

**DEPARTMENT OF TRANSPORTATION**

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January 29, 2014

SM101425  
SM-101-23.38/25.914  
SCH#2005022136

Mr. John A. Swiecki  
Community Development Department  
City of Brisbane  
50 Park Place  
Brisbane, CA 94005

Dear Mr. Swiecki:

**BRISBANE BAYLANDS SPECIFIC PLAN – DRAFT ENVIRONMENTAL IMPACT REPORT**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Brisbane Baylands Specific Plan project. The following comments are based on the Draft Environmental Impact Report.

***Highway and Traffic Operations***

1. Please include the following three intersections (I/S) on the study list:
  - a. Guadalupe Canyon Parkway/Carter Street
  - b. Bayshore Boulevard-Airport Boulevard/US-101 ramps
  - c. Airport Boulevard/Sister Cities Boulevard-Oyster Point Boulevard

1.b and 1.c are intersections from the south that inhibit project traffic going to-and-from the project site.

2. Please address the 6-lane arterial to be constructed from the Geneva Avenue/Bayshore Boulevard I/S to the US-101/Harney Way interchange at Candlestick Point. Also, address any contingencies that would mitigate any significant queuing traffic impact at this planned future interchange.

***Trip Generation Rates***

1. Project Peak Hour Vehicle Trip Generation – CPP AND CPP-V, Table 4.N-15, page 4.N-81. Table 4.N-15 (Table) demonstrates the AM (PM) generated trips referencing from the Institute of Transportation Engineers (ITE), Trip Generation, 8<sup>th</sup> edition. However, we find a significant under-estimation of AM (PM) generated trips, while comparing peak

generated traffic of Table 4.N-15 versus that of ITE for Community Proposed Plan (CPP) instance:

- a. Retail AM (PM) generated trips by equation as 587 (1440) in Table versus 950 (5059) vehicles per hour (vph) by ITE,
- b. Office AM (PM) generated trips by equation as 957 (866) in Table versus 1176 (1191) vph by ITE,
- c. R & D AM (PM) generated trips by equation as 1426 (1105) in Table versus 1755 (1519) vph by ITE,
- d. Hotel AM (PM) generated trips by rate as 1026 (1048) in Table versus 1333(1393) vph by ITE,
- e. Public/civic/cultural, land use code=814, AM (PM) generated trips by rate as 314 (286) in Table versus n/a (512) vph by ITE,
- f. Conference Exhibition, land use code=814, AM (PM) generated trips by rate as 457 (417) in Table versus n/a (745) vph by ITE,
- g. Entertainment/cultural , land use code=814, AM (PM) generated trips by rate as 1017 (928) in Table versus n/a (1605) vph by ITE,

We recommend revising the study's AM (PM) generated traffic to the ITE Trip Generation, 8<sup>th</sup> edition, accordingly.

2. Turning Traffic Diagram per Study Intersection under Various Conditions. Please provide turning traffic diagrams for study intersection under Existing, Project Only, Cumulative, Cumulative+ Project Conditions.

### ***Cultural Resources***

There are no known archaeological sites within the State right-of-way (ROW) in the project area. However, should ground-disturbing activities take place as part of this project within the State ROW and there is an inadvertent archaeological or burial discovery, in compliance with California Environmental Quality Act, Section 5024.5 of the California Public Resources Code, and Volume 2 of the Caltrans Standard Environmental Reference (<http://ser.dot.ca.gov>), all construction within 100 feet of the find shall cease. The Caltrans Office of Cultural Resource Studies, District 4, shall be immediately contacted at (510) 286-5416. A staff archaeologist will evaluate the finds within one business day after contact. Archaeological resources may consist of, but are not limited to, dark, friable soils, charcoal, obsidian or chert flakes, grinding bowls, shell fragments, or deposits of bone, glass, metal, ceramics, or wood.

### ***Hydraulics***

Please provide the Drainage Plans and Drainage Report containing the hydrological calculations showing the before and after for the post project runoff. Any increase in storm water runoff from this proposed development may impact the design capacity of the State's existing drainage system and will need to be mitigated.

### ***Trip Reduction***

In order to reduce impacts on US-101, we suggest that the City of Brisbane refer to, "Reforming Parking Policies to Support Smart Growth," an Metropolitan Transportation

Commission study funded by Caltrans, for sample parking ratios and strategies that support smart growth and Transit Oriented Development. Reducing parking standards will encourage alternate forms of transportation, reduce regional vehicle miles traveled and alleviate future traffic impacts on the State highways. Given these benefits, parking ratios should be lowered to reflect the site's close proximity to the existing Bayshore Caltrain Station and San Francisco Muni and Samtrans lines, in addition to the proposed transit improvements on page 4.N-46 (T-Third Line extension, Geneva Avenue Bus Rapid Transit, Bayshore Intermodal Station Access Study Improvements).

***Encroachment Permit***

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the following address: Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please feel free to call or email Sandra Finegan at (510) 622-1644 or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



ERIK ALM, AICP  
District Branch Chief  
Local Development – Intergovernmental Review

c: State Clearinghouse