

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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Governor's Office of Planning &amp; Research

**Mar 01 2021****STATE CLEARINGHOUSE**

March 1, 2021

SCH #: 2017112045

GTS #: 04-SM-2017-00347

GTS ID: 8680

Co/Rt/Pm: SM/380/5.16

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

**Re: Bayhill Specific Plan and Phase 1 Development- YouTube Draft  
Environmental Impact Report (DEIR)**

Dear Matt Neuebaumer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Bayhill Specific Plan and Phase 1 Development Project (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 2021 DEIR.

**Project Understanding**

The Specific Plan is a proposed land use, transportation, and capital improvements plan that outlines a cohesive, long-term, community-driven vision for the Project site. The Specific Plan would allow for the development of up to 2.46 million net new square feet of office uses on the Project site. The Specific Plan would also establish housing and mixed-use overlay zones on a total of 20.5 acres in the southern portion of the Project site that would allow for the development of up to 573 multi-family residential units.

**Travel Demand Analysis and Mitigation Strategies**

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.

The Project's Vehicle Miles Traveled (VMT) analysis and significance determination presented in the DEIR are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this Project is found to have significant and unavoidable VMT impacts. However, Caltrans acknowledges the current Transportation Demand Management (TDM) measures in place with the Phase I tenant (YouTube) and commends the commitment, year over year, to comply with the Project VMT threshold.

Caltrans acknowledges the Lead Agency's role in overseeing the TDM programs set forth for future tenants and supports the allocation of impact fees toward multimodal and regional transit improvements with the goal of fully mitigating cumulative impacts to regional transportation. Caltrans also strongly supports measures to increase sustainable mode shares, thereby reducing VMT.

### **Multimodal Safety and Planning**

Caltrans recommends replacing all standard basic crosswalk markings on El Camino Real (ECR) from San Bruno Avenue to Sneath Lane with one of the higher visibility crosswalk patterns per Caltrans Standard Plan A24F (<https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications>).

The City of San Bruno's Walk 'N Bike Plan calls for intersection improvements along ECR, including adding corner bulb-outs and pedestrian refuge islands which can reduce crossing distance for pedestrians and improve pedestrian visibility at intersections. Caltrans recommends that the intersection improvements on ECR within the Project study area be implemented prior to, or included in, the Project.

As well, Caltrans encourages the allocation of fair share contributions towards the Walk 'N Bike Plan's recommendations for striping and signage improvements to enhance bicycle access and safety at I-380/I-280/San Bruno Avenue West. Infrastructure connectivity improvements such as ramp and curb repairs in and around the Project area may also encourage mode shift and promote safety amongst all users.

### **Right of Way (ROW) Encroachment**

The Project applicant will need to reach out to Caltrans' Office of Encroachment Permits (Permits) and Division of ROW as this Project will require permits for both surface and airspace encroachments, per Caltrans and FHWA requirements. The applicant will need to obtain a ROW Use Agreement and pay a fair market rate for the use of Caltrans' Airspace to install tiebacks, as diagrammed in Appendix 5. When plans are submitted to Caltrans for review, the ROW line should be clearly delineated on all diagrams. Please clarify the property lines after page 3 of Appendix 5, as it is not clearly marked where the tiebacks fall within Caltrans' ROW.

Additionally, as part of the encroachment permit submittal process, the applicant will be asked by Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State 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).

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

If any Caltrans facilities are impacted by the Project, those facilities must meet American Disabilities Act (ADA) Standards after Project completion.

### **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 should be fully addressed for all proposed mitigation measures.

Matt Neuebaumer, Associate Planner  
March 1, 2021  
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at [laurel.sears@dot.ca.gov](mailto:laurel.sears@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please contact [LDIGR-D4@dot.ca.gov](mailto:LDIGR-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.

MARK LEONG  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse