

San Rafael High School Master Facilities Long-Range Plan and Stadium Project: Final Environmental Impact Report

Prepared for San Rafael City Schools

March 27, 2017

Dr. Dan Zaich, San Rafael City Schools

Amy Skewes-Cox, Amy Skewes-Cox Environmental Planning

David Parisi and Penelope Amuyunzu, Parisi Transportation Consulting

Mark Kelley and Jessika Johnson, Dannis Woliver Kelley

EIR Process

- Notice of Preparation (8/5/16)
- Public Draft EIR and Notice of Completion Distributed (12/15/16)
- Public Comment Period (ended 1/30/17)
 - Notice letters sent to neighborhood, public agencies
- Responses to Comments and Final EIR (completed 3/20/17)
 - Responses to public agency comments provided on March 15
- **Adopt MMRP; Certification of Final EIR and filing of Notice of Determination after project approval (to be done)**

SAN RAFAEL HIGH SCHOOL
MASTER FACILITIES LONG-RANGE PLAN AND STADIUM PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NUMBER 2016082017



Prepared for
San Rafael City Schools

December 2016

Prepared by
Amy Skewes-Cox, AICP

Summary of Project & Level of CEQA Review

- Increase of 48,222 gsf of new construction
- Relocation of Madrone to new building at north end of campus
- Increased enrollment by 200 students

Programmatic Level EIR (CEQA Guidelines §15168)

Master Facilities Long-Range Plan

- New Construction:
 - Science/Madrone (Bldg. 1)
 - Admin./Student Commons (Bldg. 2)
 - CTE/Art Building (Bldg. 3)
 - Classrooms/Ceramic/Theater (Bldg. 4)
 - Wrestling/Dance/Classrooms (Bldg. 7)
 - Restrooms/Changing Rooms (Bldg. 8)
- Modernization: Buildings A, D & K
- Demolition: existing Science (F), Madrone/Cafeteria (I), Photo/Ceramics (L), Auto/Wood Shop (M), Academy (O), partial Gym (P1), Art(R)

Project Level EIR (CEQA Guidelines §15161)

SRHS Stadium Project

- New Construction:
 - Concessions (Bldg. 5)
 - Restrooms/Changing Rms (Bldg. 6)
 - Bleachers (Bldg. 9)
 - Restrooms (Bldg. 10)
 - Parking lot & new driveway
 - Ticket booth, press box, & plaza
- Modernization:
 - Turf to replace existing grass field
 - Energy efficient lighting, PA system, scoreboard, utilities, etc.
- Demolition: existing bleachers, shed, press box, concession stand, ticket booth

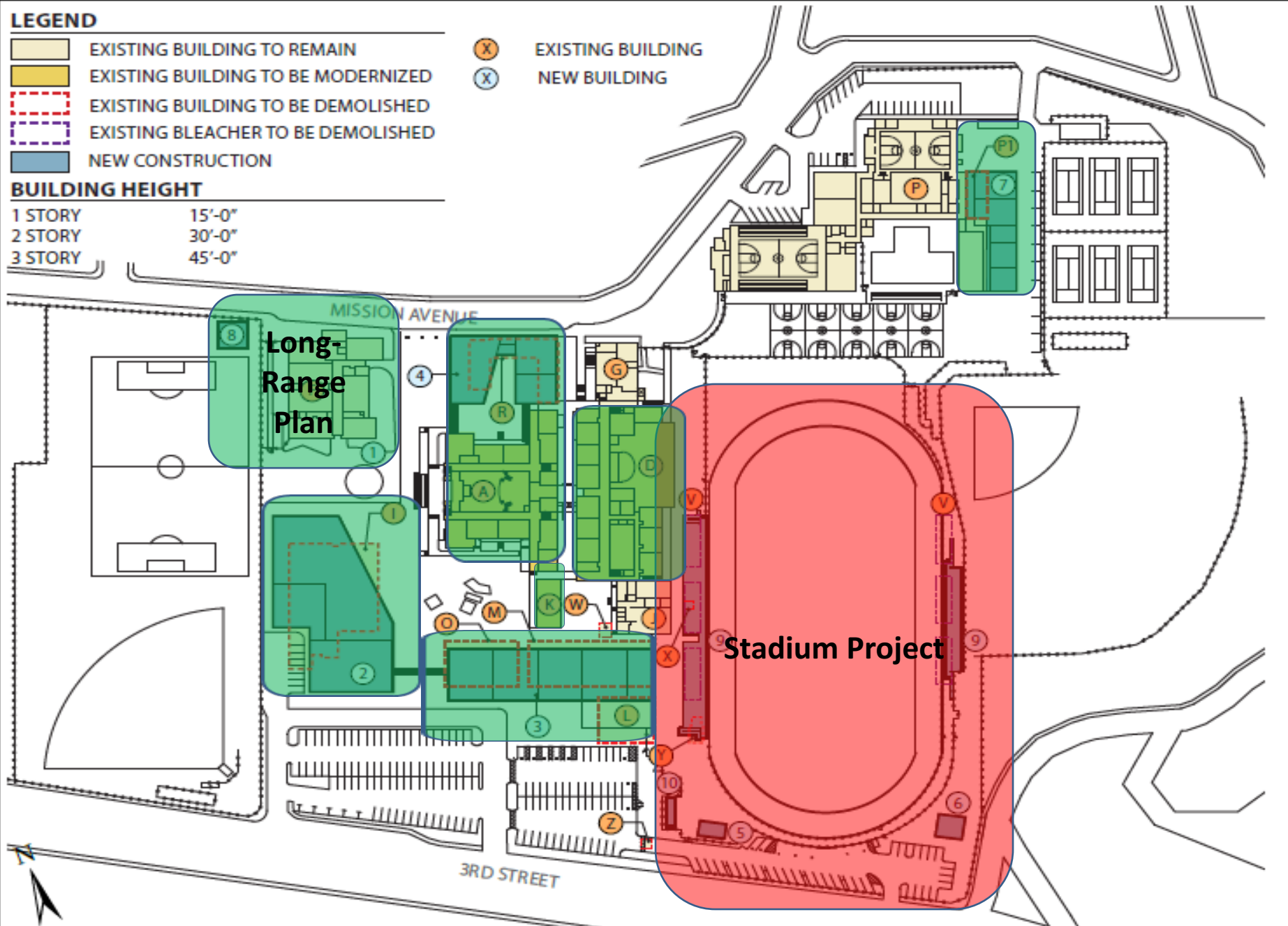
LEGEND

- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE MODERNIZED
- EXISTING BUILDING TO BE DEMOLISHED
- EXISTING BLEACHER TO BE DEMOLISHED
- NEW CONSTRUCTION







- EXISTING BUILDING
- NEW BUILDING

BUILDING HEIGHT

- 1 STORY 15'-0"
- 2 STORY 30'-0"
- 3 STORY 45'-0"

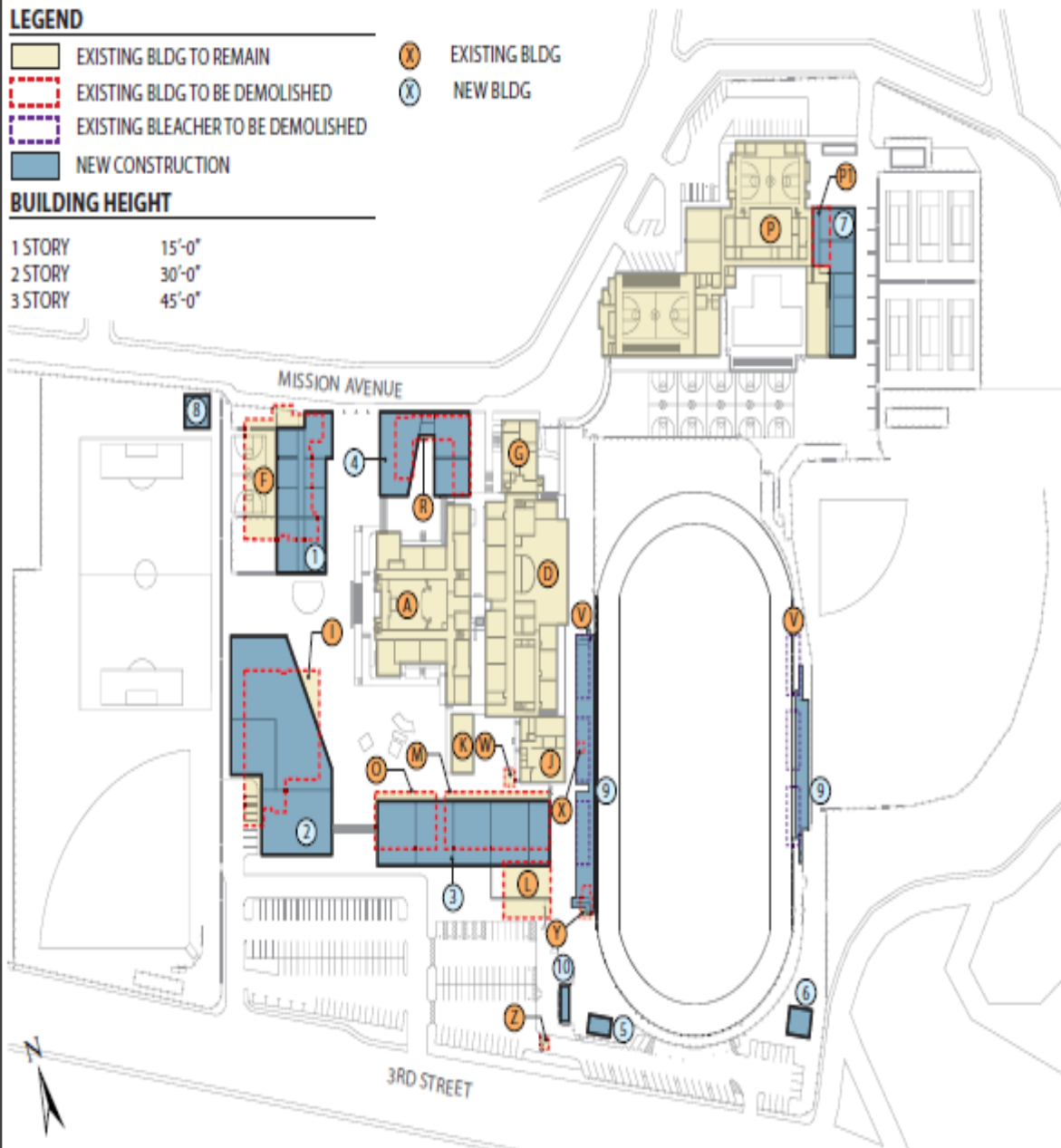


LEGEND

	EXISTING BLDG TO REMAIN		EXISTING BLDG
	EXISTING BLDG TO BE DEMOLISHED		NEW BLDG
	EXISTING BLEACHER TO BE DEMOLISHED		
	NEW CONSTRUCTION		

BUILDING HEIGHT

1 STORY	15'-0"
2 STORY	30'-0"
3 STORY	45'-0"



EXISTING BUILDING TO REMAIN

BLDG #	NAME	# OF STORIES	S.F.
A	ADMIN / THEATER / CLASSROOM	3	60,125
D	CLASSROOM / LIBRARY	3	42,911
G	MEDIA	2	8,121
J	MUSIC	1	4,515
K	DAYCARE	1	1,958
P	GYMNASIUM	2	78,025
			<u>195,655</u>

EXISTING BUILDING TO BE DEMOLISHED

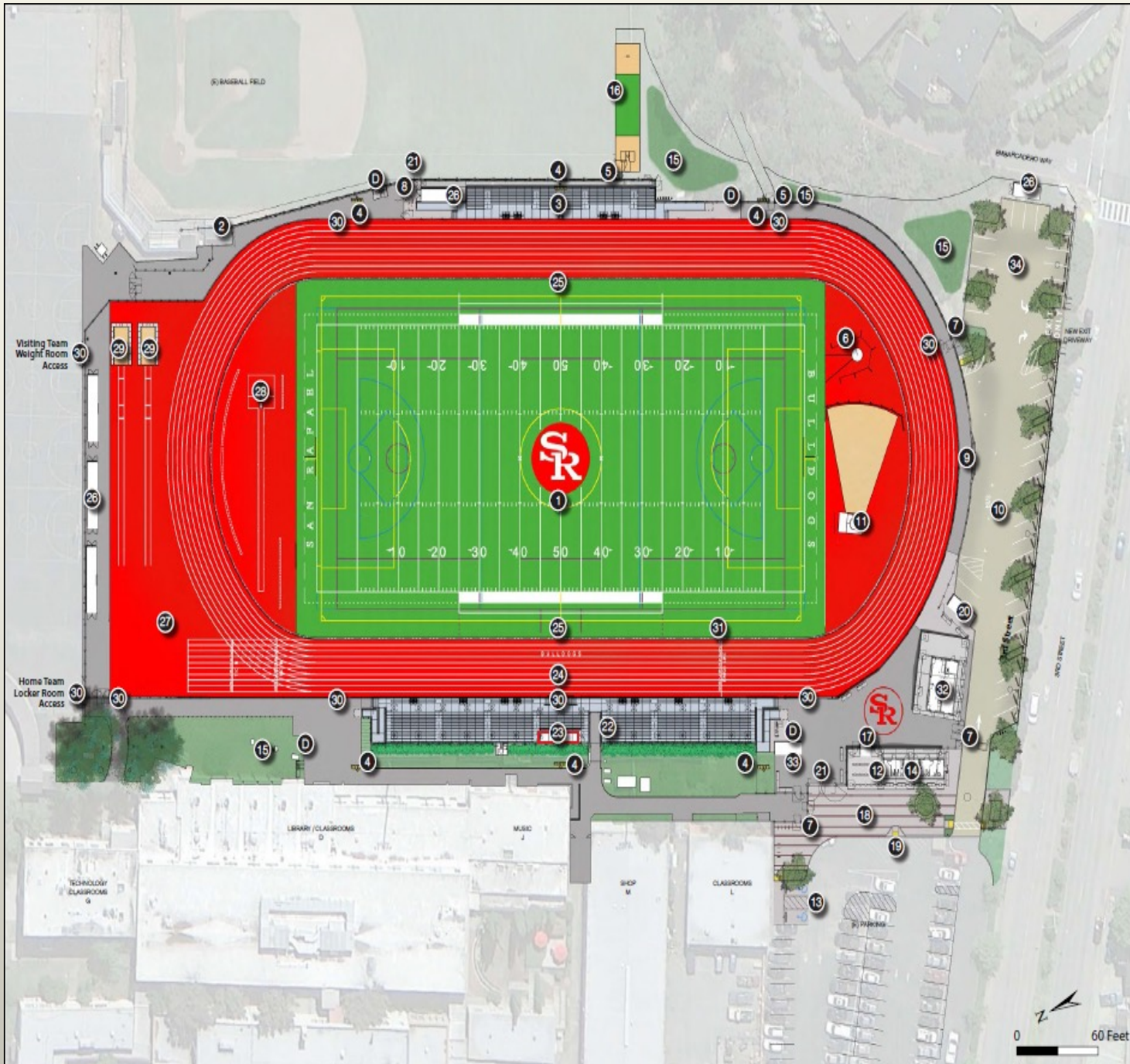
BLDG #	NAME	# OF STORIES	S.F.
F	SCIENCE	1	13,648
I	MADRONE / CAFETERIA	1	14,844
L	PHOTOGRAPHY / CERAMICS	2	8,102
M	AUTO TECH / WOOD SHOP	2	17,934
O	ACADEMY	2	10,466
P1	GYMNASIUM (PARTIAL)	1	1,641
R	ART	2	9,379
V	BLEACHERS	-	6,951
W	DAYCARE SHED	1	249
X	PRESS BOX	1	144
Y	CONCESSION STAND	1	513
Z	TICKET BOOTH	1	144
			<u>84,015</u>

NEW / REPLACEMENT BUILDING

BLDG #	NAME	# OF STORIES	S.F.
1	SCIENCE	2	24,560
2	ADMIN / KITCHEN / STUDENT COMMONS	2	51,276
3	CTE / ART	1	17,220
4	CLASSROOMS / CERAMICS / THEATER	2	18,525
5	CONCESSIONS	1	640
6	RESTROOMS / CHANGING ROOMS	1	960
7	WRESTLING / DANCE / CLASSROOMS	1	6,195
8	RESTROOMS / CHANGING ROOMS	1	1,225
9	BLEACHERS	-	11,157
10	RESTROOMS	1	479
			<u>132,237</u>

TOTAL MASTER PLAN S.F.

