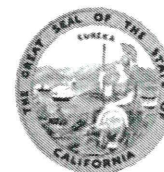


DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
www.dot.ca.gov

NOP
near 5/2/19
E



Governor's Office of Planning & Research

MAY 02 2019

Making Conservation
a California Way of Life!

STATE CLEARINGHOUSE

May 2, 2019

Christina Love, Associate Planner
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

SCH: 2019049003
04-SOL-2019-00137
GTS ID 15111
Post Mile: SOL— 80

Greentree Specific Plan and Development Project – Notice of Preparation (NOP)

Dear Christina Love:

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) Regional Transportation Plan (RTP)/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 NOP.

Project Understanding

The project proposes to redevelop a former golf course into a mix of commercial, residential and park/trails uses. The project includes an age restricted residential community (203 age-restricted singly family detached homes, up to 1091 detached/attached single family or multifamily homes) with a 2.6 acre private park, standard residential uses consisting of a variety of housing styles, pedestrian connections by trails and landscaped corridors throughout the site, and new roadway connections for better circulation. The project also includes 6 detention basins and a 6 acre public neighborhood park. Approximately 131,938 square feet of commercial space will be developed and 9 acres of trails and pathways throughout the development will connect the residential, commercial, and parks. Street improvements and landscaping will include Leisure Town Road, Poplar Drive, Sequoia Drive and Gilley Way. Leisure Town Road will be widened to be consistent with the Jepson Parkway Plan. Regional access is provided 1,343 feet from the proposed project site at I-80. Please clarify the amount of parking for commercial and residential use.

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 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.

Vehicle Trip Reduction

In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 5 Rural and Agricultural Lands – Rural Settlements and Agricultural Lands**, which includes settlements patterns with widely-spaced towns separated by farms, vineyards, orchard, or grazing lands, which can significantly affect land uses, character and mobility needs. This place type has scattered dwelling units and supporting commercial uses and public facilities with no significant subdivisions and limited nonagricultural industrial or commercial land use. Given this Place Type and intensification of use, which typically leads to high levels of VMT and corresponding low levels of active transportation, we encourage the County to establish a Transportation Demand Management (TDM) program. Such measures will be critical to facilitate efficient transportation access to and from the project site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and convenient transit access;

- Secured bicycle storage facilities located conveniently near entrances to minimize detriment of bicycle use due to weather conditions;
- Bicycle parking;
- Subsidized transit passes on an ongoing basis;
- Shuttle services for residents and employees
- Fix-it bicycle repair station(s);
- Charging stations and designated parking spaces for electric vehicles;
- Lower parking ratios;
- Bicycle route mapping resources and bicycle parking incentives;
- Emergency Ride Home program;
- 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.

TDM 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 achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on nearby State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

Hydraulics

Please clearly demonstrate how the surface runoff drains into the downstream drainage system. If the drainage system drains to the existing highway drainage facility, please identify the onsite storm water receiving system and illustrate how on-site runoff will be discharged into the highway drainage facility. Provide calculations of design discharge for pre-and post-development. The design discharge of post development shall not exceed the design discharge under existing site conditions. Please provide the plans and drainage calculations for our review.

Lead Agency

As the Lead Agency, the City of Vacaville is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit. 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 Lead Agency.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an

Christina Love, Associate Planner
City of Vacaville
May 2, 2019
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encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Should you have any questions regarding this letter, please contact Michael McHenry at (510) 286-5562 or Michael.mchenry@dot.ca.gov.

Sincerely,

Becky Frank for

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c. State Clearinghouse