

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
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Governor's Office of Planning & Research

July 28 2021

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STATE CLEARINGHOUSE

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Robert Hurin, Planning Manager
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Re: **567 Airport Boulevard Project Mitigated Negative Declaration (MND)**

Dear Robert Hurin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 567 Airport Boulevard 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 MND.

Project Understanding

The project proposes to develop 12.8 acres of land in the Bayfront area of Burlingame. The site is currently developed with an office park. The project would include construction of a new eight-story, 241,679 sf office/research-and-development (R&D) building and a 5.5-level parking structure on the site of an existing surface parking lot.

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](#)).

Caltrans acknowledges the VMT analysis in keeping with the Office of Planning and Research's Technical Advisory recommendations, as well as the findings that the project will produce VMT above the local threshold but is located in a low-VMT area.

Mitigation Strategies

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Close-In Compact Community where community design is fair and regional accessibility is strong.

Caltrans supports the proposed TDM measures, as well as the trip reduction goal of 20% in accordance with the City of Burlingame's Climate Action Plan. 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. We also support the presence of a TDM coordinator to document annual monitoring reports to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take to achieve those targets.

Because of the high demand for transit use, and consequently first-mile-last-mile connections that this project is expected to generate, we support improved pedestrian and bicycle facilities in the area. To support mode shift and the onsite connection access to the Bay Trail, the project should evaluate adding an additional crosswalk at the Airport Blvd/Bay View Pl intersection and/or a new marked crosswalk and Rectangular Rapid Flashing Beacon adjacent to the projects northern ingress/egress point.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project. We encourage a sufficient allocation of fair share contributions toward multi-modal 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.

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

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These

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access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please email LDIGR-D4@dot.ca.gov.

Sincerely,

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

MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse