



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: December 4, 2018

TO: Honorable Mayor and Members of the City Council

FROM: Jovan D. Grogan, City Manager

PREPARED BY: Elaine Costello, Bayhill Specific Plan Project Manager – Management Partners

SUBJECT: Provide Further Direction and Approve the Bayhill Specific Plan Environmental Impact Report Preferred Alternative

BACKGROUND:

The City is leading preparation of a Specific Plan for the Bayhill Office Park and nearby areas. The Bayhill Specific Plan will guide anticipated development within the Plan Area over the next 20-years (see Attachment 1: Proposed Bayhill Specific Plan Area Map). The Planning area is approximately 98 acres in total area and is bounded by Interstates 280 to the west and 380 to the north, El Camino Real to the east, and San Bruno Avenue West to the south. Preparation of the Specific Plan will allow consideration of appropriate uses of land (land uses), and land use intensities/densities (commercial square footage/number of units) for all properties, along with a full range of transportation, utility, financing and other considerations.

The need for the Specific Plan is the result of a request by YouTube for the City to consider the company's proposed plans to accommodate its anticipated employment growth by building additional office space within the Bayhill Office Park. YouTube currently owns eight parcels within the Office Park, which include approximately 900,000 square feet in total office space. The Bayhill Specific Plan area currently contains a total of about 1.6 million square feet of office space. To accommodate its anticipated long-term employment growth, YouTube presented a plan for phased redevelopment of some properties within the Bayhill Office Park to add office space and create a campus environment. Staff informed YouTube representatives that 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. Accordingly, the City required the preparation of a Specific Plan which is a comprehensive plan for the future development and redevelopment of the entire Bayhill Office Park Area.

An Environmental Impact Report (EIR) will be necessary to fully analyze all potential environmental impacts associated with the anticipated development/redevelopment of the Bayhill Office Park area presented in the Specific Plan. Before the EIR can proceed, the EIR Preferred Alternative must be determined. Deciding on this EIR Preferred Alternative will be a major topic at the December 4, 2018 Council meeting.

ITEM 5.a

The intent of the December 4, 2018 City Council Meeting is to summarize the feedback that staff received at the October 30, 2018 Joint City Council and Planning Commission Study Session, answer questions that were previously identified, and to receive direction on defining the Draft EIR Preferred Alternative.

Before the Specific Plan EIR can be prepared, an EIR Preferred Alternative must be defined. The EIR Preferred Alternative will be studied in the Environmental Impact Report, but will not necessarily be the land development plan that is included within the adopted Specific Plan. The EIR Preferred Alternative can reflect a bigger development “envelope” (such as higher level of office development) than the City Council may ultimately chose to adopt as part of the Specific Plan. While the City Council can choose to adopt a smaller envelope than the one evaluated in the EIR in the Specific Plan, the City Council generally cannot choose to adopt a larger envelope than evaluated in the EIR without revisions to the EIR. The analysis of the EIR Preferred Alternative will provide valuable information that will help the Planning Commission and City Council decide on the Specific Plan level of development. For example, the EIR will describe the traffic impacts and potential mitigations of those impacts.

Completed Work to Date on the Bayhill Specific Plan

Key Steps in the Bayhill Specific Plan process completed to date include:

- **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 Bayhill Specific Plan Vision Statement and Guiding Principles Document.
- **Existing Conditions Analysis, Fall 2017.** Background research on existing conditions, issues, and opportunities was conducted, and is summarized in an Existing Conditions Report that was completed in Fall 2017. The report includes information on a variety of topics, including land use, existing plans, infrastructure, transportation, environmental constraints, etc.
- **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 explore different ways in which 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 to the City’s General Fund) impacts, as well as streetscape improvement options.
- **Alternatives Outreach, Summer 2018.** The Alternatives and corresponding analysis were presented at a second Property Owner Forum and the second Community Workshop. Additionally, an Online Survey was conducted, which closed on August 12, 2018.

All of the reports and documents from this completed work are available on the City of San Bruno website's project page for the Bayhill Specific Plan Project:

www.sanbruno.ca.gov/BayhillSpecificPlan

OCTOBER 30, 2018 JOINT STUDY SESSION

At the 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 have been developed, as well as a summary of the community feedback received during the second round of community engagement (Property Owner Forum, the second Community Workshop, and the Online Survey). This meeting provided the Planning Commission and the City Council an opportunity to ask questions, confirm items where apparent agreement has emerged, and discuss the key decisions that need to be made to proceed to the next step - preparation of the EIR Preferred Alternative. A brief summary of the feedback received at the joint study session from the City Council and Planning Commission is summarized below.

Topics of Apparent Agreement

There appeared to be City Council and Planning Commission agreement at the October 30 meeting on the topics below. The EIR Preferred Alternative show in Attachment 2, "Background Report- Draft EIR Preferred Alternative," reflects the topics of apparent agreement described below. Staff would like confirmation from the Council that they agree with this approach for the EIR Preferred Alternative.

- **Cherry Avenue:** There was apparent agreement amongst the City Council and Planning Commission to keep Cherry Avenue open to vehicular traffic, rather than incorporating a pedestrian plaza, as proposed in Alternative 3.
- **Bayhill Shopping Center:** There was apparent agreement amongst the City Council and Planning Commission to maintain Bayhill Shopping Center in its current retail configuration. However, there was also apparent agreement to incorporate a housing overlay for the entire Bayhill Shopping Center site. Such an overlay would require the retention of retail uses on the ground floor so that the current retail character of the Center is retained.
- **Retain uses and permitted building heights as currently permitted within the Transit Corridors Plan:** At the joint study session, there was apparent agreement to maintain existing uses and height limits that are currently permitted within the Transit Corridor Plan. The Bayhill Specific Plan area includes a total of five adjoining properties adjacent to the existing Bayhill Office Park (four of which that front El Camino Real, and the other which fronts onto San Bruno Avenue West) that are currently located in the City's Adopted Transit Corridors Specific Plan Area (TCP). The TCP boundary is identified via a light blue dotted line on the Bayhill Specific Plan map, which is included in Attachment 1. The five adjoining properties are located in the El Camino Real Character Area. The El Camino Real character area allows a maximum building height of 70 feet/5 floors. The permitted and conditional land uses within the El Camino Real Character Area are summarized in the table found on the following page:

Permitted and Conditional Land Uses	
Land Uses	TCP – El Camino Real Character Area
Retail Sales & Services	Permitted – Ground Floor Only
Eating Establishments	Permitted – Ground Floor Only
Eating Establishment w/Alcohol	Permitted – w/Performance Standards
Drinking Establishments	Conditional Use – Ground Floor Only
Personal/Business Services	Permitted
Health/Exercise Clubs	Conditional Use
Auto Sales	Conditional Use
Professional/Medical Offices	Permitted
Hospitals/Health Clinics	Conditional Use
Lodging/Hotel	Permitted
Residential	Permitted
Live/Work	Permitted
Civic, Quasi-Civic, Cultural	Permitted

- **Hotel Uses:** There is currently one hotel (Marriott Courtyard) located within the Bayhill Specific Plan Area. There was apparent agreement amongst the City Council and Planning Commission to allow for a new and/or expanded hotel use on all properties east of Elm Avenue within the Bayhill Specific Plan area in the EIR Preferred Alternative.
- **Housing:** The four alternatives discussed on October 30 show a range of potential housing sites located throughout the Bayhill Specific Plan area. There was apparent agreement amongst the City Council and Planning Commission that the Specific Plan should allow for housing by incorporating a housing overlay where housing would be a permitted use at the following locations:
 - Along the San Bruno Avenue frontage between Traeger Avenue and Elm Avenue.
 - On the 801-851 Traeger site. The long, narrow potential housing site shown in the alternatives would be a difficult site for new housing. The City’s project staff has included the entire 801-851 Traeger Avenue site in the housing overlay that is shown on Figure 1: Draft EIR Preferred Alternative -Land Use in Attachment 1. Including the entire 801-851 Traeger site in the housing overlay allows for better site planning.

This option was not discussed on October 30. The City’s project staff asks that the Council provide direction on whether to include the entire 801-851 Traeger Avenue in the EIR Preferred Alternative or revert back to the long, narrow site.

 - The entire Bayhill Shopping Center site.
- **Office Development:** The four alternatives discussed on October 30 show an estimated range (1,085,800 sq ft – 2,301,000 sq ft) of potential net new office development within the Bayhill Specific Plan area. There was apparent agreement amongst the City Council and Planning Commission that the maximum amount of potential new office space (2,301,000 sq ft) as identified in Alternative 4, should be

studied in the Environmental Impact Report. Additionally, there was apparent agreement that additional potential new office space should be considered for the 801-851 Traeger Avenue site. Therefore, the estimated 2,301,000 sq ft potential new office figure identified in Alternative 4 will increase by approximately 125,000 sq ft at the 801-851 Traeger Avenue site for a total of 2,426,000 sq ft of potential new office space. Using the maximum amount of new office space allows the full range of impacts and mitigations to be studied in the EIR.

- **Open Space:** The four alternatives discussed on October 30 considered a variety of open space possibilities ranging from centralized parks/open space, pocket parks, and linear parks. There was apparent agreement amongst the City Council and Planning Commission to move forward with the linear park/open space elements, similar to what is referenced in Alternative 3 and Alternative 4, rather than providing a centralized park, as referenced in Alternative 1 and Alternative 2. The open space would be located on private land but would be publically accessible and of sufficient dimension for workers and community members to enjoy. The EIR preferred alternative does not include a specific recommendation for the location of this publicly accessible, privately owned open space. The EIR preferred alternative focuses on land uses that will have environmental impacts that need to be studied. The design of this linear open space will be determined in the Specific Plan.
- **Community Benefits:** There was apparent agreement that the project should provide community benefits, such as contributions to improvements at Commodore Park and toward a library. To the degree these are off-site benefits, they are outside the scope of an EIR and will be brought back separately for discussion at a later date.
- **Additional Street and Pedestrian Connections, Bike Lanes, Street Trees, and Pedestrian Lighting:** There was apparent agreement amongst the City Council and Planning Commission to incorporate pedestrian connections, bike lanes, street trees, and pedestrian lighting throughout the Specific Plan area to facilitate multi-modal mobility. Plans for the design and location of these improvements will be determined in the Specific Plan.

Topics Requiring Further Discussion at the December 4, 2018 City Council Meeting

There were three topics at the October 30 joint meeting where there was not apparent agreement by Planning Commission and City Council. The City's project staff would like confirmation from the City Council on how to address the following three topics in the EIR Preferred Alternative: Realignment and straightening of Grundy Lane, inclusion of a Civic Use (specifically, a library), and the possibility of increasing building height for specific land uses (housing, office, and hotels) pending a vote to exempt them from Ordinance 1284's restrictions.

- **Grundy Lane:** All four Alternatives discussed on October 30 call for the realignment and straightening of Grundy Lane. Staff received mixed feedback from the City Council and Planning Commission regarding this specific matter. Responses from YouTube to specific questions regarding Grundy Lane are discussed in Attachment 3 – Questions Received at the October 30, 2018 Joint Study Session. The City's project staff would like confirmation from the City Council whether the realignment and straightening of Grundy Land should be included in the EIR Preferred Alternative for the reasons outlined in Attachment 3.

- **Civic Use:** Three of the four Alternatives discussed on October 30 included the incorporation of a civic use within the Bayhill Specific Plan area. Some City Council members and Commissioners did not feel that a civic use was appropriate within the Specific Plan area, while others felt that a civic use within the Specific Plan Area should at least be included in the EIR Preferred Alternative to keep it as an option for the Specific Plan. Staff has included an option to incorporate a civic use within the Specific Plan area by indicating in the Draft EIR Preferred Alternative that a library could be a permitted use on 2.1 acres fronting on the land along San Bruno Avenue West between Elm and Avenue and Traeger Avenue (See Attachment 2). Under this option, the library would be a permitted, but not a required use. Showing this option does not indicate that this is the City's preferred site for a library. It also does not help the funding of the library. Money to buy this land and build the library would have to be secured. The City's project staff would like confirmation from the City Council whether this option to incorporate a civic use (library) should be included in the EIR Preferred Alternative so the impacts can be studied.
- **Ordinance 1284 / Building Heights:** The majority of the Bayhill Specific Plan Area is subject to Ordinance 1284. Ordinance 1284 prohibits the following: (1) Buildings or other structures exceeding fifty feet in height; (2) buildings or other structures exceeding three stories in height, and (3) above grade multistory parking structures or buildings (see Figure 2 in Attachment 2 which shows the existing permitted maximum heights in the Specific Plan Area). The topic of potentially increasing building heights for specific land uses within the portion Bayhill Specific Plan Area that is located outside of the Transit Corridor Plan boundary was discussed on October 30; however, there was not apparent agreement amongst the Council and Commissioners regarding this matter. Any increase to height beyond what is allowed by Ordinance 1284 would require voter approval.
 - **Housing:** Should the EIR study the possibility of increasing residential building heights and stories in the housing overlay areas? The number of housing units would increase, which would increase the financial feasibility of housing actually getting built. Attachment 2 includes Table 3: Base Land Use Scenario with Housing Overlay and Height Increase which estimates that as many as 1530 new housing units could be built in the Specific Plan Area with a five-story height limit. About 460 housing units are currently permitted in the Transit Corridor. With the addition of the housing overlays along San Bruno Avenue and at the Bayhill Shopping Center, the estimated potential for new housing units increases to 1032. If the height in the housing overlay areas increases to five stories, the estimate of how many new housing units could be built increases to 1530 new housing units. This is an increase of 1,070 potential new housing units over what is currently permitted in the Transit Corridor Plan.
 - **Office:** Should the EIR study the possibility of increasing building height and stories for office, without increasing the office square footage, throughout the Specific Plan Area? Increasing the height without increasing the floor area could increase the open space and provide more design flexibility. Is the Council interested in studying this option in the EIR?

- **Hotels:** Should the EIR study the possibility of increasing building heights and stories east of Elm Avenue for hotels? This may make hotel expansion or a new hotel more feasible. This option was not discussed at the October 30 meeting, but the City's project staff wanted to bring up this option with the Council.

Figure 1 in Attachment 2, "Background Report: Draft EIR Preferred Alternative," is a visual representation of the items referenced above. In addition, a number of questions were identified at the October 30, 2018 meeting; these questions and the corresponding answers from YouTube are included as Attachment 3 of the staff report.

NEXT STEPS

Using the input received from the Planning Commission and the City Council at the October 30, 2018 Joint Study Session, the information in this report and public input, the City Council is being asked to identify a Preferred Alternative to be studied in the EIR on December 4, 2018. The project team will then have the ability to begin the preparation of the Draft EIR and Draft Specific Plan.

Near the end of the preparation of the Specific Plan and EIR, staff plans to schedule another Joint Study Session of the Planning Commission and the City Council to discuss some key issues before the Specific Plan is finalized for public review. This meeting is anticipated to take place in May 2019. The public review draft of the Specific Plan may be revised to address the feedback received from the Planning Commission and City Council. Staff estimates that a public review draft of the Specific Plan will be released in June 2019.

Meetings on the Draft Specific Plan and Draft Environmental Impact Report will be held by the Planning Commission. These documents will be adopted/certified by the City Council. Staff anticipates that multiple meetings of the Planning Commission and City Council will be required throughout the Summer and Fall of 2019.

FISCAL IMPACT:

There will be no direct fiscal impact to the City for the preparation of the Bayhill Specific Plan and the associated Environmental Impact Report. YouTube has agreed to reimburse the City of San Bruno for the entire amount specified in Dyett & Bhatia's contract. YouTube will also reimburse the City of San Bruno for employee staff time and related consultant services time.

ALTERNATIVES:

1. No action. Staff does not recommend this alternative, as specific direction from the City Council is required at this time to begin the preparation of the Environmental Impact Report

RECOMMENDATION:

Provide Further Direction and Approve the Bayhill Specific Plan Environmental Impact Report Preferred Alternative

DISTRIBUTION:

None

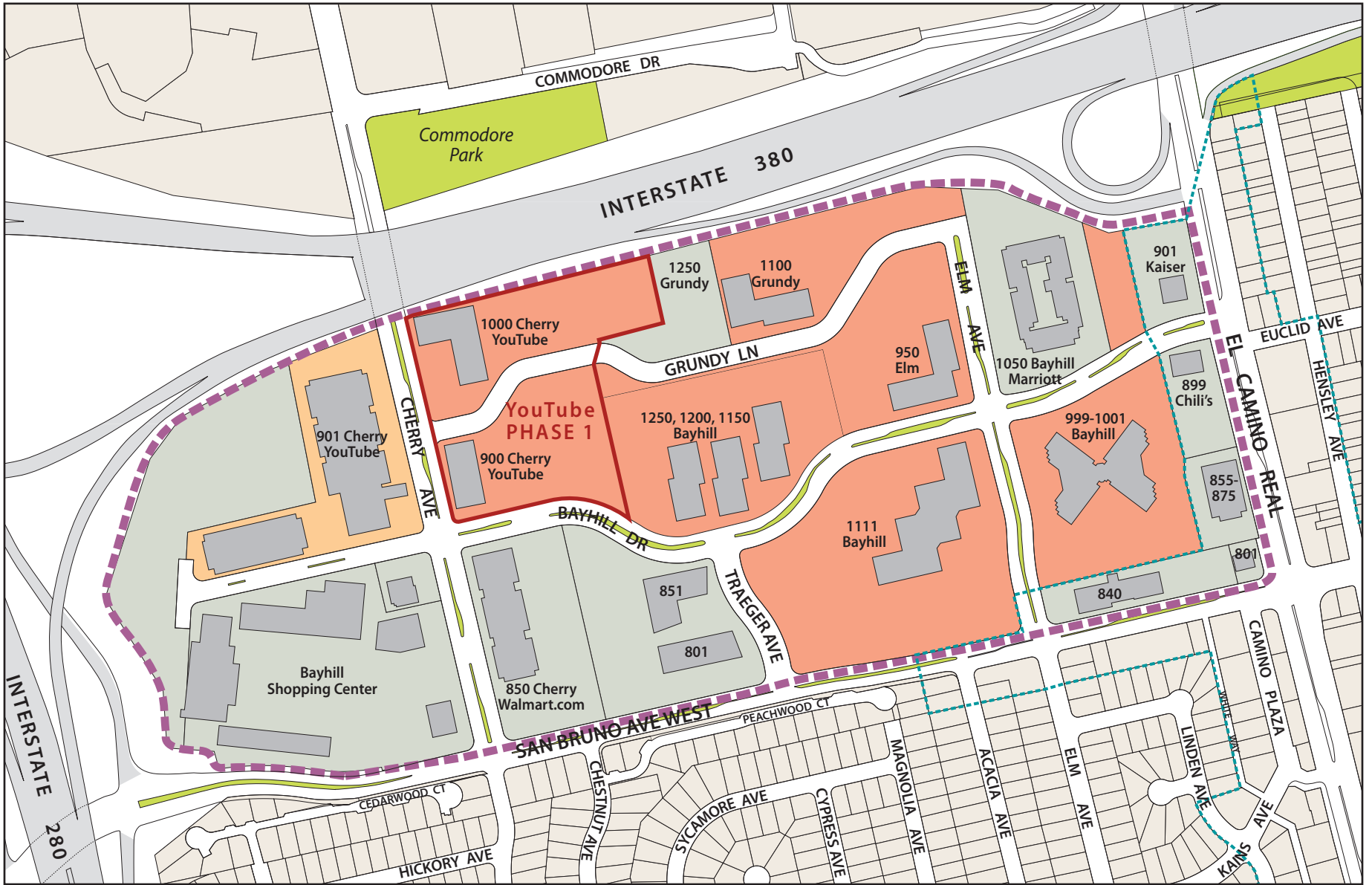
ATTACHMENTS:

1. Proposed Bayhill Specific Plan Area Map
2. Background Report- Draft EIR Preferred Alternative
3. Responses from YouTube to Questions Received at the October 30, 2018 Joint Study Session

DATE PREPARED:

November 28, 2018

PROPOSED BAYHILL SPECIFIC PLAN AREA

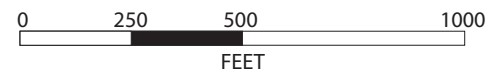


YouTube Owned

YouTube Leased

Planning Area

Transit Corridors Specific Plan



Draft EIR Preferred Alternative

1. Background

On October 30th of this year, a joint Planning Commission and City Council Study Session was held during which Commissioners and Councilmembers had the opportunity to review the Bayhill Specific Plan land use alternatives and corresponding technical analysis, as well as the results of the community outreach on the alternatives. Commissioners and Councilmembers were asked to confirm items on which there seemed to be emerging agreement among community members and Bayhill property owners, and to initiate a dialogue on other key decisions that must be made to proceed with the development of an Environmental Impact Report (EIR) Preferred Alternative to initiate detailed technical analysis in the EIR.

Path to Using the EIR Preferred Alternative to Determine the Specific Plan Land Use Plan

As discussed on October 30, the EIR Preferred Alternative establishes the maximum development envelope to be evaluated in the EIR. This EIR Preferred Alternative is not necessarily the alternative that will be adopted in the Bayhill Specific Plan. The EIR Preferred Alternative will provide essential information on the impacts of development and the mitigations that the community, the Planning Commission and the Council can then consider in determining the Bayhill Specific Plan level of development. While the City can choose to adopt a lesser envelope than that evaluated in the EIR, it cannot adopt a larger envelope without significant, expensive and time-consuming revisions to the EIR. The Planning Commission and City Council discussion on the Bayhill Specific Plan final land use program, as well as more detailed urban design decisions that do not impact the EIR analysis, will occur in Spring/Summer 2019.

Using the initial feedback from the Study Session last month as a foundation, the City's project staff has developed a set of preliminary maps and descriptions showing a draft EIR Preferred Alternative. The purpose of December 4 City Council meeting is to present this draft information and get direction from the Council on the Preferred Alternative to be studied in the EIR.

The accompanying Staff report describes areas of apparent agreement at the Planning Commission/City Council joint study session on October 30, and those needing further discussion and direction. This background report describes a draft EIR Preferred Alternative that the City's project staff developed based on the discussion and areas of apparent agreement on October 30. Based on further Council discussion and direction during the December 4 meeting, the draft EIR Preferred Alternative will be modified to reflect Council direction and work on the EIR can begin.

2. Draft EIR Preferred Alternative

Preferred Alternative Diagram

A diagram is attached, illustrating the EIR Preferred Alternative Plan based on the feedback received at the October 30 Joint Study Session:

1. **Figure 1: Land Use.** Base land uses are shown with solid colors, while proposed housing overlays along San Bruno Avenue and at the Bayhill Shopping Center are indicated with a hatch. The draft plan assumes the following:
 - Uses and heights as permitted under the Transit Corridor Plan.
 - Maximum office development as shown in Alternative 4 in the October 30 Background Report, plus additional office on the 803-05 Traeger parking lot.
 - Housing Overlay along San Bruno Avenue West from Elm Avenue to Traeger Avenue.
 - Housing Overlay on the whole 801-851 Traeger site (in the City's project staff's view, including the entire 801-851 Traeger site in the residential overlay makes sense from a site-planning point of view and allows greater flexibility to create an attractive residential environment); and on the Bayhill Shopping Center site. Within these housing overlay areas, residential would be a permitted, not required, land use.
 - A 2.1-acre Civic use on land fronting San Bruno Avenue West between Elm Avenue and Traeger Avenue. The civic use is assumed to be a library for EIR impact assessment purposes since this would be the most intensive civic use. This civic use would be a permitted use on a site that would have an underlying use as office and also a residential overlay. The City (or other public agency) would need to obtain the site in order for the civic use to be developed.
 - Hotel Use between El Camino and Elm. Similar to a civic use, this would be a permitted use allowed under the Specific Plan, rather than a required use.

Alternative Scenarios for EIR Preferred Alternative Buildout

The three tables below present resulting development buildout under: (i) Table 1 shows the base condition land uses included in the EIR Preferred Alternative (that is, without housing in the overlay zones, and no change in the existing height limits); (ii) Table 2 shows the land use buildout with the housing overlays along San Bruno and on the Bayhill Shopping Center and; (iii) Table 3 shows the land use buildout with height increases for housing and hotel uses.

There was discussion on October 30 of increasing heights in the Specific Plan area, especially for residential uses. Although any height increase would require a vote of the people, there was discussion of whether the EIR could evaluate increased heights so that, should a height increase eventually gain voter approval, its impacts will already have been evaluated in the EIR. Including this option in the EIR would allow taller projects to proceed without necessarily requiring additional environmental review. Given that there was not apparent agreement on this matter, or how and where it would be applied (e.g., would it also apply to office and hotel use?), this topic will be explored further on December 4.

The City’s project staff has made an estimate as to a buildout that might arise from a height increase for housing and hotel, which is shown in Table 3. This estimate will be refined based on Council direction on December 4. Please note, the height increases to 5 stories/70 feet would result in additional housing and hotel rooms. If the Council wanted to evaluate a height increase to 5 stories for office, there would be no additional square footage.

Table 1: Base Land Use Scenario Estimated Buildout¹

	<i>Existing</i>	<i>Net Change</i>	<i>Total</i>
Development Summary			
Housing Units ²	-	460	460
Non-Residential Development (sq. ft.)			
Office ³	1,594,000	2,426,000	4,019,000
Retail ⁴	145,000	21,000	166,000
Hotel	79,000	-	79,000
Civic Use (AC) ^{5,6}	-	-	-

Note:

1. Numbers are estimates, and may not add due to rounding.
2. Housing units include those assumed under Alternative 4 within the Transit Corridors Area only.
3. Office Square footage is based on the Alternative 4 buildout, plus 124,000 s.f. of office on the 801-851 Traeger Avenue parking lot.
4. Retail square footage is from the Alternative 4 buildout, where ground floor retail is assumed along El Camino Real within the Transit Corridors Area.
5. Public Open Spaces will be determined as part of the open space element of the Specific Plan, and will incorporate substantial greenways per the Planning Commission and Council discussion on October 30, 2018.

Source: Dyett & Bhatia, 2018.

Table 2: Base Land Use Scenario with Housing Overlay Estimated Buildout¹

	<i>Existing</i>	<i>Net Change</i>	<i>Total</i>
Development Summary			
Housing Units ²	-	1,032	1,032
Non-Residential Development (sq. ft.)			
Office ³	1,594,000	2,426,000	4,019,000
Retail ⁴	145,000	21,000	166,000
Hotel	79,000	-	79,000
Civic Use (AC) ^{5,6}	-	2.1	2.1

Table 2: Base Land Use Scenario with Housing Overlay Estimated Buildout¹

	<i>Existing</i>	<i>Net Change</i>	<i>Total</i>
Note:			
1.	Numbers are estimates, and may not add due to rounding.		
2.	Housing units include those assumed within the Transit Corridors Area under Alternative 4, plus units corresponding to the overlays shown along San Bruno Avenue between Elm and Traeger Avenue, on the entire 801-851 Traeger site, and at the Bayhill Shopping Center.		
3.	Office Square footage is based on the Alternative 4 buildout, plus 124,000 s.f. of office on the 801-851 Traeger Avenue parking lot. The addition of the housing overlay would likely result in a reduction in the total office square footage, to be determined with further analysis.		
4.	Retail square footage is from the Alternative 4 buildout, where ground floor retail is assumed along El Camino Real within the Transit Corridors Area.		
5.	Public Open Spaces will be determined as part of the open space element of the Specific Plan, and will incorporate substantial greenways as per the Planning Commission and Council discussion on October 30, 2018.		
6.	Incorporating a Civic Use may result in a loss of office or residential development potential.		

Source: Dyett & Bhatia, 2018.

Table 3: Base Land Use Scenario with Housing Overlay and Height Increases Estimated Buildout^{1,2}

	<i>Existing</i>	<i>Net Change</i>	<i>Total</i>
Development Summary			
Housing Units ³	-	1,530	1,530
Non-Residential Development (sq. ft.)			
Office ⁴	1,594,000	2,426,000	4,019,000
Retail ⁵	145,000	21,000	159,000
Hotel ⁶	79,000	79,000	158,000
Civic Use (AC) ^{7,8}	-	2.1	2.1

Table 3: Base Land Use Scenario with Housing Overlay and Height Increases Estimated Buildout^{1,2}

	<i>Existing</i>	<i>Net Change</i>	<i>Total</i>
Note:			
1.	Numbers are estimates, and may not add due to rounding.		
2.	Height Increases are assumed for housing and hotel uses only.		
3.	Housing units include those assumed within the Transit Corridors Area under Alternative 4, plus units corresponding to the overlays shown along San Bruno Avenue between Elm and Traeger Avenue, on the entire 801-851 Traeger site, and at the Bayhill Shopping Center.		
4.	Office Square footage is based on the Alternative 4 buildout, plus 124,000 s.f. of office on the 801-851 Traeger Avenue parking lot. The addition of the housing overlay and the incorporation of hotel uses on the YouTube-owned easement adjacent to the Marriott (see note No. 5 below) would likely result in a reduction in the total office square footage, to be determined with further analysis.		
5.	Retail square footage is from the Alternative 4 buildout, where ground floor retail is assumed along El Camino Real within the Transit Corridors Area.		
6.	Hotel uses are assumed for the Marriott site, where it is assumed that an additional two floors could be developed, as well as for the YouTube-owned parking easement adjacent to the Marriott.		
7.	Public Open Spaces will be determined as part of the open space element of the Specific Plan, and will incorporate substantial greenways as per the Planning Commission and Council discussion on October 30, 2018.		
8.	Incorporating a Civic Use may result in a loss of office or residential development potential.		

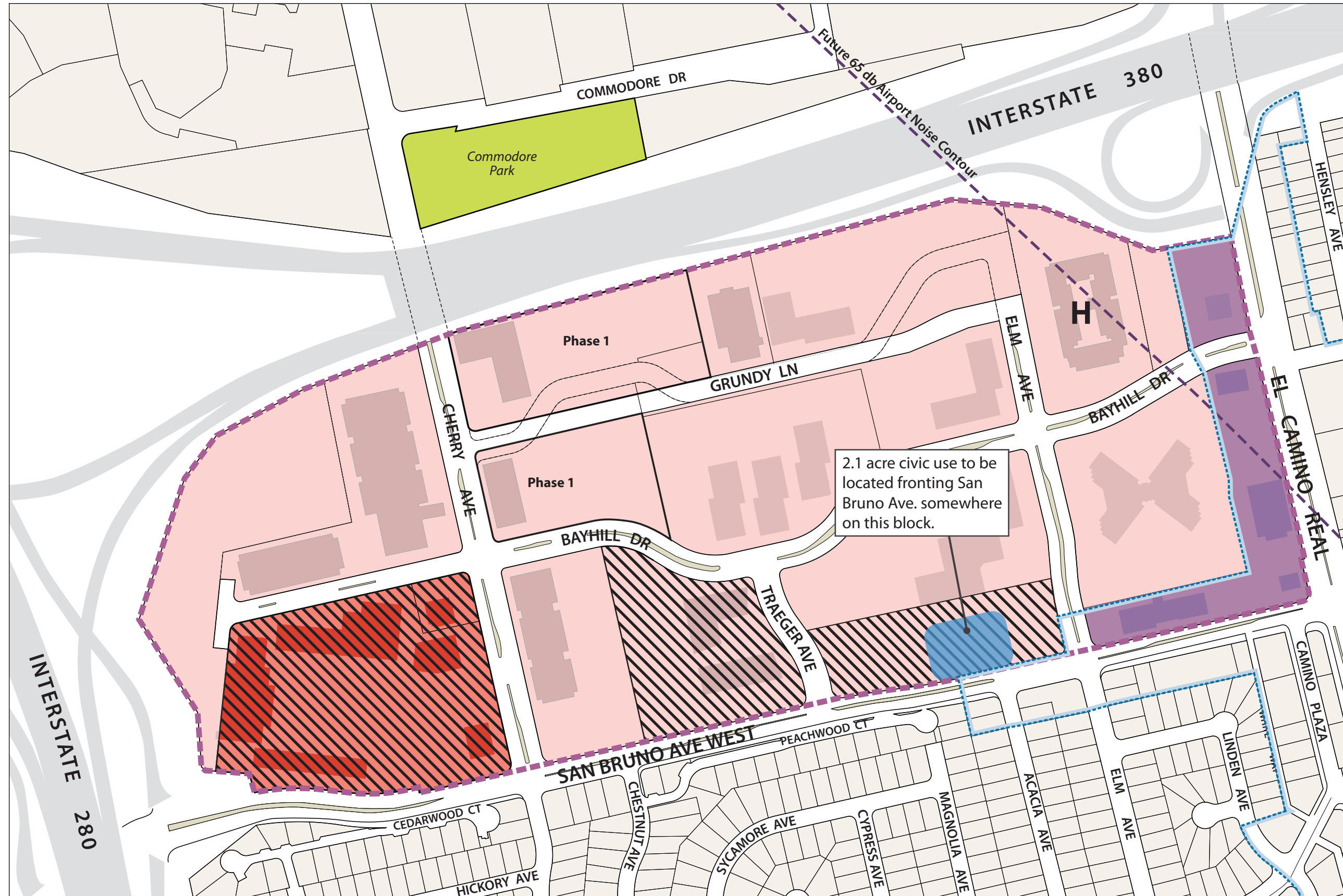
Source: Dyett & Bhatia, 2018.

Approach to EIR Analysis

The EIR will analyze the probable reasonable impacts of the “Project” on the environment, as called for under the California Environmental Quality Act. The Specific Plan, including proposed land uses corresponding policies, will form the Project. Many of the key impacts (such as traffic and air quality) will result from the level of anticipated development. An EIR is required to evaluate the “worst case” impacts of a project.

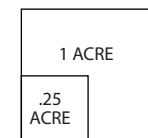
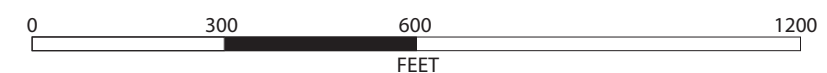
The City’s project staff will return to the Council in Spring/Summer 2019 for final direction on the land use program to be included in the Specific Plan. Inclusion of the increased heights subject to voter approval scenario in the EIR would permit this alternative to be studied from an environmental impact analysis standpoint, should the City Council decide to include any or all of these height increases as an option in the Specific Plan.

Figure 1: Draft EIR Preferred Alternative - Land Use



- Planning Area
- Office
- Commercial
- H Hotel
- Housing Overlay
- Transit Corridors Plan Mixed Use
- Civic Use
- Existing Street to be realigned
- Transit Corridors Specific Plan
- Existing Building Footprint

2.1 acre civic use to be located fronting San Bruno Ave. somewhere on this block.



Responses from YouTube to Questions Received at the October 30, 2018 Joint Study Session

How many YouTube Employees are currently located in San Bruno? How many YouTube Employees currently live in San Bruno? How many new employees does YouTube anticipate as a result of their proposed expansion?

Due to the need to maintain employee confidentiality and abide by human resource guidelines, YouTube must maintain the confidentiality of exact employee numbers and residence locations.

However, existing employee estimates and future employee growth assumptions detailed in the City's draft Bayhill Specific Plan documents represent a reasonable approximation. This includes a current employee count of approximately 1,700 employees and an increase of approximately 350 employees per year for future growth estimates.

How is Google handling the issue of housing in other communities?

YouTube supports the need for housing at all income levels in every community that we call home.

YouTube also believes that the Bayhill Office Center has been an example of smart land use planning way ahead of its time on the Peninsula. Located at the intersection of three major freeways, El Camino Real, and near both BART and Caltrain, there are few office parks better situated and able to accommodate a modernization and expansion of commercial uses.

Maintaining a focus on office at Bayhill will not come at the expense of housing. The San Bruno Transit Corridors Specific Plan is already producing new housing appropriately located along San Bruno's transit corridors. YouTube supports the continued implementation of the Transit Corridors Specific Plan to encourage more housing in San Bruno in the locations that make the most sense.

YouTube also supports the Bayhill Specific Plan process studying limited opportunities for residential overlays on select parcels within the Bayhill Office Center where property owners may want the flexibility to develop housing in the future. We look forward to these discussions once the initial studies are completed.

What is the overall rationale for realigning and straightening Grundy Lane? The Grundy Lane roadway alignment in its current configuration is a traffic calming measure. What are some examples of traffic calming measure that could be incorporated if Grundy Lane were realigned and straightened out?

The existing Grundy Avenue alignment was built in three phased sections over time as the business park was originally constructed and developed. We believe traffic flow and safety on Grundy could be significantly improved by using modern traffic calming measures, rather than the current configuration of sweeping curves mixed with steep elevation changes and staggered parking lot entrances and exits.

Through initial stakeholder feedback, collected at property owner forums, community meetings, and other input points compiled by the City of San Bruno's Specific Plan consultant, it was determined that straightening Grundy Avenue was a consensus point and therefore is the reason all four of the Specific Plan Alternatives propose a straightened Grundy Avenue alignment.

YouTube understands that the straightening of Grundy Avenue would be paired with appropriate traffic calming elements, and the Bayhill Specific Plan process will identify potential recommendations for such elements, which may include a Grundy road diet with vegetated landscape median (which is what YouTube is proposing) as well as textured/colored paving treatments near inspections/pedestrian crossings (such as at Grundy & Cherry).

Are there opportunities to incorporate additional north/south street connections between Grundy Lane and Bayhill Drive? Are there opportunities to incorporate a roundabout?

YouTube wants our employees to get out of the habit of driving alone, encouraging our employees to use transit, carpool, shuttles, or, even better, biking or walking. Our goal is for the Bayhill Office Center to be a safe place for people to walk or bike with a street system that prioritizes people over cars. YouTube does not support adding additional streets.

To date, the intersections within the Bayhill Office Center have not been studied to determine whether a traffic roundabout is a viable traffic solution, so YouTube does not have a position on roundabouts. We expect that all viable traffic calming and circulation options will be studied as part of the Bayhill Specific Plan process and look forward to the results of the initial studies.

Are there opportunities to incorporate pedestrian connections between Grundy Lane and Bayhill Drive?

YouTube supports enhancing existing pedestrian corridors to create a more walkable and vibrant pedestrian experience rather than creating more connections across existing parcels.

YouTube understands that as part of the Specific Plan, the City will study additional pedestrian corridor options - including the potential for more connections. If it is shown that connections across existing parcels are recommended for enhanced circulation, YouTube will need to balance the recommendation with public safety and security needs. We're absolutely open to continuing the conversation once initial studies are completed.

How will the loss of parking be dealt with on Grundy Lane as a result of proposed realignment?

Consistent with YouTube's support for prioritizing people over cars, we believe that targeted removal of on-street parking to facilitate bicycle and pedestrian access and safety improvements should be evaluated as part of the Bayhill Specific Plan process. We are committed to ensuring employee and YouTube visitor parking needs are accommodated in ample on-site and underground parking garages.

Does YouTube currently provide childcare services? How does YouTube plan to address childcare services as a result of the proposed expansion?

According to a 2017 needs assessment conducted for the County of San Mateo by the San Mateo County Child Care Partnership Council (CCPC,) there is a shortage of childcare slots for all age categories between the ages of birth to age twelve in the City of San Bruno, with the greatest shortage of slots for infants and school aged children.

YouTube supports the addition of childcare as an allowed use within the Bayhill Specific Plan. The addition of child care slots to serve the San Bruno community will have the added benefit of providing childcare flexibility for our own employees.

What can be done to improve bicycle/pedestrian connections between the Specific Plan Area and the Caltrain Station?

A significant number of YouTube employees rely on Caltrain, BART, and SamTrans to get to work; helping to reduce the number of single occupancy cars. Improving connections between San Bruno's transit stations to the Bayhill Office Center will increase the use of transit by everyone accessing Bayhill, a goal which YouTube fully supports.

One specific example of an improved connection is the San Bruno Walk 'n Bike plan which contemplates enhanced bicycle and pedestrian connections from Caltrain and BART to the Bayhill Office Center via Bayhill Drive, Euclid Avenue, and Huntington Avenue. We support this plan and agree that the proposed improvements are the best options to improve connectivity along these streets as opposed to San Bruno Avenue which is a busy vehicle thoroughfare.

Does YouTube plan on establishing a graywater system?

One of YouTube's goals is to maintain and enhance our environmental stewardship as we grow and redevelop our properties in the Bayhill Office Center.

YouTube is focused on all aspects of sustainability, from recycling and reducing greenhouse gas emissions to the latest green building best practices and water conservation measures. Specific to identifying opportunities for graywater systems within the Bayhill Office Center, YouTube has studied the potential for a municipal system and an onsite private system.

Unfortunately, due to the location of the closest City of San Bruno recycled water (graywater) connection on the east side of the 101 freeway, it is infeasible to add a graywater system using municipal infrastructure.

While current onsite graywater technology requires large water storage facilities, which are physically infeasible in the Bayhill Office Center, YouTube will continue to evaluate future technological breakthroughs in graywater systems over the course of project buildout to determine if adding a graywater system at the Bayhill Office Center may be feasible in the future.