



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, November 4, 2013**

**3:00 p.m.**

City of San Ramon  
2222 Camino Ramon  
San Ramon, CA 94583

*Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the Danville Town Offices, 510 La Gonda Way, Danville, CA during normal business hours.*

#### **1. CONVENE MEETING/SELF INTRODUCTIONS**

#### **2. PUBLIC COMMENT:**

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

#### **3. BOARD MEMBER COMMENT**

#### **4. ADMINISTRATIVE ITEMS**

#### **5. CONSENT CALENDAR:**

**5.A Approval of Minutes:** SWAT Minutes of October 7, 2013 *(Attachment - Action)*

End of Consent Calendar

#### **6. REGULAR AGENDA ITEMS:**

**6.A Presentation/Update on I-680 Express Lanes Project:** MTC staff, representing the Bay Area Infrastructure Financing Authority (BAIFA), will provide an update on the Alcosta Blvd. to Livorna Rd./Rudgear Rd. I-680 Express Lane project. Staff will explain how this project fits into the region's long-term express lane network vision and provide project details as well as review a planned outreach approach gearing up to a January 2014 public meeting. *(No Action – meeting handouts will be provided)*

**6.B Presentation/Update on Caldecott Tunnel 4<sup>th</sup> Bore Project:** CCTA staff will provide an update on the project. *(No Action)*

**6.C Review and Comment on Vision, Goals, and Current Issues for the 2014 CTP Update**  
(Attachments – Action as determined necessary)

**6.D Review and Comment on Terraces of Lafayette Project** (Attachments – Action as determined necessary)

**7. WRITTEN COMMUNICATIONS** (Attachments – Action as determined necessary)

- CCTA summary of actions from Board meeting of 10/16/13
- TRANSPAN summary of actions from Committee meeting of 10/10/13
- TRANSPAC summary of actions from Committee meetings of 10/10/13 and 10/24/13
- Notices for I-680 HOV GAP Closure Project (Caltrans)
- Notice of Rezoning Application for Saranap Village (Contra Costa County)

**8. DISCUSSION:** Next Agenda

- Appoint South County SWAT Representative to the CCTA for 2014-15 term
- Appoint SWAT Chair and Vice Chair for 2014
- Appoint SWAT Representatives to CCTA's Bicycle and Pedestrian Advisory Committee for 2014-15 term
- Lamorinda and Tri-Valley Action Plan Updates (January 2014)

**9. ADJOURNMENT** to Monday, December 2<sup>nd</sup>, 2013, 3:00 p.m., City of San Ramon, 2222 Camino Ramon, San Ramon, or other meeting date as determined.

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Andy Dillard at least 48 hours before the meeting at (925) 314-3384 or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov).

**Staff Contact:** Andy Dillard, Town of Danville

Phone: (925) 314-3384 / E-Mail: [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov).

Agendas, minutes and other information regarding this committee can be found at: [www.cccounty.us/SWAT](http://www.cccounty.us/SWAT)

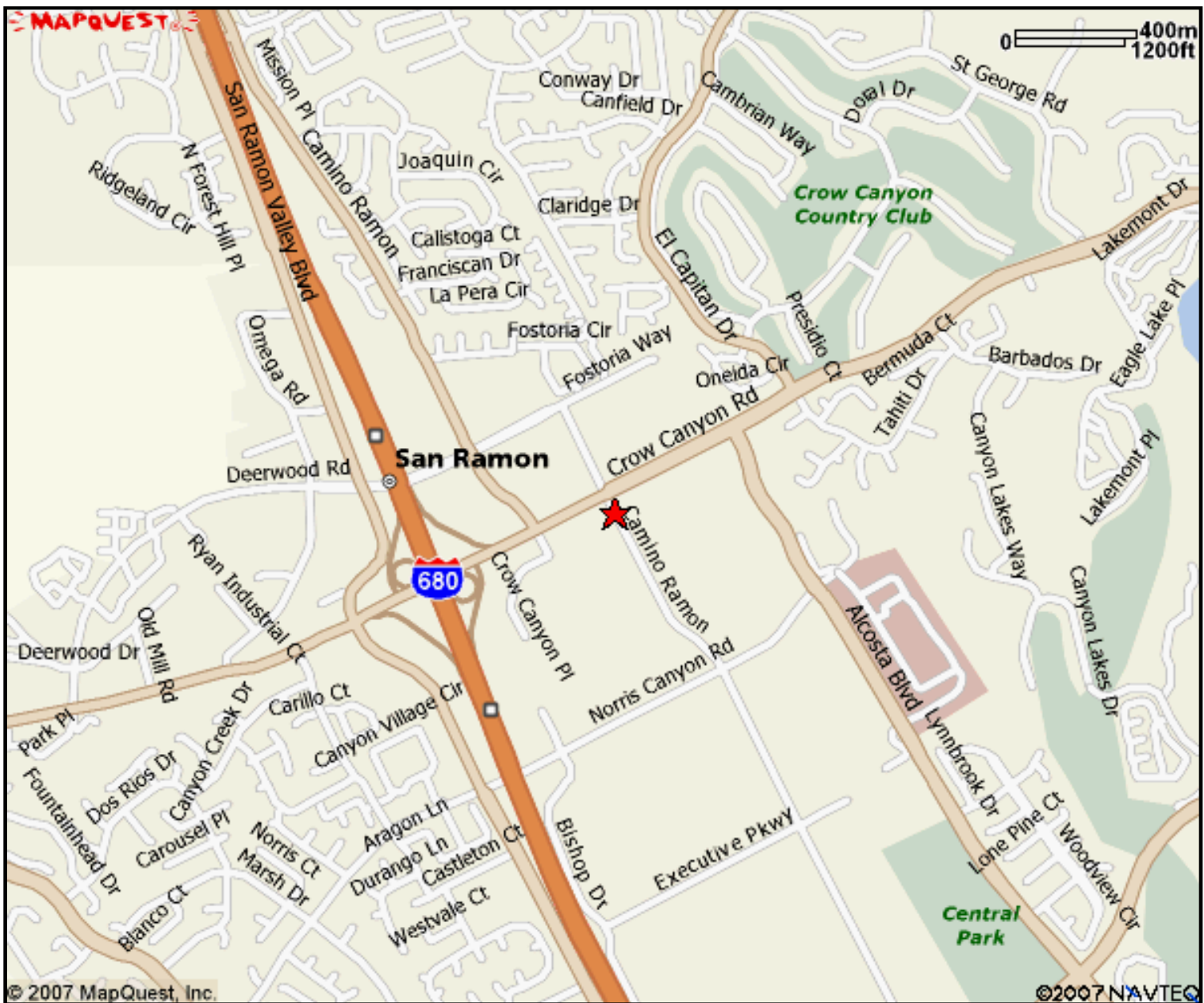
SOUTHWEST AREA TRANSPORTATION COMMITTEE  
MEETING LOCATION MAP

CITY OF SAN RAMON, 2222 CAMINO RAMON,  
SAN RAMON, CA 94583

DIRECTIONS:

**I-680 South (from Walnut Creek):**

- Take the CROW CANYON ROAD (Exit 36).
- Turn LEFT onto CROW CANYON ROAD.
- Go approximately .4 miles and turn right on to CAMINO RAMON.
- Turn right into parking lot (Commons Office Park). City Hall will be on the left.



**Agenda Item 5.A**



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**SUMMARY MINUTES**  
**October 7, 2013 – 3:00 p.m.**  
**City of San Ramon**  
**2222 Camino Ramon**  
**San Ramon, California**

**Committee members present:** Scott Perkins, City of San Ramon (for David Hudson, Chair); Candace Andersen (Vice Chair), Contra Costa County; Karen Stepper, Town of Danville; Don Tatzin, City of Lafayette. **Committee members present via teleconference (City of Lafayette):** Amy Worth, City of Orinda; Michael Metcalf, Town of Moraga.

**Staff members present:** John Cunningham, Contra Costa County; Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Andy Dillard, Town of Danville. **Staff members present via teleconference (City of Lafayette):** Chuck Swanson, City of Orinda; Shawna Brekke-Read, Town of Moraga; Leah Greenblat, City of Lafayette.

**Others present:** Matt Kelly, CCTA; Deidre Heitman, BART; Norm Dyer, LCA Architects; Stephen Abrams, Abrams and Associates. **Others present via teleconference (City of Lafayette):** Martin Engelmann, CCTA; Greg Wolff, City of Lafayette; Dave Baker, O'Brien Land Company; Dave Bowie, O'Brien Land Company; Grace Schmidt, Alamo.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by acting Chair Perkins at 3:10 p.m.
2. **PUBLIC COMMENT:** David Bowie, O'Brien Land Company, spoke under Item 6.C.
3. **BOARD MEMBER COMMENT:** None.
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**
  - 5.A **Approval of Minutes:** SWAT Minutes of July 1, 2013 (*Attachment - Action*)

**5.B Approve Requests for Concurrence for 2014 State Transportation Improvement Program (STIP) Applications from the Town of Moraga and Contra Costa County** (*Attachment - Action*)

**5.C Review and Approve SWAT comments to CCTA for the First Update of the Initial Priority Development (PDA) Growth and Investment Strategy** (*Attachment – Action*)

**Action:** Tatzin/Andersen/Roll Call - Unanimous

**6. REGULAR AGENDA ITEMS:**

**6.A Review and Approve Allocation Formula for Measure J Strategic Plan, Program 28c, “Sub-regional Transportation Needs” for the SWAT sub-region:**

Staff presented a recommendation by SWAT TAC for the allocation of Measure J Strategic Plan, Program 28c funds for the SWAT sub-region. It is estimated that over the 25-year life of Measure J, approximately \$5.7M will be available for Program 28c. The recommended allocation would distribute funds amongst the six SWAT jurisdictions using the “50/50” population/road miles formula. Funds would be distributed by the Authority on an annual basis to each SWAT jurisdiction based on its formula percentage share. Currently, there is an estimated \$491,000 that has been collected and available now. Upon final approval by the Authority of the recommended program allocation, funds will be distributed to the SWAT jurisdictions annually per the allocation formula. Annual reporting on program funding utilization will be required by each SWAT jurisdiction in order to receive subsequent year allocations.

The City of Lafayette is interested in utilizing its share of the program funds for a transportation study at an estimated cost of \$100,000. With the current amount of funds available, and given the recommended allocation formula, at this time there would be a shortfall to cover Lafayette’s allocation request. Lafayette staff has indicated the study could move forward with the funds available now, and the funds required to complete the study would be utilized when available.

Karen Stepper recommended that, given the current balance of program funds available, that Lafayette be allocated the full amount of their request if there were no other incoming fund requests at this time, if so needed by Lafayette. Further, it was recommended that as part of the recommended Program 28c allocation formula, that jurisdictions be allowed to request more than their current available share balance in order to better utilize the program funds (with approval from SWAT), and if there were no other incoming requests for funding at the time of the request. Further, it was recommended that, in these situations, there be an 80% cap on allocation requests/distributions in order to ensure that there remains a program fund balance at all times.

**ACTION:** Stepper/Tatzin/Roll Call - Unanimous

## **6.B Review and Comment on Administrative Draft of the 2013 Congestion Management Program (CMP):**

Matt Kelly, CCTA staff provided a presentation on the release of the draft 2013 CMP. State CMP legislation has several requirements and corresponding components that must be addressed as part of the update. One of the requirements is to maintain a seven-year capital improvement program (CIP) that maintains or improves transportation performance or mitigates impacts. As such, CCTA hosts the Comprehensive Transportation Project List (CTPL) which contains 417 transportation projects from 14 different agencies/jurisdictions throughout Contra Costa that will seek local, state or federal funding for their respective projects over the next seven years. A prime focus of the 2013 CMP Update is to ensure that the CTPL is up to date. The CTPL will remain open for jurisdictions to update or add new projects through early November. The CTPL is available to view/download the CTPL database on the CCTA website. Several other minor changes and edits are also being recommended as part of the update. Of note, the CMP will include a change in the use of Level of Service methodology for traffic analysis and forecasting from the CCTALOS method to an operational-based methodology (Highway Capacity Manual).

**ACTION:** None

## **6.C Presentation on Terraces of Lafayette Project:**

Don Tatzin, City of Lafayette recused himself from the presentation and discussion of this agenda item. Leah Greenblat, City of Lafayette staff, presented the item. The Terraces of Lafayette is a proposed 315 unit multi-family development project within, and being reviewed by, the City of Lafayette. The Final EIR (FEIR) phase has been completed and certified. The project FEIR notes that the project has several significant and unavoidable traffic impacts, and further notes that the project has inconsistencies with elements of the Lamorinda Action Plan for Routes of Regional Significance including exceedance of Multimodal Transportation Service Objectives (MTSOs) and an inconsistency with the current Action Plan's Gateway Constraint Policy for Pleasant Hill Road.

In the spirit of cooperative, multi-jurisdictional regional transportation planning, Lafayette is presenting this project to the sub-region's various transportation planning committee's such as TRANSPAC and the Lamorinda Project Management Committee (LPMC). LPMC reviewed and provided comment on the project impacts. Lafayette staff is requesting that SWAT consider agendaizing this item at a future meeting to consider providing (or supporting) comments on the project's transportation impacts in relation to the Lamorinda Action Plan.

Martin Engelmann, CCTA staff recommended that, in recognition of SWAT's responsibility to adopt both the Lamorinda and Tri-Valley Action Plans, an appropriate action for SWAT to consider would be to receive a full report on the Terraces project at a future SWAT meeting and to consider providing any comments at that time.

Karen Stepper noted that it was mentioned that the project is affecting traffic within Lafayette only, and if it is appropriate to comment on the project. Martin Engelmann, CCTA staff commented that, because the project may be in conflict with the Lamorinda Action Plan, that it would be appropriate for SWAT to consider providing comments as it affects a route of regional significance and thus, regional traffic.

David Bowie, O'Brien Land Management Company commented (via speaker card) that the project has yet to be fully considered and heard by the City of Lafayette. As such, Mr. Bowie expressed that, in his opinion, it is generally inappropriate that comments are being solicited on the project's transportation impacts from entities other than the City of Lafayette at this time, and that the mitigation measures and findings are yet to be vetted. Additionally, Mr. Bowie expressed that he felt the project mitigations identified are not in direct conflict with, or should be governed by, the Lamorinda Action Plan policies.

John Cunningham, Contra Costa County staff commented that, as previously explained by Mr. Engelmann, that as Pleasant Hill Road is an adopted regional route, it is entirely appropriate to comment on the project's potential impacts on the route, and further, that it is adopted policy countywide, and the duty of Regional Transportation Planning Committees to evaluate and monitor traffic impacts on regional routes as identified in Action Plans for Routes of Regional Significance. Mr. Engelmann echoed that the timing for soliciting comments on the project's potential traffic impacts and proposed project mitigation measures is entirely appropriate at this time.

It was suggested that staff consider bringing the project back to a future SWAT meeting for a formal presentation, and to consider the LPMC statement and solicit any formal comments from SWAT at that time.

**ACTION:** None

**7. WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- CCTA summary of actions from Board meetings of 7/17/13 and 9/18/13
- TRANSPLAN summary of actions from Committee meeting of 10/10/13
- TRANSPAC summary of actions from Committee meeting of 10/10/13
- City of San Ramon – Public Hearing Notices, ACRE Mixed Use Development (7/16/13 and 8/13/13)
- City of Lafayette – Notice of Public Meeting, Terraces of Lafayette Project (09/16/13)

**ACTION:** None

**8. DISCUSSION:** Next/Future Agenda:

- Additional information/presentation on Terraces of Lafayette Project
- Update on Caldecott Tunnel 4<sup>th</sup> Bore Project

**ACTION:** None

9. **ADJOURNMENT:** The next meeting is scheduled for Monday, November 4<sup>th</sup>, 2013, or other meeting date as determined, at the City of San Ramon, 2222 Camino Ramon, San Ramon.

**ACTION:** Meeting adjourned by acting Chair Perkins at 4:08 p.m.

**Staff Contact:**

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**Agenda Item 6.C**

## Planning Committee **STAFF REPORT**

**Meeting Date:** October 2, 2013

Subject	Discussion of Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates
<b>Summary of Issues</b>	<p>The vision and goals in the Countywide Comprehensive Transportation Plan (CTP) outline the themes and aims to be pursued by the Authority. As a first step in developing the 2014 CTP Update, scheduled for completion in late 2014, staff is proposing to have the Planning Committee review a discussion paper regarding the draft 2014 CTP Update vision, goals, and current issues, and release it to the RTPCs for review and comment in parallel with the development of the draft Action Plan updates. Following this initial review, a broader public outreach effort will be undertaken to receive further input from Contra Costa's stakeholders and constituents.</p>
<b>Recommendations</b>	<p>That the Planning Committee release the Draft CTP Vision, Goals, and Issues paper (Attachment A) for review by the RTPCs in conjunction with the development of the updated Action Plans for Routes of Regional Significance</p>
<b>Financial Implications</b>	
<b>Options</b>	<p>The Planning Committee could suggest specific additions, deletions, or modifications to the vision and goals prior to release to the RTPCs.</p>
<b>Attachments (See PC Agenda for B &amp; C)</b>	<p><b>A.</b> Discussion Paper: Refining the Vision, Goals and Strategies for the 2014 CTP Update – Issues and Opportunities (revised)</p> <p><b>B.</b> 2014 Action Plan Updates: Current Status</p> <p><b>C.</b> Overall Schedule for the 2014 CTP Update</p> <p><b>D.</b> Comment letters on Sustainability Paper:</p> <p style="padding-left: 40px;">Letter from SWAT, dated April 15, 2013</p> <p style="padding-left: 40px;">Letter from Contra Costa County, dated May 14, 2013</p>
<b>Changes from Committee</b>	<p><i>The Planning Committee recommended release of the discussion paper with revisions to the proposed new fifth goal</i></p>

## **Background**

The Authority's first vision statement was included in the 2000 CTP and has since been carried forward into subsequent updates. By way of background, the 2009 CTP Update carried forward the vision and goals of the previous (2004) CTP without any wholesale changes. For historical reference, changes that were made to the "vision" during the last CTP update are shown here:

Strive to preserve and enhance the quality of life of local communities ~~and by promoting~~ a healthy environment and a strong economy to benefit the people and areas of Contra Costa that is sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate ~~highways, local streets and roads, public transit, and pedestrian and bicycle facilities~~ all modes of transportation to meet the diverse needs of Contra Costa.

For the 2014 CTP Update, the Authority has the option to keep the vision "as is," make minor modifications, or, if warranted, make wholesale changes. At present, staff is recommending only minor revisions.

The first phrase of the Authority's adopted vision articulates the three "E's" that form the cornerstones of sustainability: local quality of life (*Equity*), a healthy environment (*Environment*), and a strong economy (*Economy*). The vision then references the three main concerns of Measure J — making the transportation system more balanced, safe and efficient; supporting cooperative planning; and managing growth. Finally, the vision describes a transportation network that is both integrated and multimodal.

The vision is supported by four goals. The adopted goals in the 2009 CTP are as follows:

1. Enhance the movement of people and goods on highways and arterial roads,
2. Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment,
3. Provide and expand safe, convenient and affordable alternatives to the single-occupant vehicle, and
4. Maintain the transportation system.

Since the adoption of the 2009 vision and goals, several concerns have emerged especially:

- environmental justice,
- sustainability,
- safe routes to school,
- freight movement, and
- the Sustainable Communities Strategy (SCS) adopted by MTC in July 2013.

Do the Authority's adopted vision and goals adequately address these issues? Or, do the concerns listed above need to be incorporated more explicitly? The attached Discussion Paper outlines staff's proposed revisions to the vision and goals, along with the issues and opportunities that present themselves as we strive towards achieving them.

### ***Action Plan Updates***

At present, the RTPCs are preparing preliminary draft action plans for review by the RTPC TACs. Attachment B contains status reports for each of the five action plans (West, Central, East, Lamorinda, and Tri-Valley). In general, the action plans continue to support the Authority's adopted vision and goals, and could easily fit within staff's proposed revisions as outlined above. The overall schedule calls for completion of the draft Action Plans in January, and release of the Draft CTP in April 2014 (see Attachment C).

## **Discussion Paper: Refining the Vision and Goals for the 2014 Countywide Transportation Plan: Issues and Opportunities**

The Contra Costa Transportation Authority was formed in the late 1980s by Contra Costa voters to help address and manage the impacts of tremendous amounts of growth over the previous several decades, when population increased six-fold. Measure C, passed in 1988, established a source of funding to tackle existing transportation issues, manage growth, and address future transportation needs.

Although the recession may have slowed growth in Contra Costa, the county is expected to add more homes and jobs over the next several decades. Forecasts suggest that by 2040 Contra Costa will have added 286,000 more residents, 81,000 more housing units, and 122,500 new jobs. While this rate of growth may be slower than in previous years, these increases will place further demand on the local and regional transportation system. Addressing and managing the effects of population, housing and job growth will be the focus of the 2014 Countywide Transportation Plan (CTP).

Maintaining a well-functioning transportation system — one that supports the environment, our economic vitality and the health of our communities — will be essential to Contra Costa and the region as it plans for future growth. The Authority plays a key role in identifying how to create and maintain such a system, one that will serve both current and future needs. The Authority intends to use the 2014 CTP to identify the best options for Contra Costa to do that and we hope that you'll join us in this process.

### **The Authority's Vision, Goals and Strategies**

The Authority defined its vision for the transportation system in 2009 in the following statement:

*Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.*

This vision encompasses the Authority's three concerns — to support healthy communities, a healthy economy and a healthy environment — and outlines three measures for achieving them — a balanced, safe and efficient transport network, cooperative planning, and growth management. This vision was supported by four goals that shaped the Authority's transportation strategy.

## **GOALS AND STRATEGIES**

### **1) Enhance the Movement for People and Goods on Highways and Arterial Roads.**

Reduction in congestion can occur through a variety of approaches. The 2009 CTP outlined several strategies for achieving this goal including capital improvements to the roadway system itself, influencing the location and nature of new growth, increased traffic management, and expansion of multi-modal mobility.

### **2) Manage the Impacts of Growth to Sustain Contra Costa's Economy and Preserve its Environment.**

The strategies under this goal included expansions of partnerships and cooperative planning among local jurisdictions, as well as an expansion of regional land use planning coordination outside of the county. The 2009 CTP also called for more context-sensitive transportation and land use planning by requiring new growth to pay its fair share for public improvements, supporting the establishment of an Urban Limit Line, promoting infill and redevelopment, and respecting community character and the environment.

### **3) Expand Safe, Convenient and Affordable Alternatives to the Single-Occupant Vehicle.**

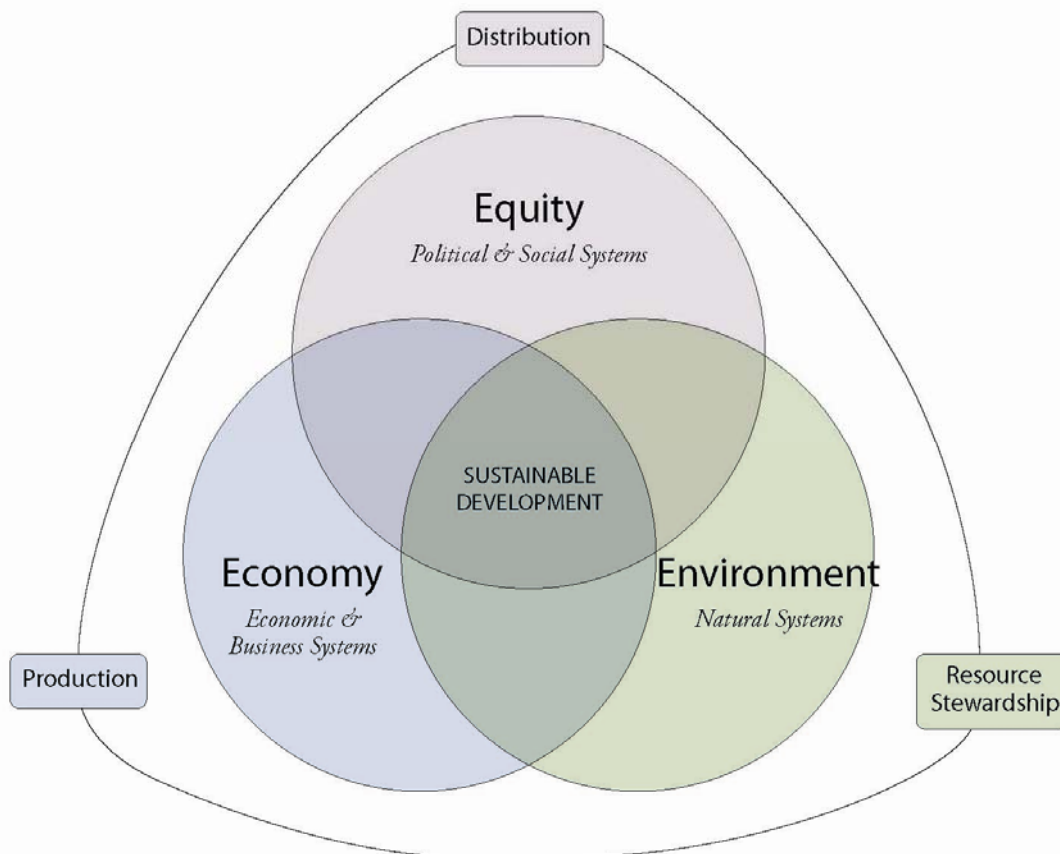
Ways of achieving this goal included expansion of BART and bus service, paratransit, pedestrian and bicycle routes, and carpools.

- 4) Maintain the Transportation System.** This goal depends upon acquiring adequate, stable funding for transit operations and reducing the backlog of rehabilitation and maintenance needs. The strategy is to increase preventive maintenance for roadways, bridges, and sidewalks to ensure the long-term health of the transportation system.

The 2014 CTP will review and refine the goals and strategies to respond to changing needs and future demands.

### **Sustainability and the 2014 CTP**

As worries over climate change, economic vitality and public health have grown, the concept of *sustainability* — that is, our ability to achieve all our needs, both now and in the future — has come to the forefront. Ultimately, sustainability is about finding a balance among the goals of environmental, economic and social health that also allows for future growth. The following graphic illustrates this balancing act.



The Authority has spent years working to find the right balance among these sometimes competing goals. Using this sustainable transportation framework in the 2014 CTP can help assign priorities in the balancing act and focus the process of determining future investments. Sustainability could be used as a basis for an updated approach to transportation planning designed to maximize efficiency, use limited resources well, and deliver effective services to the county's residents, businesses, and visitors.

Explicit integration of sustainability into the 2014 CTP would align with State legislation on sustainability (SB 375), would contribute to implementation of the recently adopted *Plan Bay Area*, and would respond to an implementation task in the 2009 CTP calling for a review of the role the Authority should play in addressing sustainability.

From managing growth, to supporting mobility, to responding to the diverse needs of communities in Contra Costa, the Authority has made significant inroads towards achieving a number of objectives related to sustainability. Consequently, the issues and opportunities that will be addressed in the 2014 CTP will not involve a radical departure from existing Authority policies. Rather, they will refine and reframe policies the Authority has already set — policies that are already focused on meeting the needs of the present without compromising the ability of future generations to meet their own needs.

#### **ADDING SUSTAINABILITY TO THE VISION AND GOALS**

To incorporate sustainability into the 2014 CTP's vision and goals, a possible revision to the 2009 statement is shown below:

*Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit the people and areas of Contra Costa, through (1) a balanced, safe, sustainable and efficient transportation network, (2) cooperative planning, and (3) growth management.*

Consistent with the vision, the 2009 CTP goals could be refined for the 2014 CTP as follows to reflect the new emphasis on sustainability:

- ~~Enhance~~ Support the efficient and reliable movement of people and goods on highways and arterial roads;
- Manage ~~the impacts of~~ growth to sustain Contra Costa's economy, ~~and~~ preserve its environment and support its communities;
- Expand safe, convenient and affordable alternatives to the single-occupant vehicle; ~~and~~
- Maintain the transportation system; and
- Continue to invest wisely to maximize the benefits of available funding.

## **Challenges and Opportunities**

### **CURRENT AND FUTURE CHALLENGES**

Contra Costa faces transportation challenges in three key areas of concern: economy, environment and equity.

#### **Economy**

A reliable and efficient transportation network is essential for moving people and goods. Congestion adds time to commutes, both for drivers and transit users, and can increase conflicts between the users of the system. It also increases costs for freight movement and delivery. The demands on the transportation system will only increase as population in Contra Costa and the region grows and we add new jobs and economic activity.

Recent analysis conducted using the Authority's Travel Demand Forecasting Model indicates that vehicle miles travelled will increase by 35 percent by 2040, while vehicle

hours travelled will increase by 56 percent. With few capacity expansion projects in the pipeline, accommodating these increases in travel demand will require innovative techniques that rely more on technology and operational improvements than on adding new capacity.

## **Environment**

Even with the achievement of the AB 32 goals for reducing CO<sub>2</sub> emissions, addressing climate change will continue to be a major environmental concern. Consistent with the environmental evaluation of *Plan Bay Area*, the 2014 CTP will assume a 16 inch rise in sea level by 2050, and a 55 inch rise by 2100. The forecast rise in sea level may imperil transportation facilities in low-lying parts of Contra Costa and the region, threatening our ability to travel as well as affecting our substantial investment in the transportation system. Climate change may also lead to more severe storms, with flooding that could damage our transportation infrastructure.

In response to these challenges, California has adopted new laws and regulations. Vehicle emissions controls will help limit increases in greenhouse gas emissions while SB 375 and the new sustainable communities strategies will identify new investment and development approaches to minimize vehicle miles travelled and consequent levels of emissions.

MTC's recently adopted *Plan Bay Area* includes a new "Sustainable Communities Strategy", or SCS, as required by SB 375. This new component of the Regional Transportation Plan identifies a program of transportation improvements and land use changes that together will help the Bay Area meet the State-required targets for reducing greenhouse gas emissions. The SCS proposes that about 80 percent of new job and housing growth be directed to Priority Development Areas (PDAs), districts that local jurisdictions have identified where higher-density, transit-supportive and walkable neighborhoods would be developed. Most jurisdictions in Contra Costa have designated at least one PDA. These PDAs include the San Pablo Avenue corridor, the Concord Re-use Site, the Hercules waterfront, downtown Antioch and Pittsburg, the Walnut Creek BART Station area, and the San Ramon City Center.

Beyond climate change, increased travel on the transportation network may have other impacts to the environment. A major concern is the increase in fine particulate matter from travel on our roads. Those particulates are linked to increases in asthma, heart disease and other health problems for those exposed to them. In addition, increased travel may lead to increased noise, especially along major roadways.

### **Equity**

The design and operation of our transportation network can have a significant impact on the health of our neighborhoods and districts. More walkable communities, for instance, are associated with greater levels of walking, which would increase levels of exercise and could lower levels of obesity. Providing safe, well-defined and connected sidewalks, crosswalks and bicycle facilities for our children — especially along busy streets and at drop-off locations — can help encourage more walking and bicycling. Cities and towns have begun revising their development regulations to recognize the needs of all modes of travel. Much of Contra Costa, however, is already developed in ways that are auto-oriented. Making our communities more bike-, pedestrian- and transit-friendly will require substantial and sensitive retrofitting.

These impacts can vary significantly among our neighborhoods. Neighborhoods closer to freeways and freight lines are exposed to more air pollution and noise, with resulting impacts on their health. Some communities are more dependent on transit, especially areas with higher levels of lower-income and elderly residents, and reductions in transit service can have an outsized impact.

### **Maintaining Our Investment**

Underlying all of these concerns is the importance of maintaining the existing transportation system. Local, state and federal agencies have invested billions of dollars in our current network and will invest billions more in the future. This investment, however, will require ongoing maintenance to ensure that our transportation network functions as it should. Potholes, worn roadway markings, and malfunctioning signals can affect the safety and reliability of the network. Expanding our transportation system — adding new rail lines, building new streets and highways, or increasing bus service

— will increase the need for maintenance. In addition, increased population and economic activity will further increase maintenance needs.

### **Investing Wisely**

With billions invested in our transportation system— building streets and sidewalks, freeways and rail lines, trails and transit centers — Contra Costa has developed an extensive, modern transportation network. Maintaining and expanding the transportation system to continue to meet the county’s travel needs will require many more billions. The Authority and its partners have identified at least \$10 billion in new projects and programs in Contra Costa alone that would be required to meet the projected increase in travel demands.

The Authority expects, however, to have only about \$2.5 billion available to fund new projects and services and to maintain our current infrastructure. The disparity between demands and resources means the Authority and the residents it serves have some significant choices to make.

### **OPPORTUNITIES**

While the challenges facing transportation are daunting, there are tools and new approaches that may help the Authority address these challenges.

**Complete Streets:** One problem with the transportation network in Contra Costa is that, while many streets may function relatively well for cars, they inadequately serve people who walk, bicycle or ride transit. Sidewalks, for example, may be too narrow or non-existent. Higher speeds on arterials may make bicyclists search for routes that are slower and less direct. Vehicle congestion may make bus service slower and less reliable.

Fortunately, considerable research has been conducted in the last two decades on how to successfully create complete streets. By designing — or more frequently, redesigning — our streets to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities, we can improve the livability of our communities and encourage alternatives to the single-

occupant vehicle. Incorporating the complete streets concept into local general plans is now mandated in California.

One component of the complete streets concept is the creation of safe routes to school, or SR2S. Within the last two generations, we've seen a steep drop in the number of elementary and middle school students who walk to school. In 1969, 48 percent of children 5 to 14 years of age usually walked or bicycled to school. Forty years later, that dropped to 13 percent.<sup>1</sup> Principals at schools in Contra Costa identified a number of reasons why children don't walk or bike to school. One key concern identified throughout the county was the lack of safe, connected sidewalks, crosswalks and bike facilities. While the Authority has used both Measure J and federal sources to fund SR2S projects, there is a need for additional improvements throughout Contra Costa.

**Technology:** Throughout our history, people have used technology to address problems. Over the last two centuries, technology has utterly transformed how we move people and goods. Instead of horse-drawn carriages and wind-driven ships, we now rely on trains, planes, buses and cars. These new technologies haven't been without their downsides. For example, the engines propelling our ships, trains, planes and vehicles are a major contributor to greenhouse gas emissions. And the increased speeds these technologies allow have contributed to the sprawling character of many of our communities.

Technology, however, can also help address the negative effects of our modern transport network. The increase in the number of electric (or partially electric) vehicles will reduce greenhouse gas emissions in our urban areas (though this may be offset by the need to increase the demand for additional generation of electricity), and the increased use of electric vehicles will increase the need for charging infrastructure. Autonomous vehicles can also make more efficient use of our roadways and may minimize collisions but may, unfortunately, also require changes in how cities and towns design their roadways.

Other technologies focus on the roadway itself. So-called intelligent transportation systems, or ITS, can benefit our transportation network by improving safety and

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<sup>1</sup> The National Center for Safe Routes to School (2011). How Children Get to School: School Travel Patterns from 1969 to 2009.

efficiency. This benefits the environment by limiting the waste of fuel and thus reducing greenhouse gas emissions. ITS encompasses many techniques, including electronic toll collection (such as FasTrak in the Bay Area), ramp metering, traffic signal coordination, and traveler information systems, for freeways, arterials and transit systems.

**Reducing Demand:** Adding thousands of new homes and jobs will lead to a corresponding increase in trips...if current trends hold. But are there ways of reducing the demands that this new growth will place on our transportation network? Our current transportation sales tax, Measure J — like its predecessor Measure C — funded so-called transportation demand management, or TDM, programs. These programs have had some success in encouraging more carpooling, bicycling, and transit use to reduce the number of single-occupant vehicles being used. Guaranteed ride home programs, bicycle lockers and transit subsidies are just some of the techniques used in the Authority's TDM programs. And, as technology has made it more feasible, telecommuting and flexible working hours have helped eliminate some commute trips during morning and evening rush hours.

Land use changes, which are the responsibility of local jurisdictions, can also help minimize travel demand. Making communities and employment districts more walkable, by creating a safe, continuous and direct pedestrian network and placing more services within walking distance, can reduce the need to get into a car. Increasing densities and the mix of compatible land uses can make transit service more attractive and efficient.

### **How Should the Authority Respond?**

The purpose of developing the 2014 CTP is for the Contra Costa community to work with the Authority to make choices about how to invest limited transportation dollars. What mix of projects and programs will best achieve the vision of strong communities, a vibrant economy for all, and a healthy environment? How much should be spent to adapt our transportation network to sea level rise and how much to provide a reliable commute? How much should go to provide safe ways for children to walk or bicycle to school and how many dollars will it take to support essential goods movement? How do we provide access and mobility for our residents while minimizing the environmental

*impacts of travel on our communities? How should the Authority select the projects and programs that best achieve the vision?*

To help its work on the 2014 CTP, the Authority has begun reaching out to the public on these issues. Focus groups, stakeholder interviews and polling will be conducted in fall 2013. People should visit the Authority's website — [www.ccta.net](http://www.ccta.net) — for more information and ways of providing input on the 2014 CTP.



# SWAT

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Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

April 15, 2013

Janet Abelson, Chair  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

RE: SWAT Comments on "*Launching the 2014 Countywide Transportation Plan Update*" and corresponding "*Incorporating Sustainability in the 2014 CTP Update*" Discussion Papers

Dear Chair Abelson:

At their meetings of February 4, 2013 and March 4, 2013, the Southwest Area Transportation Committee (SWAT) discussed at length the Authority's discussion papers entitled "*Launching the 2014 Comprehensive Transportation Plan Update*" and "*Incorporating Sustainability into the 2014 CTP*". The Committee appreciates the Authority's efforts in developing these discussion papers and for providing the opportunity to comment.

SWAT concurs that the inclusion of sustainability practices within transportation planning documents are important, logical components. SWAT also recognizes the importance that the incorporation of a sustainability policy within the 2014 CTP Update aligns with the Transportation Authority's primary mission of delivering transportation projects and programs, and for maintaining the existing transportation system.

Additionally, SWAT notes that many of the sustainability components outlined in the "*Incorporating Sustainability into the 2014 CTP*" discussion paper could be considered duplicative of existing local, regional, state and federal mandates. As such, SWAT respectfully recommends that the incorporation of a sustainability policy be structured as a "best practices" approach, thereby providing flexibility and manageability at the local level.

Attached please find a summary of comments specific to the "*Incorporating Sustainability in the 2014 CTP Update*" discussion paper. Thank you for your consideration and opportunity to comment on this important matter. If you should have any questions or comments, please contact me, or Andy Dillard, SWAT administrative staff, at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "David Hudson", with a stylized flourish at the end.

David Hudson, Chair  
Southwest Area Transportation Committee  
Contra Costa County, CA

Attachments: Summary of Comments on CCTA's *"Incorporating Sustainability into the 2014 Countywide Transportation Plan Update"* Discussion Paper

Cc: Randell H. Iwasaki, CCTA; Martin Engelmann, CCTA; Danice Rosenbohm, CCTA; SWAT; SWAT TAC; WCCTAC, Jerry Bradshaw; TRANSPAC, Barbara Neustadter; TRANSPLAN, Jamar Stamps



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

## ATTACHMENT A

### SWAT Draft Summary of Comments on CCTA's *"Incorporating Sustainability into the 2014 Countywide Transportation Plan Update"* Discussion Paper

#### *"Incorporating Sustainability into the 2014 CTP"*

- The Committee supports the use of a succinct and simple definition of sustainability (as defined under "Definitions of Sustainability", page 2), and that is in alignment with the Authority's existing mission statement (as referenced on page 3).
- A sustainability policy should not only consist of implementing new projects and programs, but also place emphasis on the maintenance of existing transportation infrastructure.
- The incorporation of a simple and concise sustainability policy within the Vision and Goals of the CTP Update should be represented as a "best practices" approach in order to provide flexibility for local jurisdiction interpretation and discretion.
- In further support of a "best practices" approach, and when considering incorporating sustainability components as part of CTP Action Plans, it is recommended that it be in the form of a "toolbox" of options for practical applications and discretion at the local level. Sustainability should also function as monitoring components for performance measures rather than new or additional mandates.
- As previously stated, a sustainability policy within the CTP Update should be structured with the intent that it be for the discretionary use of local jurisdictions, and in recognition that local general plans and policies ultimately govern and control sustainability practices at the project level (such as "Complete Streets").
- The Committee concurs with the alignment of sustainability with the Authority's Measure J mission in supporting "operational sustainability", "fiscal sustainability", and "maintaining and promoting a healthy environment".



## The Board of Supervisors

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

John Gioia, 1<sup>st</sup> District  
Candace Andersen, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitchoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District

Contra  
Costa  
County



BY: ..... David Twa  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

May 14, 2013

Janet Abelson, Chair  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**Subject: 2014 Countywide Transportation Plan (CTP) Update and Incorporating Sustainability into the 2014 Countywide Transportation Plan**

Dear Chair Abelson:

The Board of Supervisors has reviewed the subject documents and offers the following comments:

### **2014 CTP Update**

- The County supports aligning local goals with that of regional and state initiatives. The CTP update should be clear as to how these goals will be reflected or implemented in more subsidiary policy and technical documents such as the *Technical Procedures Manual* and the *Measure J Implementation Guide*. These documents should be used to translate higher level policies in to practical implementation at the local level.
- The discussion document notes the flexibility in the Action Plan's and Multimodal Transportation Service Objectives. During the development of the Action Plans, CCTA should provide options, examples, and best practices from other areas to spur innovation and discussion.
- Noting that the intent of this update is to "lay the groundwork" for the next CTP and possible Measure J renewal/extension, the Board of Supervisors is going on record as emphasizing that maintenance of the existing system should be a priority. The recently completed *2012 California Statewide Local Streets and Roads Needs Assessment* study confirms that existing funding levels are not sufficient to address deteriorating roads, bridges, sidewalks, storm drains and support infrastructure. The study also predicts that the already daunting cost to repair this infrastructure could double if repair and maintenance continue to be deferred due to a lack of new funding.

### **Incorporating Sustainability into the 2014 Countywide Transportation Plan**

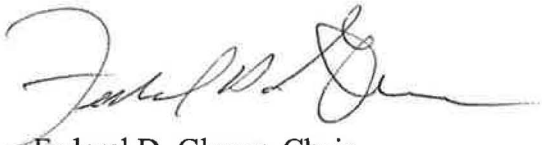
- Implementing new project development or investment policies, such as is in the *Incorporating Sustainability* paper, with *existing* funding sources is likely to be overly burdensome. These existing funding sources, at the time they were developed, already incorporated disbursement policies. These

include policies such as growth management requirement, complete streets, etc. Adding another layer of policies with which to guide expenditures is not practical. A more advantageous time to discuss and develop new sustainability policies would be at the time a new funding source is developed. This would allow a methodical deliberate approach to policy development rather than what could be construed as an incremental or patchwork approach.

- Absent an immediate, compelling reason to implement a new sustainability policy, the Board of Supervisors recommends that CCTA highlight our existing policies and funding programs which are already consistent with the concept of sustainability. These policies include the growth management program, urban limit line policies, transportation for livable communities, complete streets, pedestrian/bicycle/trail funding, etc.
- Ultimately, any sustainability policies that are developed should be consistent with and supportive of the policies of the Contra Costa Transportation Authority's member jurisdictions.

The Board of Supervisors appreciates the opportunity to comment on these important documents. If you or your staff has any questions on this information, please contact me or Steven L. Goetz at (925) 674-7830 or at [steven.goetz@dcd.cccounty.us](mailto:steven.goetz@dcd.cccounty.us).

Sincerely,

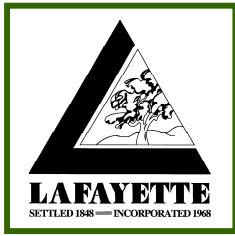


Federal D. Glover, Chair  
Contra Costa County Board of Supervisors  
Supervisor, District V

Attachment:

c: Janet Abelson, Chair, WCCTAC  
Dave Hudson, Chair, SWAT  
Kevin Romick, Chair, TRANSPLAN  
Mark Ross, Chair, TRANSPAC

**Agenda Item 6.D**



City Council

Mike Anderson, Mayor  
Don Tatzin, Vice Mayor  
Brandt Andersson, Council Member  
Mark Mitchell, Council Member  
Traci Reilly, Council Member

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October 17, 2013

For: SWAT

From: Leah Greenblat, City of Lafayette

RE: Consistency of Proposed Terraces Project with the Lamorinda Action Plan

The SWAT Agenda Packet for its meeting on October 7, 2013, contains background information about the proposed Terraces project in Lafayette relative to its potential transportation impacts on the Lamorinda Action Plan.

At its last meeting on October 7, 2013, the Lamorinda Program Management Committee (LPMC) discussed the proposed Terraces project relative to the current Lamorinda Action Plan. LPMC agreed to submit a letter (provided separately) to the City of Lafayette containing the following comment:

*It appears from the information presented today that one of the proposed mitigations for the Terraces Project – to widen southbound Pleasant Hill Road from two to three lanes from north of Deer Hill Road to the westbound SR 24 onramp – is inconsistent with the Gateway Constraints Policy of the adopted Lamorinda Action Plan.*

Since SWAT is the CCTA's regional transportation planning committee responsible for overseeing the Lamorinda Action Plan, the City of Lafayette wants to advise you of this situation. Excerpts of the Lamorinda Action Plan's Gateway Policy are attached for your reference.

The City of Lafayette requests that SWAT review and comment on LPMC's correspondence on the subject project. Please submit any comments by November 18, 2013.

# LAMORINDA ACTION PLAN UPDATE



Prepared for the  
**Lamorinda Program  
Management Committee**

Prepared by  
***DKS Associates***  
TRANSPORTATION SOLUTIONS

Adopted December 7, 2009

Every few years, the CCTA will monitor the Routes of Regional Significance to assess whether the MTSOs are being met. If that monitoring effort shows that an MTSO exceedance has occurred, then the LPMC may wish to re-visit its adopted Action Plan, and determine whether revisions are necessary. Such revisions could include, for example, adding new actions, or changing the MTSOs. The CCTA's Growth Management *Implementation Documents* state that the RTPCs "should avoid watering down MTSOs during the revision process," however, changes to the MTSOs are still an option for the LPMC. A preferred outcome would be to reach consensus for the Lamorinda jurisdictions to increase their local commitments to actions needed to achieve the MTSOs.<sup>4</sup>

To help address the issue of through traffic on Lamorinda's Regional Routes, the following two new policies have been adopted for inclusion in the Lamorinda Action Plan: Gateway Constraints, and Traffic Management. The combination of these new policies has the potential to limit through traffic during any given hour to a level that could potentially be accommodated within the limits of the MTSOs.

### **5.3 Gateway Constraint Policy**

A key policy of this Action Plan for Lamorinda, is to adopt a "gateway constraint" policy that controls peak-hour, peak-direction vehicle flows on major roadways leading into Lamorinda. The policy as stated in Section 2.1 reads as follows: "Maintain capacity constraints at selected gateways with the intent of preserving and improving mobility on regional routes within Lamorinda." Such a policy sets maximum lane widths for SR 24 inbound gateways, and similarly, identifies limits on the number of lanes for arterials such as Pleasant Hill Road and Camino Pablo.

The evaluation in this Action Plan Update indicates that a Gateway Constraint policy could be beneficial to Lamorinda residents, because such a policy would reserve some room on the regional system, so that access to the system will be maintained for traffic that has an origin and/or destination in Lamorinda. Furthermore, the modeling analysis indicates that a Gateway Constraint policy may be the key to achieving the MTSOs for Lamorinda.

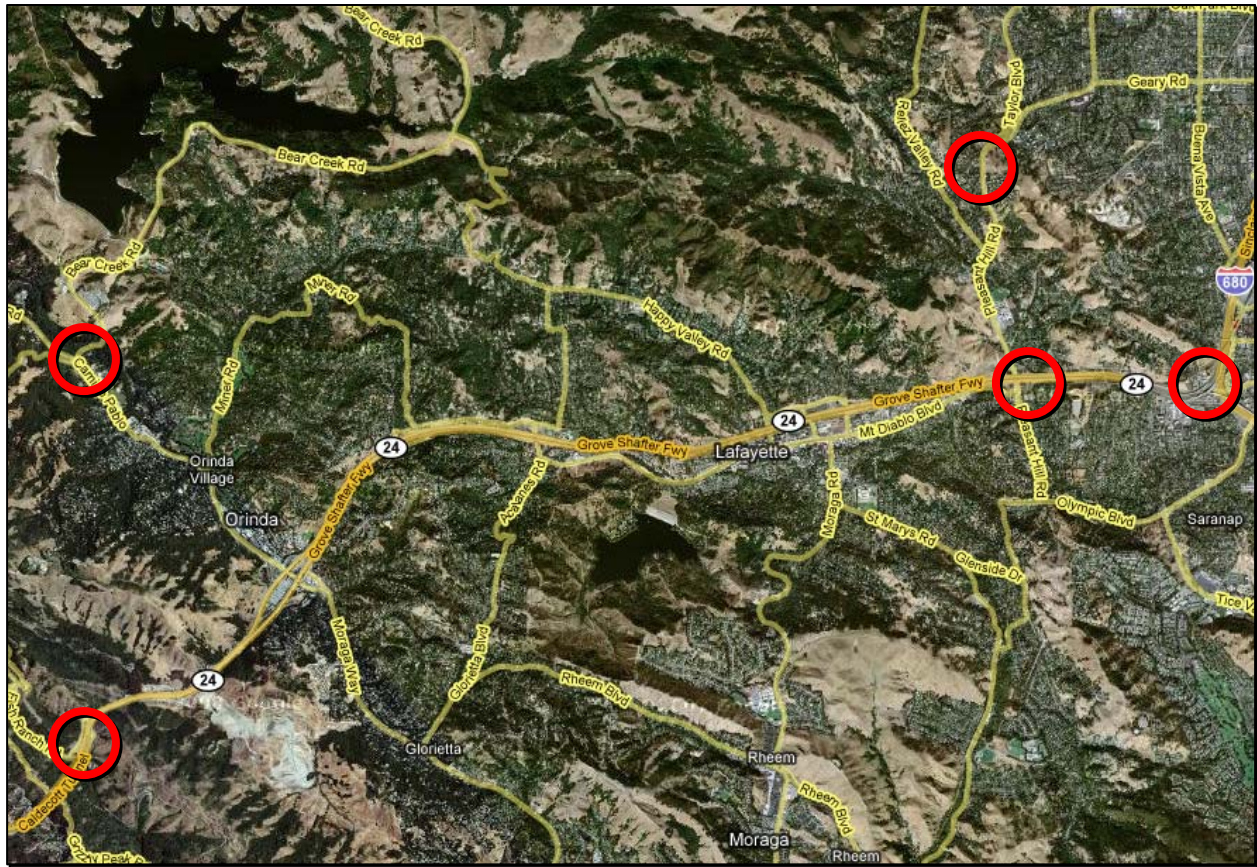
The south county jurisdictions of SWAT (Danville, San Ramon, and Contra Costa County) have a Gateway Constraint policy that has been in place since 1995, when the first Tri-Valley Transportation Plan/Action Plan was adopted. The policy has been successfully implemented through the TVTC, whose Contra Costa jurisdictions fall under the purview of SWAT as the designated RTPC under Measure C/J.

### **5.4 Gateway Policies for Specific Routes**

The location of Lamorinda gateways are identified in Figure 11. Each of the gateways is addressed below.

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<sup>4</sup> Contra Costa Transportation Authority, Growth Management Program Implementation Documents, Draft Implementation Guide, Public Review Draft, October 18, 2007, p. 35.



**Figure 11: Locations of Lamorinda Gateways**

**SR-24:** The four-lane Caldecott Tunnel, eastbound, and the four-lane cross section of SR 24 westbound, just west of the Pleasant Hill Road off-ramp represent gateway constraints. Eastbound, the SR 24 gateway capacity is currently limited by the Caldecott Tunnel. . The Caldecott Tunnel currently has three tunnels, each with two lanes. The center tunnel is reversible and is operated in the peak direction: westbound in the morning and eastbound in the evening. This method of operation provides four lanes of capacity in the peak direction. Because of the combination of factors at the entrances to the tunnel, the practical capacity in the peak direction is limited to about 8000 to 8400 vehicles per hour. Although a two-lane, fourth bore is planned for the Caldecott Tunnel, only the capacity of the off-peak direction would be increased for which only one tunnel (two lanes) is currently available.

The capacity constraint for westbound traffic occurs at the east end of SR 24 results from northbound and southbound congestion on I-680 during the morning peak producing stop-and-go conditions before the exit ramps to SR 24. A second constraint exists westbound on SR 24 at the Pleasant Hill Road exit where an auxiliary lane ends. Six lanes of westbound traffic enter SR 24 from the east end: three from southbound I-680, two from northbound I-680 and one from Mt. Diablo Boulevard in Walnut Creek. These six lanes merge to five lanes for a short segment, but only four lanes continue past the Pleasant Hill Road exit. The effective westbound capacity constraint at that point is about 8400 to 8800 vehicles per hour.

**Pleasant Hill Road:** The two southbound through lanes on Pleasant Hill Road–Taylor Boulevard are proposed as a gateway constraint. The location and other details of the of the gateway constraint are to be defined in a traffic management plan developed jointly with TRANSPAC (see Action 12 in Table 9). Pleasant Hill Road is two lanes in each direction from its merge with Taylor Boulevard south to SR 24 with additional turn lanes at most intersections. The first signalized intersection south of the Pleasant Hill Road-Taylor Boulevard merge is at the “T” intersection with Rancho View Drive. Other major intersections are at Green Valley Road, Reliez Valley Road, Spring Hill Road and Stanley Road/Deer Hill Road. Each of these signalized intersections has left- and right-turn lanes on Pleasant Hill Road.

The capacity constraints on arterials providing access to the Lamorinda area are determined by the number of lanes and the timing of signals at intersections near the entry point. On Pleasant Hill Road southbound during the AM peak period, capacity is determined primarily by the timing of signals at the four major intersections and how much green time is given to Pleasant Hill Road. While the gateway policy addresses physical characteristics at key intersections, the timing of signals can also act as a metering point, as discussed below in the Traffic Management strategy section.

**Camino Pablo/San Pablo Dam Road:** The Gateway Constraint policy for Camino Pablo is subject to discussion by LPMC.

Camino Pablo/San Pablo Dam Road is one lane in each direction with left turn lanes at most major intersections from the Orinda border south to Miner Road. It is two lanes in each direction with left and right turn lanes from Miner Road to SR 24. The southbound gateway capacity for the road is set primarily by the signals along the two-lane section of the road at Wildcat Canyon/Bear Creek Road, Miner Road and El Toyonal/Orinda Way. A gateway policy could be adopted for this roadway, however, it lends itself more to traffic management strategies, as described further below.

## **5.5 Traffic Management Strategies**

While a Gateway Constraint policy could limit the volume of traffic entering Lamorinda during peak hours, it would not fully address the operational issues of how to manage the flow of traffic through the gateways. For that reason, Traffic Management Strategies are also proposed to further address the issue of peak hour traffic entering Lamorinda during the peak period. Traffic Management Strategies include single point metering (metering traffic through a signalized intersection) and signal timing coordination. For example, to encourage through commuters to use I-680 rather than Pleasant Hill Road, one possible traffic management strategy would be to meter the through-traffic flow on southbound Pleasant Hill Road in the AM peak period, while maintaining accessibility for Lamorinda residents who wish to enter Pleasant Hill Road via cross-streets within Lamorinda. A similar strategy could be appropriate for Camino Pablo/San Pablo Dam Road. Before implementing a traffic management strategy to restrict the flow of entering vehicles on either of these two arterial, turning-movement traffic counts should be conducted at intersections along the corridor before and after any point that might be considered

# Lamorinda Program Management Committee

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October 24, 2013

City of Lafayette  
Attn: Greg Wolff, Senior Planner  
3675 Mt. Diablo Blvd, Suite 210  
Lafayette, CA 94549

Dear Greg:

The Lamorinda Program Management Committee (LPMC), at its regular meeting on Monday, October 7, 2013, reviewed the Terraces project in Lafayette (Agenda Item 5.a). Present were member Amy Worth of Orinda, and vice-chair Mike Metcalf, who chaired the meeting. Chair Don Tatzin recused himself from the meeting.

LPMC Staff from the City of Lafayette provided the following background on the Terraces project:

- The project consists of 315 apartment units located in the northwest quadrant of the SR 24/Pleasant Hill Road interchange.
- The City of Lafayette recently certified the Final Environmental Impact Report for the project.
- Lafayette staff notified the LPMC and adjacent Regional Transportation Planning Committees about the Terraces Project because forecast traffic generated by the project would exceed the 50 net-new-peak-hour-vehicle-trip threshold established in the adopted 2009 Lamorinda Action Plan [Adopted December 7, 2009, p. 32] for notification to LPMC and informational discussion about the project.

Lafayette staff noted that one of the traffic impact mitigations proposed by the applicant is to add a third through-lane to the existing two southbound lanes on Pleasant Hill Road in the southbound direction, from north of Deer Hill Road to the State Route 24 westbound onramp.

LPMC discussed the impacts of the proposed project. Following staff's presentation, Contra Costa Transportation Authority (CCTA) staff provided background information on the Measure J Growth Management Program requirements for multi-jurisdictional cooperative planning. CCTA staff explained

## Lamorinda Program Management Committee

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the LPMC's role in the discussion and review of the project, noting that the Lamorinda Action Plan identifies Pleasant Hill Road as a Route of Regional significance. Since the project exceeds the trip threshold identified in the Lamorinda Action Plan, the LPMC should make a determination as to whether the proposed project would adversely affect the sub-region's ability to meet the objectives in the Action Plan and whether it is consistent with adopted Action Plan policy.

Members of the public were asked to speak. David Bowie representing the applicant, spoke about the project.

During the discussion, it was also noted that one of the proposed mitigations for the project – the widening of southbound Pleasant Hill Road – could conflict with the Gateway Constraint Policy in the Lamorinda Action Plan [pp. 23-25]. This policy limits the width of Pleasant Hill Road to two through-lanes.

After significant discussion, the LPMC agreed to transmit the following statement to the City of Lafayette by letter:

*It appears from the information presented today that one of the proposed mitigations for the Terraces Project – to widen southbound Pleasant Hill Road from two to three lanes from north of Deer Hill Road to the westbound SR 24 onramp – is inconsistent with the Gateway Constraints Policy of the adopted Lamorinda Action Plan.*

The statement was agreed upon with a motion by Amy Worth, and a second by Michael Metcalf.

Please feel free to contact me or our LPMC staff member, Shawna Brekke-Read, if you have any questions.

Sincerely,



Michael Metcalf

cc: Lafayette City Council  
Leah Greenblat, City of Lafayette  
Martin Engelmann, CCTA  
LPMC and LPMC TAC  
SWAT and SWAT TAC



City Council

Mike Anderson, Mayor  
Don Tatzin, Vice Mayor  
Brandt Andersson, Council Member  
Mark Mitchell, Council Member  
Traci Reilly, Council Member

Date: September 27, 2013

To: LPMC, SWAT

From: Leah Greenblat, City of Lafayette *LG*

RE: Lamorinda Action Plan and Proposed Multi-Family Housing Development at Pleasant Hill Road and Deer Hill Road

**SUMMARY:** The City of Lafayette is in the process of reviewing a proposed multi-family housing development at Pleasant Hill Road and Deer Hill Road. The FEIR is completed and certified. It determined that the project has significant and unavoidable traffic impacts. These traffic impacts may impede the City's ability to implement the Lamorinda Action Plan. In the spirit of cooperative, multi-jurisdictional planning, the City of Lafayette is sharing this information for LPMC and SWAT's review and consideration.

**PROPOSED PROJECT:** Construction of 14 buildings (seven three-story and seven two-story) consisting of 315 apartments. The application also proposes to construct a two-story club house (13,300 sq. ft.), a one-story leasing office (950 sq. ft.) and 569 parking spaces. The property is located at 3233 Deer Hill Road and Pleasant Hill Road.

**NOTICING REQUIREMENTS:** The City notified LPMC, SWAT and TRANSPAC consistent with the CCTA's and the Lamorinda Action Plan's noticing requirements. The City received no comments from member agencies.

**FINAL EIR:** The Final EIR concluded that the Project would have 13 significant and unavoidable impacts that could not be mitigated to a less than significant level. There are three significant and unavoidable traffic impacts (LOS F at Deer Hill Rd. – Stanley Blvd./Pleasant Hill Rd., Northbound Pleasant Hill Road AM peak hour traffic would exceed the capacity of the left turn lane at Deer Hill Rd., and significant increase in the Delay Index for southbound traffic in the AM peak hour and northbound traffic in the PM peak hour.)

**SUMMARY OF RELEVANT PORTIONS OF THE LAMORINDA ACTION PLAN:**

The FEIR found that the Project created significant and unavoidable impacts due to increases in traffic delay on Pleasant Hill Road. The basis for these determinations is the Lamorinda Action Plan. Below is a summary of key elements of the Lamorinda Action Plan.

To comply with Measure J, the City of Lafayette, as part of its development review process, needs to review the proposed Project with the Action Plan and determine whether the Project will impede the Action Plan's implementation. Based on the FEIR's findings, Lafayette staff believes the Project would impede the implementation of the Lamorinda Action Plan. In the spirit of multi-jurisdictional, cooperative

transportation planning, the City is sharing this information with LPMC and SWAT for its review and consideration. The proposed Project was discussed at TRANSPAC TAC on September 26 and LPMC and SWAT TACs on September 18, 2013. The TRANSPAC TAC elected not to agendize the item at an upcoming TRANSPAC meeting because the traffic impacts occurred within the City of Lafayette.

**LAMORINDA ACTION PLAN'S RELEVANT MTSOs FOR PLEASANT HILL ROAD**

1. Establish CCCTA bus service on Pleasant Hill Road and/or Taylor Boulevard that has a composite frequency of at least two buses per hour during peak commute and school times (6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM) and direct connection to the Lafayette BART station.
2. Maintain school bus service on Pleasant Hill Road and Taylor Boulevard.
3. Maintain a maximum wait time for drivers on side streets wishing to access Pleasant Hill Road or Taylor Boulevard of one signal cycle or less.
4. Maintain peak hour peak direction delay index of 2.0 or lower.

In the FEIR for the Terraces Project, it is the exceedance of the Delay Index for Pleasant Hill Road that results in the determination of two significant and unavoidable traffic impacts.

**POSSIBLE LAFAYETTE ACTIONS:** The Project is currently being reviewed by the City and has not yet been acted upon by the City's Planning Commission. The City's Circulation Commission is a referral body and has begun its review. In preparation for that review, Engineering Services staff analyzed the Project in context of the City's Goals, Policies and Programs in the Circulation Chapter of the General Plan and did not find the Project or the Mitigated Project Alternative to comply.

The proposed Project is not requesting a General Plan Amendment, yet the Project's FEIR concludes that its impacts would exceed the Lamorinda Action Plan's MTSOs related to Delay Index. Engineering Services staff would not recommend amending the Delay Index MTSOs because to do so would not be consistent with the City of Lafayette's General Plan. To avoid exceeding the MTSOs, Engineering Services staff would recommend reducing the size of the proposed Project in order to reduce its traffic impacts to such a level that the proposed Project would be consistent with the MTSOs in the Lamorinda Action Plan; however, the Applicant has not proposed any amendments to the Project.

**SUMMARY OF IMPACTS AND MITIGATION MEASURES:** Attached is an excerpt of the transportation and traffic section of the FEIR's Table 2-1 Summary of Impacts and Mitigation Measures.

**REQUESTED LPMC AND SWAT ACTION:** In the spirit of the Measure J's cooperative, multi-jurisdictional planning directive and the Lamorinda Action Plan which calls for jurisdictions to diligently notify one another regarding proposed projects, irrespective of whether such notification is legally required under CEQA, the City of Lafayette staff has requested that this item be agendized before LPMC and SWAT to seek its review and comment on the proposed Project.



**Living & Conson Architects Inc.**  
**RESTRICTED ARCHITECTURAL**  
P.L.L.C.

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SCALE: AS SHOWN  
DATE: 3/21/2011  
REVISIONS:  
5/6/2011  
9/21/11

PROJECT NO. 1000

A0.3

SHEET OF

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
PS-1 <i>continued</i>		PS-1d: The Project shall pay a police impact fee to the City prior to the issuance of building permits by Contra Costa County. The City would prepare a nexus study to determine the appropriate fee that could support the LPSD's additional personnel and associated equipment. If the impact fee assessment by the City is not in place at the time of building permit issuance for the Project, the Project applicant would be required to pay the fees after the building permit issuance when the City finishes the nexus study.	
<b>Transportation and Traffic</b>			
TRAF-1: Under Existing plus Project conditions, the Deer Hill Road – Stanley Boulevard/Pleasant Hill Road intersection would operate at LOS F during the AM peak hour, with delay increasing by 9.0 seconds as a result of the Project. The Project would increase delay by more than 5 seconds at an intersection operating below the acceptable standard.	S	TRAF-1: No feasible mitigation measures are available to reduce this impact to a less-than-significant level.	SU
TRAF-2: Under Existing plus Project conditions, northbound and southbound stop-controlled minor approaches on Brown Avenue at Deer Hill Road would continue operating at an unacceptable LOS F during the AM and PM peak hours, with delay increases substantially higher than 5 seconds. The MUTCD peak hour traffic signal warrant would be met for both peak hours under both the Existing Conditions and Existing plus Project scenarios. The Project would increase delay by more than 5 seconds at an intersection operating below the acceptable standard, and result in inadequate emergency access to Deer Hill Road, resulting in a <i>significant impact</i> .	S	TRAF-2: The Project applicant shall coordinate with the City to contribute a fair share of the cost, including an in-lieu payment, to install a traffic signal at the Brown Avenue/Deer Hill Road intersection, which will be added to the City's Capital Improvement Projects (CIP) program. The traffic signal equipment shall include an emergency vehicle preemption system (Opticom), which would allow emergency response vehicles approaching the signalized intersection to activate a green signal for their travel direction. The State Highway 24 freeway overpass structures on Brown Avenue could obstruct the Opticom activation device on responding emergency vehicles headed northbound on Brown Avenue from Mount Diablo Boulevard toward Deer Hill Road, which could substantially reduce the effectiveness of the traffic signal preemption. To avoid this problem, the traffic signal equipment shall include advance detection devices for the Opticom system as needed to assure effective traffic signal preemption for responding emergency vehicles on northbound Brown Avenue.	LTS

LTS = Less than Significant; S = Significant; SU = Significant and Unavoidable

CITY OF LAFAYETTE  
THE TERRACES OF LAFAYETTE FINAL EIR  
REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<del>TRAF-3: Under Existing plus Project conditions, the Project would reduce the average speed on northbound Pleasant Hill Road between the State Highway 24 westbound off-ramp and Acalanes Avenue during the PM peak hour from 4.6 miles per hour (mph) to 3.8 mph, a 17-percent reduction. This speed reduction of more than 10 percent is considered an unacceptable weaving condition that would substantially increase hazards, resulting in a significant impact.</del>	<del>S</del>	<del>TRAF-3: No feasible mitigation measures are available to reduce this impact to a less than significant level.</del>	<del>SU</del>
TRAF-43: Project design features would increase traffic hazards because the potential for inadequate sight-distance would exist at all of the Project driveways, and the proposed location of the west Project driveway on Deer Hill Road would provide inadequate sight-distance for westbound traffic.	S	<p>TRAF-43: The Project applicant shall implement the following measures:</p> <ul style="list-style-type: none"> <li>◆ West of the East Driveway on Deer Hill Road: All landscaping along the south side of Deer Hill Road that is located in the line of sight for eastbound traffic within 360 feet west of the east Project driveway shall be limited to plants with foliage no more than 30 inches fully mature height above the closest adjacent curb elevation, or trees with canopy foliage no less than 7 feet above the closest adjacent curb elevation, or other dimensions as specified by the City Engineer. The line of sight is defined as the area between the south curb on Deer Hill Road and a straight line connecting a point 10 feet behind the back of the sidewalk on the centerline of the east driveway and a point 360 feet to the west where it intersects the south curb line, or as otherwise specified by the City Engineer.</li> <li>◆ All other Project Driveways: All landscaping along the Project street frontage that is located in the line of sight of traffic approaching Project driveways in either direction shall be limited to plants with foliage no more than 30 inches fully mature height above the closest adjacent curb elevation, or trees with canopy foliage no less than 7 feet above the closest adjacent curb elevation, or other dimensions as specified by the City Engineer. The line of sight is defined as an area within 10 feet behind the back of the sidewalk or shared-use path and within 50 feet of the driveway edge, or as otherwise specified by the City Engineer.</li> </ul>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-43 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ Entryway Features: All monument signs, walls, slopes and other vertical features that could otherwise block visibility shall be no more than 3 feet higher than the adjacent driveway elevation in the area within 15 feet behind the back of the sidewalk or shared-use path and within 50 feet of the driveway edge, or as otherwise specified by the City Engineer.</li> <li>◆ The west Project driveway on Deer Hill Road shall be relocated at least 100 feet to the west of the location shown on the Project site plan.</li> </ul>	
TRAF-54: Because westbound Deer Hill Road speeds increase as vehicles descend the hill east of the west Project driveway, westbound vehicles slowing or stopping in the westbound Deer Hill Road through lane before turning left into the west Project driveway would present potential safety issues. This Project design feature would substantially increase traffic hazards.	S	<p>TRAF-54: The Project applicant shall either:</p> <ul style="list-style-type: none"> <li>◆ Widen Deer Hill Road as needed to add a striped westbound left turn lane and appropriate taper lengths approaching the west Project driveway, and maintain appropriate widths for bike lanes, traffic lanes, and proposed sidewalks, as well as legal left-turn access at the adjacent driveway on the north side of the roadway; or</li> <li>◆ Post signs prohibiting left turns from westbound Deer Hill Road into the west driveway. In the mouth of the driveway on the south side of Deer Hill Road, a raised island designed to physically obstruct left turns into the driveway shall be constructed, if emergency access can be maintained to the satisfaction of the Contra Costa County Fire Prevention District (CCCYPD) and the eastbound bike lane is not obstructed. Raised centerline or median features to obstruct the westbound left turn are not recommended on Deer Hill Road at this location because of prevailing speeds, as well as potential obstruction of left turns out of the Project driveway and access at the adjacent driveway on the north side of the roadway.</li> </ul> <p>Selection between these two alternative mitigation measures should be coordinated with the potential prohibition of left turns at the east Project driveway, which is not required as mitigation, but is recommended in the TJKM TIA to address design and operational concerns as described in Section A.4.a.v, Existing plus Project Left-Turn Queue Conditions.</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<del>TRAF-65: Under both Existing plus Project and Cumulative Year 2030 plus Project conditions, the Project's significant impact on PM peak-hour traffic speeds for northbound Pleasant Hill Road, which results in a significant impact on the Delay Index, between the off-ramp from westbound State Highway 24 and the proposed Project driveway would result in inadequate emergency access to other areas of Lafayette served by Pleasant Hill Road between State Highway 24 and Rancho View Drive. The result would be a significant impact.</del>	S	<del>TRAF-65: The Project applicant shall contribute a fair share to the cost of installing advance detection equipment for the existing Opticom system as needed to assure effective traffic signal preemption for responding emergency vehicles on northbound Pleasant Hill Road approaching the Deer Hill Road intersection and the other four signalized study intersections to the north. The advance detection system shall be designed to activate a green signal for northbound Pleasant Hill Road at Deer Hill Road with enough time before the emergency vehicle arrives to allow traffic congestion between State Highway 24 and the intersection to clear sufficiently to facilitate passage of the emergency vehicle. At a minimum, the advance detection system shall allow emergency vehicles responding from CCCFPD Station 15 (located at 3338 Mount Diablo Boulevard) to activate traffic signal preemption for northbound Pleasant Hill Road at Deer Hill Road as soon as they turn north from eastbound Mount Diablo Boulevard.</del>	LTS
TRAF-76: The emergency vehicle access shown on the Project site plans does not comply with minimum turning radius requirements at several on-site driveway locations. The restricted turning radii would result in inadequate emergency access to the Project site.	S	TRAF-76: The Project site plans shall be revised such that corner radii and medians at on-site driveway intersections provide a minimum inside turning radius of 25 feet and a minimum outside turning radius of 45 feet, per CCCFPD requirements.	LTS
TRAF-87: During the grading phase of construction on the Project site, large truck traffic on Pleasant Hill Road and Deer Hill Road and elimination of the existing passenger loading zone along the Project frontage on Pleasant Hill Road would result in a temporary significant impact.	S	TRAF-87: The Project applicant shall prepare and submit a Construction Staging Plan for review and approval by the City Engineer. The Construction Staging Plan shall include flaggers for trucks entering and exiting the Project site, and a designated liaison to coordinate with the City, schools, and the public as needed. In addition, the Construction Staging Plan shall include the following measures:  ♦ Large trucks involved in the grading phase of construction shall be prohibited from arriving at or departing from the Project site during the hours of 7:00 to 9:00 a.m. and 3:00 to 7:00 p.m. on any school day, and 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m. on any non-school weekday.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-87 <i>continued</i>		<ul style="list-style-type: none"> <li>♦ Large trucks shall be prohibited from making U-turn movements from northbound to southbound Pleasant Hill Road at the Deer Hill Road intersection during construction. The Construction Staging Plan shall specify for each construction phase whether access to the Project site from northbound Pleasant Hill Road will be allowed, either by providing a median opening for left turns directly into the site south of Deer Hill Road, or will require a left turn onto Deer Hill Road and a subsequent left turn into the Project site at the east Deer Hill Road Project driveway.</li> <li>♦ If the Construction Staging Plan allows large trucks to turn left from northbound Pleasant Hill Road to Deer Hill Road, accommodation of their turning radius may require the following temporary measures: modifications to the south median within up to 15 feet from the nose; relocation of the limit line for eastbound Deer Hill Road traffic lanes by up to 15 feet behind the existing crosswalk marking; adjustments to vehicle detectors, any other affected traffic signal equipment, and traffic signal timing as required to maintain safe and effective operations; and measures as otherwise specified by the City Engineer.</li> <li>♦ The proposed locations and configuration of access points on Pleasant Hill Road and Deer Hill Road where large trucks would turn into or out of the Project site during construction shall be subject to approval by the City Engineer, to ensure consideration of sight-distance constraints and implementation of appropriate safety precautions.</li> <li>♦ During any construction phase when access to the existing passenger loading zone on the west curb of Pleasant Hill Road along the Project frontage would be unavailable on school days, one of the following measures: <ul style="list-style-type: none"> <li>• Provide a safe, temporary alternative loading zone in the immediate area, subject to approval by the City Engineer. Potential alternatives may include temporary use of the property on the northwest corner of Pleasant Hill Road and Deer Hill Road, which would require surface improvements to facilitate safe vehicle and pedestrian access.</li> </ul> </li> </ul>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRAF-87 <i>continued</i>		<ul style="list-style-type: none"> <li>• Stage construction on the subject portion of the site such that during the school break for summer, the existing passenger loading zone would be demolished and replaced by construction of the recommended roadway configuration and passenger loading zone on the Pleasant Hill Road Project frontage.</li> <li>• The Construction Staging Plan shall require restriping of bike lanes and other pavement markings at the discretion of the City Engineer to address wear from construction traffic.</li> <li>♦ Special school events, such as swim meets, shall be addressed by the designated liaison required in the Construction Staging Plan, or any additional measures that the City Engineer may require in that Plan.</li> <li>♦ <u>The Construction Staging Plan shall include an engineering analysis to estimate the percentage of the pavement service life that will be used by Project construction truck trips on Pleasant Hill Road and Deer Hill Road. Based on this analysis, appropriate mitigation of the resulting damage shall be required from the Project sponsor, which may include construction of pavement improvements to restore the lost service life, or an in-lieu contribution of equivalent value, at the discretion of the City Engineer.</u></li> </ul>	
TRAF-98: Project driveways would provide inadequate truck turning radii for large trucks. The resulting improper lane use and other potential unsafe maneuvers by trucks on heavily travelled public streets would substantially increase hazards due to a design feature, which is a <i>significant</i> impact.	S	TRAF-98: The Project site plan shall be revised at the three Project driveways such that adequate truck turning radii are provided, by widening the portion of the entry roadway near each intersection, modifying the median configuration, and/or increasing the corner radius.	LTS
TRAF-109: Under the Cumulative Year 2030 plus Project scenario, the Brown Avenue/Deer Hill Road intersection would continue to operate at an unacceptable LOS F during the AM and PM peak hours, with delay increases substantially higher than 5 seconds. This would be a <i>significant</i> cumulative impact.	S	TRAF-109: Implement Mitigation Measure TRAF-2.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>TRAF-4410:</b> Under the Cumulative Year 2030 plus Project scenario, Project traffic exiting the west Project driveway on Deer Hill Road would experience an LOS E delay during the AM peak hour. Although LOS E is acceptable at a one-way stop control intersection such as the driveway, the amount of delay suggests that drivers turning left out of the driveway would have some difficulty finding an acceptable gap in traffic flow on Deer Hill Road, at a location where prevailing speeds are relatively high.	S	<u>TRAF-4410: The Project applicant shall either:</u> <ul style="list-style-type: none"> <li>♦ Widen Deer Hill Road at the west Project Driveway as needed to add a striped westbound median refuge lane to receive left turns from the driveway, and provide appropriate taper lengths west of the refuge land, and maintain appropriate widths for bike lanes, traffic lanes, and proposed sidewalks <del>or</del></li> <li>♦ <u>Implement Mitigation Measure TRAF-3 and install a side road symbol (California MUTCD No. W2-2) warning sign facing westbound Deer Hill Road traffic in advance of the relocated driveway.</u></li> </ul>	LTS
<b>TRAF-4211:</b> Under the Cumulative Year 2030 plus Project scenario, the peak estimated 95th-percentile left-turn queue length for northbound traffic on Pleasant Hill Road at Deer Hill Road would be 306 feet during the AM peak hour, would exceed the capacity of the existing 250-foot storage lane. This would be a <i>significant</i> cumulative impact.	S	<u>TRAF-4211:</u> No feasible mitigation measures are available to reduce this impact to a less-than-significant level.	SU
<b>TRAF-4312:</b> Under the Cumulative Year 2030 plus Project scenario, the peak estimated 95 <sup>th</sup> -percentile left-turn queue length for northbound traffic on Pleasant Hill Road at the Project driveway would be 124 feet and 177 feet, during the school PM and commute PM peak hours, respectively, which would exceed the capacity of the 100-foot storage lane proposed in the Project plans. This would be a <i>significant</i> cumulative impact.	S	<del>TRAF-4312: No feasible mitigation measures are available to reduce this impact to a less than significant level.</del> <u>The Project applicant shall extend the proposed left-turn storage lane an additional 75 through 100 feet to the south by widening Pleasant Hill Road on the Project frontage to accommodate the peak left-turn queue length. Extending the entrance to the left-turn further south toward the off-ramp from westbound SR 24 would shorten the available weaving distance on northbound Pleasant Hill Road for left turns at the Project driveway, but this would not be considered a significant secondary impact, and therefore the mitigation is considered feasible.</u>	<del>SU</del> <u>LTS</u>

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<del>TRAF-14:</del> Under Cumulative Year 2030 plus Project conditions, the Project would reduce the average speed on northbound Pleasant Hill Road between the State Highway 24 westbound off-ramp and Acalanes Avenue during the PM peak hour from 2.7 miles per hour (mph) to 2.4 mph, an 11 percent reduction. This speed reduction of more than 10 percent is considered an unacceptable weaving condition that would substantially increase hazards, resulting in a <i>significant</i> cumulative impact.	S	<del>TRAF-14:</del> No feasible mitigation measures are available to reduce this impact to a less-than-significant level.	SU
<del>TRAF-4513:</del> Under Cumulative Year 2030 plus Project conditions, the addition of Project trips to Pleasant Hill Road would increase the peak hour peak direction Delay Index by approximately 0.41 for southbound traffic in the AM peak hour and northbound traffic in the PM peak hour. The Delay Index would increase by more than 0.05 for peak hour peak direction traffic where the Delay Index exceeds 2.0 on Pleasant Hill Road, the result would be a <i>significant</i> cumulative impact.	S	<del>TRAF-4513:</del> No feasible mitigation measures are available to reduce this impact to a less-than-significant level.	SU
<del>TRAF-4614:</del> The Project would generate an additional weekday parking demand for up to 50 spaces at the Lafayette BART station, which represents approximately 3 percent of the 1,526 spaces in the lot. The parking lot demand already exceeds capacity on weekdays.	S	<del>TRAF-4614:</del> The Project applicant shall provide subsidized, frequent shuttle service between the Project site and the Lafayette BART station during the AM and PM peak commute periods, until such time that a bus route on Pleasant Hill Road serving the BART station is implemented (as called for in the Lamorinda Action Plan), at which point the Project applicant may provide transit vouchers in lieu of a shuttle.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>TRAF-4715:</b> The Project site plan does not include a loading and unloading area for school bus service, and peak hour traffic congestion on Pleasant Hill Road and Deer Hill Road would be exacerbated if all traffic would be required to stop for a school bus in the traffic lane.	S	<b>TRAF-4715:</b> The Project applicant shall coordinate with the Lamorinda School Bus Program to determine the appropriate locations and designs for bus stop pullouts along the Project frontage, which the Project applicant shall construct as part of the Project site frontage improvements. A bus stop on the southbound Pleasant Hill Road frontage may need to be located south of the Project driveway to avoid driveway sight-distance issues as well as conflicts with passenger loading activity for Acalanes High School north of the driveway. On eastbound Deer Hill Road, a bus stop would need to be located to avoid sight-distance issues at Project driveways.	LTS
<b>TRAF-4816:</b> The 5-foot sidewalks proposed by the Project plans would be narrower than those existing in the immediate vicinity or recently approved by the City on arterial roadways. Therefore, the Project would be inconsistent with City guidelines for pedestrian facilities.	S	<b>TRAF-4816A:</b> On the south side of Deer Hill Road along the Project site frontage, construct new sidewalk and curb at a width of at least 6½ feet, or as otherwise specified by the City Engineer. <b>TRAF-4816Bb:</b> On the west side of Pleasant Hill Road along the Project site frontage, construct a new shared path for bicycles and pedestrians at a paved width of 10 feet with a buffer strip at least 4 feet wide between the path and the curb, or as otherwise specified by the City Engineer. The buffer strip's surface treatment shall be appropriate to accommodate pedestrians accessing vehicles at curb parking and passenger loading areas. At the southwest corner of Pleasant Hill Road and Deer Hill Road, the path shall be designed to accommodate expected volumes of pedestrians and bicyclists waiting for the traffic signal. This measure shall be implemented in addition to the Class II (on-street) bike lane on southbound Pleasant Hill Road described in Mitigation Measure TRAF-2018 and other improvements described in Mitigation Measures TRAF-2119, TRAF-2220, and TRAF-2321.	LTS
<b>TRAF-4917:</b> Project driveways on Deer Hill Road and Pleasant Hill Road would interrupt the new sidewalks and would cross existing and proposed Class II bike lanes. This would present conflicting vehicle traffic for pedestrians and bicyclists.	S	<b>TRAF-4917:</b> Implement Mitigation Measure TRAF-43. In addition, the Project applicant shall install stop signs for traffic exiting Project driveways, and special design treatments such as paving to be specified by the City Engineer to alert drivers exiting the Project site that they are crossing pedestrian and bicycle facilities.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>TRAF-2018:</b> Proposed widening of southbound Pleasant Hill Road to add a vehicle traffic lane includes adding a 5-foot-wide Class II bike lane along the west curb north of the Project driveway. South of the Project driveway, the bike lane would be forced to shift to the left side of the additional southbound traffic lane that would become a right-turn-only lane for the on-ramp to westbound State Highway 24. This configuration would cause unacceptable weaving conflicts with vehicle traffic for the planned southbound bike lane, resulting in a <i>significant</i> impact.	S	<b>TRAF-2018:</b> The Project shall implement an alternative configuration for widening southbound Pleasant Hill Road, which would not add a vehicle traffic lane. Southbound Pleasant Hill Road shall be widened along the Project frontage to provide a 6-foot-wide Class II bike lane between an 8-foot-wide curb loading and parking lane and the existing traffic lanes, or dimensions otherwise specified by the City Engineer. This configuration would maintain the existing curb loading and parking lane, except for a segment extending up to 100 feet north from the Project driveway, where the roadway shall be widened to accommodate an additional 12-foot-wide right-turn lane along with the 6-foot wide Class II bike lane, or dimensions otherwise specified by the City Engineer. This measure shall be implemented in addition to the improvements described in Mitigation Measures <b>TRAF-4816B</b> , <b>TRAF-2419</b> , <b>TRAF-2220</b> , and <b>TRAF-2321</b> .	LTS
<b>TRAF-2419:</b> Project plans could preclude accommodation of a planned bike path along the Project boundary, and the plans propose a narrower facility on the west side of Pleasant Hill Road than those recently constructed by the City for shared bicycle and pedestrian use. Therefore, the Project would interfere with planned bicycle facilities.	S	<b>TRAF-2419:</b> Implement Mitigation Measure <b>TRAF-4816B</b> . In addition, the Project applicant shall coordinate with the City and Caltrans to ensure that Project site improvements adjacent to the Caltrans State Highway 24 right-of-way, such as grading, drainage, retaining walls, or other structures, do not preclude construction of a Class I bicycle path meeting applicable vertical and horizontal alignment standards, at a paved width of 10 feet with graded shoulders at least 2 feet wide on both sides, or as otherwise specified by the City Engineer. The Project applicant shall dedicate additional right-of-way as needed to ensure the feasibility of constructing such a path. The Project applicant shall coordinate with the City to develop an appropriate alignment of the path to connect with the shared bicycle/pedestrian path described in Mitigation Measure <b>TRAF-4816B</b> while also intersecting the Project driveway on Pleasant Hill Road as described in Mitigation Measure <b>TRAF-2220</b> . This measure shall be implemented in addition to the improvements described in Mitigation Measures <b>TRAF-2018</b> and <b>TRAF-2321</b> .	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>TRAF-2220:</b> Traffic entering and exiting the proposed Project driveway on Pleasant Hill Road would interfere with the shared bicycle and pedestrian path that is planned along the west side of the roadway, causing hazards to bicyclists at the driveway intersection.	S	<b>TRAF-2220:</b> The Project applicant shall coordinate with the City to develop an appropriate route and dedicate right-of-way on the Project site for a bike path alignment that would intersect the driveway approximately 50 feet or more from Pleasant Hill Road. Additionally, the Project applicant shall provide the necessary grading and structural support on the site to allow for a Class I bike path that meets applicable width and slope standards, provides adequate sight-distance where it intersects the driveway, and connects with the shared bicycle/pedestrian path described in Mitigation Measure TRAF-1816B and the planned bike path described in Mitigation Measure TRAF-2419 on both ends. Where the driveway intersects the bike path, the Project applicant shall also install special design treatments, such as paving, to be specified by the City Engineer, to alert drivers that they are crossing a bike path. This measure shall be implemented in addition to the improvements described in Mitigation Measures TRAF-2018 and TRAF-2321.	LTS
<b>TRAF-2321:</b> Project plans propose widening southbound Pleasant Hill Road between Deer Hill and the on-ramp to westbound State Highway 24 to add a vehicle traffic lane and a bike lane along the west curb, where the plans show elimination of the existing curb parking and passenger loading zone. The proposed elimination of the existing designated spaces on the west curb of Pleasant Hill Road that are currently used for school passenger loading would result in additional hazardous passenger loading activity at unsuitable locations. The loss of these designated curb spaces used for passenger loading would substantially increase hazards for school pedestrians and vehicle traffic in the immediate area.	S	<b>TRAF-2321:</b> Implement Mitigation Measure TRAF-2018. The entire curb segment between Deer Hill Road and the recommended right-turn lane shall be designated as a passenger loading zone, which would accommodate eight cars in approximately the same location as the existing curb spaces used for passenger loading. This measure shall be implemented in addition to the improvements described in Mitigation Measures TRAF-1816B, TRAF-2018, TRAF-2419, and TRAF-2220.	LTS
<b>Utilities and Service Systems</b>			
<i>The Project would not result in any significant impacts to utilities and service systems; therefore, no mitigation measures are necessary.</i>			

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## **Agenda Item 7**



CONTRA COSTA  
transportation  
authority

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Robert Taylor

## MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From:   
Randell H. Iwasaki, Executive Director

Date: October 17, 2013

Re: Items approved by the Authority on October 16, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its October 16, 2013 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

Randell H. Iwasaki,  
Executive Director

1. **Review of the Draft Calendar Year 2012 & 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.** The next GMP compliance reporting period will cover Calendar Years (CY) 2012 & 2013. The full Measure J Checklist will be released to local jurisdictions in early 2014. Local staff responsible for completing the Measure J GMP Checklist are encouraged to review and comment on the Draft CY 2012 & 2013 Checklist, which is unchanged from the previous cycle's Checklist. Concurrently, the Authority's Growth Management Task Force and the Citizen's Advisory Committee will review the Checklist. *(Attachment)*
2. **Presentation on the SR 239 Draft Feasibility Study.** The Authority received a presentation on the draft Feasibility Study for State Route (SR) 239 – a proposed multimodal connection between Brentwood and Pleasanton. The Draft Corridor Study is available for download at [www.trilink239.org](http://www.trilink239.org). The study was presented to the TRANSPAN committee on October 10, and is scheduled for presentation at TVTC on October 17, 2013. *(Attachment)*

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3. **Revised 2014 State Transportation Improvement Program (STIP) Candidate Projects.** Due to a recent update of the 2014 STIP Fund Estimate, Contra Costa's share increased by \$1.2 million. *The Authority approved the revised 2014 STIP project list. (Attachment)*
  
4. **Discussion of Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates.** The vision and goals in the Countywide Comprehensive Transportation Plan (CTP) outline the themes and aims to be pursued by the Authority. As a first step in developing the 2014 CTP Update, scheduled for completion in late 2014, the Planning Committee reviewed a discussion paper regarding the draft 2014 CTP Update vision, goals, and current issues, and released it to the RTPCs for review and comment in parallel with the development of the draft Action Plan updates. Following this initial review, a broader public outreach effort will be undertaken to receive further input from Contra Costa's stakeholders and constituents. *The Draft CTP Vision, Goals, and Issues Paper is available for review by the RTPCs in conjunction with the development of the updated Action Plans for Routes of Regional Significance. Comments are due by the end of November. (Attachment)*

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553

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October 15, 2013

Mr. Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority (CCTA)  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the Special TRANSPLAN Committee meeting on October 10, 2013.

**RECEIVE update on Transportation Demand Management (TDM) activities conducted from July-September and the "Street Smarts Diablo Region" report.** 511 Contra Costa ("511CC") staff provided an update on their TDM activities and "Street Smarts Diablo Region" program. With this program, 511CC works with local jurisdictions, school administrators and the communities to provide programs to elementary, middle and high schools throughout East County. These programs are intended to educate students and parents about alternative modes of transportation and ridsharing. Programs include: "SchoolPool" carpool ridematching; "SchoolPool" transit ticket program; Bicycle/pedestrian education and encouragement; Bicycle/pedestrian assemblies; "Challenge Days" to promote bicycling, walking, carpooling and transit ridership to schools; school site assessments and site access safety programs.

**CONSIDER accepting the Draft TriLink (SR 239) Feasibility Study Report and requesting comments from the TRANSPLAN Committee for the final report.** Parsons, the consultant working on the TriLink project for the Authority, delivered a presentation on the recent activities related to the project and the draft feasibility study.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, November 14, 2013 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps  
TRANSPLAN Staff

c: TRANSPLAN Committee	D. Rosenbohm, CCTA
A. Dillard, SWAT/TVTC	J. Townsend, EBRPD
B. Neustadter, TRANSPAC	D. Dennis, ECCRFFA
J. Bradshaw, WCCTAC	

**TRANSPAC Transportation Partnership and Cooperation**  
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

October 14, 2013

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – October 10, 2013

Dear Mr. Iwasaki:

At its meeting on October 10, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation from Matt Kelly, CCTA Transportation Planner on the Administrative Draft of the Congestion Management Program (CMP).
2. Received proposed edits from Lynn Overcashier, 511 Contra Costa to Chapter 6, Transportation Demand Management Element of the Draft CMP.
3. Received an update of the TRANSPAC Action Plan for Routes of Regional Significance by Deborah Dagang, CH2MHill, Action Plan Manager.
4. Unanimously approved the 2014/15 511 Contra Costa Workplan and Budget.
5. Received report from Lynn Overcashier, 511 Contra Costa.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager

Mr. Randall H. Iwasaki  
October 14, 2013  
Page 2

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Dave Hudson, Chair – SWAT  
Kevin Romick – TRANSPLAN  
Martin Engelmann, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)  
Jerry Bradshaw – WCCTAC  
Janet Abelson – WCCTAC Chair  
Jamar I. Stamps – TRANSPLAN  
Andy Dillard – SWAT  
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

**TRANSPAC Transportation Partnership and Cooperation**  
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

October 30, 2013

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Special Meeting – October 24, 2013

Dear Mr. Iwasaki:

At its special meeting on October 24, 2013, TRANSPAC took the following action that may be of interest to the Transportation Authority:

1. At the September 12, 2013 TRANSPAC meeting an urgency item was discussed having to do with CalPERS audit findings and issues with respect to the employee status of TRANSPAC's 511 Contra Costa employees. Based on direction given by TRANSPAC officials at that meeting, a TRANSPAC subcommittee met subsequently and recommended approval of the establishment of a Joint Powers Authority as the administrative construct for TRANSPAC and the employees of Central/East County 511 Contra Costa. At its special meeting on October 24, TRANSPAC unanimously approved the formation of a JPA.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Dave Hudson, Chair – SWAT  
Kevin Romick – TRANSPLAN  
Martin Engelmann, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)  
Jerry Bradshaw – WCCTAC  
Janet Abelson – WCCTAC Chair  
Jamar I. Stamps – TRANSPLAN  
Andy Dillard – SWAT  
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

Cristin Hallissy  
Senior Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

Or via email to:

Cristin.Hallissy@dot.ca.gov

An electronic copy can also be found online at: <http://www.dot.ca.gov/dist4/envdocs.htm>. In addition, the environmental document is available to the public at the following locations:

- Walnut Creek Library at 1644 North Broadway, Walnut Creek, CA 94596;
- Contra Costa County Library at 1750 Oak Park Boulevard, Pleasant Hill, CA 94523;
- Danville Public Library at 400 Front Street, Danville, CA 94526.

TTY users may request copies of the document in alternate formats through the California Relay Service at 711.

If there any questions please call Ms. Hallissy at (510) 622-8717.

Sincerely,



for CRISTIN HALLISSY, Senior Environmental Planner  
District 04 Office of Environmental Analysis  
California Department of Transportation

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P.O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5900  
FAX (510) 286-5903  
TTY 711  
www.dot.ca.gov



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Be energy efficient!*

October 9, 2013

To: Interested Parties

Subject: Interstate 680 Southbound HOV Gap Closure Project - Notice of Intent to Adopt a Negative Declaration, Notice of Availability of Initial Study/Environmental Assessment, and Notice of Open House Public Meeting

The California Department of Transportation (Department) and the Contra Costa Transportation Authority (CCTA) are pleased to report that the Initial Study/Environmental Assessment and Proposed Negative Declaration that was prepared for this project in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) is enclosed.

This project proposes to improve traffic operations and relieve congestion by closing the current high-occupancy vehicle (HOV) lane gap on the southbound portion of Interstate 680 (I-680) from 0.6 miles north of the Livorna Road interchange in Alamo to 0.2 miles north of the Geary Road interchange in Walnut Creek. The HOV gap closure would widen and restripe existing roadways, and upgrade portions of shoulders and median barriers to meet current design standards. Additional features of the project would include replacing soundwalls and widening the existing undercrossing bridge at South Main Street.

We welcome your comments on the Initial Study/Environmental Assessment and Proposed Negative Declaration. The public comment period for this document is from October 11, 2013 to November 20, 2013. You are invited to view information about this project at a public meeting in an open house format on October 30, 2013, from 6:30-8:30 pm at:

Parkmead Elementary School  
1920 Magnolia Way  
Walnut Creek, CA 94595

If you are unable to attend the public meeting, please submit your written comments to the California Department of Transportation (Caltrans) by November 20, 2013. Comments can be sent via postal mail to:

*"Caltrans improves mobility across California"*

# Rezoning Application

## Contra Costa County



Department of Conservation & Development  
Community Development Division  
30 Muir Rd., Martinez, Ca 94553  
(925) 674-7200

No. 3224 RZ 13

1. Legal Property Owner

Name HALL EQUITIES GROUP  
Street 1855 OLYMPIC BLVD., SUITE 300  
City WALNUT CREEK, CA Zip 94596  
Phone (925) 933-4000

2. Applicant other than legal property owner

Name HALL EQUITIES GROUP  
Street 1855 OLYMPIC BLVD., SUITE 300  
City WALNUT CREEK, CA Zip 94596  
Phone (925) 933-4000

3. Applicant must indicate permission of legal property owner to file this application for rezoning by having the legal property owner sign this application on Line 13.

4. Legal written description of property (attach to this application).

5. Property map (attach to this application): This map must be drawn to scale and must also indicate the adjoining property owners as well as the geographical vicinity of the property.

6. Acreage of property 3.5 AC +/-

7. Existing land use district R-B, N-B, C, P-1, M-29

8. Request change to P-1 PLANNED UNIT DISTRICT

9. Existing use of property MIXED MULTIFAMILY, RETAIL, OFFICE, INSTITUTIONAL

10. Proposed use of property MIXED-USE RETAIL AND MULTIFAMILY RESIDENTIAL PLANNED VILLAGE COMMUNITY.  
(SEE ATTACHED FOR FURTHER DESCRIPTION)

11. Reason(s) why a change of land use district is requested  
P-1 ZONING REQUIRED TO CREATE NEW INFILL MASTER PLANNED VILLAGE

ENVIRONMENT PROVIDING MIXTURE OF RETAIL HIGH DENSITY MULTIFAMILY CLUSTERED ALONG A RE-DESIGNED QUALITY STREETSCAPE & VILLAGE ENVIRONMENT.  
12. Date of application SEPTEMBER 20, 2013 (SEE ATTACHED FOR ADDITIONAL EXPLANATION)

13. Owner Signature [Signature]  
Firm HALL EQUITIES GROUP Title: V.P. FORWARD PLANNING

14. Applicant Signature [Signature]  
Firm HALL EQUITIES GROUP Title: V.P. FORWARD PLANNING

15. Assessor's No. SEE ATTACHED Date filed 9-23-13  
Zoning District M-29, C, R-B Filing Fee \$29,815.00  
Census Tract 3410.00 Receipt No. CD13-5131  
Atlas Page R-10 By Francisco Avila

# Application for Approval of Subdivision Plot

Contra Costa County Planning Commission  
30 Muir Rd.,  
Martinez, California  
(925) 674-7200

The undersigned, being the owner or agents, of the property described herein, hereby make application for your examination and approval of the tentative map and the following statements presented herewith for a subdivision as required by Ordinance 67-19 and its amendments being the Subdivision Ordinance of Contra Costa County, State of California.

SUBDIVISION NUMBER 9359

## GENERAL STATEMENT

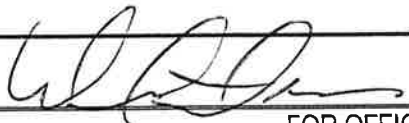
1. Name of Subdivision SARANAP VILLAGE
2. Existing use property MIXTURE OF MULTIFAMILY, OFFICE, RETAIL, INSTITUTION
3. Existing zoning of property R-B, N-B, C, P-1, M-29
4. Proposed use of property and the respective approximate proportion of the total area of property represented by each  
SEE ATTACHED PLANS FOR DETAILS  
MIXTURE OF MULTIFAMILY CONDOMINIUMS, RETAIL, AND  
STREETSCAPE IMPROVEMENTS AS A PLANNED UNIT DEVELOPMENT.
5. Source of water supply. If the source is not a public utility, give source, quality and approximate quantity  
EBMUD
6. Method of sewage disposal proposed PUBLIC - CENTRAL CONTRA COSTA SANITARY DISTRICT
7. Other improvements proposed STREETSCAPE, CROSSWALKS, TRAFFIC CALMING  
ROUNDAABOUTS, ANGLED STREET PARKING (SEE ATTACHED) ALL  
WITHIN A NEW VILLAGE PEDESTRIAN-FRIENDLY ENVIRONMENT.
8. Time at which improvements are proposed to be installed AT TIME OF MASTER DEVELOPMENT  
OF PROPOSED MIXED-USE PROJECT
9. Description and location of existing community facilities, including schools shopping centers, parks, playgrounds, churches, public transportation lines and depots  
EXISTING CHURCH IS LOCATED ON PROPERTY (TO BE DEMOLISHED)  
BOULEVARD WAY IS A COUNTY CONNECTION BUS ROUTE  
TO BART STATION

10. Description of proposed subdivision including number of lots, average and minimum size of lots, kind of development, and total acreage of development THIS IS A MIXED-USE RETAIL/MULTIFAMILY PUD.  
TENTATIVE PARCEL MAP - FOUR MAJOR PARCELS TO BE FILED  
AS SEPARATE FINAL MAPS FOR CONDOMINIUMS. TOTAL PRELIMINARY  
ESTIMATE OF MULTIFAMILY CONDOMINIUM UNIT IS 235 +/- UNITS (SEE ATTACHED PLANS)
11. If the sub divider or his agent does not submit the improvement plans for this subdivision at this time, he does hereby expressly consent to an indefinite extension of the time limit for acting and reporting on the tentative maps, as specified in Article 5, Chapter 2, Part 2, Division 4, of the Business and Professions Code of the State of California.  
Signed by owner agent.

**APPLICANT**

Name HALL EQUITIES GROUP  
Address 1855 OLYMPIC BLVD  
SUITE 300  
City, State WALNUT CREEK, CA 94596  
Phone (925) 933-4000

Applicant's Signature

**OWNER**

Name HALL EQUITIES GROUP  
Address 1855 OLYMPIC BLVD, SUITE 300  
City, State WALNUT CREEK, CA 94596  
Phone (925) 933-4000

Owner's Signature



FOR OFFICE USE ONLY

X-Ref. DP13-3035, R213-3224, GP13-00003Parcel Number 184-010-046 Primary / multiple Atlas Page No. R-10Census Tract 3410.00 Receipt No. CD13-5130Area Walnut Creek Date Issued September 23, 2013Received By Francisco Avila Fee Paid 3,012.00**TO ALL PERSONS FILING FOR APPLICATIONS REQUIRING PUBLIC HEARING REVIEW:**The following ☐ APPLIES ☐ DOES NOT APPLY

Please submit a list of names, addresses and assessor's parcel numbers for all properties within 300 feet of your property. Also supply 2 sets of legal sized stamped envelopes addressed to each individual property owner but do not include a return address.

The required parcel numbers can be determined from the parcel maps available in the Assessor's Office at (415) 646-2252.

The list of corresponding property owners can also be obtained from the Assessor's Office at 834 Court Street, Martinez, California.