

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

MAR 18 2019

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March 18, 2019

STATE CLEARINGHOUSE

SCH# 2018012016
04-SM-2018-00235
GTS ID 9212
Post Mile: SM – 101- 5.378

Steve Turner, Planning Manager
Redwood City
1017 Middlefield Road
Redwood City, CA 94063

Harbor View Point – Draft Environmental Impact Review (DEIR)

Dear Steve Turner:

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

Project Understanding

The proposed project is a high-tech office campus with four seven-story (100-foot tall) office buildings, one four-story and one six-story parking structure and a one-story employee amenities building. The office campus is centered with an approximately four-acre green space, and ten percent of the site is reserved for public access. The proposed project will develop 1,179,747 square-foot (sf) of commercial office use, in addition to 35,000 sf of amenities use. The four proposed office buildings are each approximately 286,000 sf. The proposed project includes up to 3,855 on-site parking spaces. The project is located to the east of US Route 101 (US 101), and is just northeast of the intersection of US 101 ramps with State Route (SR) 84 Woodside Road/Seaport Boulevard (Blvd). Since this project meets the criteria to be deemed of statewide, regional or areawide significance per CEQA Section 15206, the project's FEIR should be submitted to both the San Mateo County Transportation Authority and MTC for review and comment.

Sea Level Rise

The effects of sea level rise may have impacts on transportation facilities located in the project area. Executive Order (EO) S-13-08 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for years 2050 and 2100. Higher water levels may increase erosion rates, change environmental characteristics that affect material durability, lead to increased groundwater levels and change sediment movement along shores and at estuaries and river mouths, as well as affect soil pore pressure at dikes and levees on which transportation facilities are constructed. All these factors must be addressed

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through geotechnical and hydrological studies conducted in coordination with Caltrans.

Hydraulics

Impact HYD-6 does not mention the flood flow that will be redirected due to placement of the slab in the floodplain. Nearby residential and commercial buildings would be impacted by the displacement of flood flow from the project.

Transportation Impact Fees

The proposed project has identified that the two-freeway segments, southbound US 101 north of Whipple Avenue and northbound US 101 south of Woodside Road during AM peak hour are both significantly impacted because of project added trips. The impact of the project can be mitigated by paying its fair share contribution to the US 101 Express Lane Project.

Vehicle Trip Reduction

Given the project's intensification of use and significant amount of vehicle parking spaces, the project should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Parking should be reduced significantly. Such measures are critical to facilitating efficient site access. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies to employees on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports



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by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on nearby State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

Lead Agency

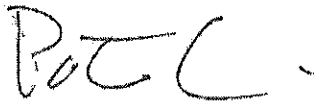
As the Lead Agency, Redwood City is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit. Potential mitigation measures that include the requirements of other agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State 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 <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Should you have any questions regarding this letter, please contact Michael McHenry at (510) 286-5562 or Michael.Mchenry@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

