

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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April 19, 2019

SCH # 2019039137

GTS # 04-SCL-2019-00559

Governor's Office of Planning & Research

Jim Rowe  
City of Morgan Hill  
17575 Peak Avenue  
Morgan Hill, CA 95037

APR 19 2019

STATE CLEARINGHOUSE

**Morgan Hill Technology and Mixed Use Residential Project NOP**

Dear Mr. Rowe:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Morgan Hill Technology and Mixed Use Residential Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the 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) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the March 2019 Notice of Preparation of an EIR (NOP).

***Project Understanding***

The approximately 89-acre site is located west of Mission View Road, south of Cochrane Road, east of US 101, and north of Half Road (APN: 728-30-001 through -004; 728-30-006, -008, -009; 728-31-014 through -016).

This mixed use project is comprised of approximately 1.2 million square feet of commercial/industrial on approximately 57 acres, 75,000 square feet of highway commercial on approximately 2.92 acres, and up to 300 residential units on 28 acres.

The Commercial and Industrial components of the project are currently configured in six parcels totaling approximately 61 acres, with Commercial and Commercial/Industrial General Plan designations, and located within three zoning districts: PUD Highway Commercial (CH), Administrative Office (CO), and PUD Light Industrial (IL). The applicant proposes to reconfigure the property into five legal lots (one commercial, three commercial/industrial parcels controlled

by the applicant, and one existing commercial/industrial parcel not controlled by the applicant); reduce the Commercial General Plan designation area and increase the Commercial/Industrial General Plan designation area through a General Plan Amendment (File No. GPA2019-0002); and establish a Planned Development (PD) Combining District over the commercial and industrial project area through a Zoning Amendment (File No. ZA2019-0005).

The residential component of the project has an existing General Plan designation of Residential Attached Low. No formal land use entitlement applications are currently on file, and this portion of the project is being evaluated at a programmatic level for a maximum of 300 units.

### ***Hydraulics***

A section of floodplain and hydrology shall be included in the draft EIR. The discharge outlet from the project site, if any, including direct and indirect connections, to the Madrone Channel must be discussed and any impact to the channel must be evaluated. Any increased flow into the channel should be mitigated to the pre-project level.

### ***Vehicle Trip Reduction***

From Caltrans' *Smart Mobility: A Call to Action for the New Decade*, the project site is identified as being on the edge of **Place Type 5a: Rural Towns** where location efficiency factors, such as community design, are moderate to high and regional accessibility is low. The measures listed below will promote smart mobility and reduce regional VMT.

- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Project design to encourage walking, bicycling and convenient transit access;
- Preferential parking for carpools and vanpools;
- Telework/Flexible work schedule;
- Transit subsidies for residents and employees on an ongoing basis;
- Participation in the Guaranteed Ride Program;
- 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
- Designated bicycle parking
- 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 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 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. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

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>

### *Active Transportation*

The Caltrans District 4 Bike Plan (Plan) for the San Francisco Bay Area was developed within the framework of *Toward an Active California*, the California State Bicycle and Pedestrian Plan. This framework includes an overall vision, goals, objectives, and strategies to improve bicycle safety and mobility throughout the State. The District 4 Bike Plan, the first of its kind in the State, evaluates bicycle needs on and across the Bay Area's State transportation network and identifies infrastructure improvements to enhance bicycle safety and mobility and remove some of the barriers to bicycling in the region. This Plan will guide District 4 and its partners to develop an integrated bicycle network for the Bay Area.

Many of the improvements identified in the Plan are conceptual and will require further study and coordination with local jurisdictions and stakeholders. The Plan will be updated regularly as future needs and opportunities are identified and evaluated. Fare share contributions need to be considered for the project listed below:

- Buffered bike lanes on Cochrane Rd and Malaguerra Ave from Monterey Rd to Coyote Creek Trailhead. (Project ID SC-101-X05)

### ***Transportation Management Plan***

Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans' *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at:

[http://www.dot.ca.gov/hq/construc/safety/Temporary\\_Pedestrian\\_Facilities\\_Handbook.pdf](http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf)

See also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: [www.dot.ca.gov/trafficops/policy/11-01.pdf](http://www.dot.ca.gov/trafficops/policy/11-01.pdf).

Any curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

[www.dot.ca.gov/hq/traffops/trafmgmt/tmp\\_lcs/index.htm](http://www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm)

### ***Lead Agency***

As the Lead Agency, the City of Morgan Hill 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. This includes any required improvements to the STN or reductions in VMT. Any required improvements should be completed prior to issuance of the Building Permit. We strongly recommend the City of Morgan Hill pursue early coordination with Caltrans to address any potential issues relating to increased traffic flow on Caltrans facilities resulting from this project. Since this project meets the criteria to be deemed of statewide, regional, or areawide significance per CEQA Section 15206 the project's Draft Environmental Impact Report (DEIR) should be submitted to both Valley Transportation Authority (VTA) and MTC for review and comment.

### ***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the State ROW, including bike lanes and upgraded pedestrian facilities requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application,

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the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

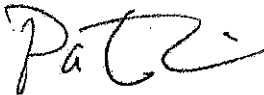
David Salladay, District Office Chief  
Office of Permits, MS 5E  
California Department of Transportation, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

See the following website for more information:

<http://www.dot.ca.gov/trafficops/ep/index.html>

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Zachary Chop at 510-622-1643 or [zachary.chop@dot.ca.gov](mailto:zachary.chop@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

