



HEXAGON TRANSPORTATION CONSULTANTS, INC.

120 East Grand Avenue

CEQA Transportation Analysis

Prepared for:

Trammell Crow Company

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Executive Summary

As required by the California Environmental Quality Act (CEQA), this report includes an analysis of Vehicles Miles Travelled (VMT) and an evaluation of potential impacts to transit, pedestrian, and bicycle facilities for the proposed redevelopment of six parcels consisting of 120, 130 East Grand Avenue and 129, 145, 160 and 180 Sylvester Road in South San Francisco to Office/Research & Development uses.

The project is presumed to have a less than significant impact on VMT as it is located less than 500 feet from the South San Francisco Caltrain Station east entrance. The project is proposing an FAR of 2.5, will not provide more than the required number of parking spaces, and is consistent with the land use zoning that is proposed under the City's 2040 General Plan Update. Therefore, a detailed VMT analysis is not required.

The project would not remove any pedestrian facilities, nor would it conflict with any adopted plans or policies for new pedestrian facilities. Accordingly, the project would have no significant impact on pedestrian facilities.

The project will provide on-site bicycle parking facilities. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. Accordingly, the project would have no significant impact on bicycle facilities.

The project is expected to add a significant number of new transit riders. However, given the extensive services available, the new riders could be accommodated. The project would therefore have no significant impact on transit service.

The project's safety impact would be less than significant, and the project would not result in any emergency vehicle impacts.

Project Description

The purpose of this report is to analyze the CEQA transportation-related impacts of the proposed Office/Research & Development uses at 120, 130 East Grand Avenue and 129, 145, 160 and 180 Sylvester Road in South San Francisco, as required by the California Environmental Quality Act (CEQA). The project proposes to construct approximately 504,000 square feet of R&D and office space on a site located less than 500 feet east of the South San Francisco Caltrain station. The development is consistent with the proposed 2040 General Plan update, which plans for higher-density, transit-oriented uses at and around the project site.

The project consists of three buildings and a stand-alone parking structure with approximately 756 parking spaces. Building 1 would be constructed on the 160/180 Sylvester Road parcels with eleven stories of lab/office space totaling 326,00 square feet of gross floor area. Building 2 would be constructed on the 120/130 East Grand Avenue parcels with five stories of lab/office space totaling 150,000 feet of gross floor area. Building 3 would be constructed on the 145/129 Sylvester Road parcels with three stories totaling 26,000 square feet gross floor area with amenity/retail space programmed on the ground floor and lab/office space on the upper levels. The parking structure would be constructed on the 145/129 Sylvester Road parcels and is programmed to have 2,000 square feet of amenity/retail space on the ground floor. Vehicular access to the project site would be provided via Sylvester Road off East Grand Avenue.

This report includes an analysis of Vehicle Miles Travelled (VMT), project traffic characteristics, traffic operations and safety at the site's frontage on Sylvester Road and East Grand Avenue, and potential impacts to transit service and pedestrian and bicycle facilities.

CEQA Analysis

VMT Analysis

Pursuant to SB 743, the CEQA 2019 Update Guidelines Section 15064.3, subdivision (b) states that vehicle miles travelled (VMT) will be the metric in analyzing transportation impacts for land use projects for California Environmental Quality Act (CEQA) purposes. The City of South San Francisco has adopted certain thresholds of significance based on the project type to guide in determining when a project will have a significant transportation impact. For non-retail land use projects, a significant impact would occur if the VMT would be above the threshold, which is defined as 15% below the nine-county Bay Area regional average.

The City of South San Francisco provides screening criteria for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant impacts, and a detailed CEQA VMT analysis is not required. The City's policy states that projects within ½ mile of an existing or planned high-quality transit corridor or major transit station should be presumed to have no impact on VMT. However, this presumption would not apply if the project FAR is less than 0.75, includes parking that is higher than required by the City, is inconsistent with Plan Bay Area, or replaces affordable residential units with a smaller number of market-rate units. The project site is located less than 500 feet from the South San Francisco Caltrain Station east entrance. The project is proposing an FAR of 2.5, will not provide more than the required number of parking spaces, and is consistent with the land use zoning that is proposed under the City's 2040 General Plan Update. Therefore, a detailed VMT analysis is not required and the impact on VMT is presumed to be less than significant, without the need to apply specific thresholds.

The project would also implement a Transportation Demand Management (TDM) program as required by the Municipal Code, which requires all new developments to implement various trip reduction measures to reduce single occupancy vehicle trips (SOV) based on their anticipated effect on the City's transportation network. The project would be categorized as a Tier 4 development, which includes all office and R&D projects with at least 400,000 s.f. of gross floor area, which are required to achieve a minimum 50% alternative mode use. The project will implement TDM measures, including but not limited to (please see the project's TDM Program for further details) encouraging employees and visitors to use transit, given its proximity to the Caltrain station. This would further reduce the project's VMT, even further reducing the impact.

Cumulative Impact Analysis

According to the Governor’s Office of Planning and Research (OPR), a finding of a less-than-significant project impact based on project screening criteria would also result in a less than significant cumulative impact. Shape SSF 2040 is an update to the City’s current General Plan that is currently in progress. The project aligns with the updated land use controls currently proposed under the 2040 General Plan Update, which plans for higher-density, transit-oriented uses at and around the project site: re-imagining the area as a new urban corridor accessible to pedestrians, bicyclists, and transit riders. Therefore, the project would be considered as part of the cumulative solution to meet the General Plan’s long-range transportation goals. For both of the above reasons, the project would result in a less-than-significant cumulative impact.

Pedestrians, Bicycles and Transit

Pedestrian Facilities

Sidewalks are present along both the north and south sides of E. Grand Avenue, and pedestrian signals are present at the signalized intersection of E. Grand Avenue and Grand Avenue. The project would construct new sidewalks along its frontages on East Grand Avenue and Sylvester Road.

As part of the South San Francisco Caltrain Reconstruction Project, a new pedestrian/bicycle undercrossing was constructed under the Caltrain tracks that provides a direct connection for pedestrians and bicyclists between areas to the west (Airport Boulevard) and east (Poletti Way and East Grand Avenue) of the Caltrain tracks. This undercrossing also provides a connection to the new Caltrain station platform. The project is located less than 500 feet from the Caltrain Station eastern station entrance. The South San Francisco Caltrain Station Eastern Access Study includes the following recommendations, some of which are already under construction:

- Redesign and signalize East Grand Avenue/Poletti Way/US-101 off-ramp and East Grand Avenue/Sylvester Road intersections to improve pedestrian connections.
- Widen sidewalks on East Grand Avenue, Poletti Way, and Sylvester Road.

These improvements will provide crosswalks, curb ramps, and pedestrian-actuated signal phases to provide a safe passage between the project site and the Caltrain station. The Active South City Plan and Downtown Station Area Specific plan have identified the following improvements intersecting with the eastern station entrance for people walking and biking.

- A trail along Poletti Way connecting the station entrance to employment centers to the north (Oyster Point Boulevard, Gateway Boulevard, the Bay Trail, and Sierra Point).
- A trail along East Grand Avenue connecting the station entrance to employment centers and future residential neighborhoods to the east and south (East Grand Avenue, Forbes Boulevard, and South Airport Boulevard).
- A pedestrian priority zone along East Grand Avenue to connect pedestrians to the eastern station entrance.

The project is well situated to take advantage of the existing and planned pedestrian facilities in the immediate vicinity. The existing network of sidewalks and crosswalks, together with the planned improvements in the immediate vicinity of the project for people walking and biking provide good connectivity and safe routes to transit services and other points of interest in the area. Internal circulation within the project would be provided via sidewalks on Sylvester Road. The project would rebuild the sidewalks on Sylvester Road along its frontages with pedestrian plazas on East Grand Avenue along the frontage of Building 2, on Sylvester Road along the frontages of Buildings 2 and 3, and on the northeast corner of Building 1. The project would provide an internal circulation path through a courtyard

surrounded by Buildings 2, 3 and the parking garage that would be located on the east side of Sylvester Road. Pedestrian access between Building 1, which is proposed on the west side of Sylvester Road, and the Parking garage on the east side of Sylvester Road would be facilitated via a crosswalk across Sylvester Road between the pedestrian plazas for Buildings 1 and 3. A pedestrian path would be provided on the ground floor of Building 3 for pedestrians to access the parking garage (see Figure 1).

The project would not remove any pedestrian facilities, nor would it conflict with any adopted plans or policies for new pedestrian facilities. Accordingly, the project would have no significant impact on pedestrian facilities.

Bicycle Facilities

As stated above, the new pedestrian/bicycle undercrossing provides bicycle access between East Grand Avenue/Poletti Way and Airport Boulevard, with direct access to the Caltrain station platform. Bicycle access between the project site and the South San Francisco Caltrain station would be provided via the trail along East Grand Avenue. Other existing bicycle facilities in the vicinity of the project site are Class II bike lanes on East Grand Avenue, east of Roebling Way, and Class II bike lanes on Gateway Boulevard, south of East Grand Avenue. The planned improvements in the project's vicinity as discussed under pedestrian facilities, which includes widened sidewalks and an expanded trail along the north side of East Grand Avenue, would serve pedestrians and bicyclists traveling between the project site and the Caltrain/Downtown and the East of 101 Area.

With the redevelopment of all parcels along Sylvester Road and Associated Road, Sylvester Road will be reconstructed with bike sharrows to improve bicycling safety. Sylvester Road will connect to the proposed bike trail on the southern end of the site along the railways spur that will connect to the Class II bike lanes on Gateway Boulevard.

The project will provide on-site bicycling parking facilities for both short-term and long-term parking. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. Accordingly, the project would have no significant impact on bicycle facilities.

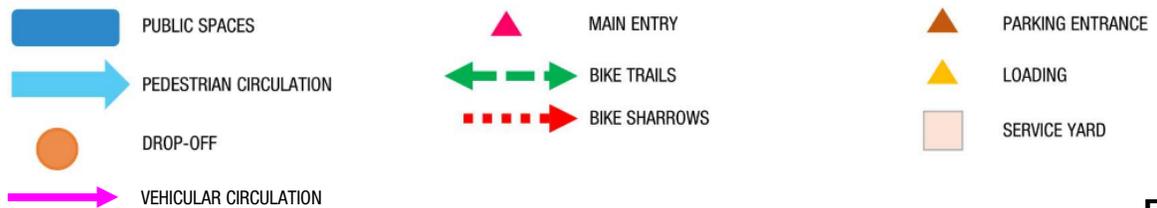
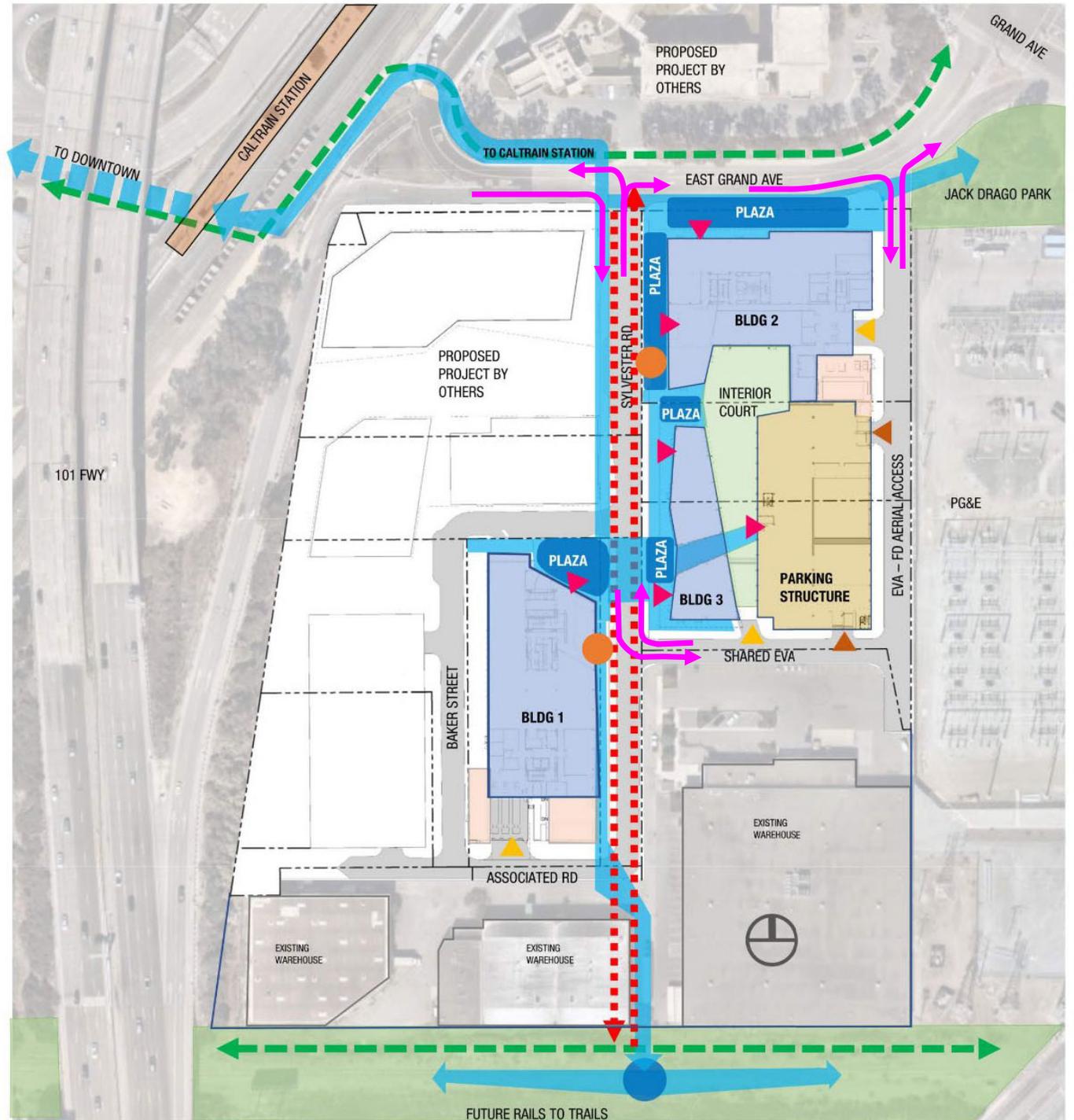


Figure 1
On-Site Circulation

Transit Service

Existing transit service to the study area is provided by Caltrain, Bay Area Rapid Transit (BART), the Water Emergency Transit Agency (WETA), San Mateo County Transit District (SamTrans) and commuter shuttles. The project site is located less than 500 feet from the Caltrain station east entrance.

Caltrain provides commuter rail service between San Francisco and Gilroy. The South San Francisco Caltrain Station serves local and limited-stop trains with 60-minute headways during weekdays.

The recently reconstructed South San Francisco Caltrain station provides passengers access to the downtown from the station's center platform via ramps connecting to the newly constructed tunnel underneath the Caltrain tracks. The tunnel connects to a pedestrian plaza at Grand Avenue/Airport Boulevard on the west side of the tracks and a transit plaza at the intersection of East Grand Avenue and Poletti Way on the east side of the tracks. Buses and shuttles pick up and drop off Caltrain passengers from the new east-side plaza instead of the parking lot on the west side of the station, which results in time savings for passengers commuting to the City's biotech job center on the east side of the tracks.

Combined with the Caltrain Electrification project, the reconstructed station is expected to see increased service levels, which has been included in Caltrain planning.

The two BART stations closest to the project area are the San Bruno Station and the South San Francisco Station. Both stations are located within 3 miles of the project site. The Genesis One Tower Place shuttle operated by commute.org provides service between the South San Francisco Caltrain station and the South San Francisco BART station. WETA provides weekday commuter ferry service between Oakland/Alameda ferry terminals and the South San Francisco Ferry Terminal at Oyster Point. The South San Francisco Ferry terminal is located approximately 2.5 miles from the project site. Shuttle service is provided between the South San Francisco ferry terminal and the Caltrain station.

SamTrans provides bus service on the west side of US 101. The closest bus stops to the project site are approximately ¼ mile to the west at the intersection of Airport Boulevard and Grand Avenue (via the new Caltrain Station underpass) and are served by Routes 292 and 397.

Commuter shuttles provide weekday commute connections between the Caltrain station and BART, the WETA ferry terminal, and local employers in the East of 101 Area. All shuttles are wheelchair-accessible and equipped with a bicycle rack on the front of the vehicle. The new transit plaza at the intersection of Grand Avenue and Poletti Way, on the east side of the Caltrain tracks, provides a direct pedestrian connection between the Caltrain station and the following shuttle services: the Genesis One Tower Place (OTP) shuttle, the Oyster Point Caltrain (OPC) shuttle, the Utah-Grand Caltrain (UGC) shuttle, and the Oyster Point Ferry (OPF) shuttle.

The project is expected to add a significant number of new transit riders. However, given the extensive services available, the new riders can be accommodated. Also, according to OPR guidelines, the addition of new transit riders should not be treated as an adverse impact as such development also improves regional flow by adding less vehicle travel onto the regional network. The project would therefore have no significant impact on transit service.

Safety

A project safety impact is considered significant if the proposed project would provide inadequate design features that present safety concerns within the project site or on the adjacent streets. Vehicles would access the project site from East Grand Avenue via Sylvester Road.

The intersection of East Grand Avenue and Sylvester Road will be signalized, and crosswalks with pedestrian push buttons and countdown timers will be provided with the redevelopment of parcels along Sylvester Road consistent with the Vehicle Access and Circulation improvements identified in the South San Francisco Caltrain Station Eastern Access Study. The project would reconstruct and widen the sidewalks along its frontages on East Grand Avenue and Sylvester Road to a minimum of 10 feet wide with a landscaped buffer. Pedestrian scale lighting and street trees would be provided along the project

frontage on East Grand Avenue and Sylvester Road. All project improvements would meet applicable design standards. Thus, the project would improve pedestrian and bicycle safety in the area.

Also, the project will be required to pay the City's Public Safety Impact Fee. Thus, the project's safety impact would be less than significant.

Emergency Access

The proposed project would not reroute or change any of the City streets in its vicinity that would impact emergency vehicle access to properties along East Grand Avenue. Emergency vehicle access to the project site would be provided via East Grand Avenue, Sylvester Road, Associated Road, Baker Street, and two new roads: one that would be constructed along the eastern boundary of the project site, parallel to Sylvester Road, and another that would be constructed along the southern end of the project site, to the south of Building 3 and the parking structure. Baker Street will be extended to connect to Sylvester Road on the north side of Building 1. All new internal roadways would have adequate lateral and vertical clearance to accommodate emergency vehicles. Thus, the project would not result in any emergency vehicle impacts.