

## California Department of Transportation

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

**September 15 2021**

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**STATE CLEARINGHOUSE**

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Michelle King, Principal Planner  
City of Sunnyvale  
456 W Olive Ave  
Sunnyvale, CA 94086

### **Re: Moffett Park Specific Plan Project Notice of Preparation (NOP) for Draft Environmental Impact Report (DEIR)**

Dear Michelle King:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Moffett Park Specific Plan 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 August 2021 NOP.

#### **Project Understanding**

The project proposes a comprehensive update to the City of Sunnyvale's Moffett Park Specific Plan. The proposed plan would allow for additional residential uses and an increase in allowable office and commercial uses. The update would also allow for the construction of 20,000 residential units, 650,00 square feet of commercial uses, 10.0 million square feet of office/industrial/research and development uses, and 200,000 square feet of institutional uses.

#### **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](#)).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR, which should include the following:

- VMT analysis pursuant to the City'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 Impact Fees**

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. Traffic mitigation- or cooperative agreements are examples of such measures.

Please identify in text and graphics existing and proposed improvements for the pedestrian, bicycle, and transit networks. The City should estimate the cost of needed improvements, expansion, and maintenance for the Plan area, as well as identify viable sources of funding, correlated with the pace of improvements, and a scheduled plan for implementation along with the DEIR.

### **System Planning**

Please note that the Valley Transportation Authority (VTA) submitted the following projects in response to the Plan Bay Area 2050 DEIR. Caltrans recommends that the Lead Agency include an analysis of the following.

- US 101/Ellis Street interchange improvements- Complete Streets elements will be included.
- US 101/SR-237 interchange improvements- Complete Streets elements will be included.
- SR-237/Maude Avenue interchange improvements- Complete Streets elements will be included.
- SR-237/Java Drive interchange improvements- Complete Streets elements will be included.
- SR-237/Caribbean Drive/Lawrence Expressway interchange improvements- Complete Streets elements will be included.
- SR-237 Mainline Improvements: Improve SR-237 mainline operations.

### **Lead Agency**

As the Lead Agency, the City of Sunnyvale 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 Llisel Ayon at [Llisel.Ayon@dot.ca.gov](mailto:Llisel.Ayon@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please email [LDIGR-D4@dot.ca.gov](mailto:LDIGR-D4@dot.ca.gov).

Sincerely,



MARK LEONG  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse