

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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Governor's Office of Planning & Research

July 12 2021**STATE CLEARINGHOUSE**

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George Schroeder, Senior Planner
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088-3707

**Re: Lawrence Station Area Plan (LSAP) Update and Intuitive Surgical (ISI)
Corporate Campus Project + Draft Subsequent Environmental Impact Report
(SEIR)**

Dear George Schroeder:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the LSAP Update and ISI Corporate Campus Project. 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 May 2021 Draft SEIR.

Project Understanding

The LSAP and ISI Corporate Campus Project are located in east-central Sunnyvale between Kifer Rd and Reed Ave. US-101 is located to the north of the project site and State Route (SR)-82 to the south. The proposed LSAP update would primarily increase the allowable housing potential within the adopted LSAP, expand the western LSAP boundary, and adopt the Lawrence Station Sense of Place Plan. The ISI Corporate Campus Project would construct an office/Research & Development (R&D)/manufacturing development in the western LSAP boundary expansion area.

Highway Operations

Appendix E, Transportation Impact Analyses, Table 20. Please note that the actual ramp capacity can be lower than the capacity used in the study due to ramp meters. To understand the full impact of the project on the affected

freeway segments, an updated queuing analysis should be performed for the ramp terminal intersections to determine whether vehicle queues can be accommodated within the ramps. Please include the updated queuing analysis in the Final SEIR.

Vehicle queues due to project-added traffic shall be accommodated within the ramps and freeway traffic shall not be impacted. If the project generated traffic impacts ramp operations, impacts shall be mitigated, or a fair share fee shall be allocated for mitigation. The Traffic Impact Assessment report identifies that the project is anticipated to have an adverse impact on two SR-237 segments. To mitigate the project impact on the freeway traffic, please consider a fair share contribution to projects listed below.

Fair Share Contributions

As the Lead Agency, the City of Sunnyvale 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. The project applicant shall also coordinate with the City of Sunnyvale, Santa Clara Valley Transportation Authority and Caltrans for the proposed mitigation.

Fair share contributions should be considered to projects listed below:

- Improvement projects to mitigate operational deficient intersections along El Camino Real at Wolfe Road and San Tomas Expressway.
- Improvement projects to mitigate operational impacts on freeway segments as identified in the study along SR-237, US-101, and I-880.
- The LSAP identifies the intersections at Flor Vista Ave and Halford Ave, on SR-82 at the Lawrence Expressway off-ramps as high traffic stress locations for bicyclists. These intersections would benefit from bicycle and pedestrian improvements.
- As listed in the Caltrans District 4 Bike Plan ([link](#)), and as stated in previous comments:
 - Class IV separate bikeway on El Camino Real from Bernardo Ave to Lawrence Expressway in the City of Sunnyvale (Project ID SC-82-C02)
 - Class IV separated bikeway on El Camino Real from Lawrence Expressway to I-880 in the City of Santa Clara (Project ID SC-82-C03)

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on state roadways require a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Lisel Ayon at Lisel.Ayon@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse