

California 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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STATE CLEARINGHOUSE

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Jeffrey Cucinotta, Senior Planner
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088

Re: El Camino Real Specific Plan, City of Sunnyvale Draft Environmental Impact Report (DEIR)

Dear Jeffrey Cucinotta:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of Sunnyvale's El Camino Real Specific Plan. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the March 2022 DEIR.

Project Understanding

The El Camino Real Specific Plan (State Route (SR)-82) has been drafted with the goal of enabling the transition of the corridor to a vibrant, mixed-use area with improved streetscapes and safer environments for walking, bicycling, and other modes of transportation. The Specific Plan establishes new land use designations that promote additional housing within the corridor while maintaining existing commercial uses and providing opportunities for additional commercial development. The Specific Plan includes a comprehensive strategy to address land use, economic vitality, urban design, and multimodal connectivity.

Travel Demand Analysis

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND/DEIR, this project is found to have significant VMT impacts. Caltrans commends the Lead Agency in developing the Transportation Demand Management (TDM) Plan to reduce VMT impacts, therefore working towards meeting the State's

goal of a 15-percent reduction. The proposed measures identified in the TDM plan should be documented with annual monitoring reports to demonstrate effectiveness.

Multimodal Improvements

Section 1.2.1 Notice of Preparation of Environmental Impact Report, Additional Comments. Please remove the following statement, "Caltrans also asked for the lane configuration along the El Camino Real corridor to include a dedicated bus lane." Caltrans' December 17, 2017 Notice of Preparation response letter referred to studying VMT impacts from the mixed flow design and dedicated lane proposals developed by the Santa Clara Valley Transportation Authority for SR-82. Caltrans does support improvements to multimodal travel on the State Transportation Network (STN). Caltrans has been coordinating with several cities along the corridor that are proposing to remove parking to install dedicated bike lanes. Additionally, please ensure the DIER clearly states that bikes are permitted on SR-82.

Proposed Traffic Signal

Appendix D, Traffic Impact Analysis, Figure 18. A new traffic signal is proposed as potential mitigation at the intersection of SR-82 and Fremont Avenue. If warranted, signal warrants should be provided per the California Manual on Uniform Traffic Control Devices.

Construction-Related Impacts

Potential impacts to Caltrans' Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. 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, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Utilities

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please 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, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse