

# California Department of Transportation

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

**Feb 23 2022**

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**STATE CLEARINGHOUSE**

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GTS #: 04-CC-2022-00526  
GTS ID: 25371  
Co/Rt/Pm: CC/24/2.49

Winnie Mui, Associate Planner  
City of Orinda  
22 Orinda Way  
Orinda, CA 94563

## **Re: City of Orinda Downtown Precise Plan, Housing Element Update and Safety Element Update Notice of Preparation (NOP)**

Dear Winnie Mui:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of Orinda Downtown Precise Plan, Housing Element Update and Safety Element Update Project (Plan). 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 January 2022 NOP.

### **Project Understanding**

The Plan includes the development/update of the Downtown Precise Plan (DPP), Housing Element Update, and all affected General Plan elements, collectively known as Plan Orinda. In addition, the City of Orinda (City) will prepare a Draft Environmental Impact Report (DEIR) for Plan Orinda. The DEIR will examine potential development throughout the planning area at a programmatic level, not including specific project components or proposals. Plan Orinda would provide a vision and planning framework for future growth and development in the City with an emphasis on intensifying land uses in a way that meets future housing needs in response to Regional Housing Needs Assessment (RHNA) allocation. The project encompasses the entire City and is located along segments of State Route (SR)-24 which passes through the middle of the City in an east-west direction.

**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 (TISG, [link](#)). Please note that current and future land use projects proposed near and adjacent to the State Transportation Network (STN) shall be assessed, in part, through the TISG.

Additionally, Caltrans requests the City determine that the City of Orinda's Plan Orinda is consistent with California Government Code Section 65088-65089.10 Congestion Management.

The City is requested to gain a determination of conformity from the Contra Costa Transportation Authority to determine that the Plan is consistent with and conforms to the Regional Transportation Plan Consistency Requirements of the County's Congestion Management Plan (CMP).

**Transportation Impact Fees**

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. 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.

If proposed projects within the Plan are determined to have significant impacts on State facilities, travel modes, or programs, Caltrans suggests the following Regional Transportation Plan (Plan Bay Area 2050) project for fair share contributions:

<b>RTP ID</b>	<b>Project Description</b>
21-T06-033	This program includes funding to implement SR-24 interchange improvements at Camino Pablo and a new eastbound auxiliary lane between Wilder Road and Camino Pablo.

### **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,

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

MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse