

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research



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APR 16 2020

STATE CLEARINGHOUSE

April 15, 2020

SCH # 2019070447
GTS # 04-CC-2019-00364
GTS ID: 16397
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Lina Velasco, Director of Planning and Building
Services
City of Richmond
450 Civic Center Plaza, PO Box 4046
Richmond, CA 94804

Point Molate Mixed-Use Development Draft Supplemental Environmental Impact Report (SEIR)

Dear Lina Velasco:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Point Molate Mixed-Use Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the February 2020 Draft SEIR.

Project Understanding

The Modified Project proposed by the applicant consists of the mixed-use development of approximately 83 acres of the approximately 412-acre Point Molate Site that includes a variety of residential and commercial uses, as well as supporting road and utility infrastructure. The Modified Project would be divided into eight planning areas, which would be developed with: approximately 1,260 residential units; rehabilitating about 374,572 square feet of existing historic buildings, with approximately 250,000 square feet used for retail and restaurants, and the remainder as flexible use space for commercial and/or residential uses. Regional access is primarily served via I-580 and is approximately 1.5 miles from the Stenmark Drive on- and off-ramp.

Traffic Operations

- I-580 Mitigation: Caltrans agrees with the finding that the modified project would impact traffic operations on I-580. Caltrans accepts Mitigation Measure 4.13-3 which proposes traffic impact fees to fund regional freeway system improvements, including the I-580 improvements required to reduce the project's "cumulatively considerable" impacts (4.13-44).
- Please provide more analysis regarding potential conflicts and mitigations at the intersection of Stenmark Bike Path as it crosses Stenmark Drive at the I-580 off ramp.
- Please clarify whether all proposed improvements are to the current standards of the Highway Design Manual (latest edition).
- Please clarify the following impacts:
 - How will increased delays impact traffic entering the Caltrans Toll Plaza?
 - Will increased traffic impact the operations and access to the Caltrans Maintenance Yard?
 - Please clarify the impact of increased traffic delays upon neighboring businesses, including Dutra Materials.

Multimodal, Bicycle and Pedestrian Planning

Please ensure connectivity for cyclists and pedestrians between the project site and the Richmond San-Rafael (R-SR) sBridge Bike and Pedestrian Path/Bay Trail. Completion of the Bay Trail, as part of the Transportation Demand Management (TDM) program, is preferred. However, if that Bay Trail segment cannot be completed as part of this project, the BART Shuttle included in the TDM measures can also connect cyclists and pedestrians to the R-SR Bridge Bike/Pedestrian Path.

Please add the Contra Costa Countywide Bicycle and Pedestrian Plan (2018) to the Local Regulatory setting, section 4.13.2.2, in the DSEIR.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified in the SEIR. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Lina Velasco, Director of Planning and Building

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Prior to construction, coordination is required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at (510)286-5614 or laurel.sears@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse