

CITY OF LAFAYETTE  
DOWNTOWN LAFAYETTE SPECIFIC PLAN EIR

STATE CLEARINGHOUSE NUMBER: 2009062056



City of Lafayette | August 10, 2010



DESIGN, COMMUNITY & ENVIRONMENT

CITY OF LAFAYETTE  
DOWNTOWN LAFAYETTE SPECIFIC PLAN EIR

THE PREPARATION OF THIS REPORT HAS BEEN FINANCED IN PART BY GRANTS FROM THE U.S. DEPARTMENT OF TRANSPORTATION. THE CONTENTS OF THIS REPORT DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE U.S. DEPARTMENT OF TRANSPORTATION.

City of Lafayette | August 10, 2010



**DESIGN , COMMUNITY & ENVIRONMENT**

1625 SHATTUCK AVENUE, SUITE 300  
BERKELEY, CALIFORNIA 94709

TEL: 510 848 3815  
FAX: 510 848 4315

in association with  
Environmental Collaborative  
Illingworth & Rodkin  
Knapp Architects  
Seifel Consulting  
TJKM

CITY OF LAFAYETTE  
DOWNTOWN LAFAYETTE SPECIFIC PLAN EIR

STATE CLEARINGHOUSE NUMBER: 2009062056



City of Lafayette | August 10, 2010



DESIGN, COMMUNITY & ENVIRONMENT

CITY OF LAFAYETTE  
DOWNTOWN LAFAYETTE SPECIFIC PLAN EIR

THE PREPARATION OF THIS REPORT HAS BEEN FINANCED IN PART BY GRANTS FROM THE U.S. DEPARTMENT OF TRANSPORTATION. THE CONTENTS OF THIS REPORT DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE U.S. DEPARTMENT OF TRANSPORTATION.

City of Lafayette | August 10, 2010



**DESIGN , COMMUNITY & ENVIRONMENT**

1625 SHATTUCK AVENUE, SUITE 300  
BERKELEY, CALIFORNIA 94709

TEL: 510 848 3815  
FAX: 510 848 4315

in association with  
Environmental Collaborative  
Illingworth & Rodkin  
Knapp Architects  
Seifel Consulting  
TJKM

The last sentence on page 4.13-3 of the Draft EIR is hereby amended as follows:

The State of California Department of Transportation (Caltrans) controls the design, operation, and maintenance of freeways and State highways, including intersections and traffic signals at on- and off-ramps in Lafayette.

Table 4.13-1 on page 4.13-3 of the Draft EIR is hereby amended as follows:

TABLE 4.13-1 **SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA**

LOS	Description	Average Control Delay (Seconds)
A	Free flow/non-congested operation. Turning movements are easily made and all queues clear in a single signal cycle.	≤ 10.0
B	Stable operation/minimal delays. An occasional approach phase is fully utilized. Drivers begin to feel somewhat restricted within platoons of vehicles.	> 10.0 to 20.0
C	Stable operation/acceptable delays. Major approach phases fully utilized. Backups may develop behind turning vehicles.	> 20.0 to 35.0
D	Approaching unstable operation/tolerable delays. Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.	<u>“Good” D:</u> > 35.0 to 45.0 <u>“Poor” D:</u> > 45.0 to 55.0 > 35.0 to 55.0
E	Unstable operation/significant delays. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream of intersection.	> 55.0 to 80.0
F	Forced flow/excessive delays. Represents jammed conditions. Traffic demand exceeds the capacity. Queues may block upstream intersection.	> 80.0

Source: Transportation Research Board, 2000, *Highway Capacity Manual*; 2002 *City of Lafayette General Plan*.

**The last paragraph on page 4.13-4 of the Draft EIR is hereby amended as follows:**

The Revised Draft Lamorinda Action Plan Update (DKS Associates, December, 2009) and the 2009 Countywide Comprehensive Transportation Plan (adopted June 17, 2009) establish Multimodal Traffic Service Objectives (MTSOs) for CCTA-designated Routes of Regional Significance ~~routes of regional significance~~ in Lamorinda. An MTSO used to measure freeway and arterial operations is peak hour Delay Index, which is defined as the ratio of peak period travel time to off-peak period travel time on each roadway segment. For example, a Delay Index of 2.0 means that it takes twice as long to travel a particular segment during the peak commute hour than during non-commute hours when traffic moves at free-flow speeds.

**Figure 4.13-1 on page 4.13-6 of the Draft EIR is hereby replaced with the figure on the following page.**

**The first several paragraphs under the heading “a. Plan Area Roadway Network” on pages 4.13-7 to 4.13-8 of the Draft EIR are hereby amended as follows:**

a. Plan Area Roadway Network

Regional roadway access to downtown Lafayette is provided by connections to State Route 24, by way of Acalanes Road, Oak Hill Road, First Street, Deer Hill Road, Pleasant Hill Road, and Mount Diablo Boulevard. State Route 24 and Pleasant Hill Road north of State Route 24 are designated by the Contra Costa Transportation Authority (CCTA) as Routes of Regional Significance. ~~considered to be routes of regional significance.~~ Within downtown Lafayette, access to the Plan Area at the local level is provided by a series of arterials, collectors, local streets, and major driveways connecting with Mount Diablo Boulevard, which runs through the entire length of the Plan Area. Another significant component of the roadway network is Moraga Road, which extends south from Mount Diablo Boulevard to the Town of Moraga, and provides local access in the Plan Area by way of connections with collector and local streets and driveways. Downtown Lafayette includes



FIGURE 4.13-1  
 STUDY AREA ROADWAYS AND INTERSECTIONS

Source: TJKM

retail, restaurant, office, and other commercial uses; civic uses; transit facilities; schools; and residential neighborhoods all within walking distance of the Plan Area.

The existing circulation network within the study area is composed of a State highway, as well as City arterials, collectors, and local streets. Primary roadways within the study area include the following:

- ◆ **State Route 24** is an east-west freeway that runs parallel to the north edge of the Plan Area, connecting Interstate 680 in Walnut Creek with Interstate 980 and Interstate 880 in Oakland, via the Caldecott Tunnel. The freeway is an eight-lane, divided facility with BART tracks running along the median, including a BART station platform in downtown Lafayette. State Route 24 carries about 160,000 vehicles per day through downtown Lafayette, according to Caltrans data for year 2008. State Route 24 is a CCTA-designated Route of Regional Significance ~~route of regional significance.~~
- ◆ **Mount Diablo Boulevard** is an east-west arterial street with two lanes in each direction and with sections of a center left turn lane and sections with dedicated left turn lanes and medians, which extends from Acalanes Road on the west to Pleasant Hill Road on the east, providing access through the entire length of downtown Lafayette. Between Oak Hill Road and First Street, the number of eastbound travel lanes increases to three lanes. At its easterly and westerly ends, Mount Diablo Boulevard connects with State Route 24 freeway ramps.
- ◆ **Moraga Road** is an arterial that runs north-south through the downtown area, connecting Mount Diablo Boulevard on the north with southern Lafayette and the Town of Moraga to the south. Moraga Road is four lanes north of St. Mary's Road and narrows to two lanes south of St. Mary's Road.
- ◆ **Pleasant Hill Road** is a four-lane arterial that runs north-south and connects with State Route 24 at a full interchange on the east end of the study area. It connects Mount Diablo Boulevard with Olympic Blvd to the south and the City of Pleasant Hill and northeasterly areas of Lafay-



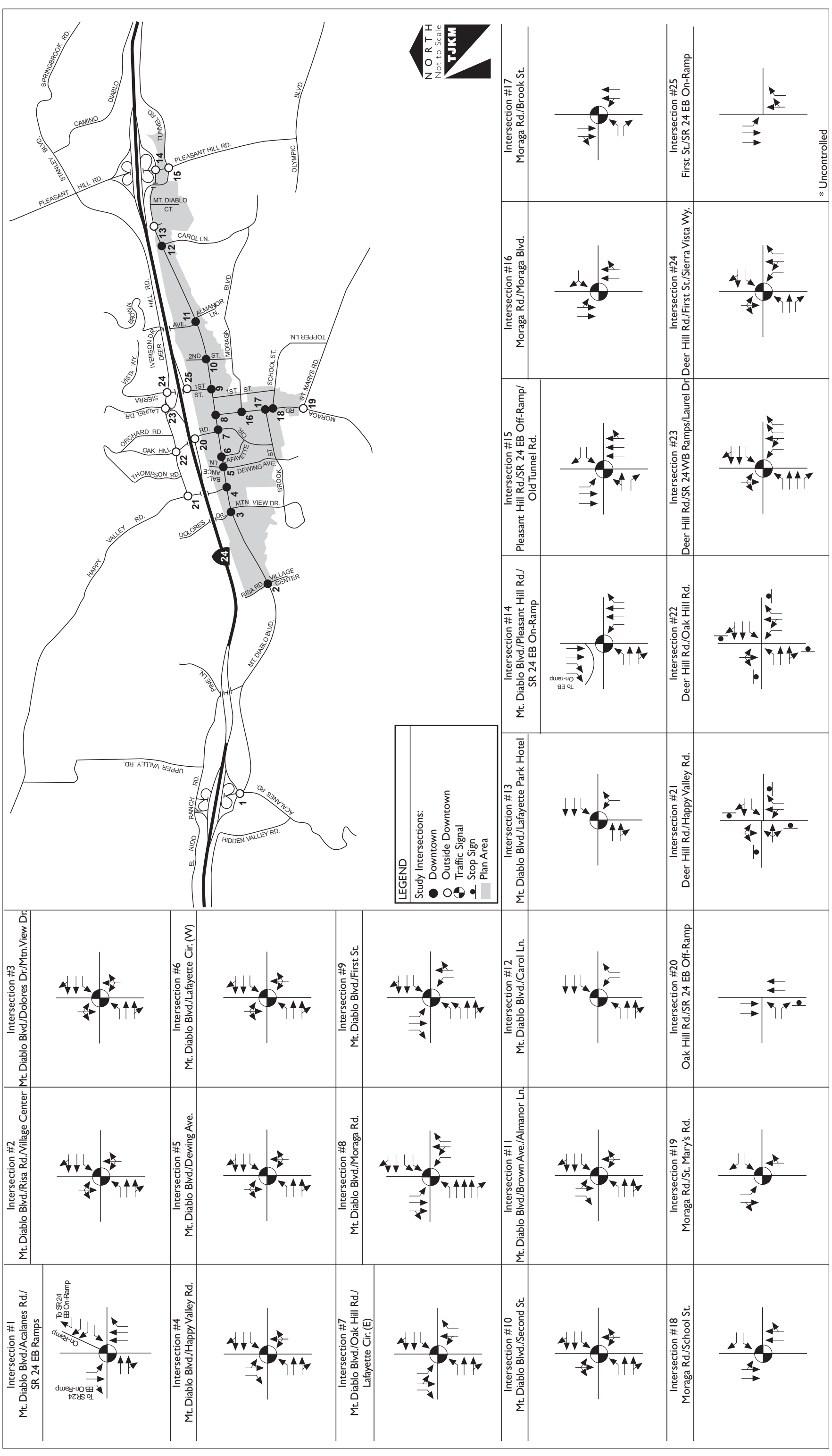
ette to the north. Pleasant Hill Road is a CCTA-designated Route of Regional Significance ~~route of regional significance~~ north of State Route 24.

- ◆ **First Street** is a four-lane arterial between Mount Diablo Boulevard and Deer Hill Road that runs north-south and connects to State Route 24 with an eastbound freeway on-ramp. First Street narrows to two lanes south of Mount Diablo Boulevard, where it runs adjacent to the recently opened Lafayette Library and Learning Center. South of Golden Gate Way, it becomes a one-lane one-way southbound roadway that ends at School Street.
- ◆ **Oak Hill Road** is a four-lane arterial that runs north-south between Mount Diablo Boulevard and Deer Hill Road and connects to State Route 24 at an eastbound freeway off-ramp. Oak Hill Road terminates at the signalized intersection with Mount Diablo Boulevard and Lafayette Circle (east), a two-lane north-south collector that continues south of the intersection and provides local access. North of Deer Hill Road, Oak Hill Road is a two-lane road that provides local access.

Figures 4.13-2, 4.13-3, and 4.13-4 on pages 4.13-11, 4.13-13, and 4.13-27, respectively, of the Draft EIR are hereby replaced with the figures on pages 3-47, 3-49, and 3-51.

The last paragraph on page 4.13-30 of the Draft EIR is hereby amended as follows:

For the CCTA-designated Routes of Regional Significance ~~routes of regional significance~~, the CCTA traffic model was used for 2030 forecasts, assuming buildout of the Lafayette General Plan. Delay Indexes on State Route 24 and Pleasant Hill Road north of State Route 24 during the AM and PM peak hours were determined for the Cumulative No Project scenario. The Delay Index measures travel congestion and is expressed as the ratio of time required to travel between two points during the peak hour (the congested travel time) versus the time required during uncongested off-peak times. A Delay Index of 2.0, which is the acceptable standard of significance for State Route 24 and Pleasant Hill Road north of State Route 24, means that congested travel time is twice as long as during an off-peak travel time. The travel times on State



Source: TJKM

FIGURE 4.13-2  
EXISTING GEOMETRY AND TRAFFIC SIGNAL CONTROL



FIGURE 4.13-3  
EXISTING AM, MID-DAY, AND PM PEAK HOUR TURNING MOVEMENT VOLUMES  
Source: TJKM

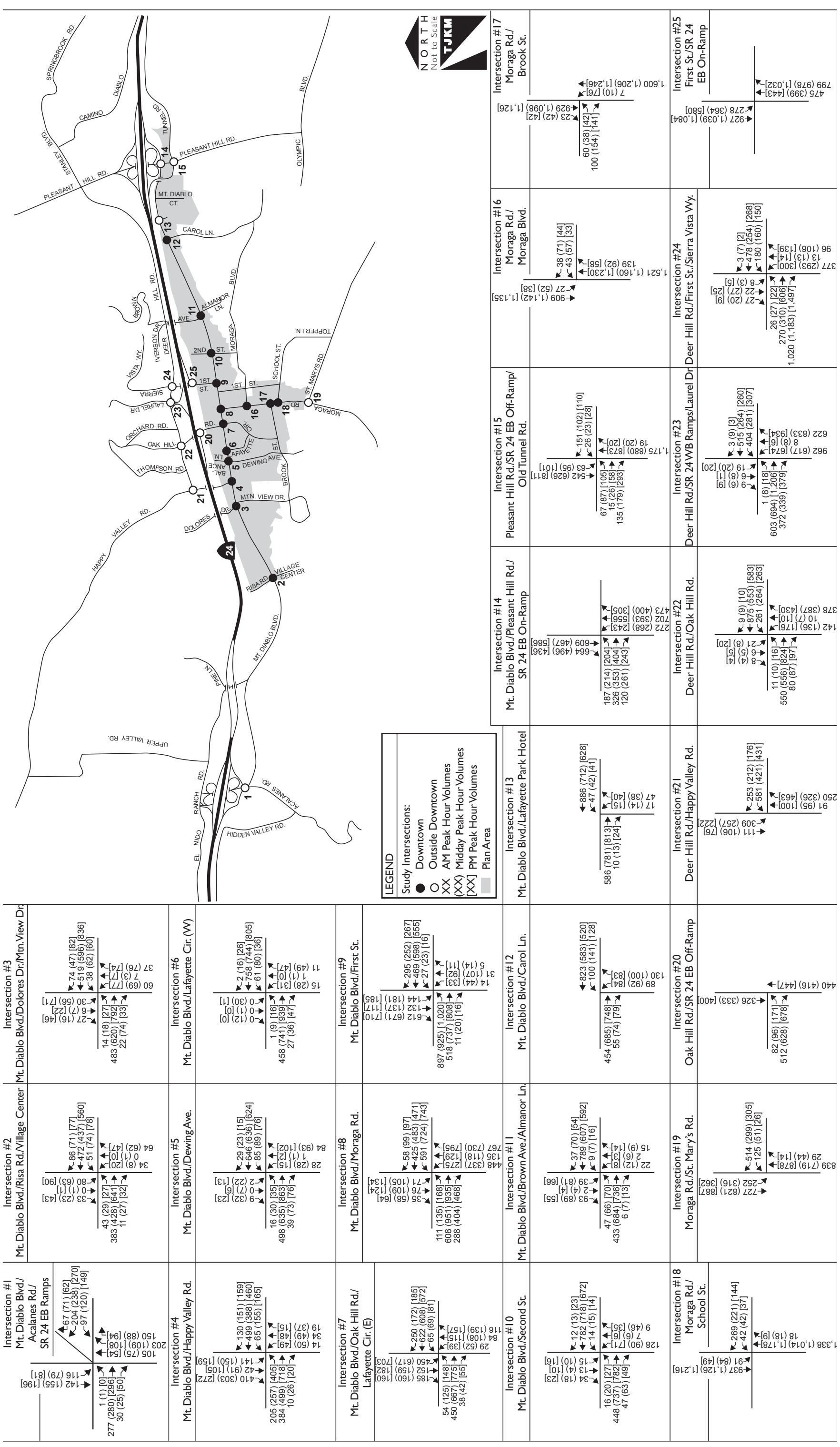


FIGURE 4.13-4 CUMULATIVE NO PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES Source: TJKM

Route 24 between St. Stephen's Drive and Interstate 680 for uncongested, off-peak conditions are approximately 5.1 minutes for eastbound traffic and 5.3 minutes for westbound traffic. These travel times were calculated based on the free-flow freeway speed and the length of the subject freeway segment.

Paragraph iii.a on page 4.13-31 of the Draft EIR is hereby amended as follows:

*iii. Cumulative with Specific Plan Project Traffic Operations*

*a) Cumulative with Specific Plan Project Land Use*

The Cumulative with Specific Plan Project scenario includes the assumed buildout in the Plan Area over the 20-year Plan horizon. Land uses that were assumed to develop in the Plan Area are summarized in Table 4.13-14.

Table 4.13-12 on page 4.13-32 of the Draft EIR is hereby amended as shown on the following page.

Figure 4.13-5 on page 4.13-33 of the Draft EIR is hereby replaced with the figure on page 3-55.

The second paragraph on page 4.13-38 of the Draft EIR is hereby amended as follows:

Delay Indexes on the State Route 24 freeway and Pleasant Hill Road north of State Route 24 during the AM and PM peak hours were determined for the Cumulative with Specific Plan Project scenario. The additional trips generated by the Plan for this analysis of the CCTA-designated Routes of Regional Significance ~~routes of regional significance~~ were added to traffic forecasts from the CCTA traffic model for year 2030, which assume future development as it would occur under existing General Plan designations.

Table 4.13-16 on page 4.13-39 of the Draft EIR is hereby amended as shown on the following page.

TABLE 4.13-12 CUMULATIVE NO PROJECT DELAY INDEX – STATE ROUTE 24 BETWEEN ST. STEPHENS DRIVE AND INTERSTATE 680

Peak Hour	2030 Volume		Travel Time (Minutes)		Delay Index	Density (Vehicles/Mile/Lane)		Level of Service (LOS)
	East-bound	West-bound	East-bound	West-bound		East-bound	West-bound	
AM	8,900	11,900	7.7	18.6	1.51	3.50	42.1	E
PM	11,900	9,800	20.5	9.8	4.00	1.85	> 45	D

Source: TJKM, 2009.

TABLE 4.13-16 CUMULATIVE WITH SPECIFIC PLAN PROJECT DENSITY/LOS – STATE ROUTE 24 BETWEEN ST. STEPHENS DRIVE AND INTERSTATE 680

Peak Hour	2030 Volume		Travel Time (Minutes)		Delay Index	Density (Vehicles/Mile/Lane)		Level of Service (LOS)
	East-bound	West-bound	East-bound	West-bound		East-bound	West-bound	
AM	9,100	12,000	8.3	18.9	1.63	3.56	44.6	E
PM	12,100	10,000	21.1	10.4	4.12	1.97	> 45	D

Source: TJKM, 2009.



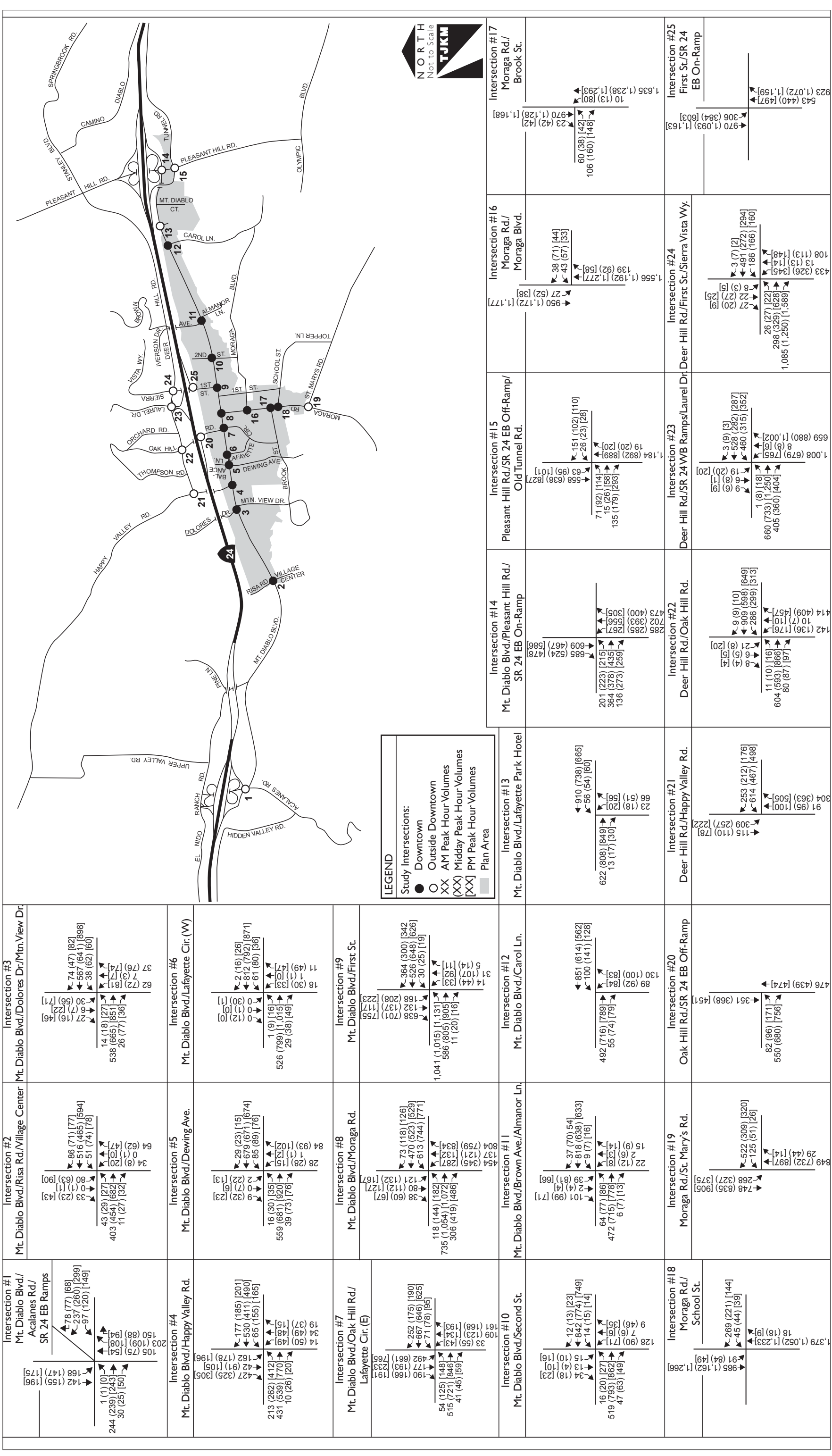


FIGURE 4.13-5  
CUMULATIVE WITH SPECIFIC PLAN PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES  
Source: TJKM

**The first paragraph on page 4.13-41 of the Draft EIR is hereby amended as follows:**

The issues involved with secondary impacts of the widening could be considered unacceptably inconsistent with City policies regarding pedestrian convenience, recreation, and civic area, and landscaping, which could prevent implementation of the widening. Therefore, this potential mitigation measure is considered infeasible.

No feasible mitigation measures are available to reduce this impact to a less-than-significant levels. Therefore, this impact is considered significant and unavoidable.

**Section iv on page 4.13-41, continuing onto page 4.13-42, of the Draft EIR is hereby amended as follows:**

*iv. Moraga Road between School Street and Moraga Boulevard*

To reduce impacts to less-than-significant levels, a center left-turn lane could ~~should~~ be added on Moraga Road between School Street and Moraga Boulevard. The center left-turn lane would be used by southbound Moraga Road traffic turning left at School Street or at Lafayette Elementary School. This would leave two lanes open for southbound through traffic, in contrast to the existing condition where one of the two southbound lanes is blocked by left-turn traffic. Westbound traffic on School Street approaching the intersection with Moraga Road would experience average delays of approximately one minute during the AM and mid-day peak periods.

Adding a center left-turn lane on this portion of Moraga Road would require narrowing all lanes to approximately 10-foot widths, eliminating existing striped shoulders between traffic lanes and curbs, and eliminating existing parking along the west curb. The resulting five-lane configuration would shift vehicle traffic lanes to immediately alongside the curb and sidewalk, where the sidewalks are generally only 5 feet wide and no landscaping is present to provide a buffer between pedestrians and vehicles. The traffic lanes along the curb would not be wide enough for a motor vehicle and a bicycle to travel safely side-by-side. These conditions would be especially problematic



in the narrow roadway segment between School Street and Brook Street, where the traffic lane along the curb would need to be particularly narrow, alongside a mere 4-foot sidewalk on the west side. Although the east sidewalk is 8 feet wide, it serves a high volume of pedestrians for the immediately adjacent Lafayette Elementary School and nearby Stanley Middle School.

The issues involved with secondary impacts of adding a center left-turn lane could be considered unacceptably inconsistent with City engineering standards for lane widths, and policies regarding pedestrian and bicycle safety and convenience, which could prevent implementation. Therefore, this potential mitigation measure is considered infeasible.

No feasible mitigations are available to reduce this impact to a less-than-significant level. Therefore, this impact is considered significant and unavoidable.

**The last paragraph on page 4.13-42, continuing onto page 4.13-43, of the Draft EIR is hereby amended as follows:**

Deer Hill Road could ~~should~~ be restriped to include three eastbound through lanes at the State Route 24 westbound ramps intersection in the future, revising the existing configuration of one left-turn, two through, and one right-turn lane. This could ~~can~~ be accomplished by restriping to eliminate the existing striped right shoulder area and shift the right-turn lane toward the south curb, creating room for the additional eastbound through lane. To accommodate the additional lane continuing eastbound through the intersection, the north end of the median on the State Route 24 westbound ramps would ~~must~~ be removed, and Deer Hill Road would ~~must~~ be widened by up to five feet along the south curb between the State Route 24 ramps and First Street, where the adjacent property is currently vacant. Then, as the additional eastbound lane approaches First Street, it would become a second right-turn lane, providing one left-turn lane, one through lane, and two right-turn lanes on eastbound Deer Hill Road at First Street. The two eastbound right-turn lanes would be controlled by a modified traffic signal at Deer Hill Road/First Street, replacing the uncontrolled free right-turn from the existing single lane. However, the vacant property on the south side of Deer Hill

Road between the off-ramp and First Street is proposed to be developed, and the suggested widening for an additional eastbound lane may not be feasible within the context of that development.

**The second paragraph on page 4.13-44 of the Draft EIR is hereby amended as follows:**

Adding a second westbound left-turn lane on Deer Hill Road approaching the State Route 24 westbound Ramps would require narrowing all westbound lanes to approximately 10-foot to 11-foot widths, and eliminating the existing westbound striped bicycle lane along the north curb. The resulting four-lane westbound configuration would shift vehicle traffic lanes to be immediately alongside the curb and sidewalk, where the sidewalks are generally only five feet wide and no landscaping is present to provide a buffer between pedestrians and vehicles. The traffic lane along the curb would not be wide enough for a motor vehicle and a bicycle to travel safely side-by-side.

~~The issues involved with secondary impacts of adding an eastbound lane or adding a second westbound left-turn lane could be considered inconsistent with City engineering standards for lane widths, and policies regarding pedestrian and bicycle safety and convenience, including City and County bicycle plans. This inconsistency, along with the potential infeasibility of widening to add an eastbound lane because of the proposed development on the adjacent property, could prevent implementation. Therefore, these potential this additional mitigation measures are considered infeasible is not recommended.~~

~~No feasible mitigations are available to reduce this impact to a less-than-significant level. Therefore, this impact is considered significant and unavoidable.~~

**The first paragraph in Section vii. on page 4.13-45 of the Draft EIR is hereby amended as follows:**

*vii. Deer Hill Road/Happy Valley Road*

Buildout of the Plan would result in increases in traffic volumes passing through the all-way stop control such that the intersection of Deer Hill Road

and Happy Valley Road would deteriorate from LOS D to LOS E in the mid-day peak hour.

**The last paragraph on page 4.13-42, continuing onto page 4.13-43, of the Draft EIR is hereby amended as follows:**

Deer Hill Road ~~could~~ ~~should~~ be restriped to include three eastbound through lanes at the State Route 24 westbound ramps intersection in the future, revising the existing configuration of one left-turn, two through, and one right-turn lane. This ~~could~~ ~~can~~ be accomplished by restriping to eliminate the existing striped right shoulder area and shift the right-turn lane toward the south curb, creating room for the additional eastbound through lane. To accommodate the additional lane continuing eastbound through the intersection, the north end of the median on the State Route 24 westbound ramps ~~would~~ ~~must~~ be removed, and Deer Hill Road ~~would~~ ~~must~~ be widened by up to five feet along the south curb between the State Route 24 ramps and First Street, where the adjacent property is currently vacant. Then, as the additional eastbound lane approaches First Street, it would become a second right-turn lane, providing one left-turn lane, one through lane, and two right-turn lanes on eastbound Deer Hill Road at First Street. The two eastbound right-turn lanes would be controlled by a modified traffic signal at Deer Hill Road/First Street, replacing the uncontrolled free right-turn from the existing single lane. However, the vacant property on the south side of Deer Hill Road between the off-ramp and First Street is proposed to be developed, and the suggested widening for an additional eastbound lane may not be feasible within the context of that development.

**The second paragraph on page 4.13-44 (last paragraph in section v. Deer Hill Road/State Route 24 Westbound Ramps) of the Draft EIR is hereby amended as follows:**

Adding a second westbound left-turn lane on Deer Hill Road approaching the State Route 24 westbound Ramps would require narrowing all westbound lanes to approximately 10-foot to 11-foot widths, and eliminating the existing westbound striped bicycle lane along the north curb. The resulting four-lane westbound configuration would shift vehicle traffic lanes to be immediately

alongside the curb and sidewalk, where the sidewalks are generally only five feet wide and no landscaping is present to provide a buffer between pedestrians and vehicles. The traffic lane along the curb would not be wide enough for a motor vehicle and a bicycle to travel safely side-by-side.

~~The secondary impacts of issues involved with adding an eastbound lane or adding a second westbound left-turn lane could be considered inconsistent with City engineering standards for lane widths, and policies regarding pedestrian and bicycle safety and convenience, including City and County bicycle plans; <sup>t.</sup> This inconsistency, along with the potential infeasibility of widening to add an eastbound lane because of the proposed development on the adjacent property, could prevent implementation. Therefore, these potential ~~this additional mitigation measures are considered infeasible is not recommended.~~~~

No feasible mitigations are available to reduce this impact to less-than-significant levels. Therefore, this impact is considered significant and unavoidable.

**The first paragraph in Section viii. on page 4.13-46 of the Draft EIR is hereby amended as follows:**

*viii. Deer Hill Road/Oak Hill Road*

Buildout of the Plan would result in increases in traffic volumes such that the delay at the all-way stop-controlled intersection of Deer Hill Road and Oak Hill Road would increase. This intersection would operate at LOS E under both the Cumulative No Project and Cumulative with Specific Plan Project conditions, but the delay would deteriorate enough to create a significant impact during the PM peak period.

**Mitigation Measure TRAF-1 on page 4.13-49 of the Draft EIR is hereby amended as follows:**

Mitigation Measure TRAF-1: Oak Hill Road should be restriped to provide four southbound lanes, consisting of two left-turn-only lanes, one through lane, and one right-turn lane, approaching its intersection with Mount Diablo Boulevard, when the intersection level of service deteriorates to an unaccept-

able level. The City should monitor this intersection and implement the recommended mitigation if and when PM peak hour operations deteriorate to LOS E.

Mitigation Measure TRAF-2 and the subsequent paragraph under the heading “Significance After Mitigation” on page 4.13-49 of the Draft EIR are hereby amended as follows:

Mitigation Measure TRAF-2: No feasible mitigations are available to reduce this impact to a less-than-significant level. ~~Widen Moraga Road to add a second northbound right turn lane approaching its intersection with Mount Diablo Boulevard.~~

Significance After Mitigation: ~~The improvements needed to reduce the impact to acceptable levels are considered infeasible due to secondary impacts, which were described previously in section A.4.e.ii of this chapter. Therefore this impact is s~~*Significant and unavoidable.*

Mitigation Measure TRAF-3 and the subsequent paragraph under the heading “Significance After Mitigation” on page 4.13-50 of the Draft EIR are hereby amended as follows:

Mitigation Measure TRAF-3: No feasible mitigations are available to reduce this impact to less-than-significant levels. ~~Add a center left turn lane on Moraga Road between School Street and Moraga Boulevard.~~

Significance After Mitigation: ~~Adding a center left turn would provide acceptable levels of service at the Moraga Road/School Street and Moraga Road/Brook Street intersections for the Cumulative with Specific Plan Project scenario in the AM, mid-day, and PM peak hours. However, secondary impacts, which were described previously in section A.4.e.iv of this chapter, make this improvement result in a s~~*Significant and unavoidable* impact.

Mitigation Measure TRAF-4 and the subsequent paragraph under the heading “Significance After Mitigation” on pages 4.13-50, continuing onto page 4.13-51, of the Draft EIR are hereby amended as follows:

~~Mitigation Measure TRAF-4: No feasible mitigations are available to reduce this impact to less-than-significant levels. Re-stripe Deer Hill Road to add a third eastbound through lane approaching its intersection with the State Route 24 Westbound ramps, and widen Deer Hill Road to add a second eastbound right turn lane approaching its intersection with First Street.~~

~~The Lamorinda Nexus Study should be revised to include this improvement, if the widening of Deer Hill Road is feasible within the context of proposed development of the adjacent vacant lot.~~

~~Significance After Mitigation: Because this mitigation would not bring levels of service to acceptable levels for the AM and PM peak hours, and may not be feasible because of the property constraints of the required widening, this impact would be Significant and unavoidable.~~

**The first paragraph in Impact TRAF-6 on page 4.13-51 of the Draft EIR is hereby amended as follows:**

**Impact TRAF-6:** Buildout of the Plan would result in increases in traffic volumes such that the all-way stop-controlled intersection of Deer Hill Road and Happy Valley Road would deteriorate from LOS D to LOS E in the mid-day peak hour. This would be a *significant* impact.

**Mitigation Measure TRAF-9 on page 4.13-53 of the Draft EIR is hereby amended as follows:**

Mitigation Measure TRAF-9: No feasible mitigation measures are available to reduce this impact to less-than-significant levels. An individual development project would not contribute a cumulatively considerable increase to the traffic volumes and Delay Index on the State Route 24 freeway if such project would generate less than 50 net new peak hour trips. For development projects expected to generate 50 or more net new peak hour trips, or involving a General Plan Amendment, the City would require a traffic impact study to assess the project's contribution to the cumulative impact on the State Route 24 freeway, and notification of other jurisdictions as required in the Lamorinda Action Plan Update. For projects expected to generate between 10

and 50 net new peak hour trips, the City would still notify Lamorinda Planning Directors as required in the Lamorinda Action Plan Update.

**Mitigation Measure TRAF-10 on page 4.13-53 of the Draft EIR is hereby amended as follows:**

Mitigation Measure TRAF-10: No feasible mitigations are available to reduce this impact to less-than-significant levels. An individual development project would not contribute a cumulatively considerable increase to the traffic volumes and Delay Index on Pleasant Hill Road if such project would generate less than 50 net new peak hour trips. For development projects expected to generate 50 or more net new peak hour trips, or involving a General Plan Amendment, the City would require a traffic impact study to assess the project's contribution to the cumulative impact on Pleasant Hill Road, and notification of other jurisdictions as required in the Lamorinda Action Plan Update. For projects expected to generate between 10 and 50 net new peak hour trips, the City would still notify Lamorinda Planning Directors as required in the Lamorinda Action Plan Update.

**The section under the heading "1. Regulatory Framework" on page 4.13-54 of the Draft EIR is hereby amended as follows:**

**1. Regulatory Framework**

Goals and policies concerning alternative transportation modes are included in the Circulation Element of the Lafayette General Plan. Relevant goals and policies are contained in Table 4.13-18.

Pursuant to General Plan Goal C-6, the purpose of the City of Lafayette Master Walkways Plan is to set forth the methods, criteria, and standards for work toward achieving the goal to provide Lafayette with a system of walkways that will afford safe and efficient pedestrian movement along roads and streets having significant foot and vehicular traffic. The final result is intended to be an arrangement of walkways not only throughout the downtown area but also one that connects residential areas with public transportation, schools, community amenities, parks, City and regional trail systems,

and the downtown. The Master Walkways Plan includes the following relevant provisions:

◆ **3.2 Location of Walkways:** Walkways are considered necessary at the following locations:

a. On both sides of the street throughout the entire downtown area and outside this area within any portion of a subdivision zoned for office, retail, business, or commercial land use.

Appendix A of the Master Walkways Plan is a listing of streets recommended for inclusion on the list of projects to be considered as part of the City's Capital Improvement Program, and identifies missing walkway links on segments of a number of streets in the Plan area, including Bickerstaff Road, Brook Street, Chestnut Street, Dewing Avenue, First Street, Lafayette Circle, Mount Diablo Boulevard, Mountain View Drive, School Street, Second Street, and Walnut Street.

◆ **3.3 Completions of Existing Routes:** Walkways have been installed to serve certain high use areas, including most of the downtown area. In many instances, however, frontage improvements do not meet the standards established for these areas. A primary goal shall be the completion and upgrading of these routes.

◆ **3.4 Mandatory Installation by Property Owners:** Installation of walkways by owners of property on streets listed in Appendix A that are currently lacking walkways and that are in areas zoned for business, office, commercial or multiple residential use and that bear the applicable zoning designations shall be mandatory under the zoning regulations and/or as a condition of approval set forth by the Planning Commission and City Council.

The City of Lafayette Bikeways Master Plan provides goals, policies, and specific strategies and actions for the improvement of bicycling in the city, to be used as a guide for developing a citywide system of bike facilities to allow for safe, efficient and convenient bicycle travel in Lafayette. Relevant goals, policies, and recommendations include the following:



**Goal 3: Expand and Enhance Lafayette’s Bikeways Network**

- ◆ **Policy 3.1:** Develop the existing and proposed bikeways network as an appropriately designed, continuous network that serves all user groups and skill levels.
- ◆ **Policy 3.2:** When planning bikeway projects and programming capital improvement projects, give priority to bicycle projects that: 1) Address safety issues; 2) Provide access to downtown, transit, schools and activity centers; 3) Provide linkage to the regional bikeways network or existing bikeways and paths.
- ◆ **Policy 3.3:** The design of streets and traffic control devices shall consider the impact on bicyclists as well as the relationship in overall system mobility; travel speed; environmental factors; cost; and neighborhood character.

**Goal 4: Plan for the Needs of Bicyclists**

- ◆ **Policy 4.1:** Accommodate bicyclists and other non-motorized users when planning, designing, developing and maintaining transportation improvements within the reasonable opportunities and constraints of a project.

**Goal 6: Improve Citizens’ Health, Reduce Traffic Congestion and Provide Alternative Modes of Travel Through Bicycling**

**Goal 7: Preserve and Sustain Existing Bicycle Infrastructure**

- ◆ **Major Recommendations of the Plan.** Recommended additions to the existing bikeways network include new Class I bike paths, Class II bike lanes, Bicycle Boulevards, and Class III bike routes. The bikeway projects located within the Downtown Specific Plan Area are highlighted in the subsequent section B.4.c - Bicycle Facilities Impacts in this DEIR chapter. In addition to the bikeway network projects, the Bikeways Master Plan also recommends educational and encouragement programs and support facilities such as bike parking and signage improvements.

**The last paragraph on page 4.13-54 of the Draft EIR is hereby amended as follows:**

According to the 2008 BART Station Profile Study, parking at the Lafayette BART Station consists of 1,526 spaces, including 380 monthly permit spaces and the remaining 1,146 requiring a daily fee. The number of parking spaces includes the ~~There is also a small parking lot on the south side of the station accessed from Happy Valley Road. In addition, 122 bicycle spaces are provided at the station, consisting of 30 bike lockers and 92 bike rack slots. Bicyclists are directed to typically access the station's north side, where the bicycle spaces are located, and which has relatively gentle grade connections to adjacent roadways, including bike lanes on Deer Hill Road. Access on the south side of the station has a relatively steep slope and is designed for pedestrian use.~~ Pedestrians without disabilities generally have access to the station, while those with disabilities currently are able to access the station only from the north side, on the other side of the State Route 24 freeway from downtown.

**The last paragraph on page 4.13-55 of the Draft EIR is hereby amended as follows:**

Bus service is provided locally by the Central Contra Costa Transit Authority's (CCCTA) County Connection. Three bus lines serve the Downtown Lafayette Specific Plan Area and the Lafayette BART Station as follows:

**The first paragraph on page 4.13-57 of the Draft EIR is hereby amended as follows:**

- ◆ In addition to the above three fixed bus routes, County Connection provides supplemental service for schools in the area, including Route 606 and Route 626 along Mount Diablo Boulevard and Moraga Road, and Route 625 along Mount Diablo Boulevard servicing Acalanes High School, through the ~~Specific Plan a~~ Area during school days. These buses operate with additional capacity.

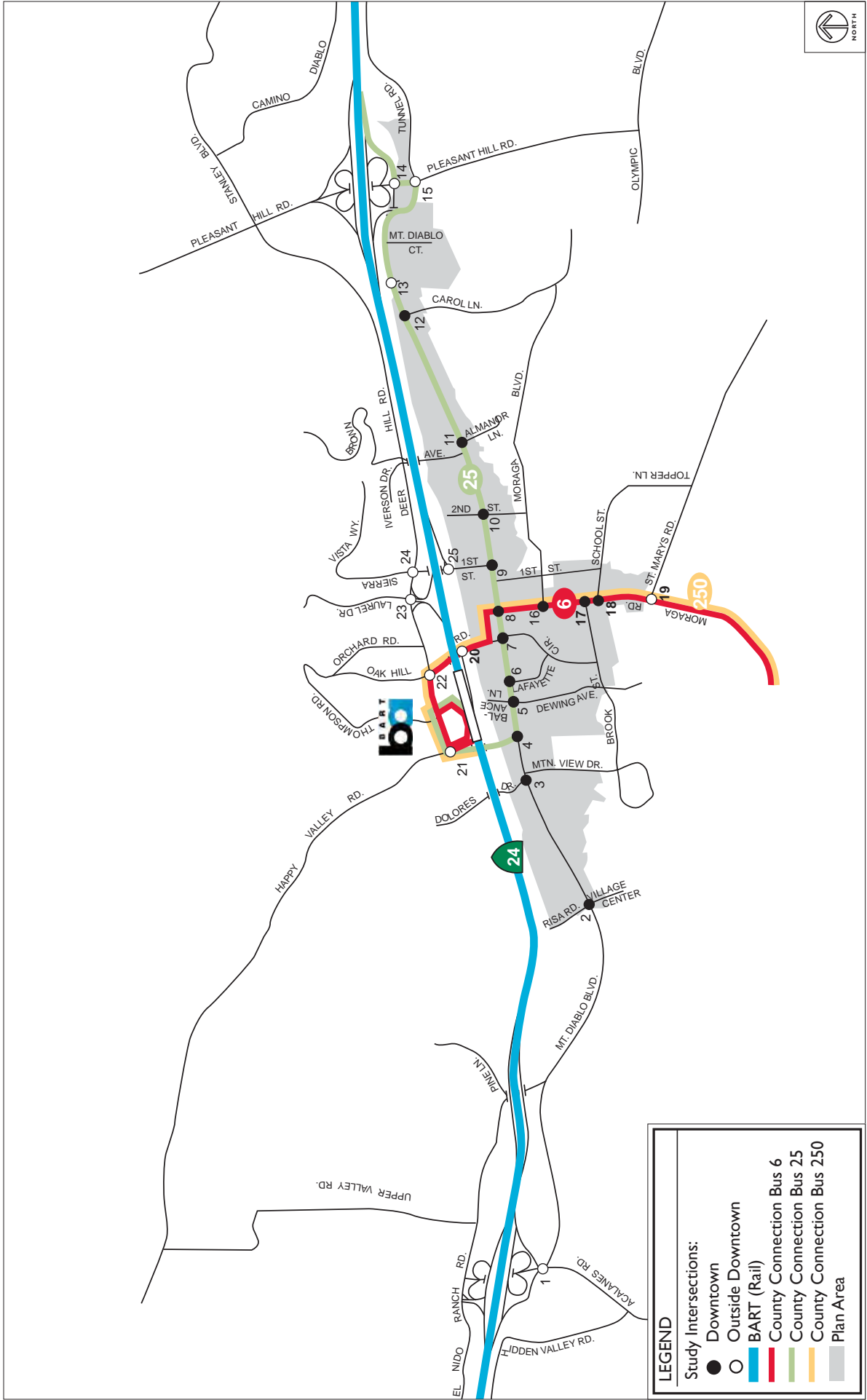
The beginning of Section “b. Pedestrian Facilities,” starting on page 4.13-57 of the Draft EIR, is hereby amended as follows:

b. Pedestrian Facilities

Pedestrian facilities in the Plan Area consist primarily of sidewalks distributed along roadways throughout the study area. One of the issues identified in the Plan are actual or effective “gaps” in the sidewalk system, due to a number of factors such as missing or heavily damaged sections, obstructions, or inadequate width. In the Downtown Retail District of the Plan, sidewalks are generally present ~~nearly continuous~~ and often as generously wide as 8 to 12 feet. At the other end of the spectrum, outer areas such as the West End District have sidewalk widths as narrow as 2 feet and also include some locations with sidewalk gaps and discontinuities. Such gaps and discontinuities provide challenges to pedestrians with disabilities, whether due to vision, ability to walk, or confinement to a wheelchair. One of the circulation measures identified in the ~~Specific~~ Plan is to address gaps in the existing sidewalk network as part of capital streetscape improvement projects.

The Plan Area is generally walkable, but in addition to the sidewalk gaps described above, awkward driveway crossings, missing or circuitous connections between the sidewalk and some building entrances, and lack of frequent marked pedestrian crossings in some locations diminish pedestrian mobility. In some areas, the speed and volume of adjacent traffic and the long blocks with few protected crossings limit walkability. The Circulation chapter of the Plan includes policies and programs that address these issues, as part of Circulation Goal 2: “Ensure a continuous and accessible pedestrian network with appropriate supporting infrastructure.”

Figure 4.13-6 on page 4.13-58 of the Draft EIR is hereby replaced with the figure on the following page.



Source: TJKM

FIGURE 4.13-6

**EXISTING TRANSIT ROUTES**

**The first paragraph on page 4.13-60 of the Draft EIR is hereby amended as follows:**

The ~~study Plan~~ Area consists of a full range of bicycle facilities that connect the study area with various destinations within and outside Lafayette. According to the Lafayette Bikeways Bicycle Master Plan, existing bikeway facilities in the Plan Area includes off-street bicycle/multi-use paths (Class I facilities), on-street striped and signed bicycle lanes (Class II facilities), signed routes on roadways without striped lanes (Class III facilities), and sharrow pavement legends. Sharrow pavement legends are lane markings that designate a roadway as a shared space for bicycles and vehicles.

**The first paragraph on page 4.13-69 of the Draft EIR is hereby amended as follows:**

The Plan is expected to generate some demand for bicycle travel. The City Bikeways Plan, by incorporation with the Plan, would enhance existing bicycle facilities in the Plan Area. Program C-3.1.1 in the Plan would require bicycle parking in all public facilities and community spaces, and in all new development. Program C-3.1.2 would promote bicycling facilities, such as lockers, changing rooms, and showers, in new development. The various streetscape improvements proposed by the Plan are expected to keep existing bicycle facilities intact and are not expected to affect future planned bicycle facilities. Therefore, potential impacts from the proposed improvements and the additional bicycle trips generated by the Plan are expected to be *less than significant*.

**Mitigation Measure TRAF-11 on page 4.13-39, continuing onto page 4.13-70, of the Draft EIR is hereby amended as follows:**

Mitigation Measure TRAF-11: Monitor waiting times at the fare gates at the Lafayette BART station, and at such time that average waiting times exceed one minute, install additional fare gates. The City of Lafayette and developers of individual projects within the Plan Area will collectively need to collaborate with BART on monitoring fare gate waiting times, and on strategies and funding to address this potential impact, such as developer fees, because

no single development project by itself is likely to trigger the need for additional BART fare gates.

**The section under the heading “1. Regulatory Framework” on page 4.13-70 of the Draft EIR is hereby amended as follows:**

**1. Regulatory Framework**

Goals and policies concerning the provision of parking in the downtown are included in recent City of Lafayette documents and community efforts, including the Circulation Element of the City General Plan, the Circulation Element of the Downtown Specific Plan, and a parking management strategy developed for the Lafayette Downtown Strategy. Relevant goals and policies from the City General Plan are listed in Table 4.13-21; additionally, Goals C-7 and C-8 and related policies from the General Plan promoting alternatives to single-occupant automobile travel, which were listed previously in Table 4.13-18 (p. 4.13-55), are also relevant to parking demand.

**The first full paragraph on page 4.13-72 of the Draft EIR is hereby amended as follows:**

TJKM evaluated each potential parking site for potential traffic impacts to nearby study intersections. Such potential impacts would result primarily from added trips generated by new or modified existing land uses under the Downtown Specific Plan that are located near a new parking structure, as well as trips diverted to the new parking structure from other nearby existing parking locations consolidated by the new structure. In addition, localized operational impacts would be expected to occur, such as vehicle queuing at parking lot driveway entrances and additional U-turns at intersections upstream and downstream of driveways that may be restricted to right-turn-only access. Parking activity at each potential parking structure site has the potential for impacting traffic operations at the following intersections, as listed below.

**Mitigation Measure TRAF-13 on page 4.13-76 of the Draft EIR is hereby amended as follows:**

TRAF-13: Amend the Plan's Circulation section regarding parking to include a Program to address vehicle queuing impacts during the environmental and design review processes for the downtown parking facility location that is ultimately chosen. In this added Program, measures to consider for minimizing impacts ~~shall should~~ include providing adequate driveway throat depth to minimize potential queue spillover onto the adjacent roadway, and multiple entry lanes on-site to store vehicles that are waiting to enter the structure. Establishing these review processes is expected to mitigate this impact to a less-than-significant level because these processes will ensure that the measures needed to avoid vehicle queuing impacts on adjacent streets are incorporated in the design of the downtown parking facility.

**The first paragraph of Mitigation Measure TRAF-14 starting near the bottom of page 4.13-76 of the Draft EIR is hereby amended as follows:**

Amend the Plan's Circulation section regarding parking to include Programs to address bicycle and pedestrian circulation and safety impacts during the environmental and design review processes for the downtown parking facility location that is ultimately chosen. In these added Programs, measures to consider for minimizing impacts should include limiting the number of vehicle access points on any one roadway serving the future parking facility; providing design elements such as visible and audible devices that warn pedestrians and bicyclists of vehicles entering and exiting parking facility driveways, and signs and pavement markings to warn drivers that they are crossing pedestrian and bicycle right-of-ways; providing signs and pavement markings that emphasize clear paths for pedestrians, bicyclists, and motorists at potential driveway conflict points; and providing safe and secure parking for bikes.

**The last paragraph on page 4.14-13 of the Draft EIR is hereby amended as follows:**

Figure 4.14-2 shows the location of the open creek segments along Lafayette Creek, Happy Valley Creek, Old Jonas Creek, Reliez Creek, and Las Tranpas Creek.