

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Governor's Office of Planning & Research

*Making Conservation
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John Swiecki, Planning Director
City of Brisbane
50 Park Place
Brisbane CA 94005

Brisbane Baylands Specific Plan- Notice of Preparation (NOP)

Dear John Swiecki:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Brisbane Baylands Specific Plan project. 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 2020 NOP.

Project Understanding

The proposed plan encompasses 684 acres adjacent to US-101 which borders the proposed project site to the east. The proposed project includes 2,200 residential units, 7 million square feet of office/commercial space, and approximately 130 acres of open space and parks. Associated improvements include grading, roadways, renewable energy generation, water recycling facility, utilities and infrastructure. Actual construction of the project proposed in the plan is in phases.

Travel Demand Analysis

Please submit a travel demand analysis that provides a Vehicle Miles Traveled (VMT) analysis resulting from the proposed project. Please note that a travel demand analysis that provides a Vehicle Miles Traveled (VMT) analysis will be required as part of the California Environmental Quality Act (CEQA) process as of July 1, 2020. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on

transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. The travel demand analysis should include:

- A vicinity map, regional location map, and site plan clearly showing project access in relation to the State Transportation Network (STN). Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. 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.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

With respect to the local and regional roadway system, the full impacts to the State Transportation Network must be analyzed. A Transportation Impact Analysis should be performed to provide project-related trip generation, distribution, turning movements, and assignment estimates. The project-generated and cumulative trips should be added to the existing, future and cumulative scenario traffic volumes for all intersections affected by the project. Due to the proximity to STN ramps, access to the site must be studied. Additionally, as stated on page 17, the impact to the ramps and mainline should be evaluated. In conducting these evaluations, it is necessary to use demand

volumes rather than output volumes or constrained flow volume.

Multimodal, Bicycle and Pedestrian Planning

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Please clarify how bicyclists and pedestrians will be able to access the site and transit facilities. As well, please clarify how this project site will connect active transportation facilities to nearby activity centers and existing or future trail and or transit facilities. These smart growth approaches shall be consistent with MTC's Regional Transportation Plan/SCS and would help meet Caltrans Strategic Management Plan targets.

Page 13: The "Infrastructure" section discusses proposed circulation improvements, including a new bridge crossing resulting in the extension of Geneva Avenue from Bayshore Boulevard to US 101 to accommodate automobiles, pedestrians, bicyclists, and a bus rapid transit service. Caltrans supports this proposed improvement because it supports the goals of the US-101 Comprehensive Corridor Plan (CCP) that was completed by Caltrans D4 in February 2018. Goal 4 of the CCP supports an accessible and inter-connected multimodal transportation system within the corridor. Goal 5 of the CCP supports the reduction of pollutants and greenhouse gas emissions (GHG). The proposed bridge will potentially make this corridor more accessible for different and active transportation modes, which supports the reduction of GHG emission by encouraging public transit and active transportation modes.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4c: Suburban Communities (Dedicated Use Areas)** where location efficiency factors, such as community design, are often weak and regional accessibility varies. Given the place, type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below can 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;
- 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;
- Secured bicycle storage facilities;
- 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 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 in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Construction-Related Impacts

Potential impacts to the State 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 in the EIR. 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 is required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto the ROW requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. 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, six (6) sets of plans clearly delineating the State ROW, six (6) copies 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.

To download the permit application and to obtain more information on all required documentation, 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 Laurel Sears at (510)286-5614 or laurel.sears@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review