

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life!*

Governor's Office of Planning & Research

APR 29 2019

STATE CLEARINGHOUSE

April 29, 2019

Adam Foster, Senior Planner
City of Orinda
Planning Department
22 Orinda Way 1st Floor
Orinda, CA 94563

SCH # 2018072015
04-CC-2018-00332
GTS ID # 14904
PM:CC-24-1.217

Country House Memory Care Project—Draft Environmental Impact Report (DEIR)

Dear Mr. Foster:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the DEIR.

Project Understanding

The proposed project consists of a 38-unit congregate care facility. The project will include a one-to-two story, 32,084-square-foot building, including outdoor gardens, lawns, and parking. There will be 16 on-site surface parking stalls. The building will include 38 assisted-living studio units with 12 units on the lower level and 26 units on the upper level. The project is located within a Scenic Highway corridor and adjacent to State Route (SR) 24 right of way. Regional access is located 950 feet northwest at SR 24 and California Shakespeare Theater Way and Wilder Road interchange.

Right of Way and Design Review Clarifications

The project site abuts existing state right of way along the southwesterly, northwesterly and northeasterly boundary lines. All noted common lines are access controlled and the project site has no abutter's rights to access SR 24 and the eastbound onramp. Please provide a complete project scope showing the property boundary line of the project. Will a temporary construction easement be required? Are there setback requirements? At the east end of the ramp, there is a steep slope down to the ramp, will a retaining wall be needed? On page 34, Photos seven and eight seem to have the wrong directions labeled. Also, section D "Views of the Project Site" on page 34 states,

Adam Foster, City of Orinda

April 29, 2019

Page 2

Project Site” on page 34 states, "In this area, SR 24 has a slight downhill gradient from east to west." Caltrans would not consider gradient slight or east to west as a description.

Scenic Highways

The segment of SR 24 adjacent to the project is designated as a State Scenic Highway. Careful coordination of planning, design, construction, and regulation of land use and development should be considered to protect the social and economic values provided by the State's scenic resources.

If there is to be an aesthetic impact to SR 24 from the proposed project, then the developer has the responsibility to mitigate the impact. The local agency should encourage quality development that does not degrade the scenic value of the corridor. If a local government agency no longer adequately carries out their responsibility for the protection of the scenic corridor, the State may revoke the designation of the highway as an official State Scenic Highway and remove the signs which so indicate the highway. Further information is available on the following website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm.

Hydraulics

Please provide more supporting calculations for the Best Management Practices (BMP) of how the proposed project would match the existing peak water flow conditions for 10, 25, and 100-year rainfall events. These calculations should reflect Section IV, Setting, Impacts, and Mitigations section for Hydrology and Water Quality in the EIR. Any runoff from the project site that drains toward SR 24 should be metered to pre-project levels. Coordination with Caltrans is recommended and impacts to the State highway drainage system must be reviewed through the encroachment permit process.

Lead Agency

As the Lead Agency, the City of Orinda 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.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Adam Foster, City of Orinda
April 29, 2019
Page 3

Should you have any questions regarding this letter, please contact Michael Casas at 510-286-5614 or michael.casas@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Patricia Maurice". The letters are cursive and somewhat stylized.

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review