327,892



LEGEND

- 1 Multi-purpose field for football, soccer (110y x 65y) and boy's and girl's lacrosse
- 2 (E) Dugout to remain, fencing to be modified to control foul balls
- 3 Visitor bleachers (approximately 515 seats)
- 4 New efficient stadium lighting poles (Six poles)
- 5 Maintenance gate to access baseball field
- 6 Discus platform with net cage surrounded by rubber surface
- 7 Exit gate to open after sporting events
- 8 Flag pole
- 9 New scoreboard - located inside perimeter fence
- 10 New parking lot featuring approximately 40 additional parking spots with permeable paving surface
- 11 Shot put with OCY and shot put warm up space
- 12 Track record board
- 13 Accessible parking
- 14 Restrooms - 10 new fixtures (4 male, 4 female, and 2 unisex)
- 15 Botanical planting
- 16 Relocated visiting team bullpen
- 17 New ticket booth and entry gates
- 18 Welcome Plaza with donor pews
- 19 Drop-off zone
- 20 Xmas Tree Lot concession stand
- 21 Maintenance and EVA gate
- 22 Home-team bleachers (approximately 1,210 seats)
- 23 Announcer's booth with public address system (Approximately 10' above field with roof deck 10' above field for camera, etc)
- 24 400-Meter rubberized track (Nine lanes)
- 25 Electrical outlet and conduits to announcer's booth for soccer and lacrosse scorekeepers
- 26 Sports equipment storage units (four units 3+1)
- 27 High jump on rubber surface
- 28 Pole vault
- 29 Two long jump and triple jump with OCY
- 30 Field fence access gates
- 31 Common finish line with electrical outlet and conduits to announcer's booth
- 32 Concession stand
- 33 ASB concession stand
- 34 Team room (NIC - Future Improvement. Base bid includes utility stub-outs)

Summary of EIR

- **Topics with Potentially Significant Impacts:**

Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology/Soils; GHG Emissions; Hazards & Hazardous Materials; Hydrology & Water Quality; Land Use & Planning; Noise; Public Services; Transportation/Traffic; Utilities & Service Systems; Energy; and Recreation

- **All impacts of Stadium Project able to be mitigated to less-than-significant levels**
- **All impacts of Long-Range Plan able to be mitigated to less-than-significant levels except for certain traffic impacts**
 - Increased vehicular, pedestrian, and bicycle traffic found to be Significant and Unavoidable Impacts
 - Proposed mitigation measures fall under jurisdiction of City; subject to approval & implementation by City; funding sources unknown
 - Requires Statement of Overriding Considerations when Findings adopted by BOT

Transportation Mitigation Measures

Impact TRANS-1: Long-Range Plan related vehicular trips would degrade traffic flows along key access roadways and conflict with City-wide polices and programs to manage congestion.

Mitigated to Less-than-Significant

- **Mitigation Measure TRANS-1a**

District to develop and implement Transportation Demand Management program

- District to implement
- Updated every 2 years
- District to ask City and neighborhood to participate

- **Mitigation Measure TRANS-1b**

District to work with City to update SRHS's listed address to 3rd Street rather than current 185 Mission Avenue address

- District implemented – 150 Third St.

Transportation Mitigation Measures

Impact TRANS-2: Long-Range Plan related vehicular trips would deteriorate traffic flows along Mission Avenue, which lacks adequate loading and unloading zones.

Significant & Unavoidable

- **Mitigation Measure TRANS-2a**

District to work with City (as feasible) to extend westward the Mission Avenue passenger loading zone by up to 300 feet

- Either paint adjacent curb white or move the roadway curb and sidewalk south
- Would potentially result in loss of parking that could be limited to specific periods of the day

- Implementation cannot be assured: falls under City jurisdiction; requires approval of and implementation by City; funding source unknown

- **Mitigation Measure TRANS-2b**

District to consider implementation of remote drop-off and pick-up program

- Implementation cannot be assured: falls under City jurisdiction; requires coordination with and approval of City; remote location has yet to be identified
- District to work with City & neighborhood

Transportation Mitigation Measures

Impact TRANS-3: Long-Range Plan related vehicular trips would degrade intersection operating conditions at two intersections i.e., SRHS Driveway (West) / 3rd Street and, Union Street / Mission Avenue

Significant & Unavoidable

• Mitigation Measure TRANS-3a

District to work with City (as feasible) to reconfigure Union/Street Mission Avenue intersection to provide two new turn lanes on existing right-of-way:

- Northbound left-turn lane; and,
- Westbound left-turn lane

- Implementation cannot be assured: falls under City jurisdiction; requires approval of and implementation by City; funding source unknown
- Would result in loss of parking to accommodate new turn lanes (but adjacent streets operating at under 70% occupancy)

• Mitigation Measure TRANS-3b

District acknowledges project impact and finds no feasible mitigation measure to reduce impacts at the school driveways

Transportation Mitigation Measures

Impact TRANS-4: Long-Range Plan would result in increased pedestrian and bicycle trips and would further degrade already suboptimal facilities serving SRHS

Significant & Unavoidable

- **Mitigation Measure TRANS-4a**

District to work with City (as feasible) to implement design & construction of school-area improvements

- Upgrading school-area traffic controls
- Construct about 100 feet of sidewalk along north side of Mission (east of Belle Avenue)
- Reconstruct non- ADA compliant curb ramps as appropriate
- Provide enhanced crosswalks
- Endorse City efforts to increase pedestrian improvements driveways

- Implementation cannot be assured: falls under City jurisdiction; requires approval of and implementation by City; funding source unknown

Transportation Mitigation Measures

Impact TRANS-4: *Continued*

- **Mitigation Measure TRANS-4b**

District shall work with City (as feasible) to implement the design and construction of enhanced crosswalk at SRHS Driveway (West) / 3rd Street

- Implementation cannot be assured: falls under City jurisdiction; requires approval of and implementation by City; funding source unknown

- **Mitigation Measure TRANS-4c**

SRHS shall enroll and actively participate in Marin County's Safe Routes to School Program and host educational programs on pedestrian safety

- SRHS administration to enroll and continuously participate

Transportation Mitigation Measures

Impact TRANS-5: Long-Range Plan would increase pedestrian and bicycle travel along vehicular right-of-way and thereby increase potential conflicts with vehicles.

Significant & Unavoidable

• Mitigation Measure TRANS-5a

District shall increase on-campus parking to accommodate 100 bicycles

- District to include as part of the Master Facilities Long-Range Plan

• Mitigation Measure TRANS-5b

District shall work with City & Safe Routes to School to obtain a grant to study feasibility of implementing a new bicycle and pedestrian pathway to serve the SRHS campus

- Implementation cannot be assured: falls under City jurisdiction; requires City involvement, approval, and implementation; funding source unknown
- District to work with City and Safe Routes (as feasible) to seek and apply for grant funding

• Mitigation Measure TRANS-5c

SRHS shall enroll and actively participate in Marin County's Safe Routes to School Program and host educational and encouragement programs on the benefits of bicycling to and from school

- SRHS administration to enroll and continuously participate

Transportation Mitigation Measures

Impact TRANS-6: Construction of Long-Range Plan would add construction-related vehicle trips to area roadways.

Mitigated to Less-than-Significant

- **Mitigation Measure TRANS-6** District to develop and implement a demolition / construction management plan
- Construction parking shall be managed to minimize parking losses on neighborhood streets
- Construction truck traffic will access school site via 3rd Street

Transportation Mitigation Measures

Impact TRANS-7: Construction of Stadium Project would add construction-related vehicle trips to area roadways.

Mitigated to Less-than-Significant

Mitigation Measure TRANS-7

District shall develop a demolition / construction management plan that complies with City provisions for construction transportation and parking management.

- District to develop and implement

BOT CEQA Responsibilities

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

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 and 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

Summary of Key Findings

- Based on the whole record, the Board finds:
 - The FEIR for the Project is an adequate and complete document completed in accordance with CEQA and the CEQA Guidelines.
 - Impacts identified as “less than significant” in the EIR are less than significant. (LTS)
 - Implementation of the MMRP will reduce each and every “significant impact” identified to “less than significant” – with the exception of Impacts TRANS-2, TRANS-3, TRANS-4, and TRANS-5, which are significant and unavoidable long-term traffic impacts.
 - The Project’s significant unavoidable environmental impacts are acceptable when balanced against the Project’s benefits.
 - The Project Alternatives identified in the EIR would not achieve the primary objectives of the Project and that these Project Alternatives are infeasible.
 - All actions required to be taken by applicable law related to the approval of the Project have been taken.