

California Department of Transportation

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

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STATE CLEARINGHOUSE

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Emily Carroll, Planner II
City of Richmond Planning Division
450 Civic Center Plaza, 2nd Floor
Richmond, CA 94804

Re: Cherry Blossom Row Draft Mitigated Negative Declaration (MND)

Dear Emily Carroll:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Cherry Blossom Row 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 July 2021 Draft MND.

Project Understanding

The project proposes to develop a 4.74-acre site comprised of three parcels (two adjacent) located in the Southwest Annex neighborhood in the southern end of the City of Richmond with a landscaped residential community of 100 townhome-style condominiums. The site is located between Interstate (I)-80 and I-580 in the Richmond Annex area.

Travel Demand Analysis

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 ([link](#)).

Caltrans acknowledges the VMT analysis in keeping with the City of Richmond and Contra Costa Transportation Authority's VMT adopted guidelines, as well as the

findings that, due to the location in a low-VMT area, the project will be expected to have a Less than Significant Impact on VMT.

Multimodal Planning

Caltrans acknowledges and supports the proposed Conditions of Approval related to pedestrian infrastructure in the project area. As well, we support the Fehr & Peers recommendations regarding low-stress bicycle routes. Caltrans acknowledges the proposed traffic calming measures to support the Class III bike route proposed on San Joaquin Street, as put forth by the City of Richmond Bicycle Master Plan and the South Richmond Transportation Connectivity Plan.

Lead Agency

As the Lead Agency, the City of Richmond 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, please contact Laurel Sears at laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please email LDIGR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse