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Governor's Office of Planning & Research

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Aaron Sage, Principal Planner
City of Vallejo
Community Development Department
555 Santa Clara Street
Vallejo, CA 94590

Fairview at Northgate- Draft Environmental Impact Report (DEIR)

Dear Aaron Sage:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Fairview at Northgate 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 January 2020 DEIR.

Project Understanding

The proposed project is planned to include a mixture of commercial, residential, recreation, and designated open space. The commercial element would be located in the westerly portion of the proposed project site bounded by Admiral Callaghan Lane to the west, Turner Parkway to the north, Avery Green Honda car dealership and a portion of the Quail Ridge Condominiums to the south, and the designated open space to the east as a buffer to the planned residential area. The residential element would be located on the eastern portion of the proposed project site, with the designated open space to the west as a buffer to the planned commercial area. The project proposes to incorporate pedestrian infrastructure with sidewalks and a trail designed to promote a pedestrian and bicycle friendly environment, to encourage active transportation between the commercial and residential project elements and improve access to the proposed open space. Regional access is provided via Interstate (I)-80 and State Route (SR)-37.

*"Provide a safe, sustainable, integrated and efficient transportation
system to enhance California's economy and livability"*

Highway Operations

- Page 2.0-4 of the DEIR: the spacing of the 3 driveways off Admiral Callaghan Lane with the three intersections could create eastbound (EB) queuing along EB Admiral Callaghan Lane that will spill over to the existing EB I-80 on-ramp. Please identify mitigation measures for the EB Admiral Callaghan Lane left turn lane onto the EB I-80 on-ramp and WB Admiral Callaghan Lane traffic onto the EB I-80 on-ramp.
- Page 2.0-55, Table ES-1: Impact TR1- Intersection #9 and 10 will have direct impacts on westbound (WB) #9 and EB #10 off-ramps. It is unclear whether the mitigation measures address queuing onto the I-80 ramps. Please clarify whether the proposed mitigation measures will improve off-ramp queuing.
- Page 4.15-39, Mitigation Measures: The discussion states that the project creates significant and unavoidable impacts at the I-80/Redwood Parkway area. Please discuss other potential mitigations for the I-80 on/off-ramps to and from EB and WB Redwood Pkwy.
- Appendix J (Transportation Impact Analysis), Page 17, Intersection #8: SB Admiral Callaghan Lane right turning traffic onto the EB I-80 Hook on-ramp is missing. Identify and include the EB I-80 on-ramp traffic from SB Admiral Callaghan Lane. Additionally, identify and include this movement to traffic volumes to the Existing with Project Conditions, Near Term Conditions and Cumulative Conditions.

Travel Demand Analysis

Please submit a travel demand analysis that provides a Vehicle Miles Traveled (VMT) analysis resulting from the proposed project. As acknowledged in Section 4.14.5 of the DEIR, the enactment of Senate Bill (SB) 743 utilizes VMT as the primary transportation impact metric. Therefore, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements.

Please ensure that the travel demand analysis includes:

- A VMT analysis pursuant to the Office of Planning and Research's Draft Guidelines. As the City has not determined its thresholds of significance for VMT analysis, it is advisable to use the thresholds provided by OPR's Draft Guidelines. If the analysis results in automobile VMT per capita greater

than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types, this 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.

Multimodal Planning

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4c: Suburban Communities (Dedicated Use Areas)** where location efficiency factors, such as community design, are often weak and regional accessibility varies. Given the place, type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below can promote smart mobility and reduce regional VMT:

- Project design that encourages walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Secured bicycle storage facilities;
- Bicycle route mapping resources; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the

VMT reduction goals, the reports should also include next steps to take to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal 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.

Landscape Architecture

Even without the designation of I-80 as a Scenic Highway, Caltrans recommends to minimize potential visual impacts and adhere to the City of Vallejo General Plan 2040 (Policy NBE-1.5). To obtain this, Caltrans recommends the following:

- Develop visual sims to show impacts to views along I-80 and Admiral Callaghan Lane.
- Design and implement a buffer/screening zone of trees/vegetation along Admiral Callaghan Lane to reduce visual disturbance along I-80.

Hydraulics

As stated in our March 2018 letter, Caltrans requests to review drainage plans and reports as the project develops to assess any impacts to the State Transportation Network (STN).

Utilities

Any utilities that are proposed, moved or modified within Caltrans' Right-of-Way (ROW) shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Construction-Related Impacts

Potential impacts to the State ROW from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. As noted in our March 2018, letter, Caltrans is particularly concerned about the construction impacts at the on and off-ramps to I-80 at the Redwood Street interchange (postmile 4.431).

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 is 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 Vallejo 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 a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Aaron Sage, Principal Planner
March 9, 2020
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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 Laurel Sears at laurel.sears@dot.ca.gov or (510) 286-5614.

Sincerely,

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

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