

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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January 24, 2025

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Justin Shiu, Contract Senior Planner  
City of Pacifica  
170 Santa Maria Avenue  
Pacifica, CA 94044

### **Re: Pacifica Housing Element (6th Cycle) Targeted General Plan Amendments, Rezoning, and Objective Development Standards Program – Draft Environmental Impact Report (DEIR)**

Dear Justin Shiu:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Pacifica Housing Element (6th Cycle) Targeted General Plan Amendments, Rezoning, and Objective Development Standards Program. 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 December 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 will create the regulatory framework to accommodate the City's Regional Housing Needs Allocation (RHNA) sites inventory and will rezone specific sites in order to develop housing. The involved amendments to the General Plan will affect existing land use designations that will enable more housing production. State Route (SR) 1, which traverses the City of Pacifica, would be impacted by proposed development projects identified in the Housing Element.

#### **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 based on thresholds set in the City's General Plan. Per the DEIR,

"Provide a safe and reliable transportation network that serves all people and respects the environment."

VMT impacts were found to be significant and unavoidable as employee VMT would be increased above baseline conditions. Caltrans acknowledges that the City's General Plan Implementing Policy CI-I-50 will require transportation demand management (TDM) measures and a monitoring plan for development projects that exceed the City/County Association of Governments of San Mateo County's (C/CAG) Congestion Management Plan (CMP) thresholds. The DEIR also includes MM-VMT-1 and MM-VMT-2, which include measures to mitigate employee VMT impacts of future developments. Proposed mitigation measures should be documented with annual monitoring reports to demonstrate effectiveness.

The City is also encouraged to consider additional requirements and incentives that could further reduce VMT impacts from projects identified in the Housing Element, such as location of developments along transit-dense corridors; orientation of developments toward transit, bicycle, and/or pedestrian facilities; and provision of transit passes to project site residents. These and many other residential and commercial TDM measures are detailed in the Caltrans Transportation Demand Management Toolbox ([link](#)).

Please additionally note that the C/CAG recently published its Final Report for the VMT/Greenhouse Gas (GHG) Model Mitigation Program ([link](#)). The VMT/GHG Model Mitigation Program was awarded through Caltrans' Sustainable Transportation Planning Grant Program and intends to assist project sponsors and developers in 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 more citywide or regional VMT mitigation options where feasible.

### **Fair Share Contributions**

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.

The City may also consider encouraging fair share contributions from future development projects to multimodal projects that promote mode shift and reduce single-occupancy vehicle travel to mitigate VMT impacts. The DEIR mentions the *Manor Drive Overcrossing* project, which includes improvements to the SR 1/Manor Drive overcrossing, the Manor Drive/Palmetto Avenue intersection, the Manor Drive/Oceana Boulevard intersection to improve traffic circulation as well as construction of an on-ramp for northbound SR 1 at Milagra Drive/Oceana Boulevard. The City may consider requesting land use projects within the vicinity that would have traffic impacts to provide fair share contributions toward the project, proportionate to vehicle trips added to SR 1.

### **Multimodal Transportation Planning**

Please review and include the reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

### **Integrated Transportation and Land Use Planning**

Transportation and housing are integrally connected. The Housing Element Update process provides a mechanism to reflect current transportation and land use policy and adopt efficient land-use strategies such as transit-oriented, infill and mixed-use developments that can potentially reduce vehicle miles traveled and address climate change.

Please review and include the reference to the current California Transportation Plan (CTP) in the DEIR. CTP 2050 envisions that the majority of new housing located near existing housing, jobs, and transit, and in close proximity to one another will reduce vehicle travel and GHG emissions, and be accessible and affordable for all Californians, including disadvantaged and low-income communities. The location, density, and affordability of future housing will dictate much of our future travel patterns, and our ability to achieve the vision outlined in CTP 2050. Caltrans encourages the City to consider and explore the potential of excess state-owned property for affordable housing development, per Executive Order N-06-19.

Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through efficient and equitable land use planning and policies. The City should also continue to coordinate with Caltrans to identify and implement necessary network improvements and impact mitigation.

### **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 STN.

### **Lead Agency**

As the Lead Agency, the City 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 be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' right-of-way (ROW) requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Flowchart, Figure 1.2 in Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval may take 30 days to 6 months or more depending on the project scope, size, complexity, completeness, compliance with policies and quality of the permit package submitted. Projects requiring exceptions to design standards or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). When the applicant is ready to pursue a Caltrans encroachment permit, please contact [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov) to initiate the process.

Justin Shiu, Contract Senior Planner  
January 24, 2025  
Page 5

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).

Sincerely,

A handwritten signature in black ink, appearing to read "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" being larger and more prominent than the last name "Yunsheng".

YUNSHENG LUO  
Branch Chief, Local Development Review  
Office of Regional and Community Planning

c: State Clearinghouse