

**DEPARTMENT OF TRANSPORTATION**

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Diane Wong, Principal Planner  
UCSF Campus Planning  
654 Minnesota Street  
San Francisco, CA 94143-0286

**University of California, San Francisco (UCSF) Comprehensive Parnassus Heights Plan – Notice of Preparation (NOP)**

Dear Diane Wong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the UCSF Comprehensive Parnassus Heights Plan. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the January 2020 NOP.

***Project Understanding***

The Regents of the University of California propose the Comprehensive Parnassus Heights Plan (CPHP), which is a conceptual, flexible plan to meet projected space needs for critical programs in research, patient care, and education at Parnassus Heights, while improving upon the aesthetic and functional design of the campus environment. The CPHP also includes opportunities for development of needed on-campus housing. The CPHP establishes a long-term development framework for the revitalization of the physical environment at Parnassus Heights, by identifying opportunity sites for new buildings and major renovations of existing buildings; candidate buildings for demolition; opportunities for development of open spaces; and opportunities for improvements to on-campus mobility and circulation. The CPHP includes an Initial Phase that primarily comprises: 1) Irving Street Arrival improvements, 2) Research and Academic Building, 3) Initial Aldea Housing Densification, and 4) New Hospital; as well as other Initial Phase activities. This phase is anticipated to be completed

by approximately year 2030. Beyond the Initial Phase, the “Future Phase” encompasses the remaining development described in the CPHP envisioned for completion by the horizon year of 2050. Regional access is provided from State Route (SR)-1 approximately 0.82-mile away.

### ***Multimodal Planning***

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 Vehicle Miles Traveled (VMT) increases. Access for pedestrians and bicyclists to transit facilities must be maintained. These smart growth approaches can be consistent with Metropolitan Transportation Commission’s Regional Transportation Plan/Sustainable Communities Strategies and would help meet Caltrans Strategic Management Plan targets.

### ***Vehicle Trip Reduction***

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. Such measures are critical to facilitating efficient site access. The measures listed below can 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 reductions;
- 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;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Increasing access to common goods and services, such as groceries and daycare;
- Incorporating affordable housing into the project;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;

- Participation in a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

TDM programs should be documented with annual monitoring reports by a 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.

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>.

### ***Transportation Impact Fees***

UCSF should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal 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 UCSF should also ensure that a capital improvement plan identifying the cost of needed improvements, funding sources, and a scheduled plan for implementation is prepared. Caltrans welcomes the opportunity to work with the Lead Agency and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

### ***Lead Agency***

As the Lead Agency, the University of California is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Diane Wong, Principal Planner  
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-5433 or [andrew.chan@dot.ca.gov](mailto:andrew.chan@dot.ca.gov).

Sincerely,



Mark Leong  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse