

# California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
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[www.dot.ca.gov](http://www.dot.ca.gov)



Governor's Office of Planning & Research

**Feb 16 2022**

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## STATE CLEARINGHOUSE

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GTS #: 04-SM-2022-00416  
GTS ID: 25372  
Co/Rt/Pm: SM/92/0.61

Todd Seeley, Public Works Superintendent  
City of Half Moon Bay  
501 Main Street  
Half Moon Bay, CA 94019

### **Re: Half Moon Bay Corporation Yard Upgrade Project Mitigated Negative Declaration (MND)**

Dear Todd Seeley:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Half Moon Bay Corporation Yard Upgrade 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 January 2022 IS/MND.

#### **Project Understanding**

The project consists of constructing improvements and upgrades at the City's existing corporation yard. These improvements include construction of a new access road; a fabric tension warehouse building, trash and landscape materials enclosure; solar field; roadways; parking areas; gates; fencing; and approximately 12 acres of Environmentally Sensitive Areas (ESHAs) improvements. The ESHAs improvements include a 50-foot riparian buffer area around Pilarcitos Creek and a 100-foot wetland buffer area around an existing impoundment, these areas would be protected with the installation of wildlife fencing including wildlife tunnels under the new access road. The project is located along State Route (SR)-92 in Half Moon Bay.

#### **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

Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND, this project is found to have no VMT impact, therefore working towards meeting the State's VMT reduction goals.

### **Hydraulics**

Upon preliminary review of the IS/MND, the Topographic Survey (Sheet A003X), and United States Geological Survey (USGS) Half Moon Bay contour mapping, it appears that the project site is downstream of SR-92. Elevation contours shown on both maps suggest that flows drain from the north to south and east to west across SR-92 to the project site toward Pilarcitos Creek. It is Caltrans' understanding that the project site accepts flows from SR-92 and does not drain toward SR-92. From the review of the IS/MND, it appears that the proposed construction, grading, and installation of additional facilities will likely not alter the existing project site parcel drainage patterns to flow toward SR-92. Future plans and documentation of the proposed work will need to show and demonstrate that the parcel does not drain toward SR-92. Assuming drainage patterns remain as they are at/near the project site, the proposed development on the parcel will likely not be a flooding or drainage concern to State Transportation Network (STN) facilities along SR-92.

If the proposed work does alter drainage patterns to flow toward SR-92, a set of detailed plans with a drainage report must be provided to Caltrans. The report will need to explain the hydrology and hydraulics of the site and proposed work; the quantity of flows; and how flows are to be intercepted and conveyed. The report will also need to explain how the energy of flows will be dissipated and released to downstream drainage facilities in accordance with the C.3. requirements of the San Mateo County Municipal Regional Stormwater Permit (MRP). The IS/MND does reference the Half Moon Bay Green Infrastructure Plan (HMB GIP) in several sections. It appears the HMB GIP is synonymous with San Mateo County objectives in this regard. Caltrans concurs with the HMB GIP guidance regarding the C.3. requirements.

As part of the C.3. MRP requirements and the HMB GIP, new developments must demonstrate that post-project flows are equal or less than pre-project flows. Caltrans looks forward to reviewing reports and plans showing how the proposed project meets these requirements. According to the Notice of Intent to Adopt An MND (NOI) document, the "old access road loop" is to be abandoned and a "new access road" is to be constructed. Although the NOI does not state whether the existing road is made of gravel or asphalt concrete, the IS/MND on Page 63 of Chapter 2.7, Environmental Evaluation, Section IV, Part B, and in other parts, does state that paved

roads and two parking spaces will replace gravel roads and that 1.25 acres of impervious surface will be added as part of the proposed development at the site. As stated in Chapter 2.7 of the IS/MND, the removal of gravel roads (considered pervious surface) and placement of paved roads will require the addition of features/elements that encourage infiltration and decrease the possibility of erosion/sediment transport toward/into Pilarcitos Creek, whereas dense-graded asphalt concrete roads are considered impervious (hardscape).

Although the IS/MND mentions the proposed work will include features and elements to meet the C.3. requirements as part of the HMB GIP in several sections, there is no explanation of how stormwater runoff will be intercepted and conveyed, as required, to downstream facilities and Pilarcitos Creek. Page 75 of Chapter 2.10, Section ci, mentions that stormwater runoff will be conveyed downstream via “vegetated swales or channels.” Caltrans requests clarification of the following:

- How project designers propose to intercept and convey surface flows across the proposed road;
- If the profile of the proposed road will have sag points to allow for surface flows to drain to Pilarcitos Creek; and
- If a drainage system will need to be installed to intercept and convey flows and if so, where will it drain and how.

These elements will need to be shown on the plans. It is assumed that these details will be addressed in the plans, details and reports as the proposed project is finalized.

### **Construction-Related Impacts**

Potential impacts to Caltrans' Right-of-Way (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, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

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

### **Utilities**

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

### **Lead Agency**

As the Lead Agency, the City of Half Moon Bay 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.

### **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. Your application package may be emailed to [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov).

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal tail stroke extending to the right.

MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse