

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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October 11, 2024

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Carlos de Melo, Community Development Director  
City of Belmont  
1 Twin Pines Lane, First Floor  
Belmont, CA 94002

### **Re: Belmont Harbor Industrial Area Specific Plan — Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)**

Dear Carlos de Melo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Belmont Harbor Industrial Area Specific Plan (HIASP). 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 September 2024 NOP.

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 is to develop the HIASP, which will guide development of the 62-acre specific plan area. The HIASP would be built out over a 25-year period and proposed land use designations include a mixture of industrial commercial, mixed-use residential, and mobile home park. The plan area is currently in unincorporated San Mateo County and the City of Belmont stated its intention to annex the plan area in its 2017 General Plan. The site is located between U.S. Route 101 (U.S. 101) and State Route 82 (SR 82) and is bound by U.S. 101 on its eastern side.

#### **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 Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans'

Transportation Impact Study Guide ([link](#)). Caltrans looks forward to reviewing the project's VMT analysis in the DEIR when it is available.

### **Aeronautics**

One of the goals of the Caltrans Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions or their equivalent (ALUC), to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq.

The HIASP area is in Safety Zone 6 (Traffic Pattern Zone) of the San Carlos Airport, established by the San Mateo County ALUC pursuant to Section 21675(c). Therefore, the proposed Plan shall adhere to the safety and land use criteria and restrictions defined in the Airport Land Use Compatibility Plan (ALUCP) formed by the ALUC pursuant to the PUC Section 21674 and Section 21676 and may be subject to review authority by the ALUC.

PUC Section 21659 prohibits structural hazards near airports. Structures should not be at a height that will result in penetration of the airport imaginary surfaces. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). For further information or a copy of Form 7460-1, please refer to the FAA website ([link](#)).

Lastly, in accordance with PUC Section 21676 et seq., prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the ALUC, the local agency shall first refer the proposed action to the ALUC. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified.

These comments reflect the areas of review by Caltrans Aeronautics with respect to airport-related noise, safety, and land use planning issues. If you have any questions, please contact [Tiffany.Martinez@dot.ca.gov](mailto:Tiffany.Martinez@dot.ca.gov).

### **Hydrology**

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

Development at this site may potentially impact the existing drainage systems along southbound U.S. 101. The Office of Hydraulics would like to ensure that no surface flow will get into the roadside ditch between the development and southbound U.S. 101

and that discharge from the new development will not impact the existing U.S. 101 drainage systems during the raining season.

During the design review phase of individual developments adjacent to Caltrans' Right-of-Way (ROW), please submit plan views, profiles, cross-sections, details of all draining facilities, and hydrologic calculations showing before and after conditions at this location.

### **Construction-Related Impacts**

Potential impacts to the State 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, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction of individual projects, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

### **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.

### **Equity and Public Engagement**

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look forward to collaborating with the City to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities.

Caltrans encourages the City to foster meaningful, equitable and ongoing public engagement in the Specific Plan development process to ensure future transportation decisions and investments reflect community interests and values. The public engagement process should include community-sensitive and equity-focused approaches seeking out the needs of individuals from underserved, Tribal, and low-income communities, the elderly, and individuals with disabilities.

### **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,

Carlos de Melo, Community Development Director

October 11, 2024

Page 4

scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

### **Encroachment Permit**

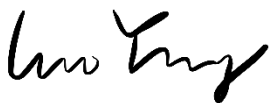
Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit 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.

The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). Please note that the checklist TR-0416 is used to determine the appropriate Caltrans review process for encroachment projects. Your application package may be emailed to [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov).

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,



YUNSHENG LUO

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

c: State Clearinghouse