

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
TTY 711  
www.dot.ca.gov

Governor's Office of Planning &amp; Research

**JAN 27 2023****STATE CLEARING HOUSE**

*Making Conservation  
a California Way of Life.*

July 15, 2020

SCH #2019080071  
GTS #04-CC-2019-00446  
GTS ID: 16624  
Co/Rt/Pm: CC/4/34.347

Erik Nolthenius  
City of Brentwood  
Community Development Department  
150 City Park Way  
Brentwood CA 94513

**Bridle Gate Project- Draft Environmental Impact Report (DEIR)****Dear Erik Nolthenius:**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Bridle Gate 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 May 2020 DEIR.

***Project Understanding***

The proposed project would include subdivision of the site for development of 252 single-family homes and associated improvements within the southern portion of the site, as well as a 258-unit apartment complex in the northwest portion of the site, 19.59 acres of future commercial development north of the Sand Creek Road portion of the site, and dedication of 4.3 acres of land to the City of Brentwood for use as public parks. In addition, the project includes an 11.35-acre section of the site to be developed as an elementary school, or, alternatively if the school development does not proceed, as a residential development with 63 single-family units. The proposed project would also include water, sewer, and stormwater utility improvements.

### **Hydraulics**

The northern portion of the proposed project is part of Sand Creek Watershed that passes under Sand Creek Bridge on SR-4. Runoff flow volumes, peaks and durations for 2, 5, 10, 25, 50 and 100-year rainfall events should not exceed the pre-project conditions. Please provide the Drainage Master Plan for the entire development of the project.

In section 3-10, there is reference to P, Q, R, and M as the bio-retention sites before stormwater leaves the property. However, parcels Q and R could not be found on the referenced figure 3-4.

### **Landscaping**

The DEIR appears to be missing sections for Visual/Aesthetics. Beginning on page 4.0-1, the section Aesthetics (All Sections) appears to cover some visual impact information. Please separate or rename the section to separate Aesthetics and the Visual Impacts aspects of the project.

The area in the immediate vicinity of the project (between Lone Tree Way and San Jose Avenue) consists of a rural level of development. The project would result in a cumulative suburban level of development. Please discuss how the Build Alternative would alter existing visual character and quality with the addition of residential/commercial development, lighting, grading and sound walls. Please discuss how these impacts will be minimized or mitigated. Minimization measures include utilization of sound walls, directional lighting, screen plantings and aesthetic treatments on walls. Minimization Measures should be called out in the final EIR.

Disturbed soil areas should be hydroseeded with appropriate native seed mixes to restore impacted areas and to prevent soil erosion.

Please note that SR-4 is an Eligible State Scenic Highway between PM R31.1-40.5 (from SR-160 near Antioch to Sr-84 in Brentwood). Classified Landscaped Freeway status exists between PM R30.37-R30.82, just outside the project limits. This designation assists in the control and placement of outdoor advertising.

### **Transportation Impact Fees**

The City of Brentwood should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as the City's existing development and/or transportation impact fee programs should also be identified. We encourage a sufficient allocation of fair share contributions

toward multimodal 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.

The City should also ensure that a capital improvement plan identifying the cost of needed improvements, funding sources, and a scheduled plan for implementation is prepared along with the approval of this project. Caltrans welcomes the opportunity to work with the City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

### **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 final EIR. 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>.

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

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](mailto:laurel.sears@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please contact [LDIGR-D4@dot.ca.gov](mailto:LDIGR-D4@dot.ca.gov).

Sincerely,



Mark Leong  
District Branch Chief  
Local Development - Intergovernmental Review

cc: State Clearinghouse