



## Transmittal

To:	Geoffrey Grote, City Administrator	Date:	May 10, 2011
Company:	City of Piedmont	Project:	Blair Park
Address:	120 Vista Avenue Piedmont, CA 94611	Project No:	200814
From:	Clarence D. Mamuyac, Jr., AIA, LEED® AP, NCARB	Subject:	Traffic Mitigation Alternative and Associated Adjustments to the Final Master Plan.

WE ARE SENDING				VIA	
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No. of Copies	Dated	Description
1 pdf	May 9, 2011	TRAFFIC MITIGATION ALTERNATIVE – Adjusted Master Plan
	May 9, 2011	TRAFFIC MITIGATION ALTERNATIVE – PHASE I, Adjusted Master Plan
	May 9, 2011	TRAFFIC MITIGATION ALTERNATIVE - PHASING DIAGRAM, Adjusted Master Plan

Dear Geoff,

On behalf of the Piedmont Recreational Facilities Organization (PRFO), and in response to the City Council's request on March 21, 2011, to address traffic impacts and consider traffic calming measures along Moraga Avenue, ELS is please to submit the attached traffic mitigation alternative, which as shown on the drawings would eliminate the significant and unavoidable impact of inadequate sight distance from the exit driveway of the west parking lot as noted in the EIR. The significant and unavoidable impact is eliminated by relocating the exit driveway approximately 30

feet to the east. Moving the exit driveway of the west parking lot also has other incidental benefits which are noted below:

- 1) less grading;
- 2) less retaining wall construction (the main retaining wall is lower and is approximately 1,000 sq. ft. smaller in surface area);
- 3) less visual impact of the "berm" at the NW corner of the main field, as the baseball/softball field and dugout locations have been moved to the east end of the field where there is more room to build them at an elevation closer to existing grade; and
- 4) assuming traffic calming measures are adopted for Moraga, a sidewalk is now proposed along Moraga the entire length of Blair Park.

The traffic mitigation alternative shows a traffic calming measure previously submitted in response to the City Council's request to consider traffic calming measures along Moraga Avenue. It has been included for informational purposes only and does not represent a change from the overall Final Master Plan submitted on April 1, 2011, nor is it intended to change the traffic calming measures previously submitted. Also included is a phasing plan for the traffic mitigation alternative, which is identical to the phasing plan previously submitted.

Should you have any questions, please do not hesitate to contact me.

Clarence

cc

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