

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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March 2, 2026

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Josh Pollak, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Amazon 900 7th Street Project – Notice of Preparation (NOP) for an Environmental Impact Report (EIR)

Dear Josh Pollak:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Amazon 900 7th Street 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 February 2026 NOP.

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

Project Understanding

The proposed project would demolish all existing structures and construct a new, approximately 710,000 square-foot production, distribution, and repair (PDR) building with approximately 706,000 square-feet of parcel delivery service uses and approximately 3,562 square-feet of ground level commercial space. The proposed project would provide approximately 13,700 square feet of public open space, 510 employee parking spaces, 61 bicycle parking spaces, and 503 spaces for vans and local delivery vehicles. The proposed project would include construction along the project site frontage to accommodate vehicular access to the project site, which would include creating two new curb cuts on Channel Street and one new curb cut on 7th Street. This project is located near Interstate (I)-280.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient

development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)).

Caltrans looks forward to reviewing the VMT analysis in the DEIR when it is available.

Transportation Safety Analysis

The proposed distribution facility is expected to generate a significant increase in heavy truck and employee vehicle traffic during both construction and operational phases. The DEIR should clearly evaluate construction haul routes, potential safety impacts to nearby intersections, pedestrian crossings, freeway ramps, and local roadways.

This project is located near Caltrans Right-of-Way (ROW), further evaluation of ramp operations, merging/weaving conditions, and State Highway safety impacts are recommended.

Please include the following information in the analysis:

- Identify the total daily and peak-hour trip generation associated with fleet vans, freight trucks, and employee traffic, and clearly disclose the methodology and assumptions used to derive these volumes.
- Identify the directional distribution of project-generated traffic, including the percentage of trips expected to utilize I-280 and U.S. Route (US)-101, and specify inbound and outbound peak-hour flows.
- Identify the primary operational routes used by fleet vehicles to access and exit the State Highway System, including the specific on-ramps and off-ramps serving the project.
- Confirm whether ramp operational evaluations were conducted for affected State Highway interchanges, including analysis of ramp volumes, Volume-to-Capacity (V/C) ratios, queue lengths, and potential spillback to freeway mainline lanes.
- If affected ramps or mainline segments currently operate at Level of Service (LOS) D or worse, evaluate whether project-generated traffic would result in further operational degradation.

Please ensure the DEIR assesses alternative commute options, especially for Transit and Bicycle and Pedestrian access improvements, as mitigation for the expected employee count.

Freight

The truck-turning radius from city streets entering and exiting the project area needs to be acceptable for freedom of movement. During the development of the DEIR, Caltrans suggests the Lead Agency evaluate the following Regional Transportation Plan (Plan Bay Area 2050) project:

- I-280 Interchange Improvements Between 3rd and 7th St | (RTP ID 25-T06-027) – improvements include reconstruction of the northbound off-ramp at 7th St to connect with 3rd St, and reconstruction of the northbound onramp at 4th St.

Hydrology

Please ensure that any increase in stormwater 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. Any activities done within Caltrans ROW need to comply with Caltrans standards and stormwater guidelines, relevant manuals, and applicable permits and ordinances according to Caltrans National Pollutant Discharge Elimination System (NPDES) Permit.

Please see the Water Pollution Control Requirements for Work within Caltrans ROW below.

- Planning and Compliance
 - Prior to the start of work, prepare a Water Pollution Control Plan (WPCP) or Project-Specific Best Management Practices (BMP) Plan in accordance with Caltrans Standard Specifications and the Project Planning and Design Guide (PPDG) if the disturbed soil area (DSA) in Caltrans ROW is less than 1 ac. For more than 1 ac DSA, preparing a Storm Water Data Report (SWDR) in Caltrans format is required. Send the WPCP or long form SWDR (for DSA \geq 1 ac) for Caltrans review.
 - The plan shall describe erosion control, sediment control, and spill prevention and response measures applicable to the work.
 - Submit the plan to Caltrans for review and approval prior to implementation.
 - The Contractor shall designate a responsible person to oversee and ensure proper implementation, inspection, and maintenance of all BMPs throughout the duration of the work.
- Erosion and Sediment Control
 - Install temporary erosion and sediment control BMPs, including fiber rolls, silt fence, and gravel bags, as necessary to contain sediment generated by construction activities.

- Provide drainage inlet protection to prevent sediment from entering gutters, storm drain systems, or surface waters.
 - Protect exposed soil surfaces with plastic sheeting, tarps, or other approved covers during periods of inactivity and prior to forecasted rain events.
 - Stabilize disturbed areas upon completion of work using temporary erosion control measures, such as biodegradable mulch or temporary seeding, in accordance with approved BMP standards.
 - Sweep and remove all soil, cuttings, mud, and sediment from paved surfaces at the end of each workday. Do not wash materials into storm drains or drainage facilities.
 - When work occurs adjacent to or within proximity of a water body, implement appropriate construction BMPs to prevent pollutants and sediment from entering waters of the State.
- Equipment and Material Controls
 - Inspect and maintain all construction equipment to prevent leaks of fuel, oil, hydraulic fluid, or other hazardous materials.
 - Place drip pans or absorbent materials beneath stationary equipment and at refueling or servicing locations.
 - Maintain spill response kits on site at all times. Spill kits shall include absorbent materials, pads, and containment devices appropriate for the work area.
 - Perform refueling and equipment servicing only in designated, contained areas, located at least 50 feet from storm drain inlets or water bodies, when feasible.

Construction-Related Impacts

Potential impacts to the State ROW from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. 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).

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet Americans with 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 temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway ROW requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Caltrans Encroachment Projects Processes – Information Video ([link](#))
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Melissa Hernandez, Associate Transportation Planner via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Sincerely,

Josh Pollak, Senior Planner
March 2, 2026
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A handwritten signature in black ink, appearing to read "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" being more prominent and the last name "Yunsheng" following in a similar style.

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

c: State Clearinghouse