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July 9, 2024

Erik Nolthenius,
Planning Manager
City of Brentwood Community Development Department
150 City Park Way
Brentwood, CA 94513

Re: Traffic-Calming Options at the proposed St. Regis Avenue/Chestnut Oak Drive/San Jose Avenue intersection for the Bridle Gate Project

Dear Mr. Nolthenius,

Raney Planning and Management, Inc. has prepared this Memorandum to address if alterations to the design of the proposed St. Regis Avenue/Chestnut Oak Drive/San Jose Avenue intersection that would be constructed as part of the Bridle Gate Project (proposed project) would alter the conclusions of the Bridle Gate Project Draft Revised Environmental Impact Report (REIR), such that recirculation of the Draft REIR would be necessary. As discussed herein, the City of Brentwood's approval of any of the five traffic-calming options at the proposed St. Regis Avenue/Chestnut Oak Drive/San Jose Avenue intersection would not result in a new significant impact or an increase in the severity of an impact previously identified in the Draft REIR. Therefore, each of the five traffic-calming options would be consistent with the analyses and conclusions presented in the Final REIR and do not necessitate recirculation of the Draft REIR, as none trigger the criteria for recirculation established by CEQA Guidelines Section 15088.5(a).

Project Background

The Draft REIR prepared for the proposed project evaluated all potential environmental effects required for analysis under the California Environmental Quality Act (CEQA), including those associated with the project's westerly extension of San Jose Avenue and construction of the new north-south Chestnut Oak Drive. The two new roadways would serve as the northern and western legs of the new four-way St. Regis Avenue/Chestnut Oak Drive/San Jose Avenue intersection, which would allow for vehicle access from the proposed residences to the existing Brentwood Hills neighborhood adjacent to the south of the project site.

As discussed in Chapter 1, Introduction, Description of Project Changes, and List of Commenters, of the Final REIR, following the release of the Draft REIR for public review, the proposed project was further refined as part of the Final REIR to comply with applicable development standards for Planned Development-36 (PD-36), Subarea C, set forth in Brentwood Municipal Code Section 17.486.004. The project refinements reduced the number of proposed residential lots from 286 to 272. In addition, Millbrook Court, which was previously proposed for east of Park Parcel G, was reconfigured such that the cul-de-sac would now be extended and renamed Millbrook Drive, connecting to Rosewood Drive to the north and east.

Due to the Millbrook Drive reconfiguration, Park Parcel G was reduced from 3.39 acres to 2.49 acres. The lots surrounding Park Parcel G were also moved to be located north of Millbrook Drive and south of the park. The public review period for the Final REIR occurred from August 25 to September 5, 2023. Since the release of the Final REIR, changes to the project components have not occurred. As detailed in the Draft REIR and Final REIR, all potential impacts associated with the proposed project, including those related to vehicle miles traveled (VMT), would either be less than significant or would be reduced to a less-than-significant level through implementation of the mitigation measures set forth therein.

On September 5, 2023, the Planning Commission held a public hearing on the potential certification of the Final REIR and heard testimony from the project applicant, as well as 11 members of the public. After noting several concerns about the proposed project – most notably, the potential effect of project-generated through traffic entering the Brentwood Hills neighborhood through the proposed St. Regis Avenue/Chestnut Oak Drive/San Jose Avenue intersection – the Planning Commission adopted a motion to continue the item to an unspecified future hearing. As part of the motion, the Planning Commission directed staff to work with the applicant to evaluate the intersection of St. Regis Avenue/San Jose Avenue for a possible gate or restriction to only an emergency vehicle access, with the understanding that staff would evaluate any other viable solution that would lessen the impact of traffic on the existing residential areas to the south (i.e., Brentwood Hills and Shadow Lakes).

In response, Abrams Associates prepared an assessment of five traffic-calming options that could be implemented at the proposed St. Regis Avenue/Chestnut Oak Drive/San Jose Avenue intersection, which is attached as Attachment A to this Memorandum.[1] DKS Associates prepared an assessment of the impact of the options on VMT (see Attachment B of this Memorandum),[2] which has been independently peer reviewed by Kimley-Horn on behalf of the City (see Attachment C of this Memorandum).[3] The traffic-calming options include the following:

- Option 1: Turn Restrictions Alternative A;
- Option 2: Turn Restrictions Alternative B;
- Option 3: One Way Street;
- Option 4: Full or Partial Street Closure; and
- Option 5: Additional Access to Sand Creek Road.

Pursuant to CEQA Guidelines Section 15088.5(a), a lead agency is required to recirculate a Draft EIR if significant new information is added after the Draft EIR is circulated but before certification. Significant new information is defined as information that changes a Draft EIR "…in a way that deprives the public of a meaningful opportunity to comment on…" a significant impact, a feasible way to mitigate an impact, or a feasible way to avoid an impact. The following identifies circumstances that would be considered "significant new information" that would trigger recirculation:

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1 Abrams Associates. *Review of Potential Options for Minimizing Additional Traffic on St. Regis Avenue*. October 12, 2023.

2 DKS Associates. *Assessment of Traffic Calming Options*. October 16, 2023.

3 Kimley-Horn. *Final Vehicle Miles Traveled (VMT) Assessment of Traffic Calming Options Peer Review, Bridle Gate Residential Development, City of Brentwood*. June 19, 2024.

- Information that shows a new significant impact;
- Information that shows an increase in the severity of an impact (unless mitigation measures are identified to reduce it to acceptable levels);
- Information that identifies a feasible new alternative or mitigation measure considerably different from other analyzed alternatives or mitigation measures that would clearly lessen project impacts and the applicant declines to implement the measure; and/or
- Information that demonstrates that the Draft EIR was fundamentally flawed, basically inadequate, and conclusory in nature, thus, precluding meaningful public review and comment.

Pursuant to CEQA Guidelines Section 15088.5(b), recirculation is not required if the information added to an EIR merely clarifies, amplifies, or makes insignificant modifications. The aforementioned five traffic-calming options are discussed further below with respect to how each option could affect the Draft REIR's VMT conclusion under Impact 4.5-3 (Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision [b]), to determine if the traffic-calming options would constitute significant new information should any one of them be selected for implementation. The analysis below is based on the conclusions of the DKS Associates assessment and peer review conducted by Kimley-Horn. The discussions are then followed by an evaluation of how any changes in VMT as a result of the foregoing traffic-calming options could affect other environmental issue areas required for analysis under CEQA, which would primarily include air quality, greenhouse gas (GHG) emissions, and noise.

Option 1: Turn Restrictions Alternative A

Under this option, eastbound traffic along the new leg of San Jose Avenue within the project site would be prohibited from making right turns onto St. Regis Avenue. Southbound through traffic from Chestnut Oak Drive would similarly be prohibited from continuing onto St. Regis Avenue. Because the San Jose Avenue-St. Regis Avenue connection was not included in the traffic network model employed as part of the VMT Assessment prepared for the Draft REIR (see Appendix J of the Draft REIR), approval of Option 1 would not alter the conclusion of Impact 4.5-3, which was found to be less than significant with implementation of Mitigation Measure 4.5-3. Mitigation Measure 4.5-3 requires that the project include an additional full intersection along the internal project roadway network to achieve a project-wide intersection density of 61.5, which would be sufficient to reduce project VMT to below the applicable threshold of 25.2 VMT per resident. Because the San Jose Avenue-St. Regis Avenue connection was not included in the traffic network model, DKS Associates concluded that Option 1 is consistent with the Impact 4.5-3 analysis, which was affirmed by Kimley-Horn. Thus, approval of Option 1 would be consistent with the conclusion of Impact 4.5-3 of the Draft REIR.

Option 2: Turn Restrictions Alternative B

Option 2 would include the same restrictions as Option 1, but would also prohibit southbound left turns from Chestnut Oak Drive onto the existing segment of eastbound San Jose Avenue. While the traffic network model used in the VMT Assessment prepared for the Draft REIR included the Chestnut Oak Drive-San Jose Avenue connection, DKS Associates determined that Option 2 would not increase VMT beyond that which was identified in the Draft REIR, as alternatively accessing locations east of State Route (SR) 4 by way of San Creek Road (as necessitated by this option) would not be significantly longer for motorists. Kimely-Horn affirmed the foregoing conclusion. Thus,

approval of Option 2 would be consistent with the analysis and conclusion of Impact 4.5-3 of the Draft REIR.

Option 3: One Way Street

Option 3 would restrict the new leg of San Jose Avenue west of St. Regis Drive to one-way westbound traffic only. This option would also include prohibiting southbound through traffic from Chestnut Oak Drive onto St. Regis Avenue. Similar to Option 2, the traffic network model used in the VMT Assessment prepared for the Draft REIR included the Chestnut Oak Drive-San Jose Avenue connection. However, DKS Associates concluded that Option 3 would not increase VMT beyond that which was identified in the Draft REIR, as alternatively accessing locations east of SR 4 by way of Sand Creek Road would not be significantly longer, as discussed above with respect to Option 2. In addition, Option 3 would allow for vehicle trips returning to the proposed project through westbound San Jose Avenue. Thus, Option 3 would be consistent with the analysis and conclusion of Impact 4.5-3 of the Draft REIR.

Option 4: Full or Partial Street Closure

Option 4 would require either a partial (southbound) or full closure of Chestnut Oak Drive at San Jose Avenue. In the traffic network model used in the VMT Assessment prepared for the Draft REIR, Chestnut Oak Drive is represented as a centroid connected to the San Jose Avenue extension. However, similar to Options 2 and 3, DKS Associates concluded that alternatively requiring motorists to access locations east of SR 4 by way of Sand Creek Road would not significantly lengthen trips, and Option 4 would not substantially increase VMT beyond that which was identified in the Draft REIR. Thus, Option 4 would be consistent with the analysis and conclusion of Impact 4.5-3 of the Draft REIR.

Option 5: Additional Access to Sand Creek Road

Option 5 would include an additional right-in/right-out access point to Sand Creek Road between Bridle Gate Drive and the eastbound SR 4 ramps; however, it should be noted that Abrams Associates concluded that Option 5 would be unlikely to gain City approval, as another full-access intersection would be unlikely to meet the California Department of Transportation's (Caltrans) intersection spacing standards for a divided arterial roadway such as Sand Creek Road. In addition, the road's topography would discourage the City from approving new connections to Sand Creek Road west of San Jose Avenue, as the grade between the proposed roadway network and the final alignment of Sand Creek Road would be substantial.

Option 5 would slightly reduce a portion of the vehicle trips accessing eastbound SR 4 and eastbound Sand Creek Road, resulting in a slight (albeit minimal) decrease in VMT. Thus, approval of Option 5 would be consistent with the analysis and conclusion of Impact 4.5-3 of the Draft REIR.

Air Quality, Greenhouse Gas Emissions, and Noise

Potential increases in VMT would result in an associated potential increase in air quality pollutants, GHG emissions, and noise level increases. With respect to air quality and GHG emissions, as discussed above, Options 2 through 5 would not substantially increase VMT beyond that which was identified in the Draft REIR, as Options 2, 3, and 4 would require motorists to access locations east of SR 4 by way of Sand Creek Road, which would not significantly lengthen trips, and Option 5 would slightly reduce a portion of the vehicle trips accessing eastbound SR 4 and eastbound Sand Creek

Road. In addition, Option 1 would not increase VMT. Thus, none of the traffic-calming options would result in substantial increases to project-generated criteria pollutants during project operation, which were concluded under Impact 4.1-2 of the Draft REIR to be less than significant. In addition, the Draft REIR determined that with implementation of Mitigation Measure 4.5-3 (pursuant to Mitigation Measure 4.1-6[a]) and prohibition of natural gas within the proposed structures as required by Mitigation Measure 4.1-6(b), the potential impact related to GHG emissions would be reduced to a less-than-significant level. Therefore, approval of any of the traffic-calming options would similarly result in a less-than-significant impact with implementation of Mitigation Measures 4.1-6(a) and 4.1-6(b). Based on the above, approval of the traffic-calming options would be consistent with the analyses and conclusions related to air quality and GHG emissions in the Draft REIR.

With respect to noise, the Draft REIR determined under Impact 4.4-2 that noise-level increases at existing sensitive receptors in the project vicinity as a result of project-generated traffic would be, at most, 0.9 dB, with most noise-level increases projected to not exceed 0.4 dB. Thus, the Draft REIR concluded that with regard to noise-level increases related to traffic, the proposed project would not exceed the applicable threshold of 1.5 dB and a less-than-significant impact would occur. According to the California Department of Transportation (Caltrans), increasing traffic-generated noise levels by 3.0 dB requires a doubling of traffic levels.[4] While approval of the traffic-calming options would redistribute the foregoing vehicle trips to other roads in the project vicinity, such an amount would not result in a doubling of the volumes anticipated in the Draft REIR. Thus, should any of the traffic-calming options be selected, none would result in an increase to existing roadway traffic volumes such that the proposed project would be anticipated to result in a new significant impact related to traffic noise beyond what was identified in the Draft REIR. Thus, approval of the traffic-calming options would be consistent with the analyses and conclusions related to noise in the Draft REIR.

Remaining Environmental Issue Areas

With respect to the remaining environmental issue areas addressed in the Draft REIR, approval of the traffic-calming options would not a new or substantially more severe significant impact beyond what was identified in the Draft REIR or Final REIR or information that identifies a feasible new alternative or mitigation measure that would clearly lessen project impacts or demonstrates that the Draft REIR and Final REIR are fundamentally flawed. For example, alterations to the routing of project-generated traffic as a result of the traffic-calming options would not necessitate the construction of roadways that were not previously proposed and analyzed in the Draft REIR or Final REIR, or any other alterations to the previously evaluated area of disturbance. Thus, the traffic-calming options would not result in new or substantially more severe significant impacts related to agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, or mineral resources. The traffic-calming options would not result in new residential units and associated population increases beyond what was evaluated in the Draft REIR and Final REIR. Therefore, new or substantially more severe significant impacts would not occur related to energy consumption, land use and planning, population and housing, public services, recreation, utilities and service systems, or wildfire. Finally, as the alterations to the routing of project-generated traffic as a result of the traffic-calming options would only add a slight increase of project-generated traffic to previously proposed and/or existing roadways in the project vicinity, new or substantially more severe significant impacts would not occur

[4] California Department of Transportation. *Technical Noise Supplement* [page 6-5]. September 2013.

related to aesthetics. Thus, approval of the traffic-calming options would be consistent with the analyses and conclusions related to the Draft REIR's remaining environmental issue areas.

Conclusion

As demonstrated above, the traffic-calming options are consistent with the analyses and conclusions of the Draft REIR and revisions to the Draft REIR and/or Final REIR are not required. Thus, the traffic-calming options do not constitute significant new information and recirculation of the Draft REIR is not warranted.

If you have any questions regarding the contents of this document, please do not hesitate to contact me at (916) 372-6100, or via email at rods@raneymanagement.com.

Thank you,

Rod Stinson
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Attachments:

Attachment A	Review of Potential Options for Minimizing Additional Traffic on St. Regis Avenue
Attachment B	Assessment of Traffic Calming Options
Attachment C	Final Vehicle Miles Traveled (VMT) Assessment of Traffic Calming Options Peer Review

Attachment A

Review of Potential Options for Minimizing Additional Traffic on St. Regis Avenue

Abrams Associates
TRAFFIC ENGINEERING, INC.

October 12, 2023

Louis Parsons
Discovery Builders, Inc.
3240 Stone Valley Road
Alamo, CA 94507

Re: Review of Potential Options for Minimizing Additional Traffic on St. Regis Avenue

This report presents the results of a review of potential options for minimizing additional traffic on St. Regis Avenue, given the additional roadway connections that would be constructed as part of the Bridle Gate Project. **Figure 1** identifies the locations of the various options being reviewed and shows both the existing and planned roadways in the study area. This review includes the potential effects on trip distribution from the Bridle Gate project that could result if any of the potential options are implemented. The intersection of San Jose Avenue and St. Regis Avenue has not yet been completed and, once fully constructed as part of the Bridle Gate Project, would become a four-way intersection with all-way stop control. Both San Jose Avenue and St. Regis Avenue would be extended through this intersection as part of the Bridle Gate Project. San Jose Avenue would be extended through the project from St. Regis Avenue, it would then transition into Bridle Gate Drive and connect to Sand Creek Road. St. Regis Avenue would extend through the intersection to the north into the Bridle Gate Project, but the roadway would change names to Chestnut Oak Drive north of San Jose Avenue.

Five options were evaluated for minimizing traffic on St. Regis Avenue, and all would be subject to City approval. The first two options consist of potential turn restrictions at the intersection of St. Regis Avenue and San Jose Avenue. The third option involves restricting a one-block section of the San Jose Avenue extension (just west of St. Regis Avenue) to one-way westbound traffic flow. The fourth option involves a full or partial closure at the south end of Chestnut Oak Drive. The fifth option is to potentially include an additional access point from the Bridle Gate Project to Sand Creek Road.

Option 1 - Turn Restrictions Alternative A – Turn restrictions at the intersection of St. Regis Avenue and San Jose Avenue were evaluated as one possibility to help minimize the amount of traffic from the Bridle Gate project that might travel to the south on St. Regis Avenue towards Balfour Road. The first turn restriction option being evaluated (Alternative A) in this report has two components:

1) The first component is a potential prohibition of eastbound right turns from the planned San Jose Avenue Extension onto St. Regis Avenue. A preliminary design for this is presented in **Figure 2**. This plan would include an extension of the curb on the southwest corner to not allow right turns and increase compliance with the prohibition on right turns from eastbound San Jose Avenue onto southbound St. Regis Avenue.

FIGURE 1 | PROJECT LOCATION AND FUTURE ROADWAYS
REVIEW OF OPTIONS FOR MINIMIZING TRAFFIC ON ST. REGIS AVENUE
Bridle Gate Project
City of Brentwood

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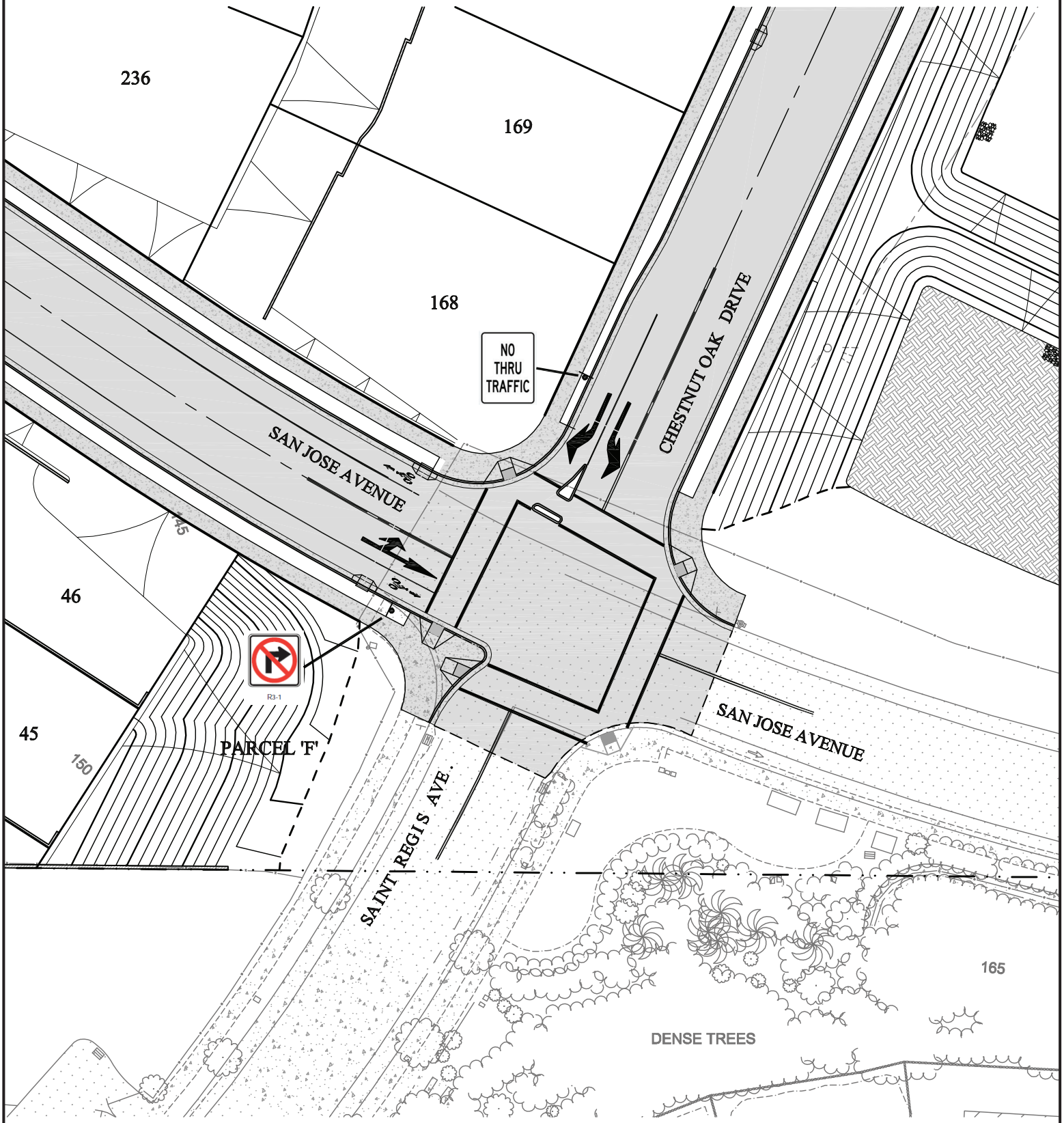

Source: APEX Civil Engineering and Surveying

FIGURE 2 | OPTION 1 - TURN RESTRICTIONS ALTERNATIVE A

REVIEW OF OPTIONS FOR MINIMIZING TRAFFIC ON ST. REGIS AVENUE

Bridle Gate Project

City of Brentwood

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2) The second component of Option A is a potential prohibition to southbound *through* traffic from Chestnut Oak Drive onto St. Regis Avenue. With the potential turn restrictions at the St. Regis Avenue/San Jose Avenue intersection traffic on southbound Chestnut Oak Drive would only be able to turn left or right onto San Jose Avenue and southbound through traffic onto St. Regis Avenue would be prohibited. In addition to signage, all-way stop control, and pavement markings, this plan would include a splitter island on the southbound Chestnut Oak Drive approach that would preclude through traffic onto St. Regis Avenue.

Option 2 - Turn Restrictions Alternative B – The second turn restriction option being evaluated (Alternative B) is essentially the same as the first option with the exception that southbound left-turns from Chestnut Oak Drive to eastbound San Jose Avenue would also be prohibited. A preliminary design for accomplishing this is presented in **Figure 3**. This plan would include the same extension of the curb on the southwest corner of the intersection to not allow right turns and increase compliance with the prohibition on right turns from eastbound San Jose Avenue onto southbound St. Regis Avenue. However, under this option on the northern side of the intersection *all* southbound traffic would be required to turn right onto San Jose Avenue. Left turns onto San Jose Avenue and southbound through traffic onto St. Regis Avenue would both be prohibited.

Under both of the turn restriction options the prohibited movements are proposed to be clearly signed and marked. However, it is assumed that some motorists would ignore these prohibitions and/or make a U-turns on San Jose Avenue so they could come back and make the permitted westbound left turn movement onto St. Regis Avenue.

Shifts in Traffic Patterns with the Turn Restriction Alternatives A and B (Options 1 and 2) – The most significant effect of the potential turn restrictions would likely be to discourage traffic from traveling *through* the Bridle Gate Project from Sand Creek Road and State Route 4. The previously considered Bridle Gate Project proposal from 2020-2022 included retail and school uses that were assumed to draw a significant amount of traffic from St. Regis Avenue and the neighborhoods to the south. The original project with the school site and apartments was included was forecast to generate almost 1,500 trips per hour in the April 2020 Traffic Impact Study prepared for the project.[1] The revised project is forecast to generate less than 20% of the PM peak hour traffic that would have been generated by the previous proposal for the site.[2] The TIA for the previous project also specified that a substantial portion of the elementary school traffic (20%) would originate from the neighborhoods to the south off of St. Regis Avenue, in addition to a portion of the shopping center traffic.

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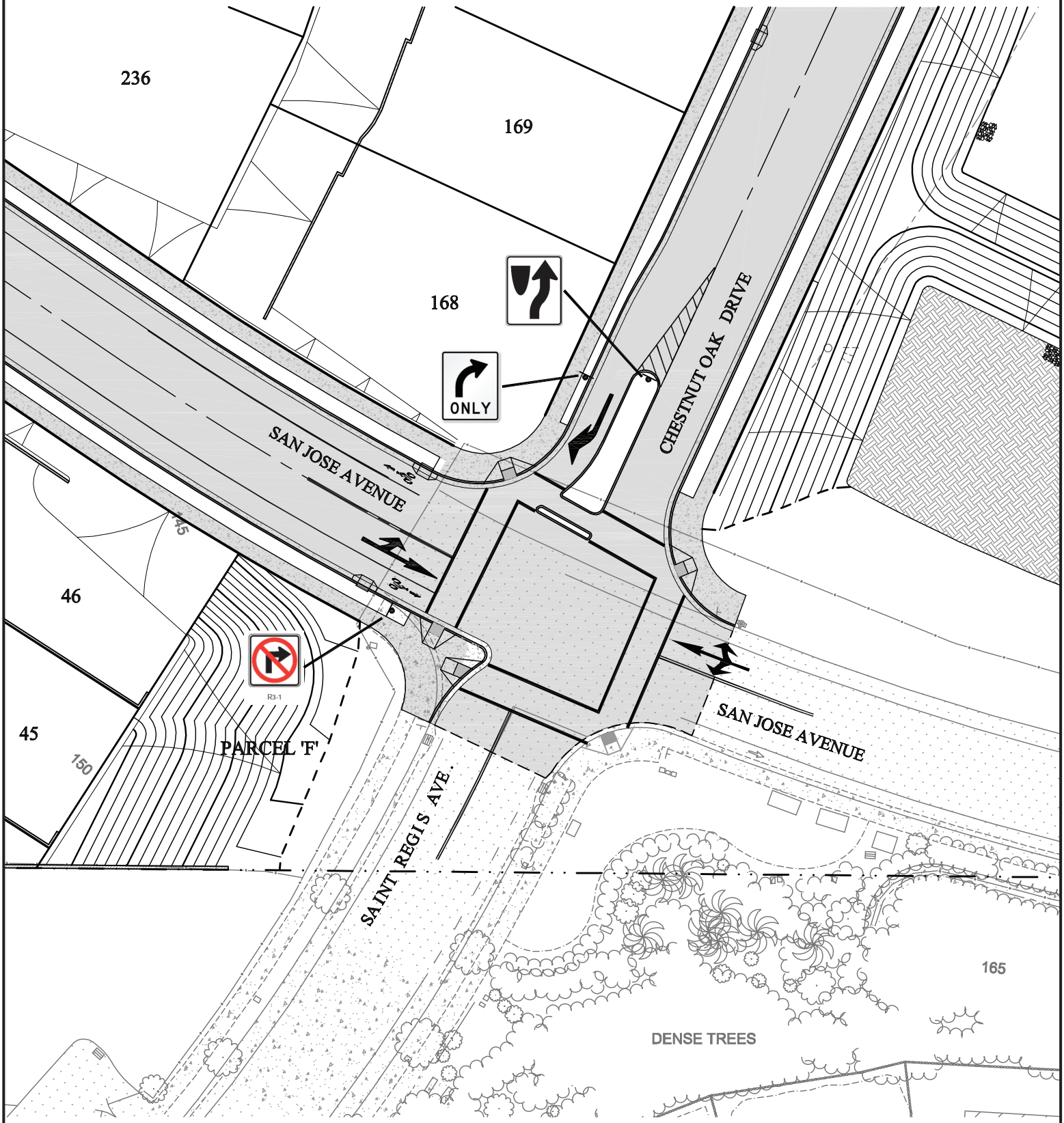
[1] *Bridle Gate Traffic Impact Study*, Kimley Horn, Pleasanton, CA, April, 2020.

[2] *Technical Memorandum - Review of Changes to the Trip Generation and Potential Traffic Impacts Resulting from Revision of 2020 Bridle Gate Project (VTM 9586) to include only Single-Family Homes*, Abrams Associates Traffic Engineering, Walnut Creek, CA, February 15, 2022.



Source: APEX Civil Engineering and Surveying

FIGURE 3 | OPTION 2 - TURN RESTRICTIONS ALTERNATIVE B
REVIEW OF OPTIONS FOR MINIMIZING TRAFFIC ON ST. REGIS AVENUE
Bridle Gate Project
City of Brentwood

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The current version of the Bridle Gate project includes only single-family homes (272 units) and the prior TIA assumed that about only 4% of the project's *residential* traffic would be to and from the south on St. Regis Avenue. However, to be conservative, based on US census data on the average number of students per household it is assumed that up to 25% of the AM peak hour traffic generated by the Bridle Gate project could be school-related traffic bound for St. Regis Avenue and the existing schools to the south. Brentwood School District attendance boundaries indicate Bridle Gate Students would attend Adams Middle School and Heritage High School. However, the attendance boundaries indicate elementary students would theoretically be assigned to Loma Vista Elementary school (to the east on San Jose Avenue).

Based on the AM peak hour trip generation forecasts for the current residential project (200 trips per hour) the proposed Bridle Gate residential project could generate up to 40 trips per hour to and from St. Regis Avenue to the south. **Figure 4** presents the forecast changes to the AM peak hour turning movements that would result from the various options that were studied in this report. An analysis of options for school traffic to get from the Bridle Gate Project to Adams Middle School and Heritage High School indicates that approximately 75% of this traffic would be expected to cut through the Sand Creek Crossings Shopping Center to come back to St. Regis Avenue due to congestion and travel times on other alternate routes. In other words, although about 40 trips per hour may be restricted from turning straight out of the Bridle Gate Project with the turn restrictions, about 30 trips per hour would still make their way to St. Regis Avenue anyway (via Sand Creek Road and the shopping center). Therefore, the net decrease due to the potential turn restrictions is estimated to be more around 10 trips per hour once the school traffic going through the shopping center is accounted for. The potential turn restrictions would also affect the southbound through traffic that would otherwise pass through the Bridle Gate Project from Sand Creek Road and the State Route 4 freeway.

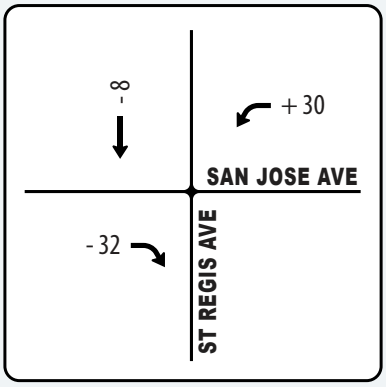
It is important to note that the potential turn restrictions would only affect *southbound* traffic from the Bridle Gate Project. Traffic from St. Regis Avenue or San Jose Avenue that wants to access (or pass through) the Bridle Gate Project to Sand Creek Road and the State Route 4 freeway would not be restricted and/or discouraged by the proposed turn restrictions. The restrictions as currently presented would only be expected to affect southbound traffic onto St. Regis Avenue.

The more significant effect of the turn restrictions would be to discourage any external traffic from Sand Creek Road or State Route 4 from heading south through the Bridle Gate Project to St. Regis Avenue. It is our understanding that some of the traffic that might travel through the Bridle Gate Project to St. Regis Avenue currently travels through the Sand Creek Crossing (Raley's) Shopping Center to get to San Jose Avenue. Some of this traffic also appears to use Highland Way and Meadowgate Way to reach St. Regis Avenue via San Jose Avenue. These routes have the potential to have increased safety issues with this additional traffic, when compared to having this traffic travel through the Bridle Gate Project on a newly constructed

FORECAST CHANGES TO AM PEAK HOUR TURNING MOVEMENTS

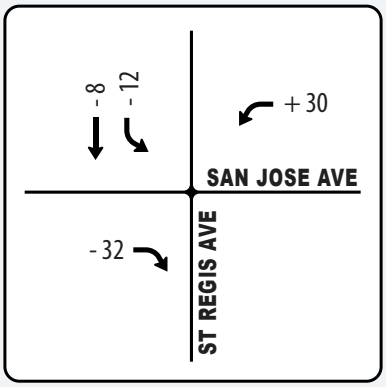
OPTION 1

TURN RESTRICTIONS ALTERNATIVE A



OPTION 2

TURN RESTRICTIONS ALTERNATIVE B



OPTION 3

ONE WAY STREET OR PARTIAL STREET CLOSURE

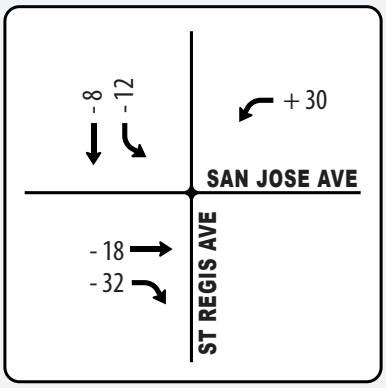


FIGURE 4 | FORECAST CHANGES TO THE AM PEAK HOUR TURNING MOVEMENTS
REVIEW OF OPTIONS FOR MINIMIZING TRAFFIC ON ST. REGIS AVENUE
Bridle Gate Project
City of Brentwood

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section of San Jose Avenue/Bridle Gate Drive that is designed to safely accommodate through traffic with a wide cross-section and no homes fronting on it.

Both of the routes from the SR 4 freeway to St. Regis Avenue (on the east side of SR 4) have speed bumps to discourage speeding and external through traffic. The Highland Way/Meadowgate Way route passes right by the Loma Vista Park Playground and also Loma Vista Elementary School. However, most southbound traffic destined for St. Regis Avenue appears to travel through Sand Creek Crossings Shopping Center. Motorists destined for St. Regis Avenue that pass through the Sand Creek Crossings Shopping Center must navigate *seven* pedestrian crosswalks along with a roundabout and multiple speed bumps when cutting through from Sand Creek Road down to San Jose Avenue.

Option 3 - One-Way Street – A one-way street option was evaluated as another way to potentially help minimize the amount of traffic that might travel south on St. Regis Avenue. A preliminary design for accomplishing this is presented in **Figure 5**. This option also includes two components:

1) The first component would be to restrict the first segment of the San Jose Avenue Extension to one-way westbound traffic only to the west of its intersection with St. Regis Avenue. The one-way section would extend from St. Regis Drive to the first intersection within the Bridle Gate Project (Rose Wood Drive). All eastbound traffic on San Jose Avenue would then have to turn left or right at Rose Wood Drive within the Bridle Gate Project. Since the segment to the east of Rose Wood Drive (to St. Regis Avenue) would become one-way westbound, it would be clearly signed as "*Do Not Enter*" and "Right or *Left Turn Only*" for eastbound traffic on San Jose Avenue within the Bridle Gate Project.

2) The second component is exactly the same as for the above-described turn restrictions option. In addition to restricting a one-block of San Jose Avenue to eastbound traffic only, this option would also include the same prohibition to southbound *through* traffic from Chestnut Oak Drive onto St. Regis Avenue. Traffic on southbound Chestnut Oak Drive would only be able to turn left or right onto San Jose Avenue, through traffic would be prohibited. In addition to signage, all-way stop control, and pavement markings, this plan would include a splitter island (as shown in **Figure 2**) on the southbound Chestnut Oak Drive approach to help further discourage through traffic onto St. Regis Avenue.

<u>Shifts in Traffic Patterns with the One-Way Street Option (Option 3)</u> – As with the turn restrictions option, the most significant effect of the potential one-way street segment would likely be to discourage traffic from traveling *through* the Bridle Gate Project from Sand Creek Road and State Route 4. **Figure 4** presents the forecast changes to the AM peak hour turning movements that would result from the one-way street option. Although about 40 trips per hour may be restricted from coming out of the Bridle Gate Project the one-way street, about 30 trips per hour would still be forecast make their way back to St. Regis Avenue anyway (via Sand

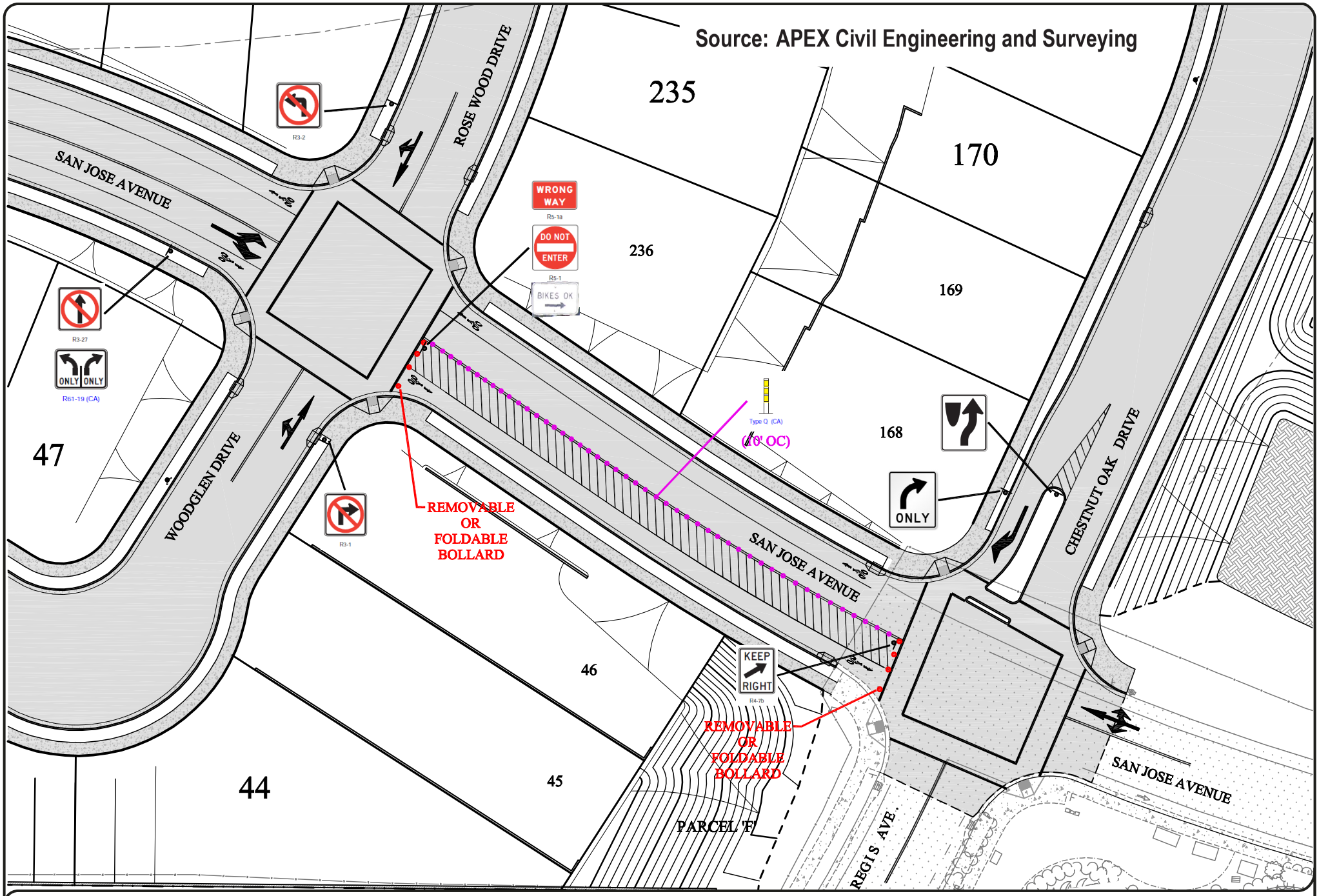

FIGURE 5 | OPTION 3 - ONE WAY STREET

REVIEW OF OPTIONS FOR MINIMIZING TRAFFIC ON ST. REGIS AVENUE

Bridle Gate Project

City of Brentwood

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Creek Road and the shopping center). Therefore, the net decrease due to the potential turn restrictions is estimated to be more around 10 trips per hour once the school traffic going through the shopping center is accounted for.

Option 4 - Full or Partial Street Closure – A full or partial closure at the south end of Chestnut Oak Drive was another option that was evaluated to potentially help minimize the amount of traffic that might travel south on St. Regis Avenue.

1) A partial closure would involve closing only the southbound direction of Chestnut Oak Drive at San Jose Avenue. Under this option traffic would still be permitted to travel northbound onto Chestnut Oak Drive from the San Jose Avenue/St. Regis Avenue intersection. In the other direction southbound traffic would be prohibited using a design to block traffic that would be acceptable to the fire department. The roadway would be designed to effectively block any southbound traffic from entering the intersection from Chestnut Oak Drive. With the partial closure option, no southbound traffic would be able to travel through the Bridle Gate Project on Chestnut Oak Drive to San Jose Avenue, so it would be clearly signed as "*Local Traffic Only*" and "*No Outlet*".

2) A full closure would involve closing both directions of Chestnut Oak Drive just north of San Jose Avenue. Under this option Chestnut Oak Drive would become a dead end just north of the San Jose Avenue/St. Regis Avenue intersection. This would include a connection to San Jose Avenue for emergency vehicles only, designed in a manner that would be acceptable to the fire department. The southern end of roadway would be designed to effectively block any Chestnut Oak Drive traffic from traveling to or from San Jose Avenue or St. Regis Avenue. The intersection of St. Regis Avenue with San Jose Avenue would become a three-way intersection, with no northern leg connecting to Chestnut Oak Drive. With this full closure option traffic would not be able to travel through the Bridle Gate Project on Chestnut Oak Drive to San Jose Avenue, so it would be clearly signed as "*Local Traffic Only*" and "*No Outlet*".

<u>Shifts in Traffic Patterns with the Full or Partial Street Closure Option (Option 4)</u> – As with the other options, the most significant effect of a full or partial closure of Chestnut Oak Drive would likely be to discourage external traffic from traveling *through* the Bridle Gate Project from Sand Creek Road and State Route 4. **Figure 4** presents the forecast changes to the AM peak hour turning movements that would result from the partial street closure, which is the same as would be forecast for the one-way street option. Again, although about 40 trips per hour may be restricted from coming out of the Bridle Gate Project the one-way street, about 30 trips per hour would still be forecast make their way back to St. Regis Avenue anyway (via Sand Creek Road and the shopping center). Therefore, the net decrease due to the potential turn restrictions is estimated to be more around 10 trips per hour once the school traffic back going through the shopping center is accounted for.

Option 5 - Additional Access to Sand Creek Road Option – Another option that was evaluated was to potentially create an additional access from the Bridle Gate Project onto Sand Creek Road. Any additional connections to Sand Creek Road would require approval from the City and this preliminary review is intended only to provide guidance on what other access options the City might consider accepting. Based on our preliminary review of the designs for the Sand Creek Road Extension and the Bridle Gate Project site plan there is only really one option for additional access to Sand Creek Road that appears to be potentially viable and might be acceptable to the City. This would be to create a new right-in/right out only access point onto Sand Creek Road between Bridle Gate Drive and the intersection with the State Route 4 eastbound ramps. Our review indicates it is unlikely the City would permit another new full movement intersection (i.e. an intersection allowing left turns) on Sand Creek Road anywhere along the Bridle Gate project frontage. The main reason for this conclusion is that another full-access intersection would be unlikely to meet Caltrans' intersection spacing standards for a divided arterial roadway like Sand Creek Road. Intersections (especially signalized intersections) require sufficient spacing to allow for back-to-back turn lanes in the median and they also need sufficient spacing for safety reasons and to ensure vehicle queuing does not impact adjacent intersections.

In addition to insufficient spacing from the adjacent intersections, there are also some significant topography issues that appear to make it unlikely the City would or could feasibly approve any new connections to Sand Creek Road to the *west* of San Jose Avenue. The grade difference between the Bridle Gate roadway system and the final alignment of Sand Creek Road is substantial in this area. Therefore, it is our conclusion that the only new connection that might potentially be acceptable to the City would be a new right-in/right out only access onto Sand Creek Road to the *east* of Bridle Gate Drive.

<u>Shifts in Traffic Patterns with the Additional Access to Sand Creek Option</u> – A review of the project trip generation and external through traffic for the Bridle Gate Project indicates a new right-in/right-out access to Sand Creek Road would not have any significant changes to the potential future traffic on St. Regis Avenue. Almost all of the traffic using any new right-in/right-out access would be expected to be simply shifted over from the future turn volumes at the Bridle Gate Drive intersection. The northbound right turn from Bridle Gate Drive to Sand Creek Road and the eastbound right-turn onto Bridle Gate Drive are both forecast to operate with little delay under Cumulative Plus Project conditions. Because of this, and the lack of an inbound left turn movement (for traffic from State Route 4), it appears unlikely the City would ultimately identify any substantial benefits to traffic on St. Regis Avenue from a new connection to Sand Creek Road. In summary, it appears unlikely that a new access point would provide sufficient benefits to warrant having the City make substantial changes to the final design of the Sand Creek Road Extension.

Review of Potential Changes to the 2020 Traffic Impact Study Conclusions – Subject to City approval, it is our conclusion that the various options being reviewed would not result in any significant shifts in traffic that would warrant further analysis of traffic operations. None of the options include any substantial modifications to the overall planned roadway system in the project area. Based on our review there should be no new or increased hazards, or changes affecting emergency access, subject to City approval. The potential turn restrictions would not increase the severity of any previously identified Level of Service ("LOS") impacts at intersections or ramps in the area[3]; nor would they cause any new impacts related to LOS. However, by discouraging through traffic from traveling south through the Bridle Gate Project there would potentially be a missed opportunity to *reduce* the external through traffic that currently passes through the Sand Creek Crossings Shopping Center.

Please don't hesitate to contact me if you have any questions or need additional information.

Sincerely,

Stephen C. Abrams
President, Abrams Associates
T.E. License No. 1852

[3] While the Bridle Gate EIR used LOS as one of its thresholds of significance, it should be noted that the General Plan does not include an objective mandate of compliance with any LOS Standards. The City of Brentwood's General Plan LOS policies generally state that specified standards "should" be met rather than mandating conformance with set standards, and thus are directive as opposed to mandatory. While the General Plan establishes Level of Service standards, Policy CIR 1-6 indicates that intersections may be exempted from the LOS standards in cases where the City Council finds that the infrastructure improvements needed to maintain vehicle LOS (such as roadway or intersection widening) would be in conflict with goals of improving multimodal circulation or would lead to other potentially adverse environmental impacts. (General Plan, p. 2-5.).

Attachment B

Assessment of Traffic Calming Options

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ASSESSMENT OF TRAFFIC CALMING OPTIONS

DATE: October 16, 2023

TO: Louis Parsons | Discovery Builders

FROM: Erin Vaca | DKS Associates

SUBJECT: Brentwood Bridle Gate – Traffic Calming Improvements Project #22265-000

BACKGROUND AND INTRODUCTION

DKS Associates prepared a VMT analysis for the proposed Bridle Gate residential development in Brentwood, CA. The analysis was documented in a report dated March 2, 2023, with findings of less than significant impacts with mitigation.

Subsequently, traffic calming improvements have been proposed to minimize cut-through traffic on St. Regis Avenue, impacting the existing residential neighborhood to the south of the proposed project. The proposed traffic calming improvements are documented in a letter from Abrams Associates dated October 12, 2023. This memorandum reviews the proposed traffic calming improvements to assess whether any of these improvements would affect the VMT characteristics of the proposed project.

TRAFFIC CALMING IMPROVEMENTS

OPTION 1 – TURN RESTRICTIONS ALTERNATIVE A

Under this option, right turns would be prohibited from eastbound San Jose Avenue onto St. Regis Avenue. Southbound through traffic from Chestnut Oak Drive onto St. Regis Avenue would also be prohibited. Note that the San Jose Avenue-St. Regis Avenue connection was not included in the traffic network model used for the VMT analysis. Therefore, the VMT analysis effectively reflects this traffic calming alternative and would not impact the VMT analysis results.

OPTION 2 – TURN RESTRICTIONS ALTERNATIVE B

This alternative is the same as Alternative A but with an additional restriction prohibiting southbound left turns from Chestnut Oak Drive onto eastbound San Jose Avenue. While the traffic network model used in the VMT analysis did include the San Jose Avenue connection, the

alternative path to access locations east of State Route 4 via San Creek Road would not be significantly longer and thus this option would be expected to have a neutral effect on VMT.

OPTION 3 – ONE WAY STREET

This alternative would restrict the segment of the San Jose Avenue extension west of St. Regis Drive to one-way westbound traffic only. This alternative would also include the prohibition of southbound through traffic from Chestnut Oak Drive onto St. Regis Avenue. Like Option 2, while the traffic network model used in the VMT analysis did include the San Jose Avenue connection, the alternative path to access locations east of State Route 4 via San Creek Road would not be significantly longer and thus this option would be expected to have a neutral effect on VMT. Note that this option would leave the path open for vehicle trips returning to the Bridle Gate neighborhood via westbound San Jose Avenue.

OPTION 4 – FULL OR PARTIAL STREET CLOSURE

This alternative proposes either a partial (southbound) or full closure of Chestnut Oak Drive at San Jose Avenue. In the traffic network model used for the VMT analysis, Chestnut Oak Drive is represented as a centroid connected to the San Jose Avenue extension. Again, the alternative path via Sand Creek Road is not significantly longer and this option would not be expected to have a significant VMT effect.

OPTION 5 – ADDITIONAL ACCESS TO SAND CREEK ROAD

This option proposes an additional right in-right-out access point to Sand Creek Road between Bridle Gate Drive and the eastbound State Route 4 ramps. This option would have the effect of slightly shortening some of vehicle trips accessing eastbound State Route 4 or eastbound Sand Creek Road with resulting minimal VMT effects.

SUMMARY

DKS has reviewed the proposed traffic calming alternatives; none of the alternatives would be expected to cause significant increases in VMT. Furthermore, all the alternatives will leave full access movement open for bicyclists and pedestrians. This will be an important consideration in providing a relatively low-stress route for Bridle Gate residents to bicycle or walk to the commercial land use along Balfour Road to the south as well as the Sand Creek Crossing shopping center to the east. In addition, it will be important to maintain bicycle and pedestrian access to Loma Vista Elementary School on San Jose Avenue to minimize VMT.

Attachment C

Final Vehicle Miles Traveled (VMT) Assessment of Traffic Calming Options Peer Review

Memorandum

To: Rod Stinson

From: Chris Gregerson, P.E., T.E., ACIP
Tyler Mickelson, EIT
Ben Huie, P.E.

Re: FINAL **Vehicle Miles Traveled (VMT) Assessment of Traffic Calming Options Peer Review**
Bridle Gate Residential Development, City of Brentwood

Date: June 19, 2024

This memorandum documents a peer review completed by Kimley-Horn of a VMT assessment for the proposed traffic calming options at the Bridle Gate Residential development in Brentwood, CA dated November 10, 2023, completed by DKS Associates[1]. This memorandum summarizes the initial comments prepared by Kimley-Horn.

Peer Review Comments

A. Background and Introduction

1. The DKS memo references three previous analyses to provide context for analysis completed in this update.

B. Traffic Calming Improvements

1. Kimley-Horn agrees that the first traffic calming alternative is reflected in the original analysis performed for the project.

C. Analysis Steps

1. Kimley-Horn agrees that the steps described in this section correctly model the analysis scenario comprising Option 2.
2. Kimley-Horn agrees with the methodology outlined in this section to determine the change in VMT relative to Option 2.

D. Results

1. Kimley-Horn confirms that the output from the VMT excel file matches that reported in the memo for Option 2.
2. Kimley-Horn agrees that the implementation of Option 2 traffic calming causes an insignificant change in VMT and the original findings of the Project's VMT analysis would remain the same under this scenario, namely that of less than significant with mitigation.

[1] *Assessment of Traffic Calming Options for Brentwood Bridle Gate – Traffic Calming Improvements,* DKS Associates, November 10, 2023.