

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

TTY 711

www.dot.ca.gov

Governor's Office of Planning & Research

*Making Conservation
a California Way of Life.***Jun 09 2020****STATE CLEARINGHOUSE**

June 9, 2020

SCH #2020040112

GTS #04-CC-2020-00442

GTS ID: 19365

Co/Rt/Pm: CC/421.793

Kristin Pollot, Planning Manager
City of Pittsburg Planning Division
65 Civic Avenue
Pittsburg, CA 94565

Pittsburg Technology Park- Notice of Preparation (NOP) of an Environmental Impact Report (EIR)**Dear Kristin Pollot:**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for The Ranch Residential Development. 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 April 2020 NOP.

Project Understanding

The proposed project consists of a data center campus development on approximately 105 acres of a defunct golf course located south of West Leland Road and Golf Club Road in the City of Pittsburg. Regional access to the site is from State Route (SR)-4, approximately 1.5 miles away. The proposed development would consist of up to 4.5 million square feet of building area in up to 26 individual buildings, plus access roads, landscaping, ancillary support infrastructure, and open spaces. Each data center building would be a maximum of 50 feet tall excluding rooftop equipment and screening, and each building would include data halls and support spaces. A Master Plan submitted by the Applicant will provide development standards and requirements for the phased buildout of the data center campus.

Travel Demand Analysis

Please submit a travel demand analysis that provides a Vehicle Miles Traveled

(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. The travel demand analysis should include:

- 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.
- 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, turning movements, and assignment estimates. The project-generated trips should be added to the existing, future and cumulative scenario traffic volumes for the intersections affected by the project. In conducting these evaluations, it is necessary to use demand volumes rather than output volumes or constrained flow volume.

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;
- Bicycle repair facilities;
- 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>.

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. Access for pedestrians and bicyclists to transit facilities must be maintained. The proposed project exhibits strong locational connections to bicycle and transit networks, including Caltrain, bicycle trails, connections to major employment centers and the Newell/Clark pedestrian/ bicycle overcrossing. The inclusion of well-marked, well-connected bicycle/pedestrian facilities can encourage mode shift here.

Kristin Pollot, Planning Manager

June 9, 2020

Page 4

These smart growth approaches, given the project location and adequate TDM measures, should be consistent with MTC's Regional Transportation Plan/SCS and would help meet Caltrans Strategic Management Plan targets.

Transportation Impact Fees

The City should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project. The City should consider viable funding sources, such as the City's Regional Transportation Mitigation Fee program, to fund these identified improvements. We encourage a sufficient allocation of fair share contributions toward multimodal 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. Caltrans welcomes the opportunity to work with the City and local partners to secure the funding for needed mitigation.

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

c: State Clearinghouse