

# California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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August 2, 2024

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Billy Gross, Principal Planner  
City of South San Francisco  
315 Maple Street  
South San Francisco, CA 94080

## Re: Infinite 131 Project – Draft Environmental Impact Report (DEIR)

Dear Billy Gross:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Infinite 131 Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the June 2024 DEIR.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

### Project Understanding

The proposed project would demolish approximately 126,750 square feet (sq. ft.) of industrial and operational uses along with 116,572 sq. ft. of open-air structures to construct approximately 1.7 million sq. ft. of research and development (R&D) uses and amenities within seven buildings, along with two parking garages and additional surface parking. The project site is in the vicinity of U.S. Route 101 (U.S. 101).

### Travel Demand Analysis

The project's Vehicle-miles Traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City/County Association of Governments of San Mateo County (C/CAG) VMT analysis guidelines. Per the DEIR, this project is found to have a less than significant VMT impact with implementation of the Transportation Demand Management (TDM) Program. Caltrans commends the Lead Agency in developing the TDM Program to reduce employee and guest, therefore working towards meeting the State's goal of a 15-percent reduction. The proposed

measures identified in the TDM program should be documented with annual monitoring reports to demonstrate effectiveness.

### **Pedestrian and Bicycle**

The proposed project may affect pedestrian and bicycle transportation near the U.S. 101 on- and off-ramps at Produce Ave. Mitigation Measure TRANS-1 (MM TRANS-1) of the proposed project includes improvements to the pedestrian and bicycle facilities at the following intersections:

- U.S. 101 off-ramp/Produce Ave
- U.S. 101 on-ramp/Produce Ave/Terminal Ct
- Produce Ave/San Mateo Ave/ Airport Blvd

MM TRANS-1 also includes construction of a Class IV separated Bikeway from Baden Ave to Terminal Ct via Airport Blvd and Produce Ave. Please incorporate higher visibility striping for any pedestrian crosswalks planned within the project limit and consider providing both short-term bike parking and long-term secure bike parking for the users of the facilities in the new development. Please also consider "YIELD TO PEDS" signs within the project limit when necessary.

### **Construction-Related Impacts**

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

The proposed project may overlap with Caltrans Project 04-4H360 to incorporate safety enhancements and improve traffic operations at Produce Ave and the U.S. 101, such as installation of new signals at the Produce Ave/San Mateo Ave/Airport Blvd intersection. For future project coordination, please contact Rommel Pardo, Senior Project Manager of Program Project Management for San Mateo County at [Rommel.Pardo@dot.ca.gov](mailto:Rommel.Pardo@dot.ca.gov).

### **Lead Agency**

As the Lead Agency, the City of South San Francisco is responsible for all project mitigation, including any needed improvements to the 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 DEIR has identified that Impact TRANS-1 would be significant and unavoidable. To address the project impact, the DEIR proposes Mitigation Measure TRANS-1 that

"Provide a safe and reliable transportation network that serves all people and respects the environment."

includes several transportation improvement projects within Caltrans' Right-of-Way (ROW). Please contact Caltrans for the potential coordination opportunities.

### **Hydrology**

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

The Office of Hydraulics would like to ensure that the discharge from the new development will not impact the existing draining system at U.S. 101 during the raining season and that no surface flow will get into the roadside ditch between the development and southbound U.S. 101. For future design phase review, please submit plan views, profiles, cross-sections, details of all draining facilities, and hydrologic calculations showing conditions before and after development at this location.

### **Archaeology**

The Cultural Resources studies and mitigation measures in the Cultural Resources Section of the DEIR satisfy environmental legal compliance for cultural resources within Caltrans' ROW. Should construction activities within Caltrans' ROW take place in relation to this project, these mitigation measures shall be implemented if there is an archaeological discovery. If there is an inadvertent archaeological or burial discovery within Caltrans' ROW, please immediately contact the Caltrans Office of Cultural Resource Studies at (510) 847-1977. A staff archaeologist will evaluate the finds within one business day after contact. Caltrans requires review of any potential data recovery plans within Caltrans' ROW.

### **Aeronautics**

The project site is located within one mile of the San Francisco International Airport. One of the goals of the Caltrans Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions or their equivalent (ALUC), to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq.

The proposed Project is in the Airport Influence Area B (AIA) of the San Francisco International Airport, established by the San Mateo County ALUC pursuant to Section 21675(c). Therefore, the proposed project shall adhere to the safety and land use criteria and restrictions defined in the Airport Land Use Compatibility Plan (ALUCP) formed by the ALUC pursuant to the PUC, Section 21674 and Section 21676 and is subject to review authority by the ALUC.

Per the California Public Utilities Code Section 21001 et seq. relating to the State Aeronautics Act, Section 21676(b) prior to the amendment of a general plan, within the planning boundary established by the ALUC pursuant to Section 21675, the local

agency shall first refer the proposed action to the ALUC. If the ALUC determines that the proposed action is inconsistent with the ALUC's plan, the referring agency shall be notified. Any proposed development in the defined safety zones or AIA, therefore, must adhere to the safety criteria and restrictions defined in the (ALUCP) adopted by the ALUC pursuant to the PUC, Section 21674.

The proposed project site is partially located in the Community Noise Equivalent Level (CNEL) 65 decibel (dB) noise contour. While the proposed land uses of the project include commercial, office, and/or research and development land use and are considered compatible per the ALUCP, the proposed daycare associated with these uses should be considered for noise compatibility. It is recommended that the day care site be located in the portion of the Project site outside of the 65 dB noise contour or be made conditionally compatible per the ALUCP. Caltrans Aeronautics also strongly recommends an onsite noise review to determine if additional noise attenuation is necessary to maintain interior noise levels below 45 CNEL, or lower. Interior CNEL calculations should assume windows are closed.

The proposed project should also be reviewed to comply with 14 Code of Federal Regulations (CFR) Part 77 Conical Surface standards, United States Standard for Terminal Instrument Procedures (TERPS) Approach, and One Engine Inoperative (OEI) Departure Surfaces in applicable areas.

### **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.

### **Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.

The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To

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obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). Please note that the checklist TR-0416 is used to determine the appropriate Caltrans review process for encroachment projects. Your application package may be emailed to [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Luana Chen, Transportation Planner, via [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

For future early coordination opportunities or project referrals, please visit the Caltrans LDR website ([link](#)) or contact [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Luo Yunsheng".

YUNSHENG LUO  
Branch Chief, Local Development Review  
Office of Regional and Community Planning

c: State Clearinghouse