

DEPARTMENT OF TRANSPORTATION

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May 9, 2019

Governor's Office of Planning & Research

MAY 09 2019

STATE CLEARINGHOUSE

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 Post Mile: SM – 92- 13.408

Timothy Maier, Associate Planner
 City of Foster City
 610 Foster City Boulevard
 Foster City, CA 95402

New Hotel Project – Notice of Preparation (NOP)

Dear Timothy Maier:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's Regional Transportation Plan/Sustainable Communities Strategy, Caltrans' mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the NOP.

Project Understanding

The proposed project includes development of an approximately 77,479 square-foot, six-story hotel on a vacant, approximately 59,327-square-foot (1.36-acre) lot. The hotel would feature 155 guest rooms, a restaurant, meeting space, and a rooftop terrace bar, in addition to several features generally associated with limited-service (short-stay) hotels, including a fitness center, lobby lounge, and a guest laundry room. A two-story parking garage at the site would provide approximately 90 to 100 parking stalls, and auto access to the site would be provided via driveways from Shell Boulevard and Metro Center Boulevard. Regional access is provided 800 feet from the proposed project at State Route 92.

Sea Level Rise

The effects of sea level rise may have impacts on transportation facilities located in the project area. Executive Order (EO) S-13-08 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for years 2050 and 2100. Higher water levels may increase erosion rates, change environmental characteristics that affect material durability, lead to increased groundwater levels and change sediment movement along shores and at estuaries and river mouths, as well as affect soil pore pressure at dikes and levees on which transportation facilities are constructed. All these factors must be addressed through geotechnical and hydrological studies conducted in

coordination with Caltrans.

Vehicle Trip Reduction

Given the project's intensification of use and substantial vehicle parking spaces, the project should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical to facilitate efficient transportation access to and from the project site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and convenient transit access;
- Secured bicycle storage facilities located conveniently near entrances to minimize determent of bicycle use due to weather conditions;
- Bicycle parking;
- Subsidized transit passes on an ongoing basis;
- Shuttle service for employees and guests;
- Fix-it bicycle repair station(s);
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces conveniently located to encourage carpooling and clean-fuel vehicles;
- Lower parking ratios;
- Showers, changing rooms and clothing lockers for employee bike commuters;
- Bicycle route mapping resources and bicycle parking incentives;
- Employee transportation coordinator;
- Emergency Ride Home program;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with annual 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 achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on nearby 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.

Lead Agency

As the Lead Agency, the City of Foster City is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures,

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prior to the submittal of an encroachment permit. Potential mitigation measures that include the requirements of other agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the Lead Agency.

Should you have any questions regarding this letter, please contact Michael McHenry at (510) 286-5562 or Michael.mchenry@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Patricia", with a stylized flourish at the end.

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c. State Clearinghouse