



**Homes at Deer Hill
(Terraces of Lafayette Project Alternative)
Supplemental EIR**

**City of Lafayette
June 22, 2015**

Overview

Tonight's Meeting Objectives

- » Review the proposed Project
- » Review Supplemental EIR process and findings
- » Receive public comments
- » Certify the Supplemental EIR

Project Description

Project Background

- » The application for the Terraces of Lafayette project was submitted to the City in March 2011.
- » A Draft Environmental Impact Report (EIR) was prepared in 2012.
- » The EIR was certified in August 2013.
- » The Terraces of Lafayette project proposed 315 housing units.

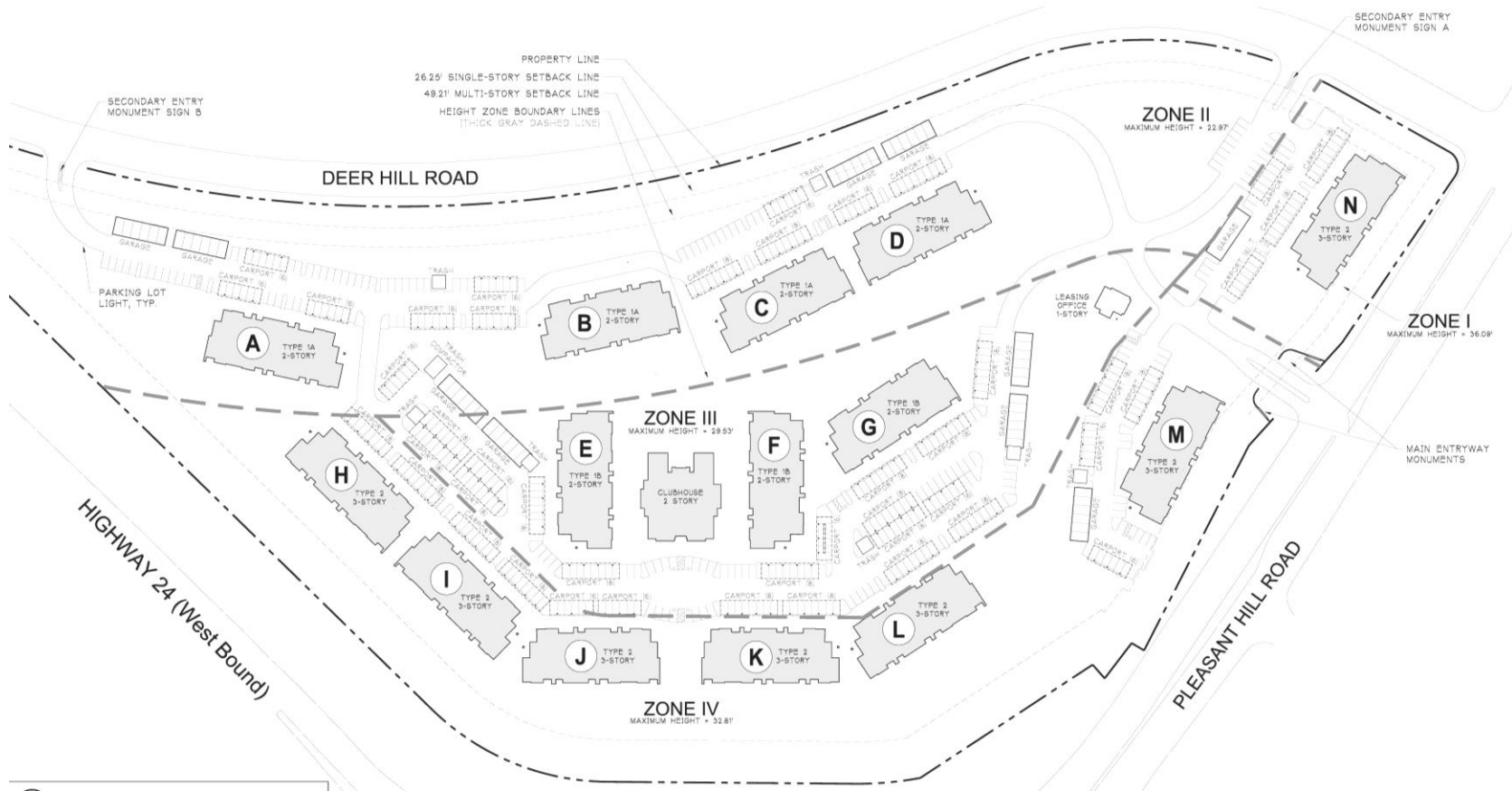
simulated view of the original Terraces of Lafayette project



Project Background

- » In December 2013, City staff presented an alternative to the Terraces of Lafayette project to the City Council.
- » The project alternative includes:
 - » 44 single-family homes
 - » Multi-use soccer/lacrosse/rugby field
 - » Restrooms, bicycle racks, a playground, plaza, nature area
 - » Drop-off area and parking lot
 - » Dog park on north side of Deer Hill Road

Original Site Plan



Revised Site Plan



Supplemental EIR Overview

Supplemental EIR Schedule

August 2013	Terraces of Lafayette EIR certified
June 2014	Notice of Preparation of the Supplemental EIR published
January 2015	Draft Supplemental EIR published
January 29 th – March 16 th	Public review period
February 2015	Planning Commission hearing on the Draft Supplemental EIR
May 2015	Final Supplemental EIR published
May 18 th & June 1 st	Planning Commission hearings on the Final Supplemental EIR
June 8 th & June 22 nd	City Council hearings on the Final Supplemental EIR

Initial Study

- » An Initial Study was circulated with the Notice of Preparation.
- » The Initial Study evaluated all CEQA thresholds and found that no new analysis was required in the Supplemental EIR for the following topics:
 - » Agriculture and forestry resources
 - » Geology and soils
 - » Hydrology and water quality
 - » Mineral resources
 - » Population and housing
 - » Public services and recreation
 - » Utilities and service systems

Supplemental EIR Contents

Based on the Initial Study findings, the Supplemental EIR focuses on the following topics:

- » Aesthetics
- » Air Quality
- » Biological Resources
- » Cultural Resources
- » Greenhouse Gas Emissions (GHGs)
- » Hazards
- » Land Use
- » Noise
- » Transportation and Traffic

Supplemental EIR Approach

- » Analysis focuses on aspects of the Revised Project that could result in new impacts.
- » Air quality, greenhouse gas, noise, and traffic analyses updated for the Revised Project.

Alternatives Analysis

Mitigated Revised Project Alternative (Draft SEIR):

- » Same residential component.
- » Same on-site parking/circulation components.
- » On-site dog park instead of multi-use field.
- » Stop sign at Deer Hill Road/homes driveway instead of roundabout.

Ten-Home Project Alternative (Response IND46-10 in Final SEIR):

- » Ten single-family homes on western third of Project site.
- » Remainder of site undeveloped, apart from any grading needed to support residential area.
- » Bicycle/pedestrian connection to Deer Hill Rd/Pleasant Hill Rd intersection.
- » No public park uses.

Alternatives Analysis

Environmentally Superior Alternative:

- » No Project Alternative in the Certified EIR is most environmentally superior.
- » Ten-Home Alternative is second most environmentally superior.

Visual Impact Analysis

- » Certified EIR included visual simulations for 6 viewpoints.
- » Supplemental EIR updates the simulations for the Revised Project and adds 2 new viewpoints.
- » The 8 representative viewpoints include views from roadways, intersections, parking lots, and trails that would be seen by drivers, pedestrians, and bicyclists.
- » Two sets of simulations were developed for each viewpoint:
 - » At Project completion (2 years after landscaping installation)
 - » 5 years after completion (7 years after installation)

Visual Impact Analysis



Visual Impact Analysis

- » Visual simulations provide a conceptual representation of general massing, form, height, landscaping.
- » Impact analysis based partially on the visual simulations, and partially on consistency with City's policies and regulations on residential entryways and the preservation of ridgelines, hills, creek areas, and trees.
- » Impacts are typically characterized by the loss or significant obstruction of existing scenic vistas or other major views that are available to the general public (i.e. seen from publicly-accessible vantage points, such as streets, freeways, parks, vista points).

Visual Impact Analysis

- » In analyzing the visual simulations, the Supplemental EIR considers the viewpoints as *representative* views of the Project – it is not possible or necessary for the Supplemental EIR to evaluate *all* views of the Project site.
- » Viewpoints were selected by the consultant and verified by City staff to depict the Project from roadways and areas that are the most visible.

Visual Impact Analysis

- » Visual simulations show that views of ridgelines would be partially or fully blocked in Viewpoints 1, 6, and 8
- » Supplemental EIR finds that this would not be considered a significant impact because:
 - » Blocked view would be brief and the landscaping would provide a natural appearance
 - » Project would be screened by new tree plantings designed to mitigate potential visual impacts of built materials
 - » Planted tree species would be native to California and prevalent in the community, planted to preserve the natural aesthetic

Supplemental EIR Conclusions

Significant Impact Categories

The Supplemental EIR identifies significant impacts in the following categories:

- » Aesthetics
- » Air Quality
- » Biological Resources
- » Cultural Resources
- » Geology, Soils & Seismicity
- » Greenhouse Gas Emissions (GHGs)
- » Hazards
- » Hydrology and Water Quality
- » Land Use
- » Noise*
- » Public Services
- » Transportation and Traffic*

* = significant and unavoidable impact

Significant Impacts from Certified EIR

The following impacts from the Certified EIR would also occur with the Revised Project, with some revisions (Supplemental EIR impact numbers in parentheses):

- » Aesthetics
 - » Glare from potential solar panels (AES-1)
- » Air Quality
 - » Dust from grading and construction (AQ-1)
 - » Air pollution from construction equipment (AQ-2)
 - » Community risks from particulate matter (AQ-3)
- » Biological Resources
 - » Loss of bird habitat from vegetation removal and grading (BIO-1)

Significant Impacts from Certified EIR

- » Biological Resources (continued)
 - » Loss of or disturbance to roosting bats (BIO-2)
 - » Loss of native wild rye grassland (BIO-3)
 - » Impacts to the creek corridor (BIO-4)
 - » Removal of and potential damage to protected trees (BIO-5)
 - » Impacts to wildlife movement opportunities (BIO-6)
- » Cultural Resources
 - » Potential impacts to undiscovered archaeological and paleontological resources and human remains (CULT-1, CULT-2, CULT-3)

Significant Impacts from Certified EIR

- » Geology, Soils, and Seismicity
 - » Hazards from slope instability, existing fill, expansive soils, and shallow groundwater (GEO-1)
- » Hazards
 - » Potential impacts from asbestos and lead-based paint from demolition (HAZ-1)
- » Hydrology and Water Quality
 - » Alterations to runoff rates and drainage patterns (HYDRO-1)
 - » Increase in peak runoff (HYDRO-2)
- » Noise
 - » Unacceptable interior noise levels (NOISE-1)
 - » Construction noise impacts (NOISE-3)

Significant Impacts from Certified EIR

- » Public Services
 - » Impacts to police services (PS-1)
- » Transportation and Traffic
 - » Delay increases during the AM and PM peak hours at Brown Avenue/Deer Hill Road under Existing plus Project and Cumulative conditions (TRAF-1 and TRAF-6)
 - » Inadequate sight distance for exiting traffic (TRAF-2)
 - » Truck traffic impacts and loss of passenger loading zone during construction (TRAF-4)
 - » Inadequate truck turning radii (TRAF-5)

Significant Impacts from Certified EIR

- » Transportation and Traffic (continued)
 - » Delay Index increase during the AM peak hour on southbound Pleasant Hill Road under Cumulative conditions (TRAF-7)*
 - » Narrow sidewalk widths (TRAF-8)
 - » Conflicts between vehicles and pedestrians/bicyclists at driveways (TRAF-9)
 - » Narrow shared pedestrian/bicycle path widths (TRAF-11)

* = significant and unavoidable impact

New Significant Impacts

The following impacts are new impacts identified in the Supplemental EIR:

- » Land Use
 - » Loss of privacy to the existing adjacent home during Phase 1 of the off-site dog park (LU-1)
- » Noise
 - » Unacceptable exterior noise levels in outdoor recreation areas (NOISE-2)*
- » Transportation and Traffic
 - » Lack of turning areas on dead-end on-site roadways (TRAF-3)

* = significant and unavoidable impact

New Significant Impacts

- » Transportation and Traffic (continued)
 - » Lack of bicycle and pedestrian facilities on the west side of Pleasant Hill Road south of the project driveway (TRAF-8 and TRAF-11)
 - » Lack of bicycle facilities on Pleasant Hill Road (TRAF-10)
 - » Weekend parking demand in excess of proposed parking lot supply (TRAF-12)

Significant and Unavoidable Impacts

- » NOISE-2: Because outdoor recreation areas would not be positioned or adequately shielded to achieve 60 dBA Ldn exterior noise standards established by the City, a significant impact would occur without additional noise protection measures.
- » TRAF-7: 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 for southbound traffic in the AM 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.

Comment
Period



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Conceptual Redesign of Southbound Pleasant Hill Road (Final SEIR Figure 5-3)



Viewpoint 1 Existing



Viewpoint 1 Post Project



Viewpoint 1 5 Years Post Project



Viewpoint 2 Existing



Viewpoint 2 Post Project



Viewpoint 2 5 Years Post Project



Viewpoint 3 Existing



Viewpoint 3 Post Project



Viewpoint 3 5 Years Post Project



Viewpoint 4 Existing



Viewpoint 4 Post Project



Viewpoint 4 5 Years Post Project



Viewpoint 5 Existing



Viewpoint 5 Post Project



Viewpoint 5 5 Years Post Project



Viewpoint 6 Existing



Viewpoint 6 Post Project



Viewpoint 6 5 Years Post Project



Viewpoint 7 Existing



Viewpoint 7 Post Project



Viewpoint 7 5 Years Post Project



Viewpoint 8 Existing



Viewpoint 8 Post Project

10
10



Viewpoint 8 5 Years Post Project



Viewpoint 8 5 Years w/ Mitigation

10
10

