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**PLANNING COMMISSION
 STAFF REPORT
 AGENDA ITEM NO. 4.A**

DATE: February 16, 2021

TO: Planning Commission

FROM: Pamela Wu, Community and Economic Development Director

PREPARED BY: Bayhill Specific Plan Development Team

SUBJECT: Receive Public Comments on the Draft Environmental Impact Report for the Bayhill Specific Plan including the YouTube Phase 1 Development.

RECOMMENDATION:

Receive public comments on the Draft Environmental Impact Report (DEIR) for the Draft Bayhill Specific Plan (Specific Plan) and Phase 1 Development.

BACKGROUND:

The City has been undergoing a lengthy preparation process for a Specific Plan encompassing the Bayhill Office Park and nearby areas since May 2017. Once completed, the Bayhill Specific Plan will guide future development within the Plan Area over approximately the next 20 years. The Plan Area comprises approximately 92.2 acres and is generally bounded by Interstates 280 to the west and 380 to the north, El Camino Real to the east (excluding properties that front on El Camino Real), and San Bruno Avenue West to the south from Interstate 280 to Elm Avenue (See Attached Map – Attachment 1).

The need to prepare a Specific Plan resulted from YouTube's request to expand and develop a campus setting by constructing additional office buildings within the Bayhill Office Park. YouTube currently owns ten parcels within the Office Park, which include approximately 1.1 million square feet of existing office space. The Bayhill Specific Plan area currently contains a total of about 1.6 million square feet office space, making YouTube the owner of approximately 70% of the building office space within the Office Park. To accommodate YouTube's anticipated long-term employment growth, it presented a phased redevelopment plan of

properties YouTube owns within the Bayhill Office Park to achieve the office campus environment. Staff informed YouTube representatives that the other community and property owners' interests would need to be considered in the context of the company's proposed expansion within the Bayhill Office Park. As a result, the City required the preparation of a Specific Plan to establish a comprehensive plan for future development and redevelopment of the entire Bayhill Office Park area (including the Bayhill Shopping Center and other adjacent uses). The plan is referred to as the Bayhill Specific Plan.

On May 23, 2017, the City Council adopted a Resolution authorizing the City Manager to execute a contract with Dyett and Bhatia for preparation of the Bayhill Specific Plan and the associated Environmental Impact report.

DISCUSSION:

Intent of February 16, 2021 Planning Commission Meeting

The Planning Commission will receive public comments on the Draft EIR for the Bayhill Specific Plan Including Phase 1 Development at its February 16, 2021 meeting. This hearing's purpose is to allow the public and the Planning Commission an opportunity to comment on this DEIR during the public between January 14, 2021 and March 1, 2021. There will be no discussion of the DEIR comments that are received. Instead, comments received will be included and responded to in the Final EIR.

When the Final EIR is completed, the Planning Commission will adopt a resolution recommending the City Council to certify the Final EIR and approving the draft Bayhill Specific Plan, the General Plan and Zoning Ordinance Amendment, the Development Agreement and the entitlement approvals for Phase 1 development at a later hearing.

Draft Environmental Impact Report Preparation Process

Scoping Process: The scoping process for the Draft EIR was initiated on November 17, 2017, when the City of San Bruno submitted the Notice of Preparation (NOP) to the California State Clearinghouse for distribution to state agencies and regional agencies, as well as the City of Millbrae, the City of Pacifica, and the City of South San Francisco. The purpose of the NOP is to solicit participation from relevant agencies and from the public in determining the scope of an EIR. The scoping period for this EIR ended on December 22, 2017. A public scoping meeting was held on December 5, 2017, at the San Bruno Senior Center (1555 Crystal Springs Road, San Bruno, CA 94066).

During the NOP review and comment period, a total of five letters and emails were submitted to the Community Development Department by interested parties. Environmental concerns specific to the Project or the scope and contents of the EIR were received regarding biology (restoring urban wildlife connections and the San Bruno Creek), transportation, and freeway noise. Other comments were related to project design and the project's location within the airport land use compatibility planning area for the environs of San Francisco International Airport and related building heights, land use, noise, and safety issues.

On July 26, 2019, the City distributed a Revised NOP to alert interested parties and to solicit public and agency input regarding: (1) changes to the boundaries of the Project Site, (2) the

inclusion of additional improvements and items as part of the Phase I Development, and (3) revisions to the list of environmental effects to be evaluated in the EIR. Publication of the Revised NOP for this EIR initiated a second public comment period that began July 26, 2019 and ended August 27, 2019. During the Revised NOP review and comment period, a total of four letters and emails were submitted to the Community Development Department by interested parties. Environmental concerns specific to the Project or the scope and contents of the EIR were received regarding the transportation analysis; the noise analysis and the Project Site no longer being within the 65 decibel noise contour for airport noise; the project's location within the airport land use compatibility planning area for the environs of San Francisco International Airport and related building heights, land use, noise, and safety issues; and the project's location within the San Francisco Public Utility Commission's pipeline eastern easement. A letter was also received from the Native American Heritage Commission (NAHC) summarizing general tribal outreach requirements.

The Community & Economic Development Department has considered the comments made by the public in response to both the NOP and the Revised NOP in preparation of the Draft EIR for the Project.

Certification Process: The Draft EIR was circulated for the minimum 45-day comment period beginning January 14, 2021. The public comment period ends on March 1, 2021. The Planning Commission will hold a public hearing to receive public comments on the Draft EIR. There will be no discussion of the DEIR comments that are received. Rather, comments, responses to comments, and other corrections that have been received will be presented as the Final EIR, tentatively scheduled for the May/June 2021 Planning Commission hearing followed by the City Council to consider the Final EIR for adoption.

Draft EIR Project Summary: The Draft Environmental Impact Report (DEIR) evaluates the potential adverse impacts of the Proposed Project, which is buildout under the Bayhill Specific Plan. An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a project. The Draft EIR describes existing conditions within the Project Area, analyzes the potential environmental impacts of implementing the Proposed Project, and identifies mitigation measures to minimize significant impacts. The Draft EIR also evaluates reasonable alternatives to the Proposed Project, including the "No Project" alternative, which discusses the result of not implementing the Proposed Project, as described below.

The Proposed Project includes Phase I of YouTube's 15-year expansion plan, referred to as the "Phase I Development" in the Draft EIR). The Draft EIR provides a program-level review of the Proposed Project (i.e., buildout under the Specific Plan) and a project-level review of the Phase I Development. As such, the Draft EIR serves as a single CEQA document that provides environmental clearance for both the adoption of the Specific Plan and approval and entitlement of the Phase I Development. Future development projects under the Specific Plan will be subject to individual, site-specific environmental review, as required by State Law. As a programmatic EIR, the Draft EIR could be used to provide streamlined environmental review for later activities within the Project Site. The City of San Bruno will review future projects for their conformance with the Draft EIR analysis to determine whether later activities may be cleared under or may tier from the Draft EIR.

To account for the variability of potential development under the Specific Plan, two different buildout scenarios were developed for purposes of the Draft EIR's programmatic analysis of the Specific Plan:

1. The Maximum Office Scenario, where no residential construction occurs within the housing and mixed-use overlay zones. The Maximum Office scenario includes approximately 4 million square feet of total office development, 121,846 square feet of retail development, 79,152 square feet of hotel development, and no residential development.
2. The Maximum Housing Scenario, where the housing development is constructed within the furthest range allowable under the Specific Plan. The Maximum Housing scenario includes approximately 3.5 million square feet of total office development, 121,846 square feet of retail development, 79,152 square feet of hotel development, and 573 multi-family residential dwelling units.

Each chapter of this EIR analyzes the buildout scenario that represents the "worst-case" scenario for the resource area being analyzed. The "worst-case" scenario is the scenario with the greatest potential to result in significant impacts.

Alternatives Analyzed within the Draft Environmental Impact Report: The alternatives represent a range of reasonable alternative land use plans to the Proposed Project that would attain most of the basic objectives but would avoid or substantially lessen one or more of the significant effects of the Proposed Project. Based on the alternative's analysis, an environmentally superior alternative is defined. CEQA mandates consideration and analysis of alternatives to the proposed project. According to CEQA Guidelines, the range of alternatives "shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts." Chapter 5 of the Draft EIR analyzes three alternatives the City considered during preparation of the Proposed Specific Plan and Draft EIR: (1) No Project Alternative, (2) Residential Alternative, and (3) Increased Height Alternative. These alternatives are briefly described below.

- **No Project Alternative:** Required by CEQA, the No Project Alternative assumes that the Specific Plan is not adopted, existing land uses remain unchanged and in their current physical state, and no new construction occurs within the Project Site. No new structures or subterranean parking garages would be built, and no demolition of existing uses would occur. Existing General Plan land use classifications and zoning districts would be maintained on the Project Site.
- **Residential Alternative:** The Residential Alternative considers a variation of the proposed Specific Plan that would allow for the development of up to 1,499 new residential dwelling units, 926 more dwelling units than the Project. To accommodate the increased residential density, the amount of net new office uses would be reduced to 1,773,636 square feet compared to 2,459,847 square feet under the Project (or 1,942,896 square feet under the Maximum Housing Scenario). The Residential Alternative was selected for evaluation based on its ability to provide a more balanced jobs/housing ratio and reduce vehicle miles travelled (VMT) impacts.

- **Increased Height Alternative:** The Increased Height Alternative would allow housing, hotel, and office buildings on the Project Site to reach a height limit of 70 feet/five stories. The additional building height would allow for a greater density of residential and hotel uses compared to the Project, while the intensity of office development would be the same. Office buildings would contain the same total volume but could be taller with smaller bases, enabling more of the site area to be in open space. It is estimated that the Increased Height Alternative would provide approximately 6.5 acres of additional open space compared to the Project. This alternative could only be implemented if the voters approved a modification to Ordinance 1284 which currently limits heights on the Project Site to three stories. The City Council requested an evaluation of the Increased Height Alternative; the alternative also has the potential to provide a more balanced jobs/housing ratio and reduce VMT impacts. This Draft EIR provides a quantitative evaluation of the Increased Height Alternative and could be used to provide CEQA clearance for such an alternative in the event that it is approved by voters and the City Council.

The Draft EIR presents key features and projected buildout of each of the alternatives and compares their potential environmental impacts to the Proposed Project. The Proposed Project is fully described in Chapter 2 and the environmental effects of the Proposed Project are analyzed in Chapter 3 of the Draft EIR.

Project Impacts and Mitigation Measures: The Draft EIR evaluates eleven (11) areas of potential environmental impact in detail, including those issues and concerns identified in the NOP. The Proposed Project's impacts and mitigation measures are summarized in the Draft EIR Executive Summary, Table ES-1. The Draft EIR concluded that nearly all the Proposed Project's potential impacts could be mitigated. However, the Draft EIR identified a total of five (5) impacts that are significant and unavoidable for the Proposed Project:

- **Impact AQ-2a: Increases in Criteria Pollutants.** The Project would generate criteria pollutant levels that would exceed the Bay Area Air Quality Management District's (BAAQMD) daily pollutant thresholds during construction and operation. While this impact could be mitigated through payment to offset programs, it cannot be concluded that offset programs would always be available in the future at the time and in the amount needed for any given future development.
- **Impact AQ-3a: Health Risks from Toxic Air Contaminants (TAC) and Criteria Pollutant Concentrations.** The Project could result in the exposure of sensitive receptors to substantial TAC and criteria pollutant concentrations during construction and operation.
- **Impact C-AQ-1a: Cumulatively Considerable Increases in Criteria Pollutants.** The Project's criteria pollutant emissions, in combination with past, present, and reasonably foreseeable future project emissions, could result in a cumulatively considerable net increase in criteria pollutants. While this impact could be mitigated through payment to offset programs, it cannot be concluded that offset programs would always be available in the future at the time and in the amount needed for any given future development.
- **Impact C-AQ-2a: Cumulative Health Risks from TACs and Criteria Pollutant Concentrations.** The Project's TAC and criteria pollutant emissions, in combination with past, present, and reasonably foreseeable future project TAC and criteria pollutant

emissions, could contribute to cumulative exposure health risks of sensitive receptors. The Project could also locate new receptors where they could be exposed to cumulative health risks due to cumulative TAC and criteria pollutant emissions.

- **Impact TRA-5a: Project-Generated Vehicle Miles Travelled (VMT).** The Project would be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b), concerning VMT, even with implementation of a Transportation Demand Management Program.

The Draft EIR's project-level analysis of the Phase I Development determined that the Phase I Development would not result in any significant and unavoidable impacts.

Statement of Overriding Considerations: In order to adopt an EIR with significant and unavoidable impacts, the City Council must adopt a "Statement of Overriding Considerations". This statement specifies the reason why the City is adopting the EIR and moving forward with the plan, despite the significant and unavoidable impacts. For example, a City may choose to tear down a historical building for economic development reasons, to provide affordable housing or to meet new park or open space requirements. These are just a few examples; a statement of overriding considerations will always be adapted to fit local conditions and priorities. In making this determination, the City Council will consider the public benefits that will comprise the Statement of Overriding Considerations.

Draft EIR Appendices: Draft Bayhill Specific Plan and Phase 1 Development Plans

The project evaluated in the Draft EIR encompasses two distinct but inter-related elements: the Bayhill Specific Plan and the first phase of YouTube's proposed development program, referred to as the Phase 1 project. The Phase 1 project cannot be approved without the City first approving the Specific Plan which sets the policy framework for Phase 1. The Draft EIR therefore includes sections devoted to the environmental impacts of implementation of the Specific Plan, and sections devoted to the impacts of the Phase 1 project.

Another development that is currently being constructed within the Specific Plan area is located west of Cherry Avenue (1400-1450 Bayhill Drive) and is not part of the Phase 1 project described in the Draft EIR. The 1400-1450 Bayhill project was the second phase of a project that was originally approved 20 years ago and permitted under the terms of a separate EIR and Development Agreement.

Draft Bayhill Specific Plan

Bayhill Office Park, established in the mid-1970s, is now San Bruno's premier employment hub, home to major regional and national tenants and property owners, including YouTube, Walmart.com, and The Police Credit Union. The Bayhill Shopping Center, located in the southwestern corner of Bayhill, is a busy neighborhood commercial center that provides shops and services to local residents and employees.

The proposed Bayhill Specific Plan would establish a new policy and regulatory framework for guiding private and public development within the Bayhill Specific Plan Planning Area (Planning Area) over the next 20 years. The plan envisions the integration of new and infill development into a sustainable, successful, and accessible area that features an enhanced public realm. The Bayhill Specific Plan establishes land use and development standards for the Planning Area, sets

design standards and guidelines that will shape the public realm, and establishes transportation and infrastructure improvements that will improve ease of use and functionality. Implementation of the Bayhill Specific Plan will strengthen this key area of San Bruno and the city as a whole.

A Draft Vision Statement and Guiding Principles document based on public feedback at the beginning of the process, in conjunction with feedback received from the City Council and Planning Commission, guided the development of the Specific Plan. A summary of the Key Guiding Principles is provided below:

- Promote a Vibrant and Mixed-Use Walkable District
- Enhance the Public Realm & Promote Quality Design
- Improve Multimodal Mobility
- Foster Housing Development
- Integrate Bayhill with the Greater Community
- Incorporate Amenities
- Ensure a net positive fiscal impact
- Promote optimal long-term development patterns.

Additionally, the Bayhill Specific Plan implements the following Guiding Principles and Policies from the San Bruno General Plan:

- LUD-G: Infill in the Bayhill Office Park with new professional offices, and hotel uses.
- LUD-51: Promote construction of professional and administrative offices on existing surface parking lots in Bayhill Office Park.
- LUD-52: Allow ancillary commercial uses – such as cafes, health clubs, dry cleaners, sundries, etc. – in Bayhill Office Park, to serve employee needs.
- LUD-53: Require new office development in Bayhill Office Park to provide alternative transportation, such as shuttles to the BART and Caltrain stations, preferential carpool parking, bicycle storage facilities, and bus shelters.

In addition, the Specific Plan has undertaken a robust public outreach review that includes a summary of key steps completed to date below:

- **Initial Community Visioning and Outreach, Summer/Early Fall 2017.** The first round of community outreach was completed in August and September 2017, and consisted of a Property Owner Forum, a Joint Study Session of the City Council and Planning Commission, a Community Workshop, and Stakeholder Interviews. The input received during this phase served as the foundation for the development of a Draft Bayhill Specific Plan Vision Statement and Guiding Principles Document, which describes how the Planning Area should look, feel, and function in the future. A summary of the Key Guiding Principles is provided above.
- **Existing Conditions Analysis, Fall 2017.** Background research on existing conditions, issues, and opportunities is summarized in an Existing Conditions Report completed in Fall 2017.
- **Alternatives Development and Analysis, Winter/Spring/Summer 2018.** Based on the results of the initial outreach as well as information received from YouTube, four concept Alternatives for the Bayhill Specific Plan were developed. The Alternatives

presented different ways office uses, retail, housing, and public/civic spaces could be distributed within the Bayhill area, framing possible future development patterns. An Alternatives Report released in July 2018 provides a summary of the Alternatives and their transportation and fiscal impacts.

- **Alternatives Outreach, Summary 2018.** The Alternatives and corresponding analysis were presented at a second Property Owner Form and the second Community Workshop. Additionally, an Online Survey was conducted, which closed on August 12, 2018.
- **October 30, 2018 Joint Study Session and December 4, 2018 City Council Study Session.** At an October 30, 2018 Joint City Council and Planning Commission Study Session, the City Council and Planning Commission were provided an overview of the four concept alternatives that had been developed, as well as a summary of the community feedback received thus far. On December 4, 2018 the City Council provided direction and defined a Preferred Alternative for consideration in the EIR. Preparation of the Draft EIR began after receiving this feedback from the City Council.

All of the reports and documents from this completed work are available on the Bayhill Specific Plan webpage: www.sanbruno.ca.gov/BayhillSpecificPlan

The draft Specific Plan includes a total of 7 Chapters. A brief explanation of the purpose for each chapter is included below:

Chapter 1: Introduction describes the background and context for the Plan, its purpose, objective, and relationship to other City plans, the planning process and community vision, and the Plan's organization.

Chapter 2: Land Use describes existing land uses and the proposed land use framework for the Planning Area, and potential buildout of the Bayhill Specific Plan. The plan would allow for intensification of existing office development and would permit housing to be located in the southern portion of the Plan Area (currently prohibited) and would also allow housing as part of a mixed-use intensification of the Bayhill Shopping Center. All land uses would be limited to a maximum of three stories, pursuant to Ordinance 1284.

To permit these land use changes, the plan establishes four new land use designations:

- **Bayhill Regional Office** would allow for a substantial increase in the amount of regional office uses and would also permit ancillary uses to serve the offices, including convenience retail and personal service uses. Hotels would also be permitted under this designation.
- **Bayhill Neighborhood Commercial** would apply to the existing Bayhill Shopping Center and would allow for a variety of uses consistent with the center's current character.
- **Bayhill Mixed Use Overlay** would allow for residential uses on the Bayhill Shopping Center site as part of a mixed-use development that would retain the commercial/retail square footage currently on the site.

- **Bayhill Residential Overlay** would apply primarily to two areas: along the San Bruno Avenue frontage, and the properties at 801-851 Traeger Avenue and 1111 Bayhill Drive. Under the overlay designation, housing as well as regional office uses would be permitted.

The plan would designate an approximate 2 acre area on San Bruno Avenue between Traeger and Elm for a possible civic use, should the city be able acquire the parcel.

Overall, the plan sets a limit of 2,459,847 sq. ft. of additional regional office development (total at full development under the plan: 3,803,247 sq ft). The plan would permit a maximum of 573 residential units. The plan proposes to implement these new land use designations through new zoning classifications to be adopted along with the Specific Plan.

Chapter 3: Urban Design and Public Realm details the urban design and public realm framework. The plan would enhance the public realm through extensive streetscape improvements, including a “greenway” along much of Bayhill Drive. A public plaza is proposed at the corner of Cherry Avenue and Grundy Lane as part of the first phase of the YouTube project. The plan establishes guidelines for new development to ensure high quality building design that relates to the public realm. To allow for secure access between buildings in the YouTube development, pedestrian bridges would be permitted over the public right of way.

Chapter 4: Access and Connectivity describes the Planning Area’s proposed vehicular, pedestrian, bicycle and transit circulation networks and respective connectivity and access improvements. The plan proposes an improved pedestrian environment as bicycle access throughout the plan area. A key feature of the plan is enhanced requirements for reducing the number of single occupant vehicles through transportation demand management (TDM) requirements. To address the large number of private shuttles expected as part of the YouTube project, the plan would require an off-street multi-modal transit hub be developed. Several improvements are proposed to intersections and streets in the plan area to maintain adequate vehicle circulation while more safely accommodating alternative modes, such as pedestrians and bicycles. During the first phase of development, Grundy Lane would be realigned and straightened.

Chapter 5: Infrastructure, Public Facilities and Services discusses infrastructure and services meant to serve the Planning Area, including utilities (water supply and distribution, wastewater collection, stormwater, cable and fiber network, among others) and public facilities and services, such as fire and police protection services, schools, parks and recreation and library services.

Chapter 6: Environmental Quality addresses groundwater quality and environmental and manmade hazards that may affect health and safety within the Planning Area, such as noise, flooding, geology, seismicity, archaeology, and air quality. A key feature of the plan are policies related to reducing the greenhouse gases generated by the plan area through building design.

Chapter 7: Implementation discusses implementation and financing strategies for public improvements, as well as identifying implementation actions and corresponding responsible agencies, timelines, phasing, and costs. Community benefits and General Plan and Zoning Ordinance amendments are also discussed in this chapter.

Phase 1 Project

At their request, YouTube's first phase of proposed development (Phase 1) is being evaluated concurrently with preparation of the Specific Plan. The proposed Phase 1 office development is comprised of two separate parcels: 1000 Cherry Avenue (Phase 1 North), and 900 Cherry Avenue (Phase 1 South). The proposed Phase 1 office development is being processed concurrently with the development of the Bayhill Specific Plan and Draft EIR. The proposed Phase 1 office development consists of two 3-story office buildings totaling 440,000 square feet of office space. The proposed buildings would measure no higher than three stories, or 50 feet in total height. Three levels of subterranean parking are also proposed. The buildings and associated subterranean parking garages would be located on existing surface parking lots located adjacent to the existing buildings at 1000 and 900 Cherry Avenue (See Parcel 7 & 10 on Attached Map – Attachment 2). The property at 900 Cherry Avenue is currently developed with a six-story office building measuring approximately 102,250 square feet in total area. The property at 1000 Cherry Avenue is currently developed with a three-story office building measuring approximately 94,500 square feet in total area. The two existing buildings located at 900 and 1000 Cherry Avenue would remain.

A below grade connection under Grundy Lane is proposed at one of the three sub-grade garage levels. An above grade pedestrian bridge that extends over Grundy Lane would connect the two buildings at the second-floor level. The Phase 1 proposal also includes a Vesting Tentative Map that delineates future pedestrian bridges and subgrade crossings. Grundy Lane is also proposed to be realigned to be straightened as part of the Phase 1 development. The realigned Grundy Lane would incorporate bicycle sharrows and would continue to provide on-street parking on the north side of the street. Additionally, the northern portion of Elm Avenue located directly to the north of the realigned Grundy Lane is proposed to be abandoned during Phase 1.

The proposed Phase 1 office development also includes an off-street multi-modal transportation hub that would accommodate YouTube employees in a dedicated area outside the public right-of-way. The proposed multi-modal transportation hub is located on the 950 Elm Avenue property owned by YouTube and would connect Grundy Lane and Bayhill Drive. The proposed multi-modal transportation hub would provide a centralized location for private buses and shuttles; thereby, limiting impacts on the public street with the Bayhill Office Park area. Public transit routes, such as SamTrans and the local BART/Caltrain shuttle would continue to use on-street transit stops located in the public right-of-way.

Regarding parking, the City is requiring that three parking spaces per 1,000 square foot of office space be provided on-site for the proposed Phase 1 office development. However, the overall parking ratio may be reduced for future phases of development based on parking occupancy data. YouTube is proposing a total of 1,896 parking spaces for Phase 1 (including existing and proposed buildings). Parking would be provided via standard parking spaces, tandem parking spaces, and mechanical parking devices. The existing buildings located at 1150 – 1250 Bayhill Drive would be demolished as part of the proposed Phase 1 office development; this area would be used for construction staging and would provide temporary parking during the construction of the Phase 1 office development.

NEXT STEPS:

Following the February 16, 2021 Planning Commission meeting to receive public comments on the DEIR, the public review period for the DEIR will continue and conclude on March 1, 2021.

Testimony at the Public hearing and written comments received by March 1, 2021 will be responded to in writing during March and April. A Mitigation and Monitoring Program will also be prepared during this time to document the mitigations required by the EIR and requirements for monitoring their implementation. The Draft EIR, the responses to comments, any corrections to the DEIR that are needed, and the Mitigation and Monitoring program will constitute the Final EIR for the Planning Commission to consider at a future public hearing that is tentatively scheduled in May/June 2021.

During the May/June 2021 Planning Commission meeting, the Planning Commission will consider making a recommendation to the City Council to approve the following:

- Certification of the Bayhill Specific Plan Environmental Impact Report.
- Adoption of General Plan Amendments to create new Bayhill Specific Plan land use designations and ensure consistency between the General Plan and the Bayhill Specific Plan.
- Adoption of the Implementing Bayhill Zoning Ordinance and associated Zoning Map Amendments.
- Adoption of the Bayhill Specific Plan.
- Approval of a Development Agreement.
- Approval of Phase 1 Entitlements, including an Architectural Review Permit and a Vesting Tentative Map.

Necessary review by the Airport Land Use Commission and Commission, the Bicycle and Pedestrian Advisory Committee, and the Traffic Safety and Parking Committee are anticipated to take place between the months of March 2021 and April 2021. All components of the project must be reviewed/approved by the City Council. Future City Council meeting dates will be shared with members of the public and interested parties at later date.

ENVIRONMENTAL REVIEW:

N/A

LEGAL NOTICE:

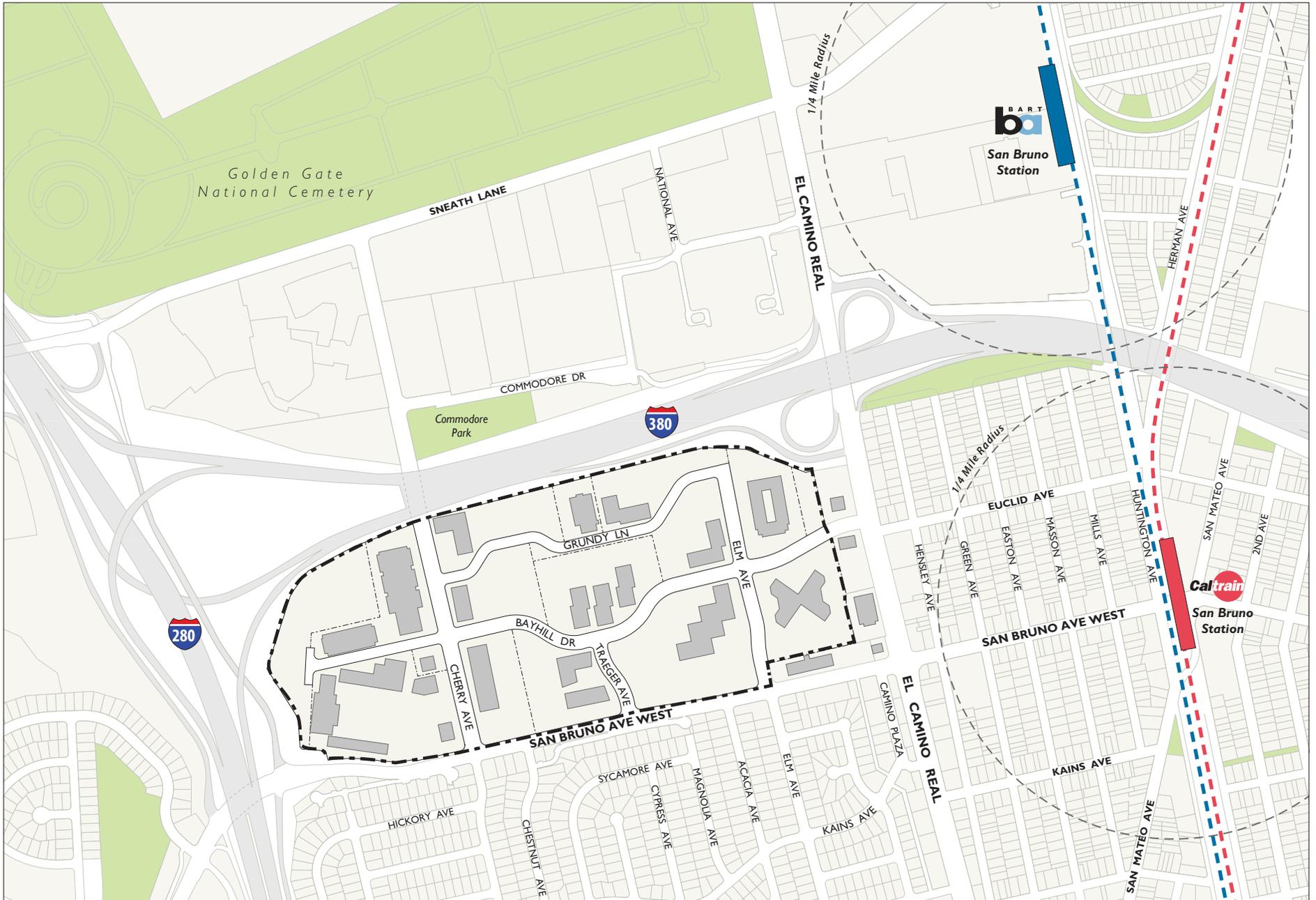
1. Notice of Availability and Notice of Public Hearing was published in the San Mateo Daily Journal on Thursday, January 14, 2021.
2. Notice of Availability and Notice of Public Hearing was distributed to the following parties on January 14, 2021:
 - a. All Public Agencies identified in Attachment 3.
 - b. All Property Owners and Occupants within the Bayhill Specific Plan Area.
 - c. All Occupants adjacent to the Bayhill Specific Plan Area.
 - d. All Property Owners within 600 feet of the Bayhill Specific Plan Area.
3. Notice of February 16, 2021 Planning Commission hearing was also published in the San Mateo Journal on Saturday, February 6, 2021.

ATTACHMENTS:

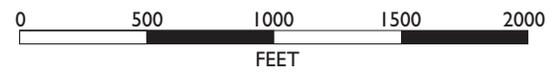
1. Bayhill Specific Plan - Planning Area
2. Bayhill Specific Plan – Parcels
3. Reviewing Agencies

4. Draft Environmental Impact Report (DEIR) – Available on line at www.sanbruno.ca.gov/bayhillsspecificplan
5. Draft Bayhill Specific Plan – Available on line at www.sanbruno.ca.gov/bayhillsspecificplan

Attachment 1



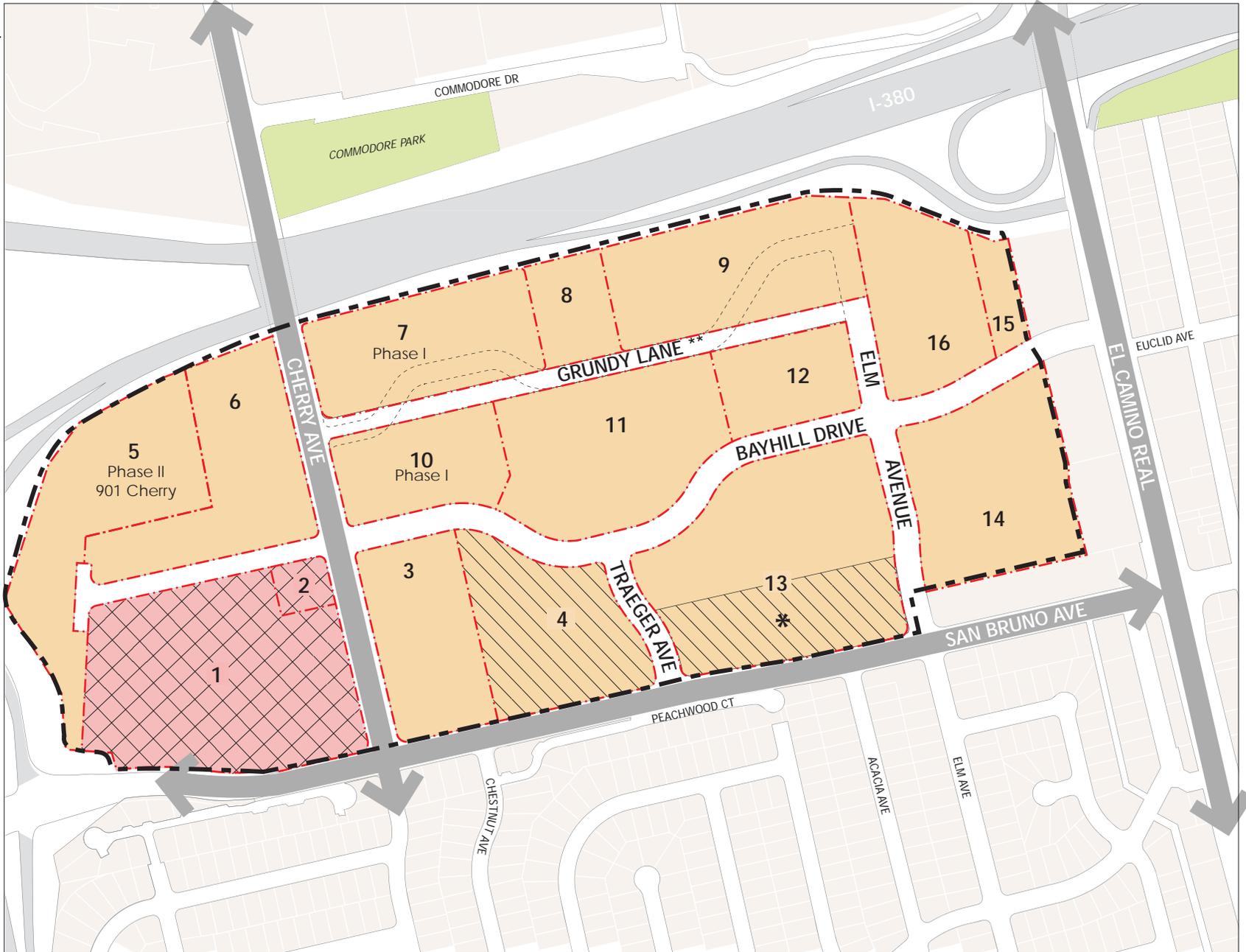
- Project Site
- - - BART
- - - Caltrain



Attachment 2

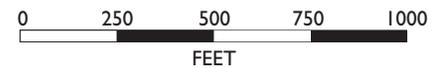
PLAN AREA PARCELS:

- 1 851 Cherry Ave
- 2 899 Cherry Ave
- 3 850 Cherry Ave
- 4 801-851 Traeger Ave
- 5 APN 020-012-160
- 6 901 Cherry Ave
- 7 1000 Cherry Ave
- 8 1250 Grundy Ln
- 9 1100 Grundy Ln
- 10 900 Cherry Ave
- 11 1150-1250 Bayhill Dr
- 12 950 Elm Ave
- 13 1111 Bayhill Dr
- 14 999-1001 Bayhill Dr
- 15 999 Bayhill Dr
- 16 1050 Bayhill Dr



-  Bayhill Regional Office
-  Bayhill Residential Overlay
-  Specific Plan Area Boundary
-  Bayhill Neighborhood Center Commercial
-  Bayhill Mixed-Use Overlay

- * 2.1 acre civic use fronting San Bruno Avenue may be located within this block
- ** Grundy Lane and parcels 7, 9, 10, 11, and 12 are shown in the new street alignment and parcel configuration proposed in the YouTube Phase I subdivision map.



Attachment 3

Reviewing Agencies

ABAG
Airport Land Use Commission
BART
Bay Area Air Quality Management District
C/CAG
California Air Resources Board
California Department of Fish and Wildlife, Region #3
California Department of HCD
California Department of Toxic Substances Control
California Department of Transportation - Planning
California Native American Heritage Commission
Calrecycle
Caltrain
Caltrans- District 4
California Water Quality Control Board - San Francisco Bay Region
City of Millbrae
City of Pacifica
City of South San Francisco
Department of Transportation - Division of Aeronautics
Department of Water Resources
Housing Leadership Council
Metropolitan Transportation Commission
Mosquito Abatement District
Pacific Gas and Electric Company
Peninsula Health Care District
SamTrans
San Bruno Chamber of Commerce
San Bruno Park School District
San Francisco Bay Ferry, C/O Water Emergency Transportation Authority
San Francisco Public Utilities Commission
San Mateo Community College District
San Mateo County Clerk
San Mateo County Flood Control District
San Mateo County Health - Ground Water Protection Program
San Mateo County Health Services Agency
San Mateo County Parks and Recreation Division
San Mateo County Planning Department
San Mateo County Transportation Authority
San Mateo Union High School District
Sierra Club, Loma Prieta Chapter
State Water Resources Control Board
San Francisco International Airport - Bureau of Planning and Environmental Affairs
San Francisco Police Credit Union

Attachment 4

Draft Environmental Impact Report

Available online at www.sanbruno.ca.gov/bayhillsspecificplan

Attachment 5

Public Review Draft Bayhill Specific Plan

Available online at www.sanbruno.ca.gov/bayhillsspecificplan