

MEMORANDUM

DATE: July 23, 2015

To:
Curtis Banks, Community Development Director
City of Foster City

FROM:
Lynette Dias, Principal
Carla Violet, Associate Planner
Urban Planning Partners, Inc.

RE: Responses to Comments (RTC) on the Lincoln Centre Life Sciences Research Campus Draft EIR

This Response to Comments Memorandum (RTC Memo) has been prepared to document responses to comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the proposed Lincoln Centre Life Sciences Research Campus project (State Clearinghouse #2014092049). The Draft EIR identifies the likely environmental consequences associated with the implementation of the proposed project, and recommends mitigation measures to reduce potentially significant impacts. This RTC Memo includes: a short description of the environmental review process, an explanation of how the proposed project has been revised since the publication of the Draft EIR and analysis of whether such revisions would trigger recirculation of the Draft EIR, a discussion presenting the comments that were received on the Draft EIR and responses to those comments, and text revisions to the Draft EIR in response to the comments received and/or to amplify or clarify material in the Draft EIR.

This RTC Memo, together with the Draft EIR, constitutes the Final EIR for the proposed Lincoln Centre Life Sciences Research Campus project.

A. ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR. Foster City circulated a Notice of Preparation (NOP) that briefly described the proposed project and the environmental topics that would be evaluated in the Draft EIR. The NOP was initially published and submitted to the State Clearinghouse on September 12, 2014 and then revised on October 6, 2014 with minor updates to the proposed title, project acreage, project description, and an increase in the amount

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 2

of off-street parking spaces. The 30-day public comment period for the scope of the EIR lasted from October 7, 2014 to November 6, 2014. The NOP was sent to responsible and trustee agencies, organizations, and interested individuals. The NOP was also sent to the State Clearinghouse.

One public scoping session for the project was held on November 6, 2014 in conjunction with the Planning Commission meeting. Comments received by the City on the NOP at the public scoping meeting were taken into account during the preparation of the EIR. NOP comments were received from the State Department of Transportation (Caltrans) and the City/County Association of Governments of San Mateo County (C/CAG). No members of the public provided any written or verbal comments on the NOP. The NOP and comment letters are included in Appendix A of the Draft EIR.

The Draft EIR was published on April 24, 2015 and distributed to applicable local and State agencies. Copies of the Notice of Availability of the Draft EIR (NOA) were mailed to all individuals previously requesting to be notified of the Draft EIR, in addition to those agencies and individuals who received a copy of the NOP.

The 45-day public comment period for the Draft EIR began on April 24, 2015 and ended on June 8, 2015. A public hearing was held for the Draft EIR during the comment period, on June 4, 2015. No members of the public provided comments during this hearing. Members of the Foster City Planning Commission discussed the Draft EIR and their comments regarding the adequacy of the Draft EIR are summarized and responded to below as part of Letter C.

B. WRITTEN COMMENTS

During the 45-day comment period, the City received written comments from three agencies and two individuals. This memorandum includes a reproduction of each written comment letter (or email) in its entirety received on the Draft EIR. Written responses to each comment are provided. Written comments received during the public review period on the Draft EIR are provided in their entirety.

The comment letters are numbered consecutively following the A, B, and C designations. The letters are annotated in the margin according to the following code:

State, Local and Regional Agencies:	A#
Individuals and Organizations:	B#
Public Hearing:	C#

The following agencies and individuals submitted written comments.

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 3

State, Local and Regional Agencies		
A1	Governor's Office of Planning and Research State Clearinghouse and Planning Unit	June 9, 2015
A2	The City of San Mateo Department of Public Works	June 2, 2015
A3	State of California Department of Transportation, District 4*	June 25, 2015
Individuals		
B1	Heather Witkowski	May 21, 2015
B2	Jerry Terstiege	June 3, 2015

* Comment letter received after the close of the 45-day public comment period which ended on June 8, 2015. The City is not obligated to respond, but has nonetheless provided a response.

C. RESPONSES

Written responses to all comments on the Draft EIR are provided in this section. Letters received on the Draft EIR are provided in their entirety. Each letter is immediately followed by a response keyed to the specific comment. Please note that text within individual letters that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the Draft EIR. As a result, no comment is enumerated or response required, per *CEQA Guidelines* Section 15132.



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

June 9, 2015

Carla Violet
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Subject: Lincoln Centre Life Sciences Research Campus Project
SCH#: 2014092049

Dear Carla Violet:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on June 8, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

FOSTER CITY
RECEIVED

JUN 11 2015

PLANNING/
CODE ENFORCEMENT

SCH# 2014092049
Project Title Lincoln Centre Life Sciences Research Campus Project
Lead Agency Foster City

Type EIR Draft EIR

Description The proposed project would develop an ~20 acre site that includes 19 acres owned by BMR Lincoln Centre LP and 1 acre currently occupied by Lincoln Centre Drive. The project proposes biomedical research and office facilities in a campus setting. Key project components would include 555,000 sf of laboratory and office space housed in three buildings of up to 185,000 sf and seven stories each, as well as 40,000 sf of employee-and visitor and serving amenities (which might include café or childcare facility) housed in a fourth building up to three stories high. Of the proposed 555,000 sf of gross floor area, a maximum of 388,500 sf (70 percent) could be used for office and the remainder 166,500 sf (30 percent) would be laboratory use.

Lead Agency Contact

Name Carla Violet
Agency City of Foster City
Phone 650 286 3238 **Fax**
email
Address 610 Foster City Boulevard
City Foster City **State** CA **Zip** 94404

Project Location

County San Mateo
City Foster City
Region
Lat / Long
Cross Streets East 3rd Avenue and Lincoln Centre Drive
Parcel No. 094-532-170; 180; 190; 200; 250
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 92
Airports
Railways
Waterways Foster City Lagoon, San Francisco Bay
Schools
Land Use Research/Office Park / C-M/PD

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Biological Resources; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 04/24/2015 **Start of Review** 04/24/2015 **End of Review** 06/08/2015

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 6

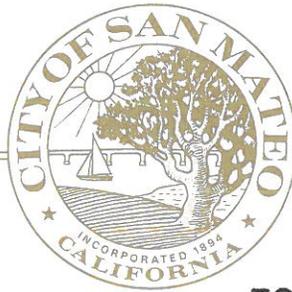
Letter A1

Governor's Office of Planning and Research State Clearinghouse and Planning Unit

Scott Morgan, Director

June 9, 2015

Response 1. This is a letter from the State Clearinghouse acknowledging the close of the comment period and that as of the date of the letter no state agencies had submitted comments. No further response is necessary. It is noted that a subsequent letter was received from the State Clearinghouse acknowledging that a letter from Caltrans was received following the close of the comment period (see Letter A3).



DEPARTMENT OF PUBLIC WORKS
Brad B. Underwood, P.E., L.S., Director

June 2, 2015

Ms. Carla Violet
Consultant Planner
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

FOSTER CITY
RECEIVED

JUN 05 2015

PLANNING/
CODE ENFORCEMENT

330 West 20th Avenue
San Mateo, California 94403-1338
Telephone (650) 522-7300
FAX (650) 522-7301
www.cityofsanmateo.org

Subject: Draft Environmental Impact Report (DEIR) for the Lincoln Centre Life Sciences
Research Campus – State Clearinghouse #2014092049

Dear Ms. Violet:

The City of San Mateo (City) has received the Draft Environment Impact Report (DEIR) for the Lincoln Centre Life Sciences Research Campus within the City of Foster City. The City reviewed the DEIR and has comments regarding Impacts TRANS-5 and TRANS-11 affecting the intersection of Norfolk Street and East 3rd Avenue which is located within our City. The proposed mitigation is to convert an eastbound right turn lane from East 3rd Avenue onto Norfolk Street into a shared through/right turn lane. The proposed mitigation measure requires the project sponsor to offer the City a pro rata share of the cost of this improvement prior to issuance of a building permit with the stipulation that the improvement is constructed within 5 years. The City is requesting that the project sponsor construct the required improvement in its entirety at this intersection and collect pro rata shares from future developments in Foster City that would contribute additional traffic to this intersection.

1

The Highway 101/East 3rd Avenue interchange is very congested during the morning and afternoon peak hours. The elimination of the exclusive right turn lane onto Norfolk Street will impact the right turn movement on red. This would increase vehicles queues leading to the Highway 101/East 3rd Avenue interchange. The City is requesting that your project sponsor study the impacts their development will have on the interchange and construct the mitigations to alleviate the increased queueing and delay.

The City is requesting that the City of Foster City not finalize the DEIR until these issues are resolved. If you have any questions or would like to further discuss our comments, please contact Tracy Scramaglia, Senior Engineer, by phone or e-mail at (650) 522-7316 or tscramaglia@cityofsanmateo.org.

Sincerely,

Brad B. Underwood
Director of Public Works

cc: Gary Heap, Engineering Manager
Tracy Scramaglia, Senior Engineer
Dennis Chuck, Staff Engineer

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 8

Letter A2

City of San Mateo Department of Public Works

Brad Underwood, Director of Public Works

June 2, 2015

Response 1. Following receipt of this letter from the City of San Mateo, Foster City staff met with San Mateo staff and had a number of subsequent phone conversations and learned that contrary to this comment letter, the City of San Mateo does not want to construct the improvements to East 3rd and Norfolk as detailed in Mitigation Measures TRANS-5 and TRANS-11, which involves conversion of eastbound right turn lane from East 3rd onto Norfolk into a shared through/right. San Mateo has no current plans to construct such improvement or any other alternative improvements. The city would prefer to maintain the exclusive right turn lane.

As part of these discussions, the City of San Mateo began discussing alternative improvements, one of which could include adding a new through eastbound lane on East 3rd. This improvement has not yet been studied and may not be feasible given the amount of right-of-way that would have to be acquired and the loss of parking that would occur. The City of San Mateo acknowledged the need to further study improvement options for this intersection and at this time does not know what if any improvements would be feasible. The City of San Mateo has requested that the project sponsor pay their fair share of the alternative improvement once identified.

To ensure that all feasible mitigation measures have been explored, the project sponsor shall be required to pay the City of San Mateo an amount to be negotiated with the City of San Mateo and City of Foster City. The payment may be used in whole or in part to fund a study that identifies feasible alternative mitigation measures to reduce Impact TRANS-5, provided however that such amount shall be no less than the project sponsor's fair share of the improvements identified in Mitigation Measures TRANS-5 and TRANS-11.

Given the impacted location is in an adjacent jurisdiction and that jurisdiction does not have a plan or program in place to construct traffic improvements that would address the impact, the City of Foster City cannot guarantee that traffic improvements will be constructed. Therefore this impact remains significant and unavoidable as detailed in Mitigation Measures TRANS-5 and TRANS-11 in the Draft EIR.

Since the City of San Mateo changed its direction subsequent to writing this comment letter and does not want the identified improvements constructed, the City's comments regarding the potential secondary queuing impacts of the identified improvements do not seem relevant. However, some additional analysis was prepared by the project sponsor's traffic consultant, Hexagon Transportation Consultants, Inc. related to queuing (see attached memorandum from Hexagon). The City of Foster City staff and the EIR traffic consultant, Fehr & Peers, have reviewed and agree with Hexagon's analysis and have provided it to the City of San Mateo. The analysis indicates that under background and cumulative conditions, the proposed conversion to a through/right lane would reduce queuing.

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 9

Page 151, Mitigation Measure TRANS-5 is revised as follows:

Mitigation Measure TRANS-5: Convert the eastbound right-turn lane of East 3rd Avenue to a shared through/right-turn lane and widen the east leg of East 3rd Avenue to accommodate three receiving lanes. The added eastbound through lane shall continue to Church Road.

~~Implementation of the mitigation measure~~ These improvements may require removal of on-street parking. This-These improvements would improve LOS in the AM peak hour from LOS F to LOS E (better than conditions without the project). The mitigation measure shall To avoid secondary queuing impacts, the improvements should be implemented prior to certificate of occupancy constructed when traffic achieves the background scenario projected in the Lincoln Centre EIR (which is when the Lincoln Centre project is projected to create a significant impact). Foster City determined that the Project sponsor should fund its fair share of these improvements.

~~The improvements identified in the preceding paragraph are within the jurisdiction of the City of San Mateo and therefore subject to the City of San Mateo's approval. The City of San Mateo has jurisdiction to approve of this proposed improvement, but stated that these identified improvements are not acceptable because they involve loss of the dedicated eastbound right-turn lane. However, the City of San Mateo does not have a plan to construct alternative improvements to address the impact. To ensure that all feasible mitigation measures have been explored, previously stated that this improvement is not acceptable. The project sponsor shall offer the City of San Mateo a pro rata share of the cost of this improvement Tthe project sponsor shall, offer the City of San Mateo a pro rata share of the cost of this improvement prior to issuance of a building permit. If the City of San Mateo does not accept the offer to construct the improvement within 5 years of receipt, the offer will become void and compliance with this mitigation measure will be considered fulfilled. for the building shell, pay the City of San Mateo an amount negotiated with the City of San Mateo and the City of Foster City, which amount may be used in whole or in part to fund a study that identifies feasible alternative mitigation measures to reduce Impact TRANS-5, provided however that such amount shall be no less than the project sponsor's fair share of the identified improvements.~~

~~Because the impacted location is in an adjacent jurisdiction and the identified improvement is not acceptable to that jurisdiction does not have a plan or program in place to construct traffic improvements that would address the impact, the City of Foster City cannot guarantee that it traffic improvements will be implemented-constructed. Therefore this impact remains significant and unavoidable. (SU)~~

Removal of on-street parking may have an adverse effect on parking availability but for CEQA purposes, this is not considered a significant impact.

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 10

Page 162, Mitigation Measure TRANS-11 is revised as follows:

Mitigation Measure TRANS-11: Implementation of Mitigation Measure TRANS-5 would improve intersection operations from LOS F to LOS E in the AM peak hour (better than conditions without the project) and LOS D in the PM peak hour.

The improvements identified in the preceding paragraph are within the jurisdiction of the City of San Mateo and therefore subject to the City of San Mateo's approval. The City of San Mateo has jurisdiction to approve of this proposed improvement, but stated that these identified improvements are not acceptable because they involve loss of the dedicated eastbound right-turn lane. However, the City of San Mateo does not have a plan to construct alternative improvements to address the impact. To ensure that all feasible mitigation measures have been explored, previously stated that this improvement is not acceptable. The project sponsor shall offer the City of San Mateo a pro rata share of the cost of this improvement. The project sponsor shall, offer the City of San Mateo a pro rata share of the cost of this improvement prior to issuance of a building permit. If the City of San Mateo does not accept the offer to construct the improvement within 5 years of receipt, the offer will become void and compliance with this mitigation measure will be considered fulfilled. for the building shell, pay the City of San Mateo an amount negotiated with the City of San Mateo and the City of Foster City, which amount may be used in whole or in part to fund a study that identifies feasible alternative mitigation measures to reduce Impact TRANS-5, provided however that such amount shall be no less than the project sponsor's fair share of the identified improvements. Because the impacted location is in an adjacent jurisdiction and the identified improvement is not acceptable to that jurisdiction does not have a plan or program in place to construct traffic improvements that would address the impact, the City of Foster City cannot guarantee that # traffic improvements will be implemented constructed. Therefore this impact remains significant and unavoidable. (SU)

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
<http://www.dot.ca.gov/dist4/>

FOSTER CITY
RECEIVED

JUN 29 2015

PLANNING/
CODE ENFORCEMENT



Serious Drought.
Help save water!

late
6/8/15
E

June 25, 2015

Ms. Carla Violet
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

RECEIVED
JUN 25 2015
STATE CLEARING HOUSE

SM092158
SM-92-13.6
SCH# 204092049
2014092049

Dear Ms. Violet:

Lincoln Centre Life Sciences Research Campus Project – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for alignment with sustainability/livability/economy and safety/health values. Our comments seek to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl. They are based on the Draft Environmental Impact Report. Additional comments may be forthcoming pending further review of the document.

Project Understanding

The project proposes to develop a 550,000 square feet biomedical research and office facility in a campus-like setting on approximately 20 acres in Foster City immediately north of State Route (SR) 92.

Operations

1. The Traffic Impact Study (TIS), in reference to scenarios Freeway Segment-G, SR 92, for the PM peak, Existing and Background Conditions, shows when the eastbound (EB) traffic operates at level of service (LOS) F, Intersection #9 (SR 92/Metro Center Boulevard) is at LOS C and Intersection #10 (Foster City Boulevard/Metro Center Boulevard-Triton) is at LOS D. Theoretically, if EB SR 92 traffic could not proceed freely, traffic would back up on the EB on-ramp of Intersection #9, then possibly backing up and impacting Intersection #10. Should not these two intersections then operate at LOS E to F? Please clarify.

Ms. Carla Violet/City of Foster City
June 25, 2015
Page 2

- 2. The study should address and include freeway ramp analysis and conditions. | 2
- 3. Summary of Impact, Standard Conditions, Standard Conditions of Approval, and Mitigation Measures, Table II-I, contains some inconsistencies. Please verify and correct, if necessary:
 - a. Trans-2 Impacts address Intersection #7 (Foster City Boulevard/Chess Drive) but Trans-2 Mitigation Measures refer to Intersection #9 (Foster City Boulevard/Metro Center Drive). | 3
 - b. Mitigation for Intersection #7 (Foster City Boulevard/Chess Drive) is missing.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

FOSTER CITY
RECEIVED
JUN 29 2015
PLANNING/
CODE ENFORCEMENT



STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

June 26, 2015

Carla Violet
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

FOSTER CITY
RECEIVED
JUN 29 2015
PLANNING/
CODE ENFORCEMENT

Subject: Lincoln Centre Life Sciences Research Campus Project
SCH#: 2014092049

Dear Carla Violet:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on June 8, 2015. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2014092049) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 14

Letter A3

State of California Department of Transportation, District 4

Patricia Maurice, District Branch Chief

June 25, 2015

Response 1. Freeway Segment-G currently operates at LOS F with some queuing that is primarily due to the lane drop prior to the approach to the San Mateo Bridge. The micro-simulation shows that the rate of vehicles entering the freeway mainline from the on-ramp is similar to the rate of vehicles entering the on-ramp at Metro Center Boulevard. The on-ramp has enough storage (~1,100 ft.) to accommodate the on-ramp queue as it grows and shrinks during the study period so that queue spillback does not substantially affect upstream intersection operations. Therefore those intersections operate at LOS C and LOS D while the freeway mainline operates at LOS F.

Response 2. The transportation analysis in the Draft EIR was conducted following the guidelines of the City of Foster City and the San Mateo City/County Association of Governments (C/CAG). Per these guidelines, the analysis must include intersections (to evaluate local roadway impacts) and freeway segments (to evaluate regional roadway impacts). The C/CAG Transportation Impact Analysis (TIA) Guidelines state that impacts of large development proposals on the Congestion Management Program (CMP) network must be evaluated; the CMP network includes mainline freeway segments but not ramps.

Regional access to the proposed Lincoln Centre Life Sciences Research Campus Project is provided via multiple freeway interchanges along SR 92 and US 101. Due to the many points of access, the project trips would be dispersed among several ramps, reducing the likelihood of impacts to any one ramp. Impacts to regional transportation facilities are more accurately captured through evaluation of freeway segments as drivers typically have little flexibility about which freeway to travel on.

Response 3. The commenter is correct in noting that Impact TRANS-2 refers to Intersection #7 (Foster City Boulevard/Chess Drive), and that Mitigation Measure TRANS-2 refers to roadway improvements at Intersection #9 (Foster City Boulevard/Metro Center Drive). The significant impact at Intersection #7 is caused by southbound vehicles that form a queue extending from Intersection #9 to Intersection #7. The improvements at Intersection #9 reduce the queue which in turn improves the operations at Intersection #7.

From: Heather Witkowski [mailto:witkowski_heather@yahoo.com]
Sent: Thursday, May 21, 2015 6:55 PM
To: Carla Violet
Subject: DIER Lincoln Centre Life Science Research Campus

TO:
Carla Violet
Consultant Planner
Re: State Clearinghouse #2014092049

Dear Carla Violet,

Please accept this letter as formal objection to the development of Lincoln Centre Life Research Campus, planning application for proposed development, location 200 through 850 Lincoln Centre Drive (APN's:094-532-170; 094-532-200; 094-532-250).

My objections fall into two broad categories. Those that would add to the current traffic congestion already present in Foster City, which residents face daily; the impact on water usage, excessive use and water reservations for Foster City residents, especially in the current drought situations.

The constant building approved in Foster City has directly affected the quality of life for all who live in Foster City. Each weekday we sit in traffic for 30 minutes to travel down 3rd Avenue attempting to avoid the parking lot that has become highway 92. On any given day an average of 5 road-rage incidents take place on Hillsdale Boulevard involving the Foster City Police Department. On Foster City Boulevard an average of 3 pedestrians are hit by vehicles per week walking inside the pedestrian crosswalk. Bicyclists, most of them adolescence, are hit by vehicles approximately 3 times per day, most of them occurring before 8 am. The San Mateo Bridge traffic starts at 3 pm, has traffic backed up to the ramps for 101 North and South by 4 pm, by 5 pm it's half way up highway 92, and finally by 5:30 pm the traffic backup has reached the entrance on-ramps for 280 North and South from highway 92. When exiting highway 92 to enter Metro Center Boulevard, one must maneuver their vehicles in ways that are almost impossible, to avoid a collision while using the only free lane on the highway, the shoulder.

1

When is enough enough? How much more money does Foster City think it needs? When does the Planning Commission stop focusing on

2

new construction and pay attention to all the important issues they've avoided? For starters solving the horrible traffic congestion we face everyday! When does part of your job involve looking back and attempting to understand the impact of all this new construction? When does greed and money not govern our city's choices? The residents of Foster City don't want to live in a place like Santa Row, spending a Friday evening stuck in traffic, looking for parking is bad enough. The recently constructed "Plaza Apartment Complex" on Triton caused major traffic problems, but that will be nothing compared to the nightmare traffic issues when Triton Pointe Apartment Complex is completed.

2

Foster City was built with the idea of creating a strong and friendly community. It was a quite place to live for some, and for others it was a safe place to raise a family, back then residents actually spoke to their neighbors and looked out for their well-being. Today Foster City is much different, it seems the larger it becomes, the higher it's tendency to attract only the angriest and most disgraceful of individuals to cohabit it's boundaries. For example take notice of the increase in vehicle and residential theft in the last year. The economy is getting better, not worse the number of thefts should be decreasing, instead its increasing, these crimes are being committed by individuals who live in Foster City. How many old people need to be hit on side roads by speeding cars trying to avoid traffic lights, or children on bicycles hit by incompetent drivers on cell phones in a hurry to get to work? When does the Planning Commission realizes we can't keep adding to the over-crowded situation that already exists? When do we look back and realize we've made so many changes we no longer recognize what was great about Foster City?

3

Thank you for your attention to these important issues,

Sincerely,

Heather Witkowski

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 17

Letter B1
Heather Witkowski
May 21, 2015

Response 1. The environmental analysis in the Draft EIR considered, in detail, the impacts of the proposed project on a number of environmental topics, including traffic and transportation. The analysis accounted for the affected area surrounding the project site, including Foster City and parts of San Mateo and identifies the associated potential impacts. Potential impacts associated with bicyclists and pedestrians are specifically described beginning on page 169 of the Draft EIR. This comment, although noted, pertains to the perceived manner in which all new development projects impact quality of life in Foster City and states statistics that are not correct and non-substantiated regarding on road rage and collisions involving pedestrians and/or bicyclist. According to the Foster City Police Department, there have been only 12 reported road rage incidents in the City between January 2014 and May 27, 2015. This number does not include road rage incidents reported to the Foster City Police Department (FCPD) that occurred on the freeway which are under the jurisdiction of the California Highway Patrol. Furthermore, many of the incidents that occurred in Foster City were advice requests regarding road rage incidents but did not specify if the exact location was in Foster City or on the freeway (Nix, Douglas, FCPD, May 27, 2015).

In regards to the bicycle and pedestrian collisions, there were a total of 16 bicycle and pedestrian involved collisions in 2014. As of May 27, 2015, there was a total of 10 bicycle or pedestrian involved collisions in 2015. Table 1 below provides a more detailed breakdown.

Table 1: 2014-2015 Foster City Bicycle or Pedestrian Collision with Vehicle Incidents

Year	Collision Type	Adult	Minor	Adult w/Minor	Total
2014	Bicycle	6	5	0	11
	Pedestrian	4	1	0	5
Total		10	6	0	16
2015*	Bicycle	3	3	0	6
	Pedestrian	3	0	1	4
Total		6	3	1	10

*Through May 27, 2015

Source: Nix, Douglas, FCPD. May 27, 2015

Overall, the comment neither cites the Draft EIR, nor pertains to the adequacy of the environmental analysis contained in the Draft EIR. Therefore, no further response is required.

Response 2. This comment neither cites nor pertains to the adequacy of Draft EIR. It rather addresses concerns related to the Planning Commissions' actions relative to development projects in the city. The comment is noted and the City may consider it as part of the project's merits; no further response is required.

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 18

Response 3. This comment, although noted, questions historic, current and future Foster City community objectives, and raises concerns about the City's economic stability. Similar to comments 1 and 2, it neither references the proposed project, cites the Draft EIR, nor questions the adequacy of the environmental analysis contained in the Draft EIR. The comment is noted and the City may consider it as part of the project's merits; no further response is required.

Letter B2

From: jerryt94404@aol.com [<mailto:jerryt94404@aol.com>]
Sent: Wednesday, June 03, 2015 4:35 PM
To: Gary Pollard; Herb Perez; Steve Okamoto; Charlie Bronitsky; Art Kiesel
Cc: Curtis Banks; Jim Hardy
Subject: Illumina Project

Hello All;

According to the article in today's Daily Journal, it appears that the Illumina Project could have negative impacts on our traffic and air quality. While 600 employees are initially proposed, the three parking structures with 1800 spaces suggests many more employees.

The article also speaks of Gilead Sciences adding thousands of employees as it expands its campus.

I hope that these thousands of employees, and those thousands already employed here, will be required to use flex time schedules to minimize their impact on traffic. Shuttle buses to BART and CalTrain, vanpools and bike incentives should all be required as a part of any approvals.

Jerry Terstiege

Thursday
June
11
2015
7:43 am


Lost your health plan? You could get a new one and financial help to pay for it.

 Find Out How 

[Return To Archives](#)

Like 4,561 people like this. Sign Up what your friends like.



THE DAILY JOURNAL

The Peninsula's homepage

Search Archives

- Home
- Local News
- State / National / World
- Sports
- Opinion / Letters
- Business
- Arts / Entertainment
- Lifestyle
- Obituaries
- Calendar
- Submit Event
- Comics / Games
- Classifieds
- DJ Designers
- Archives
- Advertise With Us
- About Us

How will biotech affect Foster City?: Officials review environmental, traffic impacts of new Illumina campus

June 03, 2015, 05:00 AM By [Samantha Weigel](#) Daily Journal

Like 

A proposal to redevelop a 20-acre office complex that keeps with Foster City's pace of becoming a biotech hub on the Peninsula is heading to city planners Thursday as they discuss the environmental and traffic impacts of adding hundreds of new employees to the Bayside community.

BioMed Realty Trust, owner of the Lincoln Centre Life Sciences Research Campus, is preparing a \$149 million redevelopment project after striking a build-to-suit deal with Illumina Inc., a gene sequencing technology firm, late last year.

"BioMed Realty is very excited about developing this state-of-the-art campus for Illumina," BioMed spokesman Jim Cullinan wrote in an email. "We believe this site has a great location for Illumina employees to commute to work by car or using public transportation whether they live in downtown San Francisco, down on the Peninsula or in the East Bay."

The 15-year-lease will provide Illumina with the option to consolidate its Bay Area offices currently spread between San Francisco, Redwood City, Hayward and Santa Clara. To start, Illumina is expected to bring about 600 employees to Foster City, according to Leizl Jones, director of facilities for Illumina.

The draft environmental impact report analyzed the worst-case scenario of the potential impacts related to redeveloping the now vacant 25.9-acre site just south of State Route 92 next to the San Mateo-Hayward Bridge.

Illumina's new headquarters could boast 555,000 square feet of office and lab space spread between three, up to seven-story buildings. A 40,000-square-foot two-story building to house amenities for employees and visitors such as a fitness center, cafe, dry cleaning as well as meeting spaces is also planned. Three parking structures with nearly 1,800 spaces have been proposed as well, according to a city staff report.

On Thursday, the Planning Commission will review the draft environmental impact that outlines significant impacts to traffic and transportation as well as less than significant impacts to air quality, geology, hazardous materials, hydrology and water quality, according to the report.

The public and Planning Commission have until June 8 to comment on the project before a final report can be issued and eventually voted on by the City Council, Community Development Director Curtis Banks said.

Although BioMed has submitted a transportation demand management plan that would reduce 21 percent of projected vehicle trips — the most robust plan ever proposed in the city — the volume of additional employees is anticipated to impact key corridors.

Increased delay during peak commute hours is expected on eastbound State Route 92 past Foster City Boulevard as well as at the three signalized intersections at Foster City Boulevard at Chess Drive, Norfolk Street at East Third Avenue and the on-ramp at Metro Center Boulevard, according to the report.

Yet solutions to traffic impacts are not entirely within the city's purview, Banks said.

"Some of that is in areas where there are already regional issues; like the on-ramp to the freeway or even on some freeway segments. They're adding additional traffic, but there's already significant regional traffic that's really creating the issue," Banks said. "With the increased employment throughout the entire Peninsula, there's more people, there's more traffic."

Short of Caltrans and San Mateo also stepping in to address the traffic plaguing State Route 92 and Highway 101, there's only so much Foster City can control on its own, according to the report.

Illumina will join the ranks of tech in Foster City with Visa Inc. headquartered there and Gilead Sciences, another biotech firm, in the midst of expanding its campus and adding thousands of employees.

Currently, other companies in Foster City and San Mateo use a shuttle service that is primarily funded through grants and the rest from employer contributions, Banks said. BioMed and Illumina have agreed to use the same service as well as provide additional shuttles that will take employees to mass transit hubs like the Millbrae BART/Caltrain station and the Hillsdale Caltrain station, according to the report.

The company will also provide financial incentives to vanpool drivers or for those who rideshare as well as for those who bike to work a minimum of three days per week, Cullinan said.

As part of the agreement, BioMed and Illumina will be jointly responsible for submitting an annual report regarding the effectiveness of the TDM plan, Cullinan said.

The now leveled site used to be home to Life Technologies Corp., which occupied seven buildings totaling 280,000 square feet. BioMed purchased the site for \$37 million after Life Technologies relocated to another BioMed South San Francisco property in 2013 and resulted in the city losing nearly \$1 million in tax revenue.

Banks said construction could start later this year and Cullinan said he anticipates the campus to open in 2017.

The Planning Commission meets 7 p.m. Thursday, June 4, at City Hall, 620 Foster City Blvd. Visit the Projects and Initiatives page at fostercity.org to learn more about the Lincoln Centre Life Sciences Research Campus proposal.

samantha@smdailyjournal.com

(650) 344-5200 ext. 106

Daily Journal Quick Poll

What's your favorite thing about the San

- The exhibits
- The carnival
- The music
- The food
- The animals
- All of it!

Cast Vote 

GET THE DAY'S TOP HEADLINES DELIVERED DAILY TO YOUR INBOX FOR FREE Sign up here

email address

Subscribe

Read Archive PDFs:

1 1 2015

Get PDF

Independence. Comfort. Ease.

Mateo SanTrans part of your routine.

Let us show you how easy it is to get around.

[Click HERE to find out more.](#)



Advertise with us 

DJ DESIGNERS

3 Comments

Sort by Top



Add a comment...



Jeff Regan · College of San Mateo

I need to buy a helicopter.

Like · Reply · 4 · Jun 3, 2015 9:42am



Lionel Twain

How will biotech affect Foster City renters? Why is there no discussion about the impact on renters when we know more people will want to live in Foster City because that's where their jobs are? With no protections from unlimited rent increases or outright evictions, renters will find themselves being uprooted because the new workers will likely be higher earners. Planning commissions must consider the ramifications for renters as well as traffic patterns when adding jobs to their cities - especially cities that don't want any additional housing. Renters, get to the Planning Commission meeting and stand up for yourselves!

Like · Reply · 2 · Jun 3, 2015 6:35am



Dan Eckert · Serra

FC has never considered effect of homeowners, renter and their own infrastructure faults.....all the planning commission and city council has ever considered was growth and how to put money in their revenue vault. Do you think you might have thought out a long term solution, maybe 30 years ago or so, on how to get in and out of this man made sinking land mass. Oh they have but could not figure out how to tie Ralston Ave into their city or create a Beach Park Boulevard that would circulate around to Los Prados/Hillsdale so their tax paying stranded commuters can get out of their "TRAPS"! KEEP BUILDING

Like · Reply · 1 · Jun 3, 2015 10:47am

Facebook Comments Plugin

Tags: [illumina](#), [biomed](#), [foster](#), [report](#), [employees](#), [traffic](#),

Other stories from today:

Water cut mandates begin: April shows weak conservation, water officials hope summer brings opportunities to combat drought
Man walking in traffic killed on 101
Convicted meth dealer out of jail soon

Print this Page | SHARE

<< Back



[smdailyjournal.com](#) User Agreement

[Home](#) · [Local News](#) · [State / National / World](#) · [Sports](#) · [Opinion / Letters](#) · [Business Arts / Entertainment](#) · [Lifestyle](#) · [Obituaries](#) · [Calendar](#) · [Submit Event](#) · [Newsletter Signup](#)
[Comics / Games](#) · [Classifieds](#) · [DJ Designers](#) · [Archives](#) · [Advertise With Us](#) · [Contact Us](#) · [About Us](#) · [SiteMap](#)

©2015 San Mateo Daily Journal
San Mateo County notice of bulk sale

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 22

Letter B2
Jerry Terstiege
June 3, 2015

Response 1. This comment references a June 3, 2015 article in the *San Mateo Daily Journal* (provided with the comment letter, above) and expresses concern regarding the many employees that could be added by Illumina and Gilead and the associated effects on traffic. The desire for the City to require flex time, shuttle buses, van pools and other transportation demand management (TDM) measures to reduce impacts on traffic is noted. Additionally, Mitigation Measure TRANS-2 in the Draft EIR requires the project sponsor to contribute their fair share for the addition of a second right-turn lane on southbound Foster City Boulevard at Metro Center Drive. The additional southbound right-turn lane is currently under consideration for implementation by the City of Foster City to reduce queuing from the SR 92 eastbound on-ramp to southbound Foster City. Mitigation Measure TRANS-2 also requires implementation of the TDM Plan described in Section V.C.2.f.(6) and shown in Appendix C in accordance with the C/CAG TDM Requirements. Existing trip estimates for the project assumed a 6.5 percent reduction in vehicle trips. The TDM Plan would further reduce project vehicle trips, by approximately -14.5 percent and together with the initial 6.5 percent, would result in an approximate 21 percent reduction.

Letter C1

City of Foster City Planning Commission
June 4, 2015
Lincoln Centre Life Sciences Research Campus Project
Draft Environmental Impact Report

Planning Commission Comments Summary

Rick Wykoff

- What was the cost of the EIR and history of Urban Planning Partners? | 1
- The Draft EIR seemed adequate and based on the history and professionalism from Urban Planning Partners, they know how to prepare a fair and unbiased opinion. We should recommend approving the Draft EIR. | 2

Dan Dyckman

- Where would employees be coming from? | 3
- The EIR seemed to address everything adequately. | 4
- Would there be a reduction in traffic on State Route 92? There is significant traffic on the bridge. It would be helpful if the TDM Plan could include something related to the East Bay such as offering shuttles for employees coming from that direction. A joint program with Gilead and other companies in Foster City would be more effective in reducing traffic on the bridge during peak hours. | 5

Noemi Avram

- The monitoring program should include how the mitigation measures would be enforced, particularly for mitigations that include the TDM Plan. A monetary penalty is not sufficient. | 6
- SCOA 9.12 which addresses mitigating fugitive dust should be updated to state that potable water would not be used. Reclaimed water should be used instead. | 7

Ollie Pattum

- The Draft EIR appears to be adequate. The information provided at this meeting was also adequate. | 8

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 24

Letter C1
City of Foster City Planning Commission
June 4, 2015

Response 1. A verbal response was provided to this question at the June 4, 2015, hearing. In summary, the contract between Urban Planning Partners and Foster City estimated a fee of \$329,170, with a 15 percent contingency fee for a total of \$378,545. Lynette Dias is the principal of Urban Planning Partners and has worked on projects in Foster City since the mid-1990s. She also prepared the EIR for the 15 Acres project. Fehr & Peers prepared the traffic section and have extensive experience preparing traffic reports for Foster City including the 2015-2023 Housing Element Update.

Response 2. These comments about the adequacy of the analysis in the Draft EIR are noted.

Response 3. A verbal response was provided to this question at the June 4, 2015, hearing. In summary, it is not yet possible to know the origin of employees that would travel to the project. The future tenant, Illumina, is considering consolidating some of their locations in the Bay Area and once this information is determined, the location of employees could be identified, but at this time it is too speculative. Mitigation Measure TRANS-2 requires the implementation of transportation demand management program (TDM) to reduce peak hour trips generated by the project.

Response 4. These comments about the adequacy of the analysis in the Draft EIR are noted.

Response 5. A verbal response was provided to this question at the June 4, 2015, hearing. In summary, based on U.S. Census data gathered by Fehr & Peers, 12 percent of Foster City employees live across the San Mateo-Hayward Bridge in the East Bay. An East Bay shuttle system could help reduce the amount of vehicles on the State Route 92 during peak traffic hours. The applicant will consider adding an East Bay Shuttle program in conjunction with other large Foster City employers to their TDM Plan.

Response 6. A verbal response was provided to this question at the June 4, 2015, hearing. In summary, the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) includes a detailed, ongoing monitoring program. City Staff will hire a consultant to ensure the monitoring program is implemented properly. If the TDM Plan does not achieve the required reduction in vehicle trips, there would be a financial penalty and the TDM Plan would be updated by the applicant with more significant measures, as discussed on pages 12 and 137 of the Draft EIR.

Response 7. SCOA 9.12 was updated to include that reclaimed water must be used for all control measures that require watering activities.

Response 8. These comments about the adequacy of the analysis in the Draft EIR are noted.

D. TEXT REVISIONS

This RTC Memo presents specific revisions to the text of the Draft EIR that were initiated by City staff for the purpose of clarifying material in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are noted, followed by the appropriate revision. Added text is indicated with underlined text. Deletions to text in the Draft EIR are shown with ~~strikeouts~~. Page numbers correspond to the page numbers of the Draft EIR. Revisions presented in this RTC Memo do not significantly alter the conclusions or findings of the Draft EIR.

Pages 137 and 139, Mitigation Measure TRANS-2 is revised as follows:

Mitigation Measure TRANS-2: The project sponsor shall be responsible for the following mitigation measures, which are shown on Figure V.C-9:

- The project sponsor shall contribute their fair share for the addition of a second right-turn lane on southbound Foster City Boulevard at Metro Center Drive. The additional southbound right-turn lane is currently under consideration for implementation by the City of Foster City to reduce queuing from the SR 92 eastbound on-ramp to southbound Foster City. However, a portion of the land needed to add the right-turn lane may be owned by Caltrans and subsequently require Caltrans approval. As a result, implementation of this measure may not be feasible (see more discussion below).
- ~~Retiming of the traffic signal in the PM peak hour at Foster City Boulevard/Chess Drive to provide additional green time to the southbound approach. Retiming the traffic signal by shifting approximately 10 seconds of green time from the eastbound through movement to the southbound through movement would increase the capacity of the southbound approach without significantly worsening traffic conditions for the eastbound through movement.~~
- Implementing the Transportation Demand Management (TDM) Plan described in Section V.C.2.f.(6) and shown in Appendix C in accordance with the C/CAG TDM Requirements. Existing trip estimates for the project assumed a 6.5 percent reduction in vehicle trips. The TDM Plan would further reduce project vehicle trips, by approximately -14.5 percent and together with the initial 6.5 percent, would result in an approximate 21 percent reduction. As a result the project would only generate 520 AM peak hour and 540 PM peak hour trips. The project applicant shall monitor the effectiveness of the TDM Plan and submit annual monitoring reports to the City as described in Section V.C.2.f.(6). The Community Development Department shall review each annual TDM report and verify that the trip counts meet the established targets or that the appropriate corrective measures are undertaken and/or fines are paid. The City shall require the implementation of an appropriate TDM Plan for the life of the project to also reduce cumulative project impacts on area roadways.

The implementation of this mitigation measure would increase capacity on southbound Foster City Boulevard and improve traffic operations to LOS E in the PM peak hour, reducing the project impact at this intersection to a less-than-significant level. The timing of the additional southbound right-turn

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 26

lane and signal timing would be based on the completion of traffic engineering studies and approval by the City of Foster City Public Works Department. Approval by Caltrans may also be required as some of the property may be owned by Caltrans. If Caltrans approves and permits the City to implement these improvements (or if it is determined that Caltrans approval is not required) and the City implements the improvements, this impact would be mitigated to a less-than-significant level. If Caltrans approval is determined necessary and Caltrans does not approve, and the City is unable to implement these improvements, then this impact would be significant and unavoidable. At this time, without assured approval by Caltrans, this impact is deemed to be significant and unavoidable. (SU)

Page 151, Mitigation Measure TRANS-5 is revised as follows:

Mitigation Measure TRANS-5: Convert the eastbound right-turn lane of East 3rd Avenue to a shared through/right-turn lane and widen the east leg of East 3rd Avenue to accommodate three receiving lanes. The added eastbound through lane shall continue to Church Road.
~~Implementation of the mitigation measure~~ These improvements may require removal of on-street parking. ~~This~~ These improvements would improve LOS in the AM peak hour from LOS F to LOS E (better than conditions without the project). ~~The mitigation measure shall~~ To avoid secondary queuing impacts, the improvements should be implemented prior to certificate of occupancy constructed when traffic achieves the background scenario projected in the Lincoln Centre EIR (which is when the Lincoln Centre project is projected to create a significant impact).
Foster City determined that the Project sponsor should fund its fair share of these improvements.

The improvements identified in the preceding paragraph are within the jurisdiction of the City of San Mateo and therefore subject to the City of San Mateo's approval. The City of San Mateo has ~~jurisdiction to approve of this proposed improvement, but stated that these identified~~ improvements are not acceptable because they involve loss of the dedicated eastbound right-turn lane. However, the City of San Mateo does not have a plan to construct alternative improvements to address the impact. To ensure that all feasible mitigation measures have been explored, previously stated that this improvement is not acceptable. The project sponsor shall offer the City of San Mateo a pro rata share of the cost of this improvement ~~The project sponsor shall, offer the City of San Mateo a pro rata share of the cost of this improvement prior to issuance of a building permit. If the City of San Mateo does not accept the offer to construct the improvement within 5 years of receipt, the offer will become void and compliance with this mitigation measure will be considered fulfilled.~~ for the building shell, pay the City of San Mateo an amount negotiated with the City of San Mateo and the City of Foster City, which amount may be used in whole or in part to fund a study that identifies feasible alternative mitigation measures to reduce Impact TRANS-5, provided however that such amount shall be no less than the project sponsor's fair share of the identified improvements.

Because the impacted location is in an adjacent jurisdiction and ~~the identified improvement is not acceptable to that jurisdiction~~ does not have a plan or program in place to construct traffic

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 27

improvements that would address the impact, the City of Foster City cannot guarantee that ~~it~~ traffic improvements will be implemented-constructed. Therefore this impact remains significant and unavoidable. (SU)

Removal of on-street parking may have an adverse effect on parking availability but for CEQA purposes, this is not considered a significant impact.

Page 157, the third row of Table V.C-18 is revised as follows:

Background Developments (from Table V.C-13 ~~Error! Reference source not found.~~)

Page 162, Mitigation Measure TRANS-11 is revised as follows:

Mitigation Measure TRANS-11: Implementation of Mitigation Measure TRANS-5 would improve intersection operations from LOS F to LOS E in the AM peak hour (better than conditions without the project) and LOS D in the PM peak hour.

The improvements identified in the preceding paragraph are within the jurisdiction of the City of San Mateo and therefore subject to the City of San Mateo's approval. The City of San Mateo has jurisdiction to approve of this proposed improvement, but stated that these identified improvements are not acceptable because they involve loss of the dedicated eastbound right-turn lane. However, the City of San Mateo does not have a plan to construct alternative improvements to address the impact. To ensure that all feasible mitigation measures have been explored, previously stated that this improvement is not acceptable. The project sponsor shall offer the City of San Mateo a pro rata share of the cost of this improvement. The project sponsor shall, offer the City of San Mateo a pro rata share of the cost of this improvement prior to issuance of a building permit. If the City of San Mateo does not accept the offer to construct the improvement within 5 years of receipt, the offer will become void and compliance with this mitigation measure will be considered fulfilled. for the building shell, pay the City of San Mateo an amount negotiated with the City of San Mateo and the City of Foster City, which amount may be used in whole or in part to fund a study that identifies feasible alternative mitigation measures to reduce Impact TRANS-5, provided however that such amount shall be no less than the project sponsor's fair share of the identified improvements. Because the impacted location is in an adjacent jurisdiction and the identified improvement is not acceptable to that jurisdiction does not have a plan or program in place to construct traffic improvements that would address the impact, the City of Foster City cannot guarantee that ~~it~~ traffic improvements will be implemented-constructed. Therefore this impact remains significant and unavoidable. (SU)

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 28

Page 164, the figure title is revised as follows:

Figure V.C-14
Lincoln Centre Life Sciences Research Campus Project EIR
Roadway Improvements Proposed in Mitigation Measure TRANS-13 ~~TRANS-9~~

Page 174, the fourth full paragraph is revised as follows:

As shown in Table V.C-22, a similar TDM plan to that in place at Gilead Sciences would result in 760 trip credits, which is greater than the estimated peak hour trip generation for the project of ~~621~~ 631 trips.

Page 175, the final row of Table V.C-22 is revised as follows:

Estimated New Peak Hour Vehicle Trips	621 <u>631</u>
---------------------------------------	---------------------------

Page 197, the first bullet of SCOA 9.12 is revised as follows:

- SCOA 9.12: The following controls shall be implemented at all construction sites within the project to control dust production and fugitive dust. All controls that require water shall use reclaimed water.

Page 331, the second paragraph from the bottom is reformatted as follows:

~~a. This section analyzes the impacts related to noise that could result from implementation of the proposed project. The section begins with criteria of significance, which establish the thresholds for determining whether a project impact is significant. The latter part of this section presents the potential noise impacts associated with the proposed project with SCOA's to reduce potential impacts to less-than-significant levels. Significance Criteria~~

This section analyzes the impacts related to noise that could result from implementation of the proposed project. The section begins with criteria of significance, which establish the thresholds for determining whether a project impact is significant. The latter part of this section presents the potential noise impacts associated with the proposed project with SCOA's to reduce potential impacts to less-than-significant levels.

- a. Significance Criteria

Page 378, the first full paragraph is revised as follows:

Intersections East 3rd ~~Street Avenue~~/Norfolk Street and Foster City Boulevard/Chess Drive are already operating at unacceptable LOS E under existing conditions and conditions at the SR 92 Eastbound Ramps/Metro Center Boulevard would worsen to LOS F in the PM peak hour under Background Plus Project Conditions and Cumulative Conditions as a result of mitigation measures to reduce vehicle delay at Foster City Boulevard/Chess Drive.

TO: Curtis Banks
DATE: July 23, 2015
PAGE: 29

Page 381, the final paragraph is revised as follows:

Intersections East 3rd ~~Street Avenue~~/Norfolk Street and Foster City Boulevard/Chess Drive are already operating at unacceptable LOS E under existing conditions and conditions at the SR 92 Eastbound Ramps/Metro Center Boulevard would worsen to LOS F in the PM peak hour under Background Plus Project Conditions and Cumulative Conditions as a result of mitigation measures to reduce vehicle delay at Foster City Boulevard/Chess Drive.

Page G-13 of *Appendix G, Water Supply Assessment*, the final paragraph is revised as follows:

1297 Chess Drive: Redevelopment of the former Harry's Hofbrau restaurant (approximately 8,841 square feet on a 1.5-acre site) located at 1297 Chess Drive in the Vintage Park neighborhood to a retail restaurant building of approximately 11,650 square feet and about 550 square feet of outdoor dining space. Approximately 5,195 square feet will be dedicated to full service restaurants and the remainder (6,455 square feet) would be either fast casual dining or retail spaces. An estimate was based on the square footage of the proposed restaurants for an additional water demand at 3 AFY as shown in Appendix G-139.

ATTACHMENT A: Hexagon Memorandum



Attachment A

HEXAGON TRANSPORTATION CONSULTANTS, INC.

June 29, 2015

Mr. Curtis Banks, AICP
Community Development Director
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Re: Response to San Mateo Comments on Lincoln Centre DEIR

Dear Mr. Banks:

This letter addresses issues raised by the City of San Mateo in its June 2, 2015 comments on the Draft Environmental Impact Report (DEIR) prepared for the Lincoln Centre project in Foster City. The San Mateo letter provided two comments, both related to the intersection of 3rd Avenue & Norfolk Street, which is in San Mateo. The DEIR states that the project will not cause a significant impact under existing plus project conditions, but that it will do so beginning with the background plus project scenario and continuing into the cumulative plus project scenario. The DEIR imposes a mitigation measure requiring Lincoln Centre to fund its fair share of improvements consisting of converting the eastbound right turn lane from East 3rd Avenue onto Norfolk Street into a shared through/right turn lane, and widening the east leg of East 3rd Avenue to accommodate three receiving lanes. San Mateo's first comment requested that the project install the recommended mitigation measure subject to reimbursement from future Foster City development projects rather than making a fair share contribution. The second comment stated that the mitigation measure would increase vehicle queues leading to the 3rd Avenue/US 101 interchange and requested further analysis. Below is Hexagon's analysis of issues related to these two comments.

Mitigation Impacts

San Mateo asserts that the proposed mitigation measure at the 3rd Avenue/Norfolk Street intersection would increase queuing back to the 3rd Avenue/US 101 interchange. San Mateo asserts that converting the right turn lane into a through/right lane would increase back-ups for the right turns.

On a per-lane basis there are more right turns today than through vehicles. Therefore, vehicles turning right need their own right-turn-only lane to move freely. If the lane were converted to a shared lane, vehicles going straight would likely block vehicles turning right. San Mateo is therefore correct that under existing conditions the conversion of the right-turn lane could make queuing worse. However, under background conditions that situation is expected to reverse. On a per-lane basis there will be more through vehicles than right turn vehicles, and under such circumstances, the proposed conversion to a through/right lane will reduce queuing.

We have prepared the attached table that compares eastbound 3rd Avenue traffic per lane for each scenario. The numbers are taken from Figures V.C-4A, V.C-7A, V.C-11A, and V.C-13A from the DEIR. Under existing conditions the critical movement in the eastbound direction is the through movement during the PM peak hour. The number of vehicles making this movement is 1,213, and there are two lanes. That calculates to 607 peak-hour vehicles per lane. If the right-turn lane were converted to a shared through-right, the right turn vehicles would not necessarily

Attachment A



Mr. Curtis Banks
June 29, 2015
Page 2 of 3

be able to turn right on red, and the critical volume would be the right turn volume, which is 706. Since 706 vehicles per lane are more than 607, San Mateo is correct that queue lengths would increase. However, under background conditions the number of vehicles per lane is projected to be 850, and the mitigation would reduce that number to 700. Under background conditions, the critical eastbound movement is the through movement in the AM peak hour. The volume is projected to be 1,699 in two lanes, which calculates to 850 per lane. If the right turn lane were converted to a shared through/right lane, the critical volume would increase to 2,101 (because the right turn volume would be added in), but the number of lanes would increase to 3, so the per lane volume would be reduced to 700. Therefore, the mitigation would reduce the amount of queuing. A similar conclusion applies to the background + project and cumulative scenarios. In fact, the number of vehicles per lane under cumulative conditions (with the project) with mitigation (787) is less than under background conditions (850). Therefore, even with the project added, the mitigation would result in less queuing than would otherwise occur, provided that the mitigation is not installed until traffic achieves the background scenario, which is also the time when the Lincoln Centre project is projected to create a significant impact. We recommend that the mitigation measure be clarified to include this timing.

Eastbound Traffic Analysis on 3rd Avenue at Norfolk Street			
		Peak Hour Vehicles per Lane (VPL) (AM or PM, whichever is greater)	VPL with mitigation ¹ (AM or PM, whichever is greater)
Existing		607	706
Existing + Project		618	706
Background		850	700
Background + Project		910	741
Cumulative		919	747
Cumulative + Project		980	787

1. Mitigation is conversion of EB to SB right-turn lane to shared through-right.

Fair Share Amount

We have been asked to calculate the percentage of responsibility the Lincoln Centre project bears for problems at the 3rd/Norfolk intersection. There are various approaches to calculating fair-share, and there is no industry standard. Fair share could be calculated based on traffic volume or based on delay. The analysis could consider daily traffic, peak-hour traffic, or critical movement traffic. It could consider total traffic or incremental growth.

For this project Hexagon recommends looking at the growth in peak-hour volume, above the capacity, for the eastbound traffic movements (throughs and right turns) during the AM peak hour

Attachment A



Mr. Curtis Banks
June 29, 2015
Page 3 of 3

to determine fair share. It is these movements that are causing the identified significant impact. Therefore, it is appropriate to look at the project's contribution of traffic to these movements. The DEIR identifies this intersection as operating at LOS E during the AM peak hour under existing conditions (Table V.C-5). The City of San Mateo standard is mid-level LOS D so the intersection is already over capacity under existing conditions. Therefore, existing development has some fair-share responsibility toward the cost of improvements. The DEIR shows that traffic growth resulting from background growth in Foster City, without the project, will result in LOS F conditions (Table V.V-16). Therefore, background growth also has some fair-share responsibility.

Hexagon estimates that the amount of existing traffic beyond capacity is 200 vehicles during the AM peak hour. This is calculated based on the volume-to-capacity ratio being about 6% too high (LOS E versus mid-level LOS D), the total critical lane peak-hour capacity being 1,650 (industry standard), and the critical eastbound through movement having two lanes ($0.06 \times 1,650 \times 2 = 198$). Since Fehr & Peers has the traffic model, they could calculate a more exact number if necessary. Figures V.C-11A and V.C-4A in the DEIR reveal that background development will add another 706 vehicles beyond capacity. According to Figure V.C-7A in the DEIR, the project would add 121 vehicles beyond capacity. Thus, the total number of vehicles beyond capacity in the background plus project scenario is projected to be 1,027 ($200+706+121$), and the project's contribution is 12% ($121/1027$).

We appreciate the opportunity to provide this input. If you have any questions please do not hesitate to call.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black
President