

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Governor's Office of Planning & Research

Nov 09 2020*Making Conservation
a California Way of Life.***STATE CLEARINGHOUSE**

November 9, 2020

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Adena Friedman, Senior Planer
City of South San Francisco
315 Maple Avenue
South San Francisco, CA 94083

751 Gateway Boulevard Project Draft Environmental Impact Report (DEIR)

Dear Adena Friedman:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 751 Gateway Boulevard 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 September 2020 DEIR.

Project Understanding

The proposed project would construct a new 148-foot-tall, 7-story building with approximately 208,800 square feet of lab and office uses on the existing surface parking lot. The proposed project would improve pedestrian connections between the nearby Gateway Campus buildings at 701, 901, 951 and 801 Gateway Boulevard by creating a pedestrian hub. The proposed project would also include surface parking lots with a total of 418 parking spaces (including 46 parking spaces in a lot north of the proposed building) that would be used by other buildings within the Gateway Campus. The project is accessible directly from State Route (SR)-101 on Oyster Point Boulevard.

Highway Operations

Table 4.9-5 presents existing volumes. Please clarify if these are flow (count) volumes or demand volumes. All project-generated trips should be added to the existing traffic-demand volumes and the future forecasted scenario traffic-demand volumes.

*"Provide a safe, sustainable, integrated and efficient transportation
system to enhance California's economy and livability"*

With the opening of the SM-101 Express lanes, more vehicles may be able to arrive downstream earlier during the peak period, thereby possibly increasing the queue length at these off-ramps during peak hours. Please clarify whether the analysis includes this factor. Ramp storage should be able to accommodate the demand volumes on these off-ramps.

If the existing volumes presented in Table 4.9-5 are not demand volumes, the demand volumes need to be presented along with a corrected "Impact TR-2" section to determine the project's impact significance to State facilities. The Transportation Demand Management Plan should include appropriate mitigations to reduce these calculated impacts to State facilities.

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

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal tail stroke.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse