DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
www.dot.ca.gov

Making Conservation a California Way of Life.

August 9, 2019

SCH: 2019070208
GTS# 04-SM-2019-00262
GTS ID: 16388
PM: SM-82-3.795

Lindy Chan, Senior Planner
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94063

South Main Mixed-Used Development – Notice of Preparation (NOP)

Dear Lindy Chan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mills Park Center. 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, in part, to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas emissions (GHG) in alignment with state goals and policies. Our comments are based on the July 9, 2019 NOP.

Project Understanding

The proposed project will provide mixed-use development on 6 blocks (8.3 acres) including 291 multifamily residential units (including 97 affordable units), 550,143 square feet of office, 27,737 square feet of retail, and an 8,563 square foot child care facility generally located between El Camino Real, Maple Street, Cedar Street and Main Street, within the Mixed-Use Corridor and Mixed-Use Live and Work zoning districts. An offsite development at 1304 El Camino Real would provide affordable housing associated with the development, which is within the Downtown Precise Plan area. The proposed project is adjacent to State Route 82.

Traffic Operations

1) With respect to the local and regional roadway system, please provide the following information for this project: trip generation, trip distribution, and trip assignment estimates.

2) There are three state roadway systems, which serve this project. These regional roadway systems are experiencing sustained congestion during AM peak and PM

peak hours.

In analyzing the impact of the project-generated trips on this sustained congestion, the project-generated trips should be added to the existing traffic volumes and the future scenario traffic volumes for the intersections and freeway ramps listed below.

- SR 82 El Camino Real & Jefferson Avenue intersection,
- SR 82 El Camino Real & Jackson Avenue intersection,
- SR 82 El Camino Real & Maple Street intersection,
- SR 84 Woodside Road on & off-ramp & Main Street/Pine Street intersection,
- SR 84 Woodside Road & Middlefield Road intersection,
- SR 84 Woodside Road & Broadway Avenue intersection,
- SR 84 Woodside Road & Veterans Boulevard intersection,
- US 101 & SR 84 Woodside Road on & off ramp Northbound & Southbound direction.

3) To avoid impacts such as on-ramp queues spilling back onto the city streets near state highway on-ramps, the project should provide on-ramp storage capacity evaluations.

4) The project should determine if there is adequate storage capacity available for the turning movements at the intersections and on the freeway off-ramps listed above, to determine if the queues spill back onto the freeway mainline. In conducting these evaluations, it is necessary to use demand volumes rather than output volumes or constrained flow volumes.

5) To avoid traffic conflicts such as inadequate weaving distances, queues spilling back onto the freeway, and uneven lane utilization, the project should evaluate the adequacy of freeway segments near the project.

6) To reduce the project trips the project should develop Transportation Demand Management (TDM) measures and incorporate them in the Draft Environmental Impact Report (DEIR).

Vehicles Miles Traveled

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;
- Outdoor areas with patios, furniture, pedestrian pathways, picnic and

recreational areas
- Transit and trip planning resources such as a commute information kiosk;
- Increasing access to common goods and services, such as groceries, schools, and daycare;
- Providing traffic calming;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Lower parking ratios;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Emergency Ride Home program;
- Employee transportation coordinator at employment sites;
- Provide ride-matching services;
- Provide a guaranteed ride home service to users of non-auto modes
- 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 VMT reduction goals, then reports should include next steps to take in achieving 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 RTP/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

Lead Agency

As the Lead Agency, the City of Redwood City 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.

Construction-Related Impacts

Prior to construction, the City of Redwood City needs to coordinate with Caltrans to

develop a Transportation Management Plan (TMP) to reduce construction traffic impact to SR 82. Mitigation for significant impacts due to construction and noise should be identified in the DEIR. 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.

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 Michael McHenry at 510-286-5562 or michael.mchenry@dot.ca.gov.

Sincerely,

WAHIDA RASHID
Acting District Branch Chief
Local Development - Intergovernmental Review

c. State Clearinghouse