

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



April 29, 2022

Governor's Office of Planning & Research

Apr 29 2022

STATE CLEARINGHOUSE

SCH #: 202204022

GTS #: 04-ALA-2022-00648

GTS ID: 26040

Co/Rt/Pm: ALA/580/17.855

Amy Million, Principal Planner
City of Dublin
100 Civic Plaza
Dublin, CA 94568

Re: SCS Dublin – Notice of Preparation (NOP) of a Draft EIR (DEIR)

Dear Amy Million:

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 April 2022 NOP.

Project Understanding

The proposed project would construct a mixed-use development including a pedestrian focused commercial/entertainment district, central town square, visible and functional grand paseo/green space and a diversity of housing types and densities, including a dedicated affordable housing site. This project site is located directly adjacent to the I-580 off-ramp at Tassajara Rd.

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](#)).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the

exempt status in alignment with the City's VMT policy. 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 City's guidelines. 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 traffic safety issues to the State Transportation Network (STN) may be assessed by Caltrans via the Interim Safety Guidance.
- 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.

Multimodal Safety

This project may potentially increase conflicts between bicyclists/pedestrians and vehicles at the Tassajara Rd/Santa Rita/I-580 interchange area. Consider providing or upgrading bike/pedestrian facilities across the interchange to enhance bike and pedestrian safety. Note that the Caltrans District 4 Bike Plan proposes a Class II buffered bike lane project on Tassajara Rd across the I-580 interchange (Project Ala-580-X10). Please consider this as a potential improvement to meet the needs of additional anticipated bicyclists generated by the project.

Hydrology

Please ensure that any increase in stormwater runoff to State drainage systems or State facilities be treated, contained on the project site, and metered to preconstruction levels. Floodplain impacts, if any, should be documented and mitigated and a floodplain analysis report should be provided. Please explain any additional flooding impacts, if any, on the existing adjacent properties.

If the project involves drainage work, please provide a drainage report, detailing assumptions and calculations used in the design of the drainage systems. The report should include pre- and post-project flows to the existing drainage system. Also, include drainage details and profiles for connections to the existing inlet and system.

Cultural Resources

Archaeological identification efforts including a recent records search at the Northwest Information Center, pedestrian survey, and Native American outreach under CEQA Assembly Bill (AB) 52 is recommended to identify any previously unknown cultural and/or tribal resources prior to construction.

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. 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 may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Lead Agency

As the Lead Agency, the City of Dublin is responsible for all project mitigation, including any needed improvements to the 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.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Amy Million, Principal Planner
April 29, 2022
Page 4

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

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.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse