

# California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
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## Governor's Office of Planning & Research

December 15, 2021

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GTS #: 04-CC-2020-00519  
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Co/Rt/Pm: CC/4/19.688

## STATE CLEARINGHOUSE

Syd Sotoodeh, Planner II  
Contra Costa County  
Department of Conservation and Development  
30 Muir Road  
Martinez, CA 94553

### **Re: Alves Lane Apartments Recirculated Mitigated Negative Declaration (MND)**

Dear Syd Sotoodeh:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Alves Lane Apartments 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 November 2021 Recirculated MND, which are identical to our comments on the May 2021 MND submitted on July 6, 2021.

#### **Project Understanding**

This project, which is designed as family housing, proposes approximately 15 one-bedroom units, 15 two-bedroom units, 36 three-bedroom units, and 34 four-bedroom units. Vehicular access is provided around three sides of the building with surface parking at the ground floor. The site is located in the Bay Point area, adjacent to State Route (SR)-4 and is approximately 0.5 miles from the Delta de Anza Regional Trail and approximately 800 feet northwest of the Pittsburg/ Bay Point BART station.

#### **Multimodal Planning**

Please provide a detailed layout of the proposed Class II Bike Lane and sidewalk on Alves Lane. As well, include a bicycle and pedestrian circulation map showing how active transportation users will access nearby trip generators including BART and the Delta de Anza Regional Trail. Please clarify whether the bike lanes are included in the proposed project or whether they are a suggested mitigation.

Please note that the [Caltrans D4 Bike Plan](#) calls for Class I and minor interchange improvements at the Bailey Road interchange. If there are impact fees, consider dedicating them to future active transportation improvements at this interchange.

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' [Transportation Impact Study Guide](#).

**Lead Agency**

As the Lead Agency, the Contra Costa County Department of Conservation and Development is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

**Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,



MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse