

# California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
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[www.dot.ca.gov](http://www.dot.ca.gov)



## Governor's Office of Planning & Research

September 27, 2021

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## STATE CLEARINGHOUSE

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GTS #: 04-ALA-2021-00604  
GTS ID: 24099  
Co/Rt/Pm: ALA/880/23.17

Anne Wong, Associate Planner  
City of San Leandro  
835 East 14th Street  
San Leandro, CA 94577

### **Re: 1919 Williams Street Warehouse Project – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)**

Dear Anne Wong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this 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 August 2021 NOP.

#### **Project Understanding**

The proposed project would demolish the existing office and warehouse mixed-use building and associated surface parking to construct a 220,495-square-foot warehouse and associate site improvements and landscaping. This 9.8-acre project site is in vicinity of Interstate (I)-880.

#### **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 the vehicles miles traveled (VMT) impact of a land use project, please review Caltrans' Transportation Impact Study Guide ([link](#)).

If the project meets the screening criteria recommended in the Office of Planning and Research's (OPR) Technical Advisory to be presumed to have a less-than-significant VMT impact and therefore exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the OPR's recommendation. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR, which should include the following:

- VMT analysis pursuant to the recommended methodologies in the OPR's Technical Advisory. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

### **Lead Agency**

As the Lead Agency, the City of San Leandro 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.

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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 Yunsheng Luo at [Yunsheng.Luo@dot.ca.gov](mailto:Yunsheng.Luo@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please email [LDIGR-D4@dot.ca.gov](mailto:LDIGR-D4@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

c: State Clearinghouse