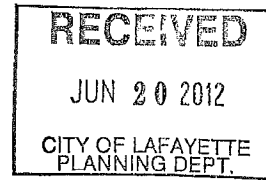
IND11-5

Yours sincerely

Piers Whitehead

# COMMENT LETTER # IND12

Robert R. Barter  
3650 Boyer Circle  
Lafayette, CA 94549  
rbarter13@gmail.com



June 18, 2012

Design Review Commission  
3675 Mt. Diablo Blvd.  
Suite 210  
Lafayette, CA 94549

re: Opposition to 81 and 300 Unit Apartment Development

Members of the Design Review Commission:

My wife and I are long time residents of Lafayette, she having lived her entire life in this town. We are both appalled at seeing this little suburb being turned into an "urban transportation center". Developments such as the ones referred to above have no place in this town.

IND12-1

I know the city is under pressure from the tentacles of abhorrent legislation by our state legislature but I believe we should fight against that pressure. Cities like Corte Madera have withdrawn from organizations like ABAG in protest to the clumsy, heavy hand of our engorged state government. As a city, we pay way more in taxes than we receive in benefits; we shouldn't be abused as well.

IND12-2

Both of these projects will have extensive negative effects on our schools and our already crowded roads. As scores at our local schools slide with the demographic changes, property values (and property tax receipts) will drop precipitously. The 300 unit development is so out of character with the town and so out of place right across the street from Acalanes High School that I cannot believe it is has gotten this far in city planning. All Lafayette residents will pay the price for the disparate impact of such developments as Acalanes scores drop and Campolindo becomes a magnet and grows beyond its capacity. Merchants in our city center will soon see a drop, not a rise, in sales receipts (and sales tax) as it becomes more difficult to find parking downtown. 151 parking spots with 3 guest spots (for the 81 unit development with 2 and 3 BR apartments) will assure that the parking will be impossible and traffic will be gridlocked. It will make more sense for me to go to Safeway in Moraga than to drive to the Whole Foods I can see from my house.

IND12-3

IND12-4


Most disturbing is the way that these projects had been allowed to quietly make their way through the planning process. If I have a neighbor who wants to add a 250 square foot room to his house, we have telephone poles plastered with notifications of approval meetings and our poor neighbor (whose project improves the character of the neighborhood) can be assured that it will be a year and several appearances before all the boards before he can get building permit. These projects so change the character of Lafayette and so fundamentally damage so many in the community that they should be announced with a mailing to each Lafayette resident and open hearings should be held specifically on these items. I believe you will find that Lafayette residents like Lafayette and don't want it to look like Walnut Creek or Emeryville.

IND12-5

The 81 unit project should be a third of its size and the 300 unit project simply does not belong in Lafayette. I ask that the Design Review Commission look negatively upon these horrendous affronts to our city.

IND12-6

Sincerely,

  
Robert R. Barter

# COMMENT LETTER # IND13

Alexis Mena

---

**From:** i.heart.tristan@gmail.com on behalf of Tristan deTimofeev <tdetim@gmail.com>  
**Sent:** Monday, June 18, 2012 6:11 PM  
**To:** Merideth, Ann  
**Subject:** Terraces of Lafayette

Hello Ms. Meredith,

I am writing to you to voice my strong objection to the Terraces development. I grew up on Pleasant Hill Circle, and have lived in Lafayette my entire life. Although the out of state owners feel Deer Hill is an unattractive patch of land, actually, one of Lafayette's most attractive features is its rolling hills, developing the site would lead to massive traffic gridlock, and the environmental impact that would be caused by 315 condominiums would be devastating.

IND13-1

The City of Lafayette website states in the "About" section that Lafayette is known for it's "tree studded hills". Allowing the Terraces to proceed would eliminate one of those beautiful hills. When people drive through Lafayette on Hwy 24, instead of lush, tree-studded hills, they will see condos. They will see laundry hanging from balconies, satellite dishes, parking lots, smog. The Terraces will devastate real estate prices in the area.

IND13-2

The intersection of Pleasant Hill Road and Deer Hill Road is already gridlocked during peak commute hours. Turning on to Deer Hill from Pleasant Hill Road can already take several light cycles. Pleasant Hill Road is a major artery for commuters heading to and from work, and children walk and bike to Acalanes and Springhill every day. This road is already too congested.

IND13-3

If there are 315 units built on this parcel of land, how will people who live there get to work? The parcel is still half a mile from BART, so it is delusional to believe that more than a small minority of condo dwellers will walk or bike there. Many of the units will contain more than one person with a car. Where will these people park? Will there be sufficient parking? What will "sufficient" parking do to the environment? The idea of paving this hill is disgusting. What will the air look like with more than 300 new cars on the hill? What will happen to the animals who call the hill home? What will happen to the deer after whom the hill was named? After their homes are destroyed, they will have to watch out for 300-500 more cars.

IND13-4

IND13-5

IND13-6

IND13-7

Please preserve Lafayette and our beautiful hills and quality of life.

IND13-8

Thank you,



Tristan deTimofeev  
925-899-1418

# COMMENT LETTER # IND14

Alexis Mena

---

**From:** suzell@comcast.net  
**Sent:** Monday, June 18, 2012 2:26 PM  
**To:** Merideth, Ann  
**Subject:** 315 unit development Pleasant Hill Rd. x Deer Hill Road

June 18, 2012

As a resident of Springhill Valley (Martino Road) which is close to the proposed 315 unit apartment development, I wish to make known the following concerns and objections to the location of above mentioned project.

IND14-1

## ISOLATION

Any resident in the area of Pleasant Hill Road and Deerhill Road will be isolated from the charm and amenities of Lafayette and will be completely car dependent. Since This location has no public transportation, the residents will drive to shops and restaurants in Lafayette. Any residents employed in local shops or services will be driving their cars into the town and parking them there during their work day. Any residents using BART will be driving to BART parking lot. The walk/bike ride from Deer Hill Road & Pleasant Hill Road to Mt. Diablo commercial area requires walking/biking through and under a freeway interchange and is bleak, dangerous and noisy.

IND14-2

IND14-3

## TRAFFIC

The Traffic at this very busy intersection of Deer Hill and Pleasant Hill Roads is already problematic during commute hours and beginning and end of school day. Because of isolation of area, and no public transportation, many of students at Acalanes HS drive to school or rely upon parents to drop off and pick up before and after school. The traffic at that intersection during those time periods is very heavy causing long backups at traffic signals. Adding several hundred cars into that equation will have a very negative result for traffic flow at this very busy intersection.

IND14-4

## NOISE

IND14-5

The description of the development uses the word "terrace." The implication being that people will have access to an outside space with their unit. The noise coming from 4 lanes of Pleasant Hill Road and nearby Hwy #24 will likely keep the terrace doors closed tight.

IND14-5  
Cont.

I have no objection to an apartment project such as this as I have been a resident of one in the past. But to put a project of this scope in an area where residents are forced to rely upon their cars for every need seems a bad decision for the City of Lafayette. My objections are related to the location of the project, lack of amenities for residents and severe traffic impact on the area.

IND14-6

Thank you for considering my input on this project.

Suzanne Ellis  
1338 Martino Road

cc: Springhill Valley Assoc.

# COMMENT LETTER # IND15

**Alexis Mena**

---

**From:** Ari Lauer <alauer@lauerlaw.com>  
**Sent:** Monday, June 18, 2012 10:33 AM  
**To:** Merideth, Ann  
**Subject:** Terraces of Lafayette

Ms. Meredith,

My name is Ari Lauer and I live with my wife and three children on Martino Road in Lafayette. I am writing to respond to the draft EIR prepared in connection with the proposed Terraces of Lafayette and also voice my strong opposition to the project.

IND15-1

The traffic on Pleasant Hill Road weekday mornings is terrible. Traffic heading toward the 24 Freeway from Taylor is backed up for long stretches. Likewise, there is severe congestion turning left from Pleasant Hill Road to Springhill Road caused by parents dropping off their children at Springhill Elementary School. As the draft EIR confirms, there are no mitigating measures to address the severe adverse impact the project will have on traffic.

IND15-2

The project is a terrible idea. Please consider the traffic issues raised in the EIR and deny this project in its entirety.

IND15-3

Thank you,

Ari Lauer

--  
**Law Offices of Ari J. Lauer**  
**500 Ygnacio Valley Road, Suite 325**  
**Walnut Creek, California 94596**  
**Telephone: (925) 933-7012**  
**Fax: (925) 933-7017**

# COMMENT LETTER # IND16

**Alexis Mena**

---

**From:** dporcell@comcast.net  
**Sent:** Monday, June 18, 2012 8:02 AM  
**To:** Merideth, Ann  
**Subject:** Terraces project

Dear Ms. Meridith,

I am opposed to the Terraces project due to traffic concerns. I assume you have seen Pleasant Hill Road congestion in the late afternoon and early evening!!

I hope the Dettmers can find another use for their property that won't increase traffic so drastically.

Thank you.

Ann Porcella  
1034 Lindsey Ct.  
Lafayette

IND16-1

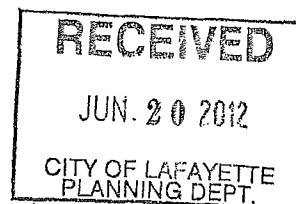
IND16-2

# COMMENT LETTER # IND17

3267 Gloria Terrace  
Lafayette, CA. 94549  
June 19, 2012

Ms. Ann Meredith  
City of Lafayette  
3675 Mt. Diablo Blvd. Suite 210  
Lafayette, CA. 94549

Re: Lafayette Terraces Project - EIR  
Traffic Impact & Air Pollution Hazards



Dear Ms. Meredith,

I am writing to express my strong opposition to the proposed Lafayette Terraces Apartment complex at the corner of Pleasant Hill and Deer Hill Roads. A 335 unit complex at this location on Pleasant Hill Road in Lafayette, across from Acalanes, would make a highly congested and key traffic corridor nearly impassable at peak commute times. We would have gridlock on Pleasant Hill Road ! In addition to its sheer size there are serious deficiencies with the projects' location and design, including the exposure of potential residents to serious environmental hazards. The deficiencies include:

IND17-1

**Location** - I don't think you could find a worse location in the city to put a project of this size. Traffic on Pleasant Hill Road by Acalanes is already a nightmare in both the morning and evening commutes, and Deer Hill Road is the primary relief valve for traffic going to the BART station. Traffic from Taylor Boulevard, Reliez Valley Road, Spring Hill and Quandt Rd. all merge on to Pleasant Hill Rd by Acalanes creating a major choke point. I drive this route every morning on my way to BART and can tell you traffic frequently backs up a mile over the hill on Taylor Boulevard. The EIR and traffic studies did not adequately address this problem.

IND17-2

**Main Entrance Sitting** - Placing the main entrance to the Terraces project on Pleasant Hill Road, just 40 yards before the Westbound Rt 24 On-Ramp, will create a major traffic hazard for drivers merging on to the freeway as well as for residents attempting to leave the project. It will also slow down and back up traffic even more. (See attached site plan)

IND17-3

**Freeway - Rt 24 Air Pollution** - The Terraces projects' close proximity to Rt. 24, approximately 50 meters, will expose the residents of the project to significant levels of freeway air pollution. Studies by UCLA, UC Berkeley, California Air Resources Board and New England Journal of Medicine found that freeway air pollution extends much further than previously estimated and that children living within 2 blocks of a freeway contract asthma at high levels and have decreased lung function. Other findings include low birth weight and pre-mature births for mothers living near major freeways. Any children living in the Terraces apartments could therefore be exposed to unacceptably high levels of freeway air pollutants. In 2003 the state legislature enacted a law that all new schools must be built at least 500 feet from busy roadways.

IND17-4

The Southern California Particle Center and Supersite (SCPCS) is conducting research on freeway related air pollution (see attached article). Other new studies show that freeway traffic air pollution is linked to increased illness and cardiovascular disease in adults. The Air Quality issues related to this project and this site should be carefully considered with regard to the exposure of project residents and re-evaluated with measurements taken where the buildings H, I, J, K and L will be located, with a focus on early morning hour and winter readings.

IND17-4  
Cont.

IND17-5

Lafayette and the Planning Commission should also consider seeking advice from the CARB, UCLA and UC Berkeley researchers with regard to the siting and approval of this project in order to protect the city from lawsuits. Professor Michael Jerrett from UC Berkeley's School of Public Health is one of the co-authors of the study linking freeway auto and truck pollution to atherosclerosis and heart disease.

IND17-6

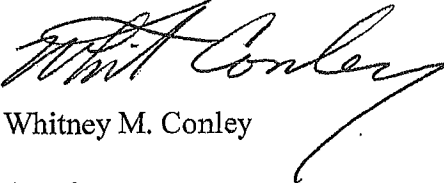
Guest Parking -- In view of the projects 335 units and 567 parking spaces, 1.7 spaces per unit, I did not see any provisions for guest parking in the EIR or plan. The Terraces apartment residents can also be expected to own recreational vehicles, boats, motorcycles, etc. Is routine guest parking going to spread out on to Deer Hill Road, or further out into the surrounding neighborhoods during the holidays ?

IND17-7

Overall the scale of this project, 335 units and 567 vehicles, and density of 35 units per acre is not consistent with our semi-rural, small-town ambiance, and would create major traffic and parking problems for Lafayette residents, as well put additional pressure on Lafayette's school systems and emergency services which are already challenged for funding. Thank you for your consideration and service to the community.

IND17-8

Sincerely Yours,



Whitney M. Conley

Attachments

Cc:

Carol Federighi -- Mayor



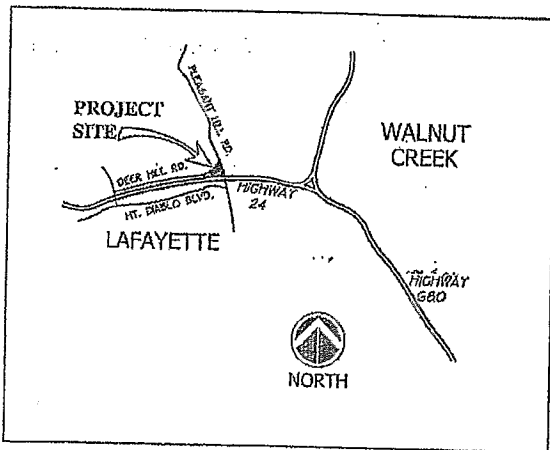


**Environmental Factors to be Addressed in the EIR:**

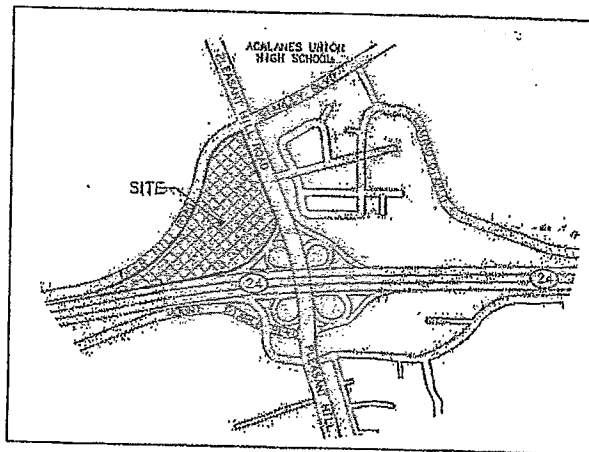
Based on the attached Environmental Checklist / Initial Study, the EIR will address the following environmental factors:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology / Soils
- Greenhouse Gas Emissions
- Hydrology / Water Quality
- Land Use / Planning
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation / Traffic
- Utility / Service Systems

The EIR will also include discussions of growth-inducing and cumulative impacts and reasonable alternatives to the Project.



VICINITY MAP – Regional



VICINITY MAP - Local

IND17-9  
Cont.

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## Air pollution from freeway extends further than previously thought

Study finds pollutants 1.5 miles from I-10 during early morning hours

By Sarah Anderson | June 10, 2009

Environmental health researchers from UCLA, the University of Southern California and the California Air Resources Board have found that during the hours before sunrise, freeway air pollution extends much further than previously thought.

Air pollutants from Interstate 10 in Santa Monica extend as far as 2,500 meters — more than 1.5 miles — downwind, based on recent measurements from a research team headed by Dr. Arthur Winer, a professor of environmental health sciences at the UCLA School of Public Health. This distance is 10 times greater than previously measured daytime pollutant impacts from roadways and has significant exposure implications, since most people are in their homes during the hours before sunrise and outdoor pollutants penetrate into indoor environments.

The study was published last month in the journal *Atmospheric Environment*, with Dr. Shishan Hu, a postdoctoral scholar at the UCLA School of Public Health, as lead author.

"To measure the pollution levels, we equipped an electric vehicle with no emissions of its own with fast-response instruments for gaseous and particulate air pollutants, a GPS and video monitor, and instruments to measure temperature and winds," Winer said. "In both winter and summer of 2008, we drove toward and away from Interstate 10 on a route perpendicular to the freeway in Santa Monica between the hours of 4 a.m. and 7 a.m."

A second striking finding of the study was that although traffic volumes are lower in the pre-sunrise hours, the air pollution concentrations measured by the team were higher than even those during daytime traffic congestion peaks. Concentrations are higher before sunrise even though emissions are lower because of the unique weather conditions. In the pre-sunrise hours, wind speeds are generally very low, and while the wind direction is somewhat variable, the predominant direction is from the northeast in the winter months and the northwest in the summer months.

This means that areas south of Interstate 10 are generally downwind in the pre-sunrise hours and areas north of the freeway are generally upwind; this is consistent with the observation that vehicle-related pollutants are found much further from the freeway on the south side in the pre-sunrise hours, compared with the north side.

"Our research shows that under the low wind speeds and shallow temperature inversions during the early morning, before sunrise, air pollution from freeways is trapped near the surface, limiting dilution and creating a zone of influence many times greater than during the day," said Dr. Suzanne Paulson, a professor in the UCLA Department of Atmospheric and Oceanic Sciences and a co-principal investigator of the study. "These meteorological conditions are very common in the hours before sunrise."

In comparing the winter and summer early mornings, researchers found much higher levels of air pollution in the winter.

"This is because the sun rises later in the winter, so the early morning period captures more of the early morning rush hour," Paulsen said.

IND17-10

"Our findings confirm previous work showing peak levels of ultrafine particles (UFP) immediately adjacent to the freeway, but we found high concentrations persisted for up to 1.5 miles downwind of the freeway during the pre-sunrise hours," said Dr. Scott Fruin of the USC Keck School of Medicine. "Elevated UFP concentrations also extended up to 600 meters upwind of the freeway, another strong difference from daytime observations, which typically show little or no vehicle-related pollution directly upwind from freeways."

In the present study, other pollutants, including nitric oxide and particle-bound polycyclic aromatic hydrocarbons, also extended far from the freeway during the pre-sunrise hours.

Other members of the research team included Dr. Kathleen Kozawa and Steve Mara of the California Air Resources Board, which sponsored the study.

"The study raises more questions about the significant health outcomes caused or exacerbated by freeway traffic," Winer said.

Numerous epidemiologic studies have already shown that traffic-related pollution is linked to increased risk of asthma, respiratory illness, cardiovascular disease and premature mortality.

The researchers recommend that residents living near freeways should consider keeping their windows closed at night and minimize outdoor exercise near major roadways in the hours before sunrise.

For more news, visit the UCLA Newsroom.

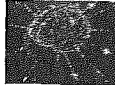
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IND17-10  
cont.

# Los Angeles Times | ENVIRONMENT



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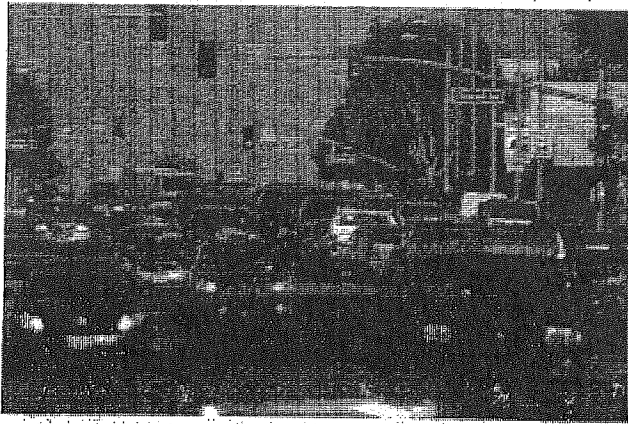
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## Greenspace

ENVIRONMENTAL NEWS FROM CALIFORNIA AND BEYOND

### Live near a freeway? Heart disease risk may be higher

February 13, 2010 | 5:57 pm



Los Angeles residents living near freeways experience a hardening of the arteries that leads to heart disease and strokes at twice the rate of those who live farther away, a study has found. The paper is the first to link automobile and truck exhaust to the progression of atherosclerosis — or the thickening of artery walls — in humans. The study was conducted by researchers from USC and UC Berkeley, joined by colleagues in Spain and Switzerland, and was published this week in the journal *PLoS ONE*.

Researchers used ultrasound to measure the wall thickness of the carotid artery in 1,483 people who lived within 100 meters, or 328 feet, of Los Angeles' freeways. Taking measurements every six months for three years, they correlated their findings with levels of outdoor particulates — the toxic dust that spews from tailpipes — at the residents' homes. They found that artery wall thickness accelerated annually by 5.5 micrometers — one-twentieth the thickness of a human hair — or more than twice the average progression in study participants.

The findings show, according to co-author Howard N. Hodis, director of the Atherosclerosis Research Unit at USC's Keck School of Medicine, "that environmental factors may play a larger role in the risk for cardiovascular disease than previously suspected."

UC Berkeley co-author Michael Jerrett noted: "For the first time, we have shown that air pollution contributes to the early formation of heart disease, known as atherosclerosis, which is connected to nearly half the deaths in Western societies.... By controlling air pollution from traffic, we may see much larger benefits to public health than we previously thought."

The study comes at a time of growing alarm over the effects of freeway pollution in nearby schools and homes. In the four-county Los Angeles basin, 1.5 million people live within 300 meters, or 984 feet, of major freeways.

The Natural Resources Defense Council, an environmental group, is in a federal court battle to overturn the caps on motor vehicle emissions set by Southern California air quality officials, saying that they fail to account for higher pollution near freeways. And Los Angeles and Long Beach residents are fighting the expansion of the truck-clogged 710 Freeway, saying it will lead to higher rates of asthma and heart disease in densely populated areas.

IND17-11



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**DIVISION CHAIR**  
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AUTISM

## Study: Living Near a Highway May Contribute to Autism Risk

By MEREDITH MELNICK | @meredithm | December 17, 2010 | 57

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MICHAEL DUVA / GETTY IMAGES

There are many reasons why living near a highway is undesirable — the noise, the poor air quality, the endless stream of lost tourists using your driveway to turn around. But a new study published in *Environmental Health Perspectives* offers another: children who lived near highways at birth had twice the risk of autism as those who live farther way.

Researchers interviewed and examined 304 children with autism and, as a control, 259 typically developing children in the Los Angeles, San Francisco and Sacramento metropolitan areas. Researchers found that children whose families lived within 1,000 feet from a freeway at birth — about 10% of the children in the study — were twice as likely to have autism as those who lived farther from a highway. (More on Time.com: Study: Some Autistic Brains Really Are Wired Differently)

The link held up after controlling for other variables such as maternal age, parental education and smoking. Interestingly, however, the same effect did not apply to kids who lived near other heavily trafficked streets. The researchers theorized that the type and sheer quantity of chemicals distributed on highways are different from those on even the busiest city roadways.

"This study isn't saying exposure to air pollution or exposure to traffic causes autism," lead author Heather Volk, researcher at the Saban Research Institute of Children's Hospital Los Angeles, told the *Los Angeles Times*. "But it could be one of the factors that are contributing to its increase." (More on Time.com: Photos: A Journey into the World of Autism)

As LAWeekly points out, however, another recent study looking at autism clusters in the Los Angeles area found that rates of the disorder were higher in upper-middle-class neighborhoods where residents had higher-than-average levels of educational attainment or were located near major autism treatment centers (highway proximity wasn't part of the equation). Presumably, the higher autism rates were due at least in part to better surveillance — something that tends to be lacking in lower-income communities. (More on Time.com: 1 in 5 Kids With an Autistic Sibling Show Subtle Symptoms Too)

There is no cure for autism, and researchers are still looking for its cause — some combination of genes and environment. In recent years, scientists have made headway in identifying certain changes that characterize the autistic brain, which may help lead to earlier diagnosis. Earlier diagnosis, in turn, may potentially lead to earlier intervention, and researchers think early treatment can mitigate autistic symptoms or may in some cases prevent the disorder altogether.

Two weeks ago, a team of neurologists from Harvard and the University of Utah reported using an MRI brain scan to identify boys and men with autism with 92% accuracy. And earlier this year, a study in the journal *American Journal of Psychiatry* found that 20% of normally developing siblings of autistic children also had language delays and subtle speech problems — similar but milder than those common in autism — adding evidence to the argument that genes play a role.

### Related Links:

Study: Asthma Hits Poor Minorities Worst in California

Using Videos to Help Diagnose Autism in Babies

IND17-12

The Southern California Particle Center and Supersite (SCPCS) seeks to explore health and exposure issues related to mobile source pollution. With funding from the U.S. EPA and California Air Resources Board, investigators at the SCPCS work to better understand why airborne particulate matter emitted from cars and trucks causes adverse health outcomes. As part of our research, we have taken measurements on and near major freeways in Los Angeles in an effort to characterize the particles found there. These and other scientific studies have sparked media attention and community interest, generating many questions regarding where to buy property and whether health is affected by living in a particular location. It is impossible for us to answer individual questions about potential risks in specific locations. We can, however, offer some general guidance on what is currently known about exposure to pollution and the related health effects of living near busy roads and freeways.

Numerous studies have linked traffic-related air pollution with respiratory problems such as asthma and chronic bronchitis. Studies have found decreased lung function, increased hospital visits for people with respiratory diseases, increased absenteeism from work and school, and increased morbidity (illnesses) and mortality (deaths) associated with exposure to particulate matter. All of these effects were observed at levels common in many U.S. cities. (Pope)

New studies show that long-term exposure to particulate matter has also been linked to increased illness and death rates from cardiovascular (heart-related) disease, and that sudden increases in air pollution may even cause more heart-related illnesses and deaths than is seen from lung disease. (Pope; Johnson) Some particles in air pollution, given their tiny size, are able to pass through the cellular tissue in the lungs and enter the circulation system. Their presence in the lungs may also induce a series of events that ultimately affect the heart. (Utell)

Of growing concern to the general public is whether living near a freeway is detrimental to health. The closer people are to the source of traffic emissions, the higher their exposure is to many of the constituents of exhaust. Compelling evidence suggests that people living, working and going to school near roads with heavy traffic may have an increased risk of adverse health effects associated with exposure to mobile source pollution. These "traffic density" studies have observed development and increased aggravation of asthma (Montnémy), decreased lung function in children (Brunekreef), and low birth weight and premature births for mothers living near major roadways (Ritz).

Taking this research into consideration, it is easy to see why new homebuyers are concerned with how close property is to a busy road or freeway. Unfortunately scientists cannot say exactly how close is "too close" at this point. European studies have shown increased respiratory health problems in children who live or go to school within 100 meters (~330 feet) of a busy roadway, with the greatest risks appearing in the first 50 meters (~165 feet). Studies conducted by SCPCS investigators here in LA show that carbon monoxide and ultrafine particles – the smallest portion of particulate matter emissions and potentially the most toxic – are extremely high on or near the freeway, dropping to about half that concentration 50-90 meters (~165-295 feet) from the freeway. After about 300 meters (~990 feet) the concentration of particulate matter reaches the "ambient" level – the normal level in the air without the influence of any nearby sources. In 2003 the California state legislature enacted a law that new schools must be built at least 500 feet from very busy roadways.

Besides the actual distance from a roadway, there are a number of additional factors that influence exposure to mobile source pollution when at home:

- Weather - temperature, humidity, wind direction and speed all affect the concentration of pollution;
- Placement of the house - is it upwind or downwind of the major roadway? That is, does the wind blow pollutants from the cars and trucks toward the property?
- Construction/design of the house – older houses may have greater air exchange between indoors and outdoors with more outside air getting inside and therefore potentially increasing exposure to pollutants;
- Type of filtration system installed in the home - few homes have HEPA (High Efficiency Particulate Air) filters, but they have been shown to remove significant amounts of the particulate matter from the air.

There are also a number of personal factors to consider when determining what your personal exposure may be, such as:

- Will I be at home during peak traffic times?
- Will I spend much time outdoors during these times?
- Will I open my windows or will I use central heating and cooling?
- How much time do I spend on the freeway? [On-road studies are currently being conducted which may show that if you have a considerable commute, the exposure you receive during your time on the freeway may well overshadow your level of exposure at home.]

IND17-13

Other resources for questions on particle measurements and possible health effects:

South Coast Air Quality Management District  
<http://www.aqmd.gov/>  
General phone number – (800) CUT-SMOG (800-288-7664)

- ✓ California Air Resources Board  
<http://www.arb.ca.gov/>  
Community Health / Environmental Justice Section – (866) 397-5462

Air Pollution and Respiratory Health, National Center for Environmental Health, CDC  
<http://www.cdc.gov/nceh/airpollution/default.htm>

- ✓ U.S. EPA – Air  
<http://www.epa.gov/eftpages/air.html>

**For more detailed information about the topics presented above, please reference the following citations.**

Green RS, Smorodinsky S, Kim JJ, McLaughlin R, Ostro B. (2004) Proximity of California Public Schools to Busy Roads. *Environmental Health Perspectives*, 112 (1): 61-66.

Pope CA III, Bates DV, Raizenne ME. (1995) Health Effects of Particulate Air Pollution: Time for Reassessment? *Environmental Health Perspectives*, 103 (5)

**Asthma – acute exacerbation and possible onset**

Delfino RJ. (2003) Epidemiologic Evidence for Asthma and Exposure to Air Toxics: Linkages between Occupational, Indoor, and Community Air Pollution Research. *Environmental Health Perspectives*, 110 (Sup 4): 573-589.

McConnell R, Berhane K, Gilliland FD, London SJ, Vora H, Avol E. (1999) Air Pollution and Bronchitic Symptoms in Southern California Children with Asthma. *Environmental Health Perspectives* 107(9):757-760

Montnémy P, Bengtsson P, Elliot A, Lindholm L-H, Nyberg P, Lofdahl C-G. (2000) Prevalence of obstructive lung diseases and respiratory symptoms in relation to living environment and socio-economic group. *Respiratory Medicine*, 95: 744-752

**Cardiovascular effects**

- ✓ Dockery, DW. (2001) Epidemiologic Evidence of Cardiovascular Effects of Particulate Air Pollution. *Environmental Health Perspectives*, 109(Suppl 4): 483-486.

Johnson, RL. (2004) Relative Effects of Air Pollution on Lungs and Hearts. *Circulation*, 109:5-7.

Pope CA III, Burnett RT, Thurston GD, Thun MJ, Calle EE, Krewski D, Godleski JJ. (2004) Cardiovascular Mortality and Long-Term Exposure to Particulate Air Pollution. *Circulation*, 109:71-77.

Utell MJ, Frampton MW. (2000) Acute Health Effects of Ambient Air Pollution: the Ultrafine Particle Hypothesis. *Journal of Aerosol Medicine*, 13(4): 355-59.

IND17-14

**COMMENT LETTER # IND18**

**Alexis Mena**

---

**From:** Rebecca Chandler <r.a.chandler@gmail.com>  
**Sent:** Wednesday, June 20, 2012 8:40 AM  
**To:** Merideth, Ann  
**Subject:** Terraces project

Dear Ms. Meredith,

I am writing in opposition to the planned Terraces project proposed at the corner of Pleasant Hill Road and Deer Hill Road in Lafayette, and I am hoping you can pass my comments along to the planning commissioners.

IND18-1

I have been a resident of Lafayette for 14 years, and I believe this new development is detrimental to the city. While I am not opposed to new residential and commercial developments in the town, I believe the location of the Terraces project to be the issue. I drive Pleasant Hill Road daily to access the freeways as well as to drive into downtown, and already during the school year, the traffic is gridlocked and very congested. Allowing the building of apartments or businesses will only increase the traffic congestion. Also, one of the many charming aspects in Lafayette are the open spaces and hill sides, and I feel building in these areas will ruin the landscape and small town feel the town possesses.

IND18-2

IND18-3

Thank you very much for reading my opinions, and I look forward to reading about the planning commissioners decision.

IND18-4

Best regards,

Rebecca Chandler



# COMMENT LETTER # IND19

Merideth, Ann

---

**From:** Norm Dyer <NDyer@lca-architects.com>  
**Sent:** Wednesday, June 20, 2012 3:59 PM  
**To:** Merideth, Ann  
**Subject:** FW: Terraces Transit Access  
**Attachments:** SIDEWALK PLAN.pdf

FYI

---

**From:** Norm Dyer  
**Sent:** Wednesday, June 20, 2012 3:56 PM  
**To:** 'Anne Muzzini'  
**Cc:** David Baker  
**Subject:** Terraces Transit Access

Hi Anne:

Thank you for meeting with me yesterday to discuss our project's pedestrian access to transit. After we met I discussed your idea of enhancing pedestrian access to Mt. Diablo Blvd. and downtown via Deer Hill Rd./Brown Ave. with my client. He agrees that is a good idea.

One thought we have is that the sidewalk along the project frontage of Deer Hill Rd. will have very little use when the multi-use bypass along the south side of the property is constructed. Therefore the developer is willing to construct the sidewalk extension to Brown Ave. in lieu of the frontage sidewalk, as long as the City agrees to the trade and the City is in control of the right of way. There is about 5 feet between the back of curb and the Caltrans fence so it looks like it will work.

Again, thank you for your time and good idea.

Norm

IND19-1



# COMMENT LETTER # IND20

Alexis Mena

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**From:** KKHam@aol.com  
**Sent:** Wednesday, June 20, 2012 5:06 PM  
**To:** Merideth, Ann  
**Subject:** Terraces of Lafayette - Comments

Dear Ms. Meridith,

The purpose of this email is to provide comments on the Terraces of Lafayette housing project proposed adjacent to Highway 24 at the intersection of Pleasant Hill and Deer Hill Road. I have reviewed the EIR summary and sections dealing with significant impacts/mitigations. It appears that many of the impacts identified are either temporary (e.g, during construction), unknown (protected species which may or may not be onsite), or capable of being mitigated (tree replacement). Those which cannot be mitigated and are consequently of greater concern relate primarily to ridgeline/scenic issues and traffic along Pleasant Hill/Deer Hill Road.

IND20-1

The Terraces of Lafayette site appears to me to be an excellent location for multifamily homes. It is one of the few remaining large parcels of vacant or underutilized land in Lafayette and is reasonably close to services, schools and major transportation arteries, including Highway 24 and BART. Although I would leave the determination of the optimum density to City Planning Staff, the proposed density of 14 units per acre does not seem excessive given the total site acreage. The one to three bedroom apartments are targetted to moderate income households and would therefore provide much needed work force housing for our city - an otherwise very high cost housing area. The provision of higher density housing in Lafayette and closer to major employment centers in Oakland and San Francisco, should have a positive impact on the overall environment by reducing commute times.

IND20-2  
IND20-3  
IND20-4  
IND20-5

In summary, in my view the need for this type of housing in Lafayette outweighs the concerns about traffic and scenic impacts. I would encourage the Planning Commission and City Council to approve the proposed Terraces of Lafayette or a similar multifamily residential project for this site.

IND20-6

Sincerely,

Kathleen K. Hamm  
(925) 283-1745  
858 Mountain View Drive  
Lafayette, CA 94549  
[kkhamm@aol.com](mailto:kkhamm@aol.com)

# COMMENT LETTER # IND21

**Alexis Mena**

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**From:** Dietsch, Steven <SDietsch@divcowest.com>  
**Sent:** Thursday, June 21, 2012 2:03 PM  
**To:** Merideth, Ann; Robbins, Joanne; Planner  
**Subject:** 315 unit Proposed Apartment Development at Pleasant Hill Road and Deer Hill Road

June 21, 2012

Greetings—

I am a resident of Lafayette residing in the Springhill Valley on Martino Road which is very close to the proposed 315 unit apartment development. Although I am supportive of the need for multi-family housing and have been a resident in various similar developments, I am very concerned about such a development in this location. I do not believe it is good for Lafayette or its residents in this locale for several reasons, with my primary objections and concerns as follows:

IND21-1

## TRAFFIC

The Traffic at the intersection of Deer Hill and Pleasant Hill Road is already problematic during commute hours and at the beginning and end of each school day. Acalanes High School is on the northeast corner of this intersection and has a substantial amount of traffic each school day as the isolated location of the high school results in many of the students driving to school or relying upon their parents to drop them off or pick them up after school. Public transportation has not been available as an option due to the isolated location from other municipal activities. Pleasant Hill Road is a major traffic artery for commuters residing on the north side of Lafayette, as well as for residents of portions of Walnut Creek and Pleasant Hill, both to get to the freeway and for access to public transit (BART) for commuting to San Francisco or other cities within the Bay Area. For many of these folks, both Pleasant Hill Road and Deer Hill Road are used as their route to the Lafayette BART station both in the morning and the evenings. The traffic at this intersection (Deer Hill Road and Pleasant Hill Road) during these timeframes is very heavy and often has long backups at the traffic signals. Adding several hundred cars into that equation will have a very negative result to traffic flow at this already very busy intersection.

IND21-2

## RELIANCE ON AUTOMOBILES FOR ACCESS

Any resident in the proposed development area of Pleasant Hill Road and Deer Hill Road will be isolated from the amenities of Lafayette as well as the country charm of the community and will be completely dependent on cars to access the community. Residents will drive to shops and restaurants and shop in Lafayette or Walnut Creek for services as this location does not have public transportation. I also do not believe that if it were to be offered that residents of such a development would not likely utilize it. If they were interested in the closeness in proximity to these types of amenities, they would likely choose locales in downtown Lafayette or Walnut Creek where access to BART or other forms of public transit were already available. Any residents using BART to access their employment will be driving to the BART parking lot. Any residents of the proposed development employed in local shops or services will be driving their cars into town and parking them there during the work day. A walk/bike ride from Deer Hill Road & Pleasant Hill Road to Walnut Creek or the downtown Lafayette area requires walking/biking under a freeway interchange, crossing multiple lanes of often heavy traffic and is bleak, dangerous and noisy.

IND21-3

IND21-4

## NOISE

In thinking about residents for the proposed complex, this location adjacent to a busy thoroughfare, Highway 24 and the BART trains is going to be a noisy location. Use of outdoor space on patios/terraces or common areas is likely to be minimal as they will likely keep their doors and windows shut to avoid the noise from these nearby elements. This will diminish their day-to-day quality of life and, again, increase their impact on the factors discussed above (reliance on automobiles to access area amenities and impacting the nearby traffic conditions).

IND21-5

**SAFETY**

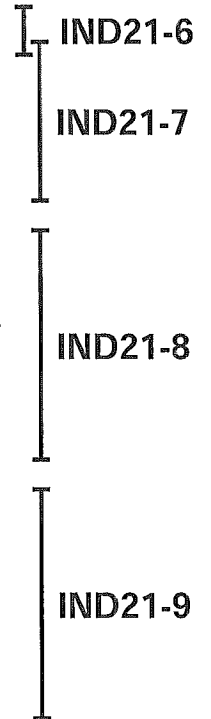
The addition of a 315 unit complex with all of the impacts outlined above, as well as an adjacent high school and elementary school within ¼ mile, can only impact safety in the area in a negative way. When there are so many beautiful areas in and around Lafayette that are better suited for a project of this type, why would the City of Lafayette consider this type of project in this location? As an alternative, a similar development on the south side of the freeway at the site of the previous Hungry Hunter (less than ¼ mile away) would have far less negative impact and influence on residents than the proposed location and would be far safer for the local community.

Again, I support the effort to provide affordable housing for new residents and in the form of an apartment project such as this. My objection to this proposal centers on its location and the numerous negative impacts it will have on residents and those affected daily as part of their daily life. This is a terrible site for this type of use, and there are many locales that would have a much more positive daily impact on the residents of Lafayette as well as the residents of such a new development. To put a project of this scope in an area where residents are forced to rely upon their cars for every need and has the negative impact on the current residents that this one does seems a very poor decision for the City of Lafayette.

My objections relate to the location of the project, lack of amenities for residents, safety for those in and around the proposed development area, and the severe traffic impact on the area.

Thank you for considering my input on this project.

Steve Dietsch  
1137 Martino Road  
Lafayette, CA



Steve Dietsch  
Principal and Chief Financial Officer



575 Market Street  
San Francisco, CA 94105  
Tel # 415-284-5756  
Fax # 415-284-5856  
[sdietsch@divcowest.com](mailto:sdietsch@divcowest.com)

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# COMMENT LETTER # IND22

**Alexis Mena**

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**To:** Srivatsa, Niroop  
**Subject:** RE: The Terraces of Lafayette

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**From:** [llakso@comcast.net](mailto:llakso@comcast.net) [<mailto:llakso@comcast.net>]  
**Sent:** Thursday, June 21, 2012 9:55 AM  
**To:** Planning Commission  
**Subject:** The Terraces of Lafayette

Planning Commission  
City of Lafayette  
3675 Mount Diablo Boulevard, Suite 210  
Lafayette, CA 94549

This letter is in regard to the development of The Terraces at Deerhill and Pleasant Hill Road in our City of Lafayette: Save our Lafayette, stop this developement!

IND22-1

This development does not fit in with the character of Lafayette. This is an urbanization of a community that values open spaces, scenic undeveloped ridgelines and open spaces. Lafayette Ridge to the North extending down slope to Deer Hill Road is an extension of Briones Regional Park. Standing on the site of this proposed development one can see Acalanes Ridge and the adjoining Lafayette - Walnut Creek open spaces on the opposite ridge. The people of this community have supported and funded park acquisition surrounding this site. A development of 315 residential units on 22 acres is not in keeping with the character or the desired future of this community.

IND22-2

This development raises the issues of traffic congestion and safety. Pleasant Hill Road already is a high traffic route that passes both Springhill Elementary and Acalanes High School. Traffic comes to a stand still during the morning and evening commute. Already the crossing guards at Pleasant Hill Road and Springhill Road are challenged by the heavy and high speed traffic. The addition of 315 units, with the required 567 parking spaces, will greatly add to this traffic congestion and raises concern for the safety of children walking to and from school.

IND22-3

This project is in the style of urban transit centers not Lafayette. We are living in this community because we have the advantages of a small town with the convince of restaurants, shops, schools our children can walk to, scenic hillsides and nearby parkland.

Save Lafayette!! Stop this development.

IND22-4

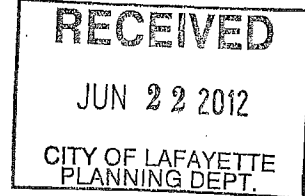
Sincerely,

Lynn Lakso  
Gordon Lakso

1355 Summit Road  
Lafayette, CA 94549

June 21, 2012  
1355 Summit Road  
Lafayette, CA 94549

Ann Merideth  
Planning Commission  
City of Lafayette  
3675 Mount Diablo Boulevard, Suite 210  
Lafayette, CA 94549



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This project is in the style of urban transit centers not Lafayette. We are living in this community because we have the advantages of a small town with the convince of restaurants, shops, schools our children can walk to, scenic hillsides and nearby parkland. Save Lafayette!! Stop this development.

Sincerely,

Lynn Lakso  
Gordon Lakso

Two handwritten signatures in black ink. The first signature is "Lynn Lakso" and the second is "Gordon Lakso".

IND22-5