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Governor's Office of Planning & Research

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August 26, 2019

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Kevin Gardiner, Community Development Director
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

1499 Bayshore Highway Project – Mitigated Negative Declaration (MND)

Dear Kevin Gardiner:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 555 West Middlefield West 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 August 7, 2019 MND.

Project Understanding

The project consists of demolishing all existing structures on the 2.19 acre site, to construct a new, 11-story, 404 guestroom hotel; an attached above-grade four-level parking structure for 289 spaces; and a one-story, 2,900 square foot free standing restaurant. The project in total would consist of approximately 400,000 gross square feet. The hotel would be a maximum of 136 feet. The building footprint would cover 57,665 square feet of the 95,396 square foot site (60.4 percent of the lot). The project would require Design Review and a Conditional Use Permit to implement the project. Regional access is provided 2,300 feet from the proposed project at US 101.

Traffic Operations

Traffic monitoring along Millbrae Avenue, at the ramps and intersection listed below, indicates that congestion from Transportation Network Companies (TNP) (Ridesharing) causes a long queue that extends beyond the Millbrae overcrossing. This problem has not been captured in the submitted intersection analysis.

- US 101 Southbound Ramps and Millbrae Avenue,
- US 101 Northbound Ramps and Millbrae Avenue.
- Old Bayshore Highway and Millbrae Avenue.

The project should provide evaluation of the above-listed ramps and intersection for storage Capacity. The project should provide mitigation measures, if the project-generated trips further deteriorate operations at these facilities.

Sea Level Rise

The effects of sea level rise may have impacts on transportation facilities located in the project area. Executive Order (EO) S-13-08 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for years 2050 and 2100. Higher water levels may increase erosion rates, change environmental characteristics that affect material durability, lead to increased groundwater levels and change sediment movement along shores and at estuaries and river mouths, as well as affect soil pore pressure at dikes and levees on which transportation facilities are constructed. All these factors must be addressed through geotechnical and hydrological studies conducted in coordination with Caltrans.

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;
- 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;
- 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>

Construction-Related Impacts

Potential impacts to US 101 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>.

Lead Agency

As the Lead Agency, the City of Burlingame is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN.) The project's fair share contribution, financing, scheduling,

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implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

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,



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Acting District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse