

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



January 20, 2026

SCH #: 2019080461
GTS #: 04-ALA-2019-01010
GTS ID: 16997
Co/Rt/Pm: ALA/580/R22.558

Natalie Amos, Associate Planner
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

Re: Hidden Canyon Residences and Preserve Project – Draft Environmental Impact Report (DEIR)

Dear Natalie Amos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Hidden Canyon Residences and Preserve Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the November 2025 DEIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project would build 28 new detached single-family residential units and roadways on approximately 23.89 acres of a 30.98-acre project site within the City of Pleasanton near Interstate (I)-580.

Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Land Use and Climate Innovation's (LCI) Technical Advisory. Per the DEIR, this project is found to have significant and unavoidable VMT impact.

Mitigation Strategies

We encourage the project applicant to develop and implement an effective Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take to achieve those targets.

Please also consider the measures listed below, which are quantified by the California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Provide Electric Vehicle Charging Infrastructure
- Provide Secure Bike Parking
- Provide Pedestrian Network Improvement
- Construct or Improve Bike Facilities
- Construct or Improve Bike Boulevards
- Expand Bikeway Networks
- Provide Traffic Calming Measures
- Dedicate Land for Bike Trails
- Improve first and last mile connections

VMT Mitigation Program

Please consider exploring the following options to help further reduce the VMT impact if the implementation of applicable TDM measures is insufficient to mitigate the project VMT impact to a less-than-significant level: VMT based Transportation Impact Fee programs, VMT Mitigation Exchanges, and VMT Mitigation Banks. Please note that Caltrans has funded several local/regional agencies to study the feasibility of a variety of VMT mitigation programs through the Sustainable Transportation Planning Grant program ([link](#)). Caltrans welcomes the potential opportunities to work with the City.

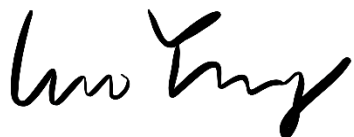
Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Llisel Ayon, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Natalie Amos, Associate Planner
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Sincerely,

A handwritten signature in black ink, appearing to read "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" and last name "Yunsheng" clearly distinguishable.

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse