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Governor's Office of Planning &amp; Research

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Matt Neuebaumer, Associate Planner  
City of San Bruno  
567 El Camino Real  
San Bruno, CA 94066

**Bayhill Specific Plan and Phase 1 Development YouTube – Notice of Preparation (NOP)**

Dear Matt Neuebaumer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 555 West Middlefield West Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals our continuing approach to evaluate and mitigate impacts to the State's multimodal transportation network. Caltrans' Strategic Management Plan 2015-2020 aims, in part, to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas emissions (GHG) in alignment with state goals and policies. Our comments are based on the July 30, 2019 NOP.

**Project Understanding**

Project includes the Bayhill Specific Plan, which will be a regulatory document that will outline a cohesive, long term, community-driven vision for the 98-acre project site, as well as the construction of 400,000 square-feet of new office space for YouTube's corporate office (Phase I Development). The Specific Plan will facilitate integrated development within the project site, including the Phase I Development. The site is bordered on three sides by the state transportation network, including Interstate 280 (I-280), I-380, and State Route (SR) 82 (El Camino Real). I-280 and SR 82 are accessible via junctions with San Bruno Avenue West, which borders the site on the south side.

### **Traffic Operations**

1) With respect to the local and regional roadway system, provide the following information for this project: trip generation, trip distribution, and trip assignment estimates.

2) There are three State Routes which serve this project. These regional roadway systems are experiencing sustained congestion during AM peak and PM peak hours. In analyzing the impact of the project-generated trips on this sustained congestion, the project-generated trips should be added to the existing traffic volumes and the future scenario traffic volumes for the intersections and freeway ramps listed below.

- SR 82 El Camino Real and San Bruno Avenue intersection,
- SR 82 El Camino real and Bayhill Drive intersection,
- EB I-380 off-ramp to El Camino Real intersection,
- EB I-380 Diagonal and Loop on-ramp from El Camino Real,
- WB I-380 off-ramp to El Camino Real intersection,
- WB I-380 Diagonal and Loop on-ramp from El Camino Real,
- NB I-280 San Bruno Avenue/Sneath Lane off-ramp intersection,
- NB I-280 on-ramp from San Bruno Avenue/Sneath Lane,
- SB I-280 off-ramp to San Bruno Avenue Intersection,
- SB I-280 on-ramp from San Bruno Avenue.

3) To avoid impacts such as on-ramp queues spilling back onto the city streets near state highway on-ramps, the project should provide on-ramp storage capacity evaluations.

4) The project should determine if there is adequate storage capacity available for the turning movements at the intersections and on the freeway off-ramps listed above, to determine if the queues spill back onto the freeway mainline. In conducting this evaluation, it is necessary to use demand volumes rather than output volumes or constrained flow volumes.

5) To avoid traffic conflicts such as inadequate weaving distances, queues spilling back onto the freeway, and uneven lane utilization, the project should evaluate the adequacy of freeway segments near the project.

### **Vehicles Miles Traveled**

Given the project's intensification of us, the project should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Parking should be reduced significantly. Such measures are critical to facilitating efficient site access. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Outdoor areas with patios, furniture, pedestrian pathways, picnic and recreational areas
- Transit and trip planning resources such as a commute information kiosk;
- Providing traffic calming;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Low parking ratios;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Provide ride-matching services;
- Provide a guaranteed ride home service to users of non-auto modes
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve VMT reduction goals, then reports should include next steps to take in achieving those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

### **Hydraulics**

This new development may impact the existing drainage systems at El Camino Real (SR 82) and I-380. This development will alter the paved areas and unpaved areas. During Encroachment Permit review, please submit plan views, profiles, cross-sections, details of all drainage facilities, and hydrologic calculations showing before/after the development at this location.

### **Cultural Resources**

We recommend that the City of San Bruno conduct a cultural resource technical study that at a minimum includes a record search at the Northwest Information Center of the California Historical Resources Information System (CHRIS) and a field survey of the project area by a qualified archaeologist and a qualified architectural historian. Additionally, per CEQA and Assembly Bill (AB) 52, we recommend that the City of San Bruno conduct Native American consultation with tribes, groups, and individuals who are interested in the project area and may have knowledge of Tribal Cultural Resources or other sacred sites. If an encroachment permit is needed for work within Caltrans right-of-way, we may require cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2

<https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-2-cultural-resources>. Should ground-disturbing activities take place within Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the Standard Environmental Reference, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (O CRS) shall be immediately contacted at (510) 622-1673.

### **Construction-Related Impacts**

Potential impacts to I-280, I-380, and SR 82 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>.

### **Lead Agency**

As the Lead Agency, the City of San Bruno is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN.) The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully

discussed for all proposed mitigation measures.

**Encroachment Permit**

Please be advised that any work or traffic control that encroaches onto SR-85 requires a Caltrans-issued encroachment. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Michael McHenry at 510-286-5562 or michael.mchenry@dot.ca.gov.

Sincerely,



WAHIDA RASHID  
Acting District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse