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Mr. Andrew Thomas
Community Development Department
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

Encinal Terminals Master Plan – Draft Supplemental Environmental Impact Report

Dear Mr. Thomas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Encinal Terminals Master Plan. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans *Strategic Management Plan 2015-2020* includes targets to reduce Vehicle Miles Travelled (VMT), in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Supplemental Environmental Impact Report (SEIR).

Project Understanding

The Encinal Terminals Master Plan infill project proposes to demolish existing structures and develop a new 589-unit residential mixed-use waterfront community supported by transportation and infrastructure improvements. The project includes three acres of waterfront-related public open space and parks, a new marina with up to 160 private berths, between 30,000 and 50,000 square feet of retail, restaurant, and office uses, development of a segment of Clement Avenue, accessible public parking at various locations throughout the project site, and provisions for future public water shuttle, water taxi, or ferry terminal facilities.

The project site is approximately 22 acres of land and ten acres of submerged lands. The project site is located in the north central portion of Alameda (the City). Direct access to the project site is provided by Buena Vista Avenue, Sherman Street, and Entrance Road. Regional vehicular access to the project area is provided by Interstate 880 via State Route (SR) 260 (the Posey and Webster Street tubes) and SR 61 (Webster Street/Central Avenue/Encinal Avenue).

The project area, located near downtown Oakland, comprised primarily of housing with scattered mixed-use centers, and served by transit to multiple destinations with an emphasis on commuter trips, can best be described as a close-in neighborhood, according to the Caltrans *Smart Mobility Framework*.

Project History

Caltrans provided comments on the Notice of Preparation in a letter dated May 25th, 2016. The letter requested that the SEIR include a Traffic Impact Study (TIS) and Transportation Demand Management (TDM) program and clarify new transit service routes. These topics are discussed in further detail below:

Vehicle Miles Traveled. We commend the City for including a travel demand analysis based on VMT, in addition to the TIS based on Level of Service (LOS). In accordance with Senate Bill 743, Caltrans is focusing CEQA review on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies through the use of innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. We note that the projected Per Capita VMT for the project area for the year 2020 is greater than 15% below the regional Per Capita VMT and thus results in a less-than-significant transportation impact.

Transportation Demand Management. We commend the City for including a robust TDM Program with the proposed project, incorporating some of the measures suggested in our comment letter. We also note that TDM program includes monitoring protocols to ensure that progress on the implementation of each measure is tracked.

Public Transit. At the time of the NOP, routing was not confirmed for the new AC Transit service, Line 19. The line is now confirmed to serve the project site to 12th Street City Center BART and Fruitvale BART via Buena Vista Avenue, as described in the Draft SEIR.

Errata

Please correct the errors regarding AC Transit Line 51A as described in the *Transit Services* section of the Draft SEIR. The line is described as "travel[ing] between the Berkeley Amtrak station and the Berkeley BART station and the Alameda Bridgeside Center" (SEIR, p. 4.G-9). AC Transit Line 51A provides service between Rockridge BART and Fruitvale BART.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jesse Schofield at 510-286-5562 or jesse.schofield@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse