

DEPARTMENT OF TRANSPORTATION

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City College of San Francisco
50 Frida Kahlo Way
San Francisco, CA 94121

Updated Facilities Master Plan for the City College of San Francisco – Notice of Preparation (NOP) of an Environmental Impact report (EIR)

Dear Alberto Vasquez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Updated Facilities Master Plan (FMP) 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 September 2020 NOP.

Project Understanding

The Updated FMP, as a long-range plan, provides a framework for future developments to support the goals and strategies of the College's Education Master Plan. The Updated FMP would support enhanced student experience on campus and sets the framework for improvements to indoor and outdoor student gathering and learning spaces, campus infrastructure, accessibility and paths of travel. It would also support sustainability and resilience measures of the campus. The EIR analysis will evaluate the Updated FMP strategy at a program level. The proposed individual demolition, decommission, renovation, and construction projects within the Main Campus will also be evaluated at a project-level in the Draft EIR.

The CCSF Main Campus is located at 50 Frida Kahlo Way in San Francisco. To the east, the campus is bordered by Interstate (I)-280. It is located within a Priority Development Area identified in the Plan Bay Area 2040 and within the Transit Priority Areas defined in the California Public Resources Code, Section 21099.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' [Transportation Impact Study Guide](#). The detailed Vehicle Miles Traveled (VMT) analysis should include the following:

- 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.

Hydraulics

Any increase in storm water needs to be treated and contained on the project site to have no impact on State drainage systems. Please ensure that any runoff to State facilities be metered to pre-construction levels.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified in the Draft EIR. 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>.

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to I-280.

Lead Agency

As the Lead Agency, the City College of San Francisco 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.

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. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse