

## MARKETPLACE REDEVELOPMENT PROJECT EIR ERRATA #2, APRIL 9, 2008

This Errata presents specific revisions to Mitigation Measures included in the Marketplace Redevelopment Project EIR Response to Comments Document. The revisions shown are applicable to the Mitigation Measures and associated discussion listed for the Reduced Main Street Alternative. Added text is indicated with underlined text. Deletions to text in the Draft EIR are shown with ~~strikeout~~. None of the changes or clarifications presented in this chapter significantly alter the conclusions or findings of the Final EIR.

<p><b>TRAF-9:</b> The <b>40th Street/Hollis Street intersection</b> is projected to operate at an acceptable LOS D with an overall average delay of 50 seconds during the PM peak hour in <b>2010</b>. The addition of project trips during the weekday PM peak hour would degrade the intersection to LOS E with an overall intersection delay of 56 seconds, a six second increase.</p>	LTS	S	S	<p><b>TRAF- 9:</b> Retime the traffic signals on the 40th Street corridor to improve traffic flow and minimize delay and queuing.</p> <p>This impact can be attributed to traffic from approved, planned, and potential developments in and around Emeryville. Therefore, it is recommended that the City update the Traffic Impact Fee Program to include the recommendation, and that the Project Applicant contribute their fair share to these improvements through the payment of fees based on the updated Traffic Impact Fee.</p>	--	<p><del>LTSS</del> U</p>	<p><del>LTSS</del> U</p>
<p><b>TRAF-16:</b> The <b>65th Street/Hollis Street intersection</b> is projected to operate at an acceptable service level D with an overall average delay of 40 seconds during the PM peak hour in 2030. The addition of project trips during the weekday PM peak hour would degrade the intersection to LOS E with an overall intersection delay of 59 seconds, a 19 second increase.</p>	LTS	S	S	<p><b>TRAF-16:</b> Retime this traffic signal to improve traffic flow and minimize delay and queuing.</p> <p>This impact can be attributed to traffic from approved, planned, and potential developments in and around Emeryville. Therefore, it is recommended that the City update the Traffic Impact Fee Program to include the recommendation, and that the Project Applicant contribute their fair share to these improvements through the payment of fees based on the updated Traffic Impact Fee.</p>	--	<p><del>LTSS</del></p>	<p><del>LTSS</del></p>