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DISTRICT 4

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Mike Schaller, Senior Planner
County of San Mateo
455 County Center, 2nd Floor
Redwood City, CA 94063

Cypress Point Project– Application Referral

Dear Mr. Schaller:

Thank you continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the Cypress Point Project. The comments in this review reflect Caltrans' modernized approach to evaluating and mitigating impacts to the State Transportation Network (STN). Our Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT), in part by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the July 31, 2018 *Planning Permit Application Referral*, including the *July 2018 Cypress Point Traffic Impact Analysis, County Review Draft (July 2018 TIA)*. Our previous comment letters regarding this project, including our September 25, 2017 letter on the *July 2017 Planning Permit Application Referral*, and our April 9, 2018 letter on the *January 2018 Draft Cypress Point Traffic Analysis (January 2018 Draft Traffic Analysis)* are incorporated by reference.

Project Understanding

Local Coastal Plan (LCP) and General Plan Land Use Map amendments, Zoning Amendment, and Coastal Development Permit (CDP) to rezone the subject parcel from its existing planned unit development (PUD) designation. The proposal would reduce the number of dwelling units on the site from 148 (mix of market rate and affordable) to 71 units (all affordable). Access to the site is to be located on Carlos Street, approximately 600 feet south of its intersection with State Route (SR) 1.

Multimodal Planning

Improvements to, and reconfiguration of SR 1 and local streets may be necessary to accommodate increased vehicle, transit, pedestrian, and bicycle trips associated with the project. The geometry, topography, and coastal proximity of the site present challenges. The applicant should further analyze alternatives for improving pedestrian and bicycle access in the area, specifically, opportunities for improving pedestrian and bicycle crossings of SR 1. This

development is likely to increase demand for pedestrian and bicycle access to nearby beaches and other destinations on the west side of the highway, and any roadway changes should reflect this.

Please revise the Transit Service part the Existing Conditions section of the *July 2018 TIA*, which appears to omit or incorrectly locate various SamTrans bus stops near the project site, including the northbound route 17 bus stop at SR 1 and 14th Street, and stops on Main Street in Montara. One of the recommended improvements stated in the *July 2018 TIA* is to work with SamTrans to remove the existing southbound route 17 bus stop located on SR 1 between 16th Street and Carlos Street. By removing this stop, the nearest southbound stop for the route 17 bus would be at California Avenue and Etheldore Street, just over 0.5 miles from the project site, twice as far from the project site as the existing northbound stop. Rather than removing this transit stop and reducing access for residents, consider relocating it to a location across from the existing northbound stop at SR 1 and 14th Street and providing a Pedestrian Hybrid Beacon at this location, as well as facilities to provide adequate pedestrian and bicycle access to and from the project site.

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained.

Hydraulics

There appears to be a discrepancy between the plans shown and the written text in the Stevens Consulting *Cypress Point Project Introduction and Project Description*, Section 2.2.5, page 13, Grading and Drainage. The plans show two detention ponds with 4,600 sf capacity, while the text in Section 2.2.5 describes four detention ponds to be utilized with a capacity of 20,000 sf. This discrepancy needs to be addressed.

Travel Demand Analysis and Mitigation

The *July 2018 TIA* has not been updated to reflect Caltrans' comments on the *January 2018 Draft Traffic Analysis*, which were sent on April 9, 2018. Please address these comments (attached), including the Travel Demand Analysis section.

The project's impact on state facilities are significant; as acknowledged in the study. The project should either provide mitigation or pay its fair share fee for its impact. 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.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 5a: Rural Towns**, where location efficiency factors, such as community design, are moderate to high and regional accessibility varies. Given the place type

and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reduction;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8).

The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Cultural Resource

The project area is extremely sensitive for archaeological deposits as archaeology sites have been recorded within and adjacent to the project area. As part of the environmental review in support of the LCP amendment, we recommend that San Mateo County conduct a cultural resource technical study that at a minimum includes a records search at the Northwest Information Center of the California Historical Resources Information System (CHRIS), a field survey of the project area by a qualified archaeologist, and Native American consultation.

If an encroachment permit is needed for work within Caltrans right-of-way (ROW), we may require that cultural resource technical studies be prepared in compliance with CEQA, Public

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Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (<http://www.dot.ca.gov/ser/vol2/vol2.htm>). Should ground-disturbing activities take place within Caltrans ROW and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted at (510) 622-1673.

Lead Agency

As the Lead Agency, the County of San Mateo 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.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or jake.freedman@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse
Attachments: Caltrans Cypress Point Comment Letter of April 9, 2018