

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



Governor's Office of Planning & Research

November 7, 2022

NOV 7 2022

STATE CLEARING HOUSE

SCH #: 2021080447
GTS #: 04-SM-2021-00456
GTS ID: 24107
Co/Rt/PM: SM/101/6.522

Curtis Banks, Contract Principal Planner
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94063

Re: 505 E. Bayshore Road Project Draft Environmental Impact Report (DEIR)

Dear Curtis Banks:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 505 E. Bayshore Road 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 2022 DEIR.

Project Understanding

The project proposes to demolish the existing development on the site to construct 56 townhouses, of which 51 would be base density units and five would be bonus density units. The project is located near the Whipple Avenue exit along US-101.

Multimodal Transportation

Caltrans commends the City's dedication of funds to bicycle and pedestrian improvements, including auxiliary complete streets elements such as a public shoreline trail segment with observation decks. This project supports the State's goals to reduce greenhouse gas emissions and improve multimodal transportation options for land use development. Caltrans encourages coordination with the County to provide funds for the Class I bike path proposed along East Bayshore Road and on the potential Blomquist Street extension between Whipple Avenue and Seaport Boulevard. The DEIR notes that the project will address pedestrian deficiencies in the area such as the lack of sidewalks along the project frontage and along nearby buildings on East Bayshore Road. Please coordinate with the County to determine the largest possible extent that fair share contributions could provide for complete and connected

pedestrian accessibility in the vicinity, to ameliorate these current pedestrian infrastructure deficiencies.

Though access for residents and emergency vehicles is the primary objective, please ensure that any driveways facing East Bayshore Road are consolidated and widths minimized to the best extent possible (noted that current plans show one driveway). In the future, East Bayshore Road may be improved with a Class IV bikeway or a Class I path in order to upgrade Bay Trail access; excessive width or quantity of driveways inhibits this goal by degrading user experience on these paths and increasing conflict points with vehicles. The project's design of frontage along East Bayshore Road should similarly consider and accommodate the possibility of such future bicycle/pedestrian facilities. Such consideration would support Redwood City's General Plan policy BE-26.10.

Consider incorporating a designated parking area for shared micromobility devices into the project. For example, creating a dedicated space for residents and visitors to the townhouses to lock a shared scooter or e-bike for some hours would encourage use of these non-polluting modes, and increase the visibility of such alternatives to residents, visitors, and Bay Trail users alike. Due to the proximity of this project to expansive outdoor trails and nature preserves, encouraging access via micromobility would also help overcome the inadequate pedestrian experience in the vicinity through non-vehicular modes. This could be considered as part of the TDM measures provided by the project, as well as in support of Redwood City's General Plan policy BE-26.6.

Hydrology

According to the Federal Emergency Management Agency (FEMA) Flood Panel 06081C031F Map, the site location is within a 100-year flood zone with adjacent areas within the 500-year flood zone. According to the DEIR, the proposed development will not increase the inundation of flood waters in the area. Caltrans encourages the City to coordinate with and obtain concurrence by local agencies with jurisdiction and authority of this project, such as the San Mateo County Flood Control District, to account for sea-level rise.

Curtis Banks, Contract Principal Planner
November 7, 2022
Page 3

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-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 extending from the end of the name.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse