

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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Governor's Office of Planning & Research

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July 8, 2019

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GTS #04-SCL-2017-00595

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PM: SCL-101-47 & SCL-237-1.5

Eric Anderson
Senior Planner
City of Mountain View
500 Castro Street
Mountain View, CA 94039

Project – East Whisman Precise Plan- Draft EIR

Dear Eric:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced plan. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the June 2019 Draft EIR.

Project Understanding

The Plan would include up to 2.3 million net new square feet of office uses, 100,000 net new square feet of retail uses, 200 hotel rooms, and 5,000 multi-family residential units. Increased office intensities and new neighborhood commercial uses would be allowed throughout the Plan area, while housing would now be allowed in a central area of the Plan. The East Whisman Precise Plan would also include new parks, new pedestrian/bicycle paths, new public streets, and recreational facilities.

The East Whisman Precise Plan (Plan) area abuts the south side of US 101, extending to the south and east across State Route (SR) 237 at E. Middlefield Road, and south to E. Evelyn Avenue. The 403-acre Plan area is located on the eastern border of the City of Mountain View (City.) The Santa Clara Valley Transportation Authority (VTA) Light Rail Transit (LRT) line travels across the Plan

area. The Plan area is generally bordered by US 101 and Moffett Federal Airfield/NASA Ames Research Center to the north, North Whisman Road to the west, Central Expressway to the south, and the City of Sunnyvale to the east, where a municipal golf course, office and residential uses currently exist.

Travel Demand Analysis

Caltrans commends the City on the Travel Demand Analysis regarding impacts on VMT and alternatives to meet a 15% VMT reduction. Caltrans encourages the City to continue to explore options to mitigate further raising VMT, including contributions to VTA's Valley Transportation Plan, and to support the use of transit and active transportation modes.

Caltrans requests verification of the following within Appendix H:

- Page 2, Study Area-Intersections- item #14 "East Middlefield Road and SR 237 Eastbound Ramps." Figures 7, 10, 13, 14, 15, & 16- please verify if there is an on-ramp directly from East Middlefield Rd. to the eastbound of SR 237;
- Page 2- item #16 "Central Expressway and State Route (SR) 85 Southbound Ramp." Figures E-3, 7, 10, 13, 14, 15, 16, & 26- please verify if there is an on-ramp directly from Central Expy to the southbound of SR 85. If this is for the on-ramp from Central Expy. to the northbound of SR 85, verify its lane configurations;
- Page 3- item #24 "Moffett Boulevard and US-101 Northbound Ramps." Figures 7, 10, 13, 14, 15, and 16- please verify the name of the intersection. Should it be for both on-ramp and off-ramp? Caltrans suggests to use "24. Moffett Blvd/ US-101 NB Ramps" instead of "24. Moffett Blvd/ US-101 NB Off Ramp";
- Page 3- item #31 "North Mathilda Avenue and SR- 237 Westbound Ramps." Figures 7, 10, 13, 14, 15, & 16- please verify its lane configurations;
- Page 3 - item #32 "North Mathilda Avenue and SR- 237 Eastbound Ramps." Figures 7, 10, 13, 14, 15, & 16- please verify its lane configurations;
- Page 3 - item #39 "San Antonio Road between Southbound US 101 Ramps and Charleston Road." Figures E-3, 7, 10, 13, 14, 15, 16, and 26, please verify its lane configurations;

- The 25 ramps and connectors listed in Attachment 1 may be impacted by this project. According to Caltrans Deputy Directive (DD) 35-R1, "Provisions for ramp metering shall be included in any project that proposes additional capacity, modification of an existing interchange, or construction of a new interchange, within the freeway corridors identified in the RMDP, regardless of funding source." These ramps are part of the Caltrans 2017 Ramp Meter Development Plan (RMDP.) Please provide the existing peak-hour traffic volume with and without the project for each on-ramp and connection listed above if it has not already been covered. In addition, the forecasted peak-hour traffic volume 20 years after completion of construction with and without the project for each of these on-ramps and connections are required for the geometric modifications of the on-ramps and connections, or their interchanges.

The provisions described in Caltrans 2016 Ramp Metering Design Manual: such as a High Occupancy Vehicle (HOV) preferential lane; a paved CHP Enforcement Area; a paved Maintenance Vehicle Pullouts (MVP) area; and advance warning devices, are required at each of the metered on-ramps. In addition, high visibility Activated Blank-Out (ABO) signs shall be installed for advanced warning purposes on metered freeway-to-freeway connectors. If any of these provisions cannot be provided, Fact Sheets for exception to ramp metering policies are needed. Concurrence with the proposed deviations from these policies shall be obtained from the Caltrans Headquarters Traffic Operations Liaison or the designated representative as early as possible in the project development process. For questions or comments, please contact Wichai Hanittinan (wichai.hanittinan@dot.ca.gov.)

Transportation Impact Fees

We continue to encourage a sufficient allocation of fair share contributions toward mitigating the cumulative project impacts on freeway segments and ramps, and to provide multimodal and regional transit. We also continue to strongly support measures to increase sustainable mode shares, thereby reducing VMT. Caltrans welcomes the opportunity to continue to work with the City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

E. Anderson, Senior Planner

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Lead Agency

As the Lead Agency, the City of Mountain View is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mark Leong at 510-286-1644 or Mark.Leong@dot.ca.gov.

Sincerely,



for

WAHIDA RASHID
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

ATTACHMENT 1

#	Co	Rte	Dir	PM	Interchange	Ramp Type	# Lanes	RM Status	HOV Bypass
1	SCL	85	NB	22.13	EB Rte 237	connector	1	Operational	No
2	SCL	85	NB	23.01	Central Expy / Easy St	diagonal	1	Operational	No
3	SCL	85	SB	22.2	WB Rte 237	connector	1	Planned	No
4	SCL	85	SB	22.49	W Evelyn Ave	diagonal	1	Operational	No
5	SCL	85	SB	23.39	Moffett Blvd	loop	1	Operational	No
6	SCL	85	SB	23.66	SB Rte 101 for HOV	connector	1	Planned	Yes
7	SCL	85	SB	23.867	SB Rte 101	connector	2	Planned	No
8	SCL	101	NB	46.254	WB Rte 237 / W Moffett Park Dr	diagonal	1	Planned	No
9	SCL	101	NB	47.274	Ellis St	diagonal	2	Non-Operational	Yes
10	SCL	101	NB	47.854	Moffett Blvd	loop	2	Non-Operational	No
11	SCL	101	NB	48.301	NB Rte 85	connector	2	Non-Operational	No
12	SCL	101	NB	48.36	NB Rte 85 for HOV	connector	1	Planned	Yes
13	SCL	101	SB	45.631	NB N Mathilda Ave	diagonal	2	Operational	Yes
14	SCL	101	SB	45.721	SB N Mathilda Ave	loop	2	Operational	Yes
15	SCL	101	SB	46.024	EB Rte 237	connector	1	Operational	No
16	SCL	101	SB	46.811	Ellis St	diagonal	2	Operational	Yes
17	SCL	101	SB	47.781	Moffett Blvd	diagonal	2	Operational	Yes
18	SCL	237	EB	0.49	NB Rte 85	connector	1	Planned	No
19	SCL	237	EB	0.87	Sylvan Way / Moorpark Way	diagonal	1	Planned	No
20	SCL	237	EB	2.06	W Maude Ave	diagonal	1	Partially Constructed	No
21	SCL	237	EB	2.423	SB Rte 101	connector	1	Planned	No
22	SCL	237	WB	0.26	SB Rte 85	connector	1	Planned	No
23	SCL	237	WB	0.65	S Whisman Rd / E Dana St	diagonal	1	Planned	No
24	SCL	237	WB	1.37	E Middlefield Rd / W Maude Ave	diagonal	1	Partially Constructed	No
25	SCL	237	WB	2.537	NB Rte 101	connector	1	Planned	No