

## 2. EXECUTIVE SUMMARY

### 2.1 PROJECT UNDER REVIEW

This Draft EIR has been prepared to evaluate the environmental impacts of the proposed Crystal Springs Upland School (project). The project consists of construction of a new private middle school on a 6.46-acre site at 6-8 and 10 Davis Drive, located on the edge of an open space canyon area with Ralston Middle School to the west, office uses to the north and east, and Water Dog Lake Park (and the open space canyon area) to the south. Other vicinity land uses include single-family and condominium residential uses. The site is currently developed with commercial/office and warehouse buildings, a parking lot, and perimeter landscaping. The existing buildings would be demolished and approximately 84,500 square feet of paved parking and hardscape area would be removed.

Phase 1 of the project includes a 2-story, 34,000 square foot Academic Center, a 1-story, 6,800 square foot Multi-Purpose Building, a 1-story, 8,800 square foot Gymnasium, and a 1-story, 800 square foot Storage Building. Landscaping and site improvements would include lawns, vegetable gardens for the Science and Food Center, hedges, benches, pedestrian paths, a sign wall east of the main vehicle entrance at Davis Drive, and fencing with strategically located gates. New building construction would total approximately 60,000 square feet. Phase 2 of the project proposes adding a fully enclosed swimming pool building to the sports zone (west of the parking facility and north of the gymnasium location). During Phase 1, this area would be temporarily planted with lawn, decorative gravel, or ornamental grasses.

Demolition is anticipated to take two to three months. Construction would begin upon completion of demolition and continue for 14 months for a total construction period of 17 months.

A detailed description of the proposed project, including project background and history, is provided in Section 3, Project Description. The key elements of the project are summarized in Table 2-1 and described and illustrated fully in Chapter 3, Project Description.

**Table 2-1. Summary of Key Project Components**

<b>Component</b>	<b>Relevant Information</b>
Academic Center	2-Story, 34,000 SF (18,000 SF 1 <sup>st</sup> story, 16,000 SF 2 <sup>nd</sup> story). Wood-siding and glass.
Multi-Purpose Building	1-Story, 6,800 SF. Concrete-paneled and glass, vine-landscaped.
Gymnasium	1-Story, 8,800 SF. Concrete-paneled and glass, vine-landscaped.
Storage	1-Story, 800 SF. Concrete-paneled, vine-landscaped.
Enclosed Pool (Phase 2)	8,500 SF
Sports Courts	2 Paved
Soccer Field	Artificial Turf
Entry Plaza	Paved Drop-Off and Pick-Up Area
On-Site Parking Spaces	53 Spaces, including 2 handicapped

**Table 2-1. Summary of Key Project Components**

<b>Component</b>	<b>Relevant Information</b>
Remote Parking (20 Davis Drive)	260 Spaces
Outdoor Spaces and Pedestrian Circulation	Academic Center Terrace, Science Court, decomposed granite or colored concrete paths
Landscaping and Site Furnishings	Lawns, Science and Food Center vegetable gardens, hedges on public side of perimeter fence.
Fencing	6-foot high ornamental (public areas) and chain-link fence.

## 2.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Section 4, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include discussion of: 1) potential areas of controversy; 2) significant impacts; 3) recommended mitigation measures; and 4) alternatives to the proposed project.

### 2.2.1 Potential Areas of Controversy

Traffic was the only potential area of controversy raised in response to the September 2014 NOP.

### 2.2.2 Significant and Less-than-Significant Impacts

As described in CEQA Section 21060.5 and 21068, a significant effect on the environment is defined as: a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance.

As discussed in Section 4 of this Draft EIR, project implementation has the potential to result in adverse environmental impacts in several areas. Impacts associated with the following environmental topics would be significant without the implementation of mitigation measures, but would be reduced to a less than significant level if the mitigation measures recommended in this Draft EIR are implemented:

- Air Quality/Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Noise
- Transportation

Impacts associated with the following environmental topics would be considered less than significant and would not require any mitigation measures based on the identified criteria of significance:

- Aesthetics
- Agriculture and Forestry Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services (including Recreation)/Utilities and Service Systems

### 2.2.3 Significant and Unavoidable Impacts

As discussed in Section 4 of this Draft EIR, the project would result in significant unavoidable impacts from traffic.

### 2.2.4 Alternatives to the Project

The following alternatives to the project are considered in this EIR:

- Alternative A: No Project/Re-Occupation of the Existing Buildings
- Alternative B: No Project/Redevelopment
- Alternative C: Reduced Enrollment

## 2.3 SUMMARY TABLE

Table 2-2 identifies impacts and mitigation measures associated with the proposed project. This information is organized to correspond with environmental issues discussed in Section 4. The table is arranged in four columns: 1) environmental impacts; 2) level of significance prior to mitigation measures; 3) mitigation measures; and 4) level of significance after mitigation. For a complete description of potential impacts and recommended mitigation measures, refer to Section 4.

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
<b>Air Quality/Greenhouse Gas Emissions</b>		
<p><b>Impact AQ/GHG-8:</b> Construction of the project would expose sensitive receptors to substantial pollutant concentrations resulting in cancer and noncancer risks.</p>	<p><b>Mitigation Measure AQ/GHG-8:</b> A minimum of 50 percent of the diesel fueled off-road construction equipment used during project construction shall have engines certified to meet US EPA Tier 2 emission standards (or cleaner). This may be achieved through the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.</p> <p>With mitigation, the impact on students can be reduced to 9.3 in one million, which is less than the BAAQMD’s significance threshold of 10 in one million.</p>	<p>LTS</p>
<b>Biological Resources</b>		
<p><b>Impact BIO-4:</b> The project would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>	<p><b>Mitigation Measure BIO-4:</b> The City of Belmont shall require that the construction contractor implement the following measures during construction to minimize possible discharge of sediment and pollutants into off-site jurisdictional waters:</p> <ol style="list-style-type: none"> <li>1. Install and maintain silt fences immediately downstream of disturbed areas. Project proponents shall ensure that sediment-control devices are installed and maintained correctly. The devices shall be inspected frequently to ensure they are functioning properly. Devices shall be immediately repaired or replaced or additional devices shall be installed as necessary. Sediment that is captured in these devices may be disposed of on-site in an appropriate approved area, or off-site at an approved disposal site.</li> <li>2. Store construction materials in the paved areas of the project site. Soil materials stockpiled at the site must be covered with plastic sheeting at the end of each workday.</li> <li>3. Store materials in a manner that limits exposure to precipitation and controls storm water runoff.</li> <li>4. Provide secondary containment areas for chemicals, drums, or bagged materials. If material spills occur in special-status species habitat, materials and/or contaminants shall be cleaned from the project site and recycled or disposed.</li> <li>5. Cover waste dumpsters with plastic sheeting at the end of each workday and during storm events.</li> </ol>	<p>LTS</p>

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
	<p>6. Train onsite personnel in spill prevention practices, and provide spill containment materials near all storage areas. All contractors are responsible for familiarizing their personnel with the information contained in the SWPPP.</p> <p>7. Sprinkle water on earth fill and disturbed ground surfaces as necessary to minimize wind-blown dust.</p> <p>8. Maintain all construction equipment to prevent oil or fluid leaks.</p> <p>9. Use drip pans or other secondary containment measures beneath vehicles during storage.</p> <p>10. Regularly inspect all equipment and vehicles for fluid leaks.</p> <p>11. Place wastes (e.g., grease, oil or oil filters, antifreeze, cleaning solutions, batteries, and hydraulic or transmission fluid) in proper containers, store the containers in a designated storage areas, and ultimately recycle the materials.</p> <p>12. Fuel and service vehicles and equipment that are used during the course of the proposed project in a “safe” area (e.g., outside of special-status species habitats).</p> <p>13. Fresh cement or concrete shall not be allowed to enter flowing water of streams. Collect construction pollutants and transport them to an authorized disposal area as appropriate and per all federal, state, and local laws and regulations.</p> <p>14. Spill prevention and control best management practices shall be implemented throughout construction activities. Spills, leaks, and other problems of a similar nature in native vegetation shall be resolved immediately to prevent unnecessary impacts. Workers shall be trained in techniques to reduce the chance for spills, contain and clean up spills, and properly dispose of spilled materials for the potential pollutants that are relevant to each contractor or subcontractor activity. Where applicable (e.g., in native vegetation), materials shall be stored in covered containers to minimize the chance for spills. A plan for the emergency cleanup of any spills of fuel or other material shall be available on-site. Adequate materials for spill cleanup shall be maintained on-site and readily available to the employees of each contractor or subcontractor for immediate response should a spill occur on-site. Following the completion of project construction, materials storage areas shall be cleared of all construction-related debris.</p>	
<p><b>Impact BIO-5:</b> The project would have a substantial adverse effect, either directly or indirectly through</p>	<p><b>Mitigation Measure BIO-5a:</b> Prior to the initial implementation of the VMP and Defensible Space Plan, surveys in suitable habitat (i.e., coastal coyote brush scrub and coast live oak woodland) for sensitive plant species with moderate potential to occur within the project area</p>	<p>LTS</p>

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
<p>habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p>shall be conducted by a qualified biologist during the appropriate phenological (ie, bloom) period for each species, but typically February through May. The boundaries of the plant populations shall be delineated with clearly visible flagging or fencing. The flagging and/or fencing shall be maintained in place for the duration of the implementation of the VMP and Defensible Space Plan. Flagged and fenced areas shall be avoided.</p> <p><b>Mitigation Measure BIO-5b:</b> The City of Belmont shall require that the construction contractor implement the following measures to avoid and minimize potential impact and disturbance of the San Francisco dusky-footed woodrat:</p> <ol style="list-style-type: none"> <li>1. Prior to construction, a qualified biologist shall conduct training sessions to familiarize all construction personnel with the following: identification of San Francisco dusky-footed woodrat and their habitat, general provisions and protections afforded to the San Francisco dusky-footed woodrat, measures implemented to protect the species, and a review of project site boundaries.</li> <li>2. A qualified biologist would conduct preconstruction surveys of all construction areas within suitable habitats in the project site to identify potential San Francisco dusky-footed woodrat houses within 50 feet of project activities. At the discretion of a qualified biologist an exclusion buffer (minimum of 15 feet) will be established around any woodrat houses that can be avoided, and these exclusion zones will be flagged or fenced. If impacts to a woodrat house are unavoidable, a Woodrat Trapping and Relocation Plan would be developed. A qualified biologist would coordinate with the CDFW to handle and relocate the San Francisco dusky-footed woodrats.</li> </ol> <p><b>Mitigation Measure BIO-5c:</b> The City of Belmont shall require that the construction contractor implement the following measure to avoid and minimize potential impact and disturbance of bats:</p> <p>A preconstruction survey for maternity (March 1 to August 1) or colony bat roosts (year-round) shall be conducted by a qualified biologist and done within 14 days prior to activities that remove vegetation or structures. If an occupied maternity or colony roost is detected, CDFW shall be contacted about how to proceed. Typically, a 50-foot buffer exclusion zone would be established around each occupied roost until bat activities have ceased. The size of the buffer will take into account:</p> <ul style="list-style-type: none"> <li>• Proximity and noise level of project activities;</li> <li>• Distance and amount of vegetation or screening between the roost and construction activities;</li> </ul>	

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
	<ul style="list-style-type: none"> <li>• Species-specific needs, if known, such as sensitivity to disturbance.</li> </ul> <p>Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. The qualified bat biologist will be contacted immediately if a bat roost is discovered during project construction.</p> <p><b>Mitigation Measure BIO-5d:</b> The City of Belmont shall require that the construction contractor implement the following measures to avoid and minimize impacts on migratory birds and other nesting raptors:</p> <p>If construction is scheduled during the nesting season of migratory birds (February 1 through August 31) trees in the project site would be surveyed by a qualified biologist for nesting migratory birds within the following buffers of the construction site:</p> <ul style="list-style-type: none"> <li>• 500 feet for nesting raptors</li> <li>• 150 feet for nesting passerines</li> </ul> <p>The surveys would be conducted no more than 14 days prior to the start of any construction activities. If an active nest is found prior to construction or during construction activities, the following measures would be implemented:</p> <ul style="list-style-type: none"> <li>• A qualified biologist, in consultation with CDFW, would determine the appropriate buffer size and delineate the buffer using fencing, pin flags, and/or yellow-caution tape. A buffer zone would be maintained around all active nest sites until the young have fledged and are foraging independently. In the event that an active nest is found after the completion of preconstruction surveys and after construction begins, all construction activities would need to be stopped until a qualified biologist has evaluated the nest and erected the appropriate buffer around it.</li> </ul>	
<p><b>Impact BIO-6:</b> The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p><b>Mitigation Measure BIO-6a:</b> The City of Belmont shall require that CSUS would retain a qualified City arborist to monitor construction activities near the trees expected to be retained and protected at the site. The arborist would prepare monthly monitoring reports.</p> <p><b>Mitigation Measure BIO-6b:</b> For all trees removed, the City of Belmont ordinance allows for collection of removal fees. CSUS shall pay removal fees as determined by the City.</p> <p><b>Mitigation Measure BIO-6c:</b> The City of Belmont ordinance allows for replanting of replacement trees at a ratio of 3:1 using 15 gallon or 24-inch box size native oaks or other approved species. The City of Belmont shall require that CSUS prepare a landscaping/replanting plan that would identify where, how many, and what types of trees</p>	<p>LTS</p>

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
	would be replanted. This landscape/replanting plan would be submitted to the City arborist for review and approval prior to construction activities. The qualified City arborist would monitor tree transplanting work and the installation of landscaping.	
<b>Noise</b>		
<p><b>Impact NOI-5:</b> Project construction could result in a potentially substantial, temporary increase in ambient noise levels during the 17-month construction period.</p>	<p><b>Mitigation Measure NOI-5:</b> To reduce potential construction noise levels, the project contractor shall employ the following noise control techniques and best management practices during project construction:</p> <ul style="list-style-type: none"> <li>• A temporary sound barrier shall be placed at the Ralston/CSUS property. The sound barrier should be at least 8 to 10 feet high to block line of sight between noise-generating construction equipment and the Ralston Middle School activity areas and would provide about 10 dBA noise reduction at field area and about 5 dBA noise reduction at the Ralston Middle School buildings. Sound barriers and sound enclosures shall use materials with a minimum surface density of 3 pounds per square foot (e.g., plywood) to achieve a minimum Sound Transmission Class (STC) of 25. Multiple layers of a sound barrier curtain can be used to achieve a minimum total 2 lb/sq ft surface density (instead of 3 lb sq/ft). For rigid sound barriers and sound enclosures installed close to noise generating equipment, the inside face shall also be absorptive, with a minimum Noise Reduction Coefficient of 0.60 (e.g., 1 inch thick, 3 pound per cubic feet (pcf) duct liner). The sound barrier design shall be reviewed by a qualified acoustical consultant prior to installation to ensure proper function and attenuation is achieved.</li> <li>• Where feasible, demolition activities shall be phased to take advantage of the noise shielding effect provided by the existing structures to reduce demolition work noise (e.g., start from the east side of the site).</li> <li>• Site equipment at the work area to maximize the distance to noise sensitive receptors, and to take advantage of shielding provided by on-site equipment.</li> <li>• Maintain respectful and orderly conduct among workers, including worker conversation noise during the school hours.</li> <li>• Maintain the equipment properly to minimize extraneous noise due to squeaking or rubbing machinery parts, damaged mufflers or misfiring engines, etc.</li> </ul>	<p>LTS</p>

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Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
	<ul style="list-style-type: none"> <li>• Provide advance notice to nearby residents prior to starting demolition work that includes information regarding anticipated schedule, hours of operation, and the name of a person to contact regarding noise complaints.</li> <li>• Layout the work sites to avoid reverse motions of large trucks, or sounding of any reverse motion alarms as much as possible. If this is not possible, trucks operating close to noise sensitive land uses should be outfitted with SAE J994 Class D alarms (ambient-adjusting, or “smart alarms”).</li> <li>• Use “quiet” generators (e.g. MQ Whisperwatt or equivalent, rated no greater than 60 dBA at 50 feet or 67 dBA at 23 feet).</li> </ul> <p>Use a sound enclosure (e.g., three sides with a partial top) to shield stationary noise sources (portable generator, pumps, compressors, etc.) to reduce job site noise effects from noise sensitive receptors. The enclosure should be placed to provide sufficient ventilation while providing effective noise control. Nominally spacing the enclosure 3 to 5 feet from the noise source should be sufficient. Such an enclosure should provide approximately 10 to 15 dBA noise reduction of the equipment noise. To maximize the benefit of this enclosure, use NRC 0.9 absorptive material and barrier material with 5 to 8 pounds per square foot to achieve STC 40 (e.g., multiple layers of plywood, separated by 3” air gap).</p>	
<b>Transportation</b>		
<p><b>Impact TRANS-7:</b> The project could fail to meet its TDM vehicle trip reduction goals, or conflict with applicable congestion management program standards, and City of Belmont standards pertaining to maintaining acceptable intersection levels of service and/or adding to the need for intersection signalization (i.e., meeting signal warrants) and/or increase vehicle queues exceeding turn lane capacity, resulting in a potentially significant impact. (See Impact and Mitigation Measure Trans 7-1 through 7-9.)</p>		
<p><b>Impact TRANS 7-1:</b> Project Trip Generation and TDM Compliance by CSUS Middle School Parents. A less than effective TDM program could result in significant impacts.</p>	<p><b>Mitigation Measure TRANS 7-1:</b> The applicant will maintain monitoring and reporting practices to ensure trip generation at or less than the volumes projected in this study. The goal of the CSUS TDM program is to have 70 percent participation, so that approximately 70 percent of CSUS students would arrive by shuttle, van, or carpool. CSUS would provide the City with TDM monitoring reports to: 1) assess the efficacy of the TDM program at reducing vehicle trips to and from the school, and (2) ensure that vehicular trips do not exceed those projected in this EIR. CSUS will provide bi-monthly reports during the school’s first year of operation, and annual reports thereafter. The frequency of these reports will be changed at the</p>	<p>LTS</p>

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
	<p>City’s discretion. The reports will be based upon unannounced surveys and traffic counts conducted at the project driveways to quantify school trip generation. At the City’s option, an outside monitor (funded by CSUS), shall be hired by the City to conduct unannounced monitorings at intervals to be determined by the City. Also at the City’s discretion, in-pavement counters funded by CSUS shall be installed to increase the frequency of monitoring and reporting. If trip generation exceeds the analyzed (planned and projected) maximums, measures will be taken to immediately bring trip levels into compliance with the TDM goals. This could require reevaluation of the TDM plan, and could involve imposing additional measures not included in the current plan.</p>	
<p><b>Impact TRANS 7-2:</b> Ralston Avenue and South Road (Intersection #3). The intersection of Ralston Avenue and South Road operates at LOS F during the AM, Midday, and PM peak hours under Existing Conditions, with delays of 212, 139, and 127 seconds, respectively.</p>	<p><b>Mitigation Measure TRANS 7-2:</b> While it would be appropriate for the applicant to contribute its fair share to the signalization of the intersection based on traffic volume contributed to the intersection and other factors, the applicant has offered to pay the full cost of a traffic signal at this intersection in lieu of contributing relatively minor fair share contributions for this and other intersections. If the signal is installed, the resultant intersection LOS would be LOS A for the AM, Midday, and PM peak hours with delays of 8.7, 3.8, and 4.2 seconds, respectively. The results can be seen in Appendix H.</p> <p>The conversion of South Road to a signalized intersection and improvements to the east and westbound approaches are identified in the RCS and, therefore, Mitigation Measure TRANS-7-2 would be consistent with the RCS’ anticipated improvements for this intersection.</p>	<p>LTS</p>
<p><b>Impact TRANS 7-3:</b> Ralston Avenue and Notre Dame de Namur University Driveway (Intersection #4). The intersection of Ralston Avenue and Notre Dame de Namur University Driveway meets the signal warrant criteria under Existing and Existing Plus Project conditions.</p>	<p><b>Mitigation Measure TRANS 7-3:</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS recommends a modern roundabout at this intersection instead of signalization in order to provide traffic calming benefits along this section of the Ralston Avenue corridor. Payment of the costs of the roundabout by CSUS would be disproportionate to the project’s incremental traffic contribution to the intersection. While payment of the Applicant’s fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road (see Mitigation Measure TRANS-7-2) in lieu of paying a fair share contribution for this intersection. Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable.</p>	<p>SU</p>

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
<p><b>Impact TRANS 7-4:</b> Ralston Avenue and Chula Vista Drive (Intersection #5). The intersection of Ralston Avenue and Chula Vista Drive meets the signal warrant criteria in Existing and Existing Plus Project conditions.</p>	<p><b>Mitigation Measure TRANS 7-4:</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS identifies extensive crossing improvements at this intersection, including the installation of a median, the removal of the WB merge, and the installation of a rectangular rapid flash beacon (RRFB), instead of signalization in order to provide traffic calming benefits along this section of the Ralston Avenue corridor. Payment of the costs of the improvements at this intersection by CSUS would be disproportionate to the project’s incremental traffic contribution to the intersection. While payment of the Applicant’s fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road in lieu of paying a fair share contribution for this intersection (see Mitigation Measure TRANS-7-2). \Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable.</p>	<p>SU</p>
<p><b>Impact TRANS 7-5:</b> Ralston Avenue and Notre Dame Avenue (Intersection #6).The intersection of Ralston Avenue and Notre Dame Avenue meets the signal warrant criteria in Existing and Existing Plus Project conditions.</p>	<p><b>Mitigation Measure TRANS 7-5:</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. The RCS identifies the signalization of Notre Dame Avenue in addition to striping and crosswalk improvements. Payment of the costs of the improvements at this intersection by CSUS would be disproportionate to the project’s incremental traffic contribution to the intersection. While payment of the Applicant’s fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road in lieu of paying a fair share contribution for this intersection (see Mitigation Measure TRANS-7-2). Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable.</p>	<p>SU</p>
<p><b>Impact TRANS 7-6:</b> Ralston Avenue and Davis Drive (Intersection #9). The intersection of Ralston Avenue and Davis Drive has a NBL 95th percentile queue length of 177 feet, 78 feet, and 129 feet for the AM, Midday, and PM</p>	<p><b>Mitigation Measure TRANS 7-6:</b> The Applicant shall restripe the NBR turn to a shared NBR/L turn lane. The restriping will likely require a signal modification but is up to the City’s discretion. The applicant shall increase of the WBL turn pocket by 85 feet creating a new total storage length of 150 feet. The Applicant will install a new video detection system and updated signal heads at the Ralston/Davis intersection. The Applicant shall fully fund both improvements.</p>	<p>LTS</p>

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Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
<p>peak hours, respectively in Existing Plus Project Conditions. In addition, it has a WBL 95th percentile queue length of 129 feet and 91 feet for the AM and Midday peak hours in Existing Plus Project Conditions, respectively.</p>	<p>As shown in the Appendix and consistent with the City of Belmont’s Guidelines for Traffic Impact Studies, the new intersection geometry allows the 95th percentile queues of the NBL to be 97 feet, 32 feet, and 47 feet for the AM, Midday, and PM peak hours, respectively, and for the WBL queue to be 125 feet and 81 feet in the AM and Midday peak hours, respectively.</p>	
<p><b>Impact TRANS 7-7:</b> Ralston Avenue and Ralston Middle School Exit (Intersection #10). The intersection of Ralston Avenue and the Ralston Middle School Exit meets the signal warrant criteria under Existing and Existing Plus Project conditions. With the inclusion of the project, the v/c ratio increases by more than the .01 threshold set by the City’s Guidelines.</p>	<p><b>Mitigation Measure TRANS 7-7:</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS does not recommend that the driveway be signalized. Rather, the RCS recognizes that, if the Ralston Avenue/Tahoe Drive intersection is signalized, access from the Ralston Middle School driveway could be modified to improve its operations. The Belmont Redwood Shores School District has agreed, as part of its expansion, to fully fund the traffic signal at Tahoe Drive.</p>	<p>LTS</p>

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Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
<p><b>Impact TRANS 7-8:</b> Ralston Avenue and Ralston Middle School Entrance (Intersection #11). The intersection of Ralston Avenue and the Ralston Middle School Entrance meets the signal warrant criteria under Existing and Existing Plus Project conditions. With the inclusion of the project, the v/c ratio increases by more than the .01 threshold set by the City’s Guidelines.</p>	<p><b>Mitigation Measure TRANS 7-8:</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS does not recommend that the driveway be signalized. Rather, the RCS recognizes that, if the Ralston Avenue/Tahoe Drive intersection is signalized, access to the Ralston Middle School driveway could be modified to improve its operations. While the School District has agreed to install a traffic signal at the Ralston Avenue/Tahoe Drive intersection, the impacts may not be fully mitigated. As a result, impacts at this intersection would remain potentially significant and unavoidable.</p>	<p>SU</p>
<p><b>Impact TRANS 7-9:</b> Ralston Avenue and Tahoe Drive (Intersection #12). The intersection of Ralston Avenue and Tahoe Drive operates at LOS A (1.5 second delay) and the SSSC approach at LOS D (26.0 seconds delay) during the AM peak hour under Existing Conditions. The addition of the project traffic causes the SSSC delay to increase to LOS E (37.9 seconds delay), resulting in a potentially significant impact under the City’s Guidelines.</p>	<p><b>Mitigation Measure TRANS-7-9:</b> The signalization of this intersection is currently identified in the BRSSD 5 School Expansions TIA (Hexagon Transportation Consultants, Inc., 2015) and is planned to be implemented under the direction of the City of Belmont, thus, is not a project level mitigation. Consistent with the City of Belmont’s Guidelines for Traffic Impact Studies, if the signal were implemented, the resultant LOS would be A, C, and B for the AM, Midday, and PM peak hours with delays of 6.8, 22.4, and 12.3 seconds, respectively.</p>	<p>LTS</p>

<p><b>Impact TRANS-8:</b> The project could cause substantial temporary construction traffic-related impacts.</p>	<p><b>Mitigation Measure TRANS-8:</b> The Applicant or its contractor shall prepare a construction management plan. The plan shall include at least the following items:</p> <ul style="list-style-type: none"> <li>a. Development of a construction truck route that appears on all construction plans to limit truck and auto traffic on nearby streets.</li> <li>b. Comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hour traffic hours, detour signs if required, lane closure procedures if required, sidewalk closure procedures if required, cones for drivers, and designated construction access routes.</li> <li>c. Evaluate the need to provide flaggers or temporary traffic control at key intersections along the haul route.</li> <li>d. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.</li> <li>e. Location of construction staging areas for materials, equipment, and vehicles if there is insufficient staging area within the project work zone.</li> <li>f. Identification of haul routes and times for movement of construction vehicles that will minimize impacts on vehicular and pedestrian traffic, circulation and safety, and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the City and its contractor.</li> <li>g. A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager.</li> <li>h. Documentation of road pavement conditions for all routes that would be used by construction vehicles both before and after project construction. Roads found to have been damaged by construction vehicles shall be repaired to the level at which they existed prior to project construction.</li> </ul> <p>Implementation of Mitigation Measure TRANS-10 would reduce the project’s temporary construction impacts by informing the public of construction schedules, possible detours, and timing to allow the public to select alternate routes in advance of construction periods. The timing (near-term versus long-term) of the construction is not expected to change the relative impact of construction activities. If truck traffic is expected to be heavier during certain phases of construction then the City shall ensure that the appropriate measures are in place to minimize the impact due to truck traffic.</p>	<p>LTS</p>
<p><b>Cumulative Impacts</b></p>		
<p><b>Transportation</b></p>		

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
<p><b>Impact TRANS-10:</b> The project could conflict with applicable congestion management program standards, and City of Belmont standards pertaining to maintaining acceptable intersection levels of service and/or adding to the need for intersection signalization (i.e., meeting signal warrants) and/or increase vehicle queues exceeding turn lane capacity, resulting in a potentially significant impact. (See Impacts and Mitigation Measures Trans 10-1 through 10-7.)</p>		
<p><b>Impact TRANS 10-1:</b> Ralston Avenue and South Road (Intersection #3)</p>	<p><b>Mitigation Measure TRANS 10-1:</b> While it would be appropriate for the applicant to contribute its fair share to the signalization of the intersection based on traffic volume contributed to the intersection and other factors, the applicant has offered to pay the full cost of a traffic signal at this intersection in lieu of contributing relatively minor fair share contributions for this and other intersections. If the signal is installed, the resulting intersection LOS results for the Future Plus Project scenario would be LOS B (11.7 seconds of delay), LOS A (6.4 seconds of delay), and LOS A (6.3 seconds of delay) for AM, Midday, and PM peak hours, respectively.</p> <p>The conversion of South Road to a signalized intersection and improvements to the east and westbound approaches are identified in the RCS and, therefore, Mitigation #1 would be consistent with the RCS' anticipated improvements for this intersection.</p>	<p>LTS</p>
<p><b>Impact TRANS 10-2:</b> Ralston Avenue and Notre Dame de Namur University Driveway (Intersection #4)</p>	<p><b>Mitigation Measure TRANS 10-2 (Same as Mitigation Measure TRANS-7-2):</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS recommends a modern roundabout at this intersection instead of signalization in order to provide traffic calming benefits along this section of the Ralston Avenue corridor. Payment of the costs of the roundabout by CSUS would be disproportionate to the project's incremental traffic contribution to the intersection. While payment of the Applicant's fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road (see Mitigation Measure TRANS-10-1) in lieu of paying a fair share contribution for this intersection. Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable.</p>	<p>SU</p>

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
<p><b>Impact TRANS 10-3:</b> Ralston Avenue and Chula Vista Drive (Intersection #5)</p>	<p><b>Mitigation Measure TRANS 10-3 (Same as Mitigation Measure TRANS-7-3):</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS identifies extensive crossing improvements at this intersection, including the installation of a median, the removal of the WB merge, and the installation of a rectangular rapid flash beacon (RRFB), instead of signalization in order to provide traffic calming benefits along this section of the Ralston Avenue corridor. Payment of the costs of the improvements at this intersection by CSUS would be disproportionate to the project’s incremental traffic contribution to the intersection. While payment of the Applicant’s fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road in lieu of paying a fair share contribution for this intersection (see Mitigation Measure TRANS-10-1). Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable.</p>	<p>SU</p>
<p><b>Impact TRANS 10-4:</b> Ralston Avenue and Notre Dame Avenue (Intersection #6)</p>	<p><b>Mitigation Measure TRANS-10-4 (Same as Mitigation Measure TRANS-7-4):</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. The RCS identifies the signalization of Notre Dame Avenue in addition to striping and crosswalk improvements. Payment of the costs of the improvements at this intersection by CSUS would be disproportionate to the project’s incremental traffic contribution to the intersection. While payment of the Applicant’s fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road in lieu of paying a fair share contribution for this intersection (see Mitigation Measure TRANS-10-1). Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable.</p>	<p>SU</p>

**Table 2-2. Summary of Significant Environmental Impacts and Mitigation Measures**

Significant Environmental Impact	Mitigation Measure	Level of Impact After Mitigation
<p><b>Impact TRANS 10-5:</b> Ralston Avenue and Davis Drive (Intersection #9)</p>	<p><b>Mitigation Measure TRANS 10-5 (Same as Mitigation Measure TRANS-7-5):</b> The Applicant shall restripe the NBR turn to a shared NBR/L turn lane. The restriping will likely require a signal modification but is up to the City’s discretion. The applicant shall increase of the WBL turn pocket by 85 feet creating a new total storage length of 150 feet. The applicant shall fully fund both improvements.</p> <p>As shown in the Appendix and consistent with the City of Belmont’s Guidelines for Traffic Impact Studies, the new intersection geometry would result in 95th percentile queue lengths of 102 feet and 61 feet for the NBL in the AM and PM peak hours, respectively and 141 feet for the WBL in the AM peak hour.</p>	<p>LTS</p>
<p><b>Impact TRANS 10-6:</b> Ralston Avenue and Ralston Middle School Exit (Intersection #10)</p>	<p><b>Mitigation Measure TRANS 10-6 (Same as Mitigation Measure TRANS-7-6):</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS does not recommend that the driveway be signalized. Rather, the RCS recognizes that, if the Ralston Avenue/Tahoe Drive intersection is signalized, access from the Ralston Middle School driveway could be modified to improve its operations. The Belmont Redwood Shores School District has agreed, as part of its expansion, to fully fund the traffic signal at Tahoe Drive.</p>	<p>LTS</p>
<p><b>Impact TRANS 10-7:</b> Ralston Avenue and Ralston Middle School Entrance (Intersection #11)</p>	<p><b>Mitigation Measure TRANS 10-7 (Same as Mitigation Measure TRANS-7-7):</b> The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS does not recommend that the driveway be signalized. Rather, the RCS recognizes that, if the Ralston Avenue/Tahoe Drive intersection is signalized, access to the Ralston Middle School driveway could be modified to improve its operations. While the School District has agreed to install a traffic signal at the Ralston Avenue/Tahoe Drive intersection, the impacts may not be fully mitigated. As a result, impacts at this intersection would remain potentially significant and unavoidable.</p>	<p>SU</p>

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