

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING 7/14/2020

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**Jul 14 2020***Making Conservation
a California Way of Life.***STATE CLEARINGHOUSE**

July 14, 2020

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SCL-680-M6.681

Rozalynne Thompson
City of Milpitas Planning Department
455 East Calaveras Boulevard
Milpitas, CA 95035

1000 Gibraltar Drive Project- Notice of Preparation (NOP)

Dear Rozalynne Thompson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 1000 Gibraltar Drive project. 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 June 2020 NOP.

Project Understanding

The 28.96-acre project site is located on 1000 Gibraltar Drive, Milpitas. Regional access is provided by Interstate (I)-680, which is approximately 0.5 miles east of the project site and I-880, which is approximately 1.1 miles west of the project site. The project would demolish all existing on-site buildings, parking lots and associated improvements and construct a new 490,040 s.f. tilt-up concrete creative industrial building with two supporting offices and surface parking. This project proposes approximately 485,130 s.f. of warehouse and 4,910 s.f. office space, along with 354 automobile surface parking spaces on all sides of the building and a total of 101 trailer stalls to the west and east of the building.

The existing buildings on-site totaling approximately 394,000 s.f. have been vacant since 2012. Potentially significant transportation impact is expected due to an increase in daily traffic trips and change in traffic patterns associated with the project site.

Highway Operations

To determine the vehicular traffic impacts to the local and regional transportation system, please provide the following information for this project: trip generation, trip distribution, and trip assignment estimates. All project-generated trips should be added to the existing traffic demand volumes and the future forecasted scenario traffic demand volumes. Existing traffic demands should be taken from pre or post COVID-19 once traffic levels return to normal.

Please evaluate the following ramps and its corresponding intersection for potential impacts:

Route 680

SB off-ramp to WB Calaveras

SB off-ramp to Landess Avenue/Montague Expressway

SB on-ramp from EB Landess Avenue

NB on-ramp from EB Landess Avenue

Route 880

NB off-ramp to Route 237

SB off-ramp to EB Route 237

NB on-ramp from WB Route 237

SB on-ramp from WB Route 237

SB off-ramp to NB Montague Expressway

NB off-ramp to NB Montague Expressway

NB on-ramp from SB Montague Expressway

SB on-ramp from SB Montague Expressway

SB off-ramp to Tasman Drive/Great Mall Parkway

NB off-ramp to Tasman Drive/Great Mall Parkway

SB on-ramp from Tasman Drive/Great Mall Parkway

NB on-ramp from Tasman Drive/Great Mall Parkway

Route 237

Intersection of Calaveras Blvd. and S. Milpitas Blvd.

Evaluations of the aforementioned locations and its corresponding intersection should include:

- On-ramp storage capacity evaluations to determine if on-ramp queues are spilling back to the city streets;
- Off-ramp storage capacity evaluations to determine if off-ramp queues are spilling back onto mainline freeway;

- Storage capacity evaluations for all of the turning movements at the intersections;
- Increased queue lengths from the project; and
- All of the above for intersections upstream of any intersections where there is queue spillback.

In addition, the project should evaluate its impact to the operations of the mainline freeways (I-880, I-680, SR-237 (Calaveras Boulevard)) near the vicinity of the project, which include, but are not limited to, the upstream/downstream areas near the locations previously listed.

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 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'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.

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 access through the construction zone must 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:

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:

<http://www.dot.ca.gov/trafficops/policy/11-01.pdf>).

All 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 Caltrans Office of Traffic Management Chief, Raoul Maltez, via raoul.maltez@dot.ca.gov.

Lead Agency

As the Lead Agency, the City of Milpitas is responsible for all project mitigation, including any needed improvements to the State Transportation Network (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 permanent work or temporary traffic control that encroaches onto the ROW requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities, including the sidewalk and curb, must meet American Disabilities Act (ADA) Standards as well

Rozalynne Thompson, Senior Planner

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as other Caltrans Standard Plan after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application, six (6) sets of plans clearly delineating the State ROW, six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. To download the permit application and to obtain more information on all required documentation, 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 Yunsheng Luo at Yunsheng.Luo@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse