# New Elementary School in Foster City

## for the San Mateo–Foster City School District

SCH# 2017032039

November 1, 2017 Final Environmental Impact Report

PLACEWORKS

SAN MATEO-FOSTER CITY SCHOOL DISTRICT

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**November 1, 2017 | Final EIR**

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## for the San Mateo–Foster City School District

SCH# 2017032039


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# 1. Introduction

## 1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This document provides responses to comments received on the Draft Environmental Impact Report (Draft EIR) for the proposed New Elementary School in Foster City ("proposed Project"). The Draft EIR identified significant impacts associated with the proposed Project, and examined alternatives and recommended mitigation measures that could avoid or reduce potential impacts.

This document, together with the Draft EIR, will constitute the Final EIR if the San Mateo-Foster City School District (SMFCSD) certifies it as complete and adequate under the California Environmental Quality Act (CEQA).

## 1.2 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. This Final EIR has been prepared to respond to comments received on the Draft EIR. The Draft EIR was made available for public review from August 2, 2017 through September 18, 2017. The Draft EIR was distributed to local, regional, and State agencies and the general public. Copies of the Draft EIR were made available for review to interested parties at:

- SMFCSD Administrative Offices at 1170 Chess Drive , Foster City
- SMFCSD website at www.smfcsd.net

The 45-day public comment period ended on September 18, 2017. Copies of all written comments received on the Draft EIR are contained in this document. Spoken comments from the August 8, 2017 public hearing are also recorded in this document. These comments and responses to these comments are laid out in Chapter 5, Comments and Responses, of this Final EIR.

Following a second public hearing, the Final EIR will be considered at an SMFCSD hearing on the proposed Project, after which the District Board of Trustees will take the final action with regard to certification of the EIR and approval the proposed Project.

## 1.3 REPORT ORGANIZATION

This document is organized into the following chapters:

- Chapter 1: Introduction. This chapter discusses the use and organization of this Final EIR.
- Chapter 2: Executive Summary. This chapter is a summary of the findings of the Draft and the Final EIR. It contains a reprint of Table 1-1 from the Draft EIR with revisions resulting from the public review process.
- Chapter 3: Revisions to the Draft EIR. Revisions to the text and graphics of the Draft EIR are contained in this chapter. Double underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.
- Chapter 4: List of Commenters. Names of agencies and individuals who commented on the Draft EIR are included in this chapter.
- Chapter 5: Comments and Responses. This chapter lists the comments received from agencies and the public on the Draft EIR, and provides responses to those comments.

# 2. Executive Summary

Table 2-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Subchapters 4.1 through 4.14 of the Draft EIR. The table is arranged in four columns: 1) impact; 2) significance before mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Subchapters 4.1 through 4.14. Table 2-1 is a reprint of Table 1-1 of the Draft EIR, with necessary changes made in Final EIR shown in double underline and ~~strikethrough~~.

The remainder of Chapter 1, Executive Summary, of the Draft EIR has not been changed since the Draft EIR was published, with the exception of the specific revisions to page 1-4 and page 1-5 that are shown in Chapter 3 of this Final EIR.

# EXECUTIVE SUMMARY

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **AESTHETICS** | | | |
| AES-1: The proposed Project would not have a substantial adverse effect on a scenic vista. | LTS | N/A | N/A |
| AES-2: The proposed Project would not substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings. | NI | N/A | N/A |
| AES-3: The proposed Project would not degrade the existing visual character or quality of the site and its surroundings. | LTS | N/A | N/A |
| AES-4: The proposed Project would not expose people on- or off- site to substantial light or glare which would adversely affect day or nighttime views in the area. | LTS | N/A | N/A |
| AES-5: The proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to aesthetics. | LTS | N/A | N/A |
| **AIR QUALITY** | | | |
| AQ-1: Implementation of the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. | LTS | N/A | N/A |
| AQ-2: The Project could violate an air quality standard, contribute substantially to an existing or projected air quality violation, and would result in a cumulatively considerable net increase of criteria pollutants for which the project region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). | S | AQ-2: The project developer shall require its construction contractor to comply with the following BAAQMD Best Management Practices (BMPs) for reducing construction emissions of $PM_{10}$ and $PM_{2.5}$:<br>▪ Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour (mph). Reclaimed water should be used whenever possible.<br>▪ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access | LTS |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | roads, parking areas, and staging areas at construction sites.<br>▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).<br>▪ Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas, and staging areas at the construction site to control dust.<br>▪ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.<br>▪ Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas.<br>▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (e.g., dirt, sand).<br>▪ Limit vehicle traffic speeds on unpaved roads to 15 mph.<br>▪ Replant vegetation in disturbed areas as quickly as possible.<br>▪ Install sandbags or other erosion control measures to prevent silt runoff from public roadways.<br>The project developer shall verify compliance that these measures have been implemented during normal construction site inspections | |
| AQ-3: The Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). | S | AQ-3: Implementation of Mitigation Measures AQ-2 would reduce cumulative air quality impacts. | LTS |
| AQ-4: Construction activities of the project could expose sensitive receptors to substantial concentrations of TAC and PM2.5. | S | AQ-4: The construction contractor(s) shall use construction equipment with fitted with Level 3 Diesel Particulate Filters (DPF) and engines that meet the United States Environmental Protection Agency (USEPA)-Certified Tier 3 emissions standards for all equipment of 50 horsepower or more. Tier 3 or higher engine standards and DPFs are capable of reducing 50 to 90 percent of | LTS |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | diesel exhaust and particulate emissions from off-road equipment. Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet Level 3 Verified Diesel Emissions Control Strategy emissions requirements. Therefore, Level 3 DPF would not be required for engines that meet Tier 4 Interim or Final standards.<br><br>Prior to construction, the construction contractor(s) shall ensure that all construction plans submitted to the project developer/SMFCSD clearly show the requirement for Level 3 DPF and EPA Tier 3 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor(s) shall maintain a list of all operating equipment in use on the project site for verification by the District's Director of Facilities, Maintenance and Operations, and Transportation or designee. The construction equipment list shall state the makes, models, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with manufacturer recommendations. The contractor shall ensure that all non-essential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.<br><br>Mitigation Measure AQ-3 would reduce the project's localized construction emissions. The mitigated health risk values were calculated and are summarized in Table 4.2-8. The results indicate that, with mitigation, cancer risk and PM2.5 would be less than the BAAQMD's significance thresholds for residential receptors. Therefore, the project would not expose off-site sensitive receptors to substantial concentrations of air pollutant emissions.<br><br>Results of the HRA indicate that, with mitigation, the incremental cancer risk for off-site residents close to the site during the construction period is 6.5 per million which is below the cancer risk threshold. Likewise, PM2.5 annual concentrations would not exceed the BAAQMD significance thresholds for off-site residents. For non- | |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | carcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than 1 for off-site residents. Therefore, chronic non-carcinogenic hazards are within acceptable limits. | |
| AQ-5: Implementation of the proposed project would not create or expose a substantial number of people to objectionable odors. | LTS | N/A | N/A |
| AQ-6: Implementation of the project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin. | S | Implementation of Mitigation Measures AQ-2 and AQ-4 would reduce cumulative air quality impacts. | LTS |
| **BIOLOGICAL RESOURCES** | | | |
| BIO-1: The proposed Project would have a substantial adverse effect, either directly or through habitat modifications, on special-status species. | S | BIO-1: Adequate measures shall be taken to avoid inadvertent take of bird nests protected under the federal Migratory Bird Treaty Act and California Department of Fish and Game Code when in active use. This shall be accomplished by taking the following steps:<br>▪ If tree removal and initial construction is proposed during the nesting season (March to August), a focused survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within 7 days prior to the onset of tree and vegetation removal or building demolition, in order to identify any active nests on the site and surrounding area within 100 feet of proposed construction. The site shall be resurveyed to confirm that no new nests have been established if vegetation removal and demolition has not been completed or if construction has been delayed or curtailed for more than 7 days during the nesting season.<br>▪ If no active nests are identified during the construction survey period, or development is initiated during the non-breeding season (September to February), tree and vegetation removal and building construction may proceed with no restrictions.<br>▪ If bird nests are found, an adequate setback shall be established around the nest location and vegetation removal, building demolition, and construction activities restricted within this no- | LTS |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone shall be based on input received from the CDFW, and may vary depending on species and sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the site.<br><br>A report of findings shall be prepared by the qualified biologist and submitted to SMFCSD for review and approval prior to initiation of vegetation removal, building demolition and other construction during the nesting season (March to August). The report shall either confirm absence of any active nests or shall confirm that any young are located within a designated no-disturbance zone and construction can proceed. No report of findings is required if vegetation removal, building demolition, and other construction is initiated during the non-nesting season (September to February) and continues uninterrupted according to the above criteria. | |
| BIO-2: The proposed Project would not have a substantial adverse effect on sensitive natural communities. | LTS | N/A | N/A |
| BIO-3: The proposed Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. | LTS | N/A | N/A |
| BIO-4: The proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. | LTS | N/A | N/A |
| BIO-5: The proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. | LTS | N/A | N/A |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| BIO-6: The proposed Project contribution to cumulative impacts on biological resources would be less than significant. | LTS | N/A | N/A |
| **CULTURAL RESOURCES** | | | |
| CULT-1: The proposed Project would not cause a substantial adverse change in the significance of a historical resource. | NI | N/A | N/A |
| CULT-2: The proposed Project would cause a substantial adverse change in the significance of an archeological resource pursuant to CEQA Guidelines Section 15064.5. | PS | CULT-2: If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the District and the archaeologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the District shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, proposed Project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) would be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is being carried out | LTS |
| CULT-3: The proposed Project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature. | PS | CULT-3: In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards | LTS |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the finding under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project based on the qualities that make the resource important. The excavation plan shall be submitted to the District for review and approval prior to implementation. | |
| CULT-4: The proposed Project would not disturb any human remains, including those interred outside of formal cemeteries. | LTS | N/A | N/A |
| CULT-5: The proposed Project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074. | PS | CULT-5: Implement Mitigation Measures CULT-2 and CULT-3. | LTS |
| CULT-6: The proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources. | LTS | N/A | N/A |
| **GEOLOGY AND SOILS** | | | |
| GEO-1: The proposed Project would not result in substantial soil erosion or the loss of topsoil. | LTS | N/A | N/A |
| GEO-2: The proposed Project would result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landsliding, lateral spreading, subsidence, liquefaction, or collapse. | S | GEO-2: Prior to project construction, the project developer/SMFCSD Geotechnical Engineer shall prepare a Geohazard Report, consistent with DSA requirements IR A-4.13 and the Geohazard Report content requirements of the California Geological Survey (CGS). Construction cannot commence until the report is approved by the DSA and the associated permit issued. | LTS |
| GEO-3: The proposed Project would create substantial risks to property as a result of its location on expansive soil, as defined by Section 1803.5.3 of the California Building Code. | S | GEO-3: Implementation of Mitigation Measure GEO-2. | LTS |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| GEO-4: The proposed Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. | NI | N/A | N/A |
| GEO-5: The proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology, soils, and seismicity. | LTS | N/A | N/A |
| **GREENHOUSE GAS EMISSIONS** | | | |
| GHG-1: Implementation of the proposed Project would directly and indirectly generate greenhouse gas (GHG) emissions but would not result in an increase in community emissions from baseline conditions and, therefore, would not have a significant impact on the environment. | LTS | N/A | N/A |
| GHG-2: The proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. | LTS | N/A | N/A |
| **HAZARDS AND HAZARDOUS MATERIALS** | | | |
| HAZ-1: The proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. | S | HAZ-1: A systematic plan for identifying, handling, and removing hazardous building materials for structures proposed for demolition at the Project site shall be prepared by a licensed professional and submitted to the project developer/SMFCSD prior to demolition. The plan shall follow all applicable site assessment, risk assessment, and remediation guidance documents prepared in accordance with the requirements of the California Department of Toxic Substances and Control (DTSC) for the proposed project. Under DTSC oversight, a No Further Action or letter of certification shall be obtained stating that the site does not pose a significant risk and is suitable for elementary school use. | LTS |
| HAZ-2: The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident | LTS | N/A | N/A |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| conditions involving the release of hazardous materials into the environment. | | | |
| HAZ-3: The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. | NI | N/A | N/A |
| HAZ-4: The proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. | NI | N/A | N/A |
| HAZ-5: The proposed Project would not be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport it results in a safety hazard for people residing or working in the project area. | LTS | N/A | N/A |
| HAZ-6: The proposed Project would not be within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the Project area. | NI | N/A | N/A |
| HAZ-7: The proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hazards and hazardous materials. | LTS | N/A | N/A |
| **HYDROLOGY AND WATER QUALITY** | | | |
| HYD-1: The proposed Project would not violate any water quality standards or discharge requirements. | LTS | N/A | N/A |
| HYD-2: The proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which | LTS | N/A | N/A |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| permits have been granted). | | | |
| HYD-3: The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the amount of surface runoff in a manner which would result in substantial erosion or siltation on- or off-site. | LTS | N/A | N/A |
| HYD-4: The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. | LTS | N/A | N/A |
| HYD-5: The proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. | LTS | N/A | N/A |
| HYD-6: The proposed Project would not otherwise substantially degrade water quality. | LTS | N/A | N/A |
| HYD-7: Implementation of the Plan could result in the placement of housing or other structures within the 100-year floodplain or within areas subject to sea level rise/coastal high hazard. | LTS | N/A | N/A |
| HYD-8: The proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a levee or dam. | LTS | N/A | N/A |
| HYD-9: The proposed Project would not expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow. | LTS | N/A | N/A |
| HYD-10: The proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hydrology and water quality. | LTS | N/A | N/A |

# EXECUTIVE SUMMARY

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **LAND USE AND PLANNING** | | | |
| LAND-1: The proposed Project would not physically divide an established community. | LTS | N/A | N/A |
| LAND-2: The proposed Project would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. | LTS | N/A | N/A |
| LAND-3: The proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. | NI | N/A | N/A |
| LAND-4: Implementation of the proposed Project, in combination with past, present, and reasonable foreseeable projects, would result in less-than-significant cumulative impacts with respect to land use and planning. | LTS | N/A | N/A |
| **NOISE** | | | |
| NOISE-1: Typical daytime student activities at the proposed school would create noise levels that exceed Foster City $L_{max}$ and $L_5$ thresholds at sensitive receptors immediately adjacent to the project site. | S | NOISE-1: An 8-foot-tall noise reduction barrier shall be constructed along the property line between the outdoor use areas and the neighboring residences and church (see Figure 4.10-2). This entirely gap-free barrier of simple wood-construction, with a surface weight of 2.5 pounds per square foot, would reduce noise from outdoor recreational and instructional activities by 8 dBA at first floor (ground level) elevation. This would be a noticeable reduction in noise associated with students on the play area. However, as shown in Table 4.10-13, noise levels would still exceed an L5 of 60 dBA and an Lmax of 65 dBA at the nearest residences. | SU |
| NOISE-1a: Mechanical equipment that would be located on school rooftops could generate noise levels that above municipal thresholds. | PS | NOISE-1a: The project developer/SMFCSD shall demonstrate that project mechanical equipment has been designed to meet the City's noise ordinance limits. For example, at the adjacent residences, the noise ordinance limit for continuously operation equipment is 60 dBA during the daytime and 50 dBA at night. | LTS |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| NOISE-2: Equipment used during project construction would generate excessive groundborne vibration with severe, albeit temporary, effects on residential properties as close as 40 feet from the site of construction. | S | NOISE-2: During construction, locate machinery and tools such as a hoe ram and large bulldozers away from the sensitive receptors as practically as possible. Alternatively, if feasible, minimize the use of hoe rams by using smaller jackhammers to minimize the groundborne vibration transfer to adjacent properties. Though the aforementioned measures would provide measurable vibration reductions at the property line, construction activities would still produce vibration that exceeds 80 VdB at points along the property line nearest construction activity. | SU |
| NOISE-3: The proposed project would result in an increase in ambient (background or baseline) noise levels at sensitive receptors that exceeds the City of Foster City thresholds. | S | NOISE-3: Implementation of Mitigation Measure NOISE-1. | LTS |
| NOISE-4: Project construction could result in noise levels up to 93 dBA at residences west of the proposed playground areas. | PS | NOISE-4: In order to minimize disruption and potential annoyance during demolition and construction, the following are required:<br>▪ All equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) that are in good condition and appropriate for the equipment.<br>▪ All equipment shall be maintained to minimize noise emissions.<br>▪ Stationary equipment shall be located on the site so as to maintain the greatest possible distance to the sensitive receptors.<br>▪ Unnecessary idling of internal combustion engines shall be strictly prohibited.<br>▪ Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.<br>▪ The construction contractor shall provide the name and telephone number of an on-site construction liaison. In the event that construction noise is intrusive to the community, the construction liaison shall investigate the source of the noise and require that reasonable measures be implemented to correct the problem. | LTS |
| NOISE-5: The proposed Project would not result in significant and unavoidable cumulatively excessive noise levels within the city. | LTS | N/A | N/A |

# EXECUTIVE SUMMARY

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **POPULATION AND HOUSING** | | | |
| POP-1: Implementation of the proposed Project would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). | LTS | N/A | N/A |
| POP-2: Implementation of the proposed Project would not displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere. | NI | N/A | N/A |
| POP-3: Implementation of the proposed Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. | LTS | N/A | N/A |
| POP-4: Implementation of the proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to population and housing. | LTS | N/A | N/A |
| **PUBLIC SERVICES AND RECREATION** | | | |
| SVCS-1: The proposed Project would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. | LTS | N/A | N/A |
| SVCS-2: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to fire protection services. | LTS | N/A | N/A |
| SVCS-3: The proposed Project would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant | LTS | N/A | N/A |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. | | | |
| SVCS-4: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to police services. | LTS | N/A | N/A |
| SVCS-5: The proposed Project would not result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives. | NI | N/A | N/A |
| SVCS-6: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to school services. | NI | N/A | N/A |
| SVCS-7: The proposed Project would not result in the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives. | LTS | N/A | N/A |
| SVCS-8: The proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated. | LTS | N/A | N/A |
| SVCS-9: The proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. | LTS | N/A | N/A |
| SVCS-10: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to parks. | LTS | N/A | N/A |

# EXECUTIVE SUMMARY

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| SVCS-11: The proposed Project would not result in the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives. | NI | N/A | N/A |
| SVCS-12: The proposed Project, in combination with past, present and reasonably foreseeable projects, would not result in less-than-significant cumulative impacts with respect to the construction of library facilities. | NI | N/A | N/A |
| **TRANSPORTATION AND TRAFFIC** | | | |
| TRAF-1: The proposed Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. | LTS | N/A | N/A |
| TRAF-2: The proposed Project would not conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. | LTS | N/A | N/A |
| TRAF-3: The proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. | NI | N/A | N/A |
| TRAF-4: The proposed Project would not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersection) or incompatible uses (e.g. farm equipment). | LTS | N/A | N/A |
| TRAF-5: The proposed Project would not result in inadequate emergency access. | LTS | N/A | N/A |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| TRAF-6: The proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. | LTS | N/A | N/A |
| TRAF-7: The proposed Project, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to transportation and traffic. | LTS | N/A | N/A |
| **UTILITIES AND SERVICE SYSTEMS** | | | |
| UTIL-1: The proposed Project would have sufficient water supplies available to serve the proposed Project from existing entitlements and resources, and would not require new or expanded entitlements. | LTS | N/A | N/A |
| UTIL-2: The proposed Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. | NI | N/A | N/A |
| UTIL-3: The proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to water service. | LTS | N/A | N/A |
| UTIL-4: Implementation of the proposed Project would not exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board. | LTS | N/A | N/A |
| UTIL-5: The proposed Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. | LTS | N/A | N/A |
| UTIL-6: The proposed Project would not result in the determination by the wastewater treatment provider, which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing | LTS | N/A | N/A |

TABLE 1-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Potential Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| commitments. | | | |
| UTIL-7: The proposed Project, in combination with past, present, and reasonably foreseeable projects would result in less-than-significant cumulative impacts with respect to wastewater service. | LTS | N/A | N/A |
| UTIL-8: The proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. | LTS | N/A | N/A |
| UTIL-9: The proposed Project would comply with federal, State, and local statutes and regulations related to solid waste. | LTS | N/A | N/A |
| UTIL-10: The proposed Project, in combination with past, present, and reasonably foreseeable development, would result in less-than-significant impacts with respect to solid waste. | LTS | N/A | N/A |
| UTIL-11: Implementation of the proposed Project would not result in a substantial increase in natural gas and electrical service demands, and would not require new energy supply facilities and transmission infrastructure or capacity enhancing alterations to existing facilities. | LTS | N/A | N/A |
| UTIL-12: The proposed Project, in combination with past, present, and reasonably foreseeable development, would result in less than significant impacts with respect to energy conservation. | LTS | N/A | N/A |

# 3. Revisions to the Draft EIR

This chapter includes text revisions to the Draft EIR that were made in response to public, agency, and organization comments, as well as District-directed changes. These text revisions include typographical corrections, insignificant modifications, amplifications and clarifications of the Draft EIR. In each case, the revised page and location on the page is presented, followed by the textual, tabular, or graphical revision. Underlined text represents language that has been added to the EIR; text with ~~strikethrough~~ represents language that has been deleted from the Draft EIR.

None of the revisions to the Draft EIR constitutes significant new information as defined in CEQA Guidelines Section 15088.5; therefore, the Draft EIR does not need to be recirculated.

## COVER AND TITLE PAGE

The State Clearinghouse Number assigned to this EIR is hereby added to the cover and title page of the EIR as follows:

New Elementary School in
Foster City
for the San Mateo–Foster City School District
SCH# 2017032039

## CHAPTER 1, EXECUTIVE SUMMARY

The text above the bullet-point list on page 1-4 of the Draft EIR is hereby amended as follows:

Primary ~~P~~project components, not including support spaces include:

The text associated with the final bullet-point in the first list on page 1-4 of the Draft EIR is hereby amended as follows:

- **Outdoor Resources**. Approximately 263,000 square feet of ~~O~~outdoor space would include instructional and recreational areas of various size and type, including four covered classroom collaboration areas, hardscaped play area, kindergarten play area, active play structures, a natural turf area and outdoor learning nooks. This space would include approximately 204,000 square feet of impervious area and 59,000 square feet of pervious area.

The text of Section 1.5, Questions and Concerns on page 1-5 of the Draft EIR is hereby amended as follows:

During this time, SMFCSD received comment letters from a variety of State and local agencies, including the City of Foster City, as well as oral and written comments from the public. The comments received

focused primarily on the following issues that are likely to be of particular concern to agencies and interested members of the public during the environmental review process:

- Operational traffic impacts related to student drop-off and pick-up.
- Impacts to the performance of surrounding intersections.
- Operational and construction-related noise impacts to residences adjacent the Project site.
- Emergency ingress and egress to and from site.
- Impacts to the public right-of-way, including sidewalks and driveways
- Increased demands on water supply and the sewer system
- Increased stormwater runoff
- School-related noise
- Project sustainability
- Potential changes in neighborhood character
- Impacts to existing shopping center tenants, including the United States Post Office

# CHAPTER 2, INTRODUCTION

The text of Section 2.1, Proposed Project, on page 2-1 of the Draft EIR is hereby amended as follows:

The school would include approximately 42,500 square feet of indoor space and 263,000 square feet of outdoor space. ~~and~~ It would have a projected enrollment of 430 to 460 students, with the capacity for 600 students.

# CHAPTER 3, PROJECT DESCRIPTION

The text of the second paragraph under Municipal Code Exemption on page 3-6 of the Draft EIR is hereby amended as follows:

Notwithstanding the fact that the District is not bound by local zoning requirements and ordinances, CEQA requires the EIR to discuss consistency of the project with City zoning ordinances and regulations and general plan policies adopted for the purpose of avoiding or reducing environmental impacts. This Draft EIR discloses all potentially relevant local plans, policies, and ordinances and discusses the Project's consistency with those requirements for informational purposes, consistent with CEQA's purpose.

The text of Section 3.5 Project Characteristics, on page 3-8 of the Draft EIR is hereby amended as follows:

As previously noted, the proposed Project would involve demolishing seven existing commercial structures totaling approximately 56,000 square feet and constructing a single-story elementary school that would support a maximum student body of approximately 600 students.

Approximately 2,219 students are enrolled in 3 SMFCSD elementary schools in Foster City in 2017, resulting in an average of 740 students per school. None of these Foster City schools— Audubon Elementary School, Foster City Elementary School and Brewer Island Elementary School—were developed for capacities of over 800. Foster City Elementary is currently over capacity by more than 100 students. This follows, as previously noted, an ongoing 24 percent increase in elementary school enrollments in

Foster City during the last decade. As such, SMFCSD decided that a new elementary school with an expected capacity of about 430 to 460 students would relieve existing overcrowding at Foster City schools. The site's maximum capacity for 600 students would allow for expected increases in enrollment that follow the existing upward trend.

Figure 3-5, Conceptual Site Plan, on page 3-10 of the Draft EIR has been revised to include more detail concerning site circulation, as shown on the following page.

The second sentence under Outdoor Components, on page 3-12 of the Draft EIR is hereby amended as follows:

As previously noted and evident on Figure 3-~~4~~5, these outdoor areas would be located internally on the site, to the west of the main campus building.

The second sentence under Site Circulation and Parking, on page 3-12 of the Draft EIR is hereby amended as follows:

As shown in Figure 3-~~4~~5, the school would be accessible by automobile via four existing entryways:

The first sentence of the first paragraph on page 3-12 of the Draft EIR is hereby amended as follows:

The new school would include 3 or 4 District standard exterior lighting types which will include 8 pairs of ~~parking lot~~ LED lights on ~~12- to 14~~30-foot poles spaced evenly across the parking lot medians, as well as 2 single poles for the parking area on the Beach Park Boulevard side of the site. Outdoor learning and collaboration areas would be lit by 19 lights that are surface mounted on underside of the lunch shelter and walkway canopies. Finally, 3 lights on 12-foot poles would light the hallway between the multipurpose room and main classroom building, and one of these would light the center of the school yard. These would ~~to~~ provide a minimum of 1 foot-candle per square foot.

The second paragraph on page 3-13 is hereby amended as follows:

School enrollment is projected to ~~occur~~ increase gradually over the first few years of operation, which will provide an opportunity for ~~The~~ District staff to ~~would~~ monitor traffic and circulation following the start of the first school year to make adjustments, as needed, to the ~~all~~ circulation plan and programs.

The following new section and text is hereby added to page 3-24 of the Draft EIR:

## 3.5 HOURS OF OPERATION

Hours of operation of the proposed school would be typical of SMFCSD elementary schools, including 8:20 a.m. start time and varying grade-based dismissal times, the latest being 3:00 p.m. As is the case in existing SMFCSD schools, the proposed school would include a staffed before and aftercare program that would be available from 7:00 a.m. to school start, and from school dismissal to 6:00 p.m.


Source: HMC Architects, 2017.

CLASSROOM
RSP
SPEECH ROOM
LIBRARY/ RESOURCE CENTER
MULTI PURPOSE ROOM
WARMING KITCHEN
ADMINISTRATION BUILDING
COLLABORATIVE LEARNING AREAS
STORAGE & UTILITIES
RESTROOMS
CIRCULATION
LANDSCAPE/ SOFTSCAPE
K PREP ROOMS
DROP DOWN BARRIER GATES
TRASH COLLECTION
8'-0" HIGH WOOD FENCE

0 100
Scale (Feet)

Figure 3-5
Conceptual Site Plan

The section numbering on page 3-24 of the Draft EIR is hereby amended as follows:

3.~~5~~6 CONSTRUCTION PHASING

The section numbering on page 3-24 of the Draft EIR is hereby amended as follows:

3.~~6~~7 INTENDED USES OF THIS EIR

The section numbering on page 3-24 of the Draft EIR is hereby amended as follows:

3.~~7~~8 REQUIRED PERMITS AND APPROVALS

The text of Section 3.7 (now 3.8), Required Permits and Approvals, on page 3-24 of the Draft EIR is hereby amended as follows:

The proposed Project will require approval and EIR certification by the San Mateo-Foster City School District Board of Trustees. In order for the Project to proceed, it will also require the approval of the State of California Division of the State Architect (DSA), the entity which reviews plans for public school construction and other State-funded building Projects to ensure that specifications and construction comply with California's building codes (Title 24 of the California Code of Regulations). The State of California Division of Toxic Substances Control (DTSC), which provides site clearance related to potentially hazardous substances will also need to approve the Project. Finally, a Stormwater Control Plan developed for the proposed Project would require the approval of the San Francisco Regional Water Quality Control Board (RWQCB).

In addition, all work within the City right-of-way in connection with the proposed Project will require an encroachment permit from the City of Foster City. ~~The Project may also require an encroachment permit from the City of Foster City for potential work within the public right-of-way, and approvals from the San Francisco Regional Water Quality Control Board for permits related to water quality.~~

# CHAPTER 4, ENVIRONMENTAL ANALYSIS

Table 4-1 on page 4-4 of the Draft EIR is hereby amended as follows:

TABLE 4-1 CUMULATIVE PROJECT LIST

| Project Address | Project Name | Description |
|---|---|---|
| Approved Residential Projects | | |
| 550 Foster City Blvd. | Triton Pointe | 166 new housing units |
| 1166 Triton Drive | Pilgrim Triton Phase B | 240 new housing units |
| 1166 Triton Drive | Pilgrim Triton Phase C | 17 new housing units |
| ~~790 Alma Lane~~ | ~~Foster Square/MidPen~~ | ~~66 new housing units~~ |

# REVISIONS TO THE DRAFT EIR

TABLE 4-1 CUMULATIVE PROJECT LIST

| Project Address | Project Name | Description |
|---|---|---|
| Foster Square Ln/Eppleton Ln. | Foster Square Project | ~~397 new housing units~~<br>Alma Point (MidPen for seniors 62+) – 66 units<br>Atria – 155 Assisted Living Units<br>Condominiums (for seniors 55+) – 200<br>Ground Floor commercial – 30,000 square feet. |
| ~~900 Edgewater Blvd~~ | ~~Harbor Cove~~ | ~~80 new housing units~~ |
| **Total Approved Housing Units** | | **966 units** |
| ~~**Pending Residential Projects**~~ | | |
| ~~605-1021 Catamaran~~ | ~~Beach Cove Apartments Renovation/Intensification~~ | ~~Potential 239 new housing units, per City of Foster City 2015-2023 Housing Element~~ |
| ~~888 Foster City Blvd~~ | ~~Franciscan Apartments Renovation/Intensification~~ | ~~Potential 104 new housing units, per City of Foster City 2015-2023 Housing Element~~ |
| ~~1019-1088 Foster City Blvd~~ | ~~Shadow Cove Apartments Renovation/Intensification~~ | ~~Potential 113 new housing units, per City of Foster City 2015-2023 Housing Element~~ |
| ~~**Total Pending Housing Units**~~ | | ~~**456 units**~~ |
| **Approved Non-Residential** | | |
| 300-368 Lakeside Drive; 301 Velocity Way | Gilead Sciences Integrated Master Plan | 22 office and laboratory buildings comprising approximately 2,500,600 square feet of interior space |
| ~~309 Velocity Way~~ | ~~Gilead Sciences~~ | ~~314,524 SF office building~~ |
| ~~355 Lakeside Drive~~ | ~~Gilead Sciences~~ | ~~215,318 SF laboratory~~ |
| ~~357 Lakeside Drive~~ | ~~Gilead Sciences~~ | ~~New 231,000 SF laboratory building on Gilead Sciences Corporate Campus in Village Park~~ |
| 200,200,500 Lincoln Centre Drive | Lincoln Center Life Sciences Research Campus | 595,000 square foot biomedical and life sciences research facility |
| ~~324 Lakeside Drive~~ | ~~Gilead Sciences~~ | ~~357,000 SF laboratory building on Gilead Sciences Corporate Campus in Village Park~~ |
| 1159-1191, 1155-1157 Chess Drive | Chess-Hatch Phases 1a, 1b, 2 | 800,000 SF new office, total |
| 551-565 Pilgrim Drive | Pilgrim Triton Phase C | 172,000 square feet of office/ground floor commercial. |
| 1297 Chess Drive | Harry's Hofbrau | 11,830 square feet of retail |
| 1299 Chess Drive | Chess Hotel | 5-story, 121-room hotel |
| Citywide | Foster City Levee Planning and Improvement Project | New Flood Control Infrastructure |
| **Pending Non-Residential** | | |
| Beach Park Blvd at Swordfish Street | Marina Center | 20,500 SF commercial and 160 housing units on 62 acres of undeveloped land |

Source: City of Foster City, 2017.

# SUBCHAPTER 4.1, AESTHETICS

**The text beneath the Visual Features of the Project Site section, on page 4.1-4 of the Draft EIR is hereby amended as follows:**

As noted in Chapter 3, the existing one-story buildings are consistent in height, at approximately 13 feet. They are also similar in design and aesthetics, each with vertical siding, shingled roof overhangs, and white slat rooftops.

**The following text is hereby added to the beginning of Section 4.1.2 Standards of Significance, on page 4.1-7 of the Draft EIR:**

Per Section I, Aesthetics of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant aesthetic impact if it would:

# SUBCHAPTER 4.2, AIR QUALITY

**The following text is hereby added to the beginning of Section 4.2.2 Standards of Significance, on page 4.2-17 of the Draft EIR:**

Per Section III, Air Quality of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant air quality impact if it would:

**The following text is hereby added above the second paragraph on page 4.2-21 of the Draft EIR, and the text of the following paragraph is hereby amended:**

As noted in the Project Description, the San Mateo-Foster City School District resolved to exempt the proposed project, per Government Code Section (GC) 53094, from the application of Foster City zoning ordinances and regulations, including general plan land use. However, this does not exempt the District or proposed project from consistency with the BAAQMD Air Quality Management.

The proposed Project would demolish approximately 56,000 square feet of the existing retail center and develop the 6-acre site with a new approximately 42,500 square foot elementary school. The Project property is currently zoned C-1/PD (Neighborhood Business/Planned Development Combing District). The proposed Project, as a needed community asset, would constitute an appropriate planned development. Establishment of new Planned Development district for the proposed Project would be consistent with the flexible definition of the district. In addition, as detailed in Table 4.9-1, the proposed Project is consistent with the larger goals, policies and programs targeting quality design and development, residential land use, neighborhood identity and school development in the Foster City General Plan. ~~Thus~~ This, combined with the fact that that the student body and staff of the proposed school would be primarily, if not entirely existing SMFCSD students and teachers, would mean that ~~Thus,~~ the Project would not have the potential to substantially affect housing, employment, and population projections in the region that are the basis of the 2017 Clean Air Plan projections.

# SUBCHAPTER 4.3, BIOLOGICAL RESOURCES

The following text is hereby added below the first sentence on page 4.3-2 of the Draft EIR:

### *Federal Clean Water Act*

The federal Clean Water Act (CWA) is the primary federal law regulating water quality. Implementing the CWA is the responsibility of the United States Environmental Protection Agency (USEPA). The USEPA depends on other agencies, such as individual state government and the United States Army Corps of Engineers (USACE), to assist in implementing the CWA. The objective of the CWA is to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Sections 401 and 404 apply to activities that would impact waters in the United States (such as creeks, ponds, wetlands, etc.).

The following text is hereby added below the first sentence on page 4.3-3 of the Draft EIR:

### *Porter-Cologne Water Quality Control Act*

This act authorizes the RWQCB to regulate the discharge of waste that could affect the quality of the State's waters. Projects that do not require a federal permit may still require review and approval by the RWQCB. The RWQCB focuses on ensuring that projects do not adversely affect the "beneficial uses" associated with waters of the state. In most cases, the RWQCB requires the integration of water quality control measures into projects that will require discharge into waters of the state. For most construction projects, the RWQCB requires the use of construction and post-construction best management practices.

The following text is hereby added to the Vegetation and Wildlife Habitat section, on page 4.3-3 of the Draft EIR:

The site is located in a developed area comprised of a combination of single-and multi-family residents, public/semi-public land uses, together with associated roadway and landscaping. The site currently contains seven (five connected and two free standing) wood construction, cement foundation single-story structures, as well as two small kiosk structures and a playground on the northwestern quadrant of the site. The site also includes 250 surface parking spaces, and perimeter landscaping, including ornamental trees, shrubs, and patches of grass. Medians within the parking area support small trees and shrubs. According to an arborist's inventory performed at the site (see Appendix II), there are approximately 37 living trees distributed throughout the site. Eleven are in "struggling" to "poor" condition, the others in "moderate" to "excellent" condition. The majority of the trees are Monterey Pine, with Bottlebrush and Carob trees as well. Trunk diameters of the trees range from a 4" Fern Pine to a 33" Monterey Pine. No natural habitat, sensitive natural communities, or jurisdictional waters or wetlands occur on the site or in the vicinity.

The following text is hereby added to the beginning of Section 4.3.2 Standards of Significance, on page 4.3-6 of the Draft EIR:

Per Section IV, Biological Resources of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant biological impact if it would:

The following text of the BIO-1 discussion, on page 4.3-6 of the Draft EIR, is hereby amended as follows:

Suitable habitat for special-status species known or suspected to occur in the Foster City vicinity is absent from the Project site as a result of past development activities and no impacts are anticipated for most special-status species. As noted above, there are currently 37 living trees of various size, species and conditions on the site, including Carob, Monterey Pine, Sugar Gum, Brazilian Pepper, and Bottlebrush trees, the largest of which is a Monterey Pine with a 33" diameter trunk. An inventory of the project site was performed by a certified arborist, and the site plan, which includes preservation and removal of existing trees, accounts for the condition and age of those trees. No trees on the site are special-status species. However, there is a remote possibility that mature trees and areas of dense landscaping could be used for nesting by raptors and more common bird species. These nests would be protected under the federal Migratory Bird Treaty Act and California Fish and Game Code when in active use. The Migratory Bird Treaty Act prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the USFWS; this prohibition includes whole birds, parts of birds, and bird nests and eggs. Tree and vegetation removal, building demolition, and other construction activities during the breeding season could result in the incidental loss of fertile eggs or nestlings or nest abandonment if any active nests are present. This would be considered a significant impact.

# SUBCHAPTER 4.4 CULTURAL RESOURCES

The following text is hereby added to Section 4.4.2 Standards of Significance, on page 4.4-7 of the Draft EIR:

Per Section V, Cultural Resources of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

# SUBCHAPTER 4.5, GEOLOGY AND SOILS

The following text is hereby added to Section 4.5.2 Standards of Significance, on page 4.5-5 of the Draft EIR:

Per Section VI, Geology and Soils of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

Mitigation Measure GEO-2 on page 4.5-7 of the Draft EIR is hereby amended as follows:

Mitigation Measure GEO-2: Prior to Project construction, the Project developer/SMFSCD Geotechnical Engineer shall prepare a Geohazard Report, consistent with DSA ~~requirements IR~~ Interpretation of Regulations (IR) A-4.13 relating to the requirements for the submission of ~~and the~~ a Geohazard Report ~~content requirements of~~ to the California Geological Survey (CGS) for acceptance, and then to the DSA . As described by CGS[1], this report should include:

- Description of the proposed project's location, topographic relief, drainage, geologic and soil materials, and any proposed grading.

[1] California Geological Survey, 2008. *Guidelines for Evaluating and Mitigating Seismic Hazards in California*.

- Site plan map of project site showing the locations of all explorations, including test pits, borings, penetration test locations, and soil or rock samples.
- Description of seismic setting, historic seismicity, nearest pertinent strong-motion records, and methods used to estimate (or source of) earthquake ground-motion parameters used in liquefaction and landslide analyses.
- 1:24,000 or larger-scale geologic map showing bedrock, alluvium, colluvium, soil material, faults, shears, joint systems, lithologic contacts, seeps or springs, soil or bedrock slumps, and other pertinent geologic and soil features existing on and adjacent to the project site.
- Logs of borings, test pits, or other subsurface data obtained.
- Geologic cross sections depicting the most critical (least stable) slopes, geologic structure, stratigraphy, and subsurface water conditions, supported by boring and/or trench logs at appropriate locations.
- Laboratory test results; soil classification, shear strength, and other pertinent geotechnical data.
- Specific recommendations for mitigation alternatives necessary to reduce known and/or anticipated geologic/seismic hazards to an acceptable level of risk

~~Construction cannot commence until the report is approved by the DSA and the associated permit issued.~~ Subsequent review of this Report by the DSA, DSA approval of the proposed Project plans and issuance of a permit, would be required before the project construction could commence.

# SUBCHAPTER 4.6, GREENHOUSE GAS EMISSIONS

The following text is hereby added to Section 4.6.2 Standards of Significance, on page 4.6-18 of the Draft EIR:

Per Section VII, Greenhouse Gas Emissions of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

# SUBCHAPTER 4.7, HAZARDS AND HAZARDOUS MATERIALS

The following text is hereby added to Section 4.7.2 Standards of Significance, on page 4.7-10 of the Draft EIR:

Per Section VIII, Hazards and Hazardous Materials of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

Mitigation Measure HAZ-1 on page 4.7-11 of the Draft EIR is hereby amended as follows:

Mitigation Measure HAZ-1: A systematic plan for identifying, handling, and removing hazardous building materials for structures proposed for demolition at the Project site shall be prepared by a licensed professional and submitted to the project developer/SMFCSD for approval prior to demolition. The plan shall follow all applicable site assessment, risk assessment, and remediation guidance documents

prepared in accordance with the schools-specific requirements of the Department of Toxic Substances and Control (DTSC) for the proposed Project. Under DTSC oversight and following, as required, the DTSC process of assessment, investigation and clean-up charted in Figure 4.7-1, a No Further Action or letter of certification shall be obtained stating that the site does not pose a significant risk and is suitable for elementary school use.

The following Figure 4.7-1, Department of Toxic Substances Control (DTSC) School Site Review Process, is hereby added to Section 4.7, Hazards and Hazardous Materials, as shown on the following page.

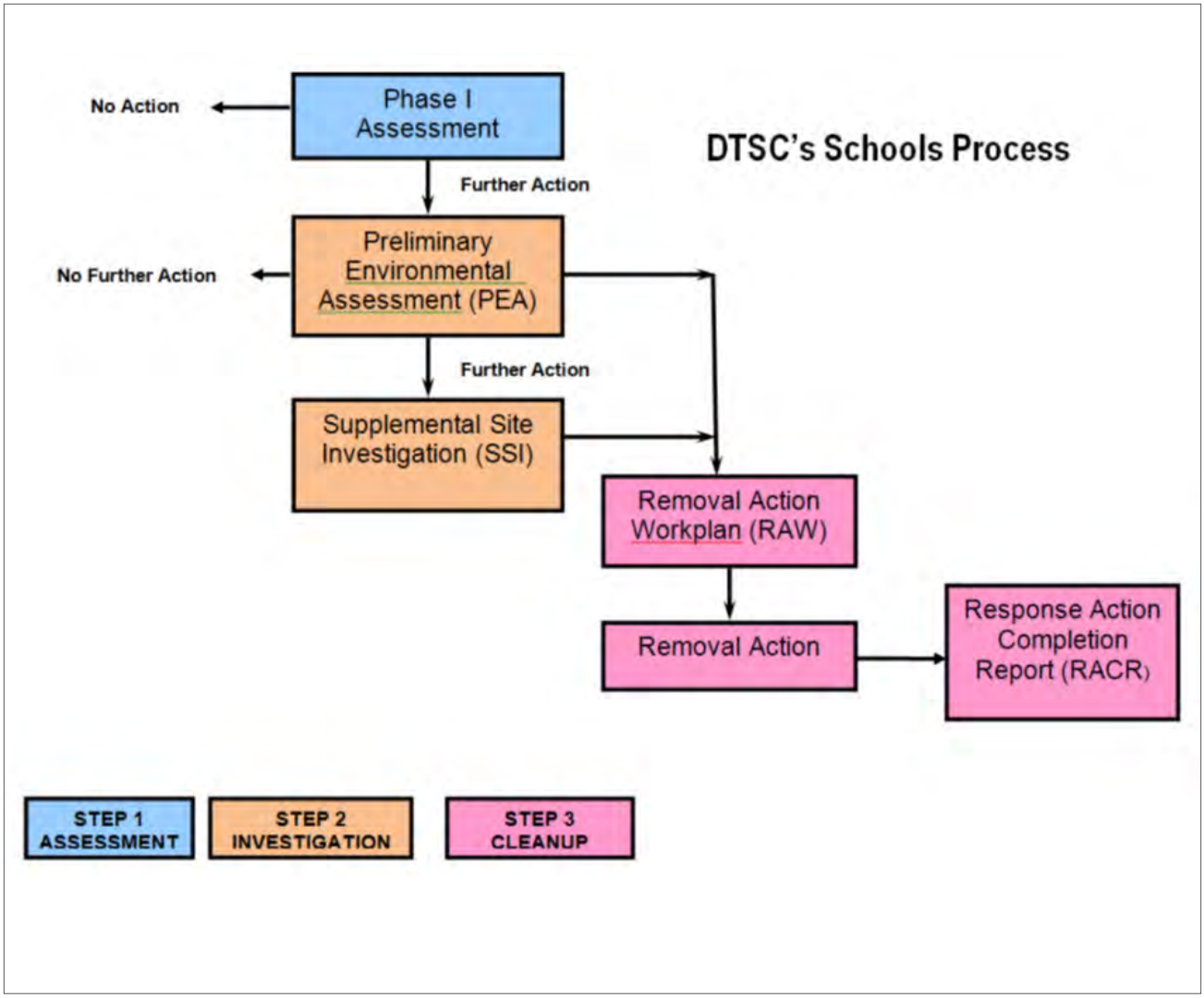
# SUBCHAPTER 4.8, HYDROLOGY AND WATER QUALITY

The following text is hereby added to Section 4.8.2 Standards of Significance, on page 4.8-10 of the Draft EIR:

Per Section IX, Hydrology and Water Quality of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

The second paragraph on page 4.8-13 of the Draft EIR is hereby amended as follows:

The proposed Project involves demolition on and improvements to a developed, nearly fully-impervious commercial site that is well-connected to the City's stormwater system. Stormwater is currently removed by sheet flow action across paved surfaces towards on-site stormwater drains and catchment basins located throughout the property. The proposed Project would ~~introduce~~ include 204,000 square feet of impervious area, a 23,000 square-foot decrease below the existing 227,000 square feet, and new pervious hard and softscapes, a green buffer around the Project site, and a new natural turf play area that would significantly increase the pervious area of the site from 35,000 to 59,000 square feet. However, because the proposed Project would disturb in excess of 10,000 square feet of the impervious surface of the Project site, it must comply with the C.3 provisions set by the San Francisco Bay Regional Water Quality Control Board (RWQCB). A Stormwater Control Plan (SCP) that details the site control, source control, and stormwater measures that would be implemented at the site must be reviewed and approved by the DSA ~~submitted to the City~~.




Source: Department of Toxic Substances Control.

Figure 4.7-1
Department of Toxic Substances Control (DTSC) School Site Review Process

The second sentence in the first paragraph on page 4.8-14 of the Draft EIR is hereby amended as follows:

~~Additionally, t~~The development review process described above would ensure that the proposed Project complies with various statutory requirements necessary to achieve regional water quality objectives and protect groundwater and surface waters from pollution by contaminated stormwater runoff. With implementation of these measures, and the reduction in impervious surfaces and increase in pervious areas that would result from the proposed Project, the potential operational impact to water quality would be less than significant.

# SUBCHAPTER 4.9 LAND USE AND PLANNING

The following text is hereby added to Section 4.9.2 Standards of Significance, on page 4.9-5 of the Draft EIR:

Per Section X, Hydrology and Water Quality of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

# SUBCHAPTER 4.10, NOISE

The following text is hereby added to Section 4.10.2 Standards of Significance, on page 4.10-17 of the Draft EIR:

Per Section XII, Noise and Vibration of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

The first paragraph of the NOISE-5 discussion on page 4.10-26 of the Draft EIR is hereby amended as follows:

Most of the potential for noise impacts are site- and area-specific, not cumulative, with the possible exception of traffic-related noise (discussed below). As ~~summarized~~ highlighted in Table 4-1, in Chapter 4, Environmental Analysis, of this Draft EIR, the City's Levee Protection Planning and Improvements Project, a $75 million effort to raise and strengthen the City's existing levee system, has been approved. Construction would occur on an accelerated schedule, and is planned for mid-2018 to mid-2020[2]. This would result in partial overlap with the construction schedule of the proposed project, as outlined in Chapter 3. However, the site of the proposed Project is over 0.5 miles from the nearest planned construction segment of the Levee Protection Planning and Improvements Project. According to the Draft EIR for the Levee Project, noise- and vibration-related construction impacts would be limited to sensitive receptors and residents within 60 to 70 feet of specific project segments.[3] T~~t~~here are no nearby off-site building construction projects planned that would occur concurrent with the Project that, combined with

[2] City of Foster City website, *Foster City Levee Improvement Project, Milestone Schedule*. http://www.fostercity.org/publicworks/lagoonandlevee/upload/Levee-Protection-Planning-Milestone-Schedule.pdf, accessed October 18, 2018.

[3] City of Foster City, November 2016, Foster City Levee Protection Planning and Improvements Project, Draft Environmental Impact Report. Pages 40-43.

Project construction, would result in substantial impacts greater than those discussed above in Impact NOI-4. Also, because there are no vacant, developable lots nor are there any reasonably foreseeable projects proposed in the immediate vicinity of the Project site, overall cumulative noise impacts with respect to future, nearby projects would be considered *less than significant*.

# SUBCHAPTER 4.11, POPULATION AND HOUSING

**The following text is hereby added to Section 4.11.2 Standards of Significance, on page 4.11-4 of the Draft EIR:**

Per Section XIII, Population and Housing of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

**The text of the first paragraph on page 4.11-4 of the Draft EIR is hereby amended as follows:**

According to ABAG projections, there are currently about 15,000 jobs in Foster City. As of 2017~~6~~, the SMFCSD employs ~~1,172~~ 638 teachers, and ~~413~~619 classified staff at its 22 facilities. ~~sites located in San Mateo and Foster City~~.[4] Of those, 150 teachers, 78 classified, and 7 administrative staff ~~were~~ are employed at schools in the City of Foster City.

**The text of the paragraph under POP-1 on page 4.11-4 of the Draft EIR is hereby amended as follows:**

Development of the proposed Project would result in the demolition of an aging shopping center and construction of an elementary school serving up to fifth grade. As explained in Chapter 3, Project Description, the objectives of the Project are to address past increases in San Mateo-Foster City School District (SMFCSD) enrollment and accommodate existing students in Foster City who currently attend at-capacity schools and to provide capacity for anticipated future growth. The school would be funded by the Measure X bond program, which was passed by voters to reduce overcrowding at existing schools and provide for future enrollment growth. The 19 full and part time teachers and 8 full and part time classified staff to be employed at the proposed school would ~~be~~ likely transfer~~red~~ from existing schools in Foster City, resulting in no net increase in employment. ~~to the proposed new school~~. As such, the proposed Project would not induce substantial unexpected population growth~~, but would respond to historic growth~~. The impact related to growth would be less than significant.

# SUBCHAPTER 4.12, PUBLIC SERVICES AND RECREATION

**The following text is hereby added to the beginning of Section 4.12.1.2 Thresholds of Significance, on page 4.12-3 of the Draft EIR:**

Per Section XIV, Public Services of Appendix G of the CEQA Statute and Guidelines, ~~I~~implementation of the proposed Project would have a significant impact related to fire protection and emergency services if, in

[4] San Mateo Foster City School District, Fact Sheet, http://www.smfcsd.net/assets/files/Communications/SMFCSD%20Fact%20Sheet%202015-16.pdf, accessed June 2, 2017.

order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency services, it would result in new or physically altered fire protection facilities, or the need for new or physically altered facilities, the construction of which could cause significant environmental impacts.

**The following text is hereby added to the beginning of Section 4.12.2.2 Thresholds of Significance, on page 4.12-5 of the Draft EIR:**

Per Section XIV, Public Services of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would have a significant impact related to police protection and emergency services if, in order to maintain acceptable service ratios, response times, or other performance objectives for police services, it would result in new or physically altered facilities, or the need for new or physically altered facilities, the construction or operation of which could cause significant environmental impacts.

**The following text is hereby added to the beginning of Section 4.12.3.2 Thresholds of Significance, on page 4.12-9 of the Draft EIR:**

Per Section XIV, Public Services of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would have a significant impact related to school services if, in order to maintain acceptable service ratios or other performance objectives for school services, it would result in new or physically altered school facilities, or the need for new or physically altered facilities, the construction of which could cause significant environmental impacts.

**The following text is hereby added to the beginning of Section 4.12.5.2 Thresholds of Significance, on page 4.12-13 of the Draft EIR:**

Per Section XIV, Public Services of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would have a significant impact related to parks if it would:

**The following text is hereby added to the beginning of Section 4.12.5.2 Thresholds of Significance, on page 4.12-16 of the Draft EIR:**

Per Section XIV, Public Services of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would have a significant impact related to library services if, in order to maintain acceptable service ratios or other performance objectives, the proposed Project would result in new or physically altered facilities, or the need for new or physically altered facilities, the construction or operation of which could cause significant environmental impacts.

**Text of the first paragraph on page 4.12-9 of the Draft EIR is hereby amended as follows:**

The SMFCSD serves the communities of Foster City, San Mateo and an incorporated area of San Mateo County (including the Highlands). It has~~d~~ a total enrollment of ~~12,500~~ 11,900 students ~~during~~ as of the 201~~5~~7-16~~8~~ school year. ~~. a seven percent increase from the 2013-14 school year, when 11,705 students were enrolled.~~ In 201~~6~~7-17~~8~~, SMFCSD operates 14 elementary schools, ~~one~~ two K-8 schools, and four middle schools. Three SMFCSD elementary schools and one middle school are located in Foster City.

## REVISIONS TO THE DRAFT EIR

The following text is hereby added above Table 4.12-1 on page 4.12-9 of the Draft EIR:

School enrollments shift from year to year depending on birth rates, new developments, and turnover of housing as well as parental choices to attend specialized programs such as the SMFCSD magnet schools. While school enrollments in Foster City declined slightly in 2017 as compared to 2016, this is projected to be temporary based on the large primary grade enrollments this year starting at kindergarten.

Table 4.12-1 on page 4.12-9 of the Draft EIR is hereby amended as follows:

TABLE 4.12-1 CURRENT CAPACITY AND ENROLLMENT FOR SMFCSD SCHOOLS IN FOSTER CITY

| Schools | Capacity[a] | 2015~~7~~/16~~8~~ Enrollment[b] | Remaining Capacity |
|---|---|---|---|
| Audubon Elementary School | 796 | ~~717~~754 | ~~79~~42 |
| Brewer Island Elementary School | 702 | ~~696~~572 | ~~6~~130 |
| Foster City Elementary School | 796 | ~~897~~893 | ~~(101)~~(97) |
| **Elementary Schools Total** | **2,294** | **~~2,310~~2,219** | **~~(16)~~75** |
| Bowditch Middle | 918 | ~~1,068~~1,025 | ~~(150)~~(107) |
| **Middle Schools Total** | **918** | **~~1,068~~1,025** | **~~(150)~~(107)** |
| **Grand Total** | **3,212** | **~~3,378~~3,244** | **~~(166)~~(32)** |

a. City of Foster, 2016, City of Foster City General Plan Land Use and Circulation Element.
b. San Mateo – Foster City School District, 2017.

# SUBCHAPTER 4.13, TRANSPORTATION AND TRAFFIC

The following text is hereby added to the beginning of Section 4.13.2 Thresholds of Significance, on page 4.13-12 of the Draft EIR:

Per Section XVI, Transportation/Traffic of Appendix G of the CEQA Statute and Guidelines, ~~T~~the proposed Project would result in a significant impact if it would:

Figure 4.13-4 has been hereby amended to correctly identify Beach Park Boulevard:

~~Cuesta Dr~~ Beach Park Boulevard

The bullet-pointed text on page 4.13-8 of the Draft EIR is hereby amended as follows:

### Class II Bike Lanes

Class II bike lanes are preferential use areas within a roadway designated for bicycles. The following segments of Class II lanes ~~exist near the Project site~~ are included in the Bike Facilities Map of the City of Foster City General Plan:

- **S Norfolk Street** from Waters Park Drive to Los Prados Street loop
- **Chess Drive** from Norfolk Street to Foster City Boulevard, including Bridgepoint Circle

- Kehoe Avenue
- Mariners Island Boulevard from E 3rd Avenue to Metro Center Boulevard
- Edgewater Boulevard from E Hillsdale Boulevard to Beach Park Boulevard
- Belmont Slough
- Saratoga Drive, from S Delaware Street to E Hillsdale Boulevard
- ~~Edgewater Boulevard between Beach Park Boulevard and the SR 92 northbound ramps.~~
- ~~Shell Boulevard between Metro City Boulevard and Catamaran Street.~~

### Class III Bike Routes

Class III Bike Routes are signed bike routes that provide a connection to Class I and Class II facilities. The following roadway segments are designated Class III bike routes ~~in the vicinity of the Project site~~ by the Foster City General Plan:

- E Hillsdale Boulevard "loop", from City boundary to Beach Park Boulevard, including Gull Avenue, Marlin Avenue, Foster City Boulevard and Shell Boulevard connections ~~from Edison Street in San Mateo to Beach Park Boulevard~~
- Shell Boulevard from Beach Park Boulevard to Metro Center Boulevard
- Catamaran Street east of Shell Boulevard
- Vintage Park Drive from Foster City Boulevard to Metro Center Boulevard
- Pitcairn Drive from Edgewater Boulevard to Sea Cloud Park
- E 3rd Avenue from Mariners Point to Foster City Boulevard
- S Norfolk Street from Roberta Drive to Waters Park Drive
- ~~Edgewater Boulevard, from Beach Park Boulevard to Baffin Street~~
- ~~Beach Park Boulevard, from Virgo Lane to Hillsdale Boulevard~~

**The following text is hereby added below the first paragraph on page 4.13-23 of the Draft EIR:**

It should be noted that, as part of the City's annual roadway resurfacing project, the City of Foster City plans to add Class II bike lanes to Beach Park Boulevard between Edgewater Boulevard and Shell Boulevard.

# SUBCHAPTER 4.14, UTILITIES AND SERVICE SYSTEMS

**The second paragraph of the discussion of UTIL-1 on page 4.14-6 of the Draft EIR is hereby amended as follows:**

The 2016 EMID UWMP identifies projections for water demand through the horizon year of 2040. The UWMP made projections based on planned housing projects through 2020 and growth rates projected by the Association of Bay Area Governments (ABAG) for 2020 to 2040. According to the UWMP, the population in the UWMP service area is expected to be 39,000 by 2040, a 0.4 percent average annual increase over 25 years relative to 2015. Projected employment growth for the Foster City portion of the EMID service area was projected based on planned and approved development projects through 2030, as well as ABAG projections for 2035-2040, resulting in an assumed annual growth rate of 1.3 percent relative to 2010. As noted above, the proposed Project would not add to this growth, but would develop a facility in response to it. As mandated by Senate Bill 221 (Government Code Section 66473.7(b)(2)) and Senate Bill 610 (Water Code Section 10910(g)(3)), a new water supply assessment is triggered only by

projects consisting of a minimum of 500 housing units, or projects that would increase the number of the public water system's existing service connections by 10 percent.

# 4. List of Commenters

## 4.1 COMMENTS ON THE DRAFT EIR

Comments on the Draft EIR were received from the following agencies, organizations, and individuals. Letters are arranged by category and by the date received. Each comment letter has been assigned a number, as indicated below. These letters are included in and responded to in Table 5-1 of this Final EIR.

### 4.1.1 AGENCIES AND SERVICE PROVIDERS

A01 Curtis Banks, Community Development Director, City of Foster City

### 4.1.2 ORGANZATIONS AND PRIVATE INDIVIDUALS

BO1 Audie Chang

### 4.1.3 PUBLIC HEARING COMMENTERS

The following individuals made oral comments at the SMFCSD hearing on August 10, 2017:

C01 Carla Wong

C02 Caryl Blackfield

C03 Jan Brown

# LIST OF COMMENTERS

# 5. Comments and Responses

This chapter includes a reproduction of, and responses to, each comment and comment letter on the Draft EIR received during the public review period. Comments are presented in their original format in Appendix I, along with annotations that identify each individual comment number.

Responses to individual comments are provided in this chapter alongside the text of each corresponding comment. Letters follow the same order as listed in Section 4.1 of this Final EIR and are categorized by:

- Agencies and Service Providers
- Organizations and Individuals

Letters are arranged by category and then by date received. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response. Where a response requires revisions to the Draft EIR, these revisions are shown in Chapter 3 of this Final EIR. Responses to individual comments are presented in Table 5-1 and the end of this file.

The California Environmental Quality Act (CEQA) requires the Final EIR to provide written responses to comments received on the environmental analysis in the Draft EIR during the public review period. CEQA does not require the Final EIR to respond to comments on the merits of the proposed Project.

## 5.1 MASTER RESPONSE: COMMENTS RELATED TO CITY OF FOSTER CITY POLICIES AND PROJECT REVIEW

The City of Foster City (commenter A01) made numerous comments concerning City authority over the proposed Project, including requests to adapt existing city policies and ordinances into project mitigation measures. This response is an overview of public school site and facility-approval in California, as well as a description of specific events and decisions related to future approval of the proposed project.

### *California Department of Education*

The California Department of Education (CDE) develops standards for school sites and plans, ultimately the content of Title 5 of the California Code of Regulations. The CDE reviews public school projects for Title 5 compliance, and is responsible for approving school sites selected by Districts. CDE approval is based on a series of factors that focus on safety, as well as site conditions, cost, available services and utilities, accessibility and others. While a Planning Commission Report on a school site is a required document in a District's submission to the CDE, a positive report from the Planning Commission is not required and consistency with local General Plan designations is not required for CDE site plan approval. As explained by the CDE, "School districts retain the authority to overrule local zoning and general plan

land-use designations for schools if specified procedures are followed"[1] (see *Sequence of Site Conveyance and Government Code Section 53094*, below).

The CDE also stresses the value of "conferring" with local agencies for off-site improvements such as sidewalks, driveways, and utilities in ensuring successful CDE plan approval.[2] The SMFCSD will continue to work with the City of Foster City as construction of the proposed project progresses. The District will fully coordinate potential work in the public right-of-way with City regulation and public safety.

### *Department of General Services Division of the State Architect*

The Department of General Services Division of the State Architect (DSA) is charged with design approval and construction oversight of all public K–12 schools in the California. DSA has jurisdiction over all aspects of school construction (including access compliance), to ensure that plans, specifications, and constructions comply with the State Building Code (Title 24 of the California Code of Regulations). All construction documents will ultimately be reviewed and approved by DSA before a contract for construction can occur.

### *Schools and Local Ordinances*

Local agencies have minimal regulatory authority over public school construction. According to the California Department of General Services, Per Title 19 California Code of Regulations, Division 1, Chapter 1, Subchapter 1, Section 1.07, public schools are not held to local building ordinances. Public schools are held, per GC 53097, to city ordinances regulating drainage conditions, road improvements and review and approval of grading plans, as these relate to improvements which affect off-site drainage and road conditions.

### *Sequence of Site Conveyance and Government Code Section 53094*

At its regular board meeting on Nov. 3, 2016, the San Mateo-Foster City School District (SMFCSD) Board of Trustees unanimously approved the School Conveyance Agreement to purchase a fourth elementary school at the Charter Square Shopping Center site. The City Mayor and City Manager responded with a letter of congratulations dated November 9, 2016 commemorating the signing of the Agreement (see Appendix II).

On November 28, 2016, a letter noticing the Acquisition of Property for School Site Purposes was sent to the City (see Appendix II). This letter gave the City and Planning Commission 30 days to comment on the District's acquisition of the site.

The City Attorney requested an extension of the timeline to evaluate the site, and in a letter dated December 6, 2016, the District extended the date to provide comment to January 23, 2017 (see Appendix II).

[1] California Department of Education, https://www.cde.ca.gov/ls/fa/sf/schoolsiteguide.asp#Recognizing, accessed September 26, 2017.

[2] California Department of General Services, Division of the State Architect webpage, "An Overview of the CDE School Site and Plan Approval Process," https://www.dsaacademy.dgs.ca.gov/docs/ppt_cde_101_013006.pdf, accessed September 26, 2017.

As stated on page 3-6 of the Draft EIR Project Description, the SMFCSD Board approved a resolution exempting the District, per Government Code Section (GC) 53094, from Foster City zoning ordinances and regulations at its December 8, 2016 meeting. This rendered the "city…zoning ordinance inapplicable to a proposed use of property by the school district." A copy of the resolution and a letter describing the action was sent to the City Manager on December 13, 2016.

### *City Policies as Mitigation Measures*

Although the Board of Trustees resolved to exempt the proposed Project from City zoning, Foster City General Plan policies are included in the *Regulatory Setting* sections throughout the EIR. In some cases, project compliance with those policies is cited as contributing to a less-than-significant project impact. A group of City comments requests that those policies be adapted as mitigation measures, so that they retain authority. Just as many federal, state, and regional regulations are highlighted throughout he EIR, most are not included as formal mitigation. Where potential impacts are concluded, non-regulatory measures and compliance with key state and regional regulations will mitigate those impacts.

# COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| **A. Agencies and Service Providers** | | | |
| A01 | 9/4/17 | Curtis Banks, Community Development Director, City of Foster City | |
| A01-01 | | Thank you for the opportunity to comment on the adequacy of the Draft Environmental Impact Report (EIR) Prepared for the New Elementary School in Foster City to be located at 1050-1098 Shell Boulevard in Foster City, also known as the Charter Square Shopping Center. The City of Foster City's comments and concerns that we request be addressed in the Final EIR are presented in Exhibit A to this letter. | This comment is an introductory remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required. |
| A01-02 | | Note that if in responding to these or other public comments, significant new information is added to the EIR, CEQA Guidelines Section 15088.5 requires the recirculation of the affected portions of the Draft EIR. The revised environmental document must be subjected to the same"[...] critical evaluation that occurs in the draft stage," so that the public is not denied"[...] an opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn there from."<br>(Sutter Sensible Planning, Inc. v. Board of Supervisors (1981) 122 Cal.App.3d 813, 822; see also Save Our Peninsula Committee v. Monterey County Bd. of Supervisors (2001} 87 Cal.App.4th 99, 131.) Recirculation of an EIR requires public notice pursuant to CEQA Guidelines Section 15087, and consultation pursuant to Section 15086. (CEQA Guidelines, Section 15088.5, subd. (d).). | This comment contains CEQA-related information but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required. |
| A01-03 | | The City of Foster City appreciates the opportunity to comment on the Draft EIR and is very willing to work with School District to ensure that project-related impacts are properly identified and evaluated in the Final EIR. We look forward to future communications about this project. Please do not hesitate to contact me if you have any questions about this letter. | This comment is an introductory remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required. |
| A01-04 | | The state clearinghouse number should be identified on the title page of the Draft EIR in accordance with CEQA Guidelines Section 15082(e) | The text on the Draft EIR cover and title page has been revised to include SCH# 2017032039. |
| A01-05 | | The square footage of the project components listed on page 1-3 does not equal the 42,500 square feet stated in the Project Description at page 1-3 and throughout the rest of the EIR. Please reconcile. | The text on page 1-4 of the Draft EIR has been revised to clarify that indoor spaces included in this summary is limited to primary project components. |
| A01-06 | | The square footages of the “outdoor resources” listed on page 1-3 should be identified and analyzed in the EIR. | The text on page 1-4 has been revised to include the estimated square footages of impervious and pervious outdoor spaces. |
| A01-07 | | The summary of the NOP comments received is not accurate. It does not include the comments submitted by the City of Foster City related to the | The text on page 1-5 has been revised to reference the City of Foster City directly and include seven additional concerns highlighted during the NOP |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | project's impacts on sidewalks and driveways, water supply, sewer system, storm water runoff, noise, sustainability, neighborhood character, existing retail tenants, and the post office. | process |
| A01-08 | | The square footage of developed outdoor space, including impervious surface area, should be identified in addition to the square footage of indoor space. The square footage of the "four covered classroom collaboration areas" not included in the 42,050 square feet of indoor space, should be identified. | See Response A01-6. |
| A01-09 | | The overview of the project description in Section 3.1 should identify the total maximum number of students as well as anticipated number of staff and teachers at full capacity. It should identify the number of parking spaces and summarize all components of the project including access to the project and lighting and any required off-site improvements. | This comment recommends additional detail concerning total student body and parking spaces in the Project Overview section of the Project Description. However, as stated on page 3-1 of the Draft EIR, "Additional descriptions of the environmental setting as they relate to each of the environmental issues analyzed in Chapter 4, Environmental Assessment, are included in Subchapters 4.1 through 4.14." These project characteristics are identified in various Chapter 4 subchapters that include analyses to which that information is relevant, including:<br>Subchapter 4.12 Public Services and Recreation<br>Subchapter 4.14 Utilities and Service Systems<br><br>The total number of parking spaces is identified on page 3-12 of the Draft EIR Project Description. However, in response to this comment, the requested information has been added to Chapter 3 of the Draft EIR: See Responses A01-12 and A01-34. |
| A01-10 | | The discussion on page 3-6 entitled "Municipal Code Exemption" should clarify that notwithstanding the District's election to exempt itself from City zoning and building permit requirements, CEQA requires the EIR to discuss consistency of the project with City zoning ordinances and regulations and general plan policies adopted for the purpose of avoiding or reducing environmental impacts. | The text on page 3-6 of the Draft EIR has been revised to clarify this CEQA requirement. |
| A01-11 | | Approval of the C.3 Stormwater Control Plan should be listed and clarified in the list of project approvals. | The text on page 3-24 of the Draft EIR has been revised to highlight the required approval of a Stormwater Control Plan by the San Francisco Regional Water Quality Control Board (RWQCB). |
| A01-12 | | Section 3.5 should identify the anticipated number of teachers and administrative staff at maximum student capacity. | This comment recommends information on anticipated number of teachers and staff at the proposed school in the Project Characteristics section of the Project Description. However, as stated on page 3-1 of the Draft EIR, "Additional descriptions of the environmental setting as they relate to each of the environmental issues analyzed in Chapter 4, Environmental Assessment, |

# COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | | are included in Subchapters 4.1 through 4.14." These project characteristics are explained in various Chapter 4 subchapters that include analyses to which that information is relevant, including:<br>Subchapter 4.11 Population and Housing<br>Subchapter 4.12 Public Services and Recreation<br>Subchapter 4.14 Utilities and Service Systems |
| A01-13 | | Section 3.5.1 and Table 3-1 should identify the square footages of the "outdoor instruction and activity areas" and all impervious surfaces. | Please see Response A01-6. |
| A01-14 | | Assumptions used to calculate the 600 student maximum enrollment should be identified and explained along with calculation of the number of teachers and staff associated with this maximum enrollment. | The text on page 3-8 of the Draft EIR has been revised to summarize the District's calculations resulting in the need for a 600-student elementary school. |
| A01-15 | | The top of page 3-12 states that "the majority of outdoor space would be hardscaped". The square footage of this hardscape should be identified along with the square footage of the "natural turf area". | Please see Response A01-6. |
| A01-16 | | The wrong figure is referenced in paragraph 3, page 3-12. The reference should be to Figure 3-4 not Figure 3-5. | The Figure reference has been corrected on page 3-12 of the Draft EIR. |
| A01-17 | | Paragraph 3 of page 3-12 should clarify whether the referenced access driveways are existing or new | The text on page 3-12 of the Draft EIR has been revised to state that the referenced driveways currently exist. |
| A01-18 | | and if existing, whether/how these driveways would be improved and specifically what work would be required in the City right-of-way. | This comment recommends additional detail concerning improvements to existing driveways in the Project Overview section of the Project Description. As no improvements are proposed, the subject was not included. In addition, as stated on page 3-1 of the Draft EIR, "Additional descriptions of the environmental setting as they relate to each of the environmental issues analyzed in Chapter 4, Environmental Assessment, are included in Subchapters 4.1 through 4.14." These subject of driveways is included in Chapter 4 subchapters that include analyses to which that information is relevant, including:<br>Subchapter 4.13 Transportation and Traffic |
| A01-19 | | Page 3-16 should state the number and location of "12-14 foot poles" that would provide lighting. | Text on page 3-12 of the Draft EIR has been revised to include information on the number, type, and location of proposed lighting fixtures. |
| A01-20 | | The cubic yards of cut and fill associated with the project, the export location for any soils transported off site, the number of truckloads anticipated to be associated with the cut and/or fill, all should be identified in the project description and analyzed in the EIR. | This comment recommends additional detail concerning cubic yards of soil export and resulting truck trips associated with the proposed Project. As stated in CEQA Guidelines Section 15124 (c), an appropriate project description includes a "general description of the project's technical, economic, and environmental characteristics..." Construction-related and future grading specifics are outside of these general descriptive boundaries. |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | | However, soils export and truck trips are significant metrics in determining air quality and greenhouse gas emissions impacts, and as such are vital components in the quantitative analyses of these impacts. Each was included in the modeling of those impacts, and is shown on the opening page of Appendix B, Air Quality and Greenhouse Gas Data. |
| A01-21 | | Roof top equipment, signage, sound systems, bicycle parking, and noise sensitive equipment such as HVAC and trash enclosures are missing from the project description and need to be identified and analyzed in the EIR. | This comment recommends additional detail concerning a number of topics in the Project Overview section of the Project Description. As stated on page 3-1 of the Draft EIR, "Additional descriptions of the environmental setting as they relate to each of the environmental issues analyzed in Chapter 4, Environmental Assessment, are included in Subchapters 4.1 through 4.14." The following subjects are included in Chapter 4 subchapters that include analyses to which that information is relevant:<br>Rooftop Equipment – Subchapters 4.10 Noise<br>Sound Systems – Subchapter 4.10 Noise<br>Bicycle parking (as shown on Figure 3-5 Conceptual Site Plan) – Subchapter 4.13 Transportation and Traffic, Subchapter 4.6 Greenhouse Gas Emissions<br>Noise Sensitive Equipment – Subchapters 4.10 Noise<br>School gateway/marquee signage has not been designed. |
| A01-22 | | Anticipated operation of the school including hours of operation, anticipated subleasing and/or use by outside vendors or parties are missing from the project description and should be identified. | Section 3.5, Hours of Operation, has been added to page 3-24 of the Draft EIR. |
| A01-23 | | CEQA Guidelines Section 15124(d)(1) requires that an EIR contain a list of the agencies that are expected to use the EIR in their decision-making and a list of permits and other approvals required to implement the project. The Draft EIR's statement in Section 3. 7 that the project "may also require an encroachment permit from Foster City" is ambiguous and should be clarified to state that the City is a Responsible Agency under the California Environmental Quality Act (CEQA) and that all work within the City right-of-way in connection with the project will in fact require an encroachment permit from the City. | The text on page 3-24 of the Draft EIR has been revised to state that “all work within the City right-of-way in connection with the proposed Project will require an encroachment permit from the City of Foster City”. |
| A01-24 | | The exact locations of this work and a summary of the work proposed within the right-of-way should be included in the project description. | This comment recommends additional detail concerning potential encroachment into the public right-of-way associated with the Proposed project. As stated in CEQA Guidelines Section 15124 (c), an appropriate project description includes a "general description of the project's technical, economic, and environmental characteristics..." None of the defining components of the proposed project are located in, or would directly impact, |

# COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | | the public-right-of-way. Although minor, construction-access issues are common to all urban construction projects, they do not constitute valid project components appropriate for inclusion into the Project Description. See also Master Response 1 for more information on District coordination with the City over work in the public right-of-way. |
| A01-25 | | The Table 4-1 Approved Residential Project List is not correct. 900 Edgewater for 80 units should be removed as there is no approved project at this site. The Alma Point project is part of the Foster Square Project. 709 Alma Lane should be removed and the Foster Square Project should be listed as follows: 1) Alma Point (MidPen for seniors 62+) – 66 units 2) Atria – 155 Assisted Living Units 3) Condominiums (for seniors 55+) – 200 4) Ground Floor commercial – 30,000 square feet. | The information in Table 4-1 reflects the approval status of off-site projects at the time the Administrative Draft EIR was developed. Table 4-1 has been revised to include all requested changes. |
| A01-26 | | The Table 4-1 list of Pending Residential Projects is not correct. There are no pending projects at the Beach Cove Apartments, Franciscan Apartments or Shadow Cove Apartments. Additional units at these sites are included in the Housing Element but are not pending. Currently, there are no pending projects at Beach Park at Swordfish. | See Response A01-25. |
| A01-27 | | The Table 4.1 list of Approved Non-Residential Projects should include the approved Foster City Levee Improvement Project, Chess Hotel (TownPlace Suites) and Retail (Old Harry's Hofbrau), and all components of the approved Gilead Integrated Master Plan. | See Response A01-25. |
| A01-28 | | The Table 4-1 Pending Non-Residential Project should list the 121 room hotel at 1297 Chess Dr., the 11,855 square foot retail building at 1299 Chess Dr. and the remaining 604,415 square footage at the Gilead Campus. | See Response A01-25. |
| A01-29 | | The traffic study and transportation section of the EIR should be revised to account for the above listed Table 4-1 corrections. | See Response A01-90. |
| A01-30 | | Existing Conditions Section 4.1.1.2 should describe existing access, driveways, percentage of site coverage by impervious surface, square footage of impervious surface, and should include photos of the existing site and building conditions. | The existing conditions information contained in section 4.1.1.2 is consistent with CEQA Section 15125 (a), which states that "The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives." In direct accordance with the CEQA thresholds of significance for aesthetics, the subchapter describes scenic vistas and resources; describes the existing visual character of the site, including existing viewsheds and a figure (Figure 4.1-1) that depicts existing buildings from various perspectives; and refers readers to Figure 3-3, which contains pictures of existing site |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

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| | | | buildings. |
| A01-31 | | Existing Conditions Section 4.1.1.2 should describe height of the existing building | The text on page 4.1-4 of the Draft EIR has been revised to include the height of existing buildings. |
| A01-32 | | The sources of the standards of significance listed in Section 4.1.2 should be identified and explained. | The Standards of Significance on page 4.1-7 have been introduced with a statement on of their source, Appendix G of the CEQA Guidelines. |
| A01-33 | | The discussion of AES-3 fails to address and analyze the project's compatibility with the visual character of the project's surroundings including with respect to the project's architecture, impervious surface coverage, landscaping, height, roof top equipment, lighting etc. Therefore, the conclusion set forth in AES-3 (that the project would not degrade the existing visual character or quality of the site and its surroundings) is unsupported and the analysis is inadequate. | Contrary to the statement within comment A01-33 that "The discussion of AES-3 fails to address and analyze the project's compatibility with the visual character of the project's surroundings including with respect to the project's architecture, impervious surface coverage, landscaping, height, roof top equipment," the following text is included on page 4.1-9 of the Draft EIR, that assesses these elements: " The proposed Project would demolish an aging and architecturally-dated shopping center (see Figure 3-3 of Chapter 3, Project Description) and develop a contemporary educational facility composed of new structures and integrated landscaping. The proposed Project would result in less impervious surfaces and more pervious landscaping, with a natural turf field and play structures that complements the surrounding neighborhood aesthetics to a greater degree than existing structures. High efficiency LED fixtures would result in softer light. The primary changes to the visual character of the site would be the addition of architectural composition, increased visual interest resulting from stepped massing of the proposed design, a new palette of colors, and new soft and hardscapes to a site that is currently dominated by parking lots and homogenous buildings." This conclusion, resulting from the targeted, relevant information referenced in Response A01-28, constitutes adequate analysis. |
| A01-34 | | The discussion of AES-3 should describe the type and the numbers of light poles proposed and calculate the incandescence of the area before and after project construction. | For clarity, please note that that this comment refers to the discussion of light and glare as addressed in AES-3, when it is addressed under AES-4. Per Response to Comment A01-19, the estimated number of light poles has been added to the Project Description, and this number has been added to the discussion of AES-3. As explained in the AES-4 discussion in the Draft EIR, the proposed significant decrease in parking areas and minimization of evening site use, combined with the installation of Title 24-compliant, low-luminaire LED lighting components, would result in less-than-significant light impacts. |
| A01-35 | | The conclusion in AES-3 (that the project would not expose people. to substantial light or glare…") relies on the project's conformance with City General Plan Policy LUC-B-1 required as part of the "design review process". However, because the project has been deemed by the District | For clarity, please note that that this comment refers to the discussion of light and glare as addressed in AES-3, when it is addressed under AES-4.<br><br>Please see Master Response. |

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| | | to be exempt from City zoning and building permitting regulations and therefore is exempt from City architectural review, conformance with this policy can only be ensured if it is imposed as a mitigation measure. Therefore, the AES-3 conclusion should be changed and City General Plan Policy LUC-B-1 should be imposed as one mitigation measure. | |
| A01-36 | | The AES-1 analysis also relies upon use of LED lights as a basis for its less-than- significant impact without mitigation conclusion. However, LED lights can produce off-site light and glare and often need to be adjusted and/or modified to after installation to address light and glare issues. Also, reflective building materials can result in light and glare impacts. Therefore, in order to reduce the potential light- and glare-related impacts to a less-than-significant level, the following mitigation measures should be incorporated into the project: | See response to comments A01-37, A01-38, and A01-39. |
| A01-37 | | a. Prohibit turf lighting (consistent with the statement in paragraph 1 of page 3-16 which states that “there is no turf area lighting intended”). | As noted in this comment and stated in the Draft EIR, "there is no turf area lighting intended for the campus as it would be an elementary school without a formal District sports program and there is an existing residential community immediately adjacent to the Project site." The proposed natural turf area would be smaller than a typical soccer field. The prohibition of turf lighting as mitigation for a project that proposes no turf lighting is considered unnecessary. |
| A01-38 | | b. During the DSA building review process, the District shall review the reflective properties of exterior building materials selected for the proposed structures and, prior to final DSA approval, District staff shall demonstrate that the use of exterior reflective materials is minimized and that any proposed reflective materials minimize day and nighttime glare. | Please see Master Response. |
| A01-39 | | c. A lighting plan shall be prepared for the project site and, prior to final DSA approval, the District shall demonstrate that any outdoor night lighting proposed for the project is downward-facing, and shielded so as to minimize nighttime glare and lessen impacts to neighboring properties. | Please see Master Response. |
| A01-40 | | To minimize visual and safety issues during construction, the follow mitigation measure, which is required of all construction projects in Foster City, should also be imposed as a mitigation measure: Prior to commencement of any site work or the introduction of any earth moving equipment or building materials onto the site, the applicant shall insure that a temporary 6 (six) foot tall chain-link fence (no portion of which contains barbed wire) with a dark green (or other color approved by the | This comment does not provide substantial evidence of a potential impact related to AES-4, Aesthetics, Light and Glare, of the Draft EIR. It recommends a standard condition of approval required by the City for projects on property under jurisdiction of the City. No further response is required. |

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| | | Community Development Director) vinyl or canvas interior liner placed on the exterior of the fence shall be placed around the area of the intended site work. The gate to the fence shall be locked at all times that the fenced area is left unattended by the owner or resident, the contractor or subcontractors. All construction materials and equipment, including temporary or portable equipment, such as generators, storage containers or facilities, shall be stored within the interior of the fenced area when construction activities are not occurring. If placed anywhere on site, portable toilets shall be placed within the interior of the fenced area at all times. | |
| A01-41 | | The sources of the standards of significance listed in Section 4.2.3 should be identified and explained. | Please see Response A01-32. |
| A01-42 | | The analysis should discuss air quality impacts from the architectural coatings planned for the project. | Air Quality impacts were quantified using the California Emissions Estimator Model (CalEEMod), a contemporary platform developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts, and beta-tested by EIR consultant PlaceWorks. The model is considered a comprehensive tool that accounts for all inputs relevant to project type and size. Data used in this analysis is presented in Appendix B of the Draft EIR. |
| A01-43 | | Page 4.2-21 states that the project would "constitute an appropriate planned development" and that "[e]establishment of a new Planned Development district for the proposed Project would be consistent with the flexible definition of the district." As stated elsewhere in the EIR, despite that the City determined that the project would require a zone change and General Plan amendment, the District exempted itself from the City zoning regulations and therefore to the City's knowledge, there is no application by the District to change the zoning of the project site to Planned Development district or otherwise. Accordingly, these inaccuracies should be corrected. | This comment does not adequately explain the inaccuracies it assumes are in the Draft EIR. At no point in the Draft EIR is it stated that "despite that the City determined that the project would require a zone change and General Plan amendment, the District exempted itself from the City zoning regulations." As stated in the comment, the District resolved to exempt the proposed project, per Government Code Section (GC) 53094, from the application of Foster City zoning ordinances and regulations. As stated in the Master Response, the SMFCSD Board unanimously approved the School Conveyance Agreement to purchase the Charter Square Shopping Center site and school on November 3, 2016. The Foster City Mayor and City Manager responded with a letter of congratulations dated November 9, 2016. On November 28, 2016, a letter noticing the Acquisition of Property for School Site Purposes was sent to the City, giving the City and Planning Commission 30 days on which to comment.<br><br>The City Attorney requested an extension of the timeline to evaluate the site, and in a letter dated December 6, 2016, the District extended the date to |

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| | | | January 23, 2017.<br><br>The Board approved a resolution exempting the District from City Zoning Ordinances and Regulations at its December 8, 2016 board meeting. A copy of the resolution and a letter describing the action was sent to the City Manager on December 13, 2016.<br><br>The City's Planning Commission met on January 19, 2017 and passed a resolution stating that the District's site would not be consistent with the General Plan. As stated in the comment, the District did not apply to change the zoning of the project site. |
| A01-44 | | As demonstrated in the attached Planning Commission Staff Report and Resolution dated January 19, 2017, the project is not consistent with the City General Plan or Zoning Ordinance | See Response A01-43. |
| A01-45 | | and therefore the project is not entitled to the assumption that it is consistent with the BAAQMD Air Quality Management Plan. Statements to the contrary on page 4.2-21 must be corrected accordingly and mitigation measures imposed if this changes the impact conclusion. | The text of page 4.2-21 of the Draft EIR has been revised to stress that regardless of local land use exemptions, the proposed Project must be consistent with BAAQMD standards. |
| A01-46 | | Section 4.3.1 should list the Federal Clean Water Act and the Porter Cologne Water Quality Control Act within the regulatory framework of the project. | Information about the Federal Clean Water Act and Porter-Cologne Water Quality Act has been added to page 4.3-2 and page 4.3-3 of the Draft EIR. |
| A01-47 | | Section 4.3.1 should describe the number and species and diameter of trees on site. | The text of page 4.3-3 of the Draft EIR has been revised to include information on the number, size and type of existing trees, as assessed by a certified arborist. |
| A01-48 | | The sources of the standards of significance listed in Section 4.3.2 should be identified and explained. | Please see Response A01-32. |
| A01-49 | | BIO-1 should describe the number and species and diameter of trees on site to be removed. | The text of page 4.3-6 of the Draft EIR has been revised to state the number and size of trees to be removed by the proposed Project. |
| A01-50 | | The BIO-5 conclusion that the project would not conflict with any local policies or ordinances protecting biological resources such as tree preservation policy or ordinance is not supported and is furthermore conflicted by the Planning Commission staff report and resolution dated January 19, 2017. | As stressed throughout Subchapter 4.3 and in the Project Description, the entirely developed Project Site is limited to ornamental trees, and contains no heritage trees. The Planning Commission staff report and resolution dated January 19, 2017 makes no mention of either biological resources or tree preservation policy. The text of page 4.3-3 of the Draft EIR has been revised to include information on the number, size and type of existing trees, as assessed by a certified arborist. |
| A01-51 | | The Local Regulations section on page 4.4-5 states that "SCOA 9.20 | This comments requests that SCOA 9.20, which calls for halting construction |

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| | | ensures that proper handling of prehistoric or historic archeological materials if encountered during project activities, and requires all work within 25 feet of the discovery to be halted…" The City requests that SCOA9.20 be included as a mitigation measure to reduce the identified significant impacts described in CULT-2. | in the event that cultural material is encountered, be included as a Cultural Resources Mitigation Measure. However, the Draft EIR includes Mitigation Measures CULT-2 and CULT-3, both of which call for similar work stoppage in the event that prehistoric, historic or fossil-bearing deposits are encountered during project construction. The inclusion of SCOA 9.20 as mitigation is considered redundant. |
| A01-52 | | The Existing Conditions section fails to describe the prior historical uses and conditions of the project site or describe the history date of construction of the existing buildings on site. | As stated on page 4.9-5 of the Draft EIR, buildings currently on the site were built in 1974. As also noted in the Draft EIR, a search of historical resources was conducted through the Northwest Information Center of the California Historical Resources Information System, with no known resources discovered. General prehistoric patterns in the area are also described. Given the small size, relatively recent development, and urban location of the proposed site, and the application of Mitigation Measure CULT-2, CULT-3, and CULT-5, cultural resources have been adequately addressed. |
| A01-53 | | The sources of the standards of significance listed in Section 4.4.2 should be identified and explained. | Please see Response A01-32. |
| A01-54 | | The CULT-1 conclusion is not adequately supported. | This comment asserts that the conclusion of No Impact regarding historical resources on the site is not adequately supported. This comment does not state a specific concern or question with the adequacy of the analysis, nor does the comment raise a new environmental issue. Please refer to Chapters 4.4 for a discussion of historic resources, as well as Response A01-52. |
| A01-55 | | The CULT-2 and CULT-3 mitigation measures should be revised to conform to the requirements set forth in SCOA 9.20 referenced above as it is triggered by a lower threshold – discovery of resources within 25 ft. of the project site, not 50 ft. as required by Mitigation Measures CULT-2 and CULT-3. | This comment incorrectly states the guidelines established in both SCOA9.20 and Mitigation Measures CULT-2 and CULT-3. As noted in the Draft EIR, SCOA 9.20 "requires all work within 25 feet of the discovery to be halted" in the event that materials are discovered. It does not establish a distance from a site within which a discovery halts all work. Conversely, CULT-2 and CULT-3 apply a radius of work stoppage around a site, as stated on page 4.4-8 and 4.4-9 of the Draft EIR: Both Mitigation Measures state that "all work within 50 feet of the resources shall be halted." The comment requires no further response. |
| A01-56 | | The sources of the standards of significance listed in Section 4.5.2 should be identified and explained. | Please see Response A01-32. |
| A01-57 | | The conclusion set forth in GEO-2 is not adequately supported. The referenced requirements of the CBC and DSA Guidelines for completion of the GEO Hazard report must be identified in order to determine whether compliance will reduce potential impacts relating to unstable geologic | The text on page 4.5-7 has been revised to provide detail on the required contents of a Geohazard Report for submission to the CGS and DSA. |

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| | | soils. | |
| A01-58 | | Mitigation Measure GEO-2 does not adequately explain how it would reduce the identified GEO-2 impact. | The text of page 4.5-7 has been revised to establish the connection between completion of a Geohazard Report and construction of safe school project. |
| A01-59 | | The page 4.6-10 and 4.6-22 references to the adoptions hearings should be updated and the outcome of the hearings should be summarized. | The 2017 CARB Climate Change Scoping Plan hearings have been repeatedly delayed. The CARB adoption hearings delayed again to June 2017, and still have yet to be held. . |
| A01-60 | | The sources of the standards of significance listed in Section 4.6.2 should be identified and explained. | Please see Response A01-32. |
| A01-61 | | On page 4.6-22 it states that "[t]he proposed project would comply with these GHG emissions reductions measures since they are Statewide strategies." Explain how the project would comply with these strategies and how compliance would be verified and enforced. If compliance cannot adequately be verified and enforced then these strategies should be imposed as affirmative mitigation measures. | As shown in Table 4.6-7 of the Draft EIR, operational phase GHG emissions would be well below the emissions threshold established by BAAQMD. Policies and strategies established by the BAAQMD and other state agencies were not developed as project-by-project mitigation, but rather thresholds for determining when projects require mitigation. This comment suggests a reversal of the implementation of climate change related strategy. |
| A01-62 | | Because the District has exempted the project from City zoning and building permitting other than issuance of an encroachment permit for improvements within the City right-of-way, the project's compliance with the applicable measures identified the CAP and summarized in Table 4.6-8 cannot necessarily be verified or enforced. Therefore, the impact conclusion regarding compliance with the CAP should be changed and the DSA's verification of the project's compliance with the CAP policies summarized in Table 4.6-8 should be imposed as affirmative mitigation measures. | Please see Master Response. |
| A01-63 | | The sources of the standards of significance listed in Section 4.7.2 should be identified and explained. | Please see Response A01-32. |
| A01-64 | | Mitigation Measure HAZ-1 should be revised to require compliance with all measures and protocol identified in the required hazardous materials plan and to clarify the entity responsible for approval of the plan. | The preparation and certification of a hazardous materials plan, with Department of Toxic Substances Control (DTSC) oversight, as stated in Mitigation Measure HAZ-1, implies compliance with that plan. Plan approval is stated in HAZ-1: "Under DTSC oversight, a No Further Action or letter of certification shall be obtained stating that the site does not pose a significant risk and is suitable for elementary school use." |
| A01-65 | | The sources of the standards of significance listed in Section 4.8.2 should be identified and explained. | Please see Response A01-32. |
| A01-66 | | Page 4.8-13 implies that the City will receive, review and approve the C.3 Stormwater Control Plan. Please correct as necessary to reflect the District's election to exempt itself from City zoning and building | The text on page 4.18-13 of the Draft EIR has been revised to clarify that the Stormwater Control Plan needs to be approved by the DSA. See Response A01-11. |

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| | | permitting requirements and instead obtain DSA approval. Approval of the C.3 plan should be listed and clarified in the Project Description section. | |
| A01-67 | | The HYD-2 impact discussion at the top of page 4.8-14 states that "the development review process would ensure that the proposed Project complies with the various statutory requirements necessary to achieve regional water quality objectives…" and therefore the project's impact on water quality would be less than significant. Please clarify this "development review process" and how exactly compliance would be ensured and/or list the referenced requirements as mitigation measures. | For clarification, this comment refers to the HYD-1 discussion. The text on page 4.8-14 of the Draft EIR has been revised to state that the "development review process" is a reference to previously described review by bodies such as the Regional Water Quality Control Board. . |
| A01-68 | | The last paragraph of the HYD-2 impact discussion states that "compliance with the City's landscape plan application requirements would reduce the potential for water quality issues during construction." Yet, compliance with these City requirements cannot be ensured or enforced because the District has exempted itself from City zoning and building permitting requirements. Therefore, the impact conclusion should be changed and the referenced City landscape requirements should be imposed as mitigation measures to reduce the project's impact on water quality. | Please see Master Response. |
| A01-69 | | The HYD-5 impact discussion states that "[c]commitment to Foster City General Plan goals and policies related to strong, well-protected and capable infrastructure would further reduce the likelihood that the proposed Project would exceed drainage capacity or provide substantial additional sources of polluted runoff." Yet compliance with these General Plan policies cannot be ensured or enforced because the District has exempted itself from City zoning and building permitting requirements. Therefore, the impact conclusion should be changed and the referenced Foster City General Plan goals and policies should be imposed as mitigation measures to reduce the project's impact on stormwater drainage systems. | Please see Master Response |
| A01-70 | | The sources of the standards of significance listed in Section 4.9.2 should be identified and explained. | Please see Response A01-32. |
| A01-71 | | Table 4.9-1 contains goals and policies from the Foster City General Plan and lists how the author believes the project is consistent with those policies. These conclusions are not correct and are contradicted by the enclosed January 19, 2017 staff report and Planning Commission | This comment does not reference particular conclusions which the commenter believes to be incorrect, and thus does not facilitate proper response. The City's January 19, 2017 staff report and resolution contains no analyses specific to individual General Plan Goals and Policies, as are included |

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| | | resolution making a determination that the project does conflict with the Foster City goals and policies including the general plan and zoning ordinance. | in the Draft EIR. The resolution states the City's position that the proposed project would require a General Plan and zoning amendment. However, the Board of Trustees of the San Mateo-Foster City School District resolved to exempt the proposed project, per Government Code Section (GC) 53094, from the application of Foster City zoning ordinances and regulations. Please see the Master Response for a statement on the school conveyance agreement and Government Code Section (GC) 53094. |
| A01-72 | | The Planning Commission conducted this review on January 19, 2017 and adopted a resolution that was forwarded to the District that found that the development of the subject site as a school would not be consistent with the General Plan or zoning for the property unless the District obtains approval of (i) a General Plan Amendment to change the project site's General Plan land use designation to Public Facilities and; (ii) a Zoning Amendment to change the zoning district of the project site to Public Facilities. The January 19, 2017 Resolution and staff report are enclosed as Attachment 1 to Exhibit B and should be addressed in the Final EIR and included in the EIR Appendix. | Please see Master Response. |
| A01-73 | | It is stated that the proposed school would result in the demolition of an aging shopping center with a high vacancy rate. This statement mischaracterizes the facts and should be corrected accordingly to clarify that the property owner has allowed the center to deteriorate, stopped leasing spaces several years ago, and did not renew leases when they expired even when the tenant desired multi-year extensions, which is the cause of the high vacancy rate. | This comment expresses the opinions of the commenter and does not provide specific details or evidence of any inadequacies of the analyses contained in the Draft EIR. Therefore, no further response is required. |
| A01-74 | | The sources of the standards of significance listed in Section 4.10.2 should be identified and explained. | Please see Response A01-32. |
| A01-75 | | Additional mitigation measures should be considered and imposed to reduce the significant and unavoidable impact described in Impact Noise-1 such as prohibiting or limiting loud speakers, whistles, etc. | Mitigation Measure NOISE-1, the construction of an 8-foot-tall, gap-free noise reduction barrier is comprehensive and represents maximum effort to reduce neighborhood noise impacts. Noises referenced in the comment are intermittent, periodic sounds integral to daily school scheduling and activity. The individual impacts of these noises were included in the overall noise environment that NOISE-1 would partially reduce. |
| A01-76 | | Mitigation Measure NOISE-1a should be revised to clarify when and how it will be enforced and by whom. | Responsibility and accountability related to Mitigation Measures will be detailed in the Mitigation Monitoring and Reporting Plan (MMRP). |
| A01-77 | | Additional mitigation measures should be considered and imposed to reduce the significant and unavoidable impact described in Impact Noise- | NOISE-2 would separate large construction machinery from the sensitive receptors at the immediate edge of the site to the best degree possible. The |

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| | | 2 including City SCOAs. | impact is unavoidable due to the fact that at least one proposed school building would be as close as 40 feet from the nearest residential property line on the west of the site. Construction would be temporary, and NOISE-2 would help to decrease vibration impacts throughout the construction period. |
| A01-78 | | Page 4.10-24 states the allowed hours of construction as stated in the Foster City Municipal Code. However, for large projects in or near residential areas, it is the City's standard practice to limit hours of construction to 8 am to 5 pm weekdays with no construction allowed on weekends or holidays. As such, the following mitigation measure to reduce Impact NOISE-4 should be added:<br><br>1) Construction activities shall be limited to the hours of 8 a.m. to 5 p.m. on weekdays unless deviations from this schedule are approved in advance by the City. No construction activities may take place between the hours of 7 a.m. and 8 a.m. on weekdays provided that such work is limited to quiet activities and shall not include the use of engine-driven machinery. No actual construction activities may take place between 7 a.m. and 8 a.m. | The further restrictions to the hours of construction noted in the Comment A01-78 is what the commenter refers to as the "City's standard practice" and the District will comply with FC's Municipal Code. |
| A01-79 | | The NOISE-5 discussion should note that the Levee Improvement Project that may occur concurrent with the proposed project. | The text on page 4.10-26 of the Draft EIR has been revised to include a description and impact of the Levee Protection Planning Improvement Project. |
| A01-80 | | The sources of the standards of significance listed in Section 4.11.2 should be identified and explained. | Please see response A01-32. |
| A01-81 | | The Employment discussion on page 4.11-4 should identify the number of District teachers and classified staff currently employed in Foster City only. | The text on page 4.11-4 of the Draft EIR has been revised to include the requested District statistics. |
| A01-82 | | The discussion in POP-1 states that "teachers would be transferred from existing schools" yet fails to state how many teachers would be transferred and how may new teachers and staff are anticipated to be hired. Without including and analyzing this missing information the EIR's analysis of the project's impact on population and housing is inadequate. | The text on page 4.11-4 of the Draft EIR has been revised to highlight that there would be no net increase in teachers or staff. |
| A01-83 | | The sources of the standards of significance listed in Section 4.12.2 should be identified and explained. | Please see Response A01-32. |
| A01-84 | | The statement in the SVCS-1 discussion that the proposed use is less intense use of the site than the existing use is not adequately explained or supported by evidence in the record. As shown in the Traffic Impact Analysis the proposed use will generate significantly more vehicle trips | SVCS-1 states that "The proposed Project would result in the demolition of seven existing commercial structures totaling approximately 56,000 square feet and construction of an approximately 42,500 square-foot elementary school projected to enroll 430 to 460 students with a maximum capacity of |

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| | | during peak hours than the existing use. As such, the SVCS-1 conclusion is not adequately supported. | 600 students. The proposed Project would include approximately 75 parking stalls supporting a single less intense use of the site compared to the current use which 250 parking spaces and multiple tenants. Although the relationship is not directly proportional, less intense uses of land typically result in decreased potential for fire and emergency incidents." As the commenter correctly states, peak hour traffic would increase with the proposed school. However, the reduction in size, uses, parking, and hours of operation would each contribute to an overall reduction in intensity of use. |
| A01-85 | | The SVCS-2 discussion relies on compliance with Foster City General Plan Safety Element policies and programs and compliance with CBC and CFC to conclude that the project would have a less than significant impact on fire protection services. However, the District elected to exempt itself from City zoning and building permitting requirements therefore compliance with these policies, programs and requirements cannot be ensured or enforced. As such, the SVCS-2 conclusion should be changed to "Significance with Mitigation" and the Foster City General Plan Safety Element policies and programs should be imposed as mitigation measures to reduce this impact. | Please see Master Response. |
| A01-86 | | The statement in the SVCS-2 discussion that the proposed use is less intense use of the site than the existing use is not adequately explained or supported by evidence in the record. As shown in the Traffic Impact Analysis the proposed use will generate significantly more vehicle trips during peak hours than the existing use. As such, the SVCS-2 conclusion is not adequately supported. | The SVCS-2 discussion includes no reference to intensity of use. See Response A01-84. |
| A01-87 | | The SVCS-4 conclusion is not adequately supported by evidence in the record. | This comment asserts that the conclusion of Less-than-Significant impact regarding cumulative impacts to police service is not adequately supported. This comment does not state a specific concern or question with the adequacy of the analysis, nor does the comment raise a new environmental issue. Please refer to Chapter 4.12 for a discussion of Public Services. |
| A01-88 | | The 2015-2016 enrollment data on page 4.12-19 should be updated to reflect the 2017-2018 school year. | The text of page 4.12-9 of the Draft EIR has been revised to include updated enrollment figures. |
| A01-89 | | Appendix E needs to be updated with most recent TIA dated July 21, 2017. | The TIA has been updated to the July 21, 2017 version. See attached Appendix E. |
| A01-90 | | Harry's Hofbrau listed on page 19 of the TIA is not listed and should be included in Table 4-1 on page 4-4 of the EIR | See Response A01-25. |
| A01-91 | | The queue storage capacities stated on page 47 of the TIA are | The figures listed in Comment A01-91 are not inconsistent. As noted in the |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | inconsistent (450 ft. or 14 vehicles and 400 ft. or 16 vehicles) | comment, the TIA explains that "the queue storage capacity [along Beach Park Boulevard] for drop-off/pick-up operations would consist of 450 feet (14 vehicles)." It then states that this is "compared to an estimated outbound 95th percentile queue length of 400 feet, or 16 vehicles." Capacity and estimated queue length are two different measurements. However, the queuing analysis (see Appendix II) for the study intersections assumes an engineering standard of 25 feet. Therefore, for consistency with the TIA, page 47 of the TIA should read as follows:<br><br>"The queue storage capacity for drop-off/pick-up operations would consist of 450 feet (18 vehicles), compared to an estimated outbound 95th percentile queue length of 400 feet, or 16 vehicles."<br><br>As such, the 450-foot storage capacity would be sufficient to accommodate the estimated required queue length of 400 feet. As explained in Response A01-111, the separate queuing analysis performed for the project found that the 850 feet of total drop-off and pick-up area of the proposed project is adequate to accommodate the maximum queue length—19 vehicles—observed at a comparable elementary school in Foster City. |
| A01-92 | | The midday peak hours stated in the Executive Summary of the TIA are not consistent with the midday peak hours stated in the Analysis of Time Periods section. Project Conditions section (Table 7), and Conclusions section of the TIA This should be corrected in an updated and recirculated TIA. | The Executive Summary is referring to typical school dismissal hours, which occur between noon and 3:00 p.m., depending on the grade level. This is different from the midday traffic peak, which occurs between 2:00 to 4:00 p.m. when the combination of ambient traffic and school traffic is highest. No changes to the analysis are necessary. |
| A01-93 | | The 400 Mariners Island Boulevard project in the City of San Mateo should be included in Background Conditions in both the TIA and in Section 4.13 (both text and figures). | The 400 Mariners Island Boulevard project is far north of the study area and would not add traffic to the study intersections. |
| A01-94 | | Shell Boulevard has "edgelines" not bike lanes and is currently classified as a bike route (Class Ill). Catamaran east of Shell is also a Class Ill bike route. This should be corrected in the text and figures of the TIA and Section 4.13. | Class II Bike Lanes are preferential use areas within a roadway designated for bicycles. Within the project vicinity, Class II bike lanes are present on Edgewater Boulevard between Beach Park Boulevard and Hillsdale Boulevard, the SR 92 northbound ramps, and on Shell Boulevard between Metro City Boulevard and Catamaran Street.<br><br>Class III Bike Routes are signed bike routes that provide a connection to Class I and Class II facilities. Bike routes serve as transportation routes within neighborhoods to parks, schools, and other community amenities. The |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | | following roadway segments are designated Class III bike routes in the vicinity of the project site:<br>▪ Hillsdale Boulevard, from Edison Street to Beach Park Boulevard<br>▪ Edgewater Boulevard, from Beach Park Boulevard to Baffin Street<br>▪ Beach Park Boulevard, from Virgo Lane to Hillsdale Boulevard<br>▪ Shell Boulevard, from Metro City Boulevard to Beach Park Boulevard<br>▪ Catamaran Street, from Shell Boulevard to Marlin Avenue<br><br>Page 4.13-8 of the Draft EIR has been amended to include Bike Lanes (Class II) and Bike Routes (Class III) identified in the City of Foster City General Plan. |
| A01-95 | | The label "Cuesta Dr." on Figures 5, 6 and 7 of the TIA appears to be a typo and should be corrected. | Figure 4.13-4 has been revised to correctly identify Beach Park Boulevard. |
| A01-96 | | The sources of the standards of significance listed in Section 4.13.2 should be identified and explained. | Please see Response A01-32. |
| A01-97 | | Actual trip counts of the trips generated by the existing shopping center should be conducted, as opposed to reliance on ITE rates, and the trip credits should be revised accordingly to reflect actual conditions. The trip credits for the shopping center relied upon do not seem to jive with hours of operation for the shopping center as many businesses do not open before 10am. | Trip generation estimates of the existing site were based on driveway counts conducted on February 23, 2017. The project site includes a US Post Office, which is open during the morning. This is explained on page 23 of the TIA. |
| A01-98 | | Explain basis for trip assignment assumptions – how can trip assignments be determined before boundaries are established? | The assumed trip distribution and trip assignment were based on the immediate neighborhoods and the locations of existing Foster City schools. Once the existing school locations were mapped, the attendance area for the Charter Square school was assumed. The trip distribution assumptions are described on page 24 in the TIA. |
| A01-99 | | Explain basis for assumption that 60% of parents work and 30% are nonworking parents. | Please see TIA page 24. |
| A01-100 | | The conclusion that the proposed school with a maximum enrollment of 600 students would result in fewer than 100 net new trips does not appear to be adequately supported by the record. Are the number of teachers and administrative staff employees taken into account? How were trip credits calculated? | Please see the TIA pages 23 to 24 for an explanation of the trip estimates. Please also see Table 8 in the TIA. |
| A01-101 | | The TRAF-4 discussion should state whether the 75 parking spaces comply with Foster City parking requirements and are adequate to serve ITE parking demand. | The requested parking analysis is available in the traffic impact analysis on page 51. |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| A01-102 | | The label "Cuesta Dr." in Figure 4.13-4 is a typo and should be corrected. | See Response A01-95. |
| A01-103 | | The lists of Class II Bike Lanes and Class II Bike Routes needs to be corrected and updated consistent with the Bike Facilities Map in the City General Plan. | The text on page 4.13-8 has been revised to include bike routes in the City's General Plan. |
| A01-104 | | The statement on page 4.13-22 in the TRAF-6 discussion that the project would not conflict with Foster City General Plan policies regarding bicycles and pedestrians is unsupported. | The project would include an on-site crosswalk, bicycle parking, and entryways limited to students that walk or bike, which would support the City's General Plan policies that prioritize bike and pedestrian facilities. In addition, given the size and associated use of the project, and that most young students are not expected to ride a bike to school, the project is not expected to impact the surrounding bicycle facilities. |
| A01-105 | | The EIR states on page 4.13-23 that "most young students are not expected to ride bicycles to school". Is this assumption accounted for in the ITE rate used to calculate the project's estimated trip generation? | The trip generation of the school was not estimated based on ITE rates. It was estimated based on counts at existing schools in Foster City. Observations of the existing schools in Foster City showed few students using bikes. |
| A01-106 | | On page 4.13-23 the discussion needs to be updated to reflect that the section of Beach Park Blvd between Shell Blvd and Edgewater Blvd will be striped with Class II Bike lanes as part of the annual street resurfacing reject.in sum of 2017. | The text of page 4.13-23 has been revised to note that the City plans to add the referenced Class II bike lanes. |
| A01-107 | | The City's Comprehensive Traffic Study, including the Safe Routes to School study, is currently being conducted. Additional improvements in the vicinity of the project may be required as identified in the study. | The comment does not address the adequacy of the Draft EIR. No further response is required. |
| A01-108 | | The statement on page 4.13-23 that the project would not impact SamTrans bus services is unsupported. How many students are anticipated to take the bus to school and on which routes and what is the existing capacity of the buses on these routes? | It has been determined unlikely that students would take buses to the proposed school. However, it is possible that some staff might take the bus. This is discussed on page 52 In the TIA. |
| A01-109 | | The current configuration allows U-turn at Shell/Beach Park intersection going northbound (leaving town). There isn't enough room for larger vehicles to make that U-turn safely. Large vehicles have a hard making the U-turn. Consideration should be given to restricting U-turns or possibly widening that area to accommodate safe U-turn. | The current roadway width of Shell Boulevard does not provide sufficient room for vehicles to make a U-turn. Therefore, no project trips were assumed to make a U-turn at the Shell Boulevard/Beach Park Boulevard intersection. The City may wish to install a sign prohibiting U-turns at the intersection. |
| A01-110 | | TRAF-4 does not take into consideration vehicle queuing impacts. How will drop off/pick-up be monitored and enforced to ensure that no queuing impacts will occur? How many cars will fit in the drop off lane without extending into the street? A queuing analysis should be conducted at existing Foster City Schools to determine if the assumptions in the traffic analysis are correct that the site has sufficient space for vehicle queuing during drop off and pick up. Mitigation measures should | The requested queuing analysis is available in the traffic impact analysis on pages 47-49. |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | be imposed to ensure that queuing impacts will not occur. | |
| A01-111 | | The assumption that the existing left turn pocket on north bound Shell Blvd adjacent to the middle driveway is adequate appears suspect. The TIA states because level of service is A that were will be sufficient gaps in traffic to make the turn and would not cause spill over into the northbound through lane. However, this assumes the queuing lane on the project site will have sufficient capacity. As discussed above, a queuing analysis should be conducted at existing Foster City Schools to determine if the assumptions in the traffic analysis are correct that the site has sufficient space for vehicle queuing during drop off and pick up. | As noted in Response A01-91, the revised TIA states that, "The queue storage capacity [along Beach Park Boulevard alone] for drop-off/pick-up operations would consist of 450 feet (18 vehicles), compared to an estimated outbound 95th percentile queue length of 400 feet, or 16 vehicles."<br><br>A separate queuing analysis was conducted at the Brewer Island Elementary School at the request of the City of Foster City (see Appendix II). The results of that queuing analysis showed that the maximum queue length during the drop-off period happened at 7:58 a.m. when there were a total of 19 cars queued among all three of the school's drop-off/pick-up areas combined. Thus, the new school should have enough room to accommodate 19 vehicles across all loading zones. As stressed in the queuing analysis, "The project is proposing to have 850 feet of drop-off and pick-up area, which is adequate to accommodate the maximum queue length observed." |
| A01-112 | | Vehicles traveling eastbound on Beach Park Blvd making a left onto the site then have to make a U-turn in the parking lot to get into the drop-off/pick-up lane (and also because the lane adjacent to Shell Boulevard is one way in the opposite direction). This appears to be a tight turn, particularly for large vehicles and this area will be congested potentially creating back-ups in this area. Further analysis should be conducted to determine if making a U-turn in this location is possible and that waiting for gaps in order to enter the drop-off/pick-up area will not create back-ups. | The student drop-off/pick-up zone adjacent to Beach Park Boulevard would provide enough room for vehicles to make the necessary turn to get to the drop-off/pick-up zone and circulate through the site. As part of the development of the site circulation plan, it was verified that the turning radius of the lane highlighted in Comment A01-112 could accommodate a shuttle van, which is 18" longer than a very large SUV (see Appendix II). Vehicles would turn into a passing lane and parallel queuing lane that would lead to a drop-off area. A traditional U-turn into oncoming traffic would not be required.<br><br>The expected delays for inbound left-turns from Beach Park Boulevard are estimated to be low (10 seconds), and the maximum vehicle queue within the drop-off/pick-up zone is not expected to exceed the storage capacity. (Please see Responses AO1-91 and AO1-111.) Thus, the vehicle queues in the Beach Park Boulevard student loading/unloading zone are not expected to disrupt the traffic flow on Beach Park Boulevard. |
| A01-113 | | On page 47 of the TIA, it reports that delays at several driveways could occur. However, those delays seem to be discounted because the consultant feels their estimates are conservative and they assume that if delays occur, it would only be for 10 to 15 minutes. These are not acceptable assumptions. Delays should be clearly identified and mitigated. | The delays at the project driveways have been identified in the Project Driveway Operations section of Chapter 6 in the TIA. Given that the delays would occur for a short period and would not pose a significant impact to the adjacent roadways, project sponsored mitigation measures were not deemed necessary. However, if issues arise regarding delays at the Beach Park |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | | Boulevard driveway, the project could mitigate its drop-off/pick-up queue lengths through staggered start and dismissal times between grade levels, similar to the other Foster City schools. |
| A01-114 | | The analysis fails to analyze the impact of pedestrians attempting to cross intersections to reach the project site on the way to and from school and the impact this foot traffic would have on the efficiency of moving the traffic through the intersections, as well as the potential safety hazards to children pedestrians. | While foot traffic to and from the project site is not expected to significantly impact the study intersections, crossing guards could be positioned at the adjacent intersections to ensure students are crossing the streets safely. |
| A01-115 | | Historically, automobile movements through a 4- way Stop intersection are the most confusing type of movement to drivers. Studies have shown that drivers have the most problems trying to determine which automobile has the right of way when proceeding through this type of intersection, especially when a large number of those movements are left-turns through the intersection. This confusion on the part of drivers, with the large additional numbers of children pedestrians, will create a situation that will slow the time it takes for automobiles to clear the intersection and present what could be a dangerous situation for the children. This impact should be analyzed and mitigated. | Students using the crosswalks at the Shell Boulevard/Beach Park Boulevard or Shell Boulevard/Catamaran Street intersections could disrupt traffic flow for a few minutes before and after school if they walk continuously. This sometimes happens around schools and delays traffic for a few minutes. Since the delays are short-lived, this does not constitute a significant level-of-service impact. The school will monitor nearby crosswalks and communicate any additional crossing guard needs with the City of Foster City. |
| A01-116 | | The site design shall be designed for right turn only upon exiting all driveway entrances/exits. | The traffic study notes that outbound traffic should be restricted to right-turns only during student drop-off/pick-up periods. During non-drop-off/pick-up periods, exiting left-turns would not be problematic. |
| A01-117 | | Although the traffic impact analysis indicates that a traffic signal is not needed, a traffic signal shall be installed at Shell/Catamaran and Shell/Beach Park Boulevard due to the expected increase in pedestrians in this area and to maximize safety. | The traffic study includes a signal warrant analysis and concludes that traffic signals are not warranted at these two intersections. As described in Responses A01-114 and A01-115, crossing guards could be deployed to control student crossings. Traffic signals would not be necessary. |
| A01-118 | | Current traffic laws require that an automobile cannot enter the intersection when there is a pedestrian in the walkway either in the lane from which the automobile is entering or leaving the intersection. Imagine a morning or afternoon when large numbers of children are darting into the crosswalks at this intersection. Automobiles would be virtually stopped when trying to establish first of all, if they had the right of way, then that the crosswalks are empty and the driver can enter the intersection legally. The impact of this on the flow of traffic throughout the project area should be analyzed and requiring a traffic signal as mitigation for the impact on Intersection 8 should be considered at this intersection. | Please see Response A01-115. |

# COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| A01-119 | | Queuing Analysis in Section 6 of the TIA - Explain basis on how the five left-turn movements were selected for queuing analysis (e.g. What about Shell Blvd. & Beach Park Blvd. and other intersections? | The analysis focused on high-demand left-turn movements where the project is expected to add ten vehicles or more. A queuing analysis of the eastbound left-turn and westbound left-turn at the Shell Boulevard/Catamaran Street intersection, as well as the southbound left-turn movement at the Shell Boulevard/Beach Park Boulevard was conducted. The estimated queue lengths based on the Poisson numerical calculations show no queuing deficiencies for these movements. Detailed queue measurements are shown in the table included in Appendix II. |
| A01-120 | | Student Drop-off and Pick-up in Section 6 of the TIA - The TIA states that "Vehicles desiring to access northbound Shell Boulevard would have to circulate through the site ... , and then use Catamaran Street to access northbound Shell Boulevard." How many trips related to school traffic are expected to be added to Catamaran Street? Explain how the additional traffic will be mitigated, and other traffic calming measures will be implemented. | The project is expected to add 47 AM trips, 31 midday trips, and 7:00 p.m. trips to Catamaran Street. Given that all of the project driveways would restrict outbound traffic to right-turns only during student drop-off/pick-up periods, adding traffic to Catamaran Street is unavoidable. The existing traffic on Catamaran Street is about 164 vehicles during the AM peak hour, 90 vehicles during the midday peak hour, and 78 vehicles during the PM peak hour. Therefore, the added project traffic would be about a 34 percent increase. Adding traffic to Catamaran Street would not be a traffic impact under CEQA since Catamaran Street has the capacity to accommodate the increase. |
| A01-121 | | Access to Northbound Shell Boulevard in Section 6 of the TIA - The TIA states, "During non-peak times, outbound traffic would be able to make left-turns at both driveways to access northbound Shell Boulevard." The exit driveway on Shell Boulevard does not allow for left turn movements as there is a center median on Shell Boulevard. | The July 21 TIA has been revised to clarify that there is a center median on Shell Boulevard that would prevent all outbound left turns from the exit driveway on Shell Boulevard. |
| A01-122 | | Because the project involves a change in use that was not accounted for in the EMID UWMP relied upon in the Draft EIR, a water supply assessment (WSA) for the project should be prepared to determine whether the existing_ water supply and water facilities are sufficient to handle projected project operational demand, including for fire protection, for the project. The WSA should be prepared and included in the appendix to the Final EIR and the water supply analysis of the Final EIR should be revised accordingly. | The text on page 4.14-6 of the Draft EIR has been revised to highlight Senate Bill 221 and Senate Bill 610, which mandate that a new water supply assessment will only be triggered by projects consisting of a minimum of 500 housing units or that would increase the number of the public water system's existing service connections by 10 percent. |
| A01-123 | | The EIR makes no mention of potential damage of City infrastructure due to construction activities. Because the District has elected to exempt itself from City zoning and building permitting requirements, to ensure that any City infrastructure that may be damaged during construction ·is fixed or replaced, the following mitigation measures should be imposed: | See Responses A01-124 to A01-131, below. |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| A01-124 | | 1) Prior to placement of any construction trailers and or initiation of any demolition or construction activities, the developer/contractor shall submit site plans showing proposed haul routes and placement of the construction trailers (site logistics plan) and shall agree to abide by all conditions of approval required by the Community Development Director. A survey of the curb, gutter, sidewalk and roadway shall be prepared for review and approval by the Public Works Department. | Please see Master Response. |
| A01-125 | | 2) Emergency Preparedness and Response Procedures shall be developed by the contractor(s) for emergency notification in the event of an accidental spill or other hazardous materials emergency during project site preparation and development activities. These Procedures shall include evacuation procedures, spill containment procedures, required personal protective equipment, as appropriate, in responding to the emergency. The contractor(s) shall submit these procedures to the City prior to demolition or development activities. | Please see Master Response. |
| A01-126 | | 3) Prior to DSA issuance of a building permit a pre-construction condition survey to determine the PCI (Pavement Condition Index) of the pavement/roadway adjacent to the project and along the approved construction haul routes shall be performed by an engineering firm approved by the City/District Engineer. The survey shall be paid for by the project developer and shall establish a baseline PCI for the streets affected during construction. Any damages or deterioration to the pavement shall be repaired by the developer to City standards and to the satisfaction of the Public Works Director. | Please see Master Response. |
| A01-127 | | 4) Prior to initiating grading or any construction activities, the existing storm drain pipe lines on the project site and downstream thereof to the nearest lagoon outlet shall be televised to determine their existing condition. Applicant shall submit a map illustrating the route to be televised for approval of the City/District Engineer prior to the survey. The existing storm drain inlets shall be cleaned and protected as necessary during the project. | Please see Master Response. |
| A01-128 | | 5) All sidewalks, curb cuts and driveways along the entire frontage shall be removed and replaced to meet ADA requirements. | Please see Master Response. |
| A01-129 | | 6) Site design shall be conducted to drain runoff on-site to storm drain facilities that meet NPDES Regional Permit requirements. Site shall not | Please see Master Response. |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | drain away from project. | |
| A01-130 | | 7) All existing water and sewer infrastructure on the project site shall be removed and replaced with new water and sewer infrastructure. | Please see Master Response. |
| A01-131 | | 8) Prior issuance of DSA building permits, a sewer study shall be prepared to determine whether the City's existing sewer infrastructure is sufficient to handle sewage flows from the proposed project and any infrastructure the study indicates must be replaced or upgraded shall be replaced or upgraded. | Please see Master Response. |
| **B. Organizations and Private Individuals** | | | |
| BO1 | 8/3/17 | Audie Chang | |
| BO1-1 | | Traffic delays were reported at prime commute hours but no mitigating programs or initiatives were presented. Why not? | The referenced traffic delays (intersection level of service evaluation) would not increase as a result of the project to the level that would require mitigation measures. |
| BO1-2 | | It is working residents who pay the taxes to support the schools. | The comment does not state a concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required by CEQA as part of the Final EIR. |
| BO1-3 | | There were no studies of parking issues during school-wide functions, such as parent-teacher meetings, PTA, sports events, concerts, etc. especially when they coincide with neighboring church functions. Our neighboring streets should not be used as a parking lot to preserve our privacy and peace of mind. Please include this matter in the EIR study and what is being done to mitigate this problem. | Parking capacity and demand associated with the proposed school were not analyzed in the Draft EIR because parking is not an issue requiring analysis under CEQA. However, as stated on page 3-8 of the Draft EIR, one of the seven objectives of the project is to minimize neighborhood traffic impacts by providing onsite parking for staff, parents, and visitors. As stated on page 3-12, the proposed school would include four individual internal parking areas totaling approximately 75 parking spaces. |
| **C. Public Hearing** | | | |
| CO1 | 8/10/17 | Carla Wong, School Board Hearing | |
| CO1-1 | | I have two concerns. Since our complex is right across the street from the school, what impact does it do while they're constructing? The drilling and the heavy equipment and so forth. | The comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required. However, the potential impacts of project construction are addressed directly throughout the Draft EIR, including in the following subchapters:<br>Subchapter 4.2 Air Quality<br>Subchapter 4.4 Cultural Resources<br>Subchapter 4.5 Geology and Soils |

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | | Subchapter 4.6 Greenhouse gas Emissions<br>Subchapter 4.7 Hazards and Hazardous Materials<br>Subchapter 4.10 Noise and Vibration<br>Subchapter 4.14 Utilities and Service Systems |
| CO1-2 | | 8-10-17 Carla Wong: In reference to this we were thinking about the construction of the transbay terminal in San Francisco and the effect it had on the millennium tower and we don't want the same thing to happen to us. So we are concerned and we would like to have some assurance or who to contact to make the assurance that this will not happen. | The comment expresses concern regarding the potential impact of the proposed project on the structural integrity of nearby buildings. This is not an environmental issue requiring analysis under CEQA. Additionally, the comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required by CEQA as part of the Final EIR. |
| CO1-3 | | 8-10-17 Carla Wong: The other concern I had was the design of the school is for elementary school and that's per the requisite of wherever makes the rules. I would like to know that it's adaptable to middle school requirements as well. That way we won't have to build another building to have the middle school when the kids grow up. So that's the two that I am concerned with. So I don't know what impact you have. | The comment expresses concern that the proposed elementary school has not been designed as an adaptable facility that will function as a middle school in the future. The comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required by CEQA as part of the Final EIR.. |
| CO2 | 8/10/17 | Caryl Blackfield, School Board Hearing | |
| CO2-1 | | My concern is about the effect of the school in the neighborhood. I live in Foster City in Winston Square and I'm concerned about the people in Winston Village as well. | The comment expresses concern with the potential for overall effects of the school in the neighborhood. It does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. The potential impacts of transportation and traffic are assessed in detail in Subchapter 4.13 of the Draft EIR. No further response is required by CEQA as part of the Final EIR. |
| CO2-2 | | The street where the cars that drop off the children come out to is Beach Park Blvd, the next street is Catamaran and people in Winston Square and Winston Village will never be able to get out of Catamaran in the early morning when school opens. | The comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required. |
| CO2-3 | | Especially during rainy weather when most of the kids who might walk to school will be driven to school and this factor has been brought up at every meeting that I know of, I couldn't make the last one but I see no real reference to it in the EIR and I'm very concerned about that. | This comment expresses concern about the impact of increased school drop-off traffic during rainy weather. Predictions of the behavior of individual drivers in response to inclement weather are not applicable to a technical analysis of traffic operations and were therefore not included in the Draft EIR. The comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response |

# COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

| Comment # | Date | Comment | Response |
|---|---|---|---|
| | | | is required. |
| CO3 | 8/10/17 | Jan Brown, School Board Hearing | |
| CO3-1 | | I'm also concerned about the effect of the vibrations as was mentioned earlier and the traffic. | Please see Response C01-1. |
| CO3-2 | | I looked at the one proposed diagram you have in the draft EIR about traffic going in and going out. Well Shell Blvd as it is now if you are coming from Beach Park there is two places that they can turn into what would be the school. One is where the post office currently is. The other one is just past there going into the church so I very easily see some of those parents not wanting to make that first turn and going past and making that second one and making the U-turn and causing all kinds of traffic for the residents. | This comment expresses concerns and assumptions about the individual behavior of drivers that are not applicable to a technical traffic analysis and were therefore not included in the Draft EIR. The comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required. |
| CO3-3 | | Parking is another issue, I know there are nights and things and the schools have function, back to school night whatever. Where are the parents going to park? There's no street parking other than on Halsey and Halsey already pretty much filled with cars from what I've seen. There's no parking on Beach Park, there's no parking on Shell. Where are you going to put the cars? | Please see Response BO1-3 concerning extracurricular functions. |

APPENDIX I

# COMMENTS RECEIVED DURING THE PUBLIC REVIEW PERIOD

City of Foster City

**ESTERO MUNICIPAL IMPROVEMENT DISTRICT**

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

September 14, 2017

Carolyn Chow, Chief Business Official
San Mateo-Foster City School District
1170 Chess Drive
Foster City, California, 94404
newschool@smfcsd.net

**Subject:** **City of Foster City Comments on the Draft Environmental Impact Report Prepared for the New Elementary School in Foster City**

Dear Ms. Chow:

Thank you for the opportunity to comment on the adequacy of the Draft Environmental Impact Report (EIR) Prepared for the New Elementary School in Foster City to be located at 1050-1098 Shell Boulevard in Foster City, also known as the Charter Square Shopping Center. The City of Foster City's comments and concerns that we request be addressed in the Final EIR are presented in Exhibit A to this letter.

Note that if in responding to these or other public comments, significant new information is added to the EIR, CEQA Guidelines Section 15088.5 requires the recirculation of the affected portions of the Draft EIR. The revised environmental document must be subjected to the same "[…] critical evaluation that occurs in the draft stage," so that the public is not denied "[…] an opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn there from." (*Sutter Sensible Planning, Inc. v. Board of Supervisors* (1981) 122 Cal.App.3d 813, 822; see also *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 131.) Recirculation of an EIR requires public notice pursuant to CEQA Guidelines Section 15087, and consultation pursuant to Section 15086. (CEQA Guidelines, Section 15088.5, subd. (d).).

The City of Foster City appreciates the opportunity to comment on the Draft EIR and is very willing to work with School District to ensure that project-related impacts are properly identified and evaluated in the Final EIR. We look forward to future communications about this project. Please do not hesitate to contact me if you have any questions about this letter.

Sincerely,

Curtis Banks, AICP
Community Development Director

cc: City Council
Kevin M. Miller, City Manager
Jean B. Savaree, City Attorney

**Exhibit A**

**New Elementary School in Foster City Draft EIR**

**City of Foster City Comments**

TITLE PAGE

a) The state clearinghouse number should be identified on the title page of the Draft .

1. EXECUTIVE SUMMARY

a) The square footage of the project components listed on page 1-3 does not equal the 42,500 square feet stated in the Project Description at page 1-3 and throughout the rest of the EIR. Please reconcile.

b) The square footages of the "outdoor resources" listed on page 1-3 should be identified and analyzed in the Final EIR.

c) The summary of the NOP comments received is not accurate. It does not include the comments submitted by the City of Foster City related to the project's impacts on sidewalks and driveways, water supply, sewer system, storm water runoff, noise, sustainability, neighborhood character, existing retail tenants, and the post office.

2. INTRODUTION

a) The square footage of developed outdoor space, including impervious surface area, should be identified in addition to the square footage of indoor space. The square footage of the "four covered classroom collaboration areas" not included in the 42,050 square feet of indoor space, should be identified.

3. PROJECT DESCRIPTION

a) The overview of the project description in Section 3.1 should identify the total maximum number of students as well as anticipated number of staff and teachers at full capacity. It should identify the number of parking spaces and summarize all components of the project including access to the project and lighting and any required off-site improvements.

b) The discussion on page 3-6 entitled "Municipal Code Exemption" should clarify that notwithstanding the District's election to exempt itself from City zoning and building permit requirements, CEQA requires the EIR to discuss consistency of

the project with City zoning ordinances and regulations and general plan policies adopted for the purpose of avoiding or reducing environmental impacts.

c) Approval of the C.3 Stormwater Control Plan should be listed and clarified in the list of project approvals.

d) Section 3.5 should identify the anticipated number of teachers and administrative staff at maximum student capacity.

e) Section 3.5.1 and Table 3-1 should identify the square footages of the "outdoor instruction and activity areas" and all impervious surfaces.

f) Assumptions used to calculate the 600 student maximum enrollment should be identified and explained along with calculation of the number of teachers and staff associated with this maximum enrollment.

g) The top of page 3-12 states that "the majority of outdoor space would be hardscaped". The square footage of this hardscape should be identified along with the square footage of the "natural turf area".

h) The wrong figure is referenced in paragraph 3, page 3-12. The reference should be to Figure 3-4 not Figure 3-5.

i) Paragraph 3 of page 3-12 should clarify whether the referenced access driveways are existing or new, and if existing, whether/how these driveways would be improved and specifically what work would be required in the City right-of-way.

j) Page 3-16 should state the number and location of "12-14 foot poles" that would provide lighting.

k) The cubic yards of cut and fill associated with the project, the export location for any soils transported off site, the number of truckloads anticipated to be associated with the cut and/or fill, all should be identified in the project description and analyzed in the EIR.

l) Roof top equipment, signage, sound systems, bicycle parking, and noise sensitive equipment such as HVAC and trash enclosures are missing from the project description and need to be identified and analyzed in the EIR.

m) Anticipated operation of the school including hours of operation, anticipated subleasing and/or use by outside vendors or parties are missing from the project description and should be identified.

n) CEQA Guidelines Section 15124(d)(1) requires that an EIR contain a list of the agencies that are expected to use the EIR in their decision-making and a list of permits and other approvals required to implement the project. The Draft EIR's statement in Section 3.7 that the project "may also require an encroachment permit from Foster City" is ambiguous and should be clarified to state that the City is a Responsible Agency under the California Environmental Quality Act (CEQA) and that all work within the City right-of-way in connection with the project will in fact require an encroachment permit from the City. The exact locations of this work and a summary of the work proposed within the right-of-way should be included in the project description.

o) The Table 4-1 Approved Residential Project List is not correct. 900 Edgewater for 80 units should be removed as this project is not going forward. The 709 Alma Point project is part of the Foster Square Project. Therefore, 709 Alma Lane should be removed and the Foster Square Project should be listed as follows:

1) Alma Point (MidPen for seniors 62+) – 66 units

2) Atria – 155 Assisted Living Units

3) Condominiums (for seniors 55+) – 200

4) Ground Floor commercial – 30,000 square feet.

p) The Table 4-1 list of Pending Residential Projects is not correct. There are no pending projects at 605-1021 Catamaran, 888 Foster City Blv, or 1019-1088 Foster City Blvd. Additional units at these sites are included in the Housing Element but are not pending. Currently, there are no pending projects at Beach Park at Swordfish.

q) The Table 4.1 list of Approved Non-Residential Projects should include the approved Foster City Levee Improvement Project, Chess Hotel (TownPlace Suites) and Retail (Old Harry's Hofbrau), and all components of the approved Gilead Integrated Master Plan.

r) The Table 4-1 Pending Non-Residential Project should list the 121-room hotel at 1297 Chess Dr., the 11,855 square foot retail building at 1299 Chess Dr. and the remaining 604,415 square footage at the Gilead Campus.

s) The traffic study and transportation section of the EIR should be revised to account for the above listed Table 4-1 additions.

4. ENVIRONMENTAL ANALYSIS

## 4.1. Aesthetics

a) Existing Conditions Section 4.1.1.2 should describe existing access, driveways, percentage of site coverage by impervious surface, square footage of impervious surface, height of the existing building and should include photos of the existing site and building conditions.

b) The sources of the standards of significance listed in Section 4.1.2 should be identified and explained.

c) The discussion of AES-3 fails to address and analyze the project's compatibility with the visual character of the project's surroundings including with respect to the project's architecture, impervious surface coverage, landscaping, height, roof top equipment, lighting etc. Therefore, the conclusion set forth in AES-3 (that the project would not degrade the existing visual character or quality of the site and its surroundings) is unsupported and the analysis is inadequate.

d) The discussion of AES-3 should describe the type and the numbers of light poles proposed and calculate the incandescence of the area before and after project construction.

e) The conclusion in AES-3 (that the project would not expose people. to substantial light or glare...") relies on the project's conformance with City General Plan Policy LUC-B-1 required as part of the "design review process". However, because the project has been deemed by the District to be exempt from City zoning and building permitting regulations and therefore is exempt from City architectural review, conformance with this policy can only be ensured if it is imposed as a mitigation measure. Therefore, the AES-3 conclusion should be changed and City General Plan Policy LUC-B-1 should be imposed as one mitigation measure.

f) The AES-1 analysis also relies upon use of LED lights as a basis for its less-than-significant impact without mitigation conclusion. However, LED lights can produce off-site light and glare and often need to be adjusted and/or modified to after installation to address light and glare issues. Also, reflective building materials can result in light and glare impacts. Therefore, in order to reduce the potential light- and glare-related impacts

to a less-than-significant level, the following mitigation measures should be incorporated into the project:

g) Prohibit turf lighting (consistent with the statement in paragraph 1 of page 3-16 which states that "there is no turf area lighting intended").

h) During the DSA building review process, the District shall review the reflective properties of exterior building materials selected for the proposed structures and, prior to final DSA approval, District staff shall demonstrate that the use of exterior reflective materials is minimized and that any proposed reflective materials minimize day and nighttime glare.

i) A lighting plan shall be prepared for the project site and, prior to final DSA approval, the District shall demonstrate that any outdoor night lighting proposed for the project is downward-facing, and shielded so as to minimize nighttime glare and lessen impacts to neighboring properties.

j) To minimize visual and safety issues during construction, the follow mitigation measure, which is required of all construction projects in Foster City, should also be imposed as a mitigation measure:

   1) Prior to commencement of any site work or the introduction of any earth moving equipment or building materials onto the site, the applicant shall insure that a temporary 6 (six) foot tall chain-link fence (no portion of which contains barbed wire) with a dark green (or other color approved by the Community Development Director) vinyl or canvas interior liner placed on the exterior of the fence shall be placed around the area of the intended site work. The gate to the fence shall be locked at all times that the fenced area is left unattended by the owner or resident, the contractor or subcontractors. All construction materials and equipment, including temporary or portable equipment, such as generators, storage containers or facilities, shall be stored within the interior of the fenced area when construction activities are not occurring. If placed anywhere on site, portable toilets shall be placed within the interior of the fenced area at all times.

## 4.2. Air Quality

a) The sources of the standards of significance listed in Section 4.2.3 should be identified and explained.

b) The analysis should discuss air quality impacts from the architectural coatings planned for the project.

c) Page 4.2-21 states that the project would "constitute an appropriate planned development" and that "[e]establishment of a new Planned Development district for the proposed Project would be consistent with the flexible definition of the district." As stated elsewhere in the EIR, despite that the City determined that the project would require a zone change and General Plan amendment, the District exempted itself from the City zoning regulations and therefore to the City's knowledge, there is no application by the District to change the zoning of the project site to Planned Development district or otherwise. Accordingly, these inaccuracies should be corrected.

d) As demonstrated in the attached Planning Commission Staff Report and Resolution dated January 19, 2017, the project is not consistent with the City General Plan or Zoning Ordinance and therefore the project is not entitled to the assumption that it is consistent with the BAAQMD Air Quality Management Plan. Statements to the contrary on page 4.2-21 must be corrected accordingly and mitigation measures imposed if this changes the impact conclusion.

## 4.3. Biological Resources

a) Section 4.3.1 should list the Federal Clean Water Act and the Porter Cologne Water Quality Control Act within the regulatory framework of the project.

b) Section 4.3.1 should describe the number and species and diameter of trees on site.

c) The sources of the standards of significance listed in Section 4.3.2 should be identified and explained.

d) BIO-1 should describe the number and species and diameter of trees on site to be removed.

e) The BIO-5 conclusion that the project would not conflict with any local policies or ordinances protecting biological resources such as tree preservation policy or ordinance is not supported and is furthermore conflicted by the Planning Commission staff report and resolution dated January 19, 2017.

## 4.4. Cultural and Tribal Cultural Resources

a) The Local Regulations section on page 4.4-5 states that "SCOA 9.20 ensures that proper handling of prehistoric or historic archeological

materials if encountered during project activities, and requires all work within 25 feet of the discovery to be halted..." The City requests that SCOA9.20 be included as a mitigation measure to reduce the identified significant impacts described in CULT-2.

b) The Existing Conditions section fails to describe the prior historical uses and conditions of the project site or describe the history date of construction of the existing buildings on site.

c) The sources of the standards of significance listed in Section 4.4.2 should be identified and explained.

d) The CULT-1 conclusion is not adequately supported.

e) The CULT-2 and CULT-3 mitigation measures should be revised to conform to the requirements set forth in SCOA 9.20 referenced above as it is triggered by a lower threshold – discovery of resources within 25 ft. of the project site, not 50 ft. as required by Mitigation Measures CULT-2 and CULT-3.

## 4.5. Geology and Soils

a) The sources of the standards of significance listed in Section 4.5.2 should be identified and explained.

b) The conclusion set forth in GEO-2 is not adequately supported. The referenced requirements of the CBC and DSA Guidelines for completion of the GEO Hazard report must be identified in order to determine whether compliance will reduce potential impacts relating to unstable geologic soils.

c) Mitigation Measure GEO-2 does not adequately explain how it would reduce the identified GEO-2 impact.

## 4.6. Greenhouse Gas Emissions

a) The page 4.6-10 and 4.6-22 references to the adoptions hearings should be updated and the outcome of the hearings should be summarized.

b) The sources of the standards of significance listed in Section 4.6.2 should be identified and explained.

c) On page 4.6-22 it states that "[t]he proposed project would comply with these GHG emissions reductions measures since they are Statewide strategies." Explain how the project would comply with these strategies

and how compliance would be verified and enforced. If compliance cannot adequately be verified and enforced then these strategies should be imposed as affirmative mitigation measures.

d) Because the District has exempted the project from City zoning and building permitting other than issuance of an encroachment permit for improvements within the City right-of-way, the project's compliance with the applicable measures identified the CAP and summarized in Table 4.6-8 cannot necessarily be verified or enforced. Therefore, the impact conclusion regarding compliance with the CAP should be changed and the DSA's verification of the project's compliance with the CAP policies summarized in Table 4.6-8 should be imposed as affirmative mitigation measures.

## 4.7. Hazards and Hazardous Materials

a) The sources of the standards of significance listed in Section 4.7.2 should be identified and explained.

b) Mitigation Measure HAZ-1 should be revised to require compliance with all measures and protocol identified in the required hazardous materials plan and to clarify the entity responsible for approval of the plan.

## 4.8. Hydrology and Water Quality

a) The sources of the standards of significance listed in Section 4.8.2 should be identified and explained.

b) The NPDES discussion on page 4.8-2 should address Provision C.10 which requires trash full capture system to be installed.

c) Page 4.8-13 implies that the City will receive, review and approve the C.3 Stormwater Control Plan. Please correct as necessary to reflect the District's election to exempt itself from City zoning and building permitting requirements and instead obtain DSA approval. Approval of the C.3 plan should be listed and clarified in the Project Description section.

d) The HYD-2 impact discussion at the top of page 4.8-14 states that "the development review process would ensure that the proposed Project complies with the various statutory requirements necessary to achieve regional water quality objectives..." and therefore the project's impact on water quality would be less than significant. Please clarify this "development review process" and how exactly compliance would be ensured and/or list the referenced requirements as mitigation measures.

e) The last paragraph of the HYD-2 impact discussion states that "compliance with the City's landscape plan application requirements would reduce the potential for water quality issues during construction." Yet, compliance with these City requirements cannot be ensured or enforced because the District has exempted itself from City zoning and building permitting requirements. Therefore, the impact conclusion should be changed and the referenced City landscape requirements should be imposed as mitigation measures to reduce the project's impact on water quality.

f) The HYD-5 impact discussion states that "[c]commitment to Foster City General Plan goals and policies related to strong, well-protected and capable infrastructure would further reduce the likelihood that the proposed Project would exceed drainage capacity or provide substantial additional sources of polluted runoff." Yet compliance with these General Plan policies cannot be ensured or enforced because the District has exempted itself from City zoning and building permitting requirements. Therefore, the impact conclusion should be changed and the referenced Foster City General Plan goals and policies should be imposed as mitigation measures to reduce the project's impact on stormwater drainage systems.

## 4.9. Land Use and Planning

a) The sources of the standards of significance listed in Section 4.9.2 should be identified and explained.

b) Table 4.9-1 contains goals and policies from the Foster City General Plan and lists how the author believes the project is consistent with those policies. These conclusions are not correct and are contradicted by the enclosed January 19, 2017 staff report and Planning Commission resolution making a determination that the project does conflict with the Foster City goals and policies including the general plan and zoning ordinance.

c) The Planning Commission conducted this review on January 19, 2017 and adopted a resolution that was forwarded to the District that found that the development of the subject site as a school would not be consistent with the General Plan or zoning for the property unless the District obtains approval of (i) a General Plan Amendment to change the project site's General Plan land use designation to Public Facilities and; (ii) a Zoning Amendment to change the zoning district of the project site to Public

Facilities. The January 19, 2017 Resolution and staff report are enclosed as Attachment 1 to Exhibit B and should be addressed in the Final EIR and included in the EIR Appendix.

d) It is stated that the proposed school would result in the demolition of an aging shopping center with a high vacancy rate. This statement mischaracterizes the facts and should be corrected accordingly to clarify that the property owner has allowed the center to deteriorate, stopped leasing spaces several years ago, and did not renew leases when they expired even when the tenant desired multi-year extensions, which is the cause of the high vacancy rate.

## 4.10. Noise

a) The sources of the standards of significance listed in Section 4.10.2 should be identified and explained.

b) Additional mitigation measures should be considered and imposed to reduce the significant and unavoidable impact described in Impact Noise-1 such as prohibiting or limiting loud speakers, whistles, etc.

c) Mitigation Measure NOISE-1a should be revised to clarify when and how it will be enforced and by whom.

d) Additional mitigation measures should be considered and imposed to reduce the significant and unavoidable impact described in Impact Noise-2 including City SCOAs.

e) Page 4.10-24 states the allowed hours of construction as stated in the Foster City Municipal Code. However, for large projects in or near residential areas, it is the City's standard practice to limit hours of construction to 8 am to 5 pm weekdays with no construction allowed on weekends or holidays. As such, the following mitigation measure to reduce Impact NOISE-4 should be added:

1) Construction activities shall be limited to the hours of 8 a.m. to 5 p.m. on weekdays unless deviations from this schedule are approved in advance by the City. No construction activities may take place between the hours of 7 a.m. and 8 a.m. on weekdays provided that such work is limited to quiet activities and shall not include the use of engine-driven machinery. No actual construction activities may take place between 7 a.m. and 8 a.m.

f) The NOISE-5 discussion should note that the Levee Improvement Project that may occur concurrent with the proposed project.

## 4.11. Population and Housing

a) The sources of the standards of significance listed in Section 4.11.2 should be identified and explained.

b) The Employment discussion on page 4.11-4 should identify the number of District teachers and classified staff currently employed in Foster City only.

c) The discussion in POP-1 states that "teachers would be transferred from existing schools" yet fails to state how many teachers would be transferred and how may new teachers and staff are anticipated to be hired. Without including and analyzing this missing information the EIR's analysis of the project's impact on population and housing is inadequate.

## 4.12. Public Services and Recreation

a) The sources of the standards of significance listed in Section 4.12.2 should be identified and explained.

b) The statement in the SVCS-1 discussion that the proposed use is less intense use of the site than the existing use is not adequately explained or supported by evidence in the record. As shown in the Traffic Impact Analysis the proposed use will generate significantly more vehicle trips during peak hours than the existing use. As such, the SVCS-1 conclusion is not adequately supported.

c) The SVCS-2 discussion relies on compliance with Foster City General Plan Safety Element policies and programs and compliance with CBC and CFC to conclude that the project would have a less than significant impact on fire protection services. However, the District elected to exempt itself from City zoning and building permitting requirements therefore compliance with these policies, programs and requirements cannot be ensured or enforced. As such, the SVCS-2 conclusion should be changed to "Significance with Mitigation" and the Foster City General Plan Safety Element policies and programs should be imposed as mitigation measures to reduce this impact.

d) The statement in the SVCS-2 discussion that the proposed use is less intense use of the site than the existing use is not adequately explained or supported by evidence in the record. As shown in the Traffic Impact Analysis the proposed use will generate significantly more vehicle trips

during peak hours than the existing use. As such, the SVCS-2 conclusion is not adequately supported.

e) The SVCS-4 conclusion is not adequately supported by evidence in the record.

f) The 2015-2016 enrollment data on page 4.12-19 should be updated to reflect the 2017-2018 school year.

**4.13. Transportation and Traffic**

a) Appendix E is not the latest revision of the TIA that the City received. Appendix E needs to be updated with most recent TIA (the last version the City received was dated July 21, 2017) and Section 4.13 must be updated accordingly. The City requests that the updated TIA and Section 4.13 be recirculated to the public in a revised Draft EIR.

b) Harry's Hofbrau listed on page 19 of the TIA is not listed and should be included in Table 4-1 on page 4-4 of the EIR.

c) The queue storage capacities stated on page 47 of the TIA are inconsistent (450 ft. or 14 vehicles and 400 ft. or 16 vehicles).

d) The midday peak hours stated in the Executive Summary of the TIA are not consistent with the midday peak hours stated in the Analysis of Time Periods section. Project Conditions section (Table 7), and Conclusions section of the TIA. This should be corrected in an updated and recirculated TIA.

e) The 400 Mariners Island Boulevard project in the City of San Mateo should be included in Background Conditions in both the TIA and in Section 4.13 (both text and figures).

f) Shell Boulevard has "edgelines" not bike lanes and is currently classified as a bike route (Class III). Catamaran east of Shell is also a Class III bike route. This should be corrected in the text and figures of the TIA and Section 4.13.

g) The label "Cuesta Dr." on Figures 5, 6 and 7 of the TIA appears to be a typo and should be corrected.

h) The sources of the standards of significance listed in Section 4.13.2 should be identified and explained.

i) Actual trip counts of the trips generated by the existing shopping center should be conducted, as opposed to reliance on ITE rates, and the trip credits should be revised accordingly to reflect actual conditions. The trip credits for the shopping center relied upon do not seem to jive with hours of operation for the shopping center as many businesses do not open before 10am.

j) Explain the basis for the trip assignment assumptions – how can trip assignments be determined before boundaries are established?

k) Explain the basis for the assumption that 60% of parents work and 30% are non-working parents.

l) The conclusion that the proposed school with a maximum enrollment of 600 students would result in fewer than 100 net new trips does not appear to be adequately supported by the record. Are the number of teachers and administrative staff employees taken into account? How were trip credits calculated?

m) The TRAF-4 discussion should state whether the 75 parking spaces comply with Foster City parking requirements and are adequate to serve ITE parking demand.

n) The label "Cuesta Dr." in Figure 4.13-4 is a typo and should be corrected.

o) The lists of Class II Bike Lanes and Class II Bike Routes needs to be corrected and updated consistent with the Bike Facilities Map in the City General Plan.

p) The statement on page 4.13-22 in the TRAF-6 discussion that the project would not conflict with Foster City General Plan policies regarding bicycles and pedestrians is unsupported.

q) The EIR states on page 4.13-23 that "most young students are not expected to ride bicycles to school". Is this assumption accounted for in the ITE rate use to calculate the project's estimated trip generation?

r) On page 4.13-23 the discussion needs to be updated to reflect that the section of Beach Park Blvd between Shell Blvd and Edgewater Blvd will be striped with Class II Bike lanes as part of the annual street resurfacing roject.in sum of 2017.

s) The City's Comprehensive Traffic Study, including the Safe Routes to School study, is currently being conducted. Additional improvements in the vicinity of the project may be required as identified in the study.

t) The statement on page 4.13-23 that the project would not impact SamTrans bus services is unsupported. How many students are anticipated to take the bus to school and on which routes and what is the existing capacity of the buses on these routes?

u) The current configuration allows U-turn at Shell/Beach Park intersection going northbound (leaving town). There isn't enough room for larger vehicles to make that U-turn safely. Large vehicles have a hard making the U-turn. Consideration should be given to restricting U-turns or possibly widening that area to accommodate safe U-turn.

v) TRAF-4 does not take into consideration vehicle queuing impacts. How will drop off/pick-up be monitored and enforced to ensure that no queuing impacts will occur? How many cars will fit in the drop off lane without extending into the street? A queuing analysis should be conducted at existing Foster City Schools to determine if the assumptions in the traffic analysis are correct that the site has sufficient space for vehicle queuing during drop off and pick up and this analysis should be included in a revised and recirculated TIA and Transportation and Traffic section of the EIR. Mitigation measures should be imposed to ensure that queuing impacts will not occur.

w) The assumption that the existing left turn pocket on north bound Shell Blvd adjacent to the middle driveway is adequate appears suspect. The TIA states because level of service is A that were will be sufficient gaps in traffic to make the turn and would not cause spill over into the northbound through lane. However, this assumes the queuing lane on the project site will have sufficient capacity. As discussed above, a queuing analysis should be conducted at existing Foster City Schools to determine if the assumptions in the traffic analysis are correct that the site has sufficient space for vehicle queuing during drop off and pick up.

x) Vehicles traveling eastbound on Beach Park Blvd making a left onto the site then have to make a U-turn in the parking lot to get into the drop-off/pick-up lane (and also because the lane adjacent to Shell Boulevard is one way in the opposite direction). This appears to be a tight turn, particularly for large vehicles and this area will be congested potentially creating back-ups in this area. Further analysis should be conducted to

determine if making a U-turn in this location is possible and that waiting for gaps in order to enter the drop-off/pick-up area will not create back-ups.

y) On page 47 of the TIA, it reports that delays at several driveways could occur. However, those delays seem to be discounted because the consultant feels their estimates are conservative and they assume that if delays occur, it would only be for 10 to 15 minutes. These are not acceptable assumptions. Delays should be clearly identified and mitigated.

z) The analysis fails to analyze the impact of pedestrians attempting to cross intersections to reach the project site on the way to and from school and the impact this foot traffic would have on the efficiency of moving the traffic through the intersections, as well as the potential safety hazards to children pedestrians.

aa) Historically, automobile movements through a 4- way Stop intersection are the most confusing type of movement to drivers. Studies have shown that drivers have the most problems trying to determine which automobile has the right of way when proceeding through this type of intersection, especially when a large number of those movements are left-turns through the intersection. This confusion on the part of drivers, with the large additional numbers of children pedestrians, will create a situation that will slow the time it takes for automobiles to clear the intersection and present what could be a dangerous situation for the children. This impact should be analyzed and mitigated.

bb) The site design shall be designed for right turn only upon exiting all driveway entrances/exits.

cc) Although the traffic impact analysis indicates that a traffic signal is not needed, a traffic signal shall be installed at Shell/Catamaran and Shell/Beach Park Boulevard due to the expected increase in pedestrians in this area and to maximize safety.

dd) Current traffic laws require that an automobile cannot enter the intersection when there is a pedestrian in the walkway either in the lane from which the automobile is entering or leaving the intersection. Imagine a morning or afternoon when large numbers of children are darting into the crosswalks at this intersection. Automobiles would be virtually stopped when trying to establish first of all, if they had the right of way, then that the crosswalks are empty and the driver can enter the intersection legally. The impact of this on the flow of traffic throughout the project area should

be analyzed and requiring a traffic signal as mitigation for the impact on Intersection 8 should be considered at this intersection.

ee) Queuing Analysis in Section 6 of the TIA – Explain basis on how the five left-turn movements were selected for queuing analysis (e.g. What about Shell Blvd. & Beach Park Blvd. and other intersections?

ff) Student Drop-off and Pick-up in Section 6 of the TIA – The TIA states that, "Vehicles desiring to access northbound Shell Boulevard would have to circulate through the site..., and then use Catamaran Street to access northbound Shell Boulevard." How many trips related to school traffic are expected to be added to Catamaran Street? Explain how the additional traffic will be mitigated, and other traffic calming measures will be implemented.

gg) Access to Northbound Shell Boulevard in Section 6 of the TIA – The TIA states, "During non-peak times, outbound traffic would be able to make left-turns at both driveways to access northbound Shell Boulevard." The exit driveway on Shell Boulevard does not allow for left turn movements as there is a center median on Shell Boulevard.

## 4.14. Utilities and Service Systems

a) Because the project involves a change in use that was not accounted for in the EMID UWMP relied upon in the Draft EIR, a water supply assessment (WSA) for the project should be prepared to determine whether the existing water supply and water facilities are sufficient to handle projected project operational demand, including for fire protection, for the project. The WSA should be prepared and included in the appendix to the Final EIR and the water supply analysis of the Final EIR should be revised accordingly.

b) The EIR makes no mention of potential damage of City infrastructure due to construction activities. Because the District has elected to exempt itself from City zoning and building permitting requirements, to ensure that any City infrastructure that may be damaged during construction is fixed or replaced, the following mitigation measures should be imposed:

1) Prior to placement of any construction trailers and or initiation of any demolition or construction activities, the developer/contractor shall submit site plans showing proposed haul routes and placement of the construction trailers (site logistics plan) and shall agree to abide by all

conditions of approval required by the Community Development Director. A survey of the curb, gutter, sidewalk and roadway shall be prepared for review and approval by the Public Works Department.

2) Emergency Preparedness and Response Procedures shall be developed by the contractor(s) for emergency notification in the event of an accidental spill or other hazardous materials emergency during project site preparation and development activities. These Procedures shall include evacuation procedures, spill containment procedures, required personal protective equipment, as appropriate, in responding to the emergency. The contractor(s) shall submit these procedures to the City prior to demolition or development activities.

3) Prior to DSA issuance of a building permit, a pre-construction condition survey to determine the PCI (Pavement Condition Index) of the pavement/roadway adjacent to the project and along the approved construction haul routes shall be performed by an engineering firm approved by the City/District Engineer. The survey shall be paid for by the project developer and shall establish a baseline PCI for the streets affected during construction. Any damages or deterioration to the pavement shall be repaired by the developer to City standards and to the satisfaction of the Public Works Director.

4) Prior to initiating grading or any construction activities, the existing storm drain pipe lines on the project site and downstream thereof to the nearest lagoon outlet shall be televised to determine their existing condition. Applicant shall submit a map illustrating the route to be televised for approval of the City/District Engineer prior to the survey. The existing storm drain inlets shall be cleaned and protected as necessary during the project.

5) All sidewalks, curb cuts and driveways along the entire frontage shall be removed and replaced to meet ADA requirements.

6) Site design shall be conducted to drain runoff on-site to storm drain facilities that meet NPDES Regional Permit requirements. Site shall not drain away from project.

7) All existing water and sewer infrastructure on the project site shall be removed and replaced with new water and sewer infrastructure.

8) Prior issuance of DSA building permits, a sewer study shall be prepared to determine whether the City's existing sewer infrastructure

is sufficient to handle sewage flows from the proposed project and any infrastructure the study indicates must be replaced or upgraded shall be replaced or upgraded.

# ATTACHMENT 1

DATE: JANUARY 19, 2017 **STAFF REPORT** AGENDA ITEM NO. 8.1

| | |
|---|---|
| TO: | FOSTER CITY PLANNING COMMISSION |
| PREPARED BY: | CURTIS BANKS, COMMUNITY DEVELOPMENT DIRECTOR |
| CASE NO.: | NA |
| OWNER: | CHANG INCOME PROPERTY PARTNERSHIP LP |
| PROJECT LOCATION: | 1050 SHELL BOULEVARD (NEIGHBORHOOD 5) |

## REQUESTED ACTION/PURPOSE

Consider the following with respect the San Mateo-Foster City Elementary School District's purchase of the Charter Square Shopping Center (Site) for an elementary school:

1. Pursuant to Government Code Section 65402, consider the conformity of the Site and its proposed use for school purposes with the City's adopted General Plan, and;
2. Pursuant to Public Resources Code 2115.2, provide comments and/or recommendations regarding the District's acquisition of the Site.

## RECOMMENDATION

That the Planning Commission adopt the attached Resolution stating the proposed use of the Site for a school is not consistent with the City's General Plan and zoning and provide comments regarding the Districts acquisition of the Site.

## GENERAL INFORMATION

| | |
|---|---|
| GENERAL PLAN DESIGNATION: | Neighborhood Commercial |
| ZONING DISTRICT: | C-1/PD (Neighborhood Business/Planned Development) District |
| ZONING HISTORY: | Originally approved June 6, 1964 |
| SURROUNDING LAND USE: | North: Church of Jesus Christ of Latter-day Saints<br>South: Single family homes<br>East: Sand Harbor North (two to three-story multifamily homes)<br>West: Winston Square (one to two-story townhomes) |
| LOT SIZE: | 6.02 acres |

## BACKGROUND

Charter Square Shopping Center is located at 1050 Shell Boulevard and currently consists of seven (7) one-story buildings totaling + 55,000 square feet. On November 3, 2016, the San

Mateo-Foster City School District (District) entered into a School Conveyance Agreement (Agreement) to purchase Charter Square Shopping Center from the Chang Income Property Partnership, LP (Owner) once a school facility is built on the property by Westlake Urban, LLC (Developer).

Pursuant to Government Code section 65402, the District requests an opinion of the Planning Division with regard to conformity of the Site and its proposed use for school purposes with the City's adopted General Plan within forty (40) days after receipt of this notice which was received on November 28, 2016. Per the City's request, the letter was amended on December 6, 2017 to provide the City until January 23, 2017 to respond.

Additionally, Pursuant to Public Resources Code section 21151.2, the District has requested that the Planning Commission evaluate the proposed Site and within thirty (30) days after receipt of this notice on November 28, 2016, submit to Dr. Joan Rosas, Superintendent of the District, as the representative of the governing board, any comments and/or recommendations the Planning Commission may have concerning the District's acquisition of the Site. The letter received on December 8, 2016 has provides the City until January 23, 2017 to respond.

While the District has requested this review by the Planning Commission, as required by State law, it should be noted that the District has chosen to exempt itself from the City's zoning laws and General Plan as permitted by State law per Government Code Section 53094. The School Board unanimously approved a resolution of this nature on December 8, 2016. The language of Government Code Section 53094 does not require the District to own the land upon which the proposed construction will occur in order to exempt the project from zoning compliance. Section 53094 states: "the governing board of a school district . . . by a vote of two-thirds of its members may render a city or county zoning ordinance inapplicable to a proposed use of property by the school district for classroom facilities. The governing board of the school district may not take this action when the proposed use of the property by the school district is for nonclassroom facilities, including, but not limited to, warehouses, administrative buildings, and automotive storage and repair buildings."

Although the District has exempted itself from the City's General Plan and zoning requirements, Dr. Joan Rosas, Superintendent of the District, has indicated the District will be seeking input and feedback from the City regarding acquisition and the project in general. The Superintendent has met with the City Manager regarding the project and City staff has had an introductory meeting with the project developer, EIR consultant, project staff and other members of the District team to initiate discussions the project.

Pursuant to the California Environmental Quality Act (CEQA) an Environmental Impact Report (EIR) will be prepared for the project. The School District, as the lead agency, will hold hearings to certify the EIR. The City will have an opportunity to comment on the scope of the EIR and the draft EIR.

Staff has identified preliminary comments regarding the project, which are discussed below and at the Planning Commission meeting; Commissioners can comment on these remarks and identify additional comments to transmit to the District.

## ANALYSIS

### Government Code section 65402

California Government Code Section 65402 which provides, in relevant part:

§ 65402. Acquisition or disposition of property; construction of buildings; requirements before action

(a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof. The planning agency shall render its report as to conformity with said adopted general plan or part thereof within forty (40) days after the matter was submitted to it, or such longer period of time as may be designated by the legislative body.

The General Plan for the Site is Neighborhood Commercial which is reserved for small neighborhood convenience shopping centers whose primary focus is servicing the immediate neighborhood. Although uses allowed in the centers are mostly limited to neighborhood serving uses, a percentage of the floor area of each center may be occupied by uses which are community serving in nature. In addition, the City will allow housing or a mix of housing and commercial development at specifically designated "housing opportunity sites", consistent with Housing Element Policies. FARs of neighborhood commercial centers generally range between .20 and .30 FAR.

The Charter Square property is currently zoned C-1 Neighborhood Business District / PD Planned Development Combining District. Schools are not listed as either a permitted or conditional use in this type of district. The C-1 District allows, as a conditional use, "Public buildings and grounds, public utility and public service structures or installations when found by the commission to be necessary for public health, safety or welfare." FCMC 17.24.030. However, because the P-F District description explicitly lists schools as a permitted/conditional use, staff interprets the absence of an explicit mention of schools as a use within the C-1/PD District to mean that schools are not an allowed use in this type of district. Therefore, if the District were to proceed with the project pursuant to the City's zoning ordinances, a rezoning would be required.

***Staff Comments/Recommendations***:

A school on the subject site would not be consistent with the General Plan or zoning for the property. Therefore, if the District were to proceed with the project pursuant to the City's General Plan and zoning ordinances, a general plan amendment and rezoning would be required. As such, staff cannot make the finding that the project is consistent with the General Plan unless the General Plan is amended to Public Facilities and the Site rezoned Public Facilities.

**Public Resources Code Section 21151.2**

The District has also requested, as required by State law, that the Planning Commission review the suitability of the Site per Public Resources Code Section 21151.2 and provide a written report and recommendations. This section reads as follows:

§ 21151.2. School site proposed acquisition or addition; notice to planning commission; investigation; report

To promote the safety of pupils and comprehensive community planning the governing board of each school district before acquiring title to property for a new school site or for an addition to a present school site, shall give the planning commission having jurisdiction notice in writing of the proposed acquisition. The planning commission shall investigate the proposed site and within 30 days after receipt of the notice shall submit to the governing board a written report of the investigation and its recommendations concerning acquisition of the site.

The governing board shall not acquire title to the property until the report of the planning commission has been received. If the report does not favor the acquisition of the property for a school site, or for an addition to a present school site, the governing board of the school district shall not acquire title to the property until 30 days after the commission's report is received.

***Staff Comments/Recommendations***:

As previously mentioned, the project Site is located adjacent to residential uses to the east, west and south and a church to the north. The other public schools in Foster City are similarly located in or adjacent to residential neighborhoods.

Below are issues identified by staff as they relate to the acquisition of this Site for public elementary school use. Staff requests that the Commission evaluate and provide its opinion on each of these issues. In addition, staff requests that the Commission identify and analyze any additional issues it believes are relevant.

- Traffic – As noted above, the project and Foster City Elementary School are in close proximity to each other. Also, traffic to the Site will be greater to during the morning drop- off and afternoon pick-up than currently occurs at the shopping center. Traffic to the Site should be evaluated to determine if there any conflicts and if any traffic improvements are requirement to mitigate potential traffic impacts.
- School pick-up/drop-off – This creates traffic issues at the existing schools and the Site should be designed to contain vehicle queuing for drop-off and pick-up on Site so there is no impact on the adjoining streets or neighborhoods.
- Noise – Measures should be taken during construction to minimize noise impacts to the surrounding residents. It is recommended that hours of construction be limited to the hours of 8 a.m. to 5 p.m. on weekdays Monday through Friday. No construction should take place on Saturdays, Sundays or legal holidays. The school Site should be designed to locate noisy activities away from the homes that directly adjacent to the project Site.
- Sustainability – The Site and school should be designed to include, but not limited to, measures that promote energy and water efficiency.
- Architecture – The building should be designed to be compatible with the neighborhood in terms of architecture, scale, and mass.
- Retail Tenants – A plan should be developed to assist businesses that will be required to relocate due to the closure of the shopping center.
- Post Office – The District should work with the City to assist the Post Office to relocate within Foster City.

## NEXT STEPS

Once the Commission has completed its review of the Site per Public Resources Code section 21151.2 and Government Code section 65402, the Commission should adopt a resolution outlining its determinations. Staff has prepared a resolution for the Commission's consideration

which can be revised to reflect the Commission's determinations. Staff will then forward the attached Resolution to the District.

## INDIVIDUALS, ORGANIZATIONS, AND DOCUMENTS CONSULTED

FINDINGS

Refer to attached Resolution.

ATTACHMENTS

Resolution
Letter from Clarissa Canady dated November 28, 2016 – Notice of Acquisition of Property for School Site Purposes
Letter from Clarissa Canady dated December 6, 2016 – Extension of Time for Planning Commission Review of Potential Acquisition of Property for School Site Purposes
Letter from Superintendent Joan Rosas, Ed.D, dated December 13, 2016 – Notice of Resolution Exempting School District from City Zoning Ordinances
Vicinity Map

RESOLUTION NO. P-01-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FOSTER CITY REGARDING THE SAN MATEO-FOSTER CITY ELEMENTARY SCHOOL DISTRICT'S PURCHASE OF THE CHARTER SQUARE SHOPPING CENTER FOR AN ELEMENTARY SCHOOL AT 1050 SHELL BOULEVARD – NEIGHBORHOOD 5 – APN: 094-473-030

CITY OF FOSTER CITY PLANNING COMMISSION

WHEREAS, on November 28, 2016, the San Mateo-Foster City School District (hereinafter "District") provided the City of Foster City with written notice, per California Public Resources Code ("PRC") §21151.2, of the District's agreement to acquire approximately 6.02 acres of land located at 1050 Shell Boulevard in Foster City (hereinafter the "Site") and currently utilized as the Charter Square Shopping Center (hereinafter "Center) for construction of an elementary school; and

WHEREAS, pursuant to PRC §21151.2, the Planning Commission is required, in response to the District's request, to investigate the proposed Site and within 30 days submit to the District Board a written report of the investigation and its recommendations concerning acquisition of the propose Site; and

WHEREAS, PRC §21151.2 further provides that the District Board shall not acquire title to the proposed Site until the report of the Planning Commission has been received and if the report does not favor acquisition of the proposed Site, the District Board shall not acquire title to the proposed Site until 30 days after the Planning Commission report is received; and

WHEREAS, the District, on November 28, 2016, further requested that the Planning Commission render its opinion within 40 days, as required by California Government Code ("GC") §65402, whether or not the proposed Site and its proposed use for school purposes complies with the City's General Plan; and

WHEREAS, on December 5, 2016, the City requested that he District extend the timeframe for review mandated by PRC §21151.2 and GC §65402 due to the Planning Commission's schedule of meetings during December 2016; and

WHEREAS, the District, by letter dated December 6, 2016, agreed to extend the time period for the Planning Commission's report to January 23, 2017; and

WHEREAS, at the January 19, 2017 Planning Commission meeting, the Planning Commission received a staff report regarding the proposed Site, received public comments and additional documentation regarding the proposed Site from members of the public; and

WHEREAS, having completed its review of the proposed Site as required by PRC §21151.2 and GC §65402, the Planning Commission is now prepared to issue its report and recommendations as required by PRC §21151.2 and its opinion as required by GC §65402.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission based on the facts and analysis in the Staff Report, written and oral testimony, and exhibits presented finds as follows:

1. Pursuant to PRC §21151.2, the Planning Commission has identified the following issues related to a school at Charter Square Shopping Center which should be addressed should the Site be developed as a school:

   - Traffic – The Site and Foster City Elementary School are in close proximity to each other. Also, traffic to the Site will be greater to during the morning drop- off and afternoon pick-up than currently occurs at the shopping center. Traffic to the Site should be evaluated to determine if there any conflicts and if any traffic improvements are requirement to mitigate potential traffic impacts.
   - School pick-up/drop-off –Traffic issues at the existing schools and the Site should be designed to contain vehicle queuing for drop-off and pick-up on Site so there is no impact on the adjoining streets or neighborhoods.
   - Noise – Measures should be taken during construction to minimize noise impacts to the surrounding residents. It is recommended that hours of construction be limited to the hours of 8 a.m. to 5 p.m. on weekdays Monday through Friday. No construction should take place on Saturdays, Sundays or legal holidays. The school Site should be designed to locate noisy activities away from the homes that directly adjacent to the project Site.
   - Sustainability – The Site and school should be designed to include, but not limited to, measures that promote energy and water efficiency.
   - Architecture – The building should be designed to be compatible with the neighborhood in terms of architecture, scale, and mass.
   - Retail Tenants – A plan should be developed to assist businesses that will be required to relocate due to the closure of the shopping center.
     Post Office – The District should work with the City to assist the Post Office to relocate within Foster City.

2. Pursuant to GC §65402 regarding the consistency of the Site with the General Plan, development of the subject site would not be consistent with the General Plan or zoning for the property unless the District receives approval of a General Plan Amendment to Public Facilities and the Site rezoned Public Facilities.

PASSED AND ADOPTED as a resolution of the Planning Commission of the City of Foster City at the regular meeting held on the 19th day of January 2017 by the following vote:

AYES: PATTUM, WILLIAMS AND CHAIR WYKOFF

NOES:

ABSENT: AVRAM

ABSTAIN: DYCKMAN

RICHARD D. WYKOFF, CHAIRMAN

ATTEST:

CURTIS BANKS, SECRETARY

**From:**
**To:**
**Subject:**
**Date:**

---

**From:** audiechang@aol.com <audiechang@aol.com>
**Sent:** Thursday, August 03, 2017 10:36 PM
**To:** New School
**Subject:** Environmental impact report

Dear Sir/Madame:

I reviewed the draft Environmental impact report and have the following concerns:

1. Traffic delays were reported at prime commute hours but no mitigating programs or initiatives were presented. Why not? It is working residents who pay the taxes to support the schools.

2. There were no studies of parking issues during school-wide functions, such as parent-teacher meetings, PTA, sports events, concerts, etc. especially when they coincide with neighboring church functions. Our neighboring streets should not be used as a parking lot to preserve our privacy and peace of mind. Please include this matter in the EIR study and what is being done to mitigate this problem.

I look forward to hearing from you.

Audie Chang, neighbor of Charter Square

APPENDIX II

# ADDITIONAL PROJECT INFORMATION

JULY 21, 2017
TRAFFIC IMPACT ANALYSIS

QUEUING STUDY, BREWER ISLAND ELEMENTARY

SHELL BOULEVARD INTERSECTIONS QUEUING TABLE

CHARTER SQUARE SITE CIRCULATION EXHIBIT

CHARTER SQUARE TREE INVENTORY

HEXAGON TRANSPORTATION CONSULTANTS, INC.

# New Elementary School in Foster City

## Traffic Impact Analysis

Prepared for:

**San Mateo-Foster City School District**

**July 21, 2017**

**Hexagon Transportation Consultants, Inc.**
Hexagon Office: 4 North Second Street, Suite 400
San Jose, CA 95113

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# Executive Summary

This report presents the results of the Traffic Impact Analysis (TIA) conducted for the proposed elementary school at Charter Square (corner of Shell Boulevard and Beach Park Boulevard) in Foster City, California. The project as proposed would construct a K-5 elementary school with up to 600 students on the site, replacing the current shopping center. Access to the site would be provided by existing driveways on Shell Boulevard and Beach Park Boulevard.

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development and to review the proposed site access and circulation. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Foster City and the City/County Association of Governments (C/CAG) of San Mateo County CMP. The traffic study includes an analysis of AM, midday, and PM peak hour traffic conditions for three (3) signalized intersections and six (6) unsignalized intersections in the vicinity of the project site, which were identified by the City of Foster City. The analysis focuses on the peak commute periods between 7:00 and 9:00 AM, between 12:00 and 3:00 PM, and between 4:00 and 6:00 PM, because it is during these hours that traffic conditions on the surrounding roadways are generally the most congested. The study also includes an analysis of student drop-off/pick-up circulation, safe routes to the school, and transit, bicycle, and pedestrian access.

## Project Trip Generation

The trip generation rates for the proposed school were derived from trip generation counts Hexagon conducted at the existing elementary schools in Foster City. The trip generation counts were conducted on a standard school day on three separate weeks between January and February of 2017. As directed by City staff, the highest school rate during each peak hour was used to present a conservative estimate. The magnitude of traffic generated by the proposed school was estimated by multiplying the observed Foster City schools' trip generation rates by the projected maximum enrollment (600 students) for the school.

Based on the surveyed trip generation rates and a maximum enrollment of 600 students, the project would generate 504 trips (270 inbound and 234 outbound) during the AM peak hour, 300 trips (143 inbound and 157 outbound) during the midday peak hour, and 126 trips (68 inbound and 58 outbound) during the PM peak hour.

Trips that are generated by the existing shopping center and post office on the site should be subtracted from the gross project trip generation estimates. Trip rates for the shopping center and post office were based on trip generation counts conducted at the existing site. Based on the trip generation

counts, the existing site is generating 231 trips during the AM peak hour, 315 trips during the midday peak hour, and 312 trips during the PM peak hour.

After applying the appropriate trip generation rates and trip credits, the project would generate 273 new vehicle trips during the AM peak hour, and would subtract 15 vehicle trips and 186 vehicle trips during the midday and PM peak hours, respectively.

It should also be noted that project volumes were added to the roadway network without reassigning existing vehicle trips of the adjacent Elementary schools (i.e. Foster City Elementary School, Brewer Island Elementary School, and Audubon Elementary School). While the trips generated by the proposed school would be new to the roadways immediately adjacent to the project site, in a regional context, the new elementary school trips would be merely reassigned trips from other schools in the area where the students would have otherwise attended. With this new school, the existing elementary schools in Foster City will see a decrease in traffic. This decrease was not accounted for in the traffic study, so the traffic study numbers are conservative.

## Project Impacts

The results of the intersection level of service analysis are shown in Table ES-1. The analysis determined that under all scenarios with and without the project, all of the signalized study intersections are expected to operate at acceptable levels (LOS D or better). In addition, all but one of the stop-controlled study intersections would operate at LOS C or better under all scenarios. The intersection of Shell Boulevard and Bounty Drive would operate at LOS D during the PM peak hour with and without the school. This level of service analysis indicates that vehicles on the stop-controlled approaches (the Sand Cove Apartments private driveway and Bounty Drive) would experience delays (between 25-35 seconds). Eastbound left-turns from the Sand Cove Apartments private driveway to northbound Shell Boulevard, as well as westbound left-turns from Bounty Drive to southbound Shell Boulevard, require vehicles to wait for a gap in both the northbound and southbound traffic flows. Thus, the high volumes on Shell Boulevard contribute to the low level of service.

### Signal Warrant Analysis

Signal warrant checks (California *MUTCD 2014 Edition, Section 4, Warrant 3*) were performed for the unsignalized study intersections adjacent to the project site. The peak-hour traffic volumes at the intersections on Shell Boulevard at Catamaran Street and at Beach Park Boulevard, as well as the Catamaran Street/Beach Park Boulevard intersection, would not warrant signalization under any scenario with and without the project, including cumulative conditions.

## Other Transportation Issues

Based on a review of the project site plan, there would be no issues regarding site access along Shell Boulevard and Beach Park Boulevard; and no issues are expected to arise regarding on-site circulation. Although outbound traffic at the driveway on Beach Park Boulevard is estimated to experience significant delays, the analysis is a conservative estimate and the congestion at the project driveways would last in total about 10 to 15 minutes given that the school would maintain specific drop-off and pick-up times. The parking provided by the project would meet the minimum parking requirements set forth by the City of Foster City zoning regulations. Furthermore, the proposed project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area. Thus, no project sponsored improvements would be necessary.

Although the analysis and findings conclude that no mitigation measures are required, Hexagon has provided the following recommendations resulting from the site access and circulation analysis.

## Recommendations

- During student unloading/loading periods, school staff or volunteers should direct traffic as they approach the loading zones to ensure vehicles pull as far forward as possible and stop to drop-off and pick-up in the right lane to maintain the consistent traffic flow on the site. Staff or volunteers should also ensure that parents do not leave their vehicles unattended in the loading zone or passing lane while they visit the school. Parents should be directed to load/unload students in a timely manner and then exit the loading zone using the passing lane. Parents that need additional time should be directed to park in the designated on-site parking spaces to ensure the loading zone and passing lane are available for their intended purposes.

- A crosswalk should be added across Catamaran Street at its intersection with Beach Park Boulevard to improve the overall network of sidewalks and crosswalks in the study area, and provide good connectivity and safe routes to the school.

- A fence should be positioned along the site boundaries to direct pedestrian and bicycle traffic to the crosswalk and prevent students from walking through the parking lots.

- School signage and striping should be added on Shell Boulevard and on Beach Park Boulevard, as well as at the adjacent intersections, in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD) standards.

- Signage should be added at the driveway on Beach Park Boulevard restricting outbound traffic to right-turns only during the peak hours.

- Signage (i.e. loading and unloading zone, no parking) as well as curb painting along the drop-off/pick-up and passing lanes should be provided to ensure that police services will have authority to take enforcement actions if needed.

- Bicyclists travelling from north Shell Boulevard should be required to enter through the rear schoolyard adjacent to the Multi-Purpose Room (MPR), and walk their bicycles to the bicycle racks on the southern side of the property through the interior of the school. This would avoid any added congestion along the student unloading/loading areas fronting the school.

## Table ES-1
## Intersection Level of Service Summary

| Study Number | Intersection | Peak Hour | Count Date | Control Type | Existing | | | | Background | | | | Cumulative | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | No Project | | with Project | | No Project | | with Project | | No Project | | with Project | |
| | | | | | Avg. Delay (sec) | LOS | Avg. Delay (sec) | LOS | Avg. Delay (sec) | LOS | Avg. Delay (sec) | LOS | Avg. Delay (sec) | LOS | Avg. Delay (sec) | LOS |
| 1 | Mariners Island Boulevard/Edgewater Boulevard and Hillsdale Boulevard | AM | 2/14/17 | Signal | 39.2 | D | 40.0 | D | 43.9 | D | 44.8 | D | 44.9 | D | 45.8 | D |
| | | Midday | 2/14/17 | | 40.8 | D | 40.8 | D | 40.8 | D | 40.8 | D | 40.8 | D | 40.8 | D |
| | | PM | 2/14/17 | | 43.3 | D | 43.2 | D | 50.6 | D | 50.5 | D | 52.5 | D | 52.4 | D |
| 2 | Shell Boulevard and Hillsdale Boulevard | AM | 2/14/17 | Signal | 22.3 | C | 22.6 | C | 24.5 | C | 25.2 | C | 25.6 | C | 26.2 | C |
| | | Midday | 1/24/17 | | 24.2 | C | 24.0 | C | 24.2 | C | 24.0 | C | 24.2 | C | 24.0 | C |
| | | PM | 2/14/17 | | 27.9 | C | 27.8 | C | 31.4 | C | 31.2 | C | 32.8 | C | 32.6 | C |
| 3 | Shell Boulevard and Bounty Drive | AM | 2/14/17 | TWSC [1] | 16.9 | C | 17.2 | C | 17.0 | C | 17.2 | C | 18.7 | C | 19.1 | C |
| | | Midday | 1/24/17 | | 17.2 | C | 16.9 | C | 17.2 | C | 16.9 | C | 17.2 | C | 16.9 | C |
| | | PM | 2/14/17 | | 27.6 | D | 27.6 | D | 28.5 | D | 28.2 | D | 33.1 | D | 32.9 | D |
| 4 | Shell Boulevard and Catamaran Street | AM | 2/14/17 | AWSC | 11.7 | B | 12.7 | B | 11.8 | B | 12.8 | B | 14.0 | B | 15.7 | C |
| | | Midday | 2/14/17 | | 10.3 | B | 10.3 | B | 10.3 | B | 10.3 | B | 10.3 | B | 10.3 | B |
| | | PM | 1/31/17 | | 11.7 | B | 11.4 | B | 11.8 | B | 11.5 | B | 13.5 | B | 13.2 | B |
| 5 | Edgewater Boulevard and Beach Park Boulevard | AM | 2/14/17 | Signal | 23.4 | C | 23.2 | C | 23.4 | C | 23.2 | C | 24.0 | C | 23.8 | C |
| | | Midday | 2/14/17 | | 26.7 | C | 25.2 | C | 26.7 | C | 25.3 | C | 26.7 | C | 25.3 | C |
| | | PM | 1/24/17 | | 31.9 | C | 30.4 | C | 31.6 | C | 30.1 | C | 32.6 | C | 30.9 | C |
| 6 | Farragut Boulevard and Beach Park Boulevard | AM | 2/14/17 | TWSC [1] | 19.8 | C | 20.0 | C | 19.8 | C | 20.0 | C | 20.5 | C | 20.8 | C |
| | | Midday | 2/14/17 | | 15.4 | C | 14.4 | B | 15.4 | C | 14.4 | B | 15.4 | C | 14.4 | B |
| | | PM | 1/24/17 | | 19.5 | C | 18.8 | C | 19.5 | C | 18.8 | C | 20.6 | D | 19.9 | C |
| 7 | Catamaran Street and Beach Park Boulevard | AM | 2/14/17 | TWSC [1] | 12.5 | B | 16.1 | C | 12.5 | B | 16.1 | C | 12.7 | B | 16.6 | C |
| | | Midday | 2/14/17 | | 11.8 | B | 12.1 | B | 11.8 | B | 12.1 | B | 11.8 | B | 12.1 | B |
| | | PM | 1/31/17 | | 11.9 | B | 10.6 | B | 11.9 | B | 10.6 | B | 12.1 | B | 10.7 | B |
| 8 | Shell Boulevard and Beach Park Boulevard | AM | 1/31/17 | AWSC | 12.4 | B | 13.2 | B | 12.4 | B | 13.2 | B | 12.8 | B | 13.6 | B |
| | | Midday | 2/14/17 | | 10.7 | B | 10.8 | B | 10.7 | B | 10.8 | B | 10.7 | B | 10.8 | B |
| | | PM | 2/14/17 | | 12.3 | B | 11.8 | B | 12.3 | B | 11.8 | B | 12.9 | B | 12.4 | B |
| 9 | Beach Park Boulevard and Foster City Boulevard | AM | 2/14/17 | AWSC | 10.9 | B | 11.0 | B | 10.9 | B | 11.0 | B | 11.1 | B | 11.2 | B |
| | | Midday | 2/14/17 | | 8.8 | A | 8.7 | A | 8.8 | A | 8.7 | A | 8.8 | A | 8.7 | A |
| | | PM | 2/14/17 | | 8.1 | A | 7.9 | A | 8.1 | A | 7.9 | A | 8.3 | A | 8.1 | A |

Note:

TWSC = Two-Way Stop Control

AWSC = All-Way Stop Control

[1] For TWSC intersections, the worst approach's delay and level of service is reported.

**Bold** indicates a substandard level of service.

**Bold** indicates a significant project impact.

# 1. Introduction

This report presents the results of the Traffic Impact Analysis (TIA) conducted for the proposed elementary school at Charter Square in Foster City, California. The project site is located on the northwest corner of the Shell Boulevard and Beach Park Boulevard intersection (see Figure 1). The project would construct a K-5 elementary school with a maximum of 600 students on the site, replacing the current shopping center and post office. The school would retain the existing site driveways, which include three driveways on Shell Boulevard and one driveway on Beach Park Boulevard (see Figure 2).

## Scope of Study

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development and to review the proposed site access and circulation. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Foster City and the City/County Association of Governments (C/CAG) of San Mateo County CMP. A County Congestion Management Program (CMP) analysis was not required because the project would add fewer than 100 peak hour trips to CMP roadways (SR 92 and US 101). The traffic study includes an analysis of AM, midday, and PM peak hour traffic conditions for three (3) signalized intersections and six (6) unsignalized intersections in the vicinity of the project site as specified by the City of Foster City. The study also includes an analysis of student drop-off/pick-up circulation, safe routes to the school, and transit, bicycle, and pedestrian access.

### Study Intersections

1. Mariners Island Boulevard/Edgewater Boulevard and Hillsdale Boulevard
2. Shell Boulevard and Hillsdale Boulevard
3. Shell Boulevard and Bounty Drive (unsignalized)
4. Shell Boulevard and Catamaran Street (unsignalized)
5. Edgewater Boulevard and Beach Park Boulevard
6. Farragut Boulevard and Beach Park Boulevard (unsignalized)
7. Catamaran Street and Beach Park Boulevard (unsignalized)
8. Shell Boulevard and Beach Park Boulevard (unsignalized)
9. Beach Park Boulevard and Foster City Boulevard (unsignalized)

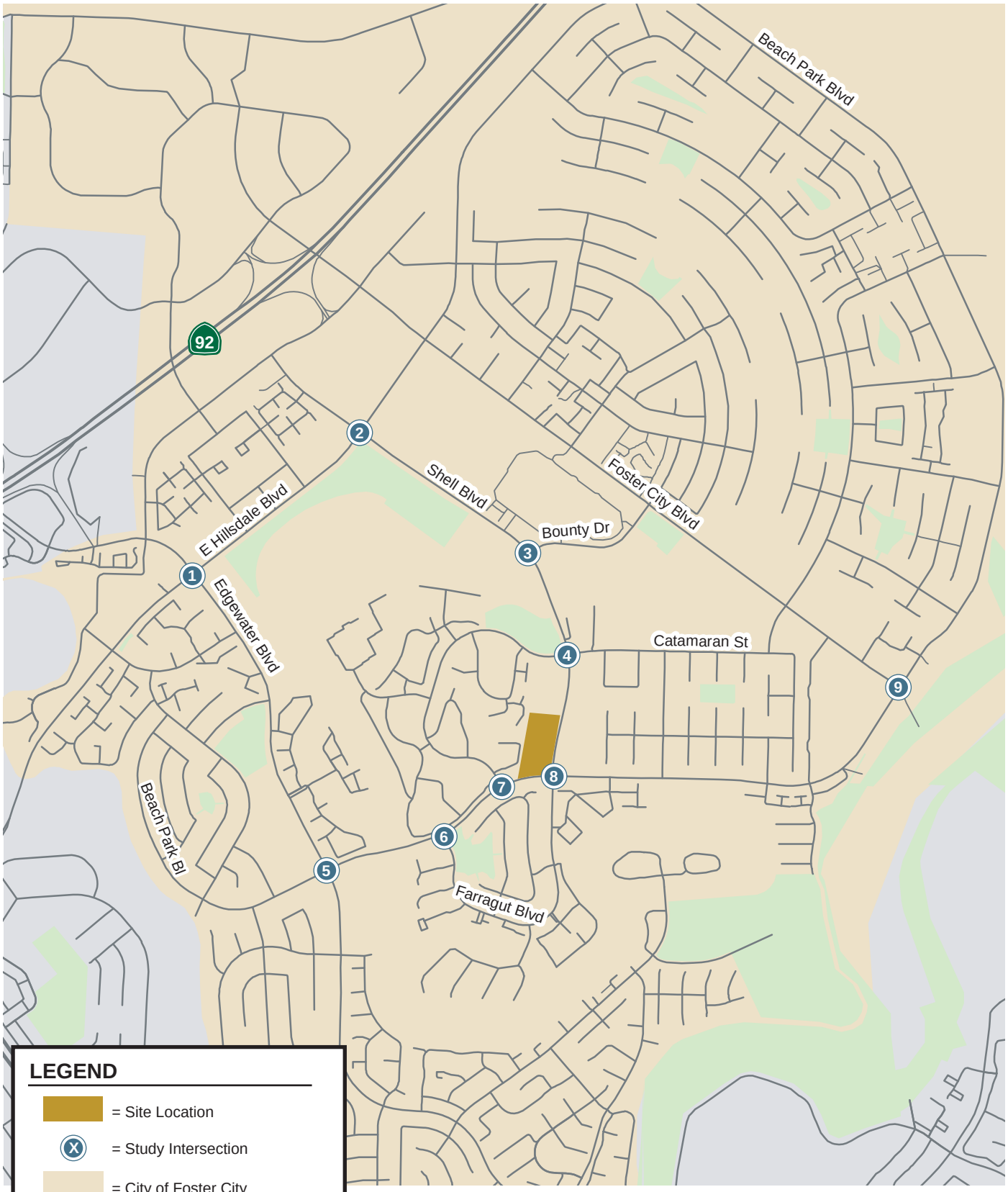


**Figure 1**
**Site Location and Study Intersections**

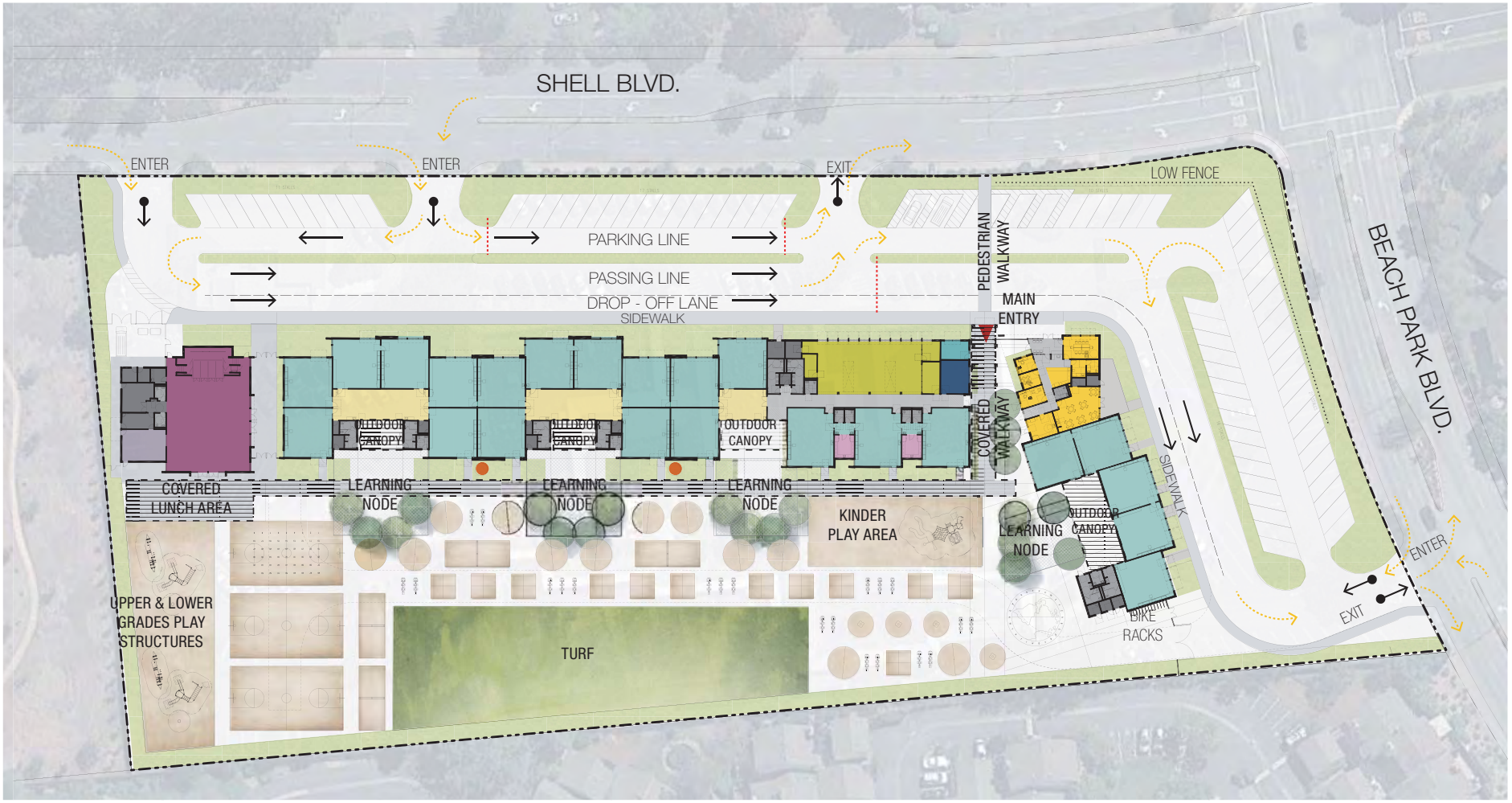




**Figure 2**
**Project Site Plan**



NORTH
Not to Scale

### Analysis Time Periods

Traffic conditions at the study intersections were analyzed for the weekday AM, midday, and PM peak hours of adjacent street traffic. The AM peak hour occurs between 7:00 AM and 9:00 AM, the midday peak hour will coincide with the school dismissal time sometime between 2:00 PM and 4:00 PM, and the PM peak hour occurs between 4:00 PM and 6:00 PM on a regular weekday. The peak hour of school traffic in the morning would coincide with the AM peak hour of commute traffic (generally between 7:00 and 9:00 AM). It is during these peak commute periods that traffic is busiest, and the impact on the roadway system by traffic from the school would be greatest.

Traffic conditions were evaluated for the following scenarios:

**Scenario 1:** *Existing Conditions.* Existing traffic volumes at study intersections were based on traffic counts conducted on a standard school day on three separate weeks between January and February of 2017. The study intersections were evaluated with a level of service analysis using Synchro software in accordance with the *2010 Highway Capacity Manual* methodology.

**Scenario 2:** *Background Conditions.* Background traffic volumes reflect traffic added by projected volumes from approved but not yet completed developments in the project area. The approved project trips and/or approved project information was provided by the City of Foster City. The City of Foster City approved project information is included in Appendix B.

**Scenario 3:** *Existing plus Project Conditions.* Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

**Scenario 4:** *Project Conditions.* Projected peak-hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Project Conditions were evaluated relative to background conditions in order to determine potential project impacts.

**Scenario 5:** *Cumulative Conditions.* Cumulative conditions are represented by future traffic volumes, at the estimated date of maximum enrollment, on the future roadway network. Cumulative conditions include traffic growth projected to occur due to the approved development projects and proposed but not yet approved (pending) development projects in the study area. The added traffic from pending projects was based on the list of pending projects identified by the City of Foster City.

## Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

### Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of Foster City, the San Mateo-Foster City School District, and field observations. The following data were collected from these sources:

- existing peak-hour intersection turning-movement volumes
- lane configurations
- intersection signal timing and phasing
- approved project list
- projected school enrollment boundary lines

## Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

### City of Foster City Signalized Intersections

The City of Foster City level of service standards were used to evaluate the signalized study intersections. The City of Foster City evaluates intersection level of service based on *the Highway Capacity Manual* (HCM) 2010 method using the Synchro software. The 2010 HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. The City of Foster City level of service standard for signalized intersections is LOS D or better. The correlation between delay and level of service is shown in Table 1.

**Table 1**
**Signalized Intersection Level of Service Definitions Based on Control Delay**

| Level of Service | Description | Average Control Delay Per Vehicle (sec.) |
|---|---|---|
| A | Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay. | 10.0 or less |
| B | Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay. | 10.1 to 20.0 |
| C | Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping. | 20.1 to 35.0 |
| D | The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable. | 35.1 to 55.0 |
| E | This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently. | 55.1 to 80.0 |
| F | This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels. | greater than 80.0 |

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

## Unsignalized Intersections

Level of service at unsignalized intersections was based on the *2010 Highway Capacity Manual* (2010 HCM) method using the Synchro software. This method is applicable for both two-way and all-way stop-controlled intersections. The six unsignalized study intersections operate under both two-way or all-way stop control. For two-way stop-controlled intersections, the reported levels of service are based on the worst approach delay at the intersection. Unlike signalized intersections, the City of Foster City does not have a level of service standard for unsignalized intersections. Therefore, intersection levels of service for unsignalized intersections are reported for informational purposes only. The correlation between average control delay and LOS for unsignalized intersections is shown in Table 2.

**Table 2**
**Unsignalized Intersection Level of Service Definitions Based on Control Delay**

| Level of Service | Description | Average Control Delay Per Vehicle (sec.) |
|---|---|---|
| A | Little or no traffic delay | 10.0 or less |
| B | Short traffic delays | 10.1 to 15.0 |
| C | Average traffic delays | 15.1 to 25.0 |
| D | Long traffic delays | 25.1 to 35.0 |
| E | Very long traffic delays | 35.1 to 50.0 |
| F | Extreme traffic delays | greater than 50.0 |

Source: Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C., 2000) p17.2

## CMP Freeway Segments

Per CMP technical guidelines, a freeway segment level of service analysis is required when a project is expected to add trips greater than one percent of a segment's capacity. Given that new freeway trips generated by the project are expected to be produced only by some staff, the project is expected to add considerably less than the one percent threshold of freeway capacity to all segments in the area. Therefore, a detailed analysis of freeway segment levels of service was not performed. A simple freeway segment capacity evaluation to substantiate this determination is presented in Table 3.

**Table 3**
**Freeway Segment Capacity Evaluation**

| Freeway | Segment | Dir | Peak Hour | Existing Conditions [1] # of Lanes | Capacity | LOS | Project Conditions Project Trips [2] | % Capacity | Impact |
|---|---|---|---|---|---|---|---|---|---|
| US 101 | Whipple Avenue to SR 92 | NB | AM | **4** | **9,200** | **F** | 3 | 0.03% | NO |
| | | | PM | **4** | **9,200** | **F** | 0 | 0.00% | NO |
| US 101 | SR 92 to Peninsula Avenue | NB | AM | **4** | **9,200** | **F** | 0 | 0.00% | NO |
| | | | PM | **4** | **9,200** | **F** | 1 | 0.01% | NO |
| US 101 | Peninsula Avenue to SR 92 | SB | AM | **4** | **9,200** | **F** | 3 | 0.03% | NO |
| | | | PM | **4** | **9,200** | **F** | 0 | 0.00% | NO |
| US 101 | SR 92 to Whipple Avenue | SB | AM | **4** | **9,200** | **F** | 3 | 0.03% | NO |
| | | | PM | **4** | **9,200** | **F** | 1 | 0.01% | NO |
| SR 92 | I-280 to US 101 | EB | AM | **2** | **4,400** | **F** | 0 | 0.00% | NO |
| | | | PM | **2** | **4,400** | **F** | 1 | 0.02% | NO |
| SR 92 | US 101 to Alameda County Line | EB | AM | 3 | 6,900 | C | 3 | 0.04% | NO |
| | | | PM | **3** | **6,900** | **F** | 1 | 0.01% | NO |
| SR 92 | Alameda County Line to US 101 | WB | AM | 3 | 6,900 | C | 3 | 0.04% | NO |
| | | | PM | **3** | **6,900** | **F** | 1 | 0.01% | NO |
| SR 92 | US 101 to I-280 | WB | AM | **2** | **4,400** | **F** | 3 | 0.07% | NO |
| | | | PM | **2** | **4,400** | **F** | 0 | 0.00% | NO |

Notes:
[1] Existing freeway conditions referenced the Level of Service and Performance Measure Monitoring Report - 2015.
[2] Project trips are estimated via manual trip assignment.
**BOLD** indicates a substandard level of service.

## Intersection Operations

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add a significant number of left turns. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
$\lambda$ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at signalized intersections.

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile

queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length."

## Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes the existing roadway network, transit services, and pedestrian facilities. Chapter 3 presents the intersection operations under the background scenario conditions, including the approved projects in the City of Foster City. Chapter 4 describes the methods used to estimate project traffic and its impact on the transportation system. Chapter 5 describes cumulative traffic conditions. Chapter 6 presents the analysis of other transportation issues including site access and circulation, transit services, bicycle and pedestrian facilities, and vehicle queuing. Chapter 7 includes a summary of project impacts, any proposed mitigation measures, and recommended improvements.

# 2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit service, pedestrian and bicycle facilities.

## Existing Roadway Network

Regional access to the project site is provided via US 101 and State Route 92 (SR 92).

**US 101** is an eight-lane north-south freeway in the vicinity of the site. US 101 extends northward through San Francisco and southward through San Jose. Access to and from the project study area is provided via a full interchange at Hillsdale Boulevard.

**SR 92** is a four- to six- lane east-west freeway extending from Half Moon Bay in west San Mateo County to Hayward in Alameda County. Access to and from the project study area is provided via partial interchanges at Metro Center Boulevard, Chess Drive, Edgewater Boulevard, and Fashion Island Boulevard.

Indirect local access to the site is provided on Hillsdale Boulevard, Mariners Boulevard/Edgewater Boulevard, Bounty Drive, Catamaran Street, and Farragut Boulevard. Direct local access to the project site is provided on Shell Boulevard and Beach Park Boulevard. These roadways are described below.

**Hillsdale Boulevard** is an arterial roadway that extends in an east-west direction starting at the College of San Mateo and transitioning into Beach Park Boulevard. According to the City of Foster City General Plan, arterials are defined as roadways generally designed to feed heavy volumes of through traffic to freeways with such traffic controls as medians, traffic lights, and separate turning lanes. In the vicinity of the project site, Hillsdale Boulevard has six lanes. Hillsdale Boulevard provides access to the Charter Square School site via Edgewater Boulevard, Shell Boulevard, and Beach Park Boulevard.

**Mariners Boulevard/Edgewater Boulevard** is a north-south, four-lane arterial roadway that extends from 3rd Avenue to Baffin Street. In the immediate vicinity of the proposed project, Mariners Boulevard/Edgewater Boulevard permits on-street parking and has bike lanes on both sides of the street. Mariners Boulevard/Edgewater Boulevard provides access to the project site via Beach Park Boulevard.

**Shell Boulevard** is a north-south, four-lane arterial roadway that runs parallel to Mariners Boulevard/Edgewater Boulevard. In the vicinity of the proposed project, Shell Boulevard permits on-street parking and has bike lanes on both sides of the street. Shell Boulevard provides direct access to the project site via three driveways.

**Beach Park Boulevard** is an east-west, four-lane arterial roadway that extends from Polaris Avenue to Hillsdale Boulevard. Beach Park Boulevard provides direct access to the project site via a full-access driveway.

**Bounty Drive** is a north-south, two-lane local collector that extends from Shell Boulevard to Comet Drive. Collector streets are designed to channel traffic from local streets to arterials, and to handle short trips within neighborhoods. Bounty Drive provides access to the project site via Shell Boulevard.

**Catamaran Street** is an east-west, two-lane local collector that extends from Beach Park Boulevard to Spinnaker Street. Catamaran Street provides access to the project site via Shell Boulevard and Beach Park Boulevard.

**Farragut Boulevard** is a north-south, two-lane local collector that extends from Beach Park Boulevard south where it transitions into Halsey Boulevard. Farragut Boulevard provides access to the project site via Beach Park Boulevard.

## Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, sidewalks exist along both sides of Hillsdale Boulevard, Edgewater Boulevard, Shell Boulevard, Beach Park Boulevard, Bounty Drive, Catamaran Street, and Farragut Boulevard, providing pedestrian access to and from the project site. Marked crosswalks with pedestrian signal heads and push buttons are provided on all approaches of the signalized study intersections. At the unsignalized study intersections, marked crosswalks are provided along all stop-controlled approaches, except on the north leg of the Catamaran Street/Beach Park Boulevard intersection, and the north leg of the Beach Park Boulevard/Foster City Boulevard intersection. Although some crosswalk connections are missing on Beach Park Boulevard and Shell Boulevard, the overall network of sidewalks and crosswalks in the study area has good connectivity and provides pedestrians with safe routes to the school site.

There are several bicycle facilities in the vicinity of the project site. The existing bicycle facilities within the study area are described below, and are shown on Figure 3.

**Class I Bikeway/Trail** is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. The Foster City Pedway is a Class I bicycle/pedestrian pathway that follows the outer lagoons and bay, encircling Foster City. Located approximately one mile from the project site, the trail includes a segment located within the City of San Mateo, as well as a portion of the San Francisco Bay Trail. The San Francisco Bay Trail is a 500-mile Class I facility that provides a multi-use path around the entire San Francisco Bay running through all nine Bay Area counties, 47 cities, and across the region's seven toll bridges. Within the project vicinity, the Foster City Pedway and the San Francisco Bay Trail are accessible via Beach Park Boulevard.

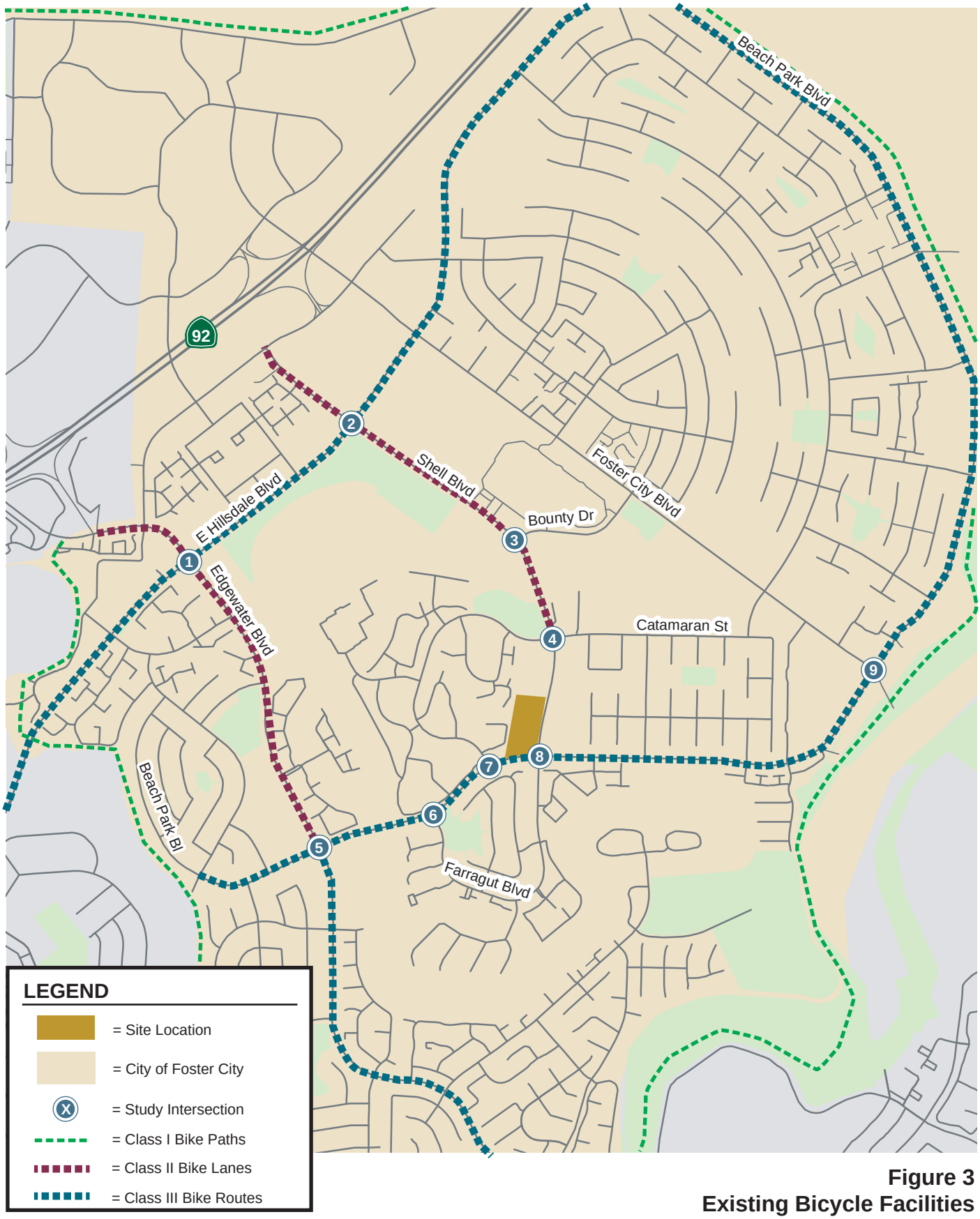


**Figure 3**
**Existing Bicycle Facilities**

**Class II Bike Lanes** are preferential use areas within a roadway designated for bicycles. Within the project vicinity, Class II bike lanes are present on Edgewater Boulevard between Beach Park Boulevard and the SR 92 northbound ramps, and on Shell Boulevard between Metro City Boulevard and Catamaran Street.

**Class III Bike Routes** are signed bike routes that provide a connection to Class I and Class II facilities. Bike routes serve as transportation routes within neighborhoods to parks, schools, and other community amenities. The following roadway segments are designated Class III bike routes in the vicinity of the project site:

- Hillsdale Boulevard, from Edison Street to Beach Park Boulevard
- Edgewater Boulevard, from Beach Park Boulevard to Baffin Street
- Beach Park Boulevard, from Virgo Lane to Hillsdale Boulevard

Although none of the local and residential streets adjacent to the project site (e.g. Bounty Drive, Catamaran Street, Farragut Boulevard) are designated as bike routes, due to their low traffic volumes, they are conducive to bicycle usage.

## Existing Transit Service

Existing transit services near the project site are provided by the San Mateo County Transit District (SamTrans) and Alameda-Contra Costa Transit District (AC Transit) (See Figure 4). The study area is served directly by four local bus routes and one regional route. Bus lines that run through the study area are listed in Table 4, including their route description and commute hour headways.

**Local Route 251** operates on Hillsdale Boulevard, Edgewater Boulevard, Shell Boulevard, and Beach Park Boulevard in the vicinity of the project. The closest bus stop is located adjacent to the project site, approximately 500 feet walking distance on Shell Boulevard north of Beach Park Boulevard. Route 251 operates between the Hillsdale Shopping Center and Beach Park Boulevard/Foster City Boulevard intersection. Weekday service is from approximately 11:30 AM to 8:20 PM with between 60 and 120-minute headways during commute hours.

**Local Route 256** operates on Hillsdale Boulevard, Edgewater Boulevard, Shell Boulevard, and Beach Park Boulevard. The closest bus stops are located less than 1,000 feet walking distance at the northeast corner of the Catamaran Street/Beach Park Boulevard intersection, and on Shell Boulevard south of Catamaran Street. Route 256 operates between the Hillsdale Shopping Center and Beach Park Boulevard/Foster City Boulevard intersection. Weekday service is from approximately 6:35 AM to 5:25 PM with 60-minute headways during commute hours.

**Limited Route 54** operates on Hillsdale Boulevard and Edgewater Boulevard. The closest stops are located adjacent to the project site on Beach Park Boulevard at the opposite corners of the Shell Boulevard/Beach Park Boulevard intersection. Route 54 operates between the Norfolk Street/Hillsdale Boulevard intersection and Bowditch Middle School. Transit service is provided on school days only, with one trip in the AM and up to three trips in the PM.

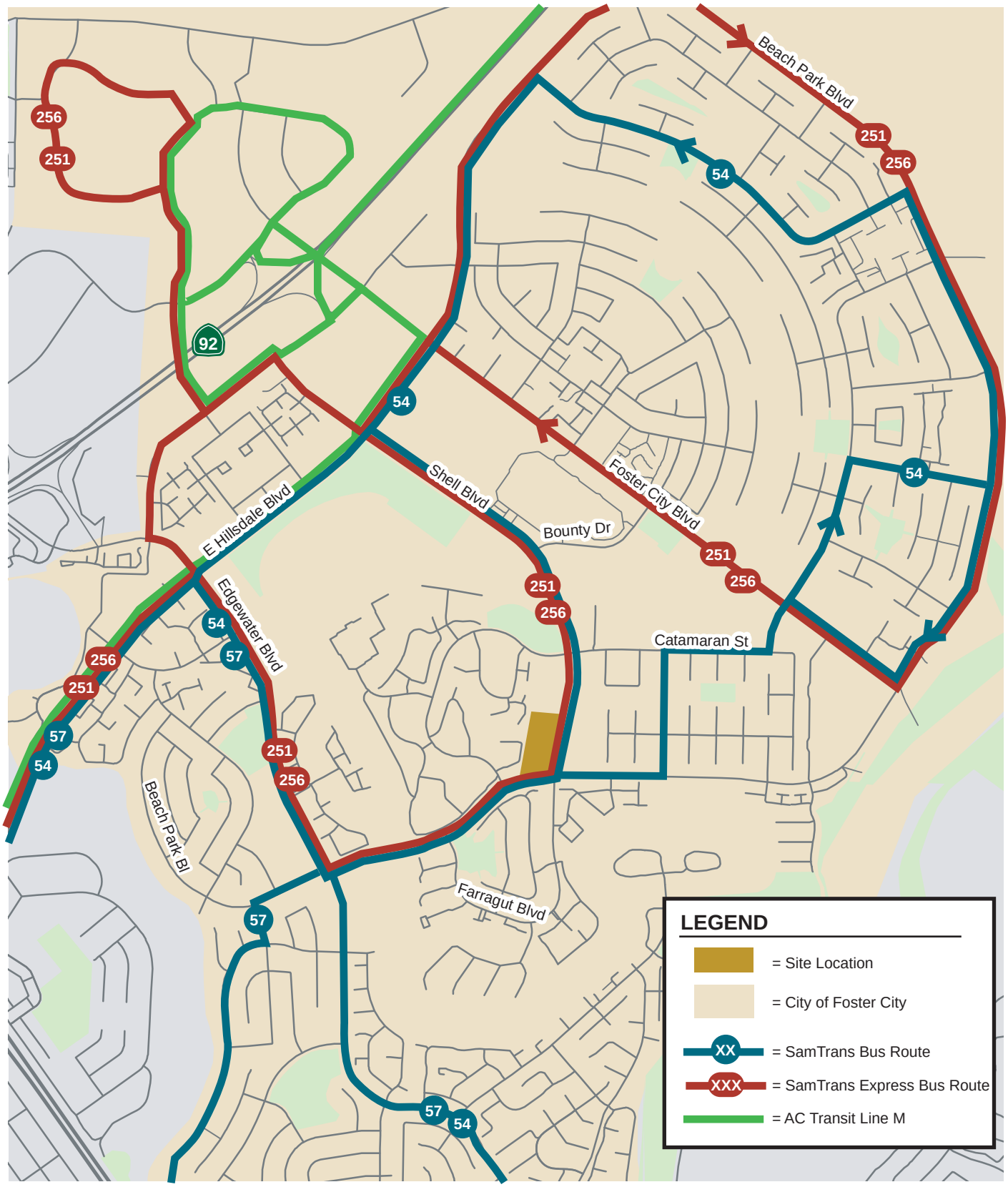


**Figure 4**
**Existing Transit Service**

**Limited Route 57** operates on Hillsdale Boulevard, Edgewater Boulevard, Beach Park Boulevard, Catamaran Street. The closest stop is located within ½ mile walking distance at the intersection of Edgewater Boulevard and Beach Park Boulevard. Route 57 operates between the Hillsdale Caltrain Station and the Port Royal Avenue/Cumberland Court intersection. Transit service is provided on school days only, with one trip in the morning and one trip in the evening.

**Transbay Route M** is operated by AC Transit on Hillsdale Boulevard. Transbay routes provide service across all three Bay Area bridges, connecting to the East Bay. The closest stop is located within approximately one and a half mile from the project site at the northwest corner of the Hillsdale Boulevard/Edgewater Boulevard intersection. Route M operates between Hillsdale Shopping Center and the Hayward BART Station. Weekday service is from approximately 6:50 AM to 6:55 PM with between 35 and 40-minute headways during commute hours.

**Table 4**
**Existing Transit Services**

| Bus Route | Route Description | Headway [1] |
|---|---|---|
| Local Route 251 | Hillsdale Shopping Center to Beach Park/Foster City | 60 - 120 min |
| Local Route 256 | Hillsdale Shopping Center to Beach Park/Foster City | 60 min |
| Limited Route 54* | Hillsdale/Norfolk to Bowditch Middle School | N/A [2] |
| Limited Route 57* | Edgewater/Beach Park to Hillsdale High School | N/A [3] |
| Transbay Route M (ACT Route) [4] | Hillsdale Shopping Center to Hayward BART Station | 35 - 40 min |
| Mariners' Island Caltrain Shuttle | Hillsdale Caltrain Station to Port Royal/Cumberland | 40 - 45 min |

Notes:
* Route operates only on school days.
[1] Approximate headways during peak commute periods.
[2] Route 54 has only one trip in the AM and three trips in the PM.
[3] Route 57 has only one trip in the AM and one trip in the PM.
[4] ACT Route = Operated by Alameda-Contra Costa Transit District.

SamTrans also funds a shuttle service between San Mateo and Foster City. The Mariners' Island Caltrain shuttle runs on Hillsdale Boulevard and Shell Boulevard, between the Hillsdale Caltrain Station and the Mariners' Island area, north of the project site. The shuttle is scheduled to align with the arrival times of Caltrain trains. Weekday service is from approximately 6:55 AM to 10:25 AM, and from approximately 3:10 PM to 6:40 PM with between 40 and 45-minute headways during commute hours.

## Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

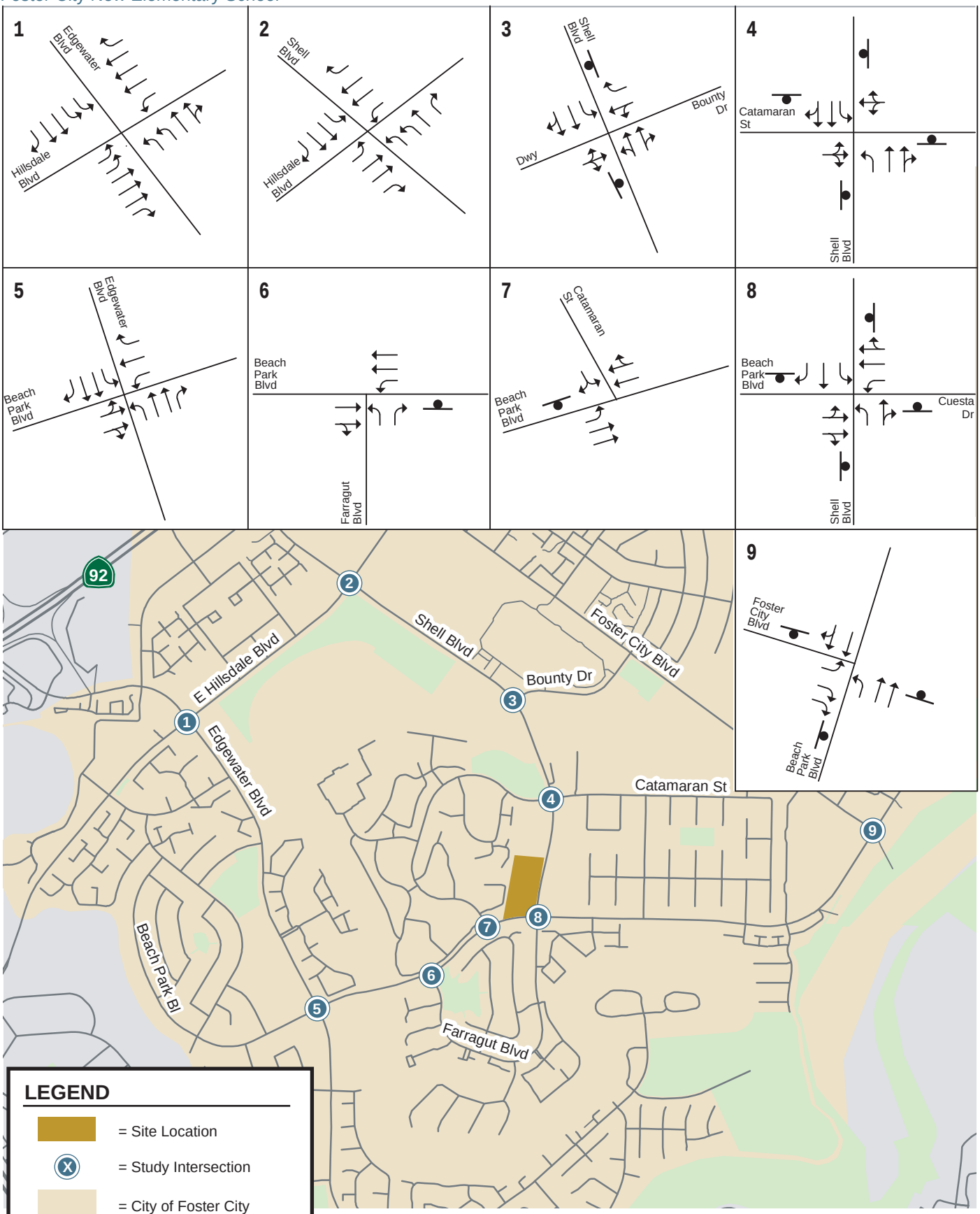


**Figure 5**
**Existing Lane Configurations**



NORTH
Not to Scale

## Existing Traffic Volumes

Existing traffic volumes were obtained from new peak-hour turning movement counts. New traffic counts were collected on a standard school day on three separate weeks between January and February of 2017. The highest peak hour count among the three days at each intersection was used for the LOS analysis at the direction of the City of Foster City. The existing peak-hour intersection volumes are shown in Figure 6. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

## Existing Intersection Levels of Service

Intersection levels of service were evaluated against City of Foster City standards. The results of the analysis show that all of the signalized study intersections currently operate at acceptable levels of service (LOS D or better) during the AM, midday, and PM peak hours. Results of the intersection LOS analysis under existing conditions are summarized in Table 5. The intersection levels of service calculation sheets are included in Appendix D.

The analysis results also show that all of the stop-controlled (unsignalized) study intersections currently operate at LOS C or better during all peak hours, except at the Shell Boulevard/Bounty Drive intersection during the PM peak hour which currently operates at LOS D. The level of service analysis indicates that vehicles on the stop-controlled approaches (the Sand Cove Apartments private driveway and Bounty Drive) currently experience significant delays. Eastbound left-turns from the Sand Cove Apartments private driveway to northbound Shell Boulevard, as well as westbound left-turns from Bounty Drive to southbound Shell Boulevard require vehicles to wait for a gap in both the northbound and southbound traffic flows. Thus, the high volumes on Shell Boulevard contribute to the low level of service.

## Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated intersection levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

Overall, most study intersections operated adequately during the AM, midday, and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that some operational problems currently occur during the peak commute hours. These issues are described below.

### Edgewater Boulevard and Beach Park Boulevard

During the PM peak hour, the southbound and westbound left-turn queues occasionally extend beyond their respective turn pockets. Combined with congestion in both the southbound and westbound through lanes, sometimes left-turning vehicles require more than one signal cycle to clear the intersection. During the AM and midday peak hours, there were no observed operational issues.

Foster City New Elementary School

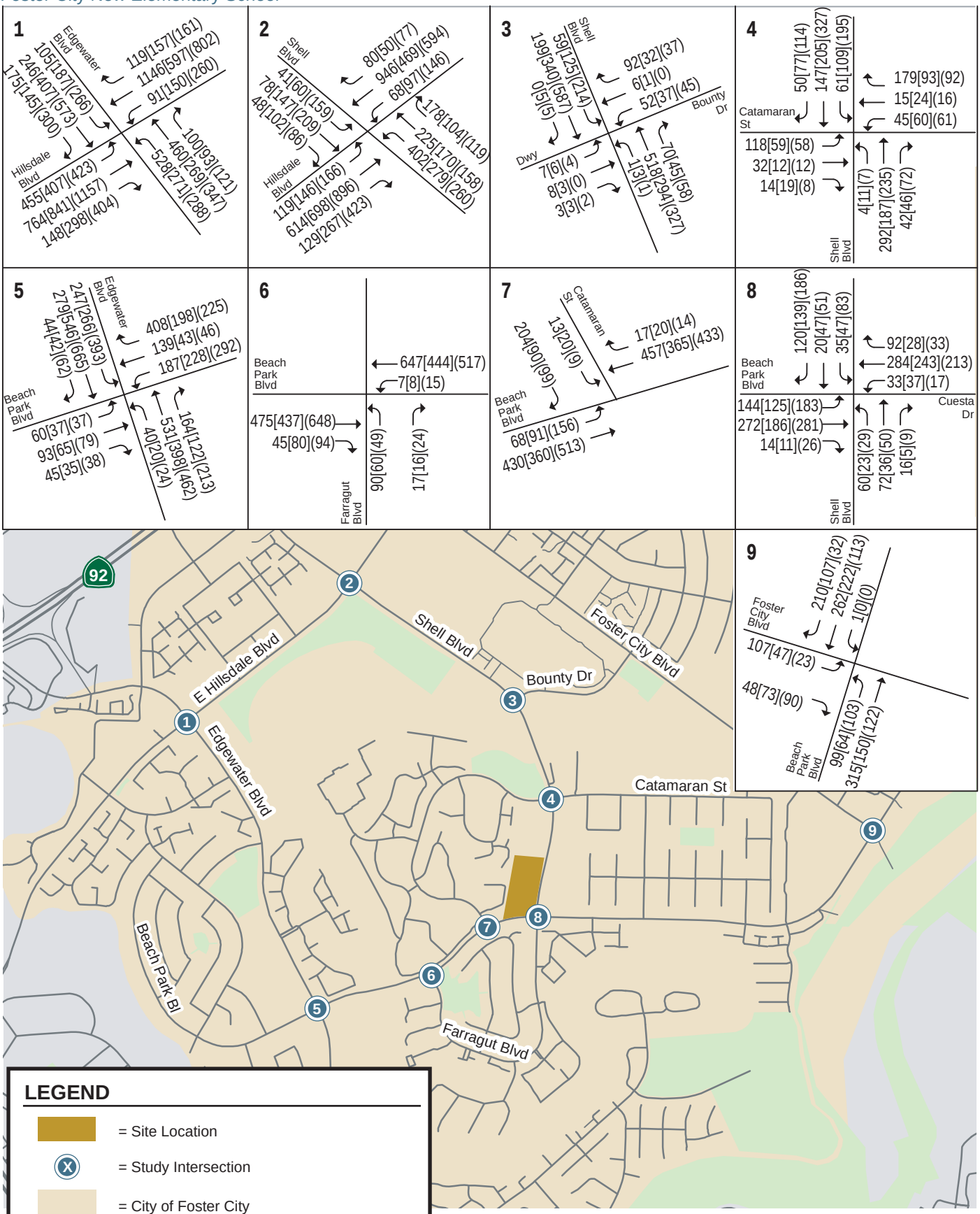


**Figure 6**
**Existing Traffic Volumes**

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NORTH
Not to Scale

**Table 5**
**Existing Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Count Date | Control Type | Existing Conditions Average Delay (sec.) | Existing Conditions LOS |
|---|---|---|---|---|---|---|
| 1 | Mariners Island Boulevard/Edgewater Boulevard and Hillsdale Boulevard | AM | 2/14/17 | Signal | 39.2 | D |
| | | Midday | 2/14/17 | | 40.8 | D |
| | | PM | 2/14/17 | | 43.3 | D |
| 2 | Shell Boulevard and Hillsdale Boulevard | AM | 2/14/17 | Signal | 22.3 | C |
| | | Midday | 1/24/17 | | 24.2 | C |
| | | PM | 2/14/17 | | 27.9 | C |
| 3 | Shell Boulevard and Bounty Drive | AM | 2/14/17 | TWSC [1] | 16.9 | C |
| | | Midday | 1/24/17 | | 17.2 | C |
| | | PM | 2/14/17 | | 27.6 | D |
| 4 | Shell Boulevard and Catamaran Street | AM | 2/14/17 | AWSC | 11.7 | B |
| | | Midday | 2/14/17 | | 10.3 | B |
| | | PM | 1/31/17 | | 11.7 | B |
| 5 | Edgewater Boulevard and Beach Park Boulevard | AM | 2/14/17 | Signal | 23.4 | C |
| | | Midday | 2/14/17 | | 26.7 | C |
| | | PM | 1/24/17 | | 31.9 | C |
| 6 | Farragut Boulevard and Beach Park Boulevard | AM | 2/14/17 | TWSC [1] | 19.8 | C |
| | | Midday | 2/14/17 | | 15.4 | C |
| | | PM | 1/24/17 | | 19.5 | C |
| 7 | Catamaran Street and Beach Park Boulevard | AM | 2/14/17 | TWSC [1] | 12.5 | B |
| | | Midday | 2/14/17 | | 11.8 | B |
| | | PM | 1/31/17 | | 11.9 | B |
| 8 | Shell Boulevard and Beach Park Boulevard | AM | 1/31/17 | AWSC | 12.4 | B |
| | | Midday | 2/14/17 | | 10.7 | B |
| | | PM | 2/14/17 | | 12.3 | B |
| 9 | Beach Park Boulevard and Foster City Boulevard | AM | 2/14/17 | AWSC | 10.9 | B |
| | | Midday | 2/14/17 | | 8.8 | A |
| | | PM | 2/14/17 | | 8.1 | A |

Notes:
TWSC = Two-Way Stop Control
AWSC = All-Way Stop Control
[1] For TWSC intersections, the worst approach's delay and level of service is reported.
**Bold** indicates a substandard level of service.
**Bold** indicates a significant project impact.

## Signal Warrant Analysis

Signal warrant checks (California *MUTCD 2014 Edition, Section 4, Warrant 3*) were performed for the unsignalized study intersections adjacent to the project site. The analysis revealed that the existing peak-hour traffic volumes at the intersections on Shell Boulevard at Catamaran Street and at Beach Park Boulevard, as well as the Catamaran Street/Beach Park Boulevard intersection, do not warrant signalization. The signal warrant worksheets are included in Appendix E.

# 3. Background Conditions

This chapter presents a summary of the traffic conditions that would occur under background conditions, including any changes to the roadway network. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site.

## Roadway Network and Traffic Volumes

The roadway network under background conditions is assumed to be the same as under existing conditions.

Background traffic volumes for the study intersections were estimated by adding to existing traffic volumes the trips generated by approved developments that have not yet been constructed or occupied, including the Gilead Sciences Integrated Corporate development, TownePlace Suites Hotel, Foster Square, Chess-Hatch development, Pilgrim Triton development, Harry's Hofbrau, and the Lincoln Centre Life Sciences Research Campus. Approved project trips and/or approved project information were obtained from the City of Foster City. The list of nearby projects that are included in the background scenario can be found in Appendix B. Traffic volumes for all components of traffic are tabulated in Appendix C. Figure 7 shows the intersection turning-movement volumes under background conditions.

## Intersection Level of Service Analysis

The results of the level of service analysis under background conditions are summarized in Table 6. The results show that all of the study intersections are expected to operate at an acceptable LOS D or better during the AM, midday, and PM peak hours of traffic. Level of service calculation sheets are included in Appendix D.

The analysis results also show that, under background conditions, all but one of the stop-controlled study intersections would continue to operate at LOS C or better during all peak hours. During the PM peak hour, the Shell Boulevard/Bounty Drive intersection would continue to operate at LOS D. The level of service analysis indicates that vehicles on the stop-controlled approaches (the Sand Cove Apartments private driveway and Bounty Drive) would experience delays.

Foster City New Elementary School

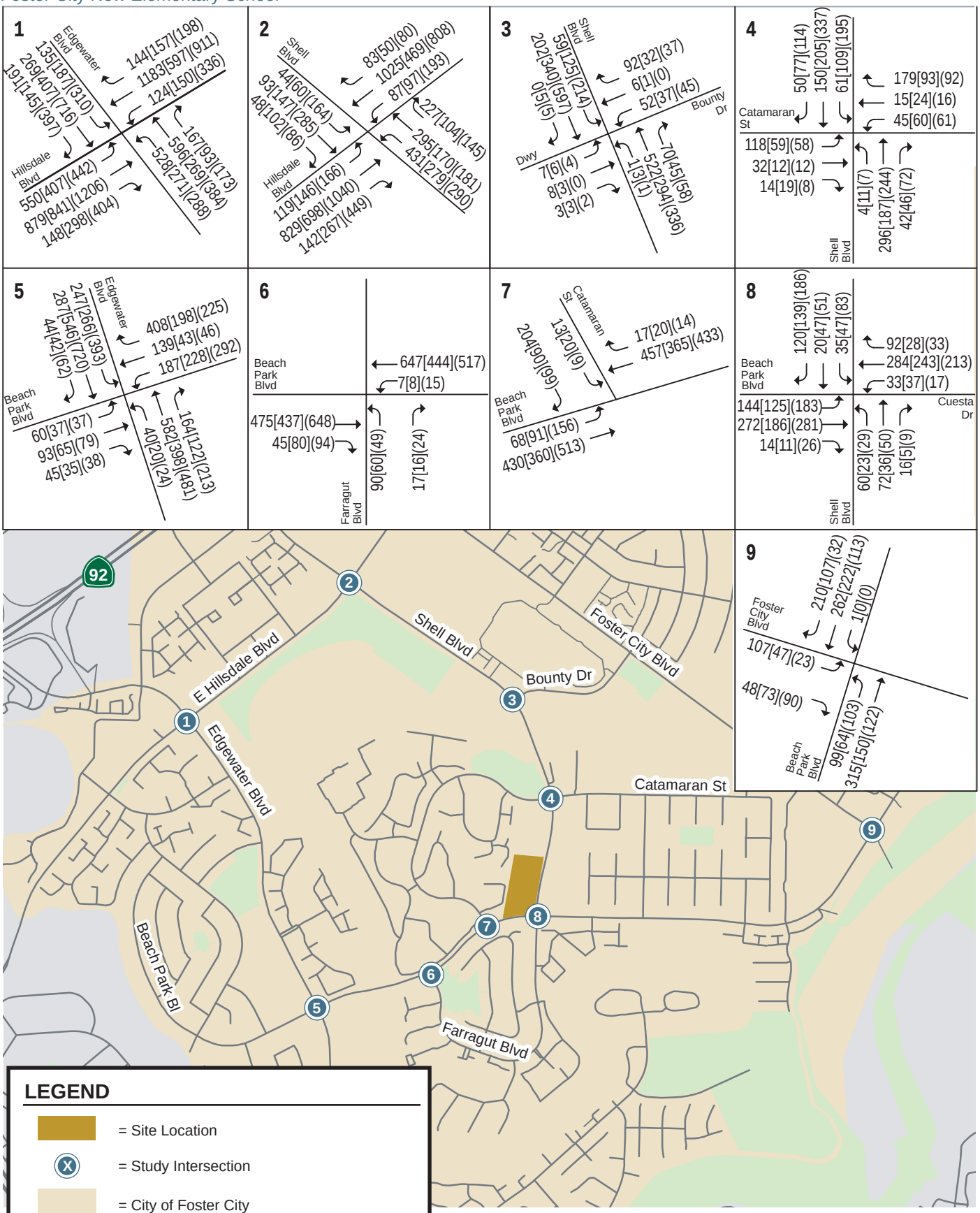


**Figure 7**
**Background Traffic Volumes**

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**Table 6**
**Background Intersection Levels of Service**

| Study Number | Intersection | Peak Hour | Control Type | Background Conditions Average Delay (sec.) | Background Conditions LOS |
|---|---|---|---|---|---|
| 1 | Mariners Island Boulevard/Edgewater Boulevard and Hillsdale Boulevard | AM | Signal | 43.9 | D |
| | | Midday | | 40.8 | D |
| | | PM | | 50.6 | D |
| 2 | Shell Boulevard and Hillsdale Boulevard | AM | Signal | 24.5 | C |
| | | Midday | | 24.2 | C |
| | | PM | | 31.4 | C |
| 3 | Shell Boulevard and Bounty Drive | AM | TWSC [1] | 17.0 | C |
| | | Midday | | 17.2 | C |
| | | PM | | 28.5 | D |
| 4 | Shell Boulevard and Catamaran Street | AM | AWSC | 11.8 | B |
| | | Midday | | 10.3 | B |
| | | PM | | 11.8 | B |
| 5 | Edgewater Boulevard and Beach Park Boulevard | AM | Signal | 23.4 | C |
| | | Midday | | 26.7 | C |
| | | PM | | 31.6 | C |
| 6 | Farragut Boulevard and Beach Park Boulevard | AM | TWSC [1] | 19.8 | C |
| | | Midday | | 15.4 | C |
| | | PM | | 19.5 | C |
| 7 | Catamaran Street and Beach Park Boulevard | AM | TWSC [1] | 12.5 | B |
| | | Midday | | 11.8 | B |
| | | PM | | 11.9 | B |
| 8 | Shell Boulevard and Beach Park Boulevard | AM | AWSC | 12.4 | B |
| | | Midday | | 10.7 | B |
| | | PM | | 12.3 | B |
| 9 | Beach Park Boulevard and Foster City Boulevard | AM | AWSC | 10.9 | B |
| | | Midday | | 8.8 | A |
| | | PM | | 8.1 | A |

Notes:
TWSC = Two-Way Stop Control
AWSC = All-Way Stop Control
[1] For TWSC intersections, the worst approach's delay and level of service is reported.
**Bold** indicates a substandard level of service.
**Bold** indicates a significant project impact.

## Signal Warrant Analysis

Signal warrant checks (California *MUTCD 2014 Edition, Section 4, Warrant 3*) were performed for the unsignalized study intersections adjacent to the project site. The peak-hour traffic volumes at the intersections on Shell Boulevard at Catamaran Street and at Beach Park Boulevard, as well as the Catamaran Street/Beach Park Boulevard intersection, would not warrant signalization under background conditions. The signal warrant worksheets are included in Appendix E.

# 4. Project Conditions

This chapter describes traffic conditions with the project. It begins with a description of the transportation system under project conditions and the method by which project traffic is estimated. A summary of levels of service under existing plus project traffic conditions, as well as under project traffic conditions are presented in this chapter. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

## Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine impacts on intersections are based on the thresholds established by the City of Foster City and the Congestion Management Program (CMP).

### City of Foster City Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Foster City if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds.

A significant impact by the City of Foster City standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

## Transportation Network under Project Conditions

It is assumed in this analysis that the transportation network under project conditions would be the same as the background transportation network.

## Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic traveling to and from the

proposed school was estimated for the AM, midday, and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

## Trip Generation

The trip generation rates for the proposed school were derived from trip generation counts Hexagon conducted at the existing elementary schools in Foster City. The trip generation counts were conducted on a standard school day on three separate weeks between January and February of 2017. The observed trip generation rates are presented in Table 7. As directed by City staff, the highest school rate during each peak hour was used to present a conservative estimate. The magnitude of traffic generated by the proposed school was estimated by multiplying the observed Foster City schools' trip generation rates by the projected maximum enrollment (600 students) for the school.

**Table 7**
**Trip Generation Rate Surveys**

| Count Location [1] | Students | AM Peak Hour | | | | Midday Peak Hour [2] | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | Rate [3] | In | Out | Total | Rate [3] | In | Out | Total | Rate [3] |
| Audubon Elementary | 748 students | 302 | 264 | 566 | 0.76 | 186 | 186 | 372 | **0.50** | 66 | 45 | 111 | 0.15 |
| Brewer Island Elementary | 665 students | 299 | 260 | 559 | **0.84** | 124 | 128 | 252 | 0.38 | 73 | 66 | 139 | **0.21** |
| Foster City Elementary | 874 students | 385 | 331 | 716 | 0.82 | 158 | 198 | 356 | 0.41 | 30 | 35 | 65 | 0.07 |
| Foster City Average: Elementary Schools | | 329 | 285 | 614 | 0.81 | 156 | 171 | 327 | 0.43 | 56 | 49 | 105 | 0.14 |

Notes:
[1] Peak hour trip rates (per student) based on Hexagon Transportation Consultants' survey conducted at all three schools in Foster City on January 26, January 31, February 2, and February 7, 2017.
[2] Midday peak hour trip generation reflects 2 PM - 4 PM, which is when dismissal for a standard school day occurs.
[3] **Bold** indicates the highest peak hour trip rate among the survey schools used for the proposed school.

Based on the surveyed trip generation rates and a maximum enrollment of 600 students, the project would generate 504 trips (270 inbound and 234 outbound) during the AM peak hour, 300 trips (143 inbound and 157 outbound) during the midday peak hour, and 126 trips (68 inbound and 58 outbound) during the PM peak hour.

Trips that are generated by the existing shopping center and post office on the site can be subtracted from the gross project trip generation estimates. Trip rates for the shopping center and post office were based on trip generation counts conducted on a weekday in February 2017 at the existing site. Based on the trip generation counts, the existing site is generating 231 trips during the AM peak hour, 315 trips during the midday peak hour, and 312 trips during the PM peak hour. The trip generation counts are presented in Appendix A.

After applying the appropriate trip generation rates and trip credits, the project would generate 273 new vehicle trips during the AM peak hour, and would subtract 15 vehicle trips and 186 vehicle trips during the midday and PM peak hours, respectively (see Table 8).

**Table 8**
**Project Trip Generation Estimates**

| Land Use | Size | AM Peak Hour Rate [1] | AM In | AM Out | AM Total | Midday Peak Hour Rate [1] | Midday In | Midday Out | Midday Total | PM Peak Hour [2] Rate [1] | PM In | PM Out | PM Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Proposed Use** | | | | | | | | | | | | | |
| Elementary School | 600 students/staff | 0.84 | 270 | 234 | 504 | 0.50 | 143 | 157 | 300 | 0.21 | 68 | 58 | 126 |
| **Existing Use [3]** | | | | | | | | | | | | | |
| Charter Square Shopping Center | | | (126) | (105) | (231) | | (150) | (165) | (315) | | (173) | (139) | (312) |
| Net Total Project Trips | | | 144 | 129 | 273 | | (7) | (8) | (15) | | (105) | (81) | (186) |

Notes:
[1] Peak hour trip rates (per student) based on Hexagon Transportation Consultants' survey conducted on a standard full-school day on three separate weeks between January and February of 2017.
[2] PM peak hour trip generation reflects 5 PM - 6 PM, which is when peak project traffic and peak background traffic overlap.
[3] Existing peak hour traffic from the Charter Square Shopping based on driveway counts conducted on February 23, 2017.

It should also be noted that project volumes were added to the roadway network without reassigning existing vehicle trips of the adjacent Elementary schools (i.e. Foster City Elementary School, Brewer Island Elementary School, and Audubon Elementary School). While the trips generated by the proposed school would be new to the roadways immediately adjacent to the project site, in a regional context, the new elementary school trips would be merely reassigned trips from other schools in the area where the students would have otherwise attended. With this new school, the existing elementary schools in Foster City will see a decrease in traffic. This decrease was not accounted for in the traffic study, so the traffic study numbers are conservative.

## Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on the locations of residential developments and the existing Foster City schools, as well as the existing travel patterns on the surrounding roadway network. Once the existing school locations were mapped, the attendance area for the new elementary school was assumed (see Figure 8). Hexagon assumed that a majority of the student population would live within the primary attendance area, with the remaining students living near the edges of the initial boundary, primarily in areas to the northeast and south where there are more residential units.

Four separate trip distributions were used for the project in this study: (1) staff and visitors, (2) working parents in the AM, (3) working parents in the PM, and (4) non-working parents. Based on Hexagon's previous experience with other schools, the total estimated project trips generated by the new elementary school were assumed to comprise 10 percent staff and visitors, 60 percent working parents, and 30 percent non-working parents. The trip distribution for staff was assumed to come primarily from outside the city and oriented toward the freeways. Working parents were assumed to drop off their students on the way to work and pick-up their students after work before going home. Thus, they were oriented toward the freeways similar to the school staff distribution. Non-working parents' trips were assumed to be oriented toward the residential neighborhoods, as described above. The trip distribution for the existing shopping center was assumed to be about 35 percent within the attendance area, with the remaining 65 percent to/from other residential areas of Foster City, primarily to the northeast and south.


**Figure 8**
**Project's Assumed Attendance Area**



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The trip distribution patterns, including that of the existing shopping center, are illustrated on Figures 9, 10, 11, 12, and 13. The peak-hour trips generated by the project were assigned to the roadway network in accordance with the project trip distribution patterns. The project trip assignment at each study intersection of the existing shopping center and the proposed project are shown on Figures 13 and 14, respectively. The net project trip assignment for the proposed project is shown on the attached Figure 15. Negative trips shown for some movements reflect the removal of the existing shopping center from the existing traffic due to the project.

## Existing Plus Project Traffic Volumes

Project trips, as represented in the previously mentioned project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 16.

## Existing Plus Project Intersection Analysis

The results of the level of service analysis under existing plus project conditions are summarized in Table 9. The results show that all of the signalized study intersections would continue to operate at acceptable levels of service (LOS D or better) during all peak hours.

Under existing plus project conditions, all of the stop-controlled study intersections, except the Shell Boulevard/Bounty Drive intersection, would operate at LOS C or better during all peak hours. The intersection of Shell Boulevard and Bounty Drive during the PM peak hour would operate at LOS D. The level of service analysis indicates that vehicles on the stop-controlled approaches (the Sand Cove Apartments private driveway and Bounty Drive) would experience  delays.

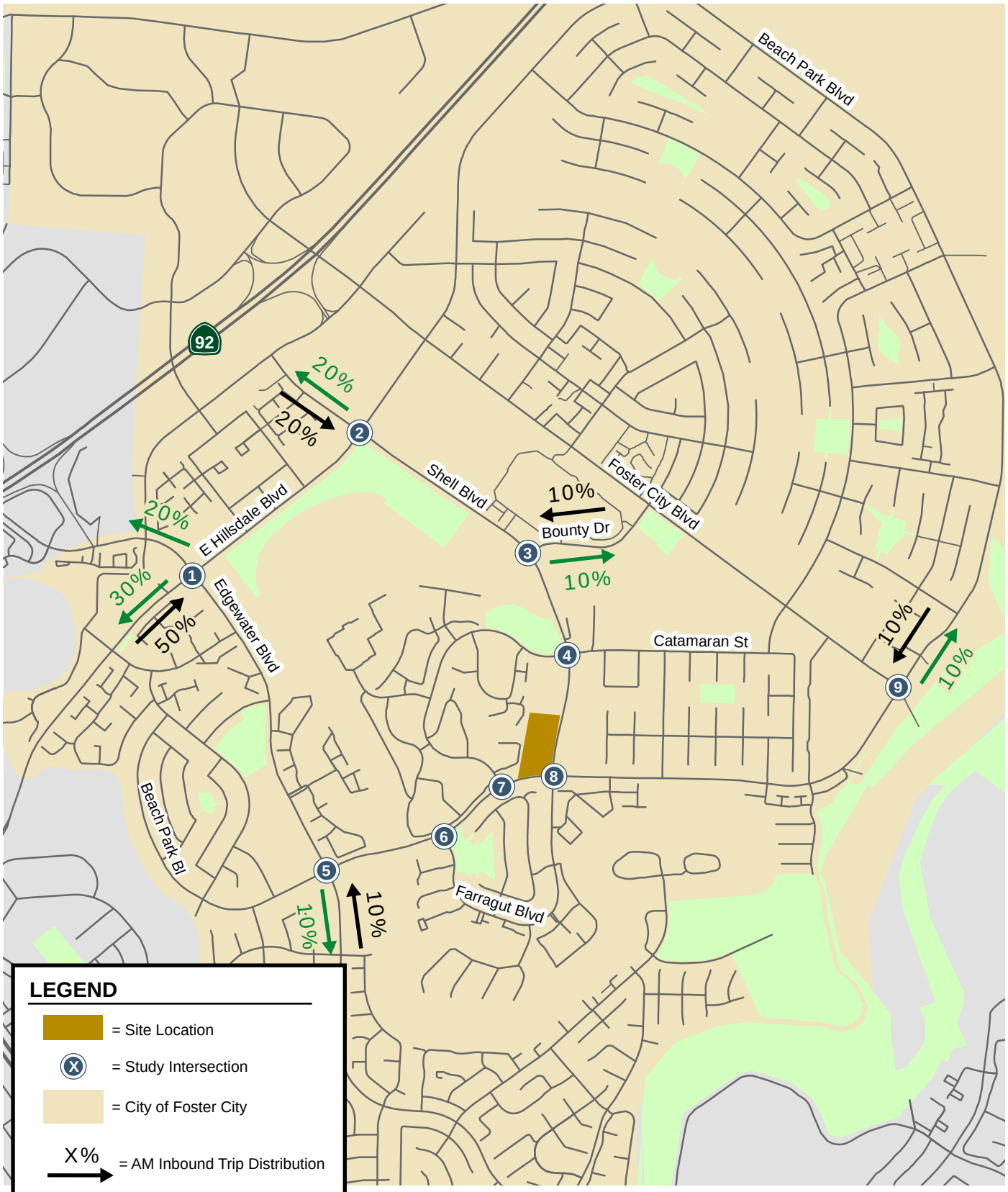


**Figure 9**
**School Staff Project Trip Distribution**

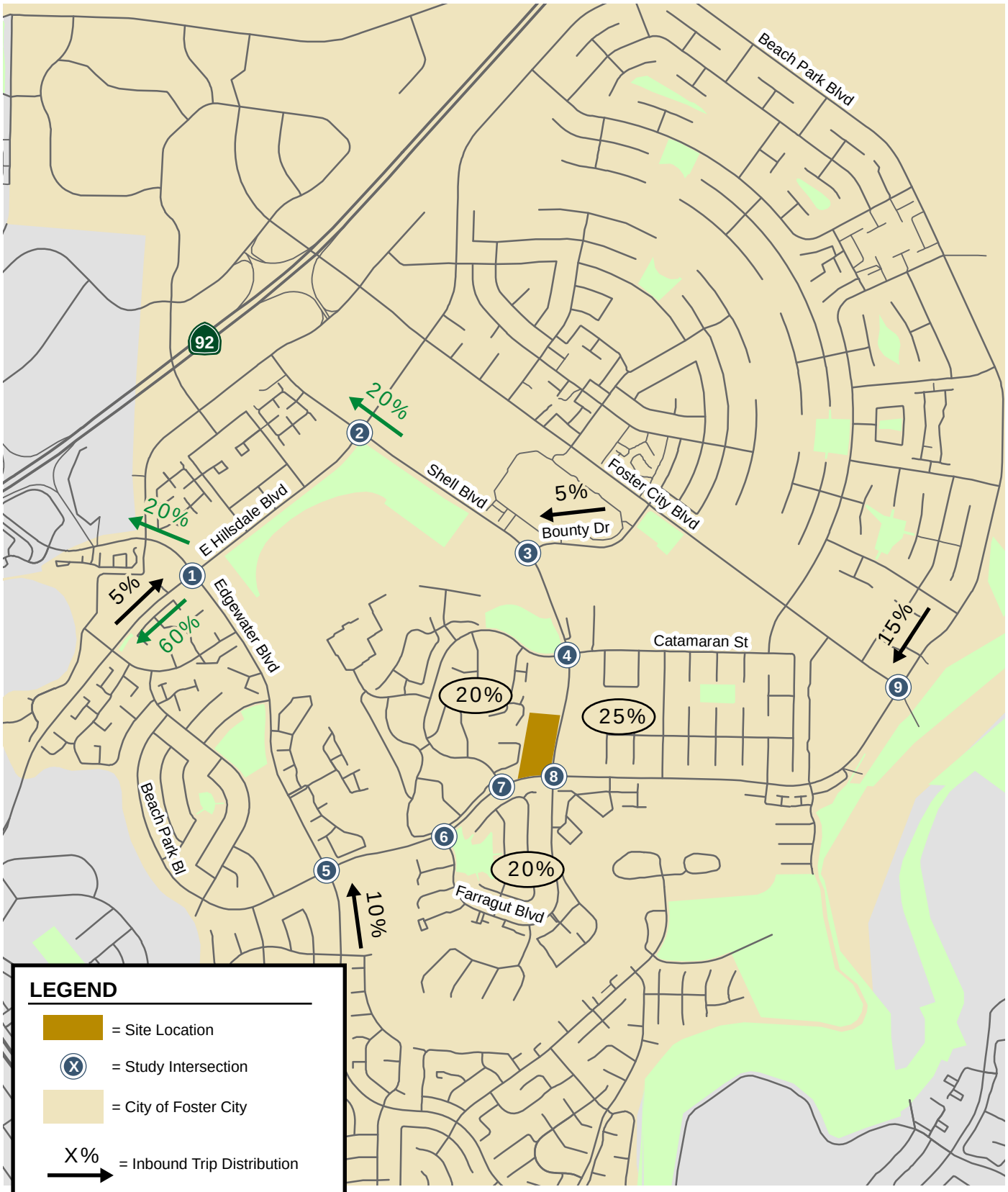


**Figure 10**
**Working Parents AM Project Trip Distribution**

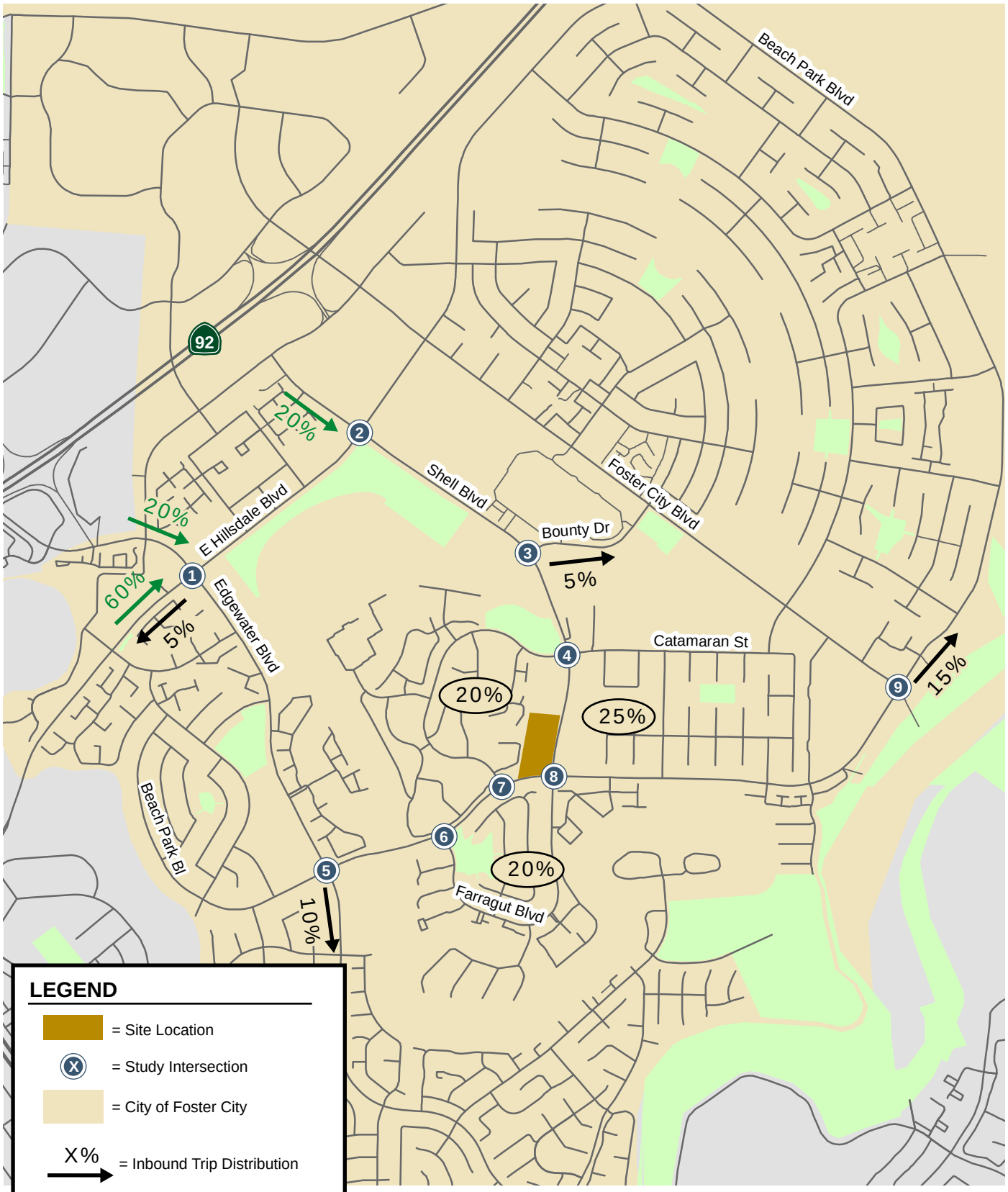


**Figure 11**
**Working Parents PM Project Trip Distribution**

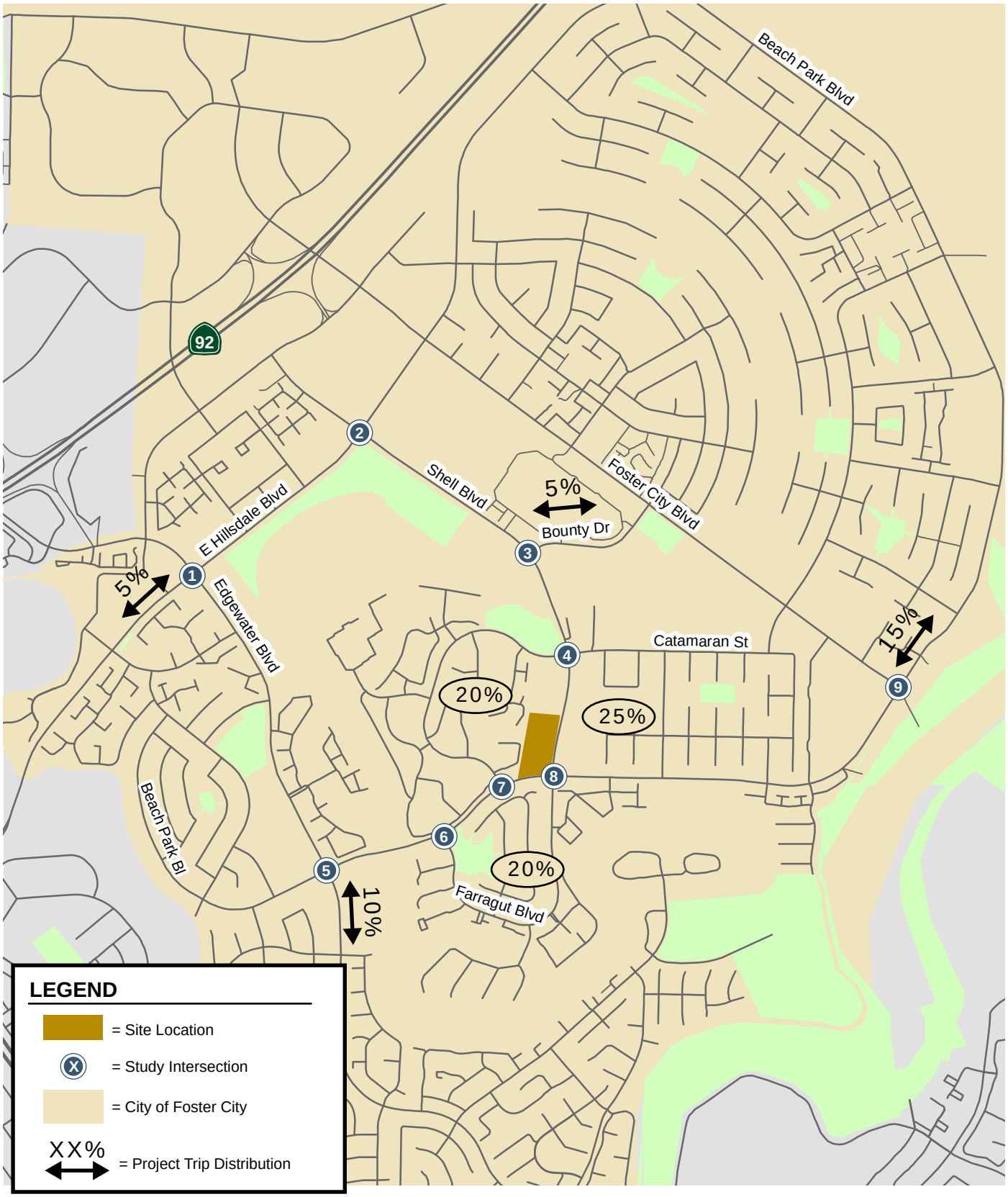


**Figure 12**
**Non-Working Parents AM, Midday, PM Project Trip Distribution**

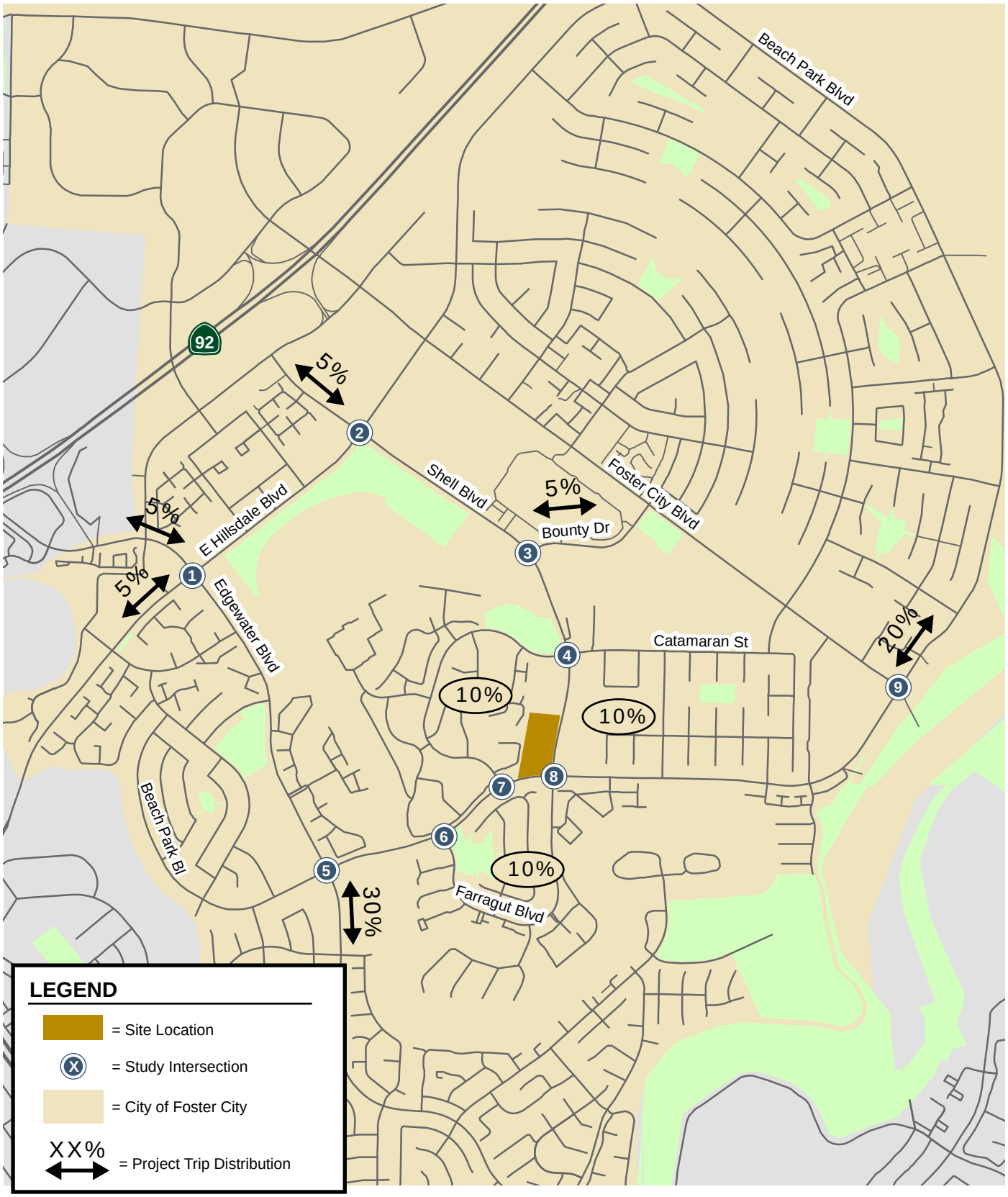


**Figure 13**
**Existing Shopping Center Trip Distribution**

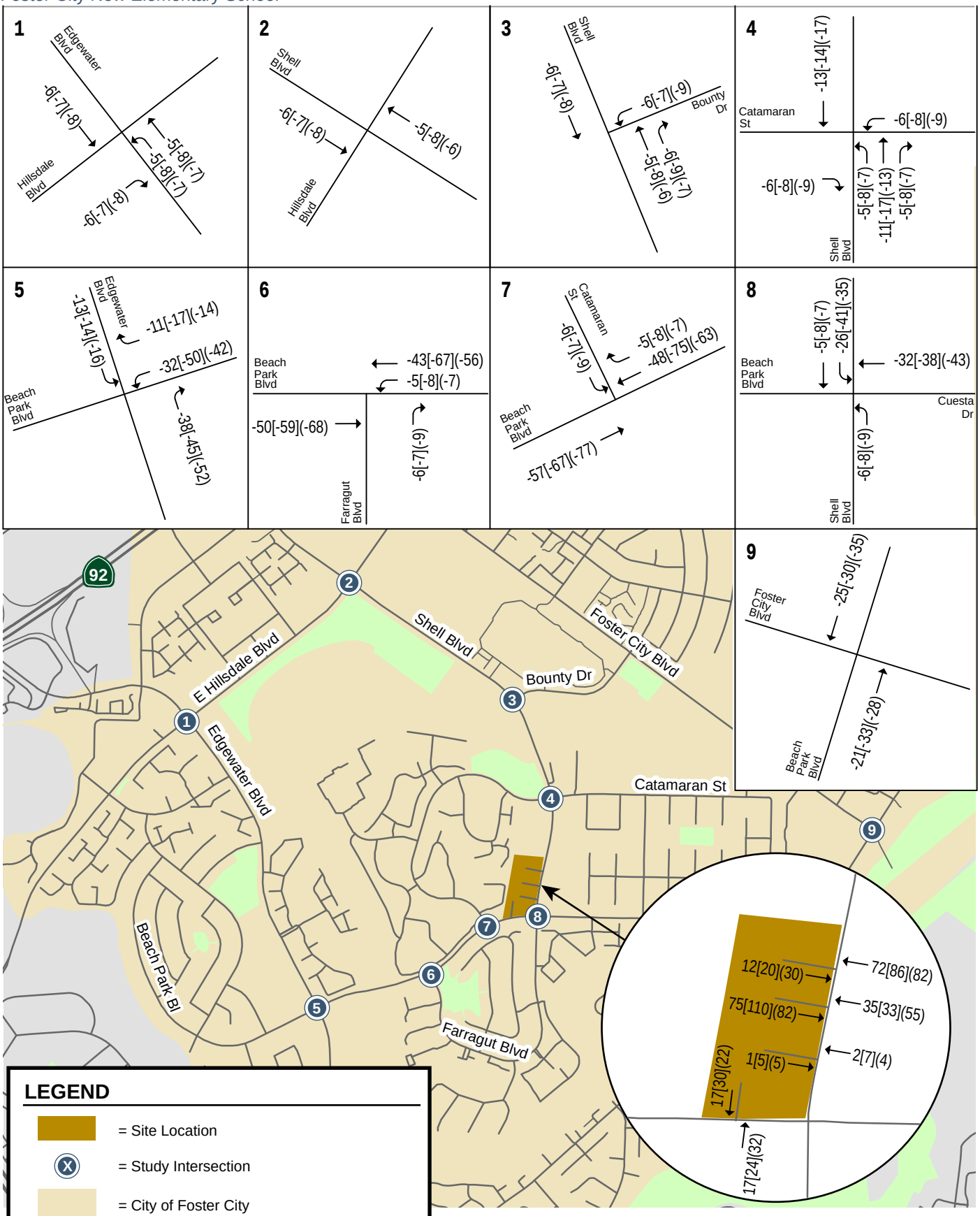


**Figure 14**
**Existing Shopping Center Project Trip Assignment**

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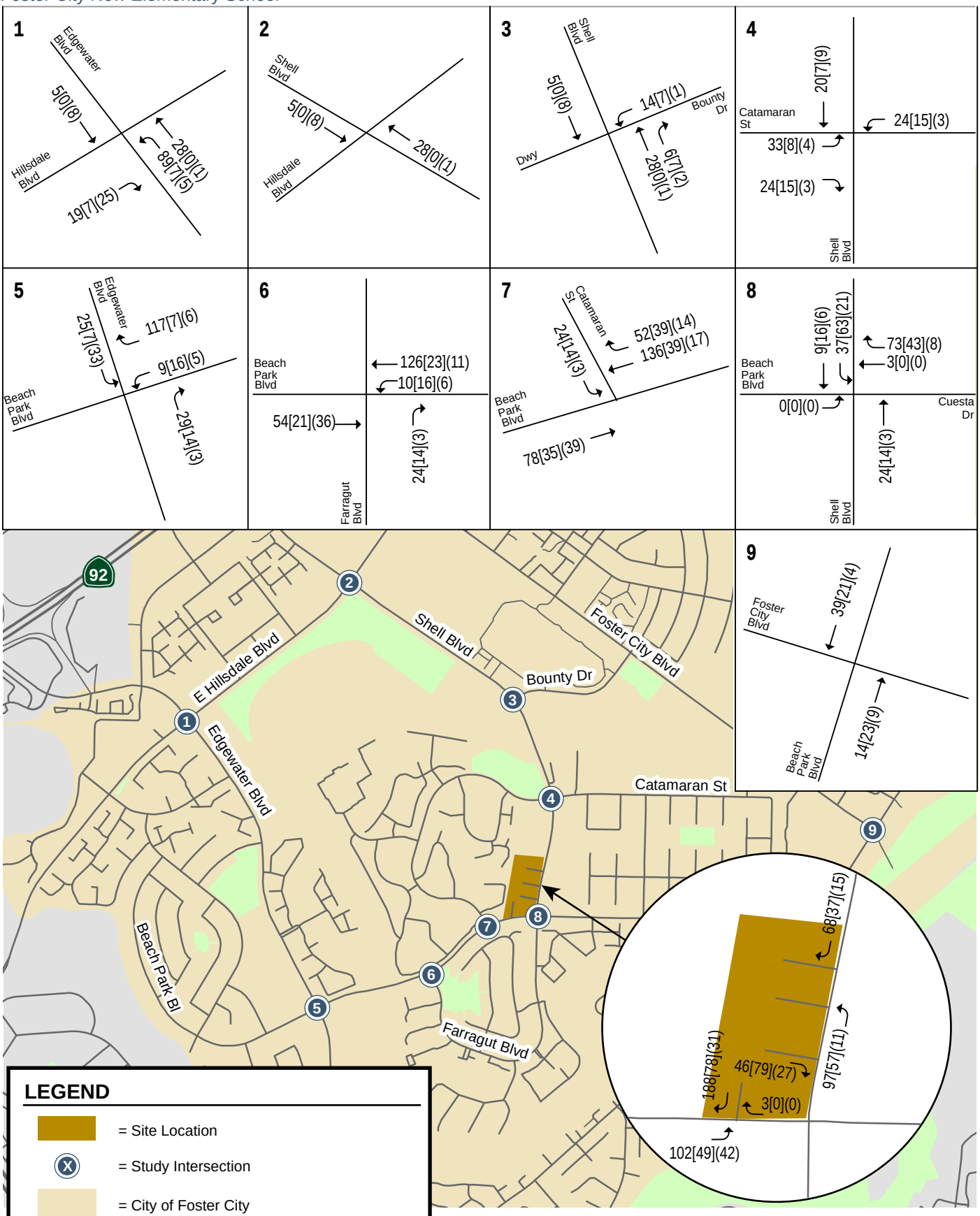



**Figure 15**
**Proposed Project Trip Assignment**

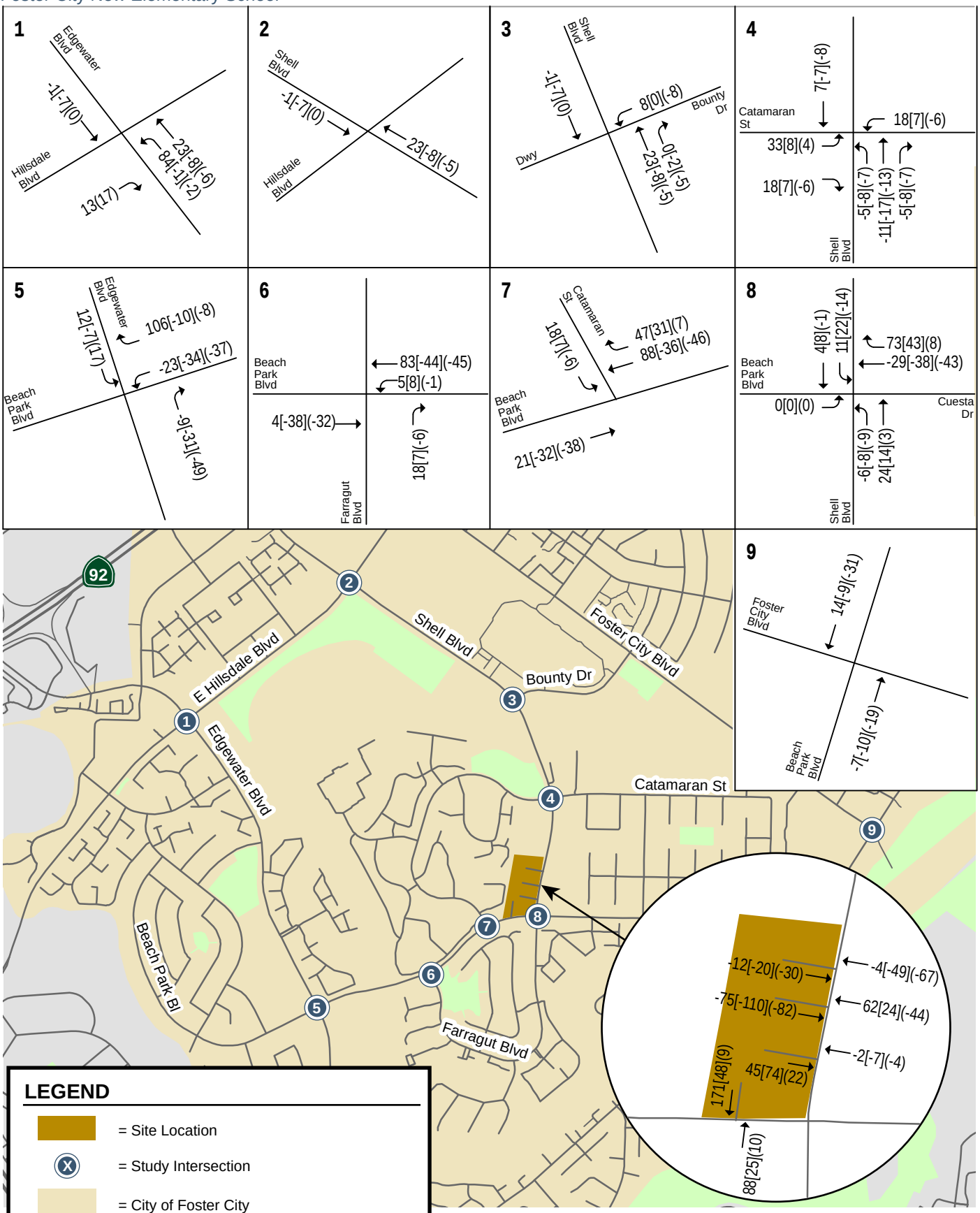
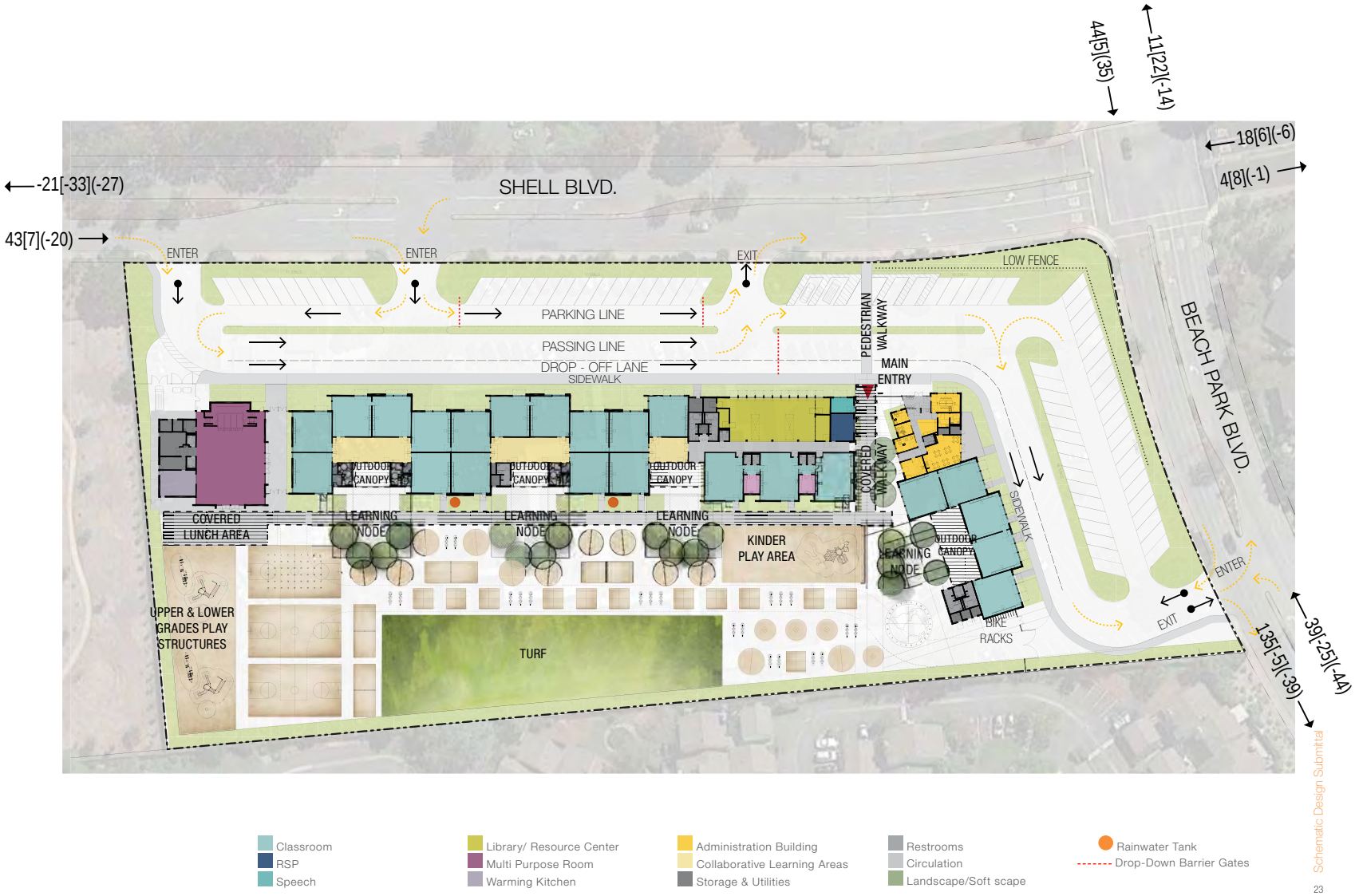



**Figure 16**
**Net Project Trip Assignment**




**LEGEND**

XX[XX](XX) = AM[Midday](PM) Peak-Hour Traffic Volumes

**Figure 16**
**Net Project Trip Assignment (continued)**

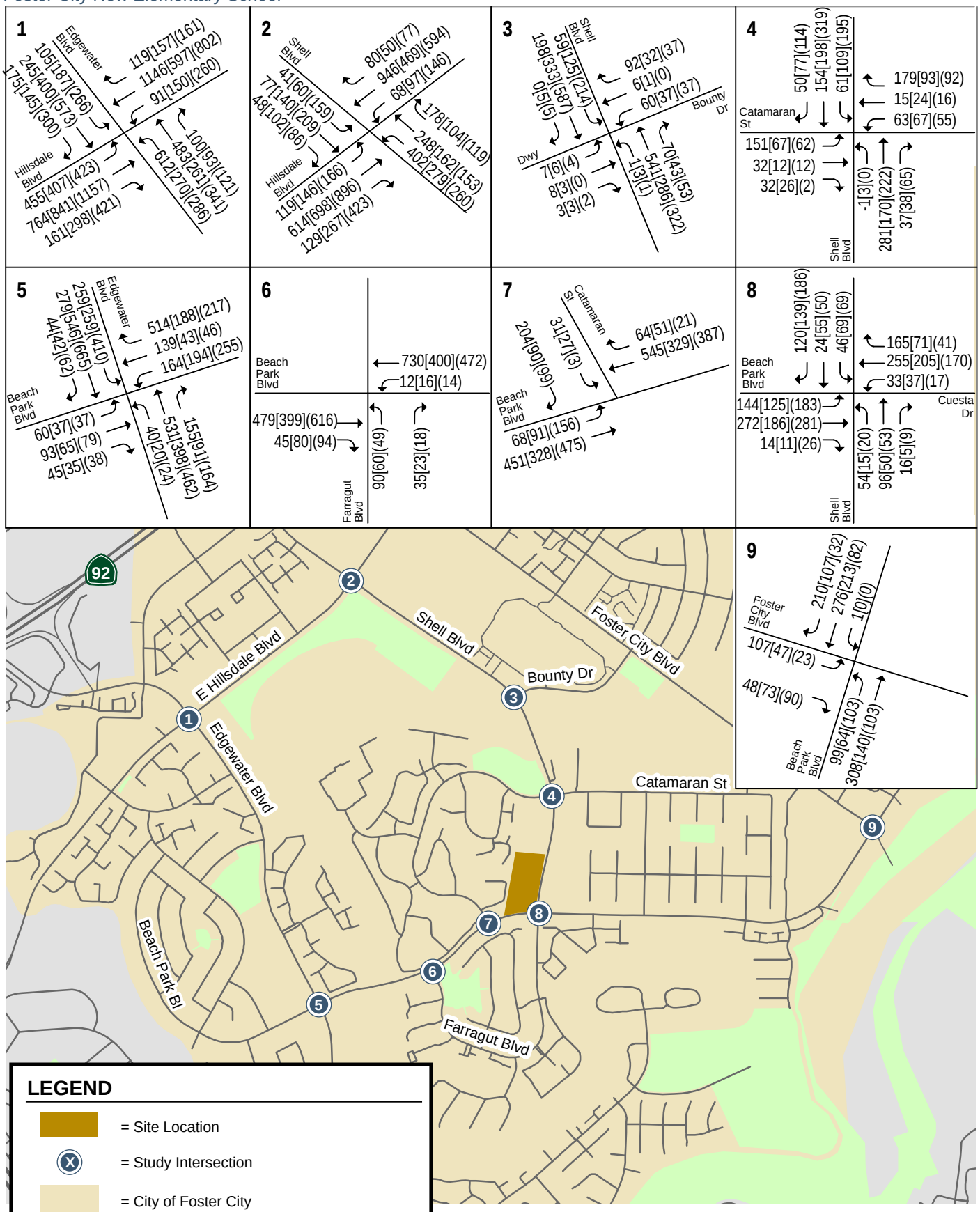



**Figure 17**
**Existing Plus Project Traffic Volumes**

**Table 9**
**Existing Plus Project Level of Service Summary**

| Study Number | Intersection | Peak Hour | Control Type | Existing Conditions | | | |
|---|---|---|---|---|---|---|---|
| | | | | No Project | | With Project | |
| | | | | Average Delay (sec.) | LOS | Average Delay (sec.) | LOS |
| 1 | Mariners Island Boulevard/Edgewater Boulevard and Hillsdale Boulevard | AM | Signal | 39.2 | D | 40.0 | D |
| | | Midday | | 40.8 | D | 40.8 | D |
| | | PM | | 43.3 | D | 43.2 | D |
| 2 | Shell Boulevard and Hillsdale Boulevard | AM | Signal | 22.3 | C | 22.6 | C |
| | | Midday | | 24.2 | C | 24.0 | C |
| | | PM | | 27.9 | C | 27.8 | C |
| 3 | Shell Boulevard and Bounty Drive | AM | TWSC [1] | 16.9 | C | 17.2 | C |
| | | Midday | | 17.2 | C | 16.9 | C |
| | | PM | | 27.6 | D | 27.6 | D |
| 4 | Shell Boulevard and Catamaran Street | AM | AWSC | 11.7 | B | 12.7 | B |
| | | Midday | | 10.3 | B | 10.3 | B |
| | | PM | | 11.7 | B | 11.4 | B |
| 5 | Edgewater Boulevard and Beach Park Boulevard | AM | Signal | 23.4 | C | 23.2 | C |
| | | Midday | | 26.7 | C | 25.2 | C |
| | | PM | | 31.9 | C | 30.4 | C |
| 6 | Farragut Boulevard and Beach Park Boulevard | AM | TWSC [1] | 19.8 | C | 20.0 | C |
| | | Midday | | 15.4 | C | 14.4 | B |
| | | PM | | 19.5 | C | 18.8 | C |
| 7 | Catamaran Street and Beach Park Boulevard | AM | TWSC [1] | 12.5 | B | 16.1 | C |
| | | Midday | | 11.8 | B | 12.1 | B |
| | | PM | | 11.9 | B | 10.6 | B |
| 8 | Shell Boulevard and Beach Park Boulevard | AM | AWSC | 12.4 | B | 13.2 | B |
| | | Midday | | 10.7 | B | 10.8 | B |
| | | PM | | 12.3 | B | 11.8 | B |
| 9 | Beach Park Boulevard and Foster City Boulevard | AM | AWSC | 10.9 | B | 11.0 | B |
| | | Midday | | 8.8 | A | 8.7 | A |
| | | PM | | 8.1 | A | 7.9 | A |

Notes:
TWSC = Two-Way Stop Control
AWSC = All-Way Stop Control
[1] For TWSC intersections, the worst approach's delay and level of service is reported.
**Bold** indicates a substandard level of service.
**Bold** indicates a significant project impact.

## Background Plus Project Traffic Volumes

Peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts. The project traffic volumes are shown graphically on Figure 18 for background plus project conditions. Traffic volumes for all components of traffic are tabulated in Appendix B.

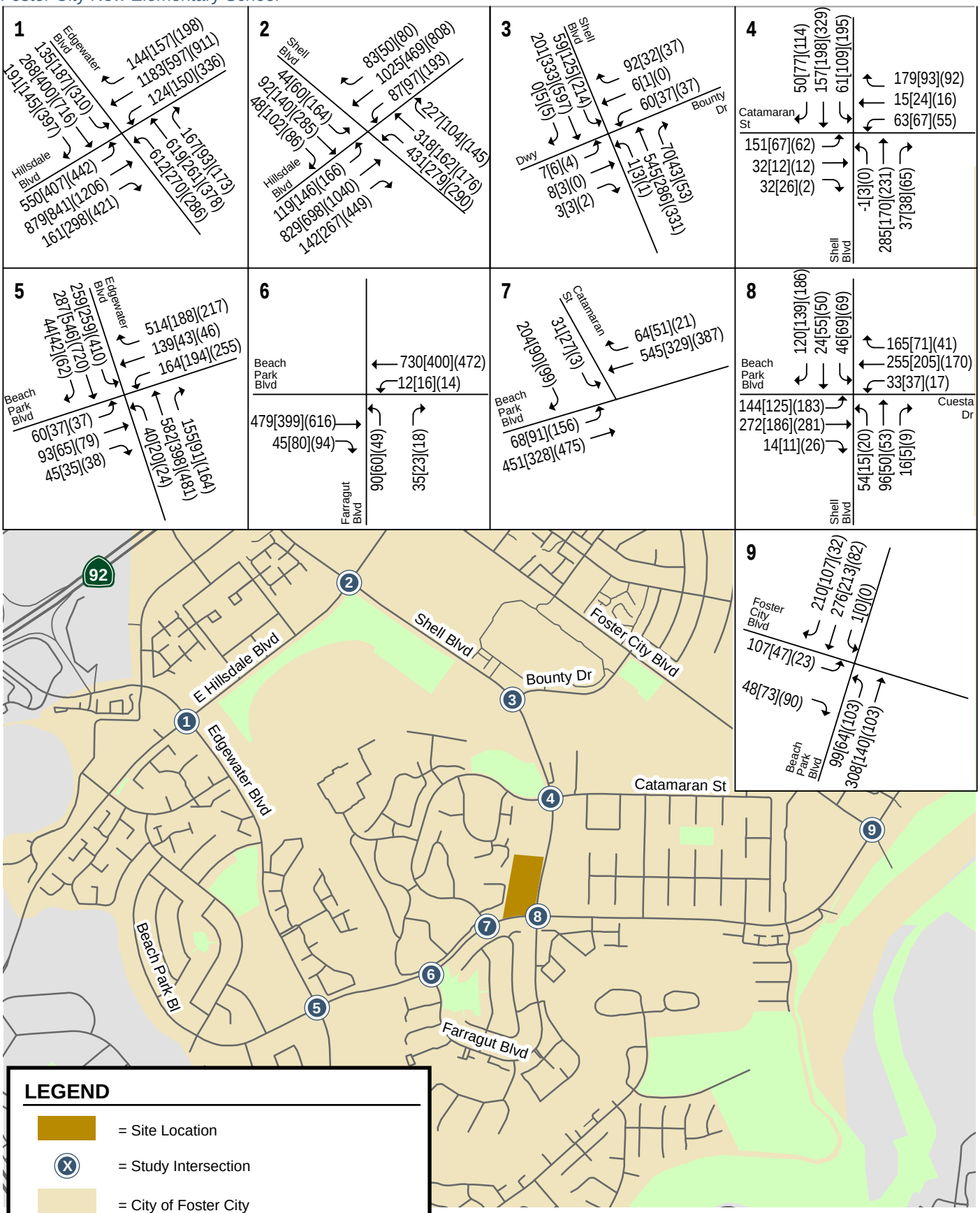



**Figure 18**
**Background Plus Project Traffic Volumes**

## Background Plus Project Intersection Analysis

The results of the level of service analysis under background plus project conditions are summarized in Table 10. Results of the intersection LOS analysis show that all of the signalized study intersections would operate at an acceptable level of service (LOS D or better) during the AM, midday, and PM peak hours under background plus project conditions. The intersection levels of service calculation sheets are included in Appendix D.

The analysis results also show that, under background plus project conditions, all of the stop-controlled study intersections, except the Shell Boulevard/Bounty Drive intersection, would operate at LOS C or better during all peak hours. The intersection of Shell Boulevard and Bounty Drive during the PM peak hour would operate at LOS D. The level of service analysis indicates that vehicles on the stop-controlled approaches (the Sand Cove Apartments private driveway and Bounty Drive) would experience delays. However, the delays would not change with the project.

It should be noted that, at some study intersections, the average delay under project conditions is shown to be lower than under no-project conditions. This occurs because the estimated net project trips would subtract trips from the existing traffic flow, and because intersection delay is a weighted average of all intersection movements. When project traffic is added to movements with delays lower than the average intersection delay, the average delay for the entire intersection can decrease. Level of service calculation sheets are included in Appendix D.

## Signal Warrant Analysis

Signal warrant checks (California *MUTCD 2014 Edition, Section 4, Warrant 3*) were performed for the unsignalized study intersections adjacent to the project site. The peak-hour traffic volumes at the intersections on Shell Boulevard at Catamaran Street and at Beach Park Boulevard, as well as the Catamaran Street/Beach Park Boulevard intersection, would not satisfy the signal warrant under project conditions, including existing conditions. The signal warrant worksheets are included in Appendix E.

**Table 10**
**Background Plus Project Level of Service Summary**

| Study Number | Intersection | Peak Hour | Control Type | Background Conditions | | | |
|---|---|---|---|---|---|---|---|
| | | | | No Project | | With Project | |
| | | | | Average Delay (sec.) | LOS | Average Delay (sec.) | LOS |
| 1 | Mariners Island Boulevard/Edgewater Boulevard and Hillsdale Boulevard | AM | Signal | 43.9 | D | 44.8 | D |
| | | Midday | | 40.8 | D | 40.8 | D |
| | | PM | | 50.6 | D | 50.5 | D |
| 2 | Shell Boulevard and Hillsdale Boulevard | AM | Signal | 24.5 | C | 25.2 | C |
| | | Midday | | 24.2 | C | 24.0 | C |
| | | PM | | 31.4 | C | 31.2 | C |
| 3 | Shell Boulevard and Bounty Drive | AM | TWSC [1] | 17.0 | C | 17.2 | C |
| | | Midday | | 17.2 | C | 16.9 | C |
| | | PM | | 28.5 | D | 28.2 | D |
| 4 | Shell Boulevard and Catamaran Street | AM | AWSC | 11.8 | B | 12.8 | B |
| | | Midday | | 10.3 | B | 10.3 | B |
| | | PM | | 11.8 | B | 11.5 | B |
| 5 | Edgewater Boulevard and Beach Park Boulevard | AM | Signal | 23.4 | C | 23.2 | C |
| | | Midday | | 26.7 | C | 25.3 | C |
| | | PM | | 31.6 | C | 30.1 | C |
| 6 | Farragut Boulevard and Beach Park Boulevard | AM | TWSC [1] | 19.8 | C | 20.0 | C |
| | | Midday | | 15.4 | C | 14.4 | B |
| | | PM | | 19.5 | C | 18.8 | C |
| 7 | Catamaran Street and Beach Park Boulevard | AM | TWSC [1] | 12.5 | B | 16.1 | C |
| | | Midday | | 11.8 | B | 12.1 | B |
| | | PM | | 11.9 | B | 10.6 | B |
| 8 | Shell Boulevard and Beach Park Boulevard | AM | AWSC | 12.4 | B | 13.2 | B |
| | | Midday | | 10.7 | B | 10.8 | B |
| | | PM | | 12.3 | B | 11.8 | B |
| 9 | Beach Park Boulevard and Foster City Boulevard | AM | AWSC | 10.9 | B | 11.0 | B |
| | | Midday | | 8.8 | A | 8.7 | A |
| | | PM | | 8.1 | A | 7.9 | A |

Notes:

TWSC = Two-Way Stop Control

AWSC = All-Way Stop Control

[1] For TWSC intersections, the worst approach's delay and level of service is reported.

**Bold** indicates a substandard level of service.

**Bold** indicates a significant project impact.

# 5. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions with the proposed project. Cumulative conditions are defined as conditions after the completion of the proposed development. Traffic volumes for cumulative conditions comprise volumes from existing traffic counts, traffic growth from approved development projects, and traffic growth from pending development projects in the vicinity of the site.

## Roadway Network and Traffic Volumes

The intersection lane configurations under cumulative conditions were assumed to be the same as described under background conditions.

Cumulative conditions for the study intersections comprise the existing traffic volumes, trips generated by nearby approved developments that have not yet been constructed or occupied (see Chapter 3), and proposed but not yet approved (pending) development projects, including the Marina Center, Harbor Cove Apartments Renovation, Beach Cove Apartments Expansion, Franciscan Apartments Expansion, and the Shadow Cove Apartments Expansion. Project trips were then added to the growth estimates to create the cumulative conditions volumes. The list of pending project trips and/or pending project information were obtained from the City of Foster City. Traffic volumes for all components of traffic are tabulated in Appendix C. Figure 18 shows the intersection turning-movement volumes under cumulative conditions.

## Intersection Levels of Service Analysis

The results of the level of service analysis under cumulative conditions show that all of the signalized study intersections would operate at acceptable levels of service (LOS D or better) during the AM, midday, and PM peak hours under cumulative and cumulative plus project conditions (see Table 11). The intersection levels of service calculation sheets are included in Appendix D.

Under cumulative conditions, all but one of the stop-controlled study intersections would operate at LOS C or better during both peak hours with and without the project. The intersection of Shell Boulevard and Bounty Drive during the PM peak hour would operate at LOS E, assuming the Sand Cove expansion project is approved and implemented. This level of service analysis indicates that vehicles on the stop-controlled approaches would experience long delays (between 35-50 seconds). The pending Sand Cove Apartments Expansion would increase traffic volumes along Shell Boulevard, requiring vehicles on the stop-controlled approaches to wait longer for a gap in the northbound and southbound traffic flows. The net trips generated by the school would subtract vehicles on Shell Boulevard and Bounty Drive, compared to the existing shopping center it replaces, resulting in LOS D during the PM peak hour.

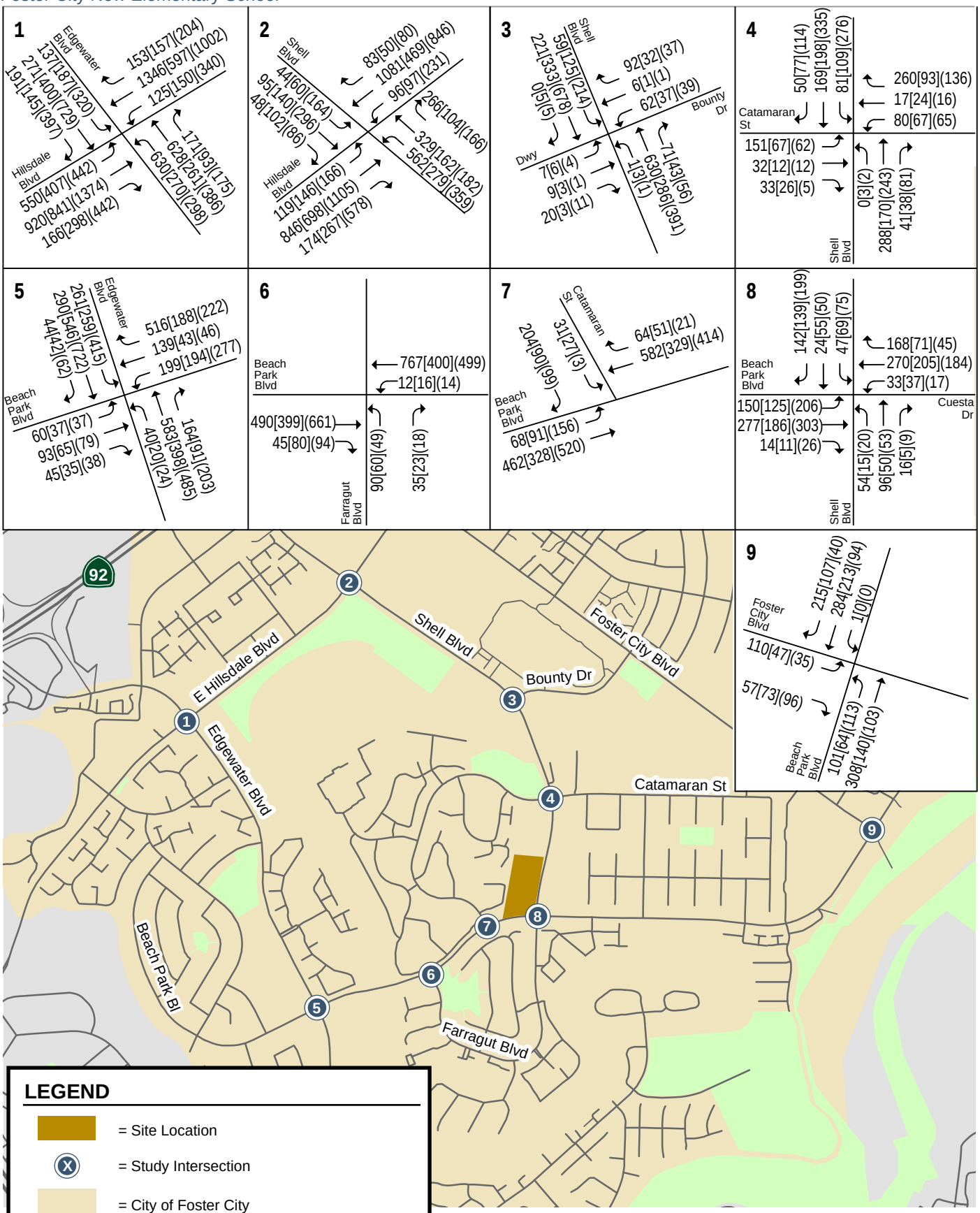



**Figure 19**
**Cumulative Plus Project Traffic Volumes**

**Table 11**
**Cumulative Level of Service Summary**

| Study Number | Intersection | Peak Hour | Control Type | Cumulative Conditions | | | |
|---|---|---|---|---|---|---|---|
| | | | | No Project | | With Project | |
| | | | | Average Delay (sec.) | LOS | Average Delay (sec.) | LOS |
| 1 | Mariners Island Boulevard/Edgewater Boulevard and Hillsdale Boulevard | AM | Signal | 44.9 | D | 45.8 | D |
| | | Midday | | 40.8 | D | 40.8 | D |
| | | PM | | 52.5 | D | 52.4 | D |
| 2 | Shell Boulevard and Hillsdale Boulevard | AM | Signal | 25.6 | C | 26.2 | C |
| | | Midday | | 24.2 | C | 24.0 | C |
| | | PM | | 32.8 | C | 32.6 | C |
| 3 | Shell Boulevard and Bounty Drive | AM | TWSC [1] | 18.7 | C | 19.1 | C |
| | | Midday | | 17.2 | C | 16.9 | C |
| | | PM | | 33.1 | D | 32.9 | D |
| 4 | Shell Boulevard and Catamaran Street | AM | AWSC | 14.0 | B | 15.7 | C |
| | | Midday | | 10.3 | B | 10.3 | B |
| | | PM | | 13.5 | B | 13.2 | B |
| 5 | Edgewater Boulevard and Beach Park Boulevard | AM | Signal | 24.0 | C | 23.8 | C |
| | | Midday | | 26.7 | C | 25.3 | C |
| | | PM | | 32.6 | C | 30.9 | C |
| 6 | Farragut Boulevard and Beach Park Boulevard | AM | TWSC [1] | 20.5 | C | 20.8 | C |
| | | Midday | | 15.4 | C | 14.4 | B |
| | | PM | | 20.6 | D | 19.9 | C |
| 7 | Catamaran Street and Beach Park Boulevard | AM | TWSC [1] | 12.7 | B | 16.6 | C |
| | | Midday | | 11.8 | B | 12.1 | B |
| | | PM | | 12.1 | B | 10.7 | B |
| 8 | Shell Boulevard and Beach Park Boulevard | AM | AWSC | 12.8 | B | 13.6 | B |
| | | Midday | | 10.7 | B | 10.8 | B |
| | | PM | | 12.9 | B | 12.4 | B |
| 9 | Beach Park Boulevard and Foster City Boulevard | AM | AWSC | 11.1 | B | 11.2 | B |
| | | Midday | | 8.8 | A | 8.7 | A |
| | | PM | | 8.3 | A | 8.1 | A |

Notes:
TWSC = Two-Way Stop Control
AWSC = All-Way Stop Control
[1] For TWSC intersections, the worst approach's delay and level of service is reported.
**Bold** indicates a substandard level of service.
**Bold** indicates a significant project impact.

## Signal Warrant Analysis

Signal warrant checks (California *MUTCD 2014 Edition, Section 4, Warrant 3*) were performed for the unsignalized study intersections adjacent to the project site. The peak-hour traffic volumes at the intersections on Shell Boulevard at Catamaran Street and at Beach Park Boulevard, as well as the Catamaran Street/Beach Park Boulevard intersection, would not warrant signalization under cumulative conditions. The signal warrant worksheets are included in Appendix E.

# 6. Other Transportation Issues

This chapter presents other transportation issues associated with the project. These include an analysis of:

- Vehicle Queuing
- Site access and circulation
- Parking
- Evaluation of transit, bicycle, and pedestrian access

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgement in accordance with the standards and methods employed by the traffic engineering community.

## Queuing Analysis

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane

n = number of vehicles in the queue per lane

$\lambda$ = average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95$^{th}$ percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

The following five left-turn movements were examined as part of the queuing analysis for this project:

- Northbound left-turn at Edgewater Boulevard and Hillsdale Boulevard
- Westbound left-turn at Shell Boulevard and Bounty Drive
- Westbound and southbound left-turn at Edgewater Boulevard and Beach Park

The estimated queue lengths based on the Poisson numerical calculations show queuing deficiencies at one intersection (see Table 12).

### Edgewater Boulevard and Beach Park Boulevard

At the intersection of Edgewater Boulevard and Beach Park Boulevard, the westbound and southbound left-turn queues during the PM peak hour currently exceed the existing storage capacity by 200 feet and 75 feet, or eight and three vehicles, respectively. Field observations confirmed this as there were minor operational issues for both turn movements at the study intersection (see Chapter 2). The 95$^{th}$ percentile queue of the westbound left-turn movement would continue to exceed the storage capacity by 200 feet under background conditions, while under cumulative conditions the vehicle queue would increase to 225 feet beyond the storage capacity. Also, under background and cumulative conditions the southbound left-turn vehicle queue would remain the same, exceeding the left-turn storage pocket by 75 feet. With the addition of the project, the 95$^{th}$ percentile queue for the westbound left-turn movement would decrease by two vehicles under the existing, background, and cumulative scenarios. The 95$^{th}$ percentile queue for the southbound left-turn movement would remain the same under existing plus project and background project conditions, and increase by one vehicle under cumulative plus project conditions. The small increase in queue length for the westbound left-turn movement would have an insignificant effect on traffic operations at this intersection.

The westbound and southbound left-turn movements during the AM and midday peak hours are expected to have sufficient storage under all scenarios with and without the project.

## Site Access and On-Site Circulation

The site access and circulation evaluation is based on the June 8, 2017 site plan prepared by HMC Architects, Inc. The project site plan is shown on Figure 2. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards.

### Project Driveway Design

Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. The school would make use of the existing driveways serving the site. The project driveways measure 23 to 28 feet wide (measured at the throat), which is an acceptable width for a two-way driveway. Three of the four driveways are located on Shell Boulevard, and one driveway is located on Beach Park Boulevard. Because of the median on Shell Boulevard, the northern and southern driveways operate as right-turn only; there is a median break at the middle driveway, which accommodates all movements. The fourth driveway is located at the southwestern corner of the project site on Beach Park Boulevard and currently operates as a full-access driveway. School signage and striping should be added on Shell Boulevard and on Beach Park Boulevard, as well as at the adjacent intersections, in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD) standards.

To allow for safe and efficient student drop-off and pick-up operations, the school proposes to restrict the northern two driveways on Shell Boulevard to inbound traffic only. The southern driveway would allow outbound traffic only. The driveway on Beach Park Boulevard would allow both right and left inbound turns. To avoid cross-traffic, outbound traffic would be restricted to right-turns only during the student drop-off/pick-up periods, as described below.

## Table 12
## Queuing Analysis Summary

| Measurement | Edgewater Boulevard and Hillsdale Boulevard NBL | | | Shell Boulevard and Bounty Drive WBL | | | Edgewater Boulevard and Beach Park Boulevard WBL | | | Edgewater Boulevard and Beach Park Boulevard SBL | | | Catamaran Street and Beach Park Boulevard SBL | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM | Mid | PM | AM | Mid | PM | AM | Mid | PM | AM | Mid | PM | AM | Mid | PM |
| **Existing** | | | | | | | | | | | | | | | |
| Cycle/Delay [1] (sec) | 125 | 150 | 150 | 16.9 | 17.2 | 27.6 | 90 | 130 | 130 | 90 | 130 | 130 | 12.5 | 11.8 | 11.9 |
| Volume (vphpl ) | 528 | 271 | 288 | 52 | 37 | 45 | 187 | 228 | 292 | 247 | 266 | 393 | 13 | 20 | 9 |
| Avg. Queue (veh/ln.) | 9.2 | 5.6 | 6.0 | 0.2 | 0.2 | 0.3 | 4.7 | 8.2 | 10.5 | 6.2 | 9.6 | 14.2 | 0.0 | 0.1 | 0.0 |
| Avg. Queue [2] (ft./ln) | 229 | 141 | 150 | 6 | 4 | 9 | 117 | 206 | 264 | 154 | 240 | 355 | 1 | 2 | 1 |
| 95th %. Queue (veh/ln.) | 14 | 10 | 10 | 1 | 1 | 1 | 3 | 8 | 16 | 5 | 9 | 15 | 0 | 1 | 0 |
| 95th %. Queue (ft./ln) | 350 | 250 | 250 | 25 | 25 | 25 | 75 | 200 | 400 | 125 | 225 | 375 | 0 | 25 | 0 |
| Storage (ft./ ln.) | 975 | 975 | 975 | 275 | 275 | 275 | 200 | 200 | 200 | 300 | 300 | 300 | 125 | 125 | 125 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | **N** | Y | Y | **N** | Y | Y | Y |
| **Existing Plus Project** | | | | | | | | | | | | | | | |
| Cycle/Delay [1] (sec) | 125 | 150 | 150 | 17.2 | 16.9 | 27.6 | 90 | 130 | 130 | 90 | 130 | 130 | 16.1 | 12.1 | 10.6 |
| Volume (vphpl ) | 612 | 270 | 286 | 60 | 37 | 37 | 164 | 194 | 255 | 259 | 259 | 410 | 31 | 27 | 3 |
| Avg. Queue (veh/ln.) | 10.6 | 5.6 | 6.0 | 0.3 | 0.2 | 0.3 | 4.1 | 7.0 | 9.2 | 6.5 | 9.4 | 14.8 | 0.1 | 0.1 | 0.0 |
| Avg. Queue [2] (ft./ln) | 266 | 141 | 149 | 7 | 4 | 7 | 103 | 175 | 230 | 162 | 234 | 370 | 3 | 2 | 0 |
| 95th %. Queue (veh/ln.) | 16 | 10 | 10 | 1 | 1 | 1 | 3 | 7 | 14 | 5 | 9 | 15 | 1 | 1 | 0 |
| 95th %. Queue (ft./ln) | 400 | 250 | 250 | 25 | 25 | 25 | 75 | 175 | 350 | 125 | 225 | 375 | 25 | 25 | 0 |
| Storage (ft./ ln.) | 975 | 975 | 975 | 275 | 275 | 275 | 200 | 200 | 200 | 300 | 300 | 300 | 125 | 125 | 125 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | **N** | Y | Y | **N** | Y | Y | Y |
| **Background** | | | | | | | | | | | | | | | |
| Cycle/Delay [1] (sec) | 125 | 110 | 150 | 17.0 | 17.2 | 28.5 | 90 | 130 | 130 | 90 | 130 | 130 | 12.5 | 11.8 | 11.9 |
| Volume (vphpl ) | 528 | 271 | 288 | 52 | 37 | 45 | 187 | 228 | 292 | 247 | 266 | 393 | 13 | 20 | 9 |
| Avg. Queue (veh/ln.) | 9.2 | 4.1 | 6.0 | 0.2 | 0.2 | 0.4 | 4.7 | 8.2 | 10.5 | 6.2 | 9.6 | 14.2 | 0.0 | 0.1 | 0.0 |
| Avg. Queue [2] (ft./ln) | 229 | 104 | 150 | 6 | 4 | 9 | 117 | 206 | 264 | 154 | 240 | 355 | 1 | 2 | 1 |
| 95th %. Queue (veh/ln.) | 14 | 8 | 10 | 0 | 1 | 0 | 3 | 8 | 16 | 5 | 9 | 15 | 0 | 1 | 0 |
| 95th %. Queue (ft./ln) | 350 | 200 | 250 | 0 | 25 | 0 | 75 | 200 | 400 | 125 | 225 | 375 | 0 | 25 | 0 |
| Storage (ft./ ln.) | 975 | 975 | 975 | 275 | 275 | 275 | 200 | 200 | 200 | 300 | 300 | 300 | 125 | 125 | 125 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | **N** | Y | Y | **N** | Y | Y | Y |
| **Background Plus Project** | | | | | | | | | | | | | | | |
| Cycle/Delay [1] (sec) | 125 | 110 | 150 | 17.2 | 16.9 | 28.2 | 90 | 130 | 130 | 90 | 130 | 130 | 16.1 | 12.1 | 10.6 |
| Volume (vphpl ) | 612 | 270 | 286 | 60 | 37 | 37 | 164 | 194 | 255 | 259 | 259 | 410 | 31 | 27 | 3 |
| Avg. Queue (veh/ln.) | 10.6 | 4.1 | 6.0 | 0.3 | 0.2 | 0.3 | 4.1 | 7.0 | 9.2 | 6.5 | 9.4 | 14.8 | 0.1 | 0.1 | 0.0 |
| Avg. Queue [2] (ft./ln) | 266 | 103 | 149 | 7 | 4 | 7 | 103 | 175 | 230 | 162 | 234 | 370 | 3 | 2 | 0 |
| 95th %. Queue (veh/ln.) | 16 | 8 | 10 | 1 | 1 | 1 | 3 | 7 | 14 | 5 | 9 | 15 | 1 | 1 | 0 |
| 95th %. Queue (ft./ln) | 400 | 200 | 250 | 25 | 25 | 25 | 75 | 175 | 350 | 125 | 225 | 375 | 25 | 25 | 0 |
| Storage (ft./ ln.) | 975 | 975 | 975 | 275 | 275 | 275 | 200 | 200 | 200 | 300 | 300 | 300 | 125 | 125 | 125 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | **N** | Y | Y | **N** | Y | Y | Y |
| **Cumulative** | | | | | | | | | | | | | | | |
| Cycle/Delay [1] (sec) | 125 | 150 | 150 | 18.7 | 17.2 | 33.1 | 90 | 130 | 130 | 90 | 130 | 130 | 12.7 | 11.8 | 12.1 |
| Volume (vphpl ) | 546 | 271 | 300 | 54 | 37 | 47 | 222 | 228 | 314 | 249 | 266 | 398 | 13 | 20 | 9 |
| Avg. Queue (veh/ln.) | 9.5 | 5.6 | 6.3 | 0.3 | 0.2 | 0.4 | 5.6 | 8.2 | 11.3 | 6.2 | 9.6 | 14.4 | 0.0 | 0.1 | 0.0 |
| Avg. Queue [2] (ft./ln) | 237 | 141 | 156 | 7 | 4 | 11 | 139 | 206 | 283 | 156 | 240 | 359 | 1 | 2 | 1 |
| 95th %. Queue (veh/ln.) | 15 | 10 | 11 | 1 | 1 | 2 | 5 | 8 | 17 | 5 | 9 | 15 | 0 | 1 | 0 |
| 95th %. Queue (ft./ln) | 375 | 250 | 275 | 25 | 25 | 50 | 125 | 200 | 425 | 125 | 225 | 375 | 0 | 25 | 0 |
| Storage (ft./ ln.) | 975 | 975 | 975 | 275 | 275 | 275 | 200 | 200 | 200 | 300 | 300 | 300 | 125 | 125 | 125 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | **N** | Y | Y | **N** | Y | Y | Y |
| **Cumulative Plus Project** | | | | | | | | | | | | | | | |
| Cycle/Delay [1] (sec) | 125 | 150 | 150 | 19.1 | 16.9 | 32.9 | 90 | 130 | 130 | 90 | 130 | 130 | 16.6 | 12.1 | 10.7 |
| Volume (vphpl ) | 630 | 270 | 298 | 62 | 37 | 39 | 199 | 194 | 277 | 261 | 259 | 415 | 31 | 27 | 3 |
| Avg. Queue (veh/ln.) | 10.9 | 5.6 | 6.2 | 0.3 | 0.2 | 0.4 | 5.0 | 7.0 | 10.0 | 6.5 | 9.4 | 15.0 | 0.1 | 0.1 | 0.0 |
| Avg. Queue [2] (ft./ln) | 273 | 141 | 155 | 8 | 4 | 9 | 124 | 175 | 250 | 163 | 234 | 375 | 4 | 2 | 0 |
| 95th %. Queue (veh/ln.) | 17 | 10 | 11 | 1 | 1 | 2 | 4 | 7 | 15 | 5 | 9 | 16 | 1 | 1 | 0 |
| 95th %. Queue (ft./ln) | 425 | 250 | 275 | 25 | 25 | 50 | 100 | 175 | 375 | 125 | 225 | 400 | 25 | 25 | 0 |
| Storage (ft./ ln.) | 975 | 975 | 975 | 275 | 275 | 275 | 200 | 200 | 200 | 300 | 300 | 300 | 125 | 125 | 125 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | **N** | Y | Y | **N** | Y | Y | Y |

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections, and the worst approach's delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle

## Project Driveway Operations

A level of service analysis was conducted at each of the four project driveways to ensure that they would operate without excessive delay or queues (see Table 13). Under background plus project conditions, all but one of the project driveways would operate at LOS C or better during the AM, midday, and PM peak hours. The driveway on Beach Park Boulevard would operate at LOS E during the AM peak hour. The LOS results indicate that vehicles at the project driveways on Shell Boulevard would experience minor delays, and those at the Beach Park Boulevard would experience longer delays. However, it should be noted that the analysis is a conservative estimate, and the delays at the project driveways would last in total only about 10 to 15 minutes given that the school would maintain specific drop-off and pick-up times.

**Northern driveway on Shell Boulevard**

The northern driveway on Shell Boulevard would be restricted to inbound right-turns only during drop-off and pick-up periods. Inbound right-turns have no conflicting traffic, thus there would be no delays.

**Middle Driveway on Shell Boulevard**

The middle driveway on Shell Boulevard would allow only inbound traffic during drop-off and pick-up periods. Both inbound right-turns and left-turns would be allowed given that there is a median break on Shell Boulevard at the middle driveway. Inbound left-turns would require vehicles to wait for a gap in the southbound traffic flow. Under background conditions, the calculated average delay for this movement is 8.4 seconds, which equates to LOS A. The northbound left-turn storage comprises 150 feet (six vehicles), while the 95$^{th}$ percentile queue length for the inbound left-turn is estimated to be 50 feet, or two vehicles. Thus, the left-turn queues are not expected to spill over into the northbound through-lane on Shell Boulevard. Inbound right-turns would experience no delay.

**South Driveway on Shell Boulevard**

The south driveway on Shell Boulevard would be restricted to outbound right-turns only. The outbound traffic would experience average delays of 10 to 11 seconds, which equates to LOS B. There should not be any queuing issues at this driveway.

**Beach Park Boulevard Driveway**

Hexagon examined whether outbound left-turns could be allowed at the Beach Park Boulevard driveway during peak student drop-off and pick-up times. The potential delays were found to be excessive. In addition, the outbound left-turn movement would conflict with the inbound left-turn movement. For these reasons, the outbound driveway on Beach Park Boulevard should be restricted to right-turns only during drop-off and pick-up periods. The driveway would allow all movements at off-peak times. Inbound left-turns from Beach Park Boulevard into this driveway would require vehicles to wait for a gap in the westbound traffic flow. The expected delays for this movement is 10.0 seconds (LOS B). Delay for outbound right-turns would be 45.0 seconds (LOS E) due to the high volume of traffic having to wait for a gap in the westbound traffic flow on Beach Park Boulevard. The queue storage capacity for drop-off/pick-up operations would consist of 450 feet (14 vehicles), compared to an estimated outbound 95$^{th}$ percentile queue length of 400 feet, or 16 vehicles. Although the outbound traffic is estimated to experience long delays, the analysis is a conservative estimate, and the delay at the project driveways would last in total about 10 to 15 minutes. However, the project could mitigate its drop-off/pick-up queue lengths through staggered start and dismissal times between grade levels, similar to the other Foster City schools. The 95$^{th}$ percentile queue length for the inbound left-turn is estimated to be 75 feet, or three vehicles, compared to the 125 feet (five vehicles) of storage capacity. Thus, the left-turn queues are not expected to spill over into the eastbound through-lane on Beach Park Boulevard.

The driveway levels of service calculation sheets are included in Appendix D.

**Table 13**
**Project Driveway Level of Service Summary**

| Intersection | Movement [1] | Peak Hour | Existing with Project Avg. Delay (sec) | Existing with Project LOS | Background with Project Avg. Delay (sec) | Background with Project LOS | Cumulative with Project Avg. Delay (sec) | Cumulative with Project LOS |
|---|---|---|---|---|---|---|---|---|
| Shell Bouelvard/Driveway #1 | Inbound Right | AM | 0.0 | A | 0.0 | A | 0.0 | A |
| | | Midday | 0.0 | A | 0.0 | A | 0.0 | A |
| | | PM | 0.0 | A | 0.0 | A | 0.0 | A |
| Shell Bouelvard/Driveway #2 | Inbound Left | AM | 8.4 | A | 8.4 | A | 8.5 | A |
| | | Midday | 8.1 | A | 8.1 | A | 8.1 | A |
| | | PM | 7.9 | A | 7.9 | A | 8.0 | A |
| | Inbound Right | AM | 0.0 | A | 0.0 | A | 0.0 | A |
| | | Midday | 0.0 | A | 0.0 | A | 0.0 | A |
| | | PM | 0.0 | A | 0.0 | A | 0.0 | A |
| Shell Bouelvard/Driveway #3 | Outbound Right | AM | 9.5 | A | 9.5 | A | 9.6 | A |
| | | Midday | 10.7 | B | 10.7 | B | 10.7 | B |
| | | PM | 9.6 | A | 9.6 | A | 9.7 | A |
| Beach Park Bouelvard/Driveway #4 | Inbound Left | AM | 10.0 | B | 10.0 | B | 10.3 | B |
| | | Midday | 8.4 | A | 8.4 | A | 8.4 | A |
| | | PM | 8.6 | A | 8.6 | A | 8.7 | A |
| | Inbound Right | AM | 0.0 | A | 0.0 | A | 0.0 | A |
| | | Midday | 0.0 | A | 0.0 | A | 0.0 | A |
| | | PM | 0.0 | A | 0.0 | A | 0.0 | A |
| | Outbound Right | AM | **45.0** | **E** | **45.0** | **E** | **51.0** | **F** |
| | | Midday | 11.5 | B | 11.5 | B | 11.5 | B |
| | | PM | 10.2 | B | 10.2 | B | 10.3 | B |

Note:
[1] For the project driveways, the worst movement's delay and level of service is reported.
**Bold** indicates a substandard level of service.

## On-Site Circulation

The on-site circulation was reviewed in accordance with the City of Foster City Zoning Code and generally accepted traffic engineering standards. Generally, the proposed plan would provide vehicle traffic with adequate connectivity through the parking areas. Vehicles traveling within the project site would primarily circulate in a north-south, counterclockwise manner. The student drop-off and passing drive aisles, located adjacent to the school building, would each be 15 feet wide with a landscaped median separating the drive aisles from the parking area. The project would provide 60-degree parking throughout the project site. Parking spaces throughout the site would be adjacent to one-way, 16-foot wide drive aisles. All of the drive aisles throughout the project site would meet the City's standards and provide sufficient room for vehicles to back out of the parking stalls. Parking space dimensions would comprise stalls measuring 9'-wide by 19'-long, and would meet the standards set forth by the City.

## Student Drop-off and Pick-up

The site plan designates the drive aisle adjacent to the school building as a student loading/unloading zone (see Figure 20). The student loading zone would extend approximately 850 feet from the northern driveway on Shell Boulevard to the southwestern driveway on Beach Park Boulevard. During the peak periods before and after school, the on-site circulation of the student drop-off/pick-up would occur in two areas of the student unloading/loading zone: the area adjacent to Shell Boulevard and the area

adjacent to Beach Park Boulevard. Figure 20 shows the project student drop-off/pick-up circulation during student loading/unloading periods.

The student drop-off/pick-up circulation adjacent to Shell Boulevard would access the student loading zone from the two entry-only driveways, with the northern driveway on Shell Boulevard only allowing right turns into the project site and the second driveway allowing both right and left turns into the project site. Vehicles entering the site from the second driveway on Shell Boulevard would only be allowed to turn right once on the site, and would have to navigate north to the start of the student loading/unloading zone. The project would install a drop-down barrier gate to prevent vehicles from turning left into the adjacent parking drive aisle once entering the site (see Figure 20). After vehicles from Shell Boulevard have completed their drop-off/pick-up, they would be able to either exit via the third (exit-only) driveway on Shell Boulevard or circulate through the site in the parking lane and passing lane to the Beach Park Boulevard driveway. Vehicles exiting on Shell Boulevard would only be able to turn right onto southbound Shell Boulevard, while vehicles exiting on Beach Park Boulevard would only be able to turn right onto westbound Beach Park Boulevard during the student drop-off/pick-up periods. The project would also install drop-down barrier gates adjacent to the exit-only driveway to prevent vehicles from turning left into the parking drive aisle and trying to make a left from the second driveway, as well as to prevent vehicles from conflicting with the student crosswalk near the main entry area (see Figure 20). Vehicles desiring to access northbound Shell Boulevard would have to circulate through the site in the passing lane and parking lane to exit at the Beach Park Boulevard driveway, and then use Catamaran Street to access northbound Shell Boulevard.

The student drop-off/pick-up zone adjacent to Shell Boulevard would accommodate up to 560 feet of vehicle queues, which equates to 28 vehicles. The available on-site vehicle storage includes the parking drive aisle between the northern and middle driveways. The maximum on-site vehicle queue within the drop-off/pick-up zone is expected to be 20 vehicles. Therefore, the maximum drop-off/pick-up vehicle queues within the student loading/unloading zone adjacent to Shell Boulevard are not expected to spill out of the northern and middle driveways, and disrupt the traffic flow on Shell Boulevard.

Storage capacity of the student drop-off/pick-up zone adjacent to Beach Park Boulevard would accommodate up to 450 feet, which equates to 23 vehicles. The total available vehicle storage includes the parking drive aisle adjacent to the Beach Park Boulevard driveway. The maximum vehicle queue within the drop-off/pick-up zone is expected to be 20 vehicles. Thus, within the student loading/unloading zone adjacent to Beach Park Boulevard the maximum vehicle queues are not expected to spill out of the project driveway and disrupt the traffic flow on Beach Park Boulevard.

Overall, the site plan provides a good design for drop-off and pick-up operations. School staff or volunteers should direct traffic as they approach the loading zones to ensure vehicles pull as far forward as possible and stop to drop-off and pick-up in the right lane to maintain the traffic flow through the site. Staff or volunteers should also ensure that parents do not leave their vehicles unattended in the loading zone or passing lane while they visit the school. Parents should be directed to load/unload students in a timely manner and then exit the loading zone using the passing lane. Parents that need additional time, for example to complete a phone call or to communicate with students, should be directed to park in the designated on-site parking spaces to ensure the loading zone and passing lane are available for their intended purposes.

The project should also provide adequate and appropriate signage (i.e. loading and unloading zone, no parking) as well as curb painting along the drop-off/pick-up and passing lanes, to ensure that police services will have authority to take enforcement actions if needed.


**New Foster City Elementary School** - Conceptual Site Plan

San Mateo-Foster City School District

ON-SITE TRAFFIC STUDY
05.12.17
05.10.2017

HMC Architects

NORTH 0' 25' 50' 100' SCALE: 1"=25'-0"

**Figure 20**
**Project Student Drop-Off/Pick-Up Circulation**

### Access to Northbound Shell Boulevard

During drop-off and pick-up periods, the project site would not provide direct access to northbound Shell Boulevard. The middle driveway on Shell Boulevard would be restricted to inbound traffic only, while the driveway on Beach Park Boulevard would restrict outbound traffic to right-turns only. In addition, Shell Boulevard and Beach Park Boulevard are too narrow to safely complete a U-turn. Therefore, traffic would have to use Catamaran Street to access northbound Shell Boulevard. During non-peak times, outbound traffic would be able make left-turns at both driveways to access northbound Shell Boulevard.

### Sight Distance at the Project Driveways

There are no existing trees or visual obstructions along the project frontages to obscure sight distance at the project driveways. There are also no curves in the roadway along the project frontage on Shell Boulevard or Beach Park Boulevard. Clear sight distance triangles should be provided at the project driveways to optimize sight distance. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

## Parking Supply

The City of Foster City Parking Code (Section 17.62.060) states that elementary schools are required to provide one parking stall per employee. The site plan dated June 8, 2017 shows a total of 75 on-site parking spaces. It is assumed that the school would have fewer than 35 employees. Therefore, the proposed parking supply would meet the minimum parking requirements set forth by the City's parking code.

Per the California Building Code (CBC) Table 11B-6, three (3) accessible spaces are required for projects with 51 to 75 parking spaces. Of the required accessible parking spaces, one (1) van accessible space is required. As shown on the site plan, the project would provide three (3) accessible parking spaces. The project site plan shows one of the three accessible parking spaces to be van accessible. Therefore, the accessible parking provisions as shown on the current project site plan would meet the CBC requirements.

## Transit, Pedestrian and Bicycle Analysis

Pedestrian facilities in the study area consist of sidewalks located on both sides of Shell Boulevard, Beach Park Boulevard, and other nearby neighborhood roadways in the vicinity of the project. Marked crosswalks are provided on all approaches of the signalized study intersections, and are provided along majority of the stop-controlled approaches at the unsignalized study intersections (see Chapter 2 for detailed discussion). A crosswalk should be added across Catamaran Street at its intersection with Beach Park Boulevard. With this addition, the overall network of sidewalks and crosswalks in the study area will provide good connectivity and safe routes to the school.

The school would provide a crosswalk on-site, near the Shell Boulevard/Beach Park Boulevard intersection, to link the sidewalk to the main entry of the school building. A fence should be positioned along the site boundaries to direct pedestrian and bicycle traffic to the crosswalk and prevent students from walking through the parking lots (see Figure 19).

The project site is not directly served by any bicycle facilities. Shell Boulevard and Beach Park Boulevard are each four-lane arterial roadways with relatively narrow curb-lane widths. There is no space to add bike lanes to these arterials. For these reasons, the project site is not conducive to bicycle access by elementary school-age children. Nevertheless, some students may bicycle to school. All

bicyclists travelling from north Shell Boulevard should be required to enter through the rear schoolyard adjacent to the Multi-Purpose Room (MPR), and walk their bicycles to the bicycle racks on the southern side of the property through the interior of the school. This would avoid any added congestion along the student unloading/loading areas fronting the school.

The project site is well-served by SamTrans and AC Transit buses. It is unlikely that any students would take buses to school. However, it is possible that some staff might take the bus. The existing transit services would adequately accommodate any new riders to/from the school.

# 7. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Foster City and the City/County Association of Governments (C/CAG) of San Mateo County CMP. The traffic study includes an analysis of AM, midday, and PM peak hour traffic conditions for three (3) signalized intersections and six (6) unsignalized intersections in the vicinity of the project site, which were identified by the City of Foster City. The analysis focuses on the peak commute periods between 7:00 and 9:00 AM, between 12:00 and 3:00 PM, and between 4:00 and 6:00 PM, because it is during these hours that traffic conditions on the surrounding roadways are generally the most congested.

## Intersection Level of Service Analysis

The analysis determined that under all scenarios with and without the project, all of the signalized study intersections are expected to operate at acceptable levels (LOS D or better). In addition, all but one of the stop-controlled study intersections would operate at LOS C or better under all scenarios. Under cumulative conditions, the intersection of Shell Boulevard and Bounty Drive during the PM peak hour would operate at LOS E, assuming the Sand Cove expansion project is approved and implemented. This level of service analysis indicates that vehicles on the stop-controlled approaches would experience long delays (between 35-50 seconds). The pending Sand Cove Apartments Expansion would increase traffic volumes along Shell Boulevard, requiring vehicles on the stop-controlled approaches to wait longer for a gap in the northbound and southbound traffic flows. The net trips generated by the school would subtract vehicles on Shell Boulevard and Bounty Drive, compared to the existing shopping center it replaces, resulting in LOS D during the PM peak hour.

### Signal Warrant Analysis

Signal warrant checks (California *MUTCD 2014 Edition, Section 4, Warrant 3*) were performed for the unsignalized study intersections adjacent to the project site. The peak-hour traffic volumes at the intersections on Shell Boulevard at Catamaran Street and at Beach Park Boulevard, as well as the Catamaran Street/Beach Park Boulevard intersection, would not warrant signalization under all scenarios with and without the project, including cumulative conditions.

## Other Transportation Issues

Based on a review of the project site plan, there would be no issues regarding site access along Shell Boulevard and Beach Park Boulevard; and no issues are expected to arise regarding on-site circulation. Although outbound traffic at the driveway on Beach Park Boulevard is estimated to experience long delays, the analysis is a conservative estimate and the congestion at the project driveways would last in total about 10 to 15 minutes given that the school would maintain specific drop-

off and pick-up times. The parking provided by the project would meet the minimum parking requirements set forth by the City of Foster City zoning regulations. Furthermore, the proposed project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area. Thus, no project sponsored improvements would be necessary.

Although the analysis and findings conclude that no mitigation measures are required, Hexagon has provided the following recommendations resulting from the site access and circulation analysis.

## Recommendations

- During student unloading/loading periods, school staff or volunteers should direct traffic as they approach the loading zones to ensure vehicles pull as far forward as possible and stop to drop-off and pick-up in the right lane to maintain the consistent traffic flow on the site. Staff or volunteers should also ensure that parents do not leave their vehicles unattended in the loading zone or passing lane while they visit the school. Parents should be directed to load/unload students in a timely manner and then exit the loading zone using the passing lane. Parents that need additional time should be directed to park in the designated on-site parking spaces to ensure the loading zone and passing lane are available for their intended purposes.

- A crosswalk should be added across Catamaran Street at its intersection with Beach Park Boulevard to improve the overall network of sidewalks and crosswalks in the study area, and provide good connectivity and safe routes to the school.

- A fence should be positioned along the site boundaries to direct pedestrian and bicycle traffic to the crosswalk and prevent students from walking through the parking lots.

- School signage and striping should be added on Shell Boulevard and on Beach Park Boulevard, as well as at the adjacent intersections, in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD) standards.

- Signage should be added at the driveway on Beach Park Boulevard restricting outbound traffic to right-turns only during the peak hours.

- Signage (i.e. loading and unloading zone, no parking) as well as curb painting along the drop-off/pick-up and passing lanes should be provided to ensure that police services will have authority to take enforcement actions if needed.

- Bicyclists travelling from north Shell Boulevard should be required to enter through the rear schoolyard adjacent to the Multi-Purpose Room (MPR), and walk their bicycles to the bicycle racks on the southern side of the property through the interior of the school. This would avoid any added congestion along the student unloading/loading areas fronting the school.

# Hexagon Transportation Consultants, Inc.

## Memorandum

**Date:** September 7, 2017

**To:** Tish Busselle, San Mateo-Foster City School District

**From:** Gary Black

**Subject:** Queueing Study at Brewer Island Elementary School in Foster City, California

Hexagon Transportation Consultants, Inc. has completed a Queueing study for Brewer Island Elementary School at 1151 Polynesia Drive in Foster City, California. The purpose of the count was to determine the maximum queue during drop-off and pick-up times.

## Data Collection

Hexagon counted the number of cars queued up every minute during the drop-off and pick-up periods at three areas. The three drop-off and pick-up areas that were counted are along Ranger Circle, along Niantic Drive and at the designated pick-up and drop-off zone of the school (shown in attached figure). Drop-offs and pick-ups were counted before and after school on Tuesday, August 22, 2017. The maximum queue length was observed when the most cars were queued up during the drop-off and pick-up periods.

## Queue Length

The results of the study show that the maximum queue length during the drop-off period happened at 7:58 AM when there were a total of 19 cars queued for all three areas combined. The maximum queue length during pick-up happened at 2:40 PM when there were a total of 17 cars in queue. The results of the count are summarized in **Table 1** below.

**Table 1**
**Queue Length**

| | Pick-up and Drop-off Area | | Ranger Circle | | Niantic Drive | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Drop-off | Pick-up | Drop-off | Pick-up | Drop-off | Pick-up | Drop-off | Pick-up |
| Max Queue Length | 4 | 13 | 8 | 2 | 7 | 2 | **19** | **17** |
| Drop-off Period is Between 7:00 AM to 9:00 AM; Pick-up period is between 2:00 PM to 6:00 PM | | | | | | | | |
| Maximum queue length observed during drop-off is at 7:58 AM | | | | | | | | |
| Maximum queue length observed during pick-up is at 2:40 PM | | | | | | | | |

## Conclusion

The new Charter Square School is expected to have the same number of students as the Brewer Island Elementary School. Based on the queuing study, Hexagon recommends that the new Charter Square School should have room for 19 vehicles in the drop-off and pick-up zones. To accommodate 19 vehicles, 475 feet of drop-off and pick-up area is needed. The project is proposing to have 850 feet of drop-off and pick-up area, which is adequate to accommodate the maximum queue length observed.

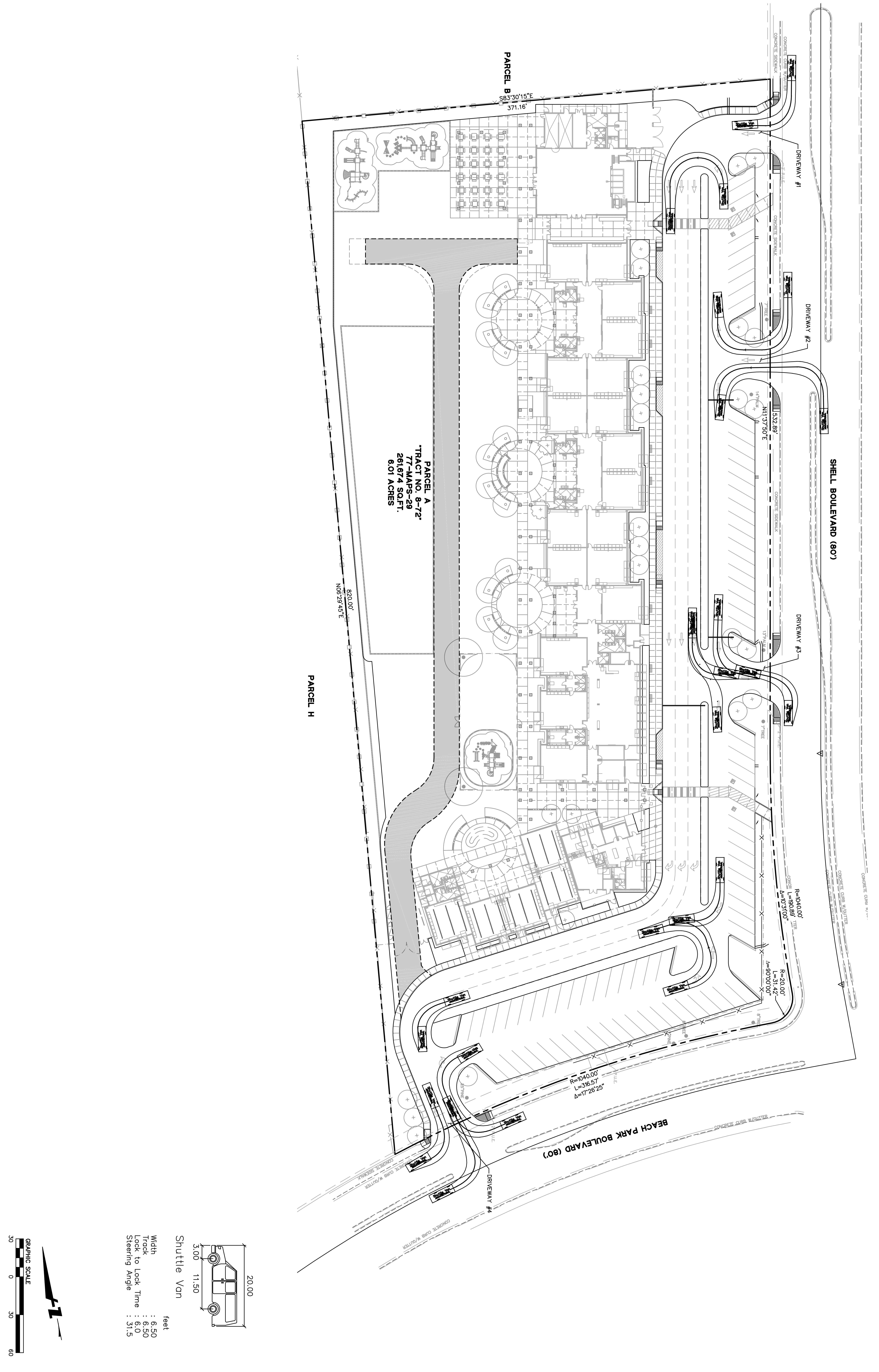

**Brewer Island Elementary School**

| Measurement | Shell Boulevard and Catamaran Street | | | | | | Shell Boulevard and Beach Park Boulevard | | |
|---|---|---|---|---|---|---|---|---|---|
| | EBL | | | WBL | | | SBL | | |
| | AM | Mid | PM | AM | Mid | PM | AM | Mid | PM |
| **Existing** | | | | | | | | | |
| Cycle/Delay [1] (sec) | 11.7 | 10.3 | 11.7 | 11.7 | 10.3 | 11.7 | 12.4 | 10.7 | 12.3 |
| Volume (vphpl ) | 118 | 59 | 58 | 45 | 60 | 61 | 35 | 47 | 83 |
| Avg. Queue (veh/ln.) | 0.4 | 0.2 | 0.2 | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 0.3 |
| Avg. Queue [2] (ft./ln) | 10 | 4 | 5 | 4 | 4 | 5 | 3 | 3 | 7 |
| 95th %. Queue (veh/ln.) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln) | 50 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 185 | 185 | 185 | 160 | 160 | 160 | 230 | 230 | 230 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| **Existing Plus Project** | | | | | | | | | |
| Cycle/Delay [1] (sec) | 12.7 | 10.3 | 11.4 | 12.7 | 10.3 | 11.4 | 13.2 | 10.8 | 11.8 |
| Volume (vphpl ) | 151 | 67 | 62 | 63 | 67 | 55 | 46 | 69 | 69 |
| Avg. Queue (veh/ln.) | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Avg. Queue [2] (ft./ln) | 13 | 5 | 5 | 6 | 5 | 4 | 4 | 5 | 6 |
| 95th %. Queue (veh/ln.) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln) | 50 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 185 | 185 | 185 | 160 | 160 | 160 | 230 | 230 | 230 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| **Background** | | | | | | | | | |
| Cycle/Delay [1] (sec) | 11.8 | 10.3 | 11.8 | 11.8 | 10.3 | 11.8 | 12.4 | 10.7 | 12.3 |
| Volume (vphpl ) | 118 | 59 | 58 | 45 | 60 | 61 | 35 | 47 | 83 |
| Avg. Queue (veh/ln.) | 0.4 | 0.2 | 0.2 | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 0.3 |
| Avg. Queue [2] (ft./ln) | 10 | 4 | 5 | 4 | 4 | 5 | 3 | 3 | 7 |
| 95th %. Queue (veh/ln.) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln) | 50 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 185 | 185 | 185 | 160 | 160 | 160 | 230 | 230 | 230 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| **Background Plus Project** | | | | | | | | | |
| Cycle/Delay [1] (sec) | 12.8 | 10.3 | 11.5 | 12.8 | 10.3 | 11.5 | 13.2 | 10.8 | 11.8 |
| Volume (vphpl ) | 151 | 67 | 62 | 63 | 67 | 55 | 46 | 69 | 69 |
| Avg. Queue (veh/ln.) | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Avg. Queue [2] (ft./ln) | 13 | 5 | 5 | 6 | 5 | 4 | 4 | 5 | 6 |
| 95th %. Queue (veh/ln.) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln) | 50 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 185 | 185 | 185 | 160 | 160 | 160 | 230 | 230 | 230 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| **Cumulative** | | | | | | | | | |
| Cycle/Delay [1] (sec) | 14.0 | 10.3 | 13.5 | 14.0 | 10.3 | 13.5 | 12.8 | 10.7 | 12.9 |
| Volume (vphpl ) | 118 | 59 | 58 | 62 | 60 | 71 | 36 | 47 | 89 |
| Avg. Queue (veh/ln.) | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.1 | 0.1 | 0.3 |
| Avg. Queue [2] (ft./ln) | 11 | 4 | 5 | 6 | 4 | 7 | 3 | 3 | 8 |
| 95th %. Queue (veh/ln.) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln) | 50 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 185 | 185 | 185 | 160 | 160 | 160 | 230 | 230 | 230 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| **Cumulative Plus Project** | | | | | | | | | |
| Cycle/Delay [1] (sec) | 15.7 | 10.3 | 13.2 | 15.7 | 10.3 | 13.2 | 13.6 | 10.8 | 12.4 |
| Volume (vphpl ) | 151 | 67 | 62 | 80 | 67 | 65 | 47 | 69 | 75 |
| Avg. Queue (veh/ln.) | 0.7 | 0.2 | 0.2 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 |
| Avg. Queue [2] (ft./ln) | 16 | 5 | 6 | 9 | 5 | 6 | 4 | 5 | 6 |
| 95th %. Queue (veh/ln.) | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln) | 50 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 185 | 185 | 185 | 160 | 160 | 160 | 230 | 230 | 230 |
| Adequate (Y/N) | Y | Y | Y | Y | Y | Y | Y | Y | Y |

Notes:

[1] Vehicle queue calculations based on cycle length for signalized intersections, and the worst approach's delay for unsignalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued.



| Date 10/24/2017 | No. | Revisions |
|---|---|---|
| Scale 1" = 30' | | |
| Design JCW | | |
| Drawn | | |
| Approved | | |
| Job No 20160173 | | |

Drawing Number:
1
OF
1

# CHARTER SQUARE
# EXHIBIT
## SITE CIRCULATION

FOSTER CITY
SAN MATEO COUNTY
CALIFORNIA

BKF 100+ YEARS
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| Charter Square Tree Inventory - Foster City, California - October 27, 2017 | | | | | |
|---|---|---|---|---|---|
| **Tag No.** | **Tree Species** | **DBH = Diameter Breast Height (inches)** | **Height (feet)** | **Condition Rating (1-7 best to worst)** | **Comments/Recommendations** |
| 1 | London plane *(Platanus acerifolia)* | 8.5 | 26 | 3 | |
| 2 | Carob *(Ceratonia siliqua)* | 12 | 23 | 1 | Attractive tree, but not a good candidate for transplanting as it has a pronounced lean. If retained in place, it would likely remain stable. |
| 3 | Monterey pine *(Pinus radiata)* | 22 | 30 | 4 | |
| 4 | Monterey pine *(Pinus radiata)* | 9 | 4 | 5 | |
| 5 | Monterey pine *(Pinus radiata)* | 15.5 | 35 | 5 | |
| 6 | Monterey pine *(Pinus radiata)* | 17.5 | 23 | 4 | |
| 7 | Monterey pine *(Pinus radiata)* | 21 | 32 | 4 | |
| 8 | Monterey pine *(Pinus radiata)* | 13 | 21 | 5 | |
| 9 | Purple leaf plum *(Prunus cerasifera)* | 4.5 | 15 | 3 | |
| 10 | Nichol's willowleafed peppermint *(Eucalyptus nicholii)* | 19 | 42 | 1 | Vigorous health and attractive appearance. If retained, it MUST be properly cabled because the trunk union will become less reliable with increasing growth and mass. Too large to transplant. |
| 11 | STUMP | N/A | N/A | N/A | |
| 12 | Willow leaf hakea *(Hakea salicifolia)* | 9.5, 7 | 25 | 4 | |

| Tag No. | Tree Species | DBH = Diameter Breast Height (inches) | Height (feet) | Condition Rating (1-7 best to worst) | Comments/Recommendations |
|---|---|---|---|---|---|
| 13 | Monterey pine *(Pinus radiata)* DEAD | 17.5 | 38 | 7 | |
| 14 | Monterey pine *(Pinus radiata)* DEAD | 18.5 | 38 | 7 | |
| 15 | Willow leaf hakea *(Hakea salicifolia)* | 5, 5, 5.5 | 18 | 4 | |
| 16 | Monterey pine *(Pinus radiata)* DEAD | 18 | 26 | 7 | |
| 17 | Monterey pine *(Pinus radiata)* | 18 | 38 | 5 | |
| 18 | Willow leaf hakea *(Hakea salicifolia)* | 12 | 25 | 6 | |
| 19 | Willow leaf hakea *(Hakea salicifolia)* | 12.5, 9 | 25 | 5 | |
| 20 | MISSING | N/A | N/A | N/A | |
| 21 | MISSING | N/A | N/A | N/A | |
| 22 | Brazilian pepper tree *(Schinus terebinthefolius)* | 14.5 | 17 | 1 | Excellent health and structure; aesthetically pleasing form. A good candidate for retention. Transplanting would require a very large rootball and would be expensive. |
| 23 | Brazilian pepper tree *(Schinus terebinthefolius)* | 11.5 | 20 | 1 | Excellent health, but not a good candidate for transplanting because structure is not extraordinary and would not justify the cost of transplanting. |
| 24 | Southern magnolia *(Magnolia grandiflora)* | 10.5 | 24 | 4 | |

| Tag No. | Tree Species | DBH = Diameter Breast Height (inches) | Height (feet) | Condition Rating (1-7 best to worst) | Comments/Recommendations |
|---|---|---|---|---|---|
| 25 | Carob *(Ceratonia siliqua)* | 14 | 20 | 1 | Great candidate for retention in place; very graceful structure; the long horizontal side branch is securely attached but should be pruned back so it doesn't become overly end-weighted. Very expensive to transplant this large tree along with an enormous rootball. |
| 26 | Monterey pine *(Pinus radiata)* DEAD | 19 | 34 | 7 | |
| 27 | Mexican fan palm *(Washingtonia robusta)* | 15 | 30 | 2 | This palm could be retained in place or transplanted elsewhere on site along with another Mexican fan palm of the same height (Tree No. 37). Alternatively, the palms could be sold or given to a palm broker who would remove and transplant elsewhere. |
| 28 | Weeping bottlebrush *(Callistemon viminalis)* | 24 | 25 | 2 | Attractive, but too difficult and expensive to move. |
| 29 | Weeping bottlebrush *(Callistemon viminalis)* | 15.5 | 28 | 4 | |
| 30 | Peppermint tree *(Agonis flexuosa)* | 24.5 | 25 | 2 | Attractive, but not structurally unique and would be very expensive to move. |
| 31 | Monterey pine *(Pinus radiata)* | 26 | 34 | 3 | |
| 32 | Willow leaf hakea *(Hakea salicifolia)* | 11, 10.5 | 20 | 6 | |
| 33 | This trunk is one of the trunks of Tree 32 | N/A | N/A | N/A | |
| 34 | New Zealand Christmas tree *(Metrosideros excelsa)* | 14 | 25 | 4 | |
| 35 | MISSING | N/A | N/A | N/A | Not tagged. |

| Tag No. | Tree Species | DBH = Diameter Breast Height (inches) | Height (feet) | Condition Rating (1-7 best to worst) | Comments/Recommendations |
|---|---|---|---|---|---|
| 36 | Monterey pine *(Pinus radiata)* | 33.5 | 38 | 3 | Not recommended for retention; multiple pitch globs are from infestation by Sequoia pitch moth *(Synanthedon sequoiae)* ; crown has been topped; no extraordinary branch structure; significant interior dieback; branches would likely become overly end-weighted within a decade. |
| 37 | Mexican fan palm *(Washingtonia robusta)* | 15 | 30 | 2 | This palm could be retained in place or transplanted elsewhere on site along with another Mexican fan palm of the same height (Tree No. 27). Alternatively, the palms could be sold or given to a palm broker who would remove and transplant elsewhere. |
| 38 | Carob *(Ceratonia siliqua)* | 9 | 17 | 3 | |
| 39 | MISSING | N/A | N/A | N/A | Not tagged. |
| 40 | MISSING | N/A | N/A | N/A | Not tagged. |
| 41 | MISSING | N/A | N/A | N/A | Not tagged. |
| 42 | STUMP | N/A | N/A | N/A | |
| 43 | Fern pine *(Afrocarpus gracilior)* | 4, 10, 7.5 | 18 | 2 | Attractive tree but not a good candidate for retention or transplanting because it's growing in a small planting space with constricted roots and moving a large rootball would be difficult and expensive. |
| 44 | STUMP | N/A | N/A | N/A | |
| 45 | STUMP | N/A | N/A | N/A | |
| 46 | Red ironbark *(Eucalyptus sideroxylon)* | 12.5 | 30 | 4 | |
| 47 | Red ironbark *(Eucalyptus sideroxylon)* | 17 | 32 | 4 | |
| 48 | Carob *(Ceratonia siliqua)* | 8 | 17 | 4 | |

| Tag No. | Tree Species | DBH = Diameter Breast Height (inches) | Height (feet) | Condition Rating (1-7 best to worst) | Comments/Recommendations |
|---|---|---|---|---|---|
| 49 | Carob *(Ceratonia siliqua)* | 9.5 | 18 | 3 | Not a good candidate for transplanting because of its pronounced lean that would require a large offsetting rootball. |
| 50 | Monterey pine *(Pinus radiata)* | 19 | 29 | 3 | |
| 51 | Carob *(Ceratonia siliqua)* | 10 | 17 | 2 | |
| 52 | Monterey pine *(Pinus radiata)* | 29, 25, 31 | 45 | 2 | Evidence of multiple cosmetic infestations of Sequoia pitch moth (*Synanthedon sequoiae* ); 15 small multi-aged "pitch tubes" are a response to minor infestation from red turpentine beetles (*Dendroctonus valens* ), perhaps half within the last year. If retained, a heavy duty ring-and-spoke cabling system should be installed. The crown could be lightly pruned along with extensive cone removal. The key to continued good health is to ensure adequate irrigation to resist drought-induced susceptibility to beetle attack. |

# TREE CONDITION RATING DEFINITIONS - 2017

**Rating:**

**1 – Excellent**: unusually vigorous with strong and integrated structure

**2 – Very Good**: vigorous with strong and integrated structure

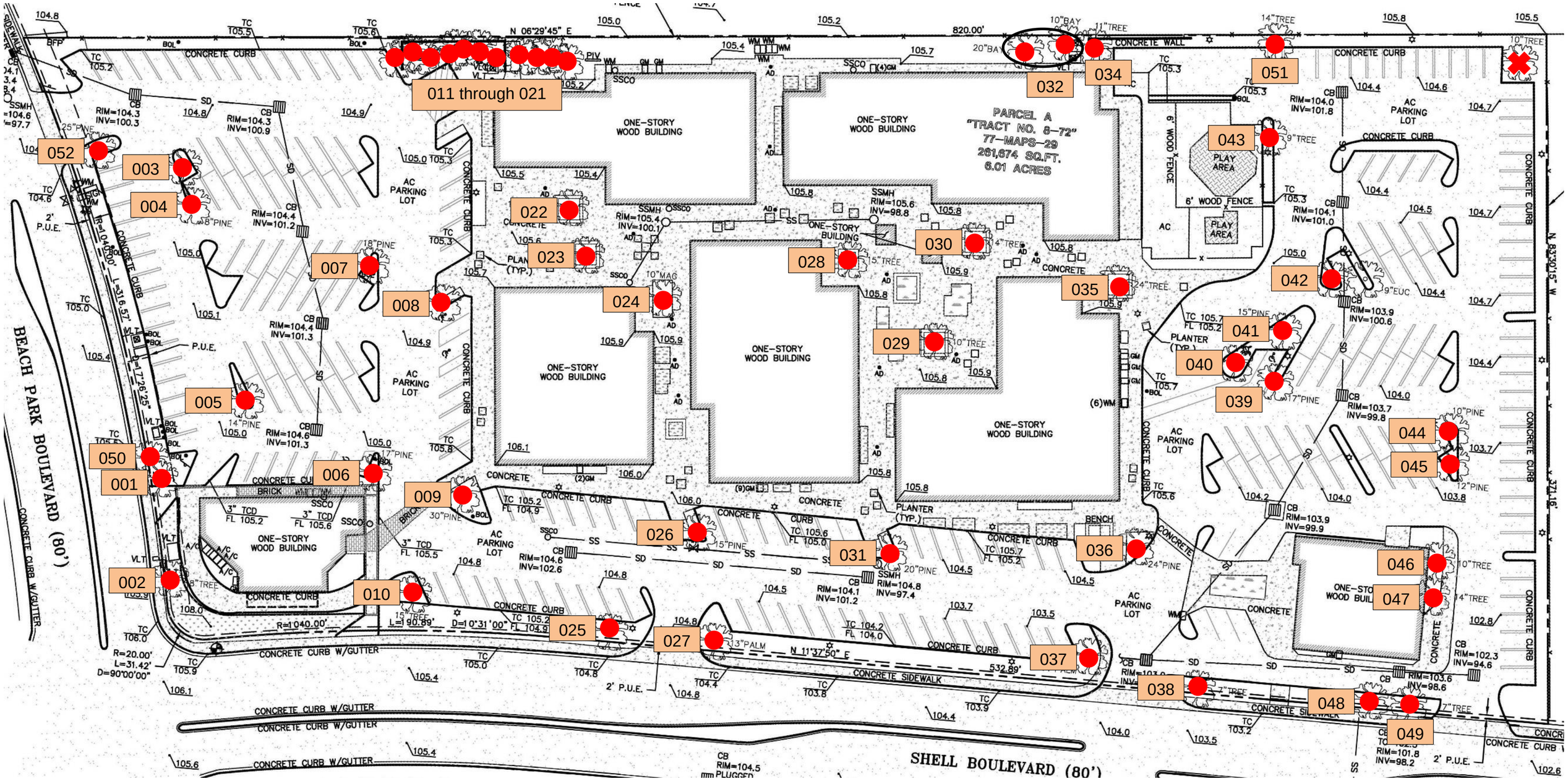
**3 – Good**: healthy with structure appropriate to its location

**4 – Moderate**: within an average range of health and structure

**5 – Fair**: struggling against adversity to maintain health

**6 – Poor**: unlikely to regain a state of good health

**7 – Dead**: devoid or nearly devoid of moisture




# Tree Locations at 1050 Shell Boulevard in Foster City, California

APPENDIX III

# PROJECT COMMUNICATION

City of Foster City

**ESTERO MUNICIPAL IMPROVEMENT DISTRICT**

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

November 9, 2016

Superintendent Joan Rosas, Ed.D.
San Mateo-Foster City School District
1170 Chess Drive
Foster City, CA 94404

Dear Mrs. Rosas,

On behalf of the City Council, we would like to congratulate the San Mateo-Foster City School District on completing the School Conveyance Agreement to purchase the Charter Square Shopping Center property to build a fourth elementary school here in Foster City.

We truly appreciate the School District listening to the desires and needs our community, and thank you for the commitment that has been demonstrated in serving our students and families. Again, congratulations on this notable achievement. We look forward to the next stages of this endeavor and extend our utmost support.

Sincerely,

Herb Perez
Mayor

Kevin M. Miller
City Manager

cc: Charlie Bronitsky, Vice Mayor
Sam Hindi, Councilmember
Catherine Mahanpour, Councilmember
Gary Pollard, Councilmember

DWK
DANNIS WOLIVER KELLEY
Attorneys at Law

**CLARISSA R. CANADY**
Attorney at Law
ccanady@DWKesq.com

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FAX 415.543.4384

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FAX 562.366.8505

SAN DIEGO
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San Diego, CA 92101
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FAX 619.702.6202

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FAX 415.543.4384

CHICO
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Suite 370-A
Chico, CA 95928
TEL 530.343.3334
FAX 530.924.4784

SACRAMENTO
555 Capitol Mall
Suite 645
Sacramento, CA 95814
TEL 916.978.4040
FAX 916.978.4039

SAN LUIS OBISPO
1065 Higuera Street
Suite 301
San Luis Obispo, CA 93401
TEL 805.980.7900
FAX 916.978.4039

November 28, 2016

**VIA EMAIL & U.S. MAIL**

City of Foster City
Community Development Department
Attn: Curtis Banks, Community Development Director
610 Foster City Boulevard
Foster City, CA 94404
cbanks@fostercity.org

Re: San Mateo-Foster City School District
Notice of Acquisition of Property for School Site Purposes
Our file 7005.1101

Dear Mr. Banks:

We are writing to you on behalf of San Mateo-Foster City School District ("District"). Thank you for making time to speak with us last week regarding the construction of a new and much-needed elementary school in Foster City. As we discussed, the District has an agreement with milestones to acquire the Charter Square property on which the owner/developer will construct the elementary school. The property is approximately 6.02 acres located at 1050 Shell Boulevard in City of Foster City, County of San Mateo ("Site").

At our meeting, we discussed the various milestones at which the District would be seeking input and feedback from the City regarding the acquisition and the project in general. This is one such opportunity. Pursuant to Public Resources Code section 21151.2, this letter provides you and the Planning Commission notice of the District's agreement to acquire the Site and school. We kindly request that the Planning Commission evaluate the proposed Site and within thirty (30) days after receipt of this notice, submit to Dr. Joan Rosas, Superintendent of the District, as the representative of the governing board, any comments and/or recommendations the Planning Commission may have concerning the District's acquisition of the Site.

In addition, pursuant to Government Code section 65402, the District requests an opinion of the Planning Division with regard to conformity of the Site and its

proposed use for school site purposes with the City's adopted general plan within forty (40) days after receipt of this notice.

Thank you for your prompt consideration of these requests. Please feel free to contact me if you have any questions.

Very truly yours,

DANNIS WOLIVER KELLEY

Jessica for

Clarissa R. Canady

CRC/KKS/cc

cc: Dr. Joan Rosas, District Superintendent (Via Email Only: jrosas@smfcsd.net)
Kohar Kojayan, Planning Manager (Via Email Only: kkojayan@fostercity.org)

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Sacramento, CA 95814
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FAX 916.978.4039

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Suite 301
San Luis Obispo, CA 93401
TEL 805.980.7900
FAX 916.978.4039

December 6, 2016

**VIA EMAIL & U.S. MAIL**

City of Foster City
Community Development Department
Attn: Curtis Banks, Community Development Director
610 Foster City Boulevard
Foster City, CA 94404
cbanks@fostercity.org

Re: San Mateo-Foster City School District
Extension of Time for Planning Commission Review of Potential Acquisition of Property for School Site Purposes
Our file 7005.1101

Dear Mr. Banks:

We are following up with you on behalf of San Mateo-Foster City School District ("District") regarding our November 29, 2016 notice to the City of Foster City ("City") regarding the District's intent to acquire the Charter Square property located at 1050 Shell Boulevard in City of Foster City, County of San Mateo ("Site"). In our notice we asked that the Planning Commission evaluate the proposed Site and within thirty (30) days after receipt of this notice, submit to Dr. Joan Rosas, Superintendent of the District, any comments and/or recommendations the Planning Commission may have concerning the District's acquisition of the Site. We also requested an opinion of the Planning Division with regard to conformity of the Site and its proposed use for school site purposes with the City's adopted general plan within forty (40) days after receipt of our notice.

On Monday, December 5, 2016, the City Attorney, Jean Savaree, advised our office that the Planning Commission meets only once on December 15, and therefore will likely not be able to meet the deadlines set forth in our notice. The District will gladly extend the date by which the City will provide the requested report and opinions regarding the Site. We understand that the Planning Commission will meet again on January 19, 2017. Therefore, we are willing to extend the date for the

City to provide the District with the requested reports and opinions to **January 23, 2017.**

We hope this extension assists the City and Planning Commission in providing a comprehensive evaluation of the Site. Please feel free to contact me if you have any questions.

Very truly yours,

DANNIS WOLIVER KELLEY

Clarissa R. Canady

CRC/KKS/cc

cc: Dr. Joan Rosas, District Superintendent (Via Email Only: jrosas@smfcsd.net)
Jean Savaree, City Attorney (Via Email Only: jbs@adcl.com)
Kohar Kojayan, Planning Manager (Via Email Only: kkojayan@fostercity.org)

SAN MATEO-FOSTER CITY
SCHOOL DISTRICT

LIVE • LEAD • LEARN

December 13, 2016

City of Foster City
City Manager's Office
Attn: Kevin Miller, City Manager
610 Foster City Boulevard
Foster City, CA 94404
email: manager@fostercity.org

Re: Notice of Resolution Exempting School District from City Zoning Ordinances
Proposed School Site at Charter Square Shopping Center

Dear Mr. Miller:

Please be advised that at its December 8, 2016 public meeting, the Board of Trustees of the San Mateo-Foster City School District ("District") approved and adopted Resolution No. 19/16-17 Exempting the San Mateo-Foster City School District from Zoning Ordinances and Regulations of the City of Foster City ("Resolution") for the District's proposed acquisition of the Charter Square Shopping Center property located at 1050 Shell Boulevard in the City of Foster City ("Property"). California Government Code section 53094 authorizes a governing board of a school district, by a vote of two-thirds of its members, to render city zoning ordinances inapplicable to a proposed use of district property for educational purposes. Specifically, the Resolution renders the City's zoning ordinances and regulations inapplicable to the District's proposed use of the Property for a public elementary school. The District is currently in escrow on the acquisition of the Property, upon which the owner/developer will construct a public elementary school to be used by the District ("Project").

As you may know, the District's schools are subject to and comply with state requirements for use, operation, and construction on District school sites, such as the requirements set forth by the California Department of General Services Division of State Architect ("DSA") under California Education Code section 17280 et seq. The District has balanced the interests of the public, including those of the District and the City, and determined that the interests of the public are best served by commencing and completing the Project on the Property under DSA review. Accordingly, the Resolution exempts the Project and the Property from the City's zoning ordinances and regulations, including, without limitation, the City's Municipal Code, the City's General Plan, and related ordinances and regulations which otherwise would be applicable to the District, the Project, and/or the Property.

1170 Chess Drive
Foster City, California 94404
650.312.7700 Tel
650.312.7779 Fax
www.smfcsd.net

Enclosed with this letter is a copy of the adopted Resolution. Pursuant to Government Code section 53094, this correspondence serves as the District's written notice of the Board's action.

Please do not hesitate to contact me with any questions or concerns. Thank you for your cooperation and attention to this matter.

Sincerely.

Joan Rosas, Ed.D.
Superintendent

Enclosure

cc: Doris Palmer, Communications Director/City Clerk (via email: clerk@fostercity.org)
Curtis Banks, Community Development Director (via email: cbanks@fostercity.org)

# SAN MATEO-FOSTER CITY SCHOOL DISTRICT
## RESOLUTION NO. 19/16-17 EXEMPTING THE SAN MATEO - FOSTER CITY SCHOOL DISTRICT FROM ZONING ORDINANCES AND REGULATIONS OF THE CITY OF FOSTER CITY

**WHEREAS,** the San Mateo-Foster City School District ("District") is a school district duly organized and validly existing under the laws of the State of California, and located within the boundaries of the City of Foster City ("City");

**WHEREAS,** in 2014, the District convened the Next Steps Advisory Committee to assist the District in evaluating facility needs in light of tremendous increases in enrollment;

**WHEREAS,** the Next Steps Advisory Committee met for eighteen months to develop its recommendation after implementing a robust community engagement program to obtain community input that included: (1) 95 community engagement meetings (town halls, forums, input sessions) attended by over 1,400 residents; (2) three informational public videos to share updates; (3) two District-wide mailings to obtain feedback and inform the public; and (4) receiving over 4,500 constituent responses and input from online and postal mailed community feedback surveys;

**WHEREAS,** the Next Steps Advisory Committee's work resulted in a Final Report, dated June 4, 2015, in which the Committee concluded: (1) the three elementary schools in Foster City far exceeded their original enrollments; (2) due to impacted enrollment in Foster City, the District has had to assign Foster City students to schools in San Mateo; (3) the community preference is for a fourth elementary school on the Charter Square Shopping Center site in Foster City;

**WHEREAS,** The Next Steps Advisory Committee, based on these findings, recommended the acquisition of the Charter Square site;

**WHEREAS,** the San Mateo – Foster City School District Board of Trustees approved the placement of a general obligation bond (Measure X) on the November 2015 ballot which passed in order to fund specific projects throughout the District, including the acquisition of Charter Square and building of a fourth school in Foster City;

**WHEREAS,** after several months of negotiations, the District is currently in escrow on the acquisition of the 6.02 acre parcel known as Charter Square on which the property owner/developer will construct a public elementary school to be used for the District's educational purposes ("Property");

**WHEREAS,** school facilities in California are subject to state law, regulations, and oversight by the California Department of Education ("CDE"), the California Division of State Architect ("DSA") and the State Office of Public School Construction ("OPSC");

**WHEREAS,** because State regulatory bodies, California Government Code Section 53094 authorizes school districts, by a vote of two-thirds of the members of its Governing Board, to render City zoning ordinances inapplicable to the use of Property when activities thereon are for the benefit of and will be used for educational purposes;

**WHEREAS,** the proposed activities and use of the Property is for educational purposes, and the construction of the elementary school is subject to design review by the Division of the State Architect under California Education Code Section 17280, *et seq.*;

**WHEREAS,** in addition to complying with the applicable state standards, the District has also requested input and feedback from the City of Foster City regarding the location of the proposed elementary school, including an evaluation of the compatibility of the Property as a school with the City's General Plan;

**WHEREAS,** the District intends to continue its coordination efforts with the City of Foster City, as well as engage the community for input and feedback throughout the site approval process, design and construction of the proposed school.

**NOW THEREFORE,** THE GOVERNING BOARD OF THE SAN MATEO – FOSTER CITY SCHOOL DISTRICT DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

Section 1. That all of the above recitals are correct.

Section 2. That the San Mateo – Foster City School District hereby exempts itself from, and renders inapplicable to the Property, any zoning ordinances of the City including, without limitation, the City's Municipal Code, the City's General Plan, and related ordinances and regulations which otherwise would be applicable to the District of the Property.

Section 3. That the Superintendent of the San Mateo – Foster City School District, or designee, is directed to give written notice to the City as required by the Government Code Section 53094 within ten days of this action.

**APPROVED, PASSED, AND ADOPTED** by the Governing Board of the San Mateo-Foster City School District at a public meeting duly called and held on this December 8, 2016, by the following vote:

AYES: 5

NOES: ∅

ABSTENTIONS: ∅

Chelsea M. Bonnie

President, Governing Board

ATTEST:

Clerk, Governing Board

RESOLUTION NO. P-01-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FOSTER CITY REGARDING THE SAN MATEO-FOSTER CITY ELEMENTARY SCHOOL DISTRICT'S PURCHASE OF THE CHARTER SQUARE SHOPPING CENTER FOR AN ELEMENTARY SCHOOL AT 1050 SHELL BOULEVARD – NEIGHBORHOOD 5 – APN: 094-473-030

CITY OF FOSTER CITY PLANNING COMMISSION

WHEREAS, on November 28, 2016, the San Mateo-Foster City School District (hereinafter "District") provided the City of Foster City with written notice, per California Public Resources Code ("PRC") §21151.2, of the District's agreement to acquire approximately 6.02 acres of land located at 1050 Shell Boulevard in Foster City (hereinafter the "Site") and currently utilized as the Charter Square Shopping Center (hereinafter "Center) for construction of an elementary school; and

WHEREAS, pursuant to PRC §21151.2, the Planning Commission is required, in response to the District's request, to investigate the proposed Site and within 30 days submit to the District Board a written report of the investigation and its recommendations concerning acquisition of the propose Site; and

WHEREAS, PRC §21151.2 further provides that the District Board shall not acquire title to the proposed Site until the report of the Planning Commission has been received and if the report does not favor acquisition of the proposed Site, the District Board shall not acquire title to the proposed Site until 30 days after the Planning Commission report is received; and

WHEREAS, the District, on November 28, 2016, further requested that the Planning Commission renter its opinion within 40 days, as required by California Government Code ("GC") §65402, whether or not the proposed Site and its proposed use for school purposes complies with the City's General Plan; and

WHEREAS, on December 5, 2016, the City requested that he District extend the timeframe for review mandated by PRC §21151.2 and GC §65402 due to the Planning Commission's schedule of meetings during December 2016; and

WHEREAS, the District, by letter dated December 6, 2016, agreed to extend the time period for the Planning Commission's report to January 23, 2017; and

WHEREAS, at the January 19, 2017 Planning Commission meeting, the Planning Commission received a staff report regarding the proposed Site, received public comments and additional documentation regarding the proposed Site from members of the public; and

WHEREAS, having completed its review of the proposed Site as required by PRC §21151.2 and GC §65402, the Planning Commission is now prepared to issue its report and recommendations as required by PRC §21151.2 and its opinion as required by GC §65402.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission based on the facts and analysis in the Staff Report, written and orai testimony, and exhibits presented finds as follows:

1. Pursuant to PRC §21151.2, the Planning Commission has identified the following issues related to a school at Charter Square Shopping Center which should be addressed should the Site be developed as a school:

   - Traffic – The Site and Foster City Elementary School are in close proximity to each other. Also, traffic to the Site will be greater to during the morning drop- off and afternoon pick-up than currently occurs at the shopping center. Traffic to the Site should be evaluated to determine if there any conflicts and if any traffic improvements are requirement to mitigate potential traffic impacts.
   - School pick-up/drop-off –Traffic issues at the existing schools and the Site should be designed to contain vehicle queuing for drop-off and pick-up on Site so there is no impact on the adjoining streets or neighborhoods.
   - Noise – Measures should be taken during construction to minimize noise impacts to the surrounding residents. It is recommended that hours of construction be limited to the hours of 8 a.m. to 5 p.m. on weekdays Monday through Friday. No construction should take place on Saturdays, Sundays or legal holidays. The school Site should be designed to locate noisy activities away from the homes that directly adjacent to the project Site.
   - Sustainability – The Site and school should be designed to include, but not limited to, measures that promote energy and water efficiency.
   - Architecture – The building should be designed to be compatible with the neighborhood in terms of architecture, scale, and mass.
   - Retail Tenants – A plan should be developed to assist businesses that will be required to relocate due to the closure of the shopping center.
     Post Office – The District should work with the City to assist the Post Office to relocate within Foster City.

2. Pursuant to G§65402 regarding the consistency of the Site with the General Plan, development of the subject site would not be consistent with the General Plan or zoning for the property unless the District receives approval of a General Plan Amendment to Public Facilities and the Site rezoned Public Facilities.

PASSED AND ADOPTED as a resolution of the Planning Commission of the City of Foster City at the regular meeting held on the 19th day of January 2017 by the following vote:

AYES: PATTUM, WILLIAMS AND CHAIR WYKOFF

NOES:

ABSENT: AVRAM

ABSTAIN: DYCKMAN

Rick Wykoff

RICHARD D. WYKOFF, CHAIRMAN

ATTEST:

CURTIS BANKS, SECRETARY