

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
P.O. BOX 23660  
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*Making Conservation  
a California Way of Life.*

March 13, 2019

SCH # 2018042047  
GTS # 04-SM-2018-00211  
GTS ID: 10341  
PM: SM – 101 – 22.049

Ryan Wassum  
City of South San Francisco  
315 Maple Avenue  
South San Francisco, CA 94083

**201 Haskins Way Project – Final Environmental Impact Report (FEIR)**

Dear Ryan Wassum:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced Project. In tandem with the Metropolitan Transportation Commission's Sustainable Communities Strategy, Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the FEIR.

***Project Understanding***

The project would rezone seven parcels from Mixed Industrial district to Business Technology Park (BTP) district and one parcel from Business Commercial to BTP district. The project would allow development at a floor area ratio of 1.0 or approximately 677,600 gross square feet (gsf) of new BTP office use, which would be built out in two phases. The proposed project site is part of the City of South San Francisco's "East of 101" planning area. Regional access to this project is provided from US Route (US) 101 via ramps at East Grand Avenue, approximately 1.25 miles from the project site. Part of the mitigation for this project includes the reconfiguration and adjustment of signal timing of various local streets near and directly adjacent to US 101 ramps.

***Mitigation***

As it stated in your response, project generated trips have a significant impact on the following State facilities:

- US 101 southbound (SB) off-ramp at Gateway Boulevard (Blvd.) and Oyster Point Blvd.
- US 101 northbound (NB) on-ramp from Airport Blvd. and Grand Avenue
- Dubuque Avenue and Grand Avenue
- US 101 NB off-ramp / Poletti Way and East Grand Avenue

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- US 101 SB off-ramp to Produce Avenue / South Airport Blvd.
- South Airport Blvd. and US 101 NB Ramps / Wondercolor Lane.

Currently, there is no commitment to mitigate project impacts. The project should mitigate impacts to the freeway maintenance and metered on-ramps by contributing fair share fees to the San Mateo US 101 Express Lane project and the San Francisco US 101/280 manage lane project. To ensure that all mitigation measures are identified, please provide a Mitigation and Monitoring Report Plan along with a staff report and conditions of approval.

***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. Since this project meets the criteria to be deemed of statewide, regional or areawide significance per CEQA Section 15206, the FEIR should be submitted to both the San Mateo County Transportation Authority and the Metropolitan Transportation Commission for review and comment.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Michael McHenry at (510) 286-5562 or michael.mchenry@dot.ca.gov.

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse



PLANNING DIVISION  
315 MAPLE AVENUE  
PHONE: (650) 877-8535  
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**CITY COUNCIL 2019**

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MIKE FUTRELL, CITY MANAGER

March 20, 2019

Patricia Maurice  
Department of Transportation - District 4  
P.O Box 23660  
Oakland, CA 94623

**Re: 201 Haskins Way Project – Response to FEIR letter dated March 13, 2019**

Dear Ms. Maurice,

Thank you for responding to the Final Environmental Impact Report (FEIR) that was published on February 7, 2019.

Per your letter, a comment states that the project would have significant impacts on the following State facilities:

1. US 101 southbound (SB) off-ramp at Gateway Boulevard and Oyster Point Boulevard
2. US 101 northbound (NB) on-ramp from Airport Boulevard and Grand Avenue
3. Dubuque Avenue and Grand Avenue
4. US 101 NB off-ramp/Poletti Way and East Grand Avenue
5. US 101 SB off-ramp to Produce Avenue/South Airport Boulevard
6. South Airport Boulevard and US 101 NB Ramps/Wondercolor Lane

Of these six locations, the project would not have any significant impacts at four of the locations. Significant and unavoidable project impacts were identified under cumulative conditions at two of the locations, the intersection of Dubuque Avenue and Grand Avenue and the intersection of South Airport Boulevard and US 101 NB Ramps/Wondercolor Lane. Only one location – the intersection of South Airport Boulevard and US 101 NB Ramps/Wondercolor Lane – directly serves State facilities.

Following is a response to the six locations listed above:

1. For the US 101 southbound (SB) off-ramp at Gateway Boulevard and Oyster Point Boulevard, the DEIR identified queues that would exceed available storage, but the project would add less than one percent of traffic and therefore its contribution would not represent a significant impact. This finding was restated in the FEIR in the Response to Comment Caltrans-2.

2. For the US 101 northbound (NB) on-ramp from Airport Boulevard and Grand Avenue, FEIR Response to Comment Caltrans-4 stated that projected cumulative traffic volumes would be within the capacity of the ramp without ramp metering but would exceed the maximum metering rate, however the demand would be within the capacity of the ramp, with or without ramp metering. Therefore, no impact was identified.
3. The intersection of Dubuque Avenue and Grand Avenue does not directly serve a State freeway or ramp facility. The DEIR and FEIR Response to Comment Caltrans-2 identify the project's cumulatively considerable contribution to significant cumulative impacts at this intersection. DEIR identifies MM-CR-TR-4 as a feasible physical mitigation that would reduce vehicle delay and improve operations but notes that it may not result in LOS D or better operations at this location. However, the City currently has not completed its TIF and CIP updates and thus does not at this time have a mechanism for funding signal timing adjustments for pedestrian crossings to reduce vehicle delay at this location as detailed in the DEIR on pp. 4.9.57-58 regarding Impact C-TR-4.
4. For the US 101 NB off-ramp at Poletti Way and East Grand Avenue, FEIR Response to Comment Caltrans-2 states that the project would not cause any significant queue impacts.
5. For the US 101 SB off-ramp to Produce Avenue/South Airport Boulevard, FEIR Response to Comment Caltrans-2 states that project traffic would not be expected to use this off-ramp, consistent with the City of South San Francisco traffic model.
6. For the intersection of South Airport Boulevard and US 101 NB Ramps/Wondercolor Lane, which serves a State freeway or ramp facility, the DEIR and FEIR Response to Comment Caltrans-2 identify the project's cumulatively considerable contribution to significant cumulative impacts at this intersection. No feasible physical mitigation measures were identified for this location because this intersection provides the maximum number of operational lanes for all critical movements for safe and effective operation of an at-grade intersection, as detailed in the DEIR on pp. 4.8.63-64 regarding Impact C-TR-12. Additionally, the City currently has not completed its TIF and CIP updates and thus does not at this time have a mechanism for funding signal timing adjustments to reduce queues at this location as detailed in the DEIR on pp. 4.9.69-4.9.70 regarding Impact C-TR-18.

The comment states that the project should contribute fair-share fees to the San Mateo US 101 Express Lane project and the San Francisco US 101/I-280 managed lane project. These projects on the mainline freeways would not mitigate the impacts listed above or any of the significant impacts identified in the EIR at intersections or on freeway ramps. There is no established mechanism to assess fees on individual development projects in San Mateo County to fund regional freeway projects. The US 101 Express Lanes project is included as a funded project in the Metropolitan Transportation Commission (MTC) Regional Transportation Plan, "Plan Bay Area 2040," and the San Mateo County Transportation Agency (SMCTA) Strategic Plan. The US 101 Express Lanes project will be funded through established regional transportation funding sources including the San Mateo County Measure A sales tax administered by the SMCTA. Similarly, managed lanes in San Francisco would be funded through established regional transportation funding sources including San Francisco Proposition K sales taxes administered by the San Francisco County Transportation Authority (SFCTA).

The 201 Haskins project will pay a fair share towards mitigation of transportation impacts by paying the City of South San Francisco East of 101 Traffic Impact Fee (TIF). The current East of 101 TIF is funding improvements such as implementation of adaptive traffic control to reduce delays on Grand Avenue and Oyster Point Boulevard, and initial studies of the Utah Avenue

overcrossing which, when constructed, would help to relieve critical traffic movements on South Airport Boulevard.

Furthermore, as noted in the Responses to Comments document, per CEQA Guidelines Sections 15206 and 15086(a)(5) a Notice of Availability (NOA) of the DEIR was mailed to the Metropolitan Transportation Commission. The NOA included an electronic link to the DEIR document on the City of South San Francisco's website. In addition, the NOA was mailed to the Association of Bay Area Governments, the City/County Association of Governments (the San Mateo County Transportation Authority is a member), and the Regional Clearinghouse in addition to the State Clearinghouse at the Governor's Office of Planning and Research.

Neither the Metropolitan Transportation Commission nor San Mateo County Transportation Authority provided any comments on the Draft EIR. Additionally, neither agency is a Responsible Agency under CEQA in relation to the proposed project at 201 Haskins Way. Therefore, in accordance with CEQA Guidelines section 15088, a copy of the Responses to Comments document was not provided to either agency.

Thank you again for providing comments in response to the 201 Haskins Way project DEIR and FEIR. Should you have any additional questions or comments, please feel free to contact me by phone at 650-877-8535 or email at [ryan.wassum@ssf.net](mailto:ryan.wassum@ssf.net).

Sincerely,



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Ryan Wassum, AICP  
Associate Planner

CC: Michael McHenry  
File

DEPARTMENT OF TRANSPORTATION

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Ryan Wassum, Associate Planner
City of South San Francisco
315 Maple Avenue
South San Francisco, CA 94083

201 Haskins Way Project – Draft Environmental Impact Report (DEIR)

Dear Ryan Wassum:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced Project. In tandem with the Metropolitan Transportation Commission’s (MTC) Sustainable Communities Strategy (SCS), Caltrans’ mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans’ Strategic Management Plan 2015-2020 aims to reduce Vehicle Miles Traveled (VMT) in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the October 12, 2018 DEIR.

Project Understanding

The project would rezone seven parcels from Mixed Industrial (MI) district to Business Technology Park (BTP) district and one parcel from Business Commercial (BC) to BTP district. The project would allow development at a floor area ration (FAR) of 1.0 or approximately 677,600 gross square feet (gsf) of new BTP office use, which would be built out in two phases. The proposed project site is part of the City of South San Francisco’s “East of 101” planning area. Regional access to this project is provided from US Route (US) 101 via ramps at East Grand Avenue, approximately 1.25 miles from the project site. Part of the mitigation for this project includes the reconfiguration and adjustment of signal timing of various local streets near and directly adjacent to US 101 ramps.

Travel Demand Analysis

The submitted DEIR discusses deficiencies in the local and regional transportation system in a narrative form. Please submit the official Traffic Impact Analysis (TIA) to substantiate the DEIR’s claim of the project’s less than significant impact on state facilities.

Inadequate storage on US 101 ramps could result in queues backing up on the mainline causing conflicts such as speed differentials; these types of operational conflicts are not exempt from



evaluation and mitigation under the California Environmental Quality Act (CEQA). Please provide 95th percentile queue evaluation and determine if the available storage capacity is adequate for the turning movements at:

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- Gateway Boulevard (Blvd.) and Oyster Point Blvd./ US 101 southbound (SB) off-ramp,
- Airport Blvd. and Grand Avenue intersection,
- Dubuque Avenue and Grand Avenue intersection,
- US 101 northbound (NB) Off-Ramp/Poletti Way and East Grand Avenue intersection,
- Airport Blvd./Produce Avenue and San Mateo Avenue/South Airport Blvd. off-ramps and intersections,
- South Airport Blvd. and US 101 NB Ramps.

Determine if the queues spill back onto the freeway mainline. If the TIA determines that the project has an impact on the ramps/intersections listed above, the project can pay its fair share contribution towards Caltrans' Airport Blvd/Produce Avenue Ramp Modification and Utah Avenue/San Mateo Avenue overcrossing connection projects, which will significantly reconfigure access to US 101 in that area and includes multimodal improvements.

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For the on-ramps listed below, provide on-ramp storage capacity evaluations for both AM and PM peak hours. Determine if the on-ramps are congested during peak hours and if queues from the on-ramps spill back onto the City streets near the freeway on-ramps.

4

- South Airport Blvd Hook NB On-Ramp,
- Airport Blvd/Grand Avenue NB On-Ramp,
- Oyster Point Blvd NB On-ramp,
- SB Dubuque Avenue on Ramp,
- SB Produce Avenue On-Ramp.

Please clarify the "Future 101 NB/Gateway Blvd & Oyster Point" referred to in the Synchro 9 worksheet for intersection #1 and if there are any plans for a new NB ramp.

5

**Project Coordination**

Please coordinate the proposed project with Caltrain's NB Grand Avenue off-ramp improvements and Caltrans' Airport Blvd./Produce Avenue Ramp Modification project.

6

**Impact Fees and Multimodal Accessibility**

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 VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. The impacts on US 101 mentioned in the DEIR should be mitigated by contributing impact fees to multi-modal projects in the area. This could include fair share contributions to the US 101 managed lanes project in the project vicinity, the potential San Mateo County project to

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install Class II bike facilities on Grand Avenue between Airport Blvd. and Gateway Blvd., identified in the *Caltrans District 4 Bike Plan (2018)* as SM-101-X05, or other multimodal projects as appropriate, such as those identified in SamTrans' ongoing US 101 Express Bus Feasibility Study. 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 to reduce VMT. Caltrans welcomes the opportunity to work with the City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

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

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4c: Suburban Communities (Dedicated Use Areas)** where location efficiency factors, such as community design, are weak and regional accessibility varies. 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 will promote smart mobility and reduce regional VMT.

9

- 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;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite 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

Ryan Wassum, City of South San Francisco

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transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet *Caltrans Strategic Management Plan* sustainability goals.

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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>

**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. Since this project meets the criteria to be deemed of statewide, regional or areawide significance per CEQA Section 15206, the DEIR should be submitted to both the San Mateo County Transportation Authority and the Metropolitan Transportation Commission for review and comment.

10

**Encroachment Permit**

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at (510) 286-5518 or [jake.freedman@dot.ca.gov](mailto:jake.freedman@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

## **A-CALTRANS, PATRICIA MAURICE, CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4**

### **Response to Comment Caltrans-1**

The comment requests the official Traffic Impact Analysis (TIA). All elements of the transportation analysis are documented in EIR Section 4.9, Transportation and Circulation, and in the associated Appendix B, Transportation Technical Appendices. There is no separate TIA report that presents additional information.

### **Response to Comment Caltrans-2**

The comment requests queue evaluation at seven locations.

EIR Table 4.9.5, on p. 4.9.12; Table 4.9.12, on p. 4.9.45; and Table 4.9.17, on p. 4.9.65, summarize the results of queue evaluations of significant movements at four of the seven requested locations: Gateway Boulevard and Oyster Point Boulevard/U.S. 101 SB Off-Ramp; Airport Boulevard and Grand Avenue; the intersection of Airport Boulevard/Produce Avenue with San Mateo Avenue and South Airport Boulevard; and South Airport Boulevard and the U.S. 101 NB Ramps.

For existing plus project conditions, Impact TR-4 on EIR p. 4.9.46 identifies an existing queue that exceeds available storage on the SB off-ramp at Gateway Boulevard/Oyster Point Boulevard, but the proposed project would add less than one percent of total traffic and the project impact would not be significant. Impacts TR-6 and TR-7 on EIR pp. 4.9.46-4.9.47 identify locations where project traffic would have a significant impact on queues at the intersection of Airport Boulevard and Grand Avenue and the intersection of Airport Boulevard/Produce Avenue with San Mateo Avenue/South Airport Boulevard. Mitigation measures were identified and funding for improvements at these locations is included in the City's current TIF program, in which the project sponsor or sponsors would participate; therefore, Impacts TR-6 and TR-7 would be less than significant after mitigation.

For cumulative conditions, Impact C-TR-14 on EIR p. 4.9.66 identifies a queue that would exceed available storage on the SB off-ramp at Gateway Boulevard/Oyster Point Boulevard, but the proposed project would add less than one percent of total traffic and therefore the project contribution would not be cumulatively considerable. Impacts C-TR-15, C-TR-17 and C-TR-18 on EIR pp. 4.9.66-4.9.70 identify significant impacts on queues at the intersection of Airport Boulevard and Grand Avenue, at the intersection of Airport Boulevard/Produce Avenue with San Mateo Avenue/South Airport Boulevard, and at the intersection of South Airport Boulevard and U.S. 101 NB Ramps/Wondercolor Lane. The proposed project would contribute considerably to these significant impacts. No feasible mitigation measures were identified to fully mitigate queues exceeding available storage lengths at these three locations; therefore, Impacts C-TR-15, C-TR-17 and C-TR-18 would remain significant and unavoidable.

The remaining three locations listed in the comment are the intersection of Dubuque Avenue and Grand Avenue, the intersection of the U.S. 101 NB off-ramp/Poletti Way and East Grand Avenue, and the U.S. 101 SB off-ramp to Produce Avenue/South Airport Boulevard.

Impact C-TR-4, discussed on EIR pp. 4.9.57-4.9.58, identifies the project's cumulatively considerable contribution to significant cumulative impacts at the intersection of Dubuque Avenue and Grand Avenue. Evaluation of queues at this intersection was included in Appendix B, but as this location does not directly affect freeway off-ramp or mainline operations, it was not included in the EIR tables as a study location. The queue information in Appendix B indicates that there would be queues exceeding available storage lengths on the eastbound through movement with 2040 traffic volumes without and with the project. Mitigation Measure MM-C-TR-4, identified on EIR pp. 4.9.57-4.9.58, would also reduce the queueing issues, but the mitigation measure would not eliminate the significant impact. In addition, as noted on EIR p. 4.9.24, a TDM program would be required to be prepared and implemented pursuant to Chapter 20.400 of the South San Francisco Municipal Code. However, it cannot be guaranteed that the required TDM would reduce intersection traffic by the amount necessary to reduce the project's contribution to a significant cumulative impact to a less-than-cumulatively-considerable level. The impact would remain significant and unavoidable.

The U.S. 101 NB off-ramp at Poletti Way and East Grand Avenue terminates at uncontrolled through and right-turn movements at that intersection. There is stop-sign control only for westbound vehicles on East Grand Avenue turning right to Poletti Way. Since there are no traffic controls associated with the off-ramp movements, the analysis did not indicate any queues at the intersection that would affect the off-ramp traffic. The next controlled location for off-ramp traffic is the intersection of East Grand Avenue and Grand Avenue Overcrossing, approximately 700 feet to the east. The 95<sup>th</sup> percentile queues on East Grand Avenue at this intersection, based on the analysis included in Appendix B, were not projected to exceed 250 feet. Therefore, no queue impacts are projected at that location.

Evaluation of the U.S. 101 SB off-ramp to Airport Boulevard/Produce Avenue was not included in the EIR, as project traffic would not be expected to use this off-ramp for access and the off-ramp to Grand Avenue would provide more direct access to the project site. The City's traffic model, which was used for all traffic distribution assumptions to maintain consistency with other City studies, indicated that no project traffic would use this off-ramp to access the 201 Haskins site.

### **Response to Comment Caltrans-3**

The comment states that the project should pay a fair share contribution towards Caltrans' Airport Boulevard/Produce Avenue ramp modification project and the Utah Avenue/San Mateo Avenue overcrossing connection projects. The project would be required to contribute to the South San Francisco East of 101 Area TIF in effect at the time of building permit issuance. The current East of 101 TIF includes contributions to intersection improvements at the intersection of South Airport Boulevard and San Mateo Avenue, and also to the preparation of a Project Study Report for the Utah Avenue overcrossing. The City intends to update its CIP and the East of 101 TIF, and those updates may include fair share contributions towards the Airport Boulevard/Produce Avenue ramp modification project and the Utah Avenue/San Mateo Avenue overcrossing connection project.

### **Response to Comment Caltrans-4**

The comment requests on-ramp storage capacity evaluations at five on-ramps.

Three of these five on-ramps would not be expected to be significantly impacted by project traffic (South Airport Blvd Hook NB On-Ramp, Oyster Point Blvd NB On-Ramp, and SB Dubuque Avenue On-Ramp). The City's traffic model, which was used for all traffic distribution assumptions to maintain consistency with other City studies, indicated that no traffic to and from the 201 Haskins project site would use these on-ramps.

For the two on-ramps that would be impacted by project traffic (Airport Boulevard/Grand Avenue NB On-Ramp and SB Produce Avenue On-Ramp), the EIR provides a planning-level analysis of ramp capacity, consistent with City of South San Francisco development impact analysis practice, on pp. 4.9.13, 4.9.47-4.9.48, and 4.9.72. There is no established methodology for the evaluation of storage capacity at metered on-ramps in the Highway Capacity Manual, and no methodology has been documented by the City of South San Francisco or by Caltrans for evaluation of storage capacity of metered on-ramps in the context of a development project impact analysis.

A review of existing congestion on the affected on-ramps was conducted based on the Google Maps "typical traffic" feature. Average traffic speed conditions were reviewed for midweek days (Tuesday through Thursday). For the Airport Boulevard/Grand Avenue NB On-Ramp, very slow traffic speeds are reported for most of the length of the ramp approaching the ramp meter between 6:30 and 10:00 AM and between 4:20 and 8:00 PM. The very slow speeds do not extend to the City streets during any time period, indicating that queues are generally maintained within the ramp storage area. For the SB Produce Avenue On-Ramp, very slow speeds are not reported for any time period, indicating that there is generally no significant queuing at the ramp meter. However, slow speeds extending back to the Airport Boulevard/San Mateo Avenue intersection are reported periodically during the AM and PM peak periods.

A general assessment of ramp meter storage issues can be made based on the range of acceptable metering rates used by Caltrans of 240 to 900 vehicles per hour per lane.

The Airport Boulevard/Grand Avenue NB On-Ramp has one metered lane with approximately 640 feet of storage and therefore a maximum metered capacity of 900 vehicles per hour and a storage capacity of 22 vehicles. For existing conditions, Table 4.9.13 on EIR p. 4.9.48 indicates that the maximum existing hourly volume on the ramp is 783 vehicles and the maximum with project buildout would be 918. This indicates that, with project buildout, up to 18 vehicles during the peak hour may need to be stored on the ramp. This demand would be within the available ramp capacity. For cumulative conditions, Table 4.9.19 on EIR p. 4.9.72 indicates that the maximum hourly volume on the ramp with project buildout would be 1,768 vehicles, which is within the maximum hourly ramp capacity of 2,000 vehicles under non-metered conditions. This would be within the capacity of the ramp without ramp metering but would exceed the maximum metering rate of 900 vehicles per hour. The City of South Francisco has a Memorandum of Understanding (MOU) with Caltrans and the City and County Association of Governments that specifies that a ramp meter in South San Francisco will be turned off and not operated if queues are backing up to City streets. Identification of these conditions could be accomplished automatically through use of entrance ramp queue detectors or through manual observation of ramp operations and queues. Operations consistent with this MOU would prevent ramp meter queues from impacting City streets and intersections.

The SB Produce Avenue On-Ramp has three metered lanes with approximately 100 feet of storage and two lanes extending back an additional 680 feet. The ramp therefore has a maximum metered capacity of 2,700 vehicles per hour and a storage capacity of 57 vehicles. For existing conditions, Table 4.9.13 on EIR p. 4.9.48 indicates that the maximum existing hourly volume on the ramp is 1,950 vehicles and the maximum with project buildout would be 2,075 vehicles. This indicates that, with project buildout, the meters could operate at rates as low as 700 vehicles per hour per lane and volumes would be within the available ramp capacity. For cumulative conditions, Table 4.9.19 on EIR p. 4.9.72 indicates that the maximum hourly volume on the ramp with project buildout would be 3,358 vehicles, which exceeds the maximum hourly ramp capacity of 3,300 vehicles under non-metered conditions. Impact C-TR-21 on EIR p. 4.9.73 identifies this volume as a significant and unavoidable impact based on total ramp capacity, and it would remain a significant and unavoidable impact with consideration of ramp metering and vehicle storage.

For all on-ramps controlled by ramp meter signals during peak hours, the City will work with Caltrans to ensure that ramp meters are operated to avoid queues that spill back onto City streets, consistent with the current MOU regarding ramp meter operations.

### **Response to Comment Caltrans-5**

The comment requests clarification of an intersection name label in Appendix B. The intersection in the Synchro model files provided by the City is labeled “101 SB/Oyster Pt. Blvd. Off Ramp & Gateway Blvd./Future 101 NB Ramp/Gateway Blvd./Oyster Point.” A more correct label would be “Gateway Blvd. & Oyster Point Blvd./U.S. 101 SB Off-Ramp Flyover.” The “Future” label refers to the north leg of the intersection, which is the future Britannia Cove driveway.

### **Response to Comment Caltrans-6**

The comment requests coordination of the project with Caltrans freeway ramp projects. The City of South San Francisco will be the responsible party for implementation of intersection improvement mitigation measures associated with the project, and the City also coordinates with Caltrans on ramp projects affecting City streets. The project sponsor would not be directly responsible for this coordination, but would work with City staff as needed to implement mitigation measures that it is responsible for.

### **Response to Comment Caltrans-7**

The comment states that the EIR should evaluate the project’s effects on pedestrians, bicycles, travelers with disabilities, and transit users. The EIR addresses these issues on pp. 4.9.50-4.9.52. The analysis shows that impacts on pedestrians and bicyclists would not be significant, and that impacts on transit users would be less than significant with implementation of Mitigation Measures MM-TR-13 and MM-TR-14. The project would not impact existing access for pedestrians and bicycles to transit facilities, and would enhance transit access through implementation of pedestrian and transit stop improvements on and adjacent to the project site. In addition, the City of South San Francisco intends to update its Pedestrian and Bicycle Master Plan, CIP and East of 101 TIF. The project would participate in funding of any pedestrian and bicycle improvements through payment of the TIF that is in effect at the time building permits are issued for each construction phase, to the extent that the TIF funds such improvements.

### **Response to Comment Caltrans-8**

The comment states that the project should contribute fees to multimodal projects. The City of South San Francisco intends to update its Pedestrian and Bicycle Master Plan, CIP and East of 101 TIF. The updated CIP and TIF may include multimodal transportation projects as well as road improvements. The project would pay the TIF that is in effect at the time that building permits are issued for each construction phase, and would participate in funding multimodal improvements to the extent that the TIF funds such improvements.

### **Response to Comment Caltrans-9**

The comment states that the project should include a robust TDM Plan. The project would be required to implement a TDM plan as described in the EIR on p. 3.37 and in Section 4.9, Transportation and Circulation, on pp. 4.9.24, 4.9.33, 4.9.44, 4.9.52, and 4.9.57, among other locations. As explained on EIR p. 4.9.57, City ordinances require that the TDM program achieve a minimum of 35 percent alternative mode usage (not necessarily equal to the same percent reduction in peak hour vehicle traffic) in order to obtain a floor area ratio of 1.0, and provide monitoring of performance. The ordinance does not specify required features of a TDM program. The TDM program would be refined during the entitlement process and is likely to include some of the features listed in the comment.

### **Response to Comment Caltrans-10**

As noted in the comment, the City of South San Francisco is the Lead Agency for the proposed project. As such, the City decision-makers will consider all of the mitigation measures identified in the EIR, and will adopt a Mitigation Monitoring and Reporting Program (MMRP) requiring implementation of all feasible measures that are within the City's authority. The City is in the process of updating its East of 101 Area TIF and CIP. The City is considering including Mitigation Measure MM-C-TR-3 in the updated TIF and CIP. The project sponsor(s) would be required to pay the applicable TIF in effect at the time the building permit(s) is issued. Measures that would require improvements or changes to properties outside the City's jurisdiction, such as roadways within the jurisdiction of Caltrans, cannot be implemented by the City. In addition, the City cannot require implementation of measures for which there is no funding mechanism. CEQA does not provide the City with authority to require payment of a fair share of the cost applicable to the proposed project that would not be sufficient to carry out the improvements for which there is no adopted impact fee program. Therefore, while the EIR identifies feasible mitigation measures for most of the significant project-level and cumulative transportation impacts presented in the EIR, the City may not have the authority to implement all of these measures or require fair share payments. In addition, some mitigation measures may be found to be infeasible for social, economic, technical, legal, or other reasons.

The comment correctly notes that the proposed project meets the definition of a project of statewide, regional, or areawide significance in CEQA Guidelines Section 15206. Notices of Availability of the Draft EIR were mailed to the Metropolitan Transportation Commission, the Association of Bay Area Governments, two copies to the City/County Association of Governments (the San Mateo County Transportation Authority is a member), and the Regional Clearinghouse, in addition to the State

Clearinghouse at the Governor's Office of Planning and Research, all in accordance with Sections 15206 and 15086(a)(5). The notice also was posted in the offices of the San Mateo County Clerk.