

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

MAR 05 2019

STATE CLEARINGHOUSE

March 5, 2019

Joshua McMurray
 City of Oakley Planning Division
 3231 Main Street
 Oakley, CA 94561

SCH#2019029007
 04-CC-2019-00302
 GTS ID # 12725
 CC-160-PM .002

Dear Joshua McMurray:

The Villages at Main Street Project – Mitigated Negative Declaration (MND)

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 evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the MND.

Project Understanding

The applicant requests a General Plan Amendment, Rezone, Vesting Tentative Map, and Design Review to construct 154 single-family homes. The General Plan Amendment would amend the land use designation from Commercial to Multi-Family, Low Density. The site would be rezoned from General Commercial District to Multi-Family Residential District. The Vesting Tentative Map would subdivide the current 21.3-acre site consisting of 5 parcels into 154 single-family lots. Design Review includes home designs, site landscaping, fence plans and floor plan designs. Regional access is located approximately 1-mile west of the site at the State Route (SR)-160/Main Street interchange.

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 using 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 City's guidelines or, if the City 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 area roadways. Potential safety 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.

Traffic Operation Analysis for this project did not address impacts to the State Transportation Network. We are concerned with the projected increase in generated trips, which have the potential to create significant speed differentials and increase the number of conflicts. The Travel Demand Analysis (TDA) should also evaluate project-related trip generation, distribution, turning movements, and trip assignment estimates within the STN and associated intersections. The analysis of state facilities is necessary to determine the scope and significance of issues that may arise from the project's potential conflicts. The California Environmental Quality Act (CEQA) does not exempt these types of operational concerns from evaluation. The TDA should include the STN intersections and ramps listed below.

SR-160 at:

- Main Street;
- East 18th Street; and
- SR-160 SB connector to Westbound (WB) SR-4.

Transportation Impact Fees

Please identify project-generated travel demand 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

Mr. Joshua McMurray, City of Oakley
March 5, 2019
Page 3

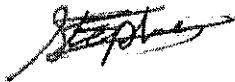
of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

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. Mitigation that includes 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. Please submit a copy of the final staff report and conditions of approval for our review.

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

Sincerely,



fw Stephen Cortez
PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Mr. Joshua McMurray, City of Oakley
March 5, 2019
Page 5

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