

## California Department of Transportation

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



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Co/Rt/Pm: SM/101/8.79

Chris Dacumos, Senior Planner  
City of San Carlos  
600 Elm Street  
San Carlos, CA 94070

### **Re: 275 Industrial Road Pacific Gas & Electric (PG&E) San Carlos Service Center Project – Draft Initial Study/Mitigated Negative Declaration (IS/MND)**

Dear Chris Dacumos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 275 Industrial Road PG&E San Carlos Service Center 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 October 2024 Draft IS/MND.

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

#### **Project Understanding**

The proposed project is an update to the master plan for the existing PG&E San Carlos Service Center to propose replacing the aged Fleet Maintenance and Shops buildings with new buildings for more efficient and secure storage of PG&E materials, tools, and stormwater runoff controls as well as reconfiguration of the existing parking lots, new landscaping, and installation of new utilities, light fixtures and signage, and photovoltaic panels in the new parking lot. Construction of the project is anticipated to commence in late 2024 and would occur in phases over an approximate 5-year period. The PG&E San Carlos Service Center is directly adjacent to a segment of U.S. Route 101 (U.S. 101) that is vulnerable to climate change impacts.

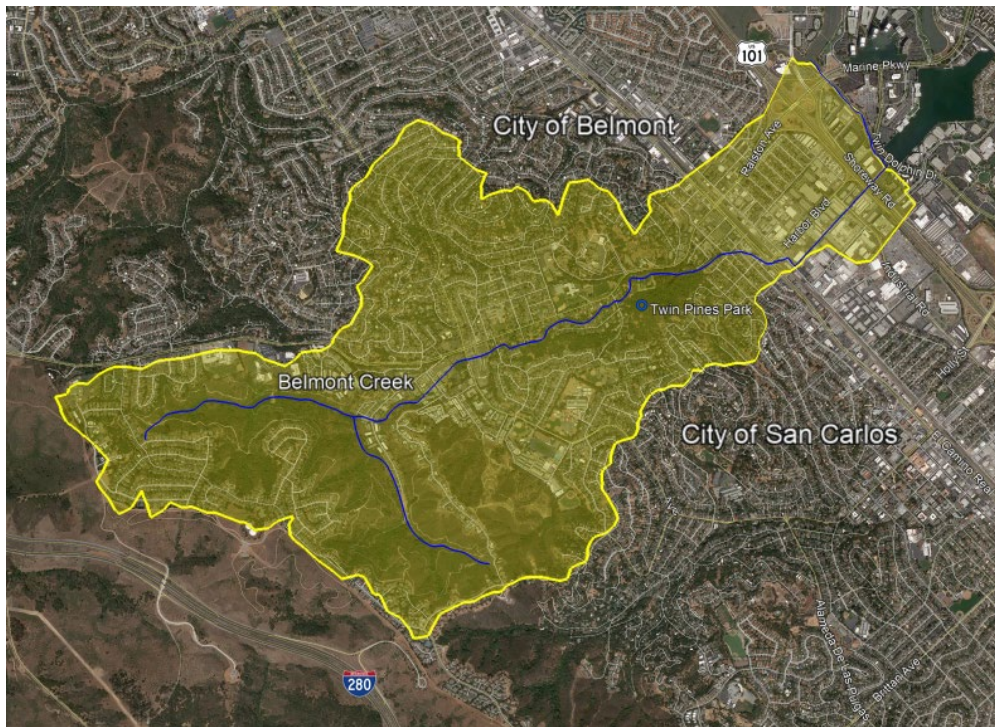
### Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT policy. As the project site would continue to be used as a PG&E service center, the proposed project would not introduce new activities or functions at the site nor does it propose to add jobs or increase the number of employees on site. Therefore, the project would have a less than significant VMT impact.

### Climate Change/Sea Level Rise

Given the flooding vulnerability of the area, future coordination may be necessary between Caltrans District 4, the City of San Carlos, and PG&E due to the project's proximity to Caltrans right-of-way (ROW). The adjacent segment of U.S. 101 is a high-priority Caltrans asset that is particularly vulnerable to sea level rise, storm surge, and increased precipitation resulting from climate change. The project report also notes that drainage ditches at the site are connected to Caltrans-owned culverts. To address these interconnected issues effectively, Caltrans would like to be included in all future discussions on sea level rise (SLR) and stormwater flooding.

Caltrans is committed to engaging in multi-agency collaboration early and frequently to identify multi-benefit solutions that protect vulnerable shorelines, communities, infrastructure, and the environment. Additionally, since the project site falls within the Belmont Creek Watershed, please consider the potential impacts of OneShoreline's Belmont Creek Stormwater Detention and Creek Restoration Project on this location.



"Provide a safe and reliable transportation network that serves all people and respects the environment."

Please see the image below for the Belmont Creek's watershed, sourced from OneShoreline.

Please ensure that Caltrans remains informed about the various climate stressors affecting this project location, as well as the ongoing development and implementation of adaptation and resilience initiatives. For any questions and concerns within District 4's geographical boundaries, please reach out to the Caltrans Bay Area Climate Change Planning Coordinators at [D4\\_climateresilience@dot.ca.gov](mailto:D4_climateresilience@dot.ca.gov).

### **Construction-Related Impacts**

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 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.

The Office of Encroachment Permit 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:

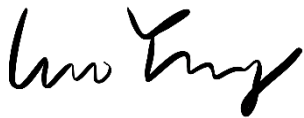
- TR-0416 Applicant's Checklist ([link](#))
- Flowchart, Figure 1.2 in Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval may take 30 days to 6 months or more depending on the project scope, size, complexity, completeness, compliance with policies and quality of the

permit package submitted. Projects requiring exceptions to design standards or external agency approvals may require additional time for processing. To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). When the applicant is ready to pursue a Caltrans encroachment permit, please contact [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov) to initiate the process.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Luana Chen, Transportation Planner, via [LDR-D4@dot.ca.gov](mailto: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](mailto:LDR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Luo Yunsheng'.

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

c: State Clearinghouse