

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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[www.dot.ca.gov](http://www.dot.ca.gov)



December 3, 2024

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Kelly Beggs, Consulting Planner  
City of Brisbane  
50 Park Place  
Brisbane, CA 94005

### **Re: Guadalupe Quarry Redevelopment Project – Draft Environmental Impact Report (DEIR)**

Dear Kelly Beggs:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Guadalupe Quarry Redevelopment Project. 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 October 2024 DEIR.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

#### **Project Understanding**

The proposed project includes construction of a warehouse facility and ancillary site modifications as well as closure and reclamation of Guadalupe Quarry as part of warehouse construction. The project site encompasses approximately 146 acres currently located in an area of unincorporated San Mateo County that is within the City of Brisbane's sphere of influence. A portion of the existing quarry would be annexed into the Brisbane City limits and undeveloped areas of the quarry would be protected as open space. The project site is located approximately 1.5 miles west of U.S. Route 101 and adjacent to Crocker Industrial Park.

#### **Travel Demand Analysis**

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory and utilizing more stringent thresholds from the California Air

Resources Board's (CARB) 2022 Climate Change Scoping Plan. Per the DEIR, project heavy-duty truck trips are expected to be substantially lower than the regional average truck trip length, thereby resulting in a determination of less than significant impact for these trip types. However, employee VMT was determined to be significant and unavoidable even with implementation of a Transportation Demand Management (TDM) plan and additional mitigation measures to promote use of alternative modes for employees' home-based trips to work.

Please also consider the following measures to mitigate the project's VMT impacts:

- Implement Commute Trip Reduction Marketing
- Provide First and Last Mile Transportation Network Company Incentives
- Provide Secure Bike Parking
- Implement Shared Vehicle Program (car/bike/E-bike/scooter)

Proposed mitigation measures identified in the TDM plan should be documented with annual monitoring reports to demonstrate effectiveness.

Additionally, please note that the City/County Association of Governments of San Mateo County's (C/CAG) VMT/Greenhouse Gas (GHG) Model Mitigation Program was awarded through Caltrans' Sustainable Transportation Planning Grant Program to assist project sponsors and developers with identifying feasible options for mitigating VMT and GHG emission impacts of land use and VMT-inducing transportation projects in the County. The City is encouraged to collaborate with Caltrans and C/CAG to explore VMT mitigation program options where needed.

### **Construction-Related Impacts**

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, please visit Caltrans Transportation Permits ([link](#)).

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).

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

Kelly Beggs, Consulting Planner  
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Sincerely,

A handwritten signature in black ink that reads "Lisel Ayon". The signature is written in a cursive style with a large initial 'L'.

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

c: State Clearinghouse