

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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October 5, 2023

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Damon DiDonato, Principal Planner  
City of Belmont  
One Twins Pine Lane, Suite 385  
Belmont, CA 94002-3893

### **Re: 2 Davis Drive– Draft Environmental Impact Report (DEIR)**

Dear Damon DiDonato:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 2 Davis 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 Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the August 2023 DEIR.

#### **Project Understanding**

The proposed project would result in the redevelopment of the project site that would consist of a four-story office and research and development building located near State Route 92. The resulting land use would result in a potentially significant impact on Vehicle Miles Traveled (VMT).

#### **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 ([link](#)).

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this project is found to have significant VMT impact after mitigation. Please consider measures to mitigate the project's impact to VMT detailed in the Mitigation Strategies section.

### **Mitigation Strategies**

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' Smart Mobility Framework Guide 2020 ([link](#)), the proposed project site is identified as a suburban area where community design and regional accessibility are both weak.

Given the place, type and size of the project, this DEIR includes a Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area, but the mitigation measure proposed are not enough to avoid potentially significant impacts. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT to add to those identified in the TDM:

- Project design to encourage mode shift like walking, bicycling and transit access;
- Real-time transit information systems;
- Designated parking spaces for a car share program;
- Wayfinding and bicycle route mapping resources;
- Pedestrian network improvements;
- Traffic calming measures;
- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs;
- Limiting parking supply;
- Unbundled parking from property costs;
- Market price public parking;
- Ridesharing programs, Commute Trip Reduction programs, bike sharing programs;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- Increased location efficiency;
- Increased mixed-use development;
- Increased transit accessibility;
- Integration of affordable housing;
- Orientation of Project towards non-auto corridor;

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- Location of project near bicycle network;
- Pedestrian network improvements;
- Bus rapid transit;
- Money back or Discounted transit programs;
- Employer-based vanpool;

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM 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.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, refer to the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner, via [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov). For future early coordination opportunities or project referrals, please contact [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Luo Yunsheng'.

YUNSHENG LUO

Branch Chief, Local Development Review  
Office of Regional and Community Planning

c: State Clearinghouse