PLACEWORKS

January 29, 2015 | Draft Supplemental EIR

The Homes at Deer Hill

(Terraces of Lafayette Project Alternative)

for the City of Lafayette

SCH # 2011072055

Volume 1: Draft Supplemental EIR

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1. Executive Summary

This summary presents an overview of the Homes at Deer Hill Project (Terraces of Lafayette Project Alternative), herein referred to as the "Revised Project," and conclusions of the analysis contained in Section 4, Environmental Analysis, of the Terraces of Lafayette Certified Environmental Impact Report (EIR) and this Supplemental EIR. Additions to the text of the Certified EIR summary section are shown in double underline and omissions are shown in strikethrough. This section also summarizes areas of controversy and alternatives to the project. For a complete description of the revised project, please consult Section 3, Project Description, of this Supplemental EIR. For more information about project alternatives, please consult Section 5, Alternatives to the Revised Project.

1.1 ENVIRONMENTAL PROCEDURES

This Supplemental EIR has been prepared pursuant to the California Environmental Quality Act (CEQA) to assess the environmental effects associated with the Revised Project. The six main objectives of an EIR as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the statute and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

Under Sections 15162 and 15163 of the CEQA Guidelines, a supplemental or subsequent EIR can be required in the event that substantial changes are proposed in a project which would require major revisions of the EIR, substantial changes have occurred with respect to the circumstances under which the project is being undertaken which would require major revisions in the EIR, or new information that was not known and could not have been known at the time the EIR was certified, becomes available. A Supplemental EIR may be prepared in lieu of a Subsequent EIR if only minor changes would be needed to make the previous EIR adequately apply to the revised project. The public noticing and review requirements for a Supplemental EIR are the same as for a Draft EIR. When an agency decides whether or not to approve the project, the decision-making body would consider the previous EIR as revised by the Supplemental EIR. Findings under CEQA Guidelines Sections 15091 must be made for each significant impact shown in the previous EIR, as revised.[1]

1.1.1 EIR FORMAT

This EIR is organized into the following sections:

- **Section 1: Executive Summary.** Summarizes the background and description of the Revised Project, the format of this EIR, alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the revised Project. A Summary Table describing recommended mitigation measures and indicates the level of significance of environmental impacts before and after mitigation is also included for clarity.
- **Section 2: Introduction.** Provides a preface and overview describing both the intended use of the document and the review and certification process of both the Revised Project and the EIR.
- **Section 3: Project Description.** Describes the Revised Project in detail, including a statement of Revised Project objectives and approvals required.
- **Section 4: Environmental Analysis.** Organized into nine subsections corresponding to environmental resource categories identified in Appendix G of the CEQA Guidelines. Each subsection describes the changes in the revised Project relevant to the resource category. Each subsection includes a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the Revised Project; and the potential cumulative impacts associated with the Revised Project. In some instances, the subsections reference the analysis in the Initial Study to explain why certain thresholds are not included in this Supplemental EIR, and why certain mitigation measures are being carried over from the Certified EIR.
- **Section 5: Alternatives to the Revised Project.** Considers a Mitigated Project Alternative.
- **Section 6: CEQA-Mandated Sections.** Discusses growth inducement, cumulative impacts, unavoidable significant effects and significant irreversible changes as a result of the Revised Project.

[1] 2013 California Environmental Quality Act Statute and Guidelines, Sections 15162 and 15163.

Additionally, this section identifies environmental issues scoped out pursuant to CEQA Guidelines Section 15128.

- **Section 7: Organizations and Persons Consulted.** Lists the people and organizations that were contacted during the preparation of this Supplemental EIR for the Revised Project.
- **Appendices.** The appendices for this document (included in Volume 2) contain the following supporting documents:
  - Appendix A: Notice of Preparation (NOP), Initial Study, and NOP Comment Letters
  - Appendix B: Architectural Plans for the Revised Project
  - Appendix C: Conceptual Landscaping Plans
  - Appendix D: Lighting Plan
  - Appendix E: Lighting Study
  - Appendix F: Air Quality and Greenhouse Gas Modeling
  - Appendix G: Health Risk Assessment
  - Appendix H: Biological Resources
  - Appendix I: Historical Resource Assessment
  - Appendix J: CCCFPD Review of the Revised Project Site Plan
  - Appendix K: Noise Data
  - Appendix L: Traffic Impact Analysis

1.1.2 TYPE AND PURPOSE OF THIS EIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

> *Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

EIRs can be broadly categorized into programmatic EIRs and project-level EIRs. Programmatic EIRs are used to assess the potential impacts of plans for growth including General Plans of cities and counties as well as specific plans, master plans, and a variety of other long-range planning documents under which subsequent development proposals would be permitted. These types of documents plan for the general development and growth of an area but do not usually contain specific development proposals. In contrast, project-level EIRs analyze the environmental impacts of individual development projects at a more detailed level, including an evaluation of the impacts of construction activities. This EIR is a project-level EIR that evaluates all phases of the Revised Project.

As described above, a Supplemental EIR may be prepared in the event that substantial changes are proposed to a project that would require major revisions to an EIR.[2] In the case of the proposed Project, the changes

[2] 3 California Environmental Quality Act Statute and Guidelines, Section 15163.

contained in the Revised Project do not significantly change the analysis of the Certified EIR. An Initial Study was prepared for the revised Project and circulation with the Notice of Preparation for this Supplemental EIR (see Appendix A) that finds that the Revised Project would result in similar or less intensive impacts for many resource categories. Therefore, a Supplemental EIR is the appropriate type of document for this analysis.

1.2 PROJECT LOCATION

The Revised Project site is located in the City of Lafayette, approximately 18 miles northeast of San Francisco. Lafayette is situated in central Contra Costa County east of the City of Orinda, north of the Town of Moraga, and west of the City of Walnut Creek. The Terraces of Lafayette Project site is located on a 22.27-acre parcel at 3233 Deer Hill Road in east central Lafayette, south of Deer Hill Road, west of Pleasant Hill Road, and north of State Highway 24. As part of the Revised Project, a dog park would be created on an approximately 3-acre parcel on the north side of Deer Hill Road across from the Project site. The Project site and dog park site are together referred to as the Revised Project site in this Supplemental EIR.

1.3 PROJECT SUMMARY

The Revised Project would redevelop the 22.27-acre Project site with 44 single-family detached homes and a community park. As part of the Revised Project, a dog park would be created on an approximately 3-acre parcel on the north side of Deer Hill Road, at 3312 Deer Hill Road across from the Project site. A pocket park located in the southern portion of the Project site would be located in the residential component of the site. In the northern portion of the Project site a new all-weather multi-use soccer, lacrosse, and rugby field would be developed along with restrooms, bicycle racks, a playground, plaza, nature area, and drop-off area and parking lot. The parking lot would be accessible by eastbound Deer Hill Road and southbound Pleasant Hill Road. The parking lot would include a designated student drop-off area. A 10-foot-wide multi-use trail would traverse the southern portion of the Project site.

1.4 EVALUATION OF ALTERNATIVES TO THE REVISED PROJECT

Section 5 of this Supplemental EIR evaluates a Mitigated Revised Project Alternative. This Supplemental EIR only considers alternatives to the components of the Revised Project that have the potential to generate impacts that were not evaluated in the Certified EIR. These components include:

- Proposed roundabout on Deer Hill Road.
- Proposed community park.
- Proposed dog park on the north side of Deer Hill Road.

Section 5 evaluates alternatives to these components and focuses on the topic areas for which the Initial Study prepared for the Revised Project determined that the Revised Project would have potentially significant impacts (see Appendix A). The evaluation does not consider alternatives that would address significant impacts that were found in the Certified EIR because such alternatives were already evaluated in that EIR.

1.5 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Revised Project, the major issues to be resolved include decisions by the City of Lafayette, as lead agency, related to:

- Whether this Supplemental EIR adequately describes the environmental impacts of the Revised Project.
- Whether the benefits of the Revised Project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
- Whether the Revised Project is compatible with the character of the existing area.
- Whether the identified mitigation measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the Revised Project besides those identified in this Supplemental EIR.
- Whether there are any alternatives to the Revised Project that would substantially lessen any of the significant impacts of the Revised Project and achieve most of the basic objectives.

1.6 AREAS OF CONTROVERSY

The City of Lafayette issued a Notice of Preparation of a Supplemental EIR on June 16, 2014 and held a scoping meeting on July 21, 2014. The scoping period for this EIR ran from June 16, 2014 to July 15, 2014, and was extended to include the July 21, 2014 meeting of the Lafayette Planning Commission. During the scoping period, responsible agencies and interested members of the public were invited to submit comments as to the scope and content of the Supplemental EIR. Comments received during the scoping period are contained in Appendix A of this Supplemental EIR. The comments received focused primarily on the following issues:

- Site design. Several comments pertained to design features that do not pertain to the environmental analysis, such as fencing design. These issues are not addressed in this Supplemental EIR but will be considered as part of the Development Agreement and approvals process for the Revised Project.

- Construction impacts. A public comment expressed concern regarding potential impacts associated with dirt and sound during construction. These issues are addressed in Section 4.2, Air Quality, and Section 4.8, Noise, respectively, of this Supplemental EIR.
- Hillside development. Concerns were expressed regarding the proposed exemption to develop on the hillside and within the ridgeline setback. This issue is addressed in Section 4.7, Land Use and Planning, of this Supplemental EIR.
- Visual simulation and analysis. A 3D visual simulation was requested to assist in the consideration of the Revised Project. This model is not necessary for the environmental review process. Multiple public comments requested that story poles be erected to assist the public in envisioning the proposed development heights, grading, and driveways. Section 4.1, Aesthetics and Visual Resources, of this Supplemental EIR includes photosimulations to help members of the public visualize proposed development and aid in the evaluation of potential aesthetics impacts. A comment was also received that the View Corridors Map in the City's General Plan should be taken into account to determine which views should be considered in the analysis, and specific additional viewpoints were recommended. The viewpoints selected for the environmental analysis were chosen in close coordination with City staff to provide representative viewpoints from various locations, but do not include all possible views from which the Project site could be viewed. Two additional viewpoints – one on westbound Highway 24 and one on northbound Pleasant Hill Road – have been added in this Supplemental EIR, and are evaluated in Section 4.1, Aesthetics and Visual Resources.
- Lighting. A comment was received that the environmental analysis should include nighttime park lighting. However, as stated in the Initial Study, nighttime lighting for the multi-use field is not proposed as part of the Revised Project. Therefore, this issue is not addressed in this Supplemental EIR.
- Glare. A comment was also received that glare should be considered to be a potentially significant impact. This issue was addressed in the Initial Study, which found that, as under the previous Terraces of Lafayette project, glare from solar panels (if included in the Revised Project) could create a significant glare impact. The Initial Study finds that Mitigation Measure AES-4 from the Certified EIR would be adequate to reduce this impact to a less-than-significant level. Therefore, this issue is not further addressed in this Supplemental EIR.
- Oak woodland. A comment was received that the proposed planting palette should be compatible with oak woodland, per General Plan Policy OS-4.2. This issue is addressed in Section 4.3, Biological Resources, of this Supplemental EIR.
- Cultural resources. A public comment was received that the Revised Project could create cultural resource impacts as ground-disturbing activities could uncover previously undiscovered resources. This issue was address in the Initial Study, which found that the Revised Project could result in three potential significant impacts. These impacts would be mitigated to less-than-significant levels with the implementation of the mitigation measures included in the Certified EIR. Therefore, this issue is not addressed further in this Supplemental EIR.

- Emergency vehicle access. Public comments were received expressing concerns regarding wildfire risks and the proposed single point of access for emergency vehicles to access the residential portion of the Revised Project. The Contra Costa County Fire Protection District reviewed the tentative map for the Revised Project and offered comments on ways in which the site plan should be revised to comply with Fire District requirements.[3] Site plan revisions to would be needed to address required lane widths, allowable turning radius, fire lane signs or curbs, and hydrant number and spacing. Fire District vehicle access is analyzed in Section 4.6, Hazards, and Section 4.9, Transportation and Traffic, of this Supplemental EIR. District staff did not require that the site plan include a secondary means of access, therefore, this is not further evaluated as a significant impact in this Supplemental EIR. Fire hazards. Public comments expressed concern regarding wildland fire hazards. This issue was addressed in the Initial Study, which found that, although the entire Project site is located in a "High" risk fire hazard severity zone, impacts would be less than significant with the preparation of a City-approved Vegetation Management Plan and compliance with the California Building Code (including a requirement that all buildings contain sprinklers). This issue is not addressed further in this Supplemental EIR.
- Geology and soils. A public comment was received that expressed concern regarding potential hazards associated with earthquakes, erosion, and ground stability. These issues were addressed in the Certified EIR and Initial Study, which finds that soils-related impacts would be mitigated to less-than-significant levels with the implementation of the mitigation measures included in the Certified EIR. Therefore, this issue is not addressed further in this Supplemental EIR.
- Hydrology and water quality. A comment was received that hydrology and water quality impacts could be significant under the Revised Project. This topic was evaluated in the Initial Study, which found that Mitigation Measures HYDRO-1a, -1b, and -2 would be adequate to reduce impacts to less-than-significant levels. Therefore, this issue is not further addressed in this Supplemental EIR.
- Land use conflicts. A comment was received that the Revised Project would create conflicts with land uses in the Project site vicinity. This issue was evaluated in the Initial Study, which found that the Revised Project would be developed with uses consistent with surrounding residential, recreational, and school uses. Therefore, this issue is not further addressed in this Supplemental EIR.
- Land use policy consistency. Several comments were received regarding the policy consistency analysis in the Initial Study. As stated in the Initial Study, a more detailed analysis is being provided in the Supplemental EIR to address potential policy conflicts (see Section 4.7, Land Use and Planning, of this Supplemental EIR). Comments received during the scoping process have been taken into account in this analysis. One commenter requested that the Supplemental EIR analyze the Revised Project's compliance with General Plan policies and Zoning regulations if the requested exemptions from hillside development requirements are not granted. Section 4.7 evaluates the Revised Project as proposed, and therefore assumes that requested approvals will be granted.
- Population growth. A comment was received that the population increase resulting from the Revised Project constitutes a significant impact. This issue was addressed in the Initial Study, which found that

[3] Leach, Ted. Fire Inspector, Contra Costa County Fire Protection District. July 21, 2014.

with 44 homes, and assuming the average household size of 2.74 persons per household consistent with the 2010 Census estimate for owner-occupied households in Lafayette,[4] the Revised Project would result in a residential population of approximately 121 persons, which is less growth than would be permitted under existing zoning for the Project site. Therefore, this impact is considered to be less than significant and this issue is not further addressed in this Supplemental EIR.

- Police services. A public comment expressed concerns regarding police service impacts. Impacts to police services are addressed in the Initial Study, which found that impacts would be mitigated to a less-than-significant level with the implementation of a mitigation measure included in the Certified EIR and modified slightly to reflect the Revised Project. Therefore, this issue is not addressed further in this Supplemental EIR.
- Schools. Public comments expressed concern regarding impacts to schools. One comment stated that the Initial Study cites declining school enrollment projections, whereas recent school district projections anticipate increasing enrollment. The Revised Project includes a bus turnout for school buses, and school impacts are addressed in the Initial Study. However, since publication of the Initial Study, projections for Acalanes Union High School District (AUHSD)[5] have been reviewed that estimate increased enrollment in future school years. Funding is available from three ballot initiatives. In addition, as stated in the recent enrollment projections put out by the AUHSD, all residential construction within the AUHSD is subject to developer fees at the rates of $3.20 per square foot. Pursuant to California Education Code Section 17620(a)(1), the governing board at any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Therefore, this issue is not further addressed in this Supplemental EIR. Recreational facilities. A public comment expressed concern regarding impacts to Briones Regional Park. Potential impacts were evaluated in the Initial Study, which found that the impact would be less than significant. Therefore, this issue is not addressed further in this Supplemental EIR.
- Dog park. A comment was received that the environmental analysis should consider water quality impacts from the dog park. No restrooms are proposed for the dog park, and requirements for dog owners would be specified through the design phase (e.g. signage indicating park rules and regulations). Therefore, this issue is not addressed in this Supplemental EIR. A comment also requested that the environmental review include an analysis of an on-site dog park. An on-site dog park is included in Section 5, Alternatives to the Revised Project, of this Supplemental EIR.
- Traffic. Public comments expressed concerns regarding traffic, including traffic that would be created due to the proposed multi-use field. A comment suggested that the Project site is not a suitable location

[4] U.S. Census Bureau, 2010 Census, Table H12.

[5] Total School Solutions, 2014, Acalanes Union High School District Demographic Study 2014-15 – 2018-19, Five-Year Enrollment Projections, http://www.boarddocs.com/ca/auhsd/Board.nsf/files/9GQV7V68AC0D/$file/Enrollment_Projections.pdf, accessed on August 21, 2014.

the proposed park facility. Other comments expressed concern about traffic in general, and recommended potential mitigation measures to alleviate congestion and traffic-related impacts. Potential traffic impacts associated with the Revised Project, including park uses, are analyzed in Section 4.9, Transportation and Traffic, of this Supplemental EIR.

- Bicycle and pedestrian circulation and safety. Comments were received regarding the proposed multi-use trail and sidewalks. Commenters expressed concerns regarding connectivity along Deer Hill Road and Pleasant Hill Road and potential safety conflicts. A public comment expressed concern regarding the safety of children walking to Springhill Elementary School. These issues are addressed in Section 4.9, Transportation and Traffic, of this Supplemental EIR, using adopted metrics and applicable standards.
- Proposed roundabout on Deer Hill Road. Comments were received regarding the design of the roundabout and potential secondary impacts, such as safety conflicts for bicyclists, crossing for pedestrians, inadequate sight distance, vehicle speeds on the westbound Deer Hill Road approach. These issues are addressed in Section 4.9, Transportation and Traffic, of this Supplemental EIR. Commenters also requested that the Supplemental EIR evaluate alternatives to the roundabout design. Section 5, Alternatives to the Revised Project, of this Supplemental EIR analyzes an all-way stop, one-way stop, and traffic signal as an alternative to the roundabout.
- Parking. On-site parking was a concern for multiple commenters. This topic is analyzed in Section 4.9, Transportation and Traffic, of this Supplemental EIR
- EBMUD facilities. A public comment was received that the Supplemental EIR should evaluate potential hazards associated with construction above East Bay Municipal Utility District (EBMUD) facilities. This issue was addressed in the Certified EIR. As discussed in Chapter 4.14, Utilities and Service Systems, of the Certified EIR, the Aqueducts at the Project site, referred to as the Pleasant Hill Tunnels, are located in a "sub-surface tunnel easement only," which does not extend to the surface and would not restrict development on the Project site, provided that the proposed development would not interfere with, damage or endanger the tunnels, or the aqueducts themselves. Any impacts to these Aqueducts that would occur as a result of accident during construction would be speculative. As requested in their August 22, 2011 comment letter submitted as part of the Notice of Preparation phase of the Certified EIR, the EBMUD was provided copies of the Revised Project plans to review. While no construction over these Aqueducts is preferred by EBMUD, it is not prohibited. [6] As would any project sponsor of any new development that would occur over these Aqueducts, the Project sponsor is required to adhere to the EBMUD's requirements on use of the right-of-way and EBMUD's requirements not to impede the EBMUD's ability to maintain the Aqueducts. Therefore, this issue is not further addressed in this Supplemental EIR.

[6] Rehnstrom, David, Senior Civil Engineer, Water Service Planning, East Bay Municipal Utility District. Personal communication with The Planning Center | DC&E, October 18, 2011.

1.7 SUMMARY OF ENVIRONMENTAL IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Supplemental EIR and presents a summary of impacts and mitigation measures identified in Section 4, Environmental Analysis, of this Supplemental EIR, in addition to any impacts and mitigation measures from the Certified EIR that would apply to the Revised Project as determined in the Initial Study (see Appendix A). The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Section 4.

Table 1-1 is format with ~~strikethrough~~ and underline text to indicate impacts and mitigation measures that have been revised, removed from, or added to the Certified EIR.

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Aesthetics and Visual Resources			
~~**AES-1:** The Project would block views of ridgelines, causing a *significant* impact to scenic vistas.~~	~~S~~	~~AES-1: The building heights and grading proposed by the Project, which are fundamental to the applicant's proposal and the project description of this EIR, result in the blockage of ridgeline views. In order to avoid these impacts, several buildings would need to be eliminated. Specifically, Building N blocks views from Viewpoints 3, 4, and 5 and Building A impacts views from Viewpoint 6. (See Figs. 4.1-28 through -40.) It should also be noted that views from Viewpoint 3 would also be blocked, in the background, by Buildings D and G. (See Figs. 4.1-13 to -14.) Removal of just some of these buildings, much less all of them, would result in substantial losses in unit counts and "holes" in the site plan of the Project. Substantial deletions of fundamental project components is not considered to be the reachable via the imposition of mitigation measures, but rather would be accomplished via the consideration and possible adoption of project alternatives featuring redesigned project configurations. To this end, the City has considered such revisions in the alternatives analysis and its assessment in the Final EIR of the applicant's Applicant Refined Alternative Plan. From the perspective of analyzing the impacts of the Project *as proposed*, however, there is no mitigation available to reduce this impact (once again, the reason being that actions necessary to reduce the impact are so drastic that they are not mitigation measures, but rather project alternatives).~~	~~SU~~
~~**AES-2:** The Project would develop a grassy, largely undeveloped site that many members of the community consider to be a visual resource, causing an impact to visual character that would be considered *significant*.~~	~~S~~	~~AES-2: Given the building heights and topography of the Project site, there is no mitigation measure that would reduce the visual prominence of the proposed Project when viewed from off-site locations to a less-than-significant level. More specifically, any development that changes the "semi-rural" or open space visual character currently on the site would be a significant impact. Since the Project's basic objectives are to develop the site with uses and buildings that are fundamentally inconsistent with the existing visual character, there is no mitigation measure available that would reduce the impact without fundamentally changing the entire nature of the Project.~~	~~SU~~
~~**AES-3:** The Project would develop a largely undeveloped site that is visible from State Highway 24, a State-designated scenic highway, blocking views to Lafayette Ridge. This would be a *significant* impact.~~	~~S~~	~~AES-3: The building heights and topography of the Project site result in a blockage of views from State Highway 24 of Lafayette Ridge and an overall change in the visual quality of the view, due to buildings along the edge of the upper terrace. Due to the positioning of the buildings on the post-project topography (i.e., any~~	~~SU~~

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		~~building would result in the impact), the only means of reducing the impact would be to delete these buildings. This is considered to be a project alternative, and is assessed as such in this Draft EIR and in the Final EIR's assessment of the Applicant Refined Alternative Plan. From the perspective of analyzing the impacts of the Project *as proposed*, however, there is no mitigation available to reduce this impact (once again, the reason being that actions necessary to reduce the impact are so drastic that they are not mitigation measures, but rather project alternatives).~~	
AES-41: ~~The Project includes~~ The Revised Project plans do not propose the installation of photovoltaic panels to generate solar energy. ~~Because the location and materials for the panels is not yet known~~ If installed, the panels would have the potential to become sources of glare, which would be a *significant* impact.	S	AES-41: P~~roposed p~~hotovoltaic panels shall be designed to ensure the following: ▪ The angle at which panels are installed precludes, or minimizes to the maximum extent practicable, glare observed by viewers on the ground. ▪ The reflectivity of materials used shall not be greater than the reflectivity of standard materials used in residential and commercial developments. ▪ Panels shall be sited to minimize their visibility from Mount Diablo Boulevard, Pleasant Hill Road, and Deer Hill Road.	LTS
Air Quality			
AQ-1: Grading and other ground-disturbing activities would produce fugitive dust, which could add to the amount of airborne particulates and contribute to the nonattainment designation of the Air Basin.	S	AQ-1: The Project shall comply with the following BAAQMD Basic Control Measures for reducing construction emissions of PM_{10}: ▪ Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 24 inches of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer). ▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads. ▪ Suspend ground-disturbing activities when wind speeds exceed 25 mile per hour.	LTS

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		▪ Install three-sided enclosures for storage piles on-site for more than five days. The enclosures shall be designed with a maximum 50 percent porosity.	
AQ-2: ~~Use of heavy off-road and on-road construction equipment would produce substantial emissions of criteria air pollutants, which would exceed the BAAQMD threshold of significance for NO_x and could contribute to the O_3 and particulate matter nonattainment designations of the Air Basin.~~ Without the use of Tier 3 construction equipment during the construction period, the Project could pose a risk to nearby off-site receptors, which would be a *significant* impact. This would be a *significant* impact.	S	AQ-2a: The construction contractor shall implement the following measures to reduce off-road exhaust emissions during grading and construction activities. To assure compliance, the City of Lafayette shall verify that these measures have been implemented during normal construction site inspections: ▪ Large off-road construction equipment with horsepower (hp) ratings of 50 hp or higher shall meet the United States Environmental Protection Agency-Certified emission standard for Tier 3 off-road equipment or higher. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years and Tier 4 equipment was phased in for off-road fleets between 2008 and 2014 and may be available. A list of construction equipment by type and model year shall be maintained by the construction contractor on-site. ▪ All construction equipment shall be properly serviced and maintained to the manufacturer's standards to reduce operational emissions. ▪ Nonessential idling of construction equipment shall be limited to no more than five consecutive minutes. ▪ Construction activities that require use of large off-road equipment (50 hp or greater) shall be suspended on "Spare the Air" days.	LTS ~~SU~~
		~~AQ-2b: The construction contractor shall implement one of the following measures to reduce on-road emissions from soil hauling. To assure compliance, the City of Lafayette shall verify that these measures have been implemented during normal construction site inspections.~~ ~~The construction contractor shall contract with haulers for soil export that use engines certified to 2007 or newer standards. Prior to construction, the project engineer shall ensure that grading plans clearly show the requirement for 2007 engines for soil haul trucks; Or~~ ~~Off-site disposal of soil shall be transported in trucks that can carry a minimum of 12 cubic yards (CY) of soil and shall be limited to no more than 252 truck trips per day (1,512 CY/day).~~	
AQ-3: Results of the community risk assessment indicate that the incremental cancer risk and average	S	AQ-3: The applicant shall install high efficiency Minimum Efficiency Reporting Value (MERV) filters with a rating of 10 ~~9 to 12~~ in the intake of the residential	LTS

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
annual $PM_{2.5}$ concentration for a maximally exposed on-site receptor would exceed the BAAQMD significance thresholds ~~of 0.3 µg/m^3~~. This would be a *significant* impact.		ventilation systems. MERV 10 ~~9 to 12~~ filters have a Particle Size Efficiency Rating that results in an average 57.5 ~~a 40 percent up to 80~~ percent reduction of particulates in the 1.0 to 3.0 micron range, which includes diesel particulate matter (DPM) and $PM_{2.5}$. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the owner/property manager shall maintain and replace the MERV 10 ~~9 to 12~~ filters in accordance with the manufacturer's recommendations, which typically is after two to three months. The developer, sales, and/or rental representative also shall provide notification to all affected tenants/residents of the potential health risk from State Highway 24 and shall inform ~~renters~~ residents of increased risk of exposure to DPM and $PM_{2.5}$ from State Highway 24 when the windows are open.	
~~**AQ-4**: Without the use of Tier 3 construction equipment during the construction period, the Project could pose a risk to nearby off-site receptors, which would be a *significant* impact.~~	~~S~~	~~AQ-4: Implement Mitigation Measure AQ-2a.~~	~~LTS~~
~~**AQ-5**: Construction activities associated with the Project would result in a temporary increase in criteria air pollutants that exceed the BAAQMD's regional significance thresholds and, when combined with the construction of cumulative projects, would further degrade the regional and local air quality. This would be a *significant* cumulative impact.~~	~~S~~	~~AQ-5: Implement Mitigation Measures AQ-1, AQ-2a, AQ-2b, and AQ-3.~~	~~SU~~
Biological Resources			
~~**BIO-1:** Although no special-status plant species were encountered during surveys or are suspected to occur on the site, there remains a possibility that undetected populations could occur in the vicinity of off-site wetland and native grassland mitigation areas and could be adversely affected. This would be a *significant* impact.~~	~~S~~	~~BIO-1: Confirmation surveys shall be conducted on any off-site mitigation properties prior to future development on the site to determine whether any special-status plant species are present. The surveys shall be conducted by a qualified botanist and shall be appropriately timed to allow for detection of all species of concern (typically between March and July). In the event that confirmation surveys identify any federally- or State-listed plant species on the site that cannot be avoided, the applicant shall obtain all necessary permits and/or authorizations from the CDFG and USFWS as required by federal and State law for incidental take of those species. This shall include preparation of a mitigation program acceptable to the respective agencies depending on the State and/or~~	~~LTS~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		~~federal listing status of the species in question. The mitigation program shall define avoidance and long-term conservation measures to permanently protect and manage habitat around the occurrence(s), and provide for a minimum of five years of monitoring following installation of mitigation improvements at the off-site location to demonstrate that the occurrence(s) has not been adversely affected during construction. If a special-status species is encountered that is not a federally- or State-listed species but is maintained on List 1B or List 2 of the California Native Plant Society's *Inventory of Rare and Endangered Plants of California* and the occurrence(s) cannot be avoided, a salvage/relocation plan shall be developed and approved by CDFG as part of the mitigation program prior to any disturbance in the vicinity. Evidence that the applicant has secured any required authorization from these agencies shall be submitted to the City's Planning & Building Services Division prior to issuance of any grading or building permits for the Project.~~	
BIO-~~1~~2: Proposed vegetation removal and grading associated with Revised Project implementation ~~development of the site~~ could result in the direct loss of or temporary construction disturbance to nesting raptors and other migratory birds. This would be considered a *significant* impact.	S	BIO-1~~2~~: Adequate measures shall be taken to avoid inadvertent take of raptor nests and other nesting birds protected under the Migratory Bird Treaty Act when in active use. This shall be accomplished by taking the following steps. ▪ If vegetation removal and initial construction is proposed during the nesting season (March to August), a focused survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within 7 days prior to the onset of vegetation removal or construction, in order to identify any active nests on the proposed Project site and in the vicinity of proposed construction. The Project site and dog park site shall be resurveyed to confirm that no new nests have been established if vegetation removal has not been completed or if construction has been delayed or curtailed for more than 7 days during the nesting season. ▪ If no active nests are identified during the construction survey period, or if development is initiated during the non-breeding season (September to February), vegetation removal and construction may proceed with no restrictions. ▪ If bird nests are found, an adequate setback shall be established around the nest location and vegetation removal and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		location. Required setback distances for the no-disturbance zone shall be based on input received from the CDFW~~CDFG~~, and may vary depending on species and sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the development site. ▪ A report of findings shall be prepared by the qualified biologist and submitted to the City for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season (March to August). The report shall either confirm absence of any active nests or should confirm that any young are located within a designated no-disturbance zone and construction can proceed.	
BIO-2~~3~~: Proposed building d~~D~~emolition ~~of the existing buildings~~ and tree removal associated with Revised Project implementation ~~of mature trees~~ could result in the direct loss of or temporary construction disturbance to roosting bats. This would be considered a *significant* impact.	S	BIO-2~~3~~: Measures shall be taken to avoid possible loss of bats during Project construction. This shall be accomplished using the following provisions: ▪ Existing buildings should be demolished between February 15 to April 15 or from August 15 to October 15 to minimize the likelihood of removal during the winter roosting period when individuals are less active and more difficult to detect, and the critical pupping period (April 16 to August 14) when young cannot disperse. ▪ Buildings shall be surveyed by a qualified bat biologist no more than two weeks before demolition to avoid "take" of any bats that may have begun to use the structures for day-roosting. ▪ If the pre-demolition survey reveals bats or bat roosting activity, all doors and windows shall be opened and left open continually until demolition. Additional recommendations may be made by the qualified bat biologist following the pre-demolition survey, including monitoring of demolition and other measures to avoid take of individual bats. ▪ A tree roost habitat assessment shall be conducted by a qualified bat biologist for trees to be removed as part of the Project. The habitat assessment shall be conducted no more than two weeks prior to tree removal and vegetation clearing. Additional detailed measures may be required based on the results of the habitat assessment if evidence of bat roosting is observed. This may include supervision of tree removal by the qualified bat biologist, and systematic removal of select trees and major limbs to encourage dispersal and avoid	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		"take" of individual bats.	
~~**BIO-4:** Proposed grading and activities associated with habitat enhancement along the two segments of the creek to be retained as an open channel could result in the loss of Bridge's coast range shoulderband snail, if present on the site. This would be considered a *significant* impact.~~	~~S~~	BIO-4: ~~Measures shall be taken to avoid possible inadvertent loss of Bridge's coast range shoulderband snail, if present on the site. A qualified entomologist or invertebrate biologist shall conduct a preconstruction survey to verify whether this subspecies is present or absent on the site. The survey shall be conducted during the time of year when snails are most easily detected, generally during the late winter and early spring (February through May) in advance of construction. If absent, no additional measures shall be required. If present, a Bridge's Coast Range Shoulderband Snail Protection and Relocation Program (Program) shall be prepared by the qualified entomologist or invertebrate biologist and implemented as part of the Project. The Program shall contain the following provisions and performance standards:~~ ~~• Following completion of the preconstruction surveys, a report of findings shall be prepared by the qualified entomologist/invertebrate zoologist and submitted to the City for review and approval prior to initiation of vegetation removal and construction. The report shall either confirm absence of this subspecies from the site, or if individuals are encountered, shall follow details of the Program as outlined below.~~ ~~• The preserved and enhanced creek corridor shall be established as permanent secure habitat for this subspecies, with essential cover habitat (i.e. logs, loose rocks, and thick layers of duff) incorporated into the enhancement plans. A minimum 1:1 acreage of habitat shall be preserved and/or re-created on-site along the creek channel for locations occupied by this subspecies during the preconstruction survey.~~ ~~• Temporary measures shall be implemented during construction to prevent this subspecies from dispersing from preserved occupied habitat into areas to be graded and disturbed during construction. A secured containment area should be created along the creek segment to be retained, with fencing surrounding the containment area to prevent dispersal into the construction zone.~~ ~~• Individuals of the subspecies located within the limits of construction shall be collected and temporarily relocated by the qualified entomologist/invertebrate biologist to the temporary containment area prior to any vegetation removal or~~	~~LTS~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		~~grading on the site.~~ ▪ ~~A worker training program shall be given by the qualified entomologist/invertebrate biologist to all construction personnel involved in grading, temporary construction containment structures, and creek enhancement measures. The training shall describe and include photographs of the subspecies and its vulnerability, explain the importance of avoiding inadvertent take, and instruct personnel on what to do if additional individuals of the subspecies are encountered during construction outside the temporary containment area.~~ ▪ ~~Habitat enhancement activities within the creek corridor, including the temporary containment area, shall be designeod to provide essential habitat characteristics for this subspecies. The qualified entomologist/invertebrate biologist shall review and provide input into wetland and native grassland mitigation programs to ensure they do not conflict with the long-term goal of protecting essential habitat for this subspecies as well.~~ ▪ ~~Temporary construction disturbance within the temporary containment area required as part of habitat enhancement shall be overseen by the qualified biologist/invertebrate biologist to ensure activities do not adversely affect individuals of the subspecies.~~	
BIO-~~3~~5: Proposed grading would eliminate an ~~the~~ estimated 2 acres of native ~~blue~~ wild rye grassland from the Project site, considered a sensitive natural community~~, and additional areas of native grassland could be affected by off-site wetland enhancement activities if native grasslands are present in those locations~~. This would be considered a *significant* impact.	S	BIO-3~~5~~: ~~A blue wildrye~~ The Native Grassland Mitigation Plan (Plan) prepared by the Revised Project Applicant ~~Avoidance and Replacement Program (Program)~~ shall be ~~developed by a qualified biologist~~ implemented to address the anticipated loss of native grasslands on the Revised Project site, and ensure no native grasslands are destroyed or damaged as part of any off-site mitigation. The Plan ~~Program~~ shall be subject to review and approval by the City, including peer-review by a qualified biologist selected by the City. The Plan ~~Program~~ shall be revised, as necessary, to contain the following provisions and performance standards: ▪ The proposed limits of grading shall be modified to avoid additional areas of the stands of native grassland on the Revised Project site to the maximum extent feasible and a compensatory mitigation component prepared and implemented to provide a minimum 1:1 replacement ratio for grasslands lost as a result of the Revised Project. A higher replacement ratio would not be warranted because of the extent of apparent past disturbance to the remaining	LTS ~~SU~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		native grasslands on the Revised Project site, and relative ease with which this particular species can be salvaged, replanted, and re-established at alternative locations. ▪ Areas retained or restored as native grassland shall be permanently protected as open space and managed as native grassland by deed restriction or conservation easement, whether on-site or off-site. The Plan ~~Program~~ shall define short-term construction controls and long-term maintenance requirements necessary to ensure that the native grasslands are successfully reestablished and existing and restored native grasslands remain viable. The maintenance and management requirements shall include provisions for annual invasive species removal, and control on the establishment of both native and non-native trees and shrubs that could eventually shade out the grassland to be protected. ▪ Areas of native grassland to be preserved shall be flagged in the field prior to any vegetation removal or grading, and temporary orange construction fencing installed under supervision of the qualified biologist around all areas to be retained. ▪ Construction personnel operating grading and construction equipment and/or involved in habitat restoration activities shall be trained by the qualified biologist over the sensitivity of the native grasslands, purpose of the temporary orange construction fencing, and that all construction-related disturbance should be restricted to outside of the fence. ▪ Areas of native grassland within the limits of proposed grading and construction shall be salvaged and used in revegetation efforts implemented as part of the Plan ~~Program~~. Salvage material shall include both intact stem and root material, which shall be stored and maintained until ready for reinstallation in the late fall/early winter when conditions are optimal for successful reestablishment. ▪ A monitoring program shall be implemented by the qualified biologist to oversee successful establishment of any native grasslands to be restored, either on or off-site, and shall define both short-term and long-term requirements. Permanent monitoring transects shall be established as part of the program and vegetation data collected in the spring and summer months	

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		when plant identification is possible. Photo stations shall be established along each monitoring transect, and photographs taken every year during the required monitoring period. Performance standards, success criteria, and contingency measures shall be defined as part of the Plan ~~Program~~. Monitoring transects shall be established over each location to be vegetated as native grassland, and monitored on an annual basis. Within a five-year period, native grass shall be successfully established over all treatment areas and shall comprise a minimum 60 percent of the relative cover. Monitoring shall be extended where the success criteria are not met, and the minimum 1:1 replacement ratio is not reached. The Plan ~~Program~~ and its requirements may be modified to require further measures if monitoring shows that performance standards are not being met. ▪ Annual monitoring reports shall be prepared by the qualified biologist and submitted to the City's Planning & Building Services Division by December 31 of each monitoring year, for a minimum of five years or until the defined success criteria are met. The annual report shall summarize the results of the monitoring effort, performance standards, and any required contingency measures, and shall include photographs of the monitoring transects and program success. Maps shall be included in the monitoring report to show the location of monitoring transects and photo stations.	
BIO-~~4~~6: The Revised ~~proposed~~ Project includes bridge crossings over jurisdictional water and would also degrade the existing habitat functions and values of the creek corridor. ~~would fill an estimated 295 linear feet of creek channel on the site, eliminating about half of the central portion of the intermittent creek channel and all of the tributary ephemeral drainage. Potential indirect effects could also degrade the existing habitat functions and values of downstream Las Trampas Creek and other jurisdictional waters as a result of accidental spills, contamination from fertilizers and other urban pollutants, and increased runoff volumes and possible erosion in waters of the U.S. and State.~~ This would be a *significant* impact..	S	BIO-4a~~6a~~: Where jurisdictional waters of the United States and State are present and cannot be avoided, authorization for proposed modifications shall be obtained from the USACE, RWQCB, and CDFW, where necessary~~CDFG~~. All conditions required as part of any ~~the~~ authorizations by the USACE, RWQCB, and CDFW~~CDFG~~ shall be implemented as part of the Revised Project. Consultation or incidental take permitting may be required under the California and federal Endangered Species Acts, and all legally required permits or other authorizations for the potential "take" of species listed under the Endangered Species Acts shall be obtained. Copies of any required ~~all~~ authorizations shall be provided to the City's Planning & Building Services Division prior to issuance of a grading or other permit for the Revised Project to ensure that the applicant has adequately coordinated with jurisdictional agencies.	LTS
		BIO-4b~~6b~~: A Wetland/Riparian Protection and Replacement Program (Program) shall be prepared by a qualified wetland specialist and implemented to replace	

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		any jurisdictional waters affected by the Project. The Program shall include appropriate implementation measures to prevent inadvertent loss and degradation of jurisdictional waters to be protected, and replacement for those features eliminated or modified as a result of development. This shall be accomplished as part of revegetation of the channel segment(s) disturbed during construction. The Program shall contain the following components: ▪ Jurisdictional waters shall be avoided to the maximum extent feasible, and where avoidance is infeasible, shall be replaced at a minimum 2:1 ratio, preferably on-site. ~~This could be achieved by reducing the extend of fills currently proposed and expanding a low elevation wetland terrace along the bottom of the channel bottom where possible without adversely affecting existing riparian and upland trees along the creek corridor. Out-of-kind mitigation may be necessary given the limited opportunities for recreating creek channel habitat on the site.~~ ▪ ~~Cuttings from any willows removed as part of the Project shall be stored properly during construction, to be installed along the edge of the channel bottom and mid-bank to provide additional protective cover and replace willow removed as part of the Project.~~ ▪ Additional native tree, shrub, and groundcover species shall be installed and maintained in areas enhanced or restored as part of the Program, and a mix of native grassland species should be hydro-seeded throughout the area to provide temporary erosion control. Native enhancement plantings and seeding shall extend along the entire creek corridor on the site, and the proposed Landscape Plan revised to replace areas currently shown as "Domestic Plantings" along the northeast side of the creek to the edge of the parking area with native species. Tree and shrub plantings shall be irrigated for a minimum of two years during the dry summer months to ensure successful establishment. ▪ Temporary construction fencing shall be installed around the boundary of all wetlands, riparian, and trees to be preserved along the creek channel so that they are not disturbed during construction. Fencing shall remain in place until construction has been completed.	

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		▪ If compensatory mitigation is required by regulatory agencies as called for in Mitigation Measure BIO-4a, s~~S~~uccess criteria, maintenance and long-term management responsibilities, monitoring requirements, and contingency measures in the Program shall be specified. Monitoring shall be conducted by the qualified wetland specialist for a minimum of five years and continue until the success criteria are met. Permanent monitoring transects shall be established as part of the program and vegetation data collected in the spring and summer months when plant identification is possible. Photo stations shall be established along each monitoring transect, and photographs taken every year during the required monitoring period. ▪ If required, a~~A~~nnual monitoring reports shall be prepared by the qualified wetland specialist and submitted to resource agency representatives and the City's Planning & Building Services Division by December 31 of each monitoring year for a minimum of five years, or until the defined success criteria are met. The annual report shall summarize the results of the monitoring effort, performance standards, and any required contingency measures, and shall include photographs of the monitoring transects and program success. Maps shall be included in the monitoring report to show the location of monitoring transects and photo stations.	
		BIO-4c~~6c~~: A Stormwater Pollution Prevention Plan shall be prepared and implemented using Best Management Practices to control both construction-related erosion and sedimentation and Project-related non-point discharge into waters on the sites. This shall include use of properly installed silt fence, straw wattle, hay bales, hydroseeding, and other Best Management Practices as designed by a qualified engineer.	
BIO-5~~7~~: The Revised ~~proposed~~ Project would remove 62 ~~91~~ of the 147 ~~117~~ existing inventoried trees ~~on the site which~~ qualifying as "protected trees" under the City's Tree Protection Ordinance, eliminating about 42 ~~78~~ percent of the trees on the sites~~, including the 58-inch valley oak which is one of the largest trees of its kind in the City~~. Additional trees could be damaged or face decline and eventual loss as a result of construction-related changes. ~~An additional nine trees~~	S	BIO-5~~7~~: The Revised Project shall comply with City of Lafayette Tree Protection Ordinance, Chapter 6-17 of the Lafayette Municipal Code, and a Tree Protection and Replacement Program (Program) should be developed by a certified arborist and implemented to provide for adequate protection and replacement of native and planted trees larger than 6 inches dbh possibly affected by proposed improvements. A category II permit should be obtained for the removal of any "protected tree," and replacement plantings should be provided as approved by the City. If permitted, an appropriate in-lieu fee should be paid to the City of Lafayette as compensation for "protected trees" removed by the Revised Project,	LTS ~~SU~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

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~~are proposed for relocation on the site, with the locations indicated in the Landscape Plan (see Figure 3-9), although no details have been provide on how they would be relocated and managed.~~ The loss and possible damage to protected ~~of healthy~~ trees on the sites would conflict with relevant policies and programs in the City's General Plan which call for preservation of healthy trees and native vegetation to the "maximum extent feasible." This would be considered a *significant* impact.		where sufficient land area is not available on-site for adequate replacement. The Program shall include the following provisions: ▪ Pursuant to the requirements of Section 6-1707.F of the Tree Protection and Preservation Ordinance, adequate measures should be defined to protect all trees to be preserved. This should include installation of temporary construction fencing at the perimeter of the protected area, restrictions on construction within the fenced areas unless approved as a condition of the application and performed under the supervision of the certified arborist, and prohibition on parking or storing of vehicles and other construction equipment within the protected area. ▪ All grading, improvement plans, and construction plans prepared for building permits should clearly indicate trees proposed to be removed, altered, or otherwise affected by development construction. The tree information on grading and development plans should indicate the number, size, species, assigned tree number and location of the dripline of all trees ~~on the property~~ that are to be retained/preserved. ~~▪ Details on relocation of any protected trees shall be defined as part of the Program. This shall include procedures for root system excavation, tree protection during relocation, planting bed preparation, short-term irrigation and monitoring, and compensatory mitigation if severely damaged during relocation or lost following planting.~~ ~~▪ The Landscape Plan for the proposed Project shall be revised to eliminate the planting of California bay (*Umbellularia californica*) because it is slow growing and could contribute to the establishment of SOD on the site, which could then spread to surrounding coast live oaks.~~ ▪ All recommendations for tree preservation made by the applicant's consulting arborist in the Tree Preservation Reports (Traverso, 2014) shall be followed, and additional protections provided to ensure no adverse impacts to the large valley oak (Tree #91) on the Project site and other regulated trees to be retained. At minimum, grading, landscaping and other improvement plans shall be revised to provide a minimum 75-foot setback from Tree #91 of any trenching for utility lines, including the proposed storm drain to the west, and the sewer and water lines that would service the proposed restrooms to the	

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		south of Tree #91. The location and height of the proposed gazebo to be installed on portions of the foundation to the existing residence under Tree #91 shall be refined to ensure that no pruning of the major limbs that currently drape over and to the west of the footprint of the existing residence are required to accommodate the gazebo, decking and access ramp. If there are any conflicts that would require pruning any limbs greater than six inches, the structure shall be eliminated or relocated further north, outside the dripline of Tree #91, to avoid any pruning, given the excellent health and possible importance of these limbs to the overall health of the tree. ▪ The proposed Perimeter Tree Mitigation Plan shall be revised to emphasize the installation of native tree species indigenous to the site and vicinity, including use of California buckeye and a greater number of valley oak trees, rather than the large number of plantings with non-native species that would be appropriate in landscaped areas rather than as mitigation for the loss of regulated trees. Roughly 39 percent of the replacement plantings in the proposed Perimeter Tree Mitigation Plan currently consist of non-native species, and this number should be reduced to less than 20 percent, or as determined appropriate by the City. ▪ The Landscape Plans for the Revised ~~proposed~~ Project shall consider the vehicle sight distance requirements for motorists at access points along Deer Hill Road and Pleasant Hill Road, and tree and shrub plantings that could impede the minimum requirements shall be prohibited in these areas. No native trees planted to meet the requirements of Section 6-1707.G of the Tree Protection and Preservation Ordinance shall be installed in locations that would require future pruning or topping to provide adequate sight distance for motorists.	
BIO-6~~8~~: The Revised ~~proposed~~ Project would alter the existing habitat on the Project site and would reduce ~~, filling a large portion of the creek channel, eliminating most of the oak woodland, and converting grassland and ruderal cover to structures, roadways, parking areas and ornamental landscaping. Movement~~ opportunities for wildlife movement along the existing creek ~~would be reduced and fragmented due to proposed culverting and the intensity of development~~	S	BIO-6~~8~~: Mitigation Measures BIO-1 through BIO-5 ~~BIO-7~~ would all serve to partially reduce the potential impacts of the Revised Project on wildlife habitat and wildlife movement opportunities on the Project site. The following additional measures shall be implemented to further reduce the impacts of the Revised ~~proposed~~ Project on movement opportunities and habitat values along the existing creek. ▪ The Revised ~~proposed~~ Project shall ~~be revised to~~ limit any crossing of the existing creek to a free-span ~~single~~ bridge or arched culvert with as narrow a width as possible that allows for continued movement of wildlife under the structure.	LTS

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~~and human activity surrounding the segments to be retained~~. This would be a *significant* impact.		▪ Uses on top of the new creek overcrossing shall be limited to the narrowest vehicle roadway and pedestrian sidewalk crossing width allowed to minimize the width of the structures and their impact on the creek corridor. ~~Parking, partial garage structures, and landscaping included in the creek crossing under the Proposed Project shall be eliminated.~~ ▪ A natural area of at least 25 feet from the creek centerline on the Project site shall be provided along both creek banks and enhanced as natural habitat as part of the Wetland/Riparian Protection and Replacement Program recommended in Mitigation Measure BIO-5~~BIO-7~~. With the exception of the two bridges, d~~D~~etention basins and other improvements shall be restricted outside this minimum setback distance. Any detention basins located along the periphery of the creek corridor shall be enhanced as natural habitat for wildlife to the maximum extent feasible through plantings of native trees, shrubs, and ground cover species. Enhancement plantings shall also be located and designed to not interfere with minimum sight distance requirements for vehicle access along Deer Hill Road, to prevent the need for future clearing and topping.	
Cultural Resources			
CULT-1: Increased use of the Revised Project site and Project ground-disturbing activities could have significant impacts on prehistoric archaeological deposits that qualify as "historical resources" under CEQA.	S	CULT-1: In the event that archaeological materials are discovered during Project construction activities, the applicant shall inform its contractor(s) of the archaeological sensitivity of the Project site by including the following italicized measures in contract documents. The City shall verify that the following language is included in the appropriate contract documents: *"If prehistoric or historical archaeological deposits are discovered during Project activities, all work within 25 feet of the discovery must stop and the City shall be notified. A qualified archeologist shall inspect the findings within 24 hours of discovery, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Project personnel should not collect or move any archaeological materials or human remains and associated materials. Archaeological resources can include flaked-stone tools (e.g. projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e. midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal*	LTS

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		bones, and cultural materials); and stone-milling equipment (e.g. mortars, pestles, handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse. Cultural resources shall be recorded on California Department of Parks and Recreation (DPR) Form 523 (Historic Resource Recordation form). If it is determined that the proposed Project could damage unique archaeological resources, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines. Possible mitigation under Public Resources Code Section 21083.2 requires that reasonable efforts be made for resources to be preserved in place or left undisturbed. If preservation in place is not feasible, the Project applicant shall pay in lieu fees to mitigate significant effects. Excavation as mitigation shall be limited to those parts of resources that would be damaged or destroyed by the Project. Possible mitigation under CEQA emphasizes preservation in place measures, including planning construction avoid archaeological sites, incorporating sites into parks and other open spaces, covering sites with stable soil, and deeding the site into a permanent conservation easement."	
CULT-2: Pleistocene sediments underlie a portion of the Project site and have the potential to contain paleontological resources. Should Project ground-disturbing activities encounter such resources, a substantial adverse change in their significance (e.g. their disturbance or destruction) would constitute a *significant* impact under CEQA.	S	CULT-2: In the event that fossils are discovered during Project activities, the applicant shall inform its contractor(s) of the paleontological sensitivity of the Project site by including the following italicized language in contract documents. The City shall verify that the following language is included in the appropriate contract documents: *"The subsurface at the construction site may be sensitive for paleontological resources. If paleontological resources are encountered during project subsurface construction, all ground-disturbing activities within 25 feet must stop and the City shall be notified. A qualified paleontologist shall inspect the findings within 24 hours of discovery, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and animals, and such trace fossil evidence of past life as tracks. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and*	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Vertebrate land mammals may include bones of mammoth, camel, saber tooth cat, horse, and bison. Paleontological resources also include plant imprints, petrified wood, and animal tracks. If it is determined that the proposed Project could damage unique paleontological resources, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines. Possible mitigation under Public Resources Code Section 21083.2 requires that reasonable efforts be made for resources to be preserved in place or left undisturbed. If preservation in place is not feasible, the Project applicant shall pay in lieu fees to mitigate significant effects. Excavation as mitigation shall be limited to those parts of resources that would be damaged or destroyed by the Project. Possible mitigation under CEQA emphasizes preservation in place measures, including planning construction avoid archaeological sites, incorporating sites into parks and other open spaces, covering sites with stable soil, and deeding the site into a permanent conservation easement."	
CULT-3: Should Project ground-disturbing activities encounter human remains the disturbance of those remains could result in a significant impact under CEQA.	S	CULT-3: Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The Contra Costa County Coroner shall be notified immediately. The Coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the most likely descendent (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, re-intern the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Geology, Soils, and Seismicity			
GEO-1: Implementation of the ~~proposed~~ Revised Project could result in hazards as a result of slope instability, existing fill conditions, expansive soils, and shallow groundwater.	S	GEO-1: Prior to issuance of the grading permits, development of the final grading plans shall be coordinated with a City approved Geotechnical Engineer and Engineering Geologist in order to tailor the plans to accommodate known soil and geologic hazards and to improve the overall stability of the site. The final 40-scale grading plans for the Project shall be reviewed by the City-approved Geotechnical Engineer. Grading operations shall meet the requirements of the Guide Contract Specifications included in Appendix D of the *Geotechnical Exploration: The Terraces of Lafayette*, prepared by ENGEO Incorporated on August 18, 2011 and revised September 2, 2011, and shall be observed and tested by the City-approved Geotechnical Engineer.	LTS
Greenhouse Gas Emissions			
~~**GHG-1**: GHG emissions generated by the proposed Project would exceed BAAQMD's per capita GHG threshold for operation-related GHG emissions. The majority of GHG emissions would be from transportation sources. This would be a *significant* impact.~~	~~S~~	~~GHG-1a: The City shall verify that residential units/buildings comply with one of the following:~~ ~~1. Ensure that 157 residential units are constructed without fireplaces (fireplaces are acceptable in the other 158 residential units).~~ ~~2. Build the residential units to achieve a 25 percent reduction in building energy efficiency compared to the 2008 Building and Energy Efficiency Standards, which is equivalent to the new 2013 Building and Energy Efficiency Standards.~~ ~~3. Build the residential units to achieve a 15 percent reduction in building energy efficiency compared to the 2008 Building and Energy Efficiency Standards AND ensure that 78 residential units are constructed without fireplaces (fireplaces are acceptable in the other 237 residential units).~~	~~LTS~~
		~~GHG-1b: Implement Mitigation Measure TRAF-14. The Project applicant shall provide subsidized, frequent shuttle service between the Project site and the Lafayette BART station during the AM and PM peak commute periods, until such time that a bus route on Pleasant Hill Road serving the BART station is implemented (as called for in the Lamorinda Action Plan), at which point the Project applicant may provide transit vouchers in lieu of a shuttle.~~	

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Hazards and Hazardous Materials			
HAZ-1: If ACMs or LBPs are found to be present on the Project site, the demolition of these structures creates a potentially *significant* impact related to release of hazardous materials into the environment.	S	HAZ-1a: Hire the services of a CalOSHA certified qualified asbestos abatement consultant to conduct a pre-construction assessment for asbestos containing materials. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the City Planning & Building Services Division from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If ACMs are found to be present, the hazardous materials shall be properly removed and disposed prior to demolition of buildings on the Project site in compliance with applicable federal, State, and local regulations, such as the U.S. EPA's NESHAP regulation, BAAQMD Regulation 11, Title 8 of the California Codes of Regulations, the Unified Program, and the City's General Plan Policies~~, as described in Section A~~.	LTS
		HAZ-1b: Hire the services of a qualified lead paint abatement consultant to conduct a pre-construction assessment of lead based paints. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the City Planning & Building Services Division from a qualified lead paint abatement consultant that no lead paint is present in on-site buildings. If lead paint is found to be present on buildings to be demolished or renovated, the hazardous materials shall be properly removed and disposed in compliance with applicable federal, State, and local regulations, including the U.S. EPA's NESHAP regulation, Title 40 of the Code of Federal Regulations, Title 8 of the California Codes of Regulations, the Unified Program, and the City's General Plan Policies~~, as described in Section A~~.	
Hydrology and Water Quality			
HYDRO-1: Following Project construction, creation of impervious surfaces (roads, structures, walkways) and slight changes of local topography has the potential to alter surface runoff rates and drainage patterns from the site and increase surface runoff rates, peak flows, and sediment transport downstream.	S	HYDRO-1a: Prior to the issuance of grading permits, additional hydrologic analyses and detailed drainage design drawings for the bioretention basins shall be submitted in a Final Stormwater Control Plan to the City for review and approval. The analyses shall include: ▪ 10-year peak flows. ▪ Comparison of post-development peak flow rates and volumes to pre-development conditions.	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		▪ Final calculations providing size, capacity, location, and infiltration rates for ~~the 18~~ proposed bioretention basins. ▪ On-site storm drain system piping layout and pipe size calculations.	
		HYDRO-1b: An Operation and Maintenance (O&M) Plan and Schedule shall be prepared as part of the Final Stormwater Control Plan and submitted to the City of Lafayette. The property owner (or Homeowners Association) shall enter into a standard stormwater O&M agreement with the City, codifying their responsibility for O&M performance and reporting. An O&M Manual shall be prepared and submitted to the City prior to the issuance of grading permits. The O&M Manual shall specify that the design storage capacity of the basins will be maintained and that accumulated residual sediment and other material will be cleaned out. The detention basins shall be inspected at least once per year prior to the start of the rainy season and debris removal shall occur on an as needed basis.	
HYDRO-2: Project development would increase the impervious surface at the site and could result in an increase in peak runoff at downstream drainage facilities.	S	HYDRO-2: As part of the Final Stormwater Control Plan, the Project applicant shall provide to the City an analysis that shows the peak discharge from the Project site for the 10-year and 100-year storm and demonstrate that this discharge can be safely conveyed through the existing off-site storm drain system.	LTS
Land Use and Planning			
LU-1: The first phase of the dog park development would not screen the dog park parking lot and could create a loss of privacy for the single-family residence to the west of the dog park site. The creation of this loss of privacy would be inconsistent with one of the City's hillside development requirements.	S	LU-1: As part of Phase One of the dog park development, screening vegetation shall be planted along the western edge of the dog park driveway and parking lot, in order to provide a visual and noise buffer for adjacent residents. In addition, signage shall be installed to inform dog park visitors that the driveway leading to the home is private and not open to public access, and directing users of the park to use the public parking lot for the dog park.	LTS
~~**LU-1:** The Project would be inconsistent with General Plan Policy LU-2.1 and Policy LU-2.3. Policy LU-2.1 states, "Density of Hillside Development: Land use densities should not adversely affect the significant natural features of hill areas." Policy 2.3 states, "Preservation of Views: Structures in the hillside overlay area shall be sited and designed to be substantially concealed when viewed from below from~~	~~S~~	~~LU-1: No feasible mitigation measure would maintain the natural, undeveloped appearance of the hillside on the Project site.~~	~~SU~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
~~publicly owned property. The hillsides and ridgelines should appear essentially undeveloped, to the maximum extent feasible." This would be a *significant* impact.~~			
~~**LU-2:** The proposed Project would be inconsistent with General Plan Policy LU-2.2: "Cluster Development: Preserve important visual and functional open space by requiring development to be clustered on the most buildable portions of lots, minimizing grading for building sites and roads." This would be a *significant* impact.~~	~~S~~	~~LU-2: No feasible mitigation measure would achieve the definition of clustering set forth by the Lafayette Municipal Code.~~	~~SU~~
~~**LU-3:** The Project would be inconsistent with the several Hillside Development Permit requirements set forth in the Municipal Code. This would be a *significant* impact.~~	~~S~~	~~LU-3: No feasible mitigation measure would achieve consistency with the Hillside Development Permit requirements.~~	~~SU~~
Noise			
NOISE-1: Because standard construction methods are not expected to provide enough insulation to achieve City and State 45 dBA L_{dn} interior noise standards, a *significant* impact would occur without additional noise protection measures. Mitigation Measure Noise-1 is required to meet the City's interior noise standard.	S	NOISE-1: WIA utilized building elevations and floor plans prepared by the architect for the Terraces of Lafayette Project to determine the exterior-to-interior noise reductions necessary to meet interior noise standards. Prior to the issuance of building permits, the Project applicant shall submit a final acoustical report for the Revised Project to the City of Lafayette for review and approval. The final acoustical report shall be prepared to the satisfaction of the Planning and Building Director, or his/her designee, and shall demonstrate that all homes meet the City's interior noise standards. The final acoustical report shall describe and quantify the noise sources impacting the residential buildings, the amount of outdoor to indoor noise reduction provided in the architectural plans, and any upgrades required to meet the interior noise standard of 45 dBA CNEL/L_{dn} for residential habitable rooms. The required noise reduction may be accomplished by providing construction elements such as but not limited to: (1) weatherstripped solid core exterior doors; (2) upgraded dual glazed windows and wall assemblies; (3) mechanical ventilation/air conditioning; and (4) exterior wall/roof assembles free of cut outs	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		or openings. The measures described in the final acoustical report shall be incorporated into the final construction plans and shall be the responsibility of and constructed by the project applicant. ~~The exterior glazing, entry doors, exterior wall, and supplemental ventilation design features shall be designed to achieve a 45 dBA L_{dn} interior noise standard. These features are summarized below and additional details are provided in the WIA report that is included in Appendix I.~~ ~~• Two classes of exterior glazing are indicated for windows, sliding glass doors, and entry doors:~~ ~~• Class I elements shall have a minimum OITC 24/STC 28 rating~~ ~~• Class II elements shall have a minimum OITC 21/STC 25 rating~~ ~~(Note: The different classes are based on the location of proposed buildings on the Project site, per Figures 12 and 13 of the WIA report. Also note that the recommended OITC/STC ratings are for full window assemblies (glass and frame), rather than just for the glass itself.)~~ ~~• If hard floor surfaces (such as hardwood or ceramic tile) are used, then the minimum recommended glazing rating (above) shall be increased by two OITC/STC points for windows serving those rooms.~~ ~~• Entrance doors, together with their perimeter seals, shall have STC ratings not less than 26. Such tested doors shall operate normally with commercially available seals. Solid-core wood slab doors 1-3/8 inches (35 mm) thick minimum or 18 gage insulated steel slab doors with compression seals all around, including the threshold, may be considered adequate without other substantiating information.~~ ~~• Acceptable acoustical caulking, applied per the manufacturer's directions, shall be used to properly seal windows, doorways, electrical outlets (in exterior walls), and the indicated intersections of interior gypsum wall board (GWB) installations throughout the affected buildings.~~ ~~• Potential architectural element suppliers shall verify the acoustical performance ratings by providing laboratory test data for the specific assembly type submitted for the Project.~~	

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		~~▪ Exterior wall assemblies shall have a minimum OITC 38 (comparable to STC 50) rating. This can be achieved with 'typical' assembly designs for this type of multi-family development, which were assumed to consist of 7/8-inch stucco over plywood shear sheathing, 4- to 6-inch deep studs, fiberglass batt insulation in the stud cavity, and at least one layer of 5/8-inch gypsum board on the interior face of the wall.~~ ▪ ~~Supplemental ventilation shall be provided in the architectural design so as to allow for closed windows as well as the adequate supply of fresh air per applicable building codes.~~	
NOISE-2: Because outdoor recreation areas would not be positioned or adequately shielded to achieve City 60 dBA L_{dn} exterior noise standards established by the City, a significant impact would occur without additional noise protection measures.	S	NOISE-2: WIA utilized original grading and site plans prepared by the proposed Project's architect to determine the exterior noise levels; such a report has not been prepared for the Revised Project. Potential mitigation measures are not feasible, and the impact is therefore significant and unavoidable. Potential means of protecting outdoor recreation areas from excessive noise levels include relocating such recreation areas, or constructing soundwalls or berms; however, given site constraints discussed below, neither of these options would be feasible for all impacted locations. Project recreation areas include a sports field, a children's play area, a dog park, a landscaped pedestrian path, shared/private pathways and courtyards, and other landscaped areas that may be used for incidental recreational uses. Recreational areas that would be most subject to excessive noise include the landscaped areas and pedestrian path that run along the periphery of the Project site, portions of recreation areas closest to adjacent roadways, and a limited number of private backyards or courtyards closest to and/or facing adjacent roadways, especially Highway 24. Since peripheral landscaped areas and paths are intended, in part, to act as visual and acoustic screening for the Revised Project, relocating these areas to the interior of the developed areas would defeat this purpose. Relocation of the other uses, such as the sports field, dog park, and the children's play area, to interior portions of the Project site would increase noise and other impacts to the residences, by putting them in closer proximity to the noise generated by activity associated with these areas. Relocating private yards or courtyards away from individual residences, or removing them entirely would defeat the purpose of including such amenities. Finally, construction of berms and soundwalls is	SU

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		regarded as infeasible due to the aesthetic and circulation impacts of such features. Soundwalls are generally regarded as unsightly, and due to project topography, the required height of berms and soundwalls would render them exceptionally disruptive to the planning and visual character of the site. Despite the potential for certain public/private recreation areas to receive noise in excess of local standards, a significant portion of outdoor recreation areas would experience "normally acceptable" noise levels, and none of the outdoor recreation areas are anticipated to receive noise at levels that would be regarded as "unacceptable" for these uses. Moreover, including these amenities in the Revised Project would enhance quality of life for Revised Project and Lafayette residents. Nevertheless, given these considerations, no feasible mitigation measures are available, and the impact would be significant and unavoidable.	
NOISE-~~3~~2: While the magnitude of the average noise levels would be higher than the ambient noise environment at noise-sensitive land uses during the construction phase, construction activities and the associated noise emissions would fluctuate both daily and throughout the entire construction schedule. By use of the following methods and procedures, construction noise will be reduced to the extent reasonably feasible.	S	NOISE-~~3~~2: The construction contractor shall adhere to the following measures during construction activities: ▪ Use of construction equipment shall be restricted to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday. ▪ Material deliveries and haul-off truck trips shall be restricted to the hours of ~~8~~7:00 a.m. to ~~6~~10:00 p.m. Monday through Friday. Further, all such construction trips shall avoid, to the extent reasonably feasible, peak traffic periods along Pleasant Hill Road and Deer Hill Road (i.e. morning rush hour, mid-afternoon school pick-up time, and afternoon rush hour). ▪ Prior to the start of and for the duration of construction, the contractor shall properly maintain and tune all construction equipment in accordance with the manufacturer's recommendations to minimize noise emissions. ▪ Prior to use of any construction equipment, the contractor shall fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds no less effective than as originally equipped by the manufacturer. ▪ During construction, the construction contractor shall place stationary construction equipment and material delivery (loading/unloading) areas so as to maintain the greatest distance from the nearest residences. ▪ The construction contractor shall post a sign at the work site that is clearly visible to the public, providing a contact name and telephone number for	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		lodging a noise complaint. These measures shall be listed on the grading plan and monitored by the City during construction.	
Population and Housing			
The Project would not result in any significant population and housing impacts; therefore, no mitigation measures are necessary.			
Public Services			
PS-1: Construction of the proposed Project would increase the volume of calls for police services in the Project area and exacerbate response times.	S	PS-1a: The Project's outdoor lighting plan shall be reviewed and approved by the Lafayette Police Services Department prior to the issuance of building permits by Contra Costa County.	LTS
		PS-1b: The Project shall include a video surveillance system. The location and position of the video surveillance system shall be reviewed and approved by the by the Lafayette Police Services Department prior to the issuance of building permits by Contra Costa County.	
		PS-1c: The Project shall include the services of a private security company to routinely patrol the premises ~~upon~~ during construction of the proposed Project. A draft contract between a private security company and the ~~apartment management company~~ Project developer shall be reviewed and approved by the Lafayette Police Services Department prior to the issuance of building permits by Contra Costa County.	
		PS-1d: The Project shall pay a police impact fee to the City prior to the issuance of building permits by Contra Costa County. The City would prepare a nexus study to determine the appropriate fee that could support the LPSD's additional personnel and associated equipment. If the impact fee assessment by the City is not in place at the time of building permit issuance for the Project, the Project applicant would be required to pay the fees after the building permit issuance when the City finishes the nexus study.	
Transportation and Traffic			
~~**TRAF-1:** Under Existing plus Project conditions, the Deer Hill Road – Stanley Boulevard/Pleasant Hill Road~~	~~S~~	~~TRAF-1: No feasible mitigation measures are available to reduce this impact to a less-than-significant level.~~	~~SU~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

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~~intersection would operate at LOS F during the AM peak hour, with delay increasing by 9.0 seconds as a result of the Project. The Project would increase delay by more than 5 seconds at an intersection operating below the acceptable standard.~~			
TRAF-1~~2~~: Under Existing plus Revised Project conditions, northbound and southbound stop-controlled minor approaches on Brown Avenue at Deer Hill Road would continue operating at an unacceptable LOS F, with delay increases of 13 seconds during the AM peak hour and 54.6 seconds during the PM peak hour~~s, with delay increases substantially higher than 5 seconds~~. The MUTCD peak hour traffic signal warrant would be met for both peak hours under both the Existing Conditions and Existing plus Revised Project scenarios. The Revised Project would increase delay by more than 5 seconds at an intersection operating below the acceptable standard, and result in inadequate emergency access to Deer Hill Road, resulting in a *significant* impact.	S	TRAF-1~~2~~: ~~T~~Prior to Project completion, the Project applicant shall share ~~coordinate~~ with the City ~~to contribute a fair share of~~ the cost~~, including an in-lieu payment,~~ to install mitigation measures ~~a traffic signal~~ at the Brown Avenue/Deer Hill Road intersection~~, which will be added to the City's Capital Improvement Projects (CIP) program~~. A mitigation option is to install a traffic signal as part of the Revised Project. The traffic signal equipment shall include an emergency vehicle preemption system (Opticom), which would allow emergency response vehicles approaching the signalized intersection to activate a green signal for their travel direction. The State Highway 24 freeway overpass structures on Brown Avenue could obstruct the Opticom activation device on responding emergency vehicles headed northbound on Brown Avenue from Mount Diablo Boulevard toward Deer Hill Road, which could substantially reduce the effectiveness of the traffic signal preemption. To avoid this problem, the traffic signal equipment shall include advance detection devices for the Opticom system as needed to assure effective traffic signal preemption for responding emergency vehicles on northbound Brown Avenue. An alternative mitigation option to installing a traffic signal would be the redesign of this intersection as a roundabout, which would improve the approach LOS for the minor approach volumes at this intersection.	LTS
TRAF-2~~3~~: Project design features would increase traffic hazards because the potential for inadequate sight-distance would exist at all of the Project driveways for traffic exiting the Project site~~, and the proposed location of the west Project driveway on Deer Hill Road would provide inadequate sight distance for westbound traffic~~. This would be a *significant* impact.	S	TRAF-2~~3~~: The Project applicant shall implement the following measures: ▪ East of the Soccer Drop-Off ~~West of the East~~ Driveway on Deer Hill Road: All landscaping along the south side of Deer Hill Road that is located in the line of sight for westbound ~~eastbound~~ traffic within 360 feet east ~~west~~ of the Soccer Drop-Off ~~east~~ Project driveway shall be limited to plants with foliage no more than 30 inches fully mature height above the closest adjacent curb elevation, or trees with canopy foliage no less than 10 ~~7~~ feet above the closest adjacent curb elevation~~, or other dimensions as specified by the City Engineer~~. The line of sight is defined as the area between the south curb on Deer Hill Road and a straight line connecting a point 10 feet behind the back of the sidewalk on the centerline of the Soccer Drop-Off ~~east~~ driveway and a point 360 feet to the east	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		in the westbound lane on Deer Hill Road ~~west~~ where it intersects the south curb line, or as otherwise specified by the City Engineer. ▪ All other Project Driveways: All landscaping along the Project street frontage that is located in the line of sight of traffic approaching Project driveways in either direction shall be limited to plants with foliage no more than 30 inches fully mature height above the closest adjacent curb elevation, or trees with canopy foliage no less than ~~7~~ 10 feet above the closest adjacent curb elevation~~, or other dimensions as specified by the City Engineer~~. The line of sight is defined as an area within 10 feet behind the back of the sidewalk or shared-use path and within 50 feet of the driveway edge, or as otherwise specified by the City Engineer. ▪ Entryway Features: All monument signs, walls, slopes and other vertical features that could otherwise block visibility shall be no more than 3 feet higher than the adjacent driveway elevation in the area within 15 feet behind the back of the sidewalk or shared-use path and within 50 feet of the driveway edge, or as otherwise specified by the City Engineer. ▪ ~~The west Project driveway on Deer Hill Road shall be relocated at least 100 feet to the west of the location shown on the Project site plan.~~	
~~**TRAF-4:** Because westbound Deer Hill Road speeds increase as vehicles descend the hill east of the west Project driveway, westbound vehicles slowing or stopping in the westbound Deer Hill Road through lane before turning left into the west Project driveway would present potential safety issues. This Project design feature would substantially increase traffic hazards.~~	~~S~~	~~TRAF-4: The Project applicant shall either:~~ ▪ ~~Widen Deer Hill Road as needed to add a striped westbound left turn lane and appropriate taper lengths approaching the west Project driveway, and maintain appropriate widths for bike lanes, traffic lanes, and proposed sidewalks, as well as legal left-turn access at the adjacent driveway on the north side of the roadway; or~~ ▪ ~~Post signs prohibiting left turns from westbound Deer Hill Road into the west driveway. In the mouth of the driveway on the south side of Deer Hill Road, a raised island designed to physically obstruct left turns into the driveway shall be constructed, if emergency access can be maintained to the satisfaction of the Contra Costa County Fire Prevention District (CCCFPD) and the eastbound bike lane is not obstructed. Raised centerline or median features to obstruct the westbound left turn are not recommended on Deer Hill Road at this location because of prevailing speeds, as well as potential obstruction of left turns out of the Project driveway and access at the adjacent driveway on the~~	~~LTS~~

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		~~north side of the roadway.~~ ~~Selection between these two alternative mitigation measures should be coordinated with the potential prohibition of left turns at the east Project driveway, which is not required as mitigation, but is recommended in the TJKM TIA to address design and operational concerns as described in Section A.4.a.v, Existing plus Project Left-Turn Queue Conditions.~~	
~~**TRAF-5:** Under Cumulative Year 2030 plus Project conditions, the Project's significant impact on PM peak-hour traffic speeds for northbound Pleasant Hill Road, which results in a significant impact on the Delay Index, would result in inadequate emergency access to other areas of Lafayette served by Pleasant Hill Road between State Highway 24 and Rancho View Drive. The result would be a *significant* impact.~~	~~S~~	~~TRAF-5: The Project applicant shall contribute a fair share to the cost of installing advance detection equipment for the existing Opticom system as needed to assure effective traffic signal preemption for responding emergency vehicles on northbound Pleasant Hill Road approaching the Deer Hill Road intersection and the other four signalized study intersections to the north. The advance detection system shall be designed to activate a green signal for northbound Pleasant Hill Road at Deer Hill Road with enough time before the emergency vehicle arrives to allow traffic congestion between State Highway 24 and the intersection to clear sufficiently to facilitate passage of the emergency vehicle. At a minimum, the advance detection system shall allow emergency vehicles responding from CCCFPD Station 15 (located at 3338 Mount Diablo Boulevard) to activate traffic signal preemption for northbound Pleasant Hill Road at Deer Hill Road as soon as they turn north from eastbound Mount Diablo Boulevard.~~	~~LTS~~
TRAF-~~3~~6: The emergency vehicle access shown on the Project site plans ~~does not comply with minimum turning radius requirements at several on-site driveway locations~~ lacks provisions for turning around Fire District apparatus on dead-end emergency apparatus access roadways. This~~e restricted turning radii~~ would result in inadequate emergency access to the Project site, which would be a *significant* impact.	S	TRAF-3~~6~~: The Project site plans shall be revised to meet the access and turnaround requirements of the CCCFPD, which may include revising the site plan to include turnarounds on dead-end access streets in excess of 150 feet in length, provision of an alternative emergency vehicle access points, or other means acceptable to the Fire Marshal~~such that corner radii and medians at on-site driveway intersections provide a minimum inside turning radius of 25 feet and a minimum outside turning radius of 45 feet, per CCCFPD requirements~~.	LTS
TRAF-~~4~~7: During the grading phase of construction on the Project site, large truck traffic on Pleasant Hill Road and Deer Hill Road and elimination of the existing passenger loading zone along the Project frontage on Pleasant Hill Road would result in a temporary *significant* impact.	S	TRAF-4~~7~~: The Project applicant shall prepare and submit a Construction Staging Plan for review and approval by the City Engineer. The Construction Staging Plan shall include elements such as flaggers for trucks entering and exiting the Project site, and a designated liaison to coordinate with the City, schools, and the public as needed. In addition, the Construction Staging Plan shall include the following measures:	LTS

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		▪ Large trucks involved in the grading phase of construction shall be prohibited from arriving at or departing from the Project site during the hours of 7:00 to 9:00 a.m. and 3:00 to 7:00 p.m. on any school day, and 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m. on any non-school weekday. ▪ Large trucks shall be prohibited from making U-turn movements from northbound to southbound Pleasant Hill Road at the Deer Hill Road intersection during construction. The Construction Staging Plan shall specify for each construction phase whether access to the Project site from northbound Pleasant Hill Road will ~~be allowed, either by~~ require providing a median opening for left turns directly into the site south of Deer Hill Road as a temporary construction access, with flaggers to direct traffic for trucks entering or exiting the site~~, or will require a left turn onto Deer Hill Road and a subsequent left turn into the Project site at the east Deer Hill Road Project driveway~~. ▪ If the Construction Staging Plan allows large trucks to turn left from northbound Pleasant Hill Road to Deer Hill Road, accommodation of their turning radius may require the following temporary measures: modifications to the south median within up to 15 feet from the nose; relocation of the limit line for eastbound Deer Hill Road traffic lanes by up to 15 feet behind the existing crosswalk marking; adjustments to vehicle detectors, any other affected traffic signal equipment, and traffic signal timing as required to maintain safe and effective operations; and measures as otherwise specified by the City Engineer. ▪ The proposed locations and configuration of access points on Pleasant Hill Road and Deer Hill Road where large trucks would turn into or out of the Project site during construction shall be subject to approval by the City Engineer, to ensure consideration of sight-distance constraints and implementation of appropriate safety precautions. ▪ During any construction phase when access to the existing passenger loading zone on the west curb of Pleasant Hill Road along the Project frontage would be unavailable on school days, one of the following measures: • Provide a safe, temporary alternative loading zone in the immediate area, subject to approval by the City Engineer. Potential alternatives may include temporary use of the property on the northwest corner of Pleasant Hill Road	

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		and Deer Hill Road, which would require surface improvements to facilitate safe vehicle and pedestrian access. • Stage construction on the subject portion of the site such that prior to discontinuing the availability of ~~during the school break for summer,~~ the existing passenger loading zone, the Project shall ~~would be demolished and replaced by~~ construct~~ion of~~ the proposed Soccer Field/Park parking lot, including its off-street ~~recommended roadway configuration and~~ passenger loading zone and access driveway on ~~the~~ Pleasant Hill Road ~~Project frontage~~. • The Construction Staging Plan shall require restriping of bike lanes and other pavement markings at the discretion of the City Engineer to address wear from construction traffic. ▪ Special school events, such as swim meets, shall be addressed by the designated liaison required in the Construction Staging Plan, or any additional measures that the City Engineer may require in that Plan. ▪ The Construction Staging Plan shall include an engineering analysis to estimate the percentage of the pavement service life that will be used by Project construction truck trips on Pleasant Hill Road and Deer Hill Road. Based on this analysis, appropriate mitigation of the resulting damage shall be required from the Project sponsor, which may include construction of pavement improvements to restore the lost service life, or an in-lieu contribution of equivalent value, at the discretion of the City Engineer.	
TRAF-~~5~~8: Project driveways would provide inadequate truck turning radii for large trucks. The resulting improper lane use and other potential unsafe maneuvers by trucks on heavily travelled public streets and on-site roadways would substantially increase hazards due to a design feature, which is a *significant* impact.	S	TRAF-5~~8~~: The Project site plan shall be revised at the ~~three~~ Project driveways such that adequate truck turning radii are provided, by widening the portion of the entry and exit roadway near each intersection, modifying the median configuration, ~~and/or~~ increasing the corner radius, and/or constructing the central island at the proposed roundabout with a traversable apron. At the proposed on-site roadways, the Project applicant shall reduce the size of proposed chokers near internal intersections and raised islands in the Soccer Field/Park Parking Lot and Soccer Drop-Off as needed to provide additional roadway area for adequate truck turning radii.	LTS
TRAF-~~6~~9: Under the Cumulative Year 2030 plus Revised Project scenario, the Brown Avenue/Deer Hill Road intersection would continue to operate at an	S	TRAF-6~~9~~: Implement Mitigation Measure TRAF-1~~2~~.	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
unacceptable LOS F during the AM and PM peak hours, with delay increases substantially higher than 5 seconds. This would be a *significant* cumulative impact.			
~~**TRAF-10:** Under the Cumulative Year 2030 plus Project scenario, Project traffic exiting the west Project driveway on Deer Hill Road would experience an LOS E delay during the AM peak hour. Although LOS E is acceptable at a one-way stop control intersection such as the driveway, the amount of delay suggests that drivers turning left out of the driveway would have some difficulty finding an acceptable gap in traffic flow on Deer Hill Road, at a location where prevailing speeds are relatively high.~~	~~S~~	~~TRAF-10: The Project applicant shall either:~~ ~~• Widen Deer Hill Road at the west Project Driveway as needed to add a striped westbound median refuge lane to receive left turns from the driveway, and provide appropriate taper lengths west of the refuge land, and maintain appropriate widths for bike lanes, traffic lanes, and proposed sidewalks; or~~ ~~• Implement Mitigation Measure TRAF-3 and install a side road symbol (California MUTCD No. W2-2) warning sign facing westbound Deer Hill Road traffic in advance of the relocated driveway.~~	~~LTS~~
~~**TRAF-11:** Under the Cumulative Year 2030 plus Project scenario, the peak estimated 95th percentile left-turn queue length for northbound traffic on Pleasant Hill Road at Deer Hill Road would be 306 feet during the AM peak hour, would exceed the capacity of the existing 250-foot storage lane. This would be a *significant* cumulative impact.~~	~~S~~	~~TRAF-11: No feasible mitigation measures are available to reduce this impact to a less-than-significant level.~~	~~SU~~
~~**TRAF-12:** Under the Cumulative Year 2030 plus Project scenario, the peak estimated 95th percentile left-turn queue length for northbound traffic on Pleasant Hill Road at the Project driveway would be 124 feet and 177 feet, during the school PM and commute PM peak hours, respectively, which would exceed the capacity of the 100-foot storage lane proposed in the Project plans. This would be a *significant* cumulative impact.~~	~~S~~	~~TRAF-12: The Project applicant shall extend the proposed left-turn storage lane an additional 75 through 100 feet to the south by widening Pleasant Hill Road on the Project frontage to accommodate the peak left-turn queue length. Extending the entrance to the left-turn further south toward the off-ramp from westbound SR 24 would shorten the available weaving distance on northbound Pleasant Hill Road for left turns at the Project driveway, but this would not be considered a significant secondary impact, and therefore the mitigation is considered feasible.~~	~~LTS~~
TRAF-~~7~~13: Under Cumulative Year 2030 plus Revised Project conditions, the addition of Project trips to Pleasant Hill Road would increase the peak hour peak direction Delay Index by approximately 0.22 ~~0.41~~ for southbound traffic in the AM peak hour ~~and~~	S	TRAF-~~7~~13: ~~No feasible mitigation measures are available to reduce this impact to a less-than-significant level.~~ Measures to manage the Delay Index on Pleasant Hill Road are contained in the Lamorinda Action Plan. These include: the provision of transit service along the Pleasant Hill Road/Taylor Boulevard corridor; increased pedestrian and bicycle mobility between area schools and surrounding	SU

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
~~northbound traffic in the PM peak hour~~. The Delay Index would increase by more than 0.05 for peak hour peak direction traffic where the Delay Index exceeds 2.0 on Pleasant Hill Road, and the result would be a *significant* cumulative impact.		neighborhoods; and traffic management measures, including implementing a gateway constraint north of the Revised Project location to meter traffic demand onto Pleasant Hill Road and discourage its use to bypass the Interstate 680/Highway 24 interchange. The implementation of transit service and traffic management measures requires coordination and cooperation of other agencies outside of Lafayette and beyond the control of the Revised Project. As such, they are considered to be infeasible for the purpose of this Supplemental EIR. The Revised Project could include improvements to increase pedestrian and bicycle mobility between area schools, the Revised Project itself, and surrounding neighborhoods. Facilities currently included in the Revised Project provide good connectivity to Acalanes High School. To improve connectivity to Springhill Elementary School, the Revised Project shall construct a pedestrian path along the west side of Pleasant Hill Road between Deer Hill Road and Springhill Road (described further in the Pedestrian Facility Impacts section). This action would reduce the Revised Project's share of the cumulative Delay Index impacts and be consistent with Lafayette's Master Walkways Plan; however, it would not fully mitigate the cumulative Delay Index impacts to less than significant. A mitigation option not included in the Lamorinda Action Plan is to construct additional capacity on Pleasant Hill Road north of Highway 24, such as an additional southbound lane starting north of Deer Hill Road/Stanley Boulevard and continuing to the Highway 24 westbound on-ramp. In the Certified EIR, this measure is determined to violate the Gateway Constraint Policy of the Lamorinda Action Plan, and result in secondary impacts that are inconsistent with Lafayette General Plan goals and policies. As such, this option is considered infeasible for the purpose of this Supplemental EIR.	
~~**TRAF-14:** The Project would generate an additional weekday parking demand for up to 50 spaces at the Lafayette BART station, which represents approximately 3 percent of the 1,526 spaces in the lot. The parking lot demand already exceeds capacity on weekdays.~~	~~S~~	~~TRAF-14: The Project applicant shall provide subsidized, frequent shuttle service between the Project site and the Lafayette BART station during the AM and PM peak commute periods, until such time that a bus route on Pleasant Hill Road serving the BART station is implemented (as called for in the Lamorinda Action Plan), at which point the Project applicant may provide transit vouchers in lieu of a shuttle.~~	~~LTS~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
~~**TRAF-15:** The Project site plan does not include a loading and unloading area for school bus service, and peak hour traffic congestion on Pleasant Hill Road and Deer Hill Road would be exacerbated if all traffic would be required to stop for a school bus in the traffic lane.~~	~~S~~	~~TRAF-15: The Project applicant shall coordinate with the Lamorinda School Bus Program to determine the appropriate locations and designs for bus stop pullouts along the Project frontage, which the Project applicant shall construct as part of the Project site frontage improvements. A bus stop on the southbound Pleasant Hill Road frontage may need to be located south of the Project driveway to avoid driveway sight-distance issues as well as conflicts with passenger loading activity for Acalanes High School north of the driveway. On eastbound Deer Hill Road, a bus stop would need to be located to avoid sight-distance issues at Project driveways.~~	~~LTS~~
TRAF-~~8~~16: ~~The 5-foot sidewalks~~Some of the sidewalk widths proposed by the Project plans would be narrower than those existing in the immediate vicinity or recently approved by the City on arterial roadways (which have a 10-foot width with a 4- to 5-foot wide landscape strip between the path and the roadside curb), and the Project does not propose the construction of pedestrian facilities on Pleasant Hill Road south of the Soccer Field/Park driveway. Therefore, the Project would be inconsistent with City guidelines for pedestrian facilities. This would be a *significant* impact.	S	~~TRAF-16A: On the south side of Deer Hill Road along the Project site frontage, construct new sidewalk and curb at a width of at least 6½ feet, or as otherwise specified by the City Engineer.~~	~~LTS~~
		TRAF-8~~16B~~: On the west side of Pleasant Hill Road along the Project site frontage between Deer Hill Road and the westbound Highway 24 on-ramp, construct a new shared path for bicycles and pedestrians at a paved width of 10 feet with a buffer strip at least 4 feet wide between the path and the curb, or dimensions as otherwise ~~specified~~ formally approved by the City~~ Engineer~~. The buffer strip's surface treatment shall be appropriate to accommodate pedestrians accessing vehicles at curb parking and bus stop ~~passenger~~ loading areas. This configuration is expected to require a retaining wall along a portion of the Project frontage, which is evaluated in Section 4.1, Aesthetics and Visual Resources, of this Supplemental EIR. At the southwest corner of Pleasant Hill Road and Deer Hill Road, the path shall be designed to accommodate expected volumes of pedestrians and bicyclists waiting for the traffic signal. This shared path shall connect with the proposed path traversing the Project site at a point just south of the parking lot driveway and at a point just south of the southwest corner of Pleasant Hill Road and Deer Hill Road. These junctions shall provide seamless connections between the two paths, including design features to control conflicts between intersecting pedestrians and bicycles, while reducing conflicts between vehicles entering and exiting the Project driveway and bicyclists and pedestrians by providing a single path crossing the driveway at a location a short distance away from vehicle turning movements at Pleasant Hill Road. This measure shall be implemented in addition to Mitigation Measure TRAF-10.~~the Class II (on-street) bike lane on southbound Pleasant Hill Road described in Mitigation Measure TRAF-~~	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		~~18 and other improvements described in Mitigation Measures TRAF-19, TRAF-20, and TRAF-21.~~	
TRAF-~~9~~17: Project driveways accessing ~~on~~ Deer Hill Road and Pleasant Hill Road would interrupt the new sidewalks and the proposed multi-use trail crossing west of the Pleasant Hill Road driveway, and would cross existing, ~~and~~ proposed, and recommended Class I and II bike lane facilities. This would present conflicting vehicle traffic for pedestrians and bicyclists, which would be a *significant* impact.	S	TRAF-~~9~~17: Implement Mitigation Measure TRAF-~~2~~3. In addition, the Project applicant shall install stop signs for traffic exiting Project driveways, except at the roundabout at the Homes/Dog Park driveway where yield signs are required, and pedestrian safety enhancement measures including special physical design treatments such as paving and signage to be specified by the City Engineer to alert drivers entering and exiting the Project site that they are crossing pedestrian and bicycle facilities.	LTS
TRAF-10: The Revised Project site plan does not propose any bicycle facilities along the Project site frontage on the west side of Pleasant Hill Road. The City's Bikeway's Master Plan envisions a complete Class II bicycle lane as part of the network on Pleasant Hill Road south of Deer Hill Road. Because the Project site plan does not propose bicycle facilities on Pleasant Hill Road, the inconsistency between the Project proposal and the City's Bikeways Master Plan is a *significant* impact.	S	TRAF-10: The Project applicant shall revise the proposal to include a southbound Class II bicycle lane to be consistent with the vision and intent of the City's Bikeway Master Plan. The bicycle lane shall be provided from the Deer Hill Road/Pleasant Hill Road intersection to the south side of the westbound Highway 24 on-ramp. To implement this mitigation, the Project applicant shall work with the City and Caltrans to provide a safe bicycle facility, including features to reduce safety conflicts at the Highway 24 on-ramp crossing (such features may include signage, striping, and/or other features recommended by the City Engineer). The design is expected to include widening the southbound roadway along the Project site frontage to provide a standard Class II bike lane while retaining the existing curb parking lane. This configuration would require a longer and higher retaining wall along the Project frontage than that expected with Mitigation Measure TRAF-8. The potential secondary aesthetics impacts of the retaining wall are evaluated in Section 4.1, Aesthetics and Visual Resources, of this Supplemental EIR. For a segment of southbound Pleasant Hill Road extending north from the Soccer Field/Park driveway, additional widening may be required to accommodate the proposed bus turnout in addition to the Class II bike lane. (This measure shall be in addition to Mitigation Measure TRAF-8.)	LTS
~~**TRAF-18:** Proposed widening of southbound Pleasant Hill Road to add a vehicle traffic lane includes adding a 5-foot-wide Class II bike lane along the west curb north of the Project driveway. South of the Project driveway, the bike lane would be forced to shift to the left side of the additional southbound traffic lane that would~~	~~S~~	~~TRAF-18: The Project shall implement an alternative configuration for widening southbound Pleasant Hill Road, which would not add a vehicle traffic lane. Southbound Pleasant Hill Road shall be widened along the Project frontage to provide a 6-foot-wide Class II bike lane between an 8-foot-wide curb loading and parking lane and the existing traffic lanes, or dimensions otherwise specified by the City Engineer. This configuration would maintain the existing curb loading and~~	~~LTS~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
~~become a right-turn-only lane for the on-ramp to westbound State Highway 24. This configuration would cause unacceptable weaving conflicts with vehicle traffic for the planned southbound bike lane, resulting in a *significant* impact.~~		~~parking lane, except for a segment extending up to 100 feet north from the Project driveway, where the roadway shall be widened to accommodate an additional 12-foot-wide right-turn lane along with the 6-foot-wide Class II bike lane, or dimensions otherwise specified by the City Engineer. This measure shall be implemented in addition to the improvements described in Mitigation Measures TRAF-16B, TRAF-19, TRAF-20, and TRAF-21.~~	
TRAF-11~~19~~: Project plans could ~~preclude accommodation of a planned bike path along the Project boundary, and the plans~~ propose a narrower facility on the west side of Pleasant Hill Road than those recently constructed by the City for shared bicycle and pedestrian use, and the Project does not propose the construction of bicycle facilities on Pleasant Hill Road south of the Soccer Field/Park driveway. Therefore, the Project would be inconsistent ~~interfere~~ with City plans and guidelines for ~~planned~~ bicycle facilities, resulting in a *significant* impact	S	TRAF-11~~19~~: Implement Mitigation Measure TRAF-8. (This measure shall be implemented in addition to the improvements described in Mitigation Measure TRAF-10.)~~16B. In addition, the Project applicant shall coordinate with the City and Caltrans to ensure that Project site improvements adjacent to the Caltrans State Highway 24 right-of-way, such as grading, drainage, retaining walls, or other structures, do not preclude construction of a Class I bicycle path meeting applicable vertical and horizontal alignment standards, at a paved width of 10 feet with graded shoulders at least 2 feet wide on both sides, or as otherwise specified by the City Engineer. The Project applicant shall dedicate additional right-of-way as needed to ensure the feasibility of constructing such a path. The Project applicant shall coordinate with the City to develop an appropriate alignment of the path to connect with the shared bicycle/pedestrian path described in Mitigation Measure TRAF-16B while also intersecting the Project driveway on Pleasant Hill Road as described in Mitigation Measure TRAF-20. This measure shall be implemented in addition to the improvements described in Mitigation Measures TRAF-18 and TRAF-21.~~	LTS
TRAF-12: The proposed Soccer Field/Park parking lot would generate additional demand for parking on weekdays beyond that which is estimated for the proposed soccer field and park based on potential diversion of existing parking demand from nearby Acalanes High School and on-street spaces on Pleasant Hill Road. This additional weekday demand would potentially not be accommodated by the proposed parking lot capacity, resulting in a *significant* impact.	S	TRAF-12: To mitigate this impact, TJKM proposes the implementation of various parking restrictions within the Soccer Field/Park parking lot to prevent all-day parking and other abusive parking behavior that would potentially displace the Soccer Field/Park users for which the lot is intended. These restrictions will be deliberated through a public process by the appropriate Lafayette review board(s).	LTS
~~**TRAF-20:** Traffic entering and exiting the proposed Project driveway on Pleasant Hill Road would interfere with the shared bicycle and pedestrian path that is~~	~~S~~	~~TRAF-20: The Project applicant shall coordinate with the City to develop an appropriate route and dedicate right-of-way on the Project site for a bike path alignment that would intersect the driveway approximately 50 feet or more from~~	~~LTS~~

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
~~planned along the west side of the roadway, causing hazards to bicyclists at the driveway intersection.~~		~~Pleasant Hill Road. Additionally, the Project applicant shall provide the necessary grading and structural support on the site to allow for a Class I bike path that meets applicable width and slope standards, provides adequate sight distance where it intersects the driveway, and connects with the shared bicycle/pedestrian path described in Mitigation Measure TRAF-16B and the planned bike path described in Mitigation Measure TRAF-19 on both ends. Where the driveway intersects the bike path, the Project applicant shall also install special design treatments, such as paving, to be specified by the City Engineer, to alert drivers that they are crossing a bike path. This measure shall be implemented in addition to the improvements described in Mitigation Measures TRAF-18 and TRAF-21.~~	
~~**TRAF-21:** Project plans propose widening southbound Pleasant Hill Road between Deer Hill and the on-ramp to westbound State Highway 24 to add a vehicle traffic lane and a bike lane along the west curb, where the plans show elimination of the existing curb parking and passenger loading zone. The proposed elimination of the existing designated spaces on the west curb of Pleasant Hill Road that are currently used for school passenger loading would result in additional hazardous passenger loading activity at unsuitable locations. The loss of these designated curb spaces used for passenger loading would substantially increase hazards for school pedestrians and vehicle traffic in the immediate area.~~	~~S~~	~~TRAF-21: Implement Mitigation Measure TRAF-18. The entire curb segment between Deer Hill Road and the recommended right-turn lane shall be designated as a passenger loading zone, which would accommodate eight cars in approximately the same location as the existing curb spaces used for passenger loading. This measure shall be implemented in addition to the improvements described in Mitigation Measures TRAF-16B, TRAF-18, TRAF-19, and TRAF-20.~~	~~LTS~~
~~**TRAF-22:** The Project would increase travel time on the two weaving segments between the State Route 24 westbound off-ramp and the Project driveway by more than 10 percent and more than five seconds, resulting in a *significant* impact.~~	~~S~~	~~TRAF-22: To mitigate this impact, prohibition of left turns from northbound Pleasant Hill Road into the Project Driveway during the weekday commute PM peak hours (typically between 4:00 and 7:00 p.m.) would be required. Because a northbound left-turn-only storage lane in the Pleasant Hill Road median has been proposed at the Project driveway, effective implementation of the weekday PM peak hour left-turn prohibition would likely require daily deployment of cones or pylons, either manually or possibly using a mechanical system installed permanently in the roadway.~~	~~LTS~~

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Significant Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Utilities and Service Systems			
The Project would not result in any significant impacts to utilities and service systems; therefore, no mitigation measures are necessary.			

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