

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Governor's Office of Planning & Research

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STATE CLEARINGHOUSE

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Hector Rojas, Senior Planner
City of Pittsburg
65 Civic Ave
Pittsburg, CA 94565

Project – San Marco Commercial Center Project Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Hector:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the San Marco Commercial Center Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals our agency's 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) consistent with the State's goals and targets. Our comments are based on the June 26, 2019 NOP.

Project Understanding

The proposed project would include the development of a 35,148 square foot (sf) commercial center comprised of three buildings and an associated parking lot, a 29,822-sf building intended as a grocery store, A 3,500-sf building intended for restaurant, and a 1,826-sf building also intended for a restaurant. A total of 179 parking stalls would be provided throughout the project site.

Travel Demand Analysis

With respect to the local and regional roadway system, provide project related trip generation, distribution, and assignment estimates. To ensure that queue formation does not create traffic conflicts, the project-generated trips should be added to the existing and future scenario traffic volumes for the intersections and freeway ramps listed in the June 26, 2019 NOP (pg. 8.) Potential queuing

issues should be evaluated including on-ramp storage capacity and analysis of freeway segments near the project; turning movements should also be evaluated. In conducting these evaluations, it is necessary to use demand volumes rather than output volumes or constrained flow volume.

Multimodal Planning

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated. Access for pedestrians and bicyclists to transit facilities must be maintained.

The Caltrans District 4 Bike Plan identifies the interchange of SR 4 and San Marco Blvd./Willow Pass Rd. as a high Level of Traffic Stress crossing. The Countywide Bicycle and Pedestrian Plan identifies San Marco Blvd. as a future low stress bicycle route. The DEIR should identify how active transportation access to the project site to and from local low stress bicycle facilities such as the Delta de Anza Regional Trail, and transit hubs such as the Pittsburgh Bay Point BART station will be accommodated.

Lead Agency

As the Lead Agency, the City of Pittsburgh 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.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mark Leong at 510-622-1644 or mark.leong@dot.ca.gov.

Sincerely,



WAHIDA RASHID
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse