

CREATING THE FUTURE



**BELMONT-REDWOOD SHORES
SCHOOL DISTRICT**

**New Shores School Advisory
Committee (NSSAC)**

**School Site Evaluation &
Recommendation Report**

September 6, 2006

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1. Summary

The New Shores School Advisory Committee (the "Advisory Committee") is very pleased to report that we have made our final recommendation of a site for a new elementary school to be built in Redwood Shores. This Report is being provided to the Board of Trustees of the Belmont-Redwood Shores School District and will provide some of the background behind Measure C (the \$25 million school facilities improvement bond measure passed by Shores voters in November 2005 to build a new school) and the formation of the Advisory Committee. This report will discuss the process used by the Advisory Committee to evaluate and down-select potential school sites, provide an overview of expert reports commissioned by the School District related to site selection, detail the final selection process and the Advisory Committee's rationale for selecting a sole recommended site from among the Advisory Committee's five final candidate sites, discuss relevant aspects of the environmental (CEQA) review that will be conducted by the School Board for their adopted site, and outline future steps for this Advisory Committee and the new school project.

1.1. Committee Charter

In Spring 2005, the School Board authorized the formation of the Redwood Shores School Facilities Improvement District (SFID) comprising those portions of the School District which are within the Sandpiper Elementary School attendance area: Redwood Shores and Belmont Shores. Measure C authorized the Belmont-Redwood Shores School District (BRSSD) to issue Proposition 39 bonds to build a new elementary school in the Shores to meet the projected and overwhelming growth of school-age children in Redwood Shores and Belmont Shores.

Following the passage of Measure C and in response to community demands, the School Board appointed a diverse group of ten (10) Shores residents to the Advisory Committee to study and provide recommendations to the School Board on site selection and other issues related to the new school. The Advisory Committee members were recommended by a selection committee comprising two School Board members, the President of the Sandpiper PTA, and the President of the Redwood Shores Community Association. The School Board's initial charge to the Advisory Committee was to recommend an appropriate school site in the Redwood Shores SFID boundaries.

1.2. Site Evaluation Process

In carrying out its initial charge, the Advisory Committee evaluated all areas within the SFID, which included a list provided by the School District of more than 50 potential school sites. Some of these sites were as small as 2.5 acres, and others turned out to be mostly underwater, prohibitively expensive, unavailable, too remote from students' homes, or afflicted with environmental or other safety hazards that could not be mitigated. Other potential sites were added during the course of the Advisory Committee's work. These additional sites included a 7 acre portion of "Area H", which

is 108 acres of vacant land situated at the intersection of Marine and Shearwater Parkways, and various options related to developing the Sandpiper Elementary School site to accommodate 900 students.

The Advisory Committee's evaluation was based upon research and information provided by the School District staff, research and information provided by Advisory Committee members, personal visits by Advisory Committee members to the sites, presentations by consultants retained by the School District about the California Department of Education (CDE) school site review and approval process, each Advisory Committee member's own scoring of the sites based on the CDE criteria, and extensive community input and comments offered at Advisory Committee meetings, all of which were (and are) conducted in public.

Over the course of 8 meetings, the Advisory Committee pared the list of 50-plus potential sites to five (5) possible candidates: 1) renovation of Sandpiper Elementary School to accommodate 900 students, 2) Mariner Park, 3) the playing fields at Marlin Park, 4) a portion of Area H, and 5) an undeveloped site near Belmont Slough behind Indian Creek Apartments, which the Advisory Committee referred to as the Belmont Slough site. Based on the Advisory Committee's months of research, interaction with the community, discussions, site visits and evaluations, we concluded that the Area H option provided significantly more advantages than any other potential site.

1.3. Advisory Committee Recommendations

The Advisory Committee voted unanimously on August 10 to recommend the Area H site to the School Board as the preferred location for the new Shores school. We also unanimously adopted other recommendations related to the required review of the new school site under the California Environmental Quality Act (CEQA), and additional steps that the Advisory Committee could take should Area H turn out not to be viable. Our set of recommendations as unanimously adopted on August 10, 2006 is as follows:

- 1) Area H is the best candidate for the site of a new elementary school within the Measure C SFID and is the preferred and sole site that we recommend for this purpose. We are not recommending any other sites as alternates to Area H.
- 2) If California Environmental Quality Act (CEQA) review of the Area H site requires the identification of alternate sites for evaluation purposes, we recommend that the following sites be included for the sole purpose of the CEQA review: 1) Marlin Park, 2) Renovation of Sandpiper Elementary, and 3) an undeveloped parcel near Belmont Slough and behind Indian Creek. These CEQA alternates are not being recommended as possible school sites at this time.
- 3) If the Board determines that Area H is not viable, or other factors become known that put into question the viability of Area H to be developed as a new school site, the Committee requests that the issue be brought back to the Committee for further discussion and recommendation of an additional school site or sites.

The Advisory Committee also requested that this recommendation be presented to the School Board at the September 7 School Board meeting with the Request for Action to follow upon submittal of the Advisory Committee's Report.

2. Background

2.1 Approval of Measure C

In November 2005, Sixty-Eight (68) % of voters in Redwood Shores and Belmont Shores issued a resounding mandate in favor of Measure C, a \$25 million School Facilities Improvement bond which needed 55% voter approval to pass. The text of Measure C, also known as the Redwood Shores Neighborhood Schools Measure, reads as follows:

To relieve overcrowding at Sandpiper Elementary School and allow every local child to attend a neighborhood elementary school, shall Redwood Shores School Facilities Improvement District of the Belmont-Redwood Shores School District issue \$25,000,000 in bonds at legal rates, to acquire and improve land, acquire, construct and equip classrooms, school facilities, labs and libraries, with guaranteed citizen oversight, annual public audits and with all funds spent within Redwood Shores School Facilities Improvement District?

The School Board's unanimous decision to place Measure C on the ballot for the voters' consideration followed the culmination of twelve months of regular public meetings and special community meetings regarding the over-enrollment and overcrowding problems at Sandpiper Elementary School. The School Board considered many possible solutions to alleviate the problem, and determined that a new school in Redwood Shores was the best solution.

Sandpiper was built to house 450 children and there are simply not enough classrooms at Sandpiper to accommodate all the children who want to attend their neighborhood school. Demographic studies show that by 2010 there will be over 900 elementary school-age children in Redwood Shores. Over 400 of them -- enough to fill an entire new school -- will be denied access to Sandpiper, if a new school is not built.

The issuance of the Measure C bonds was intended to provide the funds necessary to acquire the land and build and equip a new school in Redwood Shores.

2.2 Community Inputs

In the months following the passage of Measure C, the School District and the Redwood Shores Community Association (RSCA) hosted two information meetings in Redwood Shores to update the community regarding the next steps in the new school process. At these meetings, many community members and leaders expressed a very strong interest in having a committee of Shores residents being actively involved in the new school process, particularly with respect to site selection. At the January 19, 2006 School Board

meeting, following extensive community input and public comment regarding the size, structure and responsibilities of such a committee of Shores residents, the School Board voted to implement the suggestions of community members to charter the 10-member New Shores School Advisory Committee. The Advisory Committee would be responsible for making recommendations to the School Board regarding site selection, school design and construction and other matters relating to the development of the new school, with the membership represented by the following categories:

- Four (4) parents from the Sandpiper/Nesbit attendance area with enrolled children;
- Two (2) parents with preschool-aged children and no other children enrolled in the School District;
- Two (2) community members;
- One (1) Redwood Shores business owner, preferably a resident;
- One (1) senior citizen.

An application was posted to the School District website with a deadline of February 9, 2006. Applications were also posted at the Sandpiper Community Center and the Sandpiper School office. The School Board appointed a selection committee of four members (Jeff Gee, then-president of RSCA, Michele Carlsen, then-president of the Sandpiper PTA, and School Board members Jeni Benelli and Bill Davidovich) to make recommendations for appointment to the Advisory Committee.

Eighteen community members applied to serve on the Advisory Committee. On February 16, 2006, the selection committee recommended and the School Board appointed the following Redwood Shores residents to the Advisory Committee:

- Sandpiper parents: Doug Crisman, Pauline Facciano, Heather Irwin, and Bonnie Wolf
- Preschooler parents: Darby Limkekeng and Michelle Atno-Hall
- Community members: Scott Miron and Joe Foust
- Business owner: Lawrence Pon
- Senior Citizen: Pete Hughes

In addition, the structure of the Advisory Committee provided that a school principal, the School District business manager, and two School Board members would participate as non-voting members of the Advisory Committee.

The first meeting of the Advisory Committee took place on March 29, 2006 at the Sandpiper School Library and subsequent meetings took place at the San Mateo County Office of Education (SMCOE) offices in Redwood Shores. After the second meeting, scheduled for one month following the first, meetings were set for the second and fourth Thursdays of each month.

All meetings of the Advisory Committee were open to the public; they were publicized in the *Pilot*, on the School District website, and on marquee boards located on Marine and Redwood Shores Parkways in Redwood Shores. Likewise, public input was accepted at

all meetings. As meetings progressed, comments by members of the public were limited to two minutes in duration to maximize the number of inputs from the audience. If a longer presentation was desired by a public speaker, he or she could request to be placed on the agenda at a future meeting.

All meeting agendas were posted to the School District website prior to the meetings. Additionally, "Memory Notes" were taken by the facilitator to document the discussion, proposals, and adopted resolutions of each meeting. These Memory Notes of each meeting were posted to the School District website to allow for full access by all interested parties.

2.3 Process for Down-Selection

At the first meeting of the Advisory Committee on March 29, 2006, we were introduced to Dr. Cecil Reeves, the professional facilitator engaged by the School District to facilitate the meetings.

A book of sites within the SFID boundaries was provided by the School District staff to each Advisory Committee member. The contents of this book included the following:

- Committee Charge
- Various Site Selection Criteria Summaries
- Sandpiper Project Chronology
- Initial District Staff Site Reviews
- Small School Site Policy (CA Dept of Education)
- California Department of Education (CDE) Site Selection Criteria
- Market Evaluation of all sites (prepared by CB Richard Ellis)

In order for the public to have access to the same information, all contents of this book were scanned and posted to the School District web site. Additionally, hard-copies were made available at both the School District office as well as at Sandpiper Community Center.

As part of the first meeting, guidelines and ground rules were established by the Advisory Committee with the guidance of Dr. Reeves. Protocol for discussions and voting were debated. The following policies were agreed upon:

Quorum: At least seven (7) members present

Consensus: Proposals must have 80% approval to pass

Absentee Policy: To remain voting members of the Advisory Committee, no more than 3 absences are allowed

While the task of evaluating and reducing the number of potential sites appeared formidable, the Advisory Committee members embarked on a process that developed with each subsequent meeting. The eventual flow of the evaluation process was very methodical and is shown in Figure 1. Each step is further described in subsequent paragraphs.

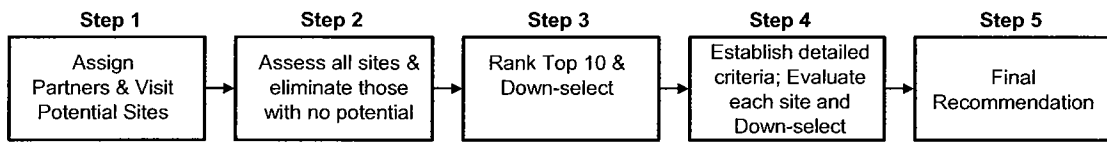


Figure 1 Evaluation Process Flow

2.3.1 Step 1 Visit Potential Sites

To start the evaluation process, Dr. Reeves organized the Advisory Committee members into teams of two with the "homework" assignment of jointly visiting each site by the next Advisory Committee meeting. Each Advisory Committee member would be able to use independent judgment while having a partner to discuss and debate each site in conjunction with the CDE site selection criteria. School District staff and consultants provided guidance to the Advisory Committee in applying the CDE site selection criteria in assessing the sites. These criteria included factors such as safety, environmental concerns, accessibility to site, cost, state regulations, physical size and shape and community acceptance. As the SFID boundaries included over 5 square miles of area, a significant amount of time was taken to carefully consider the advantages and disadvantages of each potential site.

2.3.2 Step 2 Assessment of all sites & initial elimination

To start the down-selection process, each Advisory Committee member qualitatively assessed the potential for each site. While some sites were obvious non-starters and others obvious candidates, many fell into a grey zone somewhere in between. The initial criteria established by the Advisory Committee were a simple and straight-forward assessment of the sites' potential to host an elementary school. Each committee member rated each site in one of three categories: 1 = Yes (I think this site is a definite possibility), 2 = Maybe (I am not sure about this site and feel it warrants additional discussion), or 3 = No (I definitely think this site should be removed from consideration – no additional discussion necessary).

The results of each Advisory Committee member's evaluation were tabulated and discussed at the May 12 Advisory Committee meeting. Eight of the committee members provided their assessment prior to the meeting and these results are summarized in Table 1. The remaining two members provided their assessment verbally as part of the May 12 discussion and voting on this initial analysis. All sites receiving a rating of 3 from all Advisory Committee members along with those receiving a rating of 2 from two or fewer Advisory Committee members were voted to be removed from consideration.

In conjunction with this discussion, three sites were identified as not being included in the original list provided by the School District: 1) Sandpiper Park, 2) Sandpiper Elementary, and 3) Small park under Bridge Parkway. The Advisory Committee elected to add these sites to the list for further discussion and evaluation.

The final result of this initial step was a down-selection of potential candidates to 23 sites.

Table 1 Initial Site Analysis Summary

Page #	Parcel #	Location	# of 1's	# of 2's	# of 3's
55	Area H	109 Acres Near Marine Pkwy at Shearwater Pkwy	8	0	0
33	095-110-260	Marlin Park - but only half of it (tab 8)	7	1	0
59	Alt #4	Mariner Park (it is 4 acres, not 5 - see parcel map)	4	3	1
19	095-012-180	Belmont Slough	3	2	3
60	Alt #5	Off Avocet Drive behind Fire Station	2	4	2
47	095-222-010	Vacant - Behind PAC/Nob Hill (tab 15) (Alternative 3?)	1	5	2
58	Alt #3	Twin Dolphin Drive behind Pacific Athletic Club	1	5	2
26	095-012-300	Behind Firestation? (tab 6) (Alternative 5?)	1	4	3
27	095-012-310	Behind Firestation, Water Tank? (tab 7) (Alternative 5?)	1	4	3
56	Alt #1	Concourse Drive and Island Pkwy (Belmont Sports Complex)	1	4	3
57	Alt #2	Concourse Drive and Clipper Drive (Oral B)	1	4	3
17	095-012-140	Marine Parkway - Near Shearwater	1	3	4
22	095-012-220	800 Bridge Pkwy - new building in Westport (48,000 sq. ft.) (tab 5)	1	3	4
16	095-012-130	Marine Parkway - Near Shearwater	1	1	6
21	095-012-210	Belmont Slough	1	1	6
18	095-012-150	2400 Bridge Pkwy - Office Building	1	0	7
12	095-012-080	1410 Radio Rd., KNBR Transmitter (tab 2)	0	8	0
13	095-012-090	1406 Radio Road - Near Dog Park (tab 3)	0	6	2
11	095-012-070	Fully Alive Church (tab 1)	0	5	3
35	095-151-150	12 Twin Dolphin - Oracle Parking Lot (tab 9)	0	4	4
49	095-232-020	130-150 Shoreline - Office Building (tab 16)	0	4	4
36	095-151-160	10-12 Twin Dolphin - Oracle Parking Lot and Bldg (tab 10)	0	3	5
37	095-153-060	101 Twin Dolphin - County Dept. of Ed.	0	3	5
4	046-081-650	San Carlos - Near Airport	0	2	6
10	095-012-060	SBSA Plant	0	2	6
15	095-012-110	Marine Parkway - Near Shearwater	0	2	6
38	095-153-080	3 Lagoon - Office Building	0	2	6
41	095-220-140	RWS Pkwy - Next to Runway	0	2	6
42	095-220-150	225 Shoreway - San Carlos (BFI)	0	2	6
6	046-081-800	San Carlos - Near Airport	0	1	7
14	095-012-100	Marine Parkway - Near Shearwater	0	1	7
24	095-012-250	Belmont Slough	0	1	7
25	095-012-260	Belmont Slough	0	1	7
34	095-141-350	Underwater	0	1	7
44	095-220-210	101 RWS Pkwy - Office Building	0	1	7
45	095-220-220	330 Twin Dolphin - Office Building	0	1	7
46	095-221-040	350 Gunter Ln - Heron Court	0	1	7
48	095-222-060	Levee - Steinburger Slough	0	1	7
50	095-233-090	255 Shoreline - Office Building	0	1	7
1	046-081-510	San Trans	0	0	8
2	046-081-530	Adjacent to San Trans	0	0	8
3	046-081-560	San Carlos - Near Airport	0	0	8
5	046-081-720	San Carlos - Near Airport	0	0	8
7	046-081-810	San Carlos - Near Airport	0	0	8
8	046-212-010	San Carlos - Near Airport	0	0	8
9	046-230-030	Redwood City - Edison School	0	0	8
20	095-012-190	Belmont Slough	0	0	8
23	095-012-240	Belmont Slough	0	0	8
28	095-020-090	Steinburger Slough	0	0	8
29	095-040-080	Underwater - Near Marlin Ct.	0	0	8
30	095-040-120	501 Island Place - Oracle	0	0	8

2.3.3 Step 3 Ranking & Further Down-Selection

For the next step in the process, each Advisory Committee member evaluated the remaining 23 sites and identified his or her top ten sites. Similar criteria as before were utilized in determining the top ten sites, with a goal to further reduce the potential sites to a quantity that could be more easily assessed in detail. The results of these evaluations are shown in Table 2. As part of the May 26 meeting, the Advisory Committee elected to eliminate sites with four or fewer members identifying them as a top ten candidate. Eleven (11) sites remained from this down-selection.

Table 2 Top Ten Site Summary

Page #	Parcel #	Location	Total Votes
	Area H	109 Acres Near Marine Pkwy at Shearwater Pkwy	10
33	095-110-260	Marlin Park - All of it (tab 8)	10
17 & 19	095-012-180	Belmont Slough (Marine Pkwy near Shearwater)-combined with 17	8
	Sandpiper	Sandpiper Park	7
	Alt #4	Mariner Park (it is 4 acres, not 5 - see parcel map)	7
22	095-012-220	800 Bridge Parkway - new building in Westport (48,000 sq. ft.) (tab 5)	7
47 & Alt #3	095-222-010	Vacant - Behind PAC/Nob Hill (tab 15) Plus Alt #3	7
12	095-012-080	1410 Radio Rd., KNBR Transmitter (tab 2)	6
	Sandpiper	Renovate Sandpiper	6
13	095-012-090	1406 Radio Road - Near Dog Park (tab 3)	5
26 & 27	Alt #5	Off Avocet Drive behind Fire Station (includes pg 26& 27)	5
	Alt #1	Concourse Drive and Island Pkwy (Belmont Sports Complex)	4
	Alt #2	Concourse Drive and Clipper Drive (Oral B)	4
11	095-012-070	Fully Alive Church (tab 1)	3
37	095-153-060	101 Twin Dolphin - County Dept. of Ed.	2
	Bridge Park	Park Under Bridge (Bridge Pkwy)	2
16	095-012-130	Marine Parkway - Near Shearwater	1
21	095-012-210	Belmont Slough	1
49	095-232-020	130-150 Shoreline - Office Building (tab 16)	1
	Alt #3	Twin Dolphin Drive behind Pacific Athletic Club	
18	095-012-150	2400 Bridge Pkwy - Office Building	0
35	095-151-150	12 Twin Dolphin - Oracle Parking Lot (tab 9)	0
36	095-151-160	10-12 Twin Dolphin - Oracle Parking Lot and Bldg (combine w/35?) (tab 10)	0

Note: A vote for a site is a vote for it to remain in the Top Ten

2.3.4 Step 4 Detailed Criteria & Site Assessment; Further Down-selection

As mentioned above, the Advisory Committee members employed the CDE Site Selection Criteria checklist as a guideline in qualitatively assessing each site in Steps 1 thru 3 above. Now that the potential sites had been reduced to a more manageable quantity of eleven, the Advisory Committee elected to perform a quantitative assessment using key criteria from the CDE Site Selection Criteria checklist. The Advisory Committee concluded that some criteria from the original CDE checklist should be left to the expert consultants to assess because this would require additional detailed studies. A proposed Advisory Committee Site Selection worksheet was discussed, utilizing the CDE Site Selection Criteria checklist as a starting point. Modifications were made based on discussions, relative weightings were established for each criterion, and a final Worksheet adopted. A summary of the agreed upon Advisory Committee Site Selection Criteria Worksheet is shown in Table 3. The complete Worksheet can be found at the School District web site.

Utilizing this Worksheet, each Advisory Committee member performed a detailed evaluation and quantitative assessment of the remaining sites over the subsequent four weeks. As part of the June 22 Advisory Committee meeting, the results of these evaluations were discussed in detail. The aggregate results of the evaluations of all ten Advisory Committee members are shown in Table 4. While recognizing that the ratings total did not have significant meaning in an absolute sense, it did provide a quantitative mechanism to evaluate each site relative to one another. Five of the remaining eleven sites were eliminated based on this detailed evaluation. Of the remaining sites, two (Sandpiper Park & Renovation of Sandpiper) were discussed individually and in combination. For purposes of clarity in this Report, these two are combined and, therefore, the final list for consideration was narrowed to five potential sites:

- 1) Area H
- 2) Marlin Park playing fields
- 3) Belmont Slough site (undeveloped parcel behind Indian Creek Apartments)
- 4) Sandpiper (Park and/or Renovation)
- 5) Mariner Park

Table 3 Site Selection Worksheet Criteria

A	B
4	Criteria
5	Safety (these factors should be avoided) (Rating scale: Dangerous 0-1-2-3-4-5 Safe)
6	1 Adjacent to or near roadways with a high volume of traffic
7	2 Within 2 miles of an airport runway (in-line and fly-over)
8	3 Close to high-voltage power lines
9	4 Close to high-decibel noise sources
10	5 Social hazards in the neighborhood, such as a high incident of crime and drug or alcohol abuse
11	6 Public access/egress (eg, "getaway routes")
12	Rating Total for Safety
13	Rating Average for Safety (divide Rating Total by "6")
14	Location (Rating scale: Remote 0-1-2-3-4-5 Convenient)
15	1 Safe walking areas
16	2 Centrally located to avoid extensive transporting and to minimize student travel distance
17	3 Compatible with current and probable zoning regulations
18	4 Close to libraries, parks, museums, and other community services
19	5 Favorable orientation to wind and natural light
20	Rating Total for Location
21	Rating Average for Location (divide Rating Total by "5")
22	Environment (Rating scale: Polluted 0-1-2-3-4-5 Clean)
23	1 Free from sources of noise that may impede the instructional process, e.g., airplane noise
24	2 Free from air, water and soil pollution
25	3 Free from smoke, dust, odors and pesticide spray
26	4 Provides aesthetic view from and of the site
27	5 Compatible with the educational program
28	6 Proximity to 101
29	7 May require environmental remediation/mitigation
30	Rating Total for Environment
31	Rating Average for Environment (divide Rating Total by "7")
32	Size and Shape (Rating scale: Insufficient 0-1-2-3-4-5 Sufficient)
33	1 Net acreage consistent with standards of CDE as noted in "School Site Analysis and Development"
34	2 Length-to-width ratio does not exceed 2:1
35	3 Sufficient open play area and open space
36	4 Potential for expansion for future needs
37	5 Area for adequate and separate bus/car loading/drop-off
38	6 Area for adequate and separate parking
39	7 Configuration suitable for development for one-story
40	8 Configuration suitable for development for two-story
41	Rating Total for Shape and Size
42	Rating Average for Shape and Size (divide Rating Total by "8")
43	Accessibility (Rating scale: Obstructed 0-1-2-3-4-5 Accessible)
44	1 Obstacles, such as crossings on major streets and intersections, narrow or winding streets, heavy traffic patterns
45	2 Access and dispersal roads
46	3 Natural obstacles, such as grades or gullies
47	4 Routing patterns for foot traffic
48	5 Routing patterns for bicycle traffic
49	6 Remote areas (with no sidewalks) where students walk to and from school
50	7 Easily reachable by emergency response vehicles
51	8 Available public transportation
52	Rating Total for Accessibility
53	Rating Average for Accessibility (divide Rating Total by "8")
54	Cost (Rating scale: Expensive 0-1-2-3-4-5 Economical)
55	1 Reasonable costs for purchase of property, severance damages, relocation of residents and businesses, and legal fees
56	2 Reasonable costs for site preparation, including, but not limited to, drainage, parking driveways, removal of existing buildings, and
57	3 Cost of landfill
58	4 Cost of wetlands development
59	5 Cost of demolition (existing structures)
60	6 Cost of renovation (existing structures)
61	7 Cost of traffic remediation
62	Rating Total for Cost
63	Rating Average for Cost (divide Rating Total by "7")
64	Availability (Rating scale: Difficult 0-1-2-3-4-5 Easy)
65	1 On the market for sale
66	2 Condemnation of land, buildings and relocation of residents/tenants
67	3 Otherwise available
68	Rating Total for Availability
69	Rating Average for Availability (divide Rating Total by "3")
70	Public Acceptance (Rating scale: Conflict 0-1-2-3-4-5 Harmonious)
71	1 Public acceptance of the proposed site
72	2 Coordination of proposed school with future community plans
73	3 Protected wetlands or bay coastal
74	4 Reduction of public parks/open space
75	5 Immediate homeowners proximity to site
76	6 Neighborhood parking issues
77	7 Neighborhood traffic issues
78	Rating Total for Public Acceptance
79	Rating Average for Public Acceptance (divide Rating Total by "7")
80	Development Issues (Rating scale: Difficult 0-1-2-3-4-5 Easy)
81	1 Likely timing of site acquisition and groundbreaking
82	2 Level of expertise required for development, e.g., 2-story bldgs, landfill, levee reengineering, traffic re-routing, park exchange
83	Rating Total for Development Issues
84	Rating Average for Development Issues (divide Rating Total by "2")
85	

Table 4 Site Selection Summary

New Shores School Advisory Committee/Site Selection Rating Summary TOTAL POINTS - WEIGHTED											
	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Site 9	Site 10	Site 11
Site Description	Area H	Marlin Park	Belmont Slough	Sandpiper Park	Mariner Park	800 Bridge	PAC	1410 Radio (KNBR)	Sandpiper Reno	1406 Radio (Dog Park)	Fire Station
Safety (Max: 200)	182.6	172.3	176.2	181.9	152.7	156.8	130.2	165.6	181.3	150.3	156.3
Location (Max: 150)	127.2	138.2	122.8	138.6	124.2	123.0	77.1	93.4	135.0	94.8	113.6
Environment (Max: 100)	88.9	90.8	78.4	88.4	84.2	65.0	65.4	75.9	89.8	61.8	75.9
Size and Shape (Max: 100)	94.0	72.5	83.6	43.8	45.5	81.9	73.1	95.3	41.8	88.5	50.0
Accessibility (Max: 100)	90.8	87.6	81.1	87.9	77.5	85.4	47.6	63.6	83.8	72.1	75.9
Cost (Max: 100)	80.4	85.4	61.8	78.9	83.6	54.9	51.9	54.0	69.8	65.2	62.9
Availability (Max: 100)	96.0	41.0	63.9	50.4	41.0	49.7	60.0	45.5	49.6	59.2	52.9
Public Acceptance (Max: 100)	77.3	46.1	81.0	46.4	33.4	89.6	70.1	69.6	47.5	64.7	55.1
Development Issues (Max:100)	69.0	63.0	51.0	63.4	64.0	59.0	41.0	52.0	61.0	54.0	43.0
RATINGS TOTAL	906.2	796.9	799.6	779.7	706.1	765.1	616.3	715.0	759.5	710.5	685.5

2.3.5 Step 5 Final Recommendation

Once the sites were reduced to these final five, the School District engaged expert consultants to perform a detailed assessment. Their reports are included herein as Attachments A & B and discussed in the next section. Additionally, these Reports were taken into account as the Advisory Committee finalized its recommendation. A thorough discussion of each of the final sites is included in Section 2.5 of this Report.

2.4 Expert Reports

The School District engaged two experts to study some of the sites that were under consideration by the Advisory Committee. One of these experts was Mr. James Bush, President of School Site Solutions, and the former head of public school site selection for the California Department of Education (CDE). The second expert was Mr. David Hawke, who is the current head of public school site selection for the CDE.

These experts conducted visual inspections of the sites and applied site evaluation criteria used by the CDE. Mr. Bush submitted two reports dated February 17, 2006 and July 11, 2006 respectively (Attachment A). In these reports, Mr. Bush provided evaluations of: Sandpiper renovation, Marlin Park playing fields, Mariner Park, and Area H. Mr. Hawke submitted a report dated July 25, 2006 (Attachment B) in which he provided evaluations of Marlin Park, Sandpiper renovation, Belmont Slough site, and Area H.

The reports by Mr. Bush and Mr. Hawke reflect the potential of the respective sites to serve as locations for a new school in the Shores for approximately 400 children. The Sandpiper renovation option was evaluated for a school population of 750 children. (Note: Mr. Hawke evaluated the Sandpiper renovation option for a school population of 750 children - District staff has been asked to obtain a correction of his report to account for 900 students). The expert evaluations did not take into account hidden issues such as the presence of soil contamination, past use of a site as a landfill, or land use restrictions related, for example, to proximity to the SBSA site or to actual flight patterns of airplanes using the San Carlos Airport. These evaluations also did not consider site pricing, site availability, the involvement of an experienced owner/developer of Area H, community or City input on various site options (such as public comment opposing using City parks for a school site), or safety and other issues resulting from increased traffic congestion and increased parking needs in established neighborhoods. The experts also did not consider issues, such as the soil composition of each site, which would require further specific technical expertise and studies. Site evaluation reports from both experts are attached to this report.

In his reports Mr. Bush provided a paragraph summarizing the pros and cons for each site. Mr. Bush also attended two Advisory Committee meetings in March and in July to present his findings and answer Advisory Committee questions about the various sites and the site approval process (including CEQA requirements). Mr. Bush concluded that each of the 4 candidate sites he evaluated could be approved by the CDE, but that each possessed their own challenges. Some of his comments concerning particular sites include:

- 1) Sandpiper Renovation to accommodate 900 students: Existing classrooms would need to be demolished to accommodate “a couple of 2-story classroom buildings.” Traffic circulation and parking would be major problems, but this could be improved by opening an entrance onto Egret Lane from the existing driveway.
- 2) Mariner Park: at less than 3 acres, this park is a small site with an awkward configuration but it could accommodate a 2 story school. Limited street access and severely limited on-site parking for teachers, staff and parents would be problematic. Mr. Bush's first report stated Mariner Park was 5 acres, but he subsequently acknowledged the error in the acreage.
- 3) The playing fields at Marlin Park: Enough room for a school, but the main drawbacks includes “poor vehicle access and the loss of a large portion of the park to the community.” If the School District built a 2-story school building a large portion of the grass area and the tennis courts could be preserved.
- 4) Area H: Mr. Bush noted at an Advisory Committee meeting in July that in his opinion this was the best site among the final five candidates – it has good access and could accommodate a school site of between 5 and 7 acres. His main issue was the time it would take to complete the permit process.

Mr. Hawke's report included his itemized evaluation of each site using the CDE guidelines and CDE School Site Evaluation form. He assigned each site an absolute rank between 1 (high) and 5 (low). He also assigned each site a relative rank from 1 (high) to 5 (low). Mr. Hawke's report indicated that the Marlin, Sandpiper, and Area H sites were approvable (subject to specific highlighted concerns being addressed) and could be investigated further by the School District. He recommended against further review of the Belmont Slough site. Mr. Hawke provided very little narrative to explain his ratings. In addition, his evaluation of the Sandpiper renovation option is subject to change as he presumed a school population of 750 as opposed to 900 students. The following table summarizes the Mr. Hawke's site scores:

<u>Site Name</u>	<u>Absolute Score</u>	<u>Relative Rank</u>	<u>Approvable?</u>
Belmont Slough	5	4	No
Area H	4	3	Yes
Marlin Park	2	1	Yes
Sandpiper	2	2	Yes

Mr. Hawke's report did not include a formal evaluation of Mariner Park, but in a letter to the Advisory Committee dated July 13, 2006 (included in Attachment B) Mr. DiGeronimo, the interim School District business manager, reported Mr. Hawke's concerns about the access to and shape of Mariner Park. In this same letter Mr. DiGeronimo reported Mr. Hawke's thoughts on Area H: "Good site, but concerned about time table." This comment suggests that the relatively low absolute rank (4) he assigned to Area H was due to Mr. Hawke's concern about the development timeline and not inherent site qualities, which he felt were "good." In an additional inconsistency in Mr. Hawke's site evaluations, in a presentation to the Advisory Committee on Mr. Hawke's initial thoughts on the sites, Mr. DiGeronimo reported that Mr. Hawke had given the Sandpiper and Area H sites absolute ranks of 2-3 and 3, respectively. It is not clear why these initial numbers differed from the ones on the site ranking sheets.

2.5 Final Selection

By the July 13 meeting, we had reduced our initial list of 50 plus sites to a short list of 5 final candidates from which the Advisory Committee would make our final recommendation of a possible location or locations for the new Shores school. This short list included:

- Area H
- Belmont Slough
- Mariner Park
- Marlin Park playing fields
- Sandpiper renovation

Our final evaluation of these sites and our decision as to whether we could recommend these sites to the School Board depended on their relative merits and problems and the CDE evaluation criteria. Following are summaries of the relative merits of the sites, and

our rationale behind the final recommendation of Area H as our sole preferred candidate site for the new Shores school.

2.5.1 Area H

The Area H school site comprises 7 acres within a 108 acre, privately-owned, undeveloped parcel of land at the intersection of Shearwater and Marine Parkways. The land for the school site is being offered to the School District for \$12 million by Mr. Max Keech, president of Keech Properties, who owns all of Area H. Sale of the school site is a component in Mr. Keech's overall development plan for Area H, which, in addition to a new school, will include 7 acres of townhouses (around 100-110 units) and 94 acres of reclaimed and restored wetlands. Additional information on Mr. Keech's planned development for Area H, "The Preserves at Redwood Shores," is attached to this report as Attachment C.

As part of the offer to the School District, Mr. Keech has proposed to handle all issues related to permit approval and initial site development (such as fill and grading), and will deliver to the School District a ready-to-build pad site.

A key advantage of the Area H site is that it is a clean slate that offers the ideal size and configuration for a new school for 450 children. For example, of the final five sites that were considered approvable by the site evaluation experts, only Area H can meet CDE recommended site acreage and can accommodate a school site of seven acres, permitting large playgrounds and playing fields. Area H is close to neighborhoods that are now exploding with pre-school age children who will in the future be able to easily walk or bike to the newly built school via existing sidewalks or paths. This site has good street access due to its relatively long frontage along Shearwater Parkway, one of the main arterials in Redwood Shores, offering the possibility of adequate off-street parking and less-congested traffic in approaches to the new school. Moreover, of the final five sites, Area H is the safest distance from the San Carlos Airport and is not within the area of active operations (e.g., adjacent to airspace where planes frequently are involved in pattern flying or in direct approach to or departure from the airport). In fact, the school site is more than 2 miles from the airport, which means that it is not subject to CalTrans approval. The development of Area H according to the plan put forward by Mr. Keech will also benefit the children and the community as it will reclaim and restore 94 acres of low-grade, privately-owned, vacant land to fully functioning wetlands with walking paths and an improved and protected wildlife habitat, which will, after restoration, all be donated by Mr. Keech to a non-profit nature conservancy together with a stipend to maintain the wetlands. All of this will serve as a magnificent backdrop for the new school.

The fact that the school site is part of a larger development also enables the School District to acquire the 7 acres of land at a cost that is far less than the prevailing market value of land in Redwood Shores. For example, Mr. Keech is offering to sell those 7 acres to the School District for \$12 million, whereas, according to a real estate market evaluation commissioned by the School District, the going price for land in Redwood Shores is around \$3 million per acre (equal to \$21 million for the same 7 acres).

Furthermore, the purchase price includes Mr. Keech's handling of all issues related to permit approval and initial site development (such as fill and grading), and the delivery to the School District a ready-to-build pad site.

Area H presents some development challenges due to the presence of a small amount of designated wetlands and two endangered species (the Salt Marsh Harvest Mouse and the Clapper Rail). These factors mean that the School District will need to obtain permits from both the City of Redwood City (pursuant to an Environmental Impact Review, or EIR) and the Army Corps of Engineers (related to the development of any area including historical wetlands). The permit approval process could take between 18 and 24 months, which is lengthy compared to the permit process for some of the other sites (e.g., Sandpiper renovation and Mr. Keech has been preparing the necessary applications and studies for months, which means that it will be able to submit applications around the time that the School Board will make its final choice of a school site. This is not the case with any other site, for which no preparations or studies have even been initiated. Moreover, in a report to the Advisory Committee on June 8, 2006, Mr. Keech, expressed confidence that he will obtain the necessary approvals for his project as the mitigations that are included in his overall development plan (e.g., the restoration of 94 acres of Area H to pristine wetlands) will more than offset the impacts on designated wetlands and habitat from the plan's limited development of 14 acres (reference Attachment C). It is interesting to note that Mr. Keech's plans for Area H include far less development than would be permitted under Redwood City's current general plan, which envisions for the site a boat marina, over 150,000 square feet of commercial development, and nearly 500 residential units.

Another challenge of the Area H site is the complexity of developing a site on unimproved baylands. This challenge is mitigated in this instance by the fact that Mr. Keech is a master developer and experienced civil engineer who, in his former role as principal of BKF Engineering, was responsible for development of many baylands sites, including the Pixar headquarters in Richmond, CA. He also served as the master planner for Redwood Shores for many years, in which capacity he provided technical consulting on the development of many of the structures built on Redwood Shores' baylands, including the Oracle campus.

Another possible issue with the development of Area H is an increase in traffic congestion on Shearwater Parkway. This concern has been raised mostly due to the fact that Shearwater Parkway narrows to one lane in each direction near Marine Parkway. While it is not clear the extent to which traffic congestion will result from the planned development of Area H (traffic studies will be required as part of the site EIR), Mr. Keech believes that he and Redwood City will have access to over \$2 million in GID funds (available only for infrastructure improvement in Redwood Shores) to widen to two lanes in each direction the entire length of Shearwater Parkway, including the two lane bridge on Shearwater Parkway, without any impact on the School District's budget for the new school..

Some adjacent neighbors to the Area H site, mostly residents of the California Seacrest development, publicly commented at Advisory Committee meetings and in the local press in opposition to the limited development of Area H proposed by Mr. Keech. These neighbors objected to the perceived loss of open space, wetlands and wildlife habitat, and the addition of new housing in the Shores. Other community members spoke against the use of Area H due to concerns about increased traffic congestion and parking issues on Shearwater and Marine Parkways. The Advisory Committee was not persuaded by these arguments because the development of Area H, which is currently privately-owned, will result in the restoration of what is now low grade vacant land to 94 acres of pristine wetland and wildlife habitat. The resulting development will also be far less than what is provided for in the current Redwood City General Plan. In addition, community development funds will allow the improvement of Shearwater Parkway, which should mitigate potential traffic issues.

Taking all of these factors into account, the Advisory Committee consistently gave Area H its highest ranking as it progressively reduced the list of possible school sites to the final short list. In the Advisory Committee's final quantitative evaluation and as shown in Table 4 above, this site had a total score of 906.2 points, with the next highest scoring site (Belmont Slough) receiving 799.6 points. Moreover, the spread of scores the Advisory Committee members awarded to this site was uniformly high with nine out of ten Advisory Committee members awarding Area H site the highest relative rank.

2.5.2 Belmont Slough

This site is a large parcel that is located near Belmont Slough and Marine Parkway, just behind the Indian Creek Apartments, at the northerly end of Shell Parkway. This site is below grade and is also exposed to tidal action so, from time to time, it is nearly completely underwater. The entire parcel is owned by the State of California, and managed by the State Lands Commission, as "Sovereign Lands" for the Public Trust. The parcel can be leased from the State Lands Commission but only for public purposes consistent with the provisions of the Public Trust, such as fishing, water dependent commerce and navigation, ecological preservation and scientific study. These purposes would not include school uses. The School District staff has been in touch with the State Lands Commission and was informed that the Belmont Slough site is leased to the California Department of Fish and Wildlife. The School District staff has further inquired with our state representatives, Assemblyman Ira Ruskin and Senator Joe Simitian, regarding the possibility of easing these restrictions to allow use of this site for a public school. These inquiries have not led to an outcome either way. Consequently, for the time being, this site is not available for use as a new school site.

The Belmont Slough site offers the advantage of having few nearby neighbors who might be negatively impacted by the development or presence of a new school. It is also a large 40 plus acres undeveloped site which, if used for a school, would not impact existing park land. It is situated near a PAR exercise course which might be utilized by the children at the new school. The site is also located near parking lots which might be available, through negotiations with the property owners, for parking for teachers, staff and parents. The location of this site is easily accessible from main roads in Redwood

Shores - Bridge Parkway, Marine Parkway, Shearwater Parkway and Shell Parkway, and offers good vehicle access and circulation for student drop off and pick up. The site, while not situated as close to large numbers of students as Area H, is easily accessed by foot or bike, and is located on pathways that will also lead to the new library planned for Redwood Shores, which will be less than a mile from this site

Furthermore, if it were possible to obtain a long term lease of this site from the State Lands Commission, it is likely that the price would be nominal, therefore saving the School District land costs.

The disadvantages of this site include its unavailability. It is not for sale and under its present legal status it cannot be leased for use as a school site. It is also nearly underwater from time to time and would require an enormous amount of landfill to be brought up to grade. The Belmont Slough site would present many of the same timeline and development issues as Area H, except with this site the School District would not have the benefit of having Mr. Keech as a partner in developing it. No studies or other preliminaries have been completed on this site, which means that its permit and approval timeline would be longer by many months (perhaps a year) than that for Area H

The Advisory Committee consistently ranked this site near the top of the candidate sites, giving it a final score of 799.6 points, the second highest total. Note however that the scores given by the Advisory Committee to this site were not consistently high, which illustrates why the Advisory Committee could not reach consensus to recommend this site.

2.5.3 Mariner Park

Mariner Park is a small public park of less than three acres in Redwood Shores situated at the intersection of Bridge Parkway and Tiller (around 20 yards from Redwood Shores Parkway). It is unimproved, but has over sixty mature trees and groomed lawns maintained by Redwood City. It provides public access and an open view to the levee on Steinberger Slough and beyond to the Port of Redwood City.

One advantage of this site is that it is accessible from both Bridge Parkway and Redwood Shores Parkway and is located, about 1 mile from Sandpiper Elementary. Although it is located on the western edge of residential neighborhoods in Redwood Shores, the park is easily accessible by bike or foot and is close to neighborhoods that are home to a large number of school age children (though not so many as the neighborhoods near Area H). Because the site is unimproved, it could be converted to school use with no disruption to playing fields. Additionally, this location is level and appears to be suitable for development. Another advantage is that developing a school here would not require permit approval by the Army Corps of Engineers, although an Environmental Impact Report by the City of Redwood City would still be required.

On the other hand, this site has a number of disadvantages. For one, losing a public park would be very unpopular in the community. This point was driven home at our committee meetings, where there was frequent, consistent and passionate opposition to the use of any public park in the Shores for a school site. Community members

commented that the publicly dedicated green space of Mariner Park is a vital element to the physical and mental well-being of residents and the quality of life in Redwood Shores. Mariner Park is used by the community for children's soccer and lessons; children playing catch, kickball and flying kites, picnics, volleyball games and generally outdoor enjoyment and relaxation.

Mariner Park is also lined on both sides with single family homes whose owners would be seriously impacted by a new school in their backyards that they had no reason to expect would ever be built. Because it is owned by Redwood City, it is doubtful that the park could be bought, even at market prices. The School District would most likely need to work out a trade of land to allow for comparable parkland to be added to replace those that would be taken. Additionally,, any decision by the Redwood City Council to sell or trade the park would be intensely political and would no doubt require months of meetings and generate strong public opposition. Deciding to go with this option could divide the community and would likely delay the opening of the school that our children so desperately need.

In addition to these community-related issues, Mariner Park site has a number of physical problems. For one, it is quite small and narrow and has an irregular, hourglass shape. This size and shape would constrain choices as to the school and site design. For example, this site would only work with a 2 story building, being potentially aesthetically unappealing in the neighborhood and invading the privacy of the adjacent property owners.. Because the site is small and narrow, it also has limited potential for on-site parking. As a result, it is very likely that the entire neighborhood around the school would be burdened with teacher, staff and parent parking throughout the day.

This site also would not have good vehicle circulation for student drop off and pick up. Mariner Park has only one street access location and the street frontage is very small. It is located in an established neighborhood with narrow streets. Unlike Area H, there would be little infrastructure mitigation possibilities or even funds available to handle increased traffic and congestion, such as street widening.

Another serious problem is that Marlin Park is within 2 miles of the San Carlos Airport and is within an area of high activity for landing, takeoff, and pattern flying. This site would be impacted by a great degree by aircraft noise, vibration and potential safety issues.

The Advisory Committee consistently ranked this site in its top 10, but it was never ranked in the top few sites. This is reflected in the committee's final ranking of 706.1 for this option, far lower than the other final candidates. As noted above, Mr. Bush considered this site approvable by the CDE, but Mr. Hawke thought that this site was not worth further consideration. In the final analysis, the Advisory Committee was persuaded that it would be difficult to justify taking a valued park away from the community – even for a long-needed school – as long as there was a better option, which there is. For this reason, and the physical liabilities of this site, the Advisory Committee could not recommend Mariner Park as a recommended site.

2.5.4 Marlin Park Playing Fields

Marlin Park is the largest (more than 10 acres in all), best equipped park in Redwood Shores. It is centrally located near Marlin Dr. and Redwood Shores Parkway, and is adjacent to the site that was reserved for a school in Redwood Shores but was sold by the School District in the early nineties. It includes a soccer field, a baseball field, tennis courts, two playgrounds, a central lawn that is used for summer concerts and other community activities, and a boat landing. The school would likely occupy only the portion of this site that includes the soccer and baseball fields.

This site is accessible (via neighborhood streets) from both Bridge Parkway and Redwood Shores Parkway and is located about 1 mile from Sandpiper Elementary. The park is easily accessible by bike or foot and is situated in a neighborhood that is home to a large number of school age children. This site is also level, appears to be developable and is an ideal configuration for a school (though smaller than Area H). It could accommodate one-story or two-story classroom buildings, but Mr. Bush suggested that a two-story building would be preferable since this would allow more lawn and playing fields to be retained.

On the other hand, this site has a number of disadvantages. For one, as mentioned in the context of Mariner Park, losing a public park would be very unpopular in the community. This point was driven home at our committee meetings, where there was frequent, consistent and passionate opposition to the use of any public park in the Shores for a school site. Even worse, Marlin Park is home to very well-used playing fields, so employing this portion of the park for a school site would displace many of the children from the Shores and other City and School District leagues who use Marlin Park for sports.

Similar to Mariner Park, Marlin Park is lined with single family homes whose owners would be seriously impacted by a new school in their backyards that they had no reason to expect would ever be built. Because it is owned by Redwood City, it is doubtful that the park could be bought, even at market prices. The School District would most likely need to work out a trade of land to allow for comparable facilities to replace those that would be taken. Additionally, any decision by the Redwood City Council to sell or trade the park would be intensely political and would no doubt require months of meetings and generate strong public opposition. Deciding to go with this option could divide the community and would likely delay the opening of the school that our children so desperately need.

Another serious problem with Marlin Park is poor access. It is located in the heart of an established neighborhood and can be reached only through narrow neighborhood streets (Bowsprit/Compass Dr, Cringle Dr., Marlin Dr. and Neptune Dr.) that are likely to become quite congested with school traffic. Also, given the size of this site, there is not likely to be much on-site parking, which means the overflow parking will move to the local neighborhoods. Community members made concerned comments regarding the safety of so much increased vehicular traffic on such narrow streets. Unlike Area H, there would be little infrastructure mitigation possibilities or even funds available to handle increased traffic and congestion, such as street widening.

Another serious problem is that Marlin Park is within 2 miles of the San Carlos Airport and is within an area of high activity for landing, takeoff, and pattern flying. This site would be impacted by a great degree by aircraft noise, vibration and potential safety issues.

The Advisory Committee consistently ranked this site among its top candidates. This is reflected in the committee's final ranking of 796.9 for this option, which was higher than most other sites. As noted above, both Mr. Bush and Mr. Hawke considered this site approvable. However, in the final analysis, the committee was persuaded that it would be difficult to justify taking a park away from the community – even for a long-needed school site – as long as there was a better option, which there is. For this reason, the committee could not recommend Marlin Park as recommended site.

2.5.5 Sandpiper Renovation

Sandpiper Elementary School, which is the only elementary school in Redwood Shores, serves approximately 480 children in grades 1-5 who live in Belmont Shores or Redwood Shores. Due to Sandpiper's over-enrollment situation, another 120 kindergarten-age children from Belmont Shores and Redwood Shores are attending kindergarten at Nesbit Elementary, which is situated across 101 in Belmont.

We considered three options related to adding classroom space for an additional 400 students to the existing Sandpiper Elementary campus (for a total on the campus of around 900 students). These options included:

- 1) Renovating the existing Sandpiper campus by itself;
- 2) Renovating the existing Sandpiper campus in combination with adding new classroom buildings to Sandpiper Park, which is a Redwood City Park with a well-used playing baseball/soccer field, located directly behind Sandpiper; and
- 3) Adding new classroom buildings to Sandpiper Park without any renovations to the existing Sandpiper building.

After some discussion, the Advisory Committee agreed that these were essentially one option, which we referred to as "Sandpiper Renovation." Given the issues in the community related to the lack of parks and playing fields, and because using any of the playing fields in Sandpiper Park would remove substantially all of the lawn area available to Sandpiper students, we decided to remove from consideration any Sandpiper options that involved building on Sandpiper Park.

The main benefit of renovating Sandpiper Elementary is that this option might allow the School District to open a new school in a shorter time, and potentially, at less cost, than the other final site options. This benefit is due to the fact that the School District already owns the land on which Sandpiper is built and could develop the school without the need to seek approval from the Army Corps of Engineers. However, the School District would still be required to complete an Environmental Impact Report.

Offsetting these advantages (which are related to expediency, not desirability of the resulting project) are several serious problems. Of main concern to the Advisory Committee is the fact that accommodating 900 students on the Sandpiper site would create severe overcrowding and result in a student density on the campus of around twice what the CDE suggests. This density would result in nightmare traffic congestion and parking issues, and would cause severe stress on the children, teachers and staff resulting from too many people in too small a space. This would also impose increased burdens on nearby neighborhoods that are already concerned about the traffic and parking issues that exist with the current ~500 student school. Mr. Bush suggested that traffic flow could be improved by opening a new driveway onto Egret Lane, which borders Sandpiper to the west, but this would require a lengthy city approval process that could slow the entire process and would further eliminate the use of Egret Lane as a fire and safety emergency lane as it is currently designated. Additionally, unlike Area H, there would be little infrastructure mitigation possibilities or even funds available to handle increased traffic and congestion, such as street widening.

In his report, Mr. Bush suggested that some of the existing classroom buildings could be removed and replaced with two story buildings to handle the additional students. While this would provide the needed classroom space, this option would also reduce play space and would do nothing to increase parking space or improve the inherent limitations of the nearby roads to accommodate the massively increased demands of a 900 student school. Another thought is that a parking structure could be erected on site, but this would be completely out of place in the residential neighborhood and Sandpiper's bucolic setting, and would enormously increase the cost of the project.

Another problem with renovating Sandpiper to hold 900 students is that doing the necessary work, including demolishing classrooms, would likely be highly disruptive to the educational mission of the school. This issue could be addressed by doing most of the work while school is not in session, but this would delay the project. Another solution would be to adopt year-round schooling, which would effectively mean that at any given time Sandpiper would need to accommodate only 600 students. There are a number of problems with this option. For one, this was examined and dismissed as part of the 2004-5 School District Enrollment Study Sessions, which concluded with the School Board deciding to build a new school in the Shores. This would also result in Sandpiper having a schedule that differs from that of every other district school, including Ralston Middle School, which would create huge scheduling conflicts for families with children at both Sandpiper and Ralston.

Another issue with this plan is that it would make Sandpiper a "monster school" more than three times larger than other elementary schools in the District, which have an average attendance of around 300 students. This is inconsistent with the District philosophy of small neighborhood schools. We are also concerned that this would be inequitable and academically disadvantageous to the children at Sandpiper. Finally, while it was noted that other school districts have accommodated elementary schools of this size, including Fremont and Foster City, these schools have significantly larger grounds than Sandpiper. Moreover, school principals from our School District

commented at our committee meetings that they did not favor the creation of such a large school on the Sandpiper campus, even if it is technically feasible.

The Advisory Committee consistently ranked the Sandpiper options among its top but not best candidates. This is reflected in the Advisory Committee's final ranking of 759.5 for the Sandpiper renovation option, which was lower than the Area H, Belmont Slough and Marlin Park site rankings. As noted above, both Mr. Bush and Mr. Hawke considered this site approvable. However, the Advisory Committee concluded that it could not recommend such an academically inequitable and burdensome option seeing that a far better option exists.

2.5.6 Alternative Sites and Area H

A few community members have questioned why we did not recommend one or two alternative sites along with Area H. In fact, the Advisory Committee would have been thrilled to recommend two or three high quality school sites. However, the fact that Redwood Shores is built out and includes a number of environmental factors that limit the use of possible school sites meant that, at this time, there is only one really ideal site for the new school (Area H).

For example, sites that might appear to be possible candidates for a school site were not available to us for a number of reasons, including the following.

Price:

With the going price of land in Redwood Shores at \$3 million dollars per acre, and given that the School District is expecting to issue only around \$25 million in Proposition C bonds, it was nearly impossible for us to seriously consider buying vacant land or existing commercial real estate at market prices. For example, buying a site of the ideal size (7 acres) would cost \$21 million, which would leave only \$4 million for the school buildings. The School District was initially estimating that construction and equipping of the school buildings would cost between \$10 and \$13 million, which places an upper limit on what could be spent on land of around \$10-12 million. This eliminated from consideration some sites with existing buildings that could have been converted to school use, sites of a suitable size with buildings that could be demolished, and any vacant land of the appropriate size (5-9 acres), not there really is any of that in Redwood Shores. Area H is not subject to this dynamic since Mr. Keech is willing to sell the District 7 acres for \$12 million, which is far below the market.

Size:

Given the price issue mentioned above, the only sites that the District could afford to buy at the market would be sites of around three acres. Sites of this size would be far smaller than recommended under CDE guidelines, and also could not provide the required 60 plus parking spaces (for teachers and staff), space for buildings, land for playgrounds and playfields, and driveways and roadways robust enough to handle all of the traffic and parking requirements associated with a suburban school for 450 children.

Field Act:

The Field Act imposes very strict standards on the construction used for public schools. This means that virtually no commercial structure can be used for school purposes without considerable retrofitting. In view of the price of land and structures in the Shores, the additional cost for retrofitting an existing building makes this option financially infeasible.

The San Carlos Airport:

State education codes prohibit the placement of schools in the path of active runways and make it difficult to place schools within 2 nautical miles of an airport, or in areas of active aviation activities, such as take off, landing, and pattern flying. It so happens that most of Redwood Shores is within 2 nautical miles of the San Carlos Airport, and Twin Dolphin Drive, and Belmont Shores, are directly in the path of the runways at the San Carlos Airport, which eliminates these sites. Moreover, two of our final candidates, Marlin and Mariner Parks, are within a zone of high aviation activity, which makes these sites less than desirable. In contrast, Area H is not within the 2 nautical mile zone, and is also not in an area of high aviation activity.

SBSA:

The presence of the South Bayside System Authority (SBSA) sewage treatment plant in Redwood Shores prevents consideration of sites along the outer parts of Radio Rd, such as the site of the Fully Alive Church and the KNBR transmitter. Moreover, other sites near the SBSA would be restricted from school uses under state education codes, and practically, no one wants to site a school where it would be subject to odors from a sewage treatment plant. This eliminated from consideration other sites along Radio Road, such as sites near the Dog Park in Redwood Shores.

The Westport and Belmont Municipal Waste Landfills:

State education codes prevent the placement of a public school over a waste landfill (even if it was only used as such in the past). The area of Redwood Shores called Westport, now the home to a beautifully landscaped business park, was used from the 1940s to 1970 as a municipal waste landfill and was therefore off limits to us for consideration. So were areas of Belmont Shores near 101, the Oral B building, and the Belmont Sports Complex, which are also located on the site of a former municipal waste landfill in Belmont.

High Voltage Power Lines:

State education codes prevent the placement of a school within 300 feet of high power lines. Such lines cross the eastern end of Redwood Shores, which eliminates from consideration a large swath of land located near these lines, including sites near the Dog Park in Redwood Shores.

State Owned Land:

Much of the land near the levees that surround Redwood Shores, such as the Belmont Slough site and the site near the Dog Park, is owned by the State of California. These state-owned lands are subject to restrictions that prevent them from being leased for purposes other than public purposes consistent with fishing, water dependent commerce

and navigation, ecological preservation and scientific study. These purposes would not include school uses.

Endangered Species and Wetlands:

As already described, some of the land near the levees surrounding Redwood Shores provides habitat for the Salt March Harvest Mouse and the Clapper Rail, both of which are endangered. Some of these sites also include wetlands. These sites raise a number of issues that increase the complexity in obtaining permits for the development of such, and then actually building on such a site. This complexity would make such sites difficult for the School District to develop, and would also introduce delay due to the time required to conduct studies and prepare applications and obtain the necessary permits from the Army Corps of Engineers. Any concern with Area H is mitigated, as Mr. Keech has already performed initial evaluations of the subject with experts on the subject. Mr. Keech has already invested considerable time and money in conducting studies on Area H and preparing applications and has stated that he will be able to submit permits applications as soon as the School Board selects the site.

State Highway 101:

State education codes place limits on how close a school can be situated to a freeway and also impose additional restrictions on sound insulation and air quality for schools in noisy and dirty environments, such as those close to 101. These factors also weighed against the Belmont Shores sites, and show why it would be very undesirable to place a school near a dirty, noisy freeway when far more pleasant sites are available.

Timeline:

Time is a critical factor in the development of a new school in the Shores given the current over-enrollment situation that has meant that all of our kindergartners now attend schools in Belmont, and that in the upcoming years as the Shores student population continues to increase, other grades at Sandpiper will be moved to schools in Belmont as well. Area H was the only site with a ready, willing and able seller. No other property owners have approached the School District with an interest to sell their properties. All other sites would require extensive negotiations to convince the property owners to sell, and to sell at a price that is within the School District's budget. Furthermore, given the issues associated with the other sites, as discussed above, the Advisory Committee concluded that the development time differential between Area H and the other sites would not be that significant.

Apart from these issues, which automatically eliminated many potential sites, there were many other reasons why we could only recommend Area H as our sole preferred school site.

For example, renovating Sandpiper Elementary would require shoe-horning 900 students into a too-small campus, beyond CDE recommended guidelines. Sandpiper was overcrowded when it had just 500 students. Such renovations would also require the building of at least one two story classroom building and would produce a much greater imposition on the surrounding neighborhoods, which are already burdened by Sandpiper

drop-off traffic and parking. Renovation would also create a “monster school” in a School District where the average school size is near 300 kids and where School District policy has favored preserving small, neighborhood schools as a means of improving classroom learning and supporting teachers. We were concerned that with the added noise, movement, and distractions, the educational soundness, and perhaps safety, of such a mega-school would be compromised. This would be a great disservice to our children, teachers and community.

Another option we struggled with was putting the new school in one of our parks. Our personal respect for our publicly dedicated parks, extremely strong and unified community opposition to losing a park so close to these established homes and neighborhoods, the fact that Redwood City actually is looking to add park space in Redwood Shores, and other logistical and safety issues, such as the traffic and parking nightmares that would clog the small streets near Marlin and Mariner parks, all weighed against our recommending a park site. In short, our collective interest was in improving the Shores and the environment for our children, which was not consistent with taking away a park.

In contrast, the Area H site is the ideal size and configuration for a new school. It has great access, being located on Shearwater Parkway, and is close to neighborhoods that are full of school age children. Developing 7 acres of the Area H site for a school (plus 7 acres for the proposed townhome development) will also allow 94 acres of this site to be reclaimed and restored to a fully functioning wetland, and an improved and protected wildlife habitat. By finally designating this area as open space and ensuring no further development on the remaining acreage, this area will serve as a magnificent backdrop for our new school. The risks associated with Area H, namely, permit approval timeline and complexity of developing the site, are substantially offset by the fact that Mr. Keech, who is an experienced master developer of bayland sites such as Area H, will partner with the School District to obtain permits and prepare the site for building. It is also an important factor that the risk of developing this site, with its proximity to protected species and inclusion of a small amount of designated wetlands, is substantially lessened due to the limited scope of development (far less than the current general plan of Redwood City would allow) and the fact that 94 acres of will be restored to pristine wetlands.

For these reasons, on August 10, 2006, the Committee chose Area H as the sole preferred site for the new school. The complete text of our resolution adopting this and other recommendations is provided in Attachment D.

3. CEQA

Though the Advisory Committee has recommended Area H as the sole site of a new elementary school within the Redwood Shores SFID, the School District's interim business manager informed the Advisory Committee that other sites must be included for comparison purposes during the environmental review process. Therefore, if it is required, the Advisory Committee recommends the following sites for inclusion for the sole purposes of the California Environmental Quality Act (CEQA) review:

- Marlin Park playing fields, a 4.0 acre site located at Redwood Shores Parkway and Cringle Street. While this site is currently a public park under the jurisdiction of the City of Redwood City, and is below the CDE recommended acreage for a new school, it could physically accommodate an elementary school and it is close to a large population of young children).
- Renovation of Sandpiper Elementary at Egret and Redwood Shores Parkway. This site has the potential to accommodate more students than it currently serves, but the Master Plan Capacity presented by CDE assumes a maximum student load of 750—far below the project capacity of 900 which it needs to serve the whole community.
- An undeveloped parcel near Belmont Slough and behind Indian Creek. Questions exist about this site, but the potential of a grant of this site from a controlling agency within the State of California merits its inclusion.

These CEQA alternatives are not being recommended as possible school sites at this time. Additionally, if the School Board determines that Area H is not viable, the Advisory Committee requests that the issue be brought back before the Advisory Committee for further discussion and recommendation of an additional school site or sites.

4. Next Steps

4.1 Support School Board Review & Approval Process

The final recommendation from the Advisory Committee was finalized during the August 10 meeting. As part of that meeting, the Advisory Committee also adopted a draft outline for this report, along with a plan to get the full report and an agendized Request for Action to the School Board by the September 21 School Board meeting. To allow for the School Board to start their planning process, we also requested that the Advisory Committee's recommendation be provided in the School District staff report at the September 7 School Board meeting. By adopting this flow, this would allow the School Board as much time as possible for them to fully assess the recommendation without unduly delaying the start of the required agency review and approval processes.

The Advisory Committee is prepared to continue to support the formal review and approval process. As all the Advisory Committee meetings have been duly agendized and open to the public, much of the required public review process should already be satisfied. Additionally the Advisory Committee has rearranged their calendar in the next couple of months to allow for our meeting dates to coincide with the School Board meetings such that any joint discussions may occur if the School Board requests such. It is the desire of the Advisory Committee that the School Board adopt a process to allow for formal discussions with the owner of the recommended site to begin as quickly as possible.

Should the School Board formally adopts the Committee's recommendation, appropriate steps should then be taken by School District staff to obtain the California Department of

Education (CDE) approvals. School Facilities Planning Division (SFPD) 4.01, School Site Approval Procedures, defines the process required to obtain the CDE approval. Step 1, Initial Contact, of this process has been completed, with the Initial School Site Evaluations provided in a report to the committee on August 10 and attached here as Attachment B. However, the evaluation of the Sandpiper School site needs to be redone, as an incorrect capacity figure for total enrollment was provided to the CDE consultant for this site. Step 2, Phase 1 Environmental Site Assessment, should be started immediately. The developer of the recommended site has already done a Geotechnical Feasibility Study to support this process and provided a status report in the June 8 Committee meeting and is included in Attachment C herein. Step 3, School Sites Near Airports, may not be required as this site appears to be greater than 2 nautical miles from the San Carlos Airport, but should be formally assessed by the SFPD.

School District staff should be requested to clearly outline the remaining steps in this process to allow for maximum visibility and tracking by all parties. In particular, generation of all the required documentation to be appended to the official Approval Request (Section 6 of SFPD 4.01) needs to be planned, with milestone dates identified for each. As it is the desire of the community to get the new school built by the 2009-2010 school year, a reasonable date for completion of all these tasks needs to be established and progress monitored.

The Committee will continue to supporting this process as it develops.

4.2 Architecture/Construction Manager Selection Process

A Subcommittee was formed at the June 8 Committee meeting to start discussing the process for selection of Construction Management Services and Architect Services. Draft "Request for Qualification and Proposals" (RFQ/Ps) were reviewed by the Subcommittee and presented to the Committee on July 27, with the following recommendation:

1. That the Committee pass a motion approving the form and substance of both the RFQ/Ps.
2. That the Committee pass a motion that the District Staff present each of the RFQ/Ps to the School Board for (i) the School Board's review and approval of the RFQ/Ps and (ii) the School Board's authorization to the District Staff to release the RFQ/Ps to the public for interested parties to submit Qualifications and Proposals.
3. That the Committee pass a motion that authorizes this Subcommittee and the District Business Manager to meet and review the Qualifications and Proposals submitted and to make recommendations to this Committee regarding candidates who will be invited to make presentations to the Committee and the School Board.

The Committee approved the recommendation as proposed.

District staff has now issued the RFQ/Ps with a requested deadline of submitted applications of September 23, 2006. The timeline for review and recommendation of final selections is currently being determined, but early 4th quarter 2006 is anticipated.

5. Acknowledgments

The Advisory Committee would like to recognize and thank the many community members who attended our meetings and provided us with information and input. Your involvement and support was crucial to our reaching our unanimous recommendation. We would also like to thank Dr. Cecil Reeves for his patience, guidance and perseverance through our meetings! Our sincere appreciation goes to the School District staff for organizing our meetings, providing information and resources, and providing the support necessary for us to accomplish our task. And finally, we would like to thank all of the School Board members for giving us this opportunity to be involved in this very important step in building a new school in Redwood Shores.

List of Attachments

Attachment A Site Review, Jim Bush, School Site Solutions, Inc., dated February 17, 2006, and July 11, 2006

Attachment B Summary of Site Visitation: David Hawke, from Joe DiGeronimo, dated July 13, 2006, and CDE/SFPD 4.0 Site Reviews, Dave Hawke, Consultant, School Facilities Planning Division, dated July 25, 2006

Attachment C Proposed Shores Elementary School at Area H, Max Keech, Keech Properties, Inc, dated June 8, 2006

Attachment D Committee Recommendation