

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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STATE CLEARINGHOUSE

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Troy Fujimoto, Project Planner  
City of Pleasant Hill  
100 Gregory Lane  
Pleasant Hill, CA 94523

**Cambria Hotel Project – Draft Environmental Impact Report (DEIR)**

Dear Mr. Fujimoto:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Cambria Hotel 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 April 17, 2019 DEIR.

***Project Understanding***

The proposed Project involves the construction of a four-story 155-room Cambria Hotel and associated parking, landscaping, and amenities. The Project includes modifications within North Main Street, including modifications to the existing median and a new dedicated left-turn pocket (northbound direction). In conjunction with the hotel project, the City is also proposing to amend the General Plan to establish a new land use overlay designation for visitor-serving uses with accompanying goals, policies, programs and updated standards, including allowing a floor area ratio of up to 100% for specified uses within the proposed overlay. The overlay designation is currently proposed for only the hotel project site. The Project would also require rezoning to Planned Unit Development District, Development Plan Permit, Architectural Review Permit, Sign Permit, and a Tree Removal Permit.

*"Provide a safe, sustainable, integrated and efficient transportation  
system to enhance California's economy and livability"*

Vehicular access for the site would be provided through one right-in/left-in driveway and one right-in/right-out driveway on North Main Street and one full access driveway on Oak Park Boulevard. Pedestrian access for the site would be provided along the North Main Street and Oak Park Boulevard frontages. The Project would include modifications within North Main Street to create a break in the median and left turn lane into the northerly entrance on North Main Street and to extend the median/landscaping toward Oak Park Boulevard to prevent left turns out of both North Main Street Project driveways.

### ***Multimodal Planning***

We strongly suggest this project evaluate the impacts of and barriers to bicycle and pedestrian access between the project site, and active transportation/transit hubs such as the Iron Horse Trail, the EBMUD trail, and the Pleasant Hill BART Station. If construction of or contribution to improvements to bicycle and pedestrian facilities, such as improvements to sidewalks, bike lanes, and crosswalks on Oak Park Boulevard are not feasible to shorten the required length of travel, or provide a lower-stress biking or walking environment, this project should be conditioned to provide a free shuttle (with bike racks) between the Hotel and the Pleasant Hill BART Station for employees and guests. Shower and locker/changing room facilities should be available for use by employees who commute by active modes. We encourage the development of a shared mobility hub and secure bike parking facilities.

For additional Transportation Demand Measures 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>.

### ***Lead Agency***

As the Lead Agency, the City of Pleasant Hill 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 right-of-way (ROW) requires an 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/>.

Mr. Fujimoto, City of Pleasant Hill  
May 30, 2019  
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Michelle Matranga at 510-286-5544 or [michelle.matranga@dot.ca.gov](mailto:michelle.matranga@dot.ca.gov).

Sincerely,

*Becky Imle for*

PATRICIA MAURICE

District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse