

DEPARTMENT OF TRANSPORTATION

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Gian Martire, Associate Planner
City of Cupertino, Community Development
Department
10300 Torre Avenue
Cupertino, CA 95014

Project – Westport Mixed-Use Project Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)

Dear Gian Martire:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals our continuing approach to evaluate and mitigate impacts to the State's multimodal transportation network. 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 11, 2019 NOP.

Project Understanding

The proposed project would involve the demolition of the existing buildings and the construction of 242 residential units and up to 20,000 square feet (sf) of commercial space. The project would consist of a total of 18 buildings: 16 buildings with multi-family dwelling units, one building with retail and senior and below market rate housing, and one building with retail and market rate dwelling units. Open space would consist of 37,601 sf of common open space, 29,068 sf of common landscape space, 11,371 sf of common hardscape space, and 2,400 sf of common retail outdoor space. The proposed project would include two new internally accessible roadways for emergency vehicles as well as for the new residential units, and minor changes to the existing internal on-site circulation system. Regional access is provided via State Route (SR)-85 and is directly adjacent to this network.

Travel Demand Analysis

Please submit a travel demand analysis that provides VMT analysis resulting from the proposed project. 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. Please ensure that the travel demand analysis includes:

- 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 of Cupertino's guidelines or, if the City has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below 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.
- Analysis of the impacts of transportation network companies (TNCs) such as Uber and Lyft on VMT, and ways to mitigate these impacts.
- Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.

With respect to the local and regional roadway system, provide project related trip generation, distribution, and assignment estimates. To ensure that queue formation does not create traffic conflicts, the project-generated trips should be added to the existing and future scenario traffic volumes for the freeway segments and ramps listed below. Potential queuing issues should be evaluated including on-ramp storage capacity and analysis of freeway segments near the project; turning movements should also be evaluated. In conducting these evaluations, it is necessary to use demand volumes rather than output volumes or constrained flow volume.

Freeway segments:

- I-280 - from Foothill Boulevard to De Anza Boulevard on both directions;
- SR-85 - from Homestead Road to De Anza Boulevard on both directions.

Ramps:

- I-280 - on- and off-ramps at Foothill Boulevard and De Anza Boulevard;
- SR-85 - on- and off-ramps at Homestead Road, Stevens Creek Boulevard, and De Anza Boulevard.

Multimodal 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. Access for pedestrians and bicyclists to transit facilities must be maintained.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 2b: Close-in Corridors** where location efficiency factors, such as community design, are moderate and regional accessibility is strong. 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 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;
- 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;
- 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>.

Landscaping

This project proposes an increased density and height of structures, and decreased setback from property lines. Additionally, this project proposes removal of existing trees within the Caltrans' ROW and along the property perimeter. Please consider the impact of this visual change.

Tree removal, planting, trimming and landscape maintenance work performed within Caltrans' ROW will require an encroachment permit, per the Encroachment Permit Manual, Chapter 500 and must meet safety, sight distance and setback requirements per the Highway Design Manual, Ch. 900. Additionally, planting within Caltrans' ROW will require a maintenance agreement per Caltrans Highway Planting Policy (see Caltrans Project Development Procedures Manual, Ch. 29).

There are existing trees and shrubs within the planted slope along the onramp and in the planted median along Stevens Creek Blvd. within Caltrans ROW. Note, any planting within state right of way damaged due to construction activities would require replacement per Caltrans Replacement Highway Planting Policy, (see Caltrans Project Development Procedures Manual, Ch. 29).

Lead Agency

As the Lead Agency, the City of Cupertino 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.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) 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 Mark Leong at 510-286-1644 or mark.leong@dot.ca.gov.

Sincerely,



Wahida Rashid
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse