

# **Tierra Linda/Charter Learning Center Campus Rebuild Project: Draft Environmental Impact Report**

Prepared for San Carlos School District

May 16, 2016

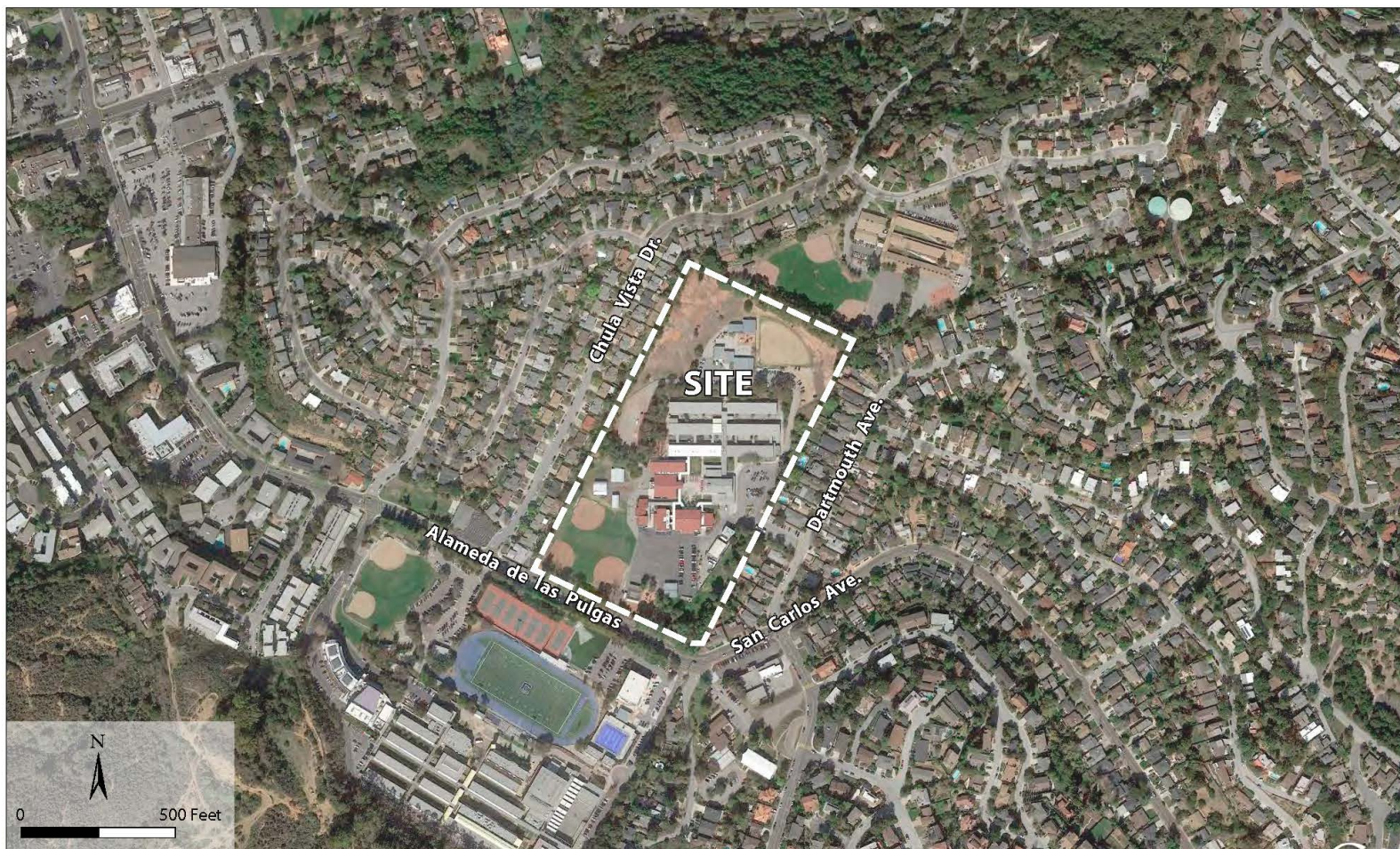
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# Overview of Presentation

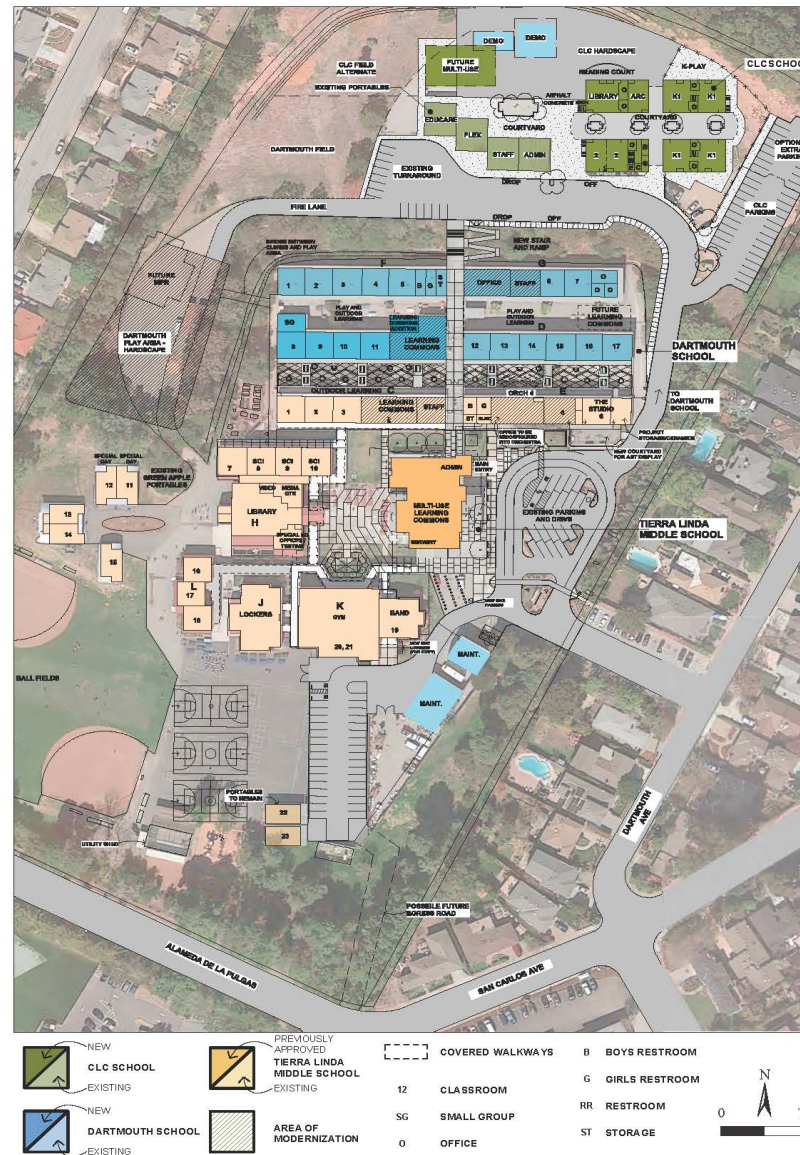
- Summary of Project
  - What's already happened related to the California Environmental Quality Act (CEQA)
  - Overview of EIR process
  - Board responsibilities related to CEQA
  - Opportunities for public input
- Summary of Tierra Linda/CLC Draft EIR
- What's Next



SOURCE: Google Earth, 2015

Figure 1-2  
AERIAL PHOTO OF SITE





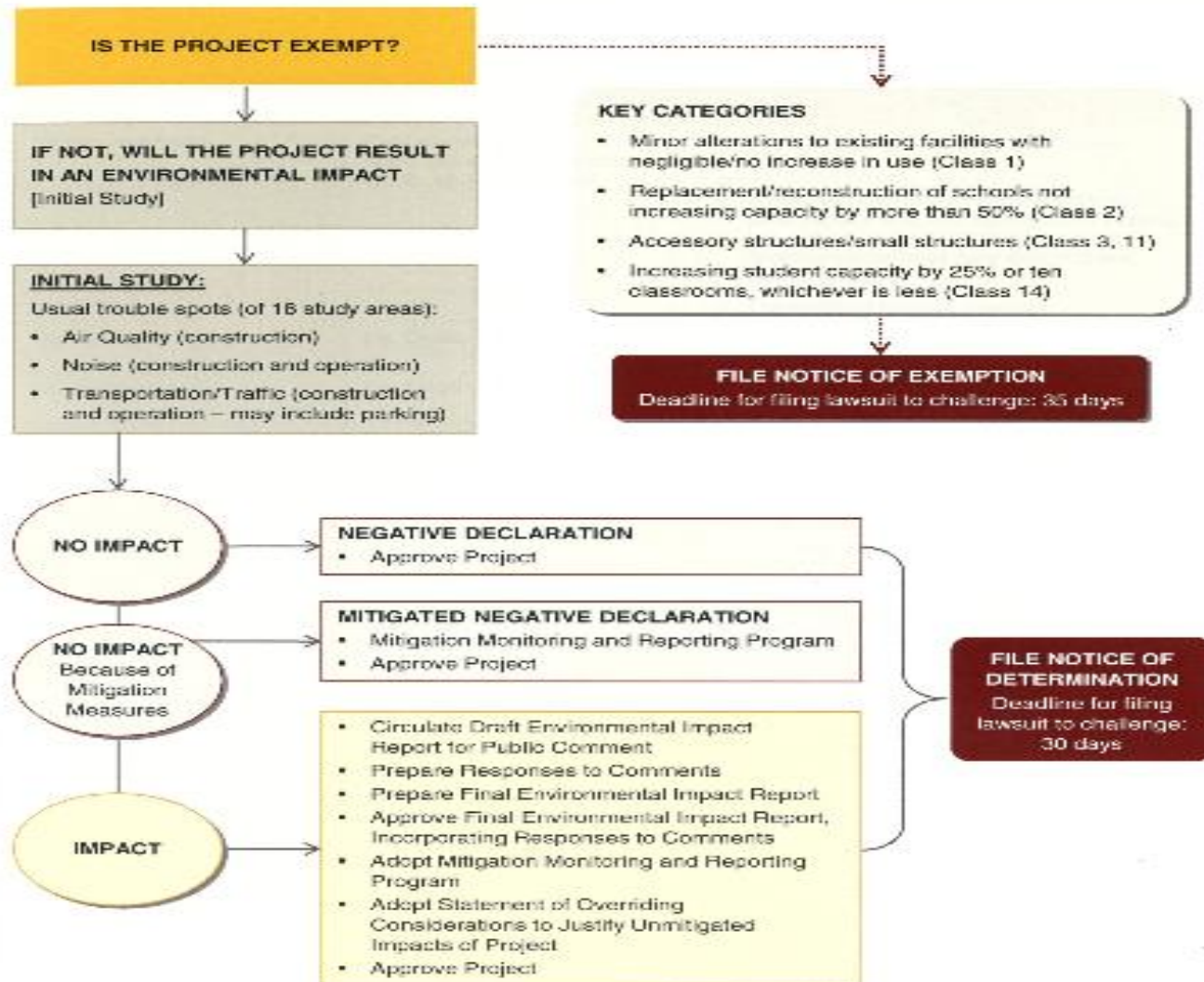
SOURCE: Quattrocchi Kwok Architects, 2015

Figure 1-3  
SITE PLAN

# Summary of Project

- Building renovations and new construction at Tierra Linda Middle School campus (19.7 acres)
- New 4-5 Upper Elementary School
- Middle School changed from Grades 5-8 to Grades 6-8
- New buildings for Charter Learning Center
- Increased enrollment of 242 (going from 1,154 to 1,396)
- 27,900 gross square feet of new building area
- Upgraded and new playing fields

# CEQA Compliance



# CEQA Steps Completed to Date

- **Notice of Preparation** (Oct. 22, 2015 to November 20, 2015): Identifies topics to be addressed and allows for public comment
- **Draft EIR preparation** (completed April 26, 2016)

# EIR Process and Steps to Come

- **Administrative Draft EIR** (done)
- **Public Draft EIR and Notice of Completion** (done)
- **Public Comment Period** (underway until 6/9/16)
- **Responses to Comments and Final EIR** (to come after end of comment period on 6/9/16)
- **Certification of Final EIR** (estimated for 8/16)



# Post Final EIR Steps

- Adoption of Mitigation Monitoring and Reporting Program (MMRP)
- Notice of Determination (after Board approves carrying out project or phase of project): begins 30-day statute of limitations on court challenges

# BOT CEQA Responsibilities

- Certify Final EIR as meeting all CEQA requirements
- Adopt Mitigation Monitoring and Reporting Program (prior to approval of project)
- Adopt Findings
- Approve project

# Opportunities for Public Input

- **Public & agencies can comment after filing of Notice of Preparation (NOP)**
  - 30-day comment period
  - notice letters sent to neighborhood
- **Written comments on DEIR**  
(receive responses as part of Final EIR)
  - 45-day comment period for DEIR (ends 6/9/16)
  - notice letters sent to neighborhood

# Summary of DEIR for TL/CLC

- Topics with potentially significant impacts: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology/Soils; Hazards; Hydrology and Water Quality; Noise; Public Services; Traffic; Utilities
- All impacts able to be mitigated to less-than-significant level except for construction noise and traffic impacts
- Construction noise and increased traffic found to be significant and unavoidable which will require Findings of Overriding Consideration when Findings adopted by BOT



# Summary of Traffic Issues

- **Peak hours occur when level of school-generated traffic is highest**
  - AM Peak Hour – 7:45 AM to 8:45 AM
  - PM Peak Hour – 2:15 PM to 3:15 PM
- **Project would result in 174 net-new AM peak hour trips and 363 net-new PM peak hour trips**
- **Nine study intersections**
- **Under existing conditions, two intersections operate at unacceptable level of service (LOS) conditions**
  - Alameda de Las Pulgas / Cranfield Avenue
  - Dartmouth Avenue / Tierra Linda Middle School

# Existing + Project Level of Service

Intersection		Control	Existing Conditions				Existing plus Project			
			AM		PM		AM		PM	
			LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)
1.	Alameda de las Pulgas/ Ralston Avenue	Signal	D	45.9	D	44.5	D	46.4	D	45.1
2.	Alameda de las Pulgas/ Carlmont Dr.	AWSC	C	21.8	B	14.6	C	22.7	C	15.2
3.	Alameda de las Pulgas/ El Verano Way	AWSC	C	18.7	C	22.3	C	20.1	D	25.8
4.	Alameda de las Pulgas/ Chula Vista Dr.	AWSC	D	26.3	D	27.6	D	30.4	D	33.3
5.	Alameda de las Pulgas/ Cranfield Ave.	OWSC	F	**	F	**	F	**	F	**
6.	San Carlos Ave./ Dartmouth Ave./ Club Dr.	Signal	C	31.2	C	23.0	D	36.3	D	41.1
7.	Dartmouth Ave./ Tierra Linda Middle School	OWSC	F	85.6	C/(E) <sup>1</sup>	15.9	F	**	F	85.2
8.	San Carlos Ave./ Beverly Dr.	OWSC	C	20.0	C	18.8	D	27.1	D	29.5
9.	San Carlos Ave./ Devonshire Blvd.	Signal	C	23.0	B	16.7	C	24.7	B	18.4

# Cumulative + Project Level of Service

Intersection		Control	Cumulative Conditions				Cumulative plus Project			
			AM		PM		AM		PM	
			LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)
1.	Alameda de las Pulgas/ Ralston Avenue	Signal	E	79.9	E	64.3	F	81.1	E	66.8
2.	Alameda de las Pulgas/ Carlmont Dr.	AWSC	F	55.3	E	35.9	F	58.4	E	38.8
3.	Alameda de las Pulgas/ El Verano Way	AWSC	F	92.5	F	92.1	F	100.3	F	101.6
4.	Alameda de las Pulgas/ Chula Vista Dr.	AWSC	F	107.7	F	**	F	117.8	F	**
5.	Alameda de las Pulgas/ Cranfield Ave.	OWSC	F	**	F	**	F	**	F	**
6.	San Carlos Ave./ Dartmouth Ave./ Club Dr.	Signal	E	76.9	E	62.1	F	97.8	F	**
7.	Dartmouth Ave./ Tierra Linda Middle School	OWSC	F	**	C	16.4	F	**	F	95.1
8.	San Carlos Ave./ Beverly Dr.	OWSC	E	37.8	D	31.5	F	88.9	F	124.2
9.	San Carlos Ave./ Devonshire Blvd.	Signal	D	35.4	C	20.8	D	38.0	C	26.2

# Potentially Significant Traffic Impacts (see Section 4.12 of DEIR)

- **Impact TRAFFIC-1:** Under existing plus project conditions, project would result in one signalized intersection operating at levels of service below standards set by City of San Carlos. One unsignalized intersection would operate at levels of service below the City standards and would satisfy the traffic signal warrant.
  - Under cumulative plus project conditions, project would result in three signalized intersections operating at levels of service below standards set by City of San Carlos. Three unsignalized intersections would operate at levels of service below the City standards and would satisfy the traffic signal warrant.
- **Impact TRAFFIC-2:** Project would add construction-related vehicle trips, including truck trips, to and from the City of San Carlos and other jurisdictional roadways, creating potential temporary traffic hazards.



# Four Corners Traffic Study

## Recommendations

- ADLP/Carlmont Drive – Install a traffic signal and modify lane geometrics as shown on the plan.
- ADLP/El Verano Way – Install a mini-roundabout which will require acquisition of some property on the southeast corner.
- ADLP/Chula Vista Drive – Install a mini-roundabout which will require realignment of the high school parking lot access on the west leg of the intersection.
- ADLP/Cranfield Avenue – Install a mini-roundabout as shown on the plans with the west leg of the intersection consolidated with the church property driveway.
- San Carlos Avenue/Dartmouth Avenue – Modify the traffic signal timing.

*Four Corners Traffic Study undertaken by City of Belmont, City of San Carlos, San Carlos School District and Sequoia School District*

# Traffic Mitigation Measures

- **Mitigation Measure TRAFFIC-1a**: District shall continue to endorse the work of and recommendations by the Four Corners working group on improvements to traffic circulation along the Alameda de las Pulgas corridor between Cranfield and Carlmont Drive.
- **Mitigation Measure TRAFFIC-1b**: District shall stagger start times between Tierra Linda Middle School, 4-5 Upper Elementary School & Charter Learning Center to distribute vehicular travel more evenly throughout and possibly beyond the current Peak AM and Peak PM hours but within the limits of sound educational pedagogy.
- **Mitigation Measure TRAFFIC-2**: District shall develop a demolition/construction traffic management plan, defining hours of operation, specified truck routes, and construction parking provisions. The plan shall be included in any construction specifications.

# Potentially Significant Noise Impacts

- **Impact NOISE-1**: Construction noise would cause a substantial temporary or periodic increase in noise exposure above ambient noise levels.

## Noise Mitigation Measures

- **Mitigation Measure NOISE-1**: District contractor required to implement a construction noise logistics plan to reduce noise impacts on students and other school occupants, neighboring residents, and other uses, which shall include, without limitation:
  - Limit construction hours
  - Temporary noise barriers
  - Post construction schedule
  - Prohibit unnecessary idling
  - Equipment restrictions
  - Noise & vibration minimization measures
  - Designate noise disturbance coordinator
  - Noise complaint response protocol
  - Restrictions on location of noise-generating equipment

# Significant Unavoidable Impacts

- Increased Traffic
- Construction Noise



# Statement of Overriding Considerations

*A written statement disclosing that a project is being approved because of the project's overriding benefits, despite the project's significant unavoidable impacts*

- Required when approving a project with significant impacts that cannot be substantially mitigated
- Balancing Test – Must weigh project's benefits against its unavoidable environmental risks
- Must set forth specific rationale for agency's action (i.e., larger, more general reasons for project approval)
- Must be supported by substantial evidence in the record of the agency's proceedings

# What's Next

- Draft EIR out for public review until 6/9/16
- Consultants will assemble comments, number, and respond to each one related to EIR (vs. project)
- Administrative Final EIR will have internal review and comments
- Final EIR will be prepared (estimated for August 2016) and Board will take action to certify