

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



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Governor's Office of Planning & Research

MAR 20 2019

STATE CLEARINGHOUSE

March 20, 2019

Joshua McMurray, Planning Manager
City of Oakley
Community Development Department
3231 Main Street
Oakley, CA 94561

SCH# 2019029113
04-CC-2019-00308
GTS ID # 14580
PM:CC-04-0.486

Dear Joshua McMurray:

Oakley Logistics Center Project—Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the NOP. Additional comments pending final review.

Project Understanding

The proposed project includes the construction of seven warehouse buildings across the site ranging in size from 47,460 square feet (sf) to 567,840 sf. The buildings would include front load and cross docked warehouses. The entire property is approximately 345 acres. The proposed project would only develop approximately 150 acres of the property. The remaining 195 acres would be undisturbed. Roadway improvements would be constructed to meet the needs of a planned unit development and provide access to the project site. Street widths would be designed in accordance with traffic studies completed for the project as well as the Oakley 2020 General Plan.

Wilbur Avenue would provide the main entrance to the proposed project. Additionally, the southern entrance to project site from Bridgehead Road would be improved to circulate the project site and provide access to Buildings 1 and 7. The entrance from the northern portion of Bridgehead Road would be constructed to provide access to Building 3 and circulate the entire project site. The primary entrance to project site through Wilbur Avenue would be expanded to 64 feet at the entrance. Existing grades within the project site range from low of about seven feet at the northwest corner of the site to a high of 23 feet in the southwest corner. Proposed grading would consist of a

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series of cuts and fills to produce an overland storm water release path towards the Central Slough and Delta edges. In the process, two existing wetlands areas along Bridgehead Road would be filled. The proposed project site is located on the eastern edge of State Route (SR) 160. Regional Access is located 350 feet from the site at SR 160 and Wilbur Avenue interchange. Please specify number of proposed parking spaces.

Regional Significance

Since this project meets the criteria to be deemed of statewide, regional or areawide significance per CEQA Section 15206(b), the DEIR should be submitted to both the Contra Costa County Transportation Authority and the Metropolitan Transportation Commission for review and comment.

Vehicle Trip Reduction

From Caltrans' Smart Mobility 2010: A Call to Action for the New Decade, the project site is identified as Place Type 4c: Dedicated Use Area, that consists of large tract land used for commercial purposes such as business park or warehousing. Given the project's intensification of vehicle and freight truck use, the project should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the project site and reduce transportation impacts associated with the project. Suggested TDM Strategies include working with the Tri Delta Transit to decrease headway times and improve way-findings on bus lines to provide a better connection between the project site and Antioch Bart Station and regional transit destinations by providing:

- Membership in a transportation management association;
- Transit subsidies and/or annual passes to all employees;
- Design project to encourage walking, bicycling and convenient transit access;
- Carpool and clean-fuel parking spaces conveniently located to encourage carpooling and clean-fuel vehicles;
- Lower parking ratios;
- Charging stations and designated parking spaces for electric vehicles;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Subsidize transit passes on an ongoing basis;
- Transportation and commute information kiosk;
- Outdoor areas with patios, furniture, pedestrian pathways, picnic and recreational areas;
- Showers, changing rooms and clothing lockers for bike commuters;
- Bicycle route mapping resources and bicycle parking incentives;
- Employee transportation coordinator;
- Emergency Ride Home program;

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- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with annual Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on SR 160 and SR 4 and other nearby State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Travel Demand Analysis

Please submit a travel demand analysis that provides VMT analysis resulting from the proposed project. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies through the use of efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. Please ensure that the travel demand analysis includes:

- A vicinity map, regional location map, and site plan clearly showing project access in relation to the STN. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
- A VMT analysis pursuant to the Lead Agency's guidelines or, if the Lead Agency has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study

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area roadways. Potential issues for all road users should be identified and fully mitigated.

- The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Multimodal Planning

The project should be conditioned to ensure connections to existing bike lanes and multi-use trails to facilitate walking and biking to nearby jobs. Connections to the proposed low-stress bikeway within the planned project area should be completed to ensure connection at Bridgehead Road, and Wilbur Avenue, bikeways since the proposed project is adjacent to Tri Delta's 383 bus stop, which provides connection to Antioch's BART station. Please see *Contra Costa Countywide Bicycle and Pedestrian Plan*: <http://keepcontracostamoving.net/interactive-map/>

Transportation Impact Fees

Please identify project travel demand or VMT and estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Transportation Management Plan

A Caltrans-approved Transportation Management Plan (TMP) is required to avoid project-related impacts to the STN, if it is anticipated that vehicular, bicycle, and pedestrian traffic will be impacted during the construction of the proposed project requiring traffic restrictions and detours. The TMP must also comply with the requirements of corresponding jurisdictions.

In addition, pedestrian access through the construction zone must be in accordance with the Americans with Disabilities Act (ADA) regulations (see Caltrans *Temporary Pedestrian Facilities Handbook*) for maintaining pedestrian access and meeting ADA requirements during construction at: www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf

Also see Caltrans Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf. All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project.

For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further transportation management information is available at the

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following website: www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

Lead Agency

As the Lead Agency, the City of Oakley is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Should you have any questions regarding this letter, please contact Michael Casas at 510-286-5614 or michael.casas@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

