

## MARKETPLACE REDEVELOPMENT PROJECT EIR ERRATA #1, JANUARY 12, 2008

This Errata presents specific revisions to Mitigation Measures included in the Marketplace Redevelopment Project EIR. The revisions shown are applicable to the Mitigation Measures listed in the Draft EIR, the Response to Comments Document, and the Mitigation Monitoring and Reporting Program, as applicable. 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 alters the conclusions or findings of the Final EIR.

Mitigation Measure TRAF-5: Implement Mitigation Measure TRAF-1a~~b~~ and modify signal operations to provide protected/permitted left-turns on the southbound Shellmound Street approach. Implementation of this improvement by the City would improve the overall intersection operations to LOS E in the PM peak hour in 2030, reducing the impact to a less-than-significant level.

This impact also occurs in the 2010 and 2030 scenarios and can be attributed to existing traffic in the area, as well as 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 this 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.

TRAF-6: The applicant shall implement Mitigation Measure TRAF-1b and install a traffic signal at the intersection of 64th Street/Shellmound Street when warranted by actual conditions. At the occupancy of each phase the applicant shall provide a traffic report prepared by a licensed traffic engineer to determine whether conditions warrant a traffic signal at this intersection.

It is also noted that the implementation of Mitigation Measure of TRAF-1b will minimize potential traffic impacts, but in no case has its implementation been relied upon to find an impact would be reduced to a less-than-significant level. Only the recommended physical improvements identified in each mitigation measure were considered to determine whether a potential impact would be reduced to a less-than-significant level.