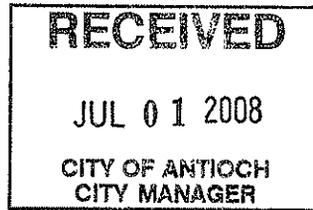


**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 622-5491  
FAX (510) 286-5559  
TTY 711



*Flex your power!  
Be energy efficient!*

June 26, 2008

Mr. Victor Carniglia  
City of Antioch  
P.O. Box 5007  
Antioch, CA 94531

CCVar004  
SCH2008052128

Dear Mr. Carniglia:

**Hillcrest Station Area Specific Plan – Notice of Preparation**

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the proposed Hillcrest Station Area Specific Plan. We have reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) and have the following comments to offer:

As lead agency, the City of Antioch is responsible for all project mitigation, including improvements to State Highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the DEIR. Any required roadway improvements should be completed prior to issuance of the project's building permit. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns have been adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's concerns prior to submittal of an encroachment permit application.

***Traffic Impact Analysis and Highway Operations***

The Department is primarily concerned with impacts to the State Highway system. Specifically, the detailed Traffic Impact Analysis (TIA) should identify impacts to all state facilities with and without the proposed project's traffic. The TIA should include, but is not limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.

3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage the City of Antioch to coordinate preparation of the TIA with our office, and we would appreciate the opportunity to review the scope of work. We recommend you utilize Caltrans' "*Guide for the Preparation of Traffic Impact Studies*" which can be accessed from the following webpage:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

We look forward to reviewing the TIA, including technical appendices and the electronic raw traffic volume counts and the "Synchro" files for this project. We expect to receive a copy from the State Clearinghouse, but in order to expedite our review, you may send two copies in advance to:

Christian Bushong  
Office of Transit and Community Planning Office, MS 10D  
California DOT, District 4  
P. O. Box 23660  
Oakland, CA 94623-0660

### ***Community Planning***

The Department encourages you to locate your city's future housing, jobs and neighborhood services in the Hillcrest Station Area, and to connect these uses to the Hillcrest Station with streets configured to facilitate walking and biking. This will promote mass transit use and reduce regional vehicle miles traveled and traffic impacts on the state highways compared to locating these uses away from transit facilities.

Please consider developing and applying pedestrian, bicycling and transit performance or level/quality of service measures and modeling pedestrian, bicycle and transit trips that your project will generate so that impacts can be quantified. Mitigation measures resulting from this analysis could improve pedestrian and bicycle access to transit facilities, thereby reducing traffic impacts on state highways.

In addition, please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on state highways.

### ***Project Management***

Under "Description of Project" a proposed Phillips Lane interchange is discussed. However, the Department has expressed concerns to the City of Antioch of the proposed interchange since it does not meet the Department's standards or interchange spacing policy. Therefore, the Phillips Lane interchange is still subject to review and approval. Please study other alternatives to improve circulation and access.

### ***Design***

The Specific Plan should evaluate the impacts to the State Facility by the new developments within the Hillcrest Station area. The plan should evaluate the impacts to the state facilities 20 years after Hillcrest Station area construction is completed.

Future westbound State Route (SR) 4 Bypass to northbound State Route (SR) 160 and southbound SR 160 to eastbound SR 4 Bypass connectors should be shown in plans as future connectors. This would ensure the proposed development within the Hillcrest Station area would not preclude the construction of these two connectors.

### ***Cultural Resources***

Should project plans include construction activities within State ROW for this project, the Department requires documented results of a current archaeological record search from the Northwest Information Center (NIC) of the California Historical Resources Information System before an Encroachment Permit can be issued. Current record searches must be no more than five years old. The Department requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, to ensure compliance with NEPA (if there is federal action on the project), CEQA, Section 5024.5 of the California Public Resources Code (for state-owned historic resources) and Volume 2 of the Department's Environmental Handbook (Caltrans Standard Environmental Reference (SER) at <http://www.dot.ca.gov/hq/env/index.htm>). Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

### ***Encroachment Permit***

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Mr. Victor Carniglia  
June 26, 2008  
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Mr. Michael Condie, Office of Permits  
California DOT, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Should you have any questions regarding this letter, please call Christian Bushong of my staff at (510) 286-5606 or christian\_bushong@dot.ca.gov.

Sincerely,



LISA CARBONI  
District Branch Chief  
Local Development – Intergovernmental Review

c: State Clearinghouse