

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
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Governor's Office of Planning &amp; Research

**DEC 23 2019****STATE CLEARINGHOUSE**

Making Conservation  
a California Way of Life.

December 23, 2019

Tony Rozzi, Principle Planner  
City of South San Francisco  
315 Maple Avenue  
South San Francisco, CA 94083

SCH: 2017052064  
GTS# 04-SM-2017-00284  
GTS ID: 6502  
PM: SM-101-23.114

**Project: Genentech Campus Master Plan Update/Zoning District – Draft Environmental Impact Report (DEIR)**

Dear Tony Rozzi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this 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 November 2019 DEIR.

***Project Understanding***

The 2017 Master Plan Update is the second 10-year update to the Genentech Master Plan. The goal of the Master Plan Update is to create a dynamic and future-looking development plan for the Genentech Campus that promotes sustainability, is built for tomorrow's workforce, and can guide future Campus-centered growth while providing needed flexibility to adapt, change and innovate. Genentech currently has approximately 4.7 million square feet of building space within its 207-acre Campus. The Master Plan Update will provide for an overall buildout potential of just over 9 million square feet, enabling construction of approximately 4.3 million square feet of net new building space. Regional access is provided one mile away from the proposed project at US-101.

***Bicycle and Pedestrian Plan***

The Caltrans District 4 Bike Plan identifies priority class II/IV bikeway improvements at the US-101/Grand Avenue and US-101/Oyster Point Boulevard

interchanges. The project should contribute to these improvements to promote bicycle access to the area east of US-101, as well as access improvements at the South San Francisco Caltrain Station. These improvements should include crossing improvements at the Grand Avenue/East Grand Avenue intersection. Additionally, the project should monitor the results of the upcoming Caltrans District 4 Pedestrian Plan to determine what pedestrian improvements related to the project should be implemented as mitigation measures.

### **Highway Operations**

The project should determine whether there is adequate storage capacity at the US-101/Grand Avenue and US-101/Oyster Point Boulevard interchanges. If it is determined that there is inadequate storage capacity, the project shall mitigate the project impacts on these ramps and intersections and/or contribute fair share fees for these mitigations. The project sponsor shall coordinate with Caltrans, the County Transportation Authority, and the City of South San Francisco to implement mitigation measures for the impacted intersections owned by Caltrans.

### **Lead Agency**

As the Lead Agency, the City of South San Francisco is responsible for all project mitigation, including any needed improvements to US-101. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mark Leong at 510-286-5528 or [mark.leong@dot.ca.gov](mailto:mark.leong@dot.ca.gov).

Sincerely,



MARK LEONG  
District Branch Chief  
Local Development - Intergovernmental Review

c. State Clearinghouse