California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
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Co/Rt/Pm: SF/1/1.396

Florentina Craciun, Planner
City and County of San Francisco
49 South Van Ness Avenue #1400
San Francisco, CA 94103

Re: Stonestown Development Project – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Florentina Craciun:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this 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 April 2022 NOP.

Project Understanding
The proposed project would include up to approximately 2,930 residential units; up to 160,000 square feet (s.f.) of new retail, sales, and service space; up to 200,000 s.f. of non-retail sales and service use; up to 100,000 s.f. of hotel; 53,000 s.f. of institutional uses; 4,250 parking spaces; 6 acres of open space; and infrastructure improvements. This project site is directly adjacent to State Route (SR)-1.

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 alignment 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.

- 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.

Transportation Safety Analysis
Per the Interim Local Development Intergovernmental Review (LDR) Safety Review Practitioners Guidance (*link*), Caltrans has analyzed existing data to conduct a safety review for this project area. The Lead Agency and/or applicant may use this information to identify and recommend appropriate multimodal safety mitigation measures for potential project-related impacts for vehicular, pedestrian and bicycle use. Caltrans looks forward to reviewing potential multimodal safety mitigation measures. Please see detailed information in the attached report.

Construction-Related Impacts
Potential impacts to Caltrans' 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. 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 the State Transportation Network (STN).

Utilities
Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit and will need to follow procedures in Chapter 13 of the Right of Way manual (*link*) and Chapter 17 of the Project Procedures Development Manual (*link*).

Lead Agency
As the Lead Agency, the City and County of San Francisco is responsible for all project mitigation, including any needed improvements to the 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 access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit
Please note that a ROW certification may be needed for a Caltrans encroachment permit due to the proximity of the light rail system. A clearance memo will be needed from the project engineer. Approval from California Public Utilities Commission (CPUC) may also be needed if there are any adjustments to the railway track.

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit https://dot.ca.gov/programs/traffic-operations/ep/applications.

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,

Mark Leong

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse

04-SF-2022-00365
Stonetown Development Project
SF 1 – PM 1.396

Traffic Accident Surveillance and Analysis System (TASAS) Crash Data Analysis per CEQA Review

The Stonestown Development Project frontages Route 1 from Buckingham Way (PM 1.26) to Eucalyptus Drive (PM 1.66).

The Traffic Analysis is for this segment of Route 1 and its intersections within the limits because there will be additional traffic volume from the proposed project that could impact the overall traffic on the mainline and the intersections.

There was no prior traffic analysis, monitoring program and/or traffic investigation report for Route 1 as it may not impact the traffic within the proposed project limits.

Table B showing the number of highway segment collisions (including the intersections' collisions) along with the total actual & average collision rates are provided just for information purpose only.

The Table B report identified in Table 1 below for Route 1 PM 1.26/1.66 was generated on 5/17/2021. It depicts collision rates per million vehicle miles (mvm) for the most recent 36-month period from 7/1/2018 to 6/30/2021 from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS).

Table 1
TASAS Table B Collision Rates (7/1/2018 – 6/30/2021)

Location	Number of Collision				Actual Rates (per million vehicle miles)			Average Rates (per million vehicle miles)		
	Total	Fatal	Injury	PDO	Fatal Collision	Fatal + Inj Collision	Total [1]	Fatal Collision	Fatal + Inj Collision	Total [1]
SF 1 – PM 1.26/1.66	7	0	4	3	0.0	0.14	0.24	0.009	0.39	0.87

[1] All reported collisions, including Property Damage Only (PDO) collisions

TASAS Table B collision rates summarize and compare the actual total collision rates to the average total rates for similar facilities throughout the State. The total collision rates include all reported collisions: Fatal, Injury, and Property Damage Only.

SF1 - PM 1.26/1.66
Analysis of the TASAS Table B record shows 7 collisions during the latest available three years with

an actual total rate is well below the total average rate for similar facilities statewide.
Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on 5/17/2022 shows:

Primary Collision Factor:

- 1 Influence Alcohol (14.3%)
- 1 Follow Too Close (14.3%)
- 1 Speeding (14.3%)
- 4 Other Violations (57.1%)

Type of Collision:

- 2 Sideswipe (28.6%)
- 1 Rear End (14.3%)
- 3 Broadside (42.9%)
- 1 Hit Object (14.3%)

The Table B report identified in Table 2 below for the intersections of Route 1 and Buckingham Way (PM 1.26), Winston Drive (PM 1.35), and Eucalyptus Drive (PM 1.66) were generated on 5/17/2021. It depicts collision rates per million vehicle (mv) for the most recent 36-month period from 7/1/2018 to 6/30/2021 from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS).

Table 2
TASAS Table B Collision Rates (7/1/2018 – 6/30/2021)

Location	Number of Collision				Actual Rates (per million vehicles)			Average Rates (per million vehicles)		
	Total	Fatal	Injury	PDO	Fatal Collision	Fatal + Inj Collision	Total [2]	Fatal Collision	Fatal + Inj Collision	Total [2]
Buckingham Wy. Intersection PM 1.26	0	0	0	0	0.00	0.00	0.00	0.002	0.06	0.13
Winston Dr. Intersection PM 1.35	2	0	2	0	0.00	0.02	0.02	0.002	0.16	0.33
Eucalyptus Dr. Intersection PM 1.66	4	0	2	2	0.00	0.02	0.05	0.002	0.16	0.33

[2] All reported collisions, including Property Damage Only (PDO) collisions

TASAS Table B collision rates summarize and compare the actual total collision rates to the average total rates for similar facilities throughout the State. The total collision rates include all reported collisions: Fatal, Injury, and Property Damage Only.

SF1 - PM 1.26, Intersection of Buckingham Way
Analysis of the TASAS Table B record shows zero collision during the latest available three years.

SF1 - PM 1.35, Intersection of Winston Drive
Analysis of the TASAS Table B record shows 2 collisions during the latest available three years with an actual total rate is well below the total average rate for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on 5/17/2022

shows:

Primary Collision Factor:

- 2 Other Violations (100%)

Type of Collision:

- 2 Broadside (100%)

SF1 - PM 1.66, Intersection of Eucalyptus Drive

Analysis of the TASAS Table B record shows 4 collisions during the latest available three years with an actual total rate is well below the total average rate for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on 5/17/2022 shows:

Primary Collision Factor:

- 1 Influence Alcohol (25%)
- 1 Follow Too Close (25%)
- 1 Speeding (25%)
- 1 Other Violations (25%)

Type of Collision:

- 2 Sideswipe (50%)
- 1 Rear End (25%)
- 1 Broadside (25%)

Prepared by:

Andy Nguyen — 5/24/2022

Andy Nguyen — Date

Approved for Release

5/24/2022

Hung Q. Tran — Date

Sr. Transportation Engineer

Traffic Safety Investigation S-W I