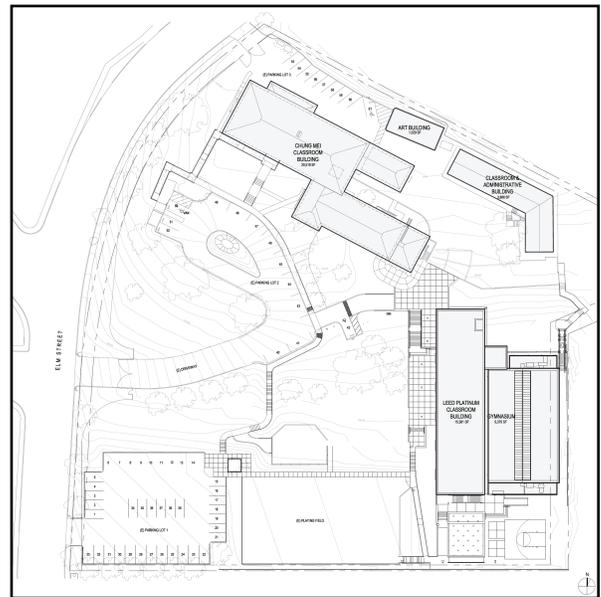


SUMMIT K2 CHARTER SCHOOL OPERATIONAL EXPANSION PROJECT

Final Subsequent Environmental Impact Report

SCH No. 2015112047



City of El Cerrito
COMMUNITY DEVELOPMENT DEPARTMENT
10890 SAN PABLO AVENUE
EL CERRITO, CA 94530

June 2016



LAMPHIER - GREGORY
URBAN PLANNING, ENVIRONMENTAL ANALYSIS & PROJECT MANAGEMENT | 510.535.6690

CONTENTS

Chapters 1 through 7 can be found in the Draft SEIR *page*

Chapter 8: Introduction to the Final SEIR	8-1
Purpose of the Final EIR.....	8-1
Project Summary.....	8-1
EIR Review Process.....	8-2
Report Organization.....	8-2
Chapter 9: Revisions to the Draft SEIR	9-1
Revisions to the Draft SEIR.....	9-1
Changes to Chapter 2: Executive Summary.....	9-1
Changes to Chapter 3: Project Description.....	9-1
Changes to Chapter 4: Noise.....	9-4
Changes to Chapter 5: Transportation and Circulation.....	9-4
Changes to Chapter 6: Alternatives.....	9-7
Changes to Appendix A: Initial Study.....	9-8
Chapter 10: Response to Comments	10-1
Introduction.....	10-1
Response to Specific Comments.....	10-2

Figures and Tables

Figures for Chapters 1 through 7 can be found in the Draft SEIR

Figure 3.2: Proposed Improvements to School Driveway Intersection, Sheets 1 and 2.....	9-3
--	-----

Appendices

Appendices A through C can be found in the Draft SEIR

This page intentionally left blank

INTRODUCTION TO THE FINAL SEIR

PURPOSE OF THE FINAL EIR

The California Environmental Quality Act and the Guidelines promulgated thereunder (together “CEQA”) require an Environmental Impact Report (EIR) to be prepared for any project which may have a significant impact on the environment. An EIR is an informational document, the purposes of which, according to CEQA are “to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.” The information contained in this EIR is intended to be objective and impartial, and to enable the reader to arrive at an independent judgment regarding the significance of the impacts resulting from the proposed project.

The Windrush School Master Plan Initial Study/Mitigated Negative Declaration (“Prior MND”) was adopted in 2007 for physical and programmatic changes to the school operated at the Project site (1800 Elm Street). Operation of the Summit K2 Charter School was approved on January 28, 2014, with reliance on the environmental analysis contained in the Prior MND. The Prior MND (State Clearinghouse Number 2007042071) is incorporated by reference.

This EIR is a Subsequent EIR (SEIR) to the Prior MND. This Final SEIR document, together with the Draft SEIR published in March 2016, shall constitute the complete SEIR prepared pursuant to the California Environmental Quality Act (CEQA) as amended (commencing with Section 21000 of the California Public Resources Code) and the CEQA Guidelines for the proposed Summit K2 Charter School Project in the City of El Cerrito, California. The applicant is Education Ventures, LLC and the Lead Agency is the City of El Cerrito.

PROJECT SUMMARY

The approximately 4-acre Project site is located at 1800 Elm Street in El Cerrito in a residential neighborhood a couple blocks from the El Cerrito del Norte BART station. The surrounding land uses consist of primarily single-family residential dwelling units.

Summit K2 Charter School was found to be compliant with the existing Conditional Use Permit (CUP) by the El Cerrito Zoning Administrator (and confirmed by the Planning Commission) and began operations in the Fall of 2014 with grade 7 enrollment of 125 students and continued operations in Fall of 2015 with 240 7th and 8th grade students.

The existing CUP limits student enrollment to 347 students during the normal school year and to 175 students during the summer session and limits normal school days to the hours of 8:00 a.m. to 3:00 p.m.

The “Project” involves proposed amendments to the existing CUP that would allow increased usage of the Summit K2 Charter School to include high school (grades 9 through 12) in addition to middle school students, increased enrollment to 630 students during the normal school year and 315 students during the summer session, and extension of the allowable normal operating hours by a half hour to 3:30 p.m. during normal school days.

The proposed changes to the CUP represent an increase of the enrollment limit during the normal school year by 283 students compared to the existing CUP and 390 students compared to existing conditions, and an increase in the enrollment limit during the school’s summer session by 140 students.

The proposed expansion of the school program and student enrollment can be accommodated at the site as it exists today and no changes are proposed to the buildings or site, although some changes are allowed under previous approvals. The school does not plan to change the existing schedule or school activities as a part of this Project though retains some flexibility to do so within the allowances under the CUP.

EIR REVIEW PROCESS

Draft SEIR

A Draft SEIR was made available for public review on March 16, 2016. During the public review period for the Draft SEIR (ending April 29, 2016), the City received verbal and written comments.

Final SEIR

This Final SEIR contains all comments received by the City on the Draft SEIR and also includes responses to these comments, together with necessary changes or revisions to the text of the Draft SEIR document. Changes to the text of the Draft SEIR are included in Chapter 9 of this Final SEIR. None of the revisions or responses to comments contained in this Final SEIR would be considered “significant new information” under section 15088.5 of the CEQA Guidelines and therefore no recirculation of the Draft SEIR is required.

This Final SEIR will be presented to the Planning Commission at a public hearing to consider certification of this document as a technically adequate, full disclosure document consistent with the requirements of CEQA. Assuming certification of this SEIR as complete and adequate under CEQA, this document together with the Draft SEIR will constitute the SEIR for this Project. The Planning Commission may require additional changes or modifications to this SEIR prior to certification.

An SEIR does not control the agency’s ultimate discretion on the Project. In accordance with California law, the SEIR must be certified before any action on the Project can be taken. However, SEIR certification does not constitute Project approval.

REPORT ORGANIZATION

This Final SEIR consists of the following chapters, commencing after Chapter 7 of the Draft SEIR:

Chapter 8: Introduction to the Final SEIR. This chapter outlines the purpose, organization and scope of the Final SEIR document and important information regarding the public review and approval process.

Chapter 9: Revisions to the Draft SEIR. This chapter includes corrections, clarifications or additions to text contained in the Draft SEIR based on comments received during the public review period.

Chapter 10: Response to Comments. This chapter provides reproductions of letters received on the Draft SEIR and verbal comment sets. The comments are numbered in the right margin. The responses to comments are also provided in this chapter immediately following each comment letter, and are keyed to the numbered comments.

This page intentionally left blank.

REVISIONS TO THE DRAFT SEIR

REVISIONS TO THE DRAFT SEIR

The following are minor text changes, additions or modifications made to the Draft SEIR for the Summit K2 Charter School Operational Expansion Project. An explanation of the changes made in response to comments can be found in Chapter 10.

Comments, including the original location in the Draft SEIR of the text to be changed, are in *italics*. Deletions are noted by ~~striketrough~~. Additions are underlined.

CHANGES TO CHAPTER 2: EXECUTIVE SUMMARY

- *Pages 2-6 and 2-7*

Mitigation measure Traffic-2 and impact and mitigation measure Traffic-5 are hereby revised in Table 2.1, consistent with revisions to pages 5-7, 5-11, and 5-12, listed below.

CHANGES TO CHAPTER 3: PROJECT DESCRIPTION

- *Pages 3-4 and 3-5*

The discussion of the proposed school driveway intersection improvement is hereby revised in response to comments and staff-initiated revisions to clarify that improvements are consistent with the El Cerrito Active Transportation Plan and may require replacement of signal heads/hardware. Figure 3.3 is also hereby replaced with the following figures to show replacement of signal heads/hardware and additional detail of the bike lane beyond the adjacent intersection.

SCHOOL DRIVEWAY INTERSECTION IMPROVEMENTS

As a part of the Project, improvements to intersection operation with respect to pedestrians and bicycles would be made at and around the school driveway intersection (at Elm Street/Hill Street/Key Boulevard), as shown in **Figure 3.3**. These improvements are consistent with the El Cerrito Active Transportation Plan (approved by City Council on April 5, 2016), including include removal of four on-street parking spaces on the west side of the south leg of the intersection and would not impede the operation of the intersection for vehicular traffic.

Improvements to signal timing are also included as a part of the Project. The current signal phasing plan at the school driveway intersection separates all approaches; i.e., each leg of the intersection is served with green time independent of any other leg.

The proposed signal phasing plan would serve vehicles exiting the school driveway and vehicles turning right from Key Boulevard during the same phase. The movements made from these two legs of the intersection do not conflict as left turns from Key Boulevard are prohibited, and left turns from the school driveway are prohibited. This alternative signal phasing could be implemented with the existing geometric configuration and ~~would not~~ may require updating of ~~traffic~~ signal poles, heads and/or hardware.

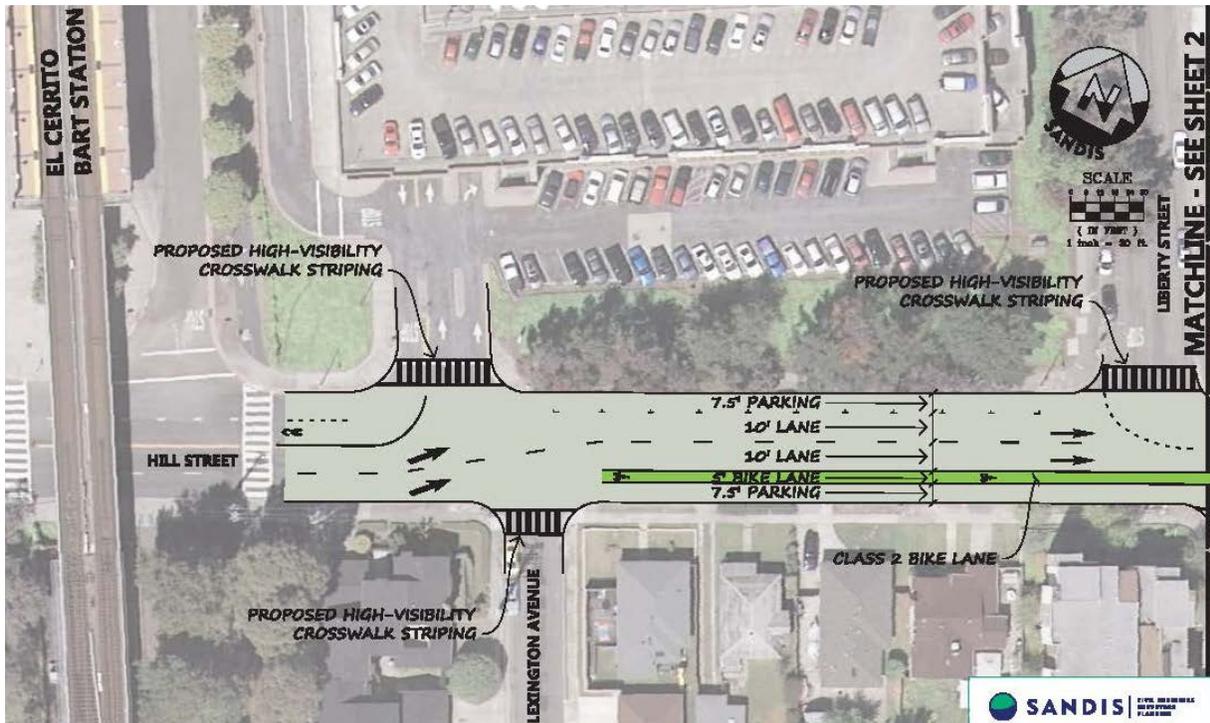
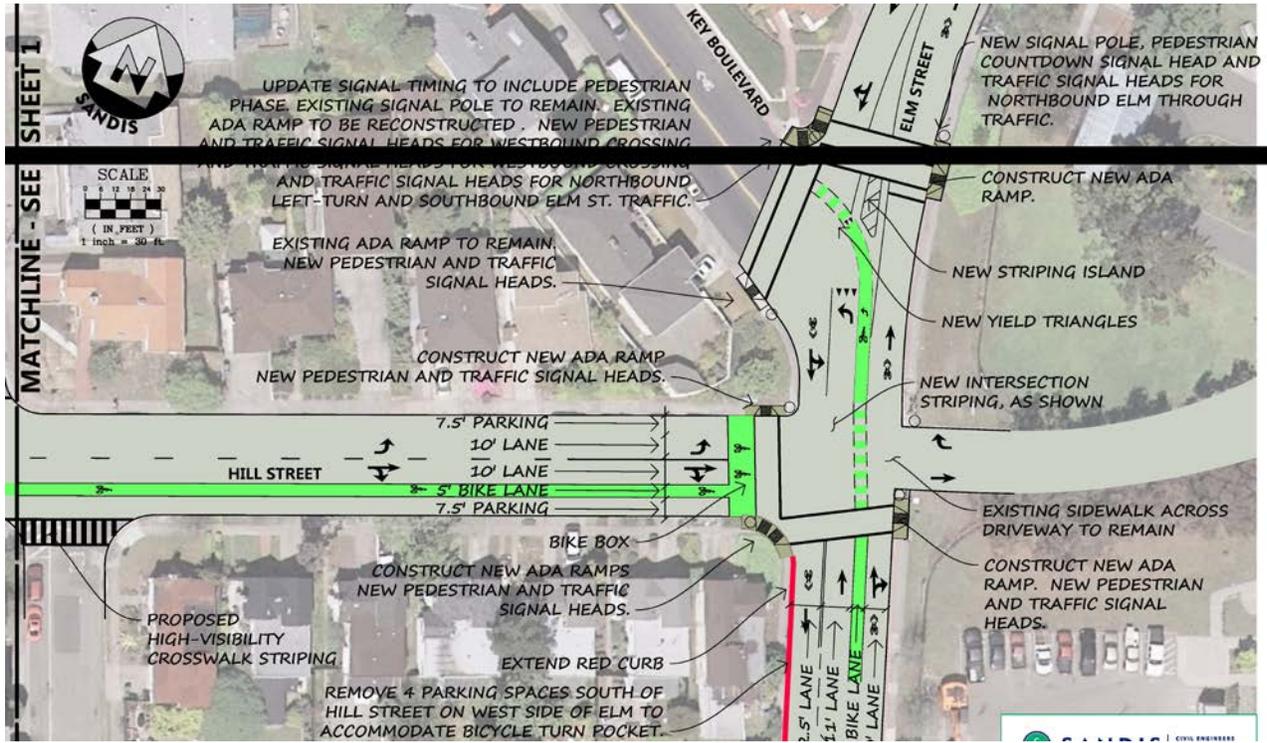


Figure 3.3: Proposed Improvements to School Driveway Intersection, Sheets 1 and 2

Source: Kittelson & Associates, 1/5/2016

CHANGES TO CHAPTER 4: NOISE

- Page 5-7

The following staff-initiated revision is hereby made to the discussion of traffic noise to clarify the choice of threshold used for the assessment.

TRAFFIC NOISE

Impact Noise-2: Project-Generated Traffic. Traffic noise levels along roadways serving the site would not be substantially increased with the operation of the Project. This is a *less-than-significant* impact.

Roadways serving the site include Elm Street, Key Boulevard, and Hill Street. Traffic volumes supplied for 5 intersections in the vicinity of the Project were reviewed to calculate noise level increases due to additional Project traffic occurring during the AM Peak Hour and After-school PM Peak Hour. Based on a review of these traffic volumes, traffic noise levels are anticipated to increase by 2 dBA L_{eq} or less at all study intersections as a result of the Project during the AM Peak Hour and After-school PM Peak Hour. The increase to the L_{dn} would be less than 1 dBA when averaged over a 24-hour basis. El Cerrito has no noise threshold specifically for transportation-related noise or appropriate levels identified for roadway uses, so roadway noise is evaluated in term of the increase in existing transportation-related noise levels against the identified threshold of an L_{dn} increase of 3 dBA or more. The Project would not cause the L_{dn} to increase 3 dBA or more, and the impact is a less-than-significant.

CHANGES TO CHAPTER 5: TRANSPORTATION AND CIRCULATION

- Page 5-7

The following staff-initiated revision is hereby made to Mitigation Measure Traffic-2 and the related discussion to identify the required timing of the improvement.

Mitigation Measure

Traffic-2: Restriping on Key Boulevard at Cutting Boulevard. The project applicants shall fully fund and work with the City to implement the following improvements at the Key Boulevard and Cutting Boulevard- Intersection prior to student enrollment exceeding 571 students:

- Restripe the intersection to remove five parking spaces along the southern side of the eastern leg of Key Boulevard- and split the existing westbound single travel lane into one left turn only lane and one through-right lane.

The improvements specified in Mitigation Measure Traffic-2 are shown in Figure 5.1 and implementation of these improvements would result in LOS B with a delay of 14.9 seconds in the PM peak-hour. Mitigation Measure Traffic-2 would improve this intersection to a better performance level than under existing conditions and, thus, reduce the impact to a level of *less than significant with mitigation*. As discussed in more detail related to the choice of Alternative B (see page 6-3), the Project would not cause a significant impact at this intersection until student enrollment exceeds 571 students and therefore, the timing of the identified intersection improvements does not need to occur immediately, but rather will need to be in place prior to student enrollment exceeding 571 students, as reflected in the measure.

- Page 5-9

The following staff-initiated revision is hereby made to the discussion of the cumulative traffic analysis to clarify the relationship to the congestion management plan.

Impact Traffic-3: Cumulative Plus Project Intersection Operation. The Project would contribute additional traffic to cumulative intersection operations; however, with the exception of the intersection identified in Traffic-4, the intersections would operate within acceptable Levels of Service and the contribution of the Project to cumulative intersection impacts would be *less than significant*.

As shown in **Table 5.5**, assuming implementation of Mitigation Measure Traffic-2, most of the intersections in the study area would continue to operate within acceptable LOS and the contribution of the Project to cumulative intersection impacts would be *less than significant*.

The traffic study locations were selected with consideration of the Contra Costa Transportation Authority Congestion Management Program (CMP) Network. The San Pablo Avenue/Cutting Boulevard intersection is a CMP Monitoring Intersection near the Project site through which Project trips were distributed. The intersection would meet the CMP Monitoring Standard of LOS E under Existing with Project and Cumulative with Project conditions during AM and PM peak hours. I-80 is also part of the CMP Monitoring Network and is near the Project site. Fewer than 50 directional peak hour Project trips were distributed to the freeway. Fifty (50) directional trips would be considered within typical fluctuation of freeway traffic volumes; therefore, analysis of freeway operations is not warranted under the CMP. The Project would not conflict with an applicable congestion management program, which has already been taken into consideration in the analysis of the Project.

- Pages 5-11 and 5-12

The following revision is hereby made in response to comments to clarify that it is the interference with the effective operation of travel lanes that makes queuing an environmental impact, to formalize monitoring triggers and requirements, and to clarify that alternative abatement methods could be utilized.

Impact Traffic-5: Queuing Could Exceed Capacity and Interfere with Vehicle Travel Lanes. Queuing of vehicles could exceed the available capacity during the after-school PM peak hour, which could ~~impact~~ interfere with operation of vehicle travel lanes on nearby streets and would be a *significant impact*.

Vehicle queuing during pick up and drop off was also assessed, as vehicles queues have the potential to affect area circulation if queues extend onto public roadway vehicle travel lanes.

Due to the variation in queuing activities during the morning drop off (“slow-moving queue”) and afternoon pick-up where vehicle tend to park and await their passengers (“parked queue”), there is space for 20 queued vehicles in the morning and 26 vehicles in the afternoon at the site.

At full enrollment, the potential maximum queue during the morning peak hour would be 20 vehicles, which would be accommodated on the Project site. During the afternoon pick-up, queues could reach 40 vehicles, which would extend beyond the Project driveway. The additional on-street capacity for queuing along the east side of Elm Street immediately north of Key Boulevard amounts to an additional 11 vehicles in the afternoon, which would still only accommodate a total of 37 of the 40 projected vehicles on- and off-site for afternoon pick-ups. Based on the modeling of queues in the Transportation Impact Analysis (Appendix C), queues have the potential to exceed on-site queuing capacity at an enrollment above 406 students and the potential to exceed identified available on-site plus on-street capacity above 578 students.

Mitigation Measure**Traffic-5:**

Queue Monitoring and Abatement. ~~Within the first two months after the start of a school year with an enrollment increase to more than 406 students, it shall be the responsibility of the school project operator shall submit an assessment of queues during the morning and afternoon drop-off/pick-up periods, as prepared by a qualified traffic consultant. The queuing study shall identify whether to ensure that recurring school drop-off/pick-up vehicle queues do not occur that interfere with vehicle travel lanes on public roadways.~~

If a recurring school vehicle queues that interfere with vehicle travel lanes occurs, the ~~project~~ school operator shall employ abatement methods as needed to abate the queue. Suggested abatement methods may include but are not limited to the following:

- Increased education of drivers of correct drop-off/pick-up and queuing procedures.
- Increased presence of staff/volunteers to direct drivers during pick-up/drop-off.
- ~~To accommodate expected maximum queues during afternoon pick-up activities, the school could~~ Increased education and encouragement of students to use a of modes other than a personal vehicle in order to achieve a 10 percent or greater reduction in after school pick ups, such as carpooling, transit, bicycling, and/or walking.
- Staggered start/stop times for different grades and/or additional participation in after-school programs to reduce the number of students being dropped-off and/or picked-up at the same time. Alternatively, the school could assure that 10 percent or more of the students leave the campus at least 15 minutes later than the majority of students to achieve a reduced maximum queue that could be accommodated within the on-site and on-street loading spaces. (This could be achieved through participation in after school activities or off-setting of school hours for different grades.)

If abatement methods are required, the school operator shall submit monthly reports detailing success of abatement methods until such activities are considered abated by El Cerrito Planning Staff.

If, based upon repeated complaints and/or City staff observations, recurring interference with vehicle travel lanes is determined by the Planning Division to be a problem at other times of the year and/or during years without enrollment increases, the Planning Division may require the school operator to have additional assessment prepared by a qualified traffic consultant and submitted to the Planning Division as detailed above.

Given the proximity of the school to the surrounding neighborhood and transit options and the likelihood that some students will engage in after-school activities that will result in a later pick-up time, it is considered possible that problematic queues will not develop or that in the event they do develop, it can be assumed successful queue abatement is achievable. Therefore, with implementation

of Mitigation Measure Traffic-5, the impact related to queuing interference with travel lanes during student loading and unloading would be reduced to *less than significant with mitigation*.

- Page 5-12

The following discussion of design hazards is hereby added to the end of the chapter in response to comments to clarify that the potential for design hazards of proposed intersection improvements were also considered.

DESIGN HAZARDS

The Initial Study considered the potential of the Project to result in substantial increases in hazards due to a design feature and concluded that the impact of the Project, with no proposed physical changes to the site, would be less than significant in this regard (pages 35-36 of the Initial Study in Appendix A). This Draft SEIR includes additional information regarding proposed improvements to the Elm Street/Hill Street/Key Boulevard/Project driveway intersection (Figure 3.3), the Key Boulevard and Cutting Boulevard intersection (Figure 5.1), and the San Pablo Avenue/Hill Street/Peerless Avenue/ Eastshore Boulevard intersection (page 5-10). The identified intersection improvements are consistent with applicable safety standards and would be considered approximately as safe or safer for vehicles, pedestrians, and bicycles than under existing conditions. The Project's identified less than significant impact related to design hazards would remain unchanged from the Initial Study given the proposed intersection improvements and addition of Project traffic to the system considered in the Draft SEIR.

CHANGES TO CHAPTER 6: ALTERNATIVES

- Page 6-6

The following staff-initiated revisions to the discussion of the financial feasibility of Alternative A are hereby made to clarify that, while the alternative is considered potentially feasibility, the Draft SEIR has not presented analysis of or reached conclusions regarding financial feasibility of the alternative.

The reduced enrollment under Alternative A would meet both of the City's Project Objectives, though to a lesser degree than would the proposed Project, as the enrollment level and age of the students would not be higher than could be expected under existing approvals. Alternative A would not meet the Applicant's Project Objective to locate the middle and high school together for a consistent culture and learning environment, because the existing Conditional Use Permit does not allow high school students. While the financial feasibility of Alternative A has not been analyzed ~~in detail~~ at this time, it is anticipated ~~the this alternative could be financial feasibility would have been considered by the Applicant before seeking the prior approvals and would remain financially feasible, though to a lesser degree than the proposed Project.~~

- Page 6-7

The following staff-initiated revisions to the discussion of the financial feasibility of Alternative B are hereby made to clarify that, while the alternative is considered potentially feasibility, the Draft SEIR has not presented analysis of or reached conclusions regarding financial feasibility of the alternative.

The reduced enrollment under Alternative B would meet all of the Project Objectives, though to a marginally lesser degree than would the proposed Project. While the financial feasibility of the reduced enrollment has not been analyzed ~~in detail~~, due to the historic usage of the

site, it is anticipated this alternative ~~would~~ could be financially feasible, though to a lesser degree than the proposed Project.

CHANGES TO APPENDIX A: INITIAL STUDY

- Page 38

The following staff-initiated revision to the discussion of utilities is hereby made to clarify that energy usage has been considered under that topic.

Currently Proposed Project

While the current Project does not propose increased square footage (upon which many utility demand rate calculations are based), additional students and staff would be expected to incrementally increase demand for utilities at the site including incrementally increased energy use. The increases would be incremental and remain a very small fraction of City or area-wide utility demand that is not expected to substantially contribute to any exceedances of available capacity or requirement for new or expanded facilities. Additionally, use of an existing transit-accessible school site for expanded student enrollment would not be considered a wasteful, inefficient, or unnecessary consumption of energy.

There are no changes in the Project, changes in circumstances, or new information that would result in a new significant impact or substantially increased severity of previously identified impacts related to utilities and service systems. The conclusions of the Prior MND remain valid for the currently proposed Project, and no further analysis is required.

RESPONSE TO COMMENTS

INTRODUCTION

This chapter contains responses to the written comments on the Draft SEIR. Where revisions to the Draft SEIR are appropriate, such changes are noted below and the actual text changes are included in Chapter 9.

The City of El Cerrito received eleven (11) letters commenting on the Draft SEIR for the Project, in addition to verbal comments at the April 12, 2016 Planning Commission hearing.

Specific comment letters are organized generally in chronological order by grouping, as follows. Letters have been assigned an alphabetical letter identifier, and the verbal comments are identified as verbal set “TR,” which stands for transcript. Individual comments within each letter are then numbered in order such that letter A begins with comment A-1 then proceeds to comment A-2, etc.

LETTERS FROM AGENCIES

Letter A, Caltrans, Patricia Maurice, 4/29/16

LETTERS FROM PERSONS AND GROUPS

Letter B, Anne Wenstad, 4/24/16

Letter C, Matt Flynn, 4/25/16

Letter D, Sam Lee and Tanya Wu, 4/25/16

Letter E, Steve Haines, 4/28/16

Letter F, Steve Haines, 4/28/16

Letter G, Multiple Signatures, 4/29/16

Letter H, Susanna Spiro, 4/29/16

Letter I, Bill Kuhlman, 4/29/16

Letter J, Franklin Leong, 4/29/16

Letter K, Ronald M. Sonoda and Lorraine M. Sonoda, 4/29/16

VERBAL COMMENTS

Verbal Set TR, 4/12/16 public hearing before the Planning Commission, transcript of comments on the Draft SEIR.

RESPONSES TO SPECIFIC COMMENTS

The following pages contain comments on the Draft SEIR for the Project. Each comment is numbered and responses to these comments are provided following each comment letter or set.

In some instances, responding to a comment received on the Draft SEIR resulted in a revision to the text of the Draft SEIR. Revisions are shown in Chapter 9 of the Final SEIR. In other cases, the information provided in the responses is deemed adequate in itself, and modification of the Draft SEIR text was not necessary.

Submitted comments were not always intended to be focused on environmental matters only and comments sometimes reference matters related to the Project but that are outside the realm of environmental review. Conversely, the responses to comments included here are intentionally focused on matters specific to the environmental review that is required under CEQA. A response noting that a comment is not related to the environmental analysis is intended to signify the specific comment was not addressing a matter subject to review under CEQA and therefore that the EIR is not the appropriate forum for providing a response. Such a response is not intended to dismiss or diminish the validity of the comment outside the CEQA realm. All of the comments are a part of the record and will be considered by the Planning Commission and City Council at public hearings when Project approvals are considered.

Letter A

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov



*Serious Drought.
Help save water!*

April 29, 2016

CC80386
CC-80-PM 1.849
SCH# 2015112047

Mr. Sean Moss
Senior Planner
City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530

Dear Mr. Moss:

Summit K2 Charter School Operational Expansion Project – Draft Subsequent Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and State planning priorities of infill, conservation, and efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions, and project proponents on all development projects that utilize the multi-modal transportation network.

The following comments are based on the March 2016 Draft Subsequent Environmental Impact Report. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, sustainability, livability, and build active communities, not sprawl. Caltrans plans to increase non-auto mode shares by 2020 to triple bicycle, double pedestrian and transit. These targets support the Metropolitan Transportation Commission (MTC) Regional Transportation Plan/Sustainable Community Strategy which identifies transportation system performance targets including the increase of non-auto mode share by 10 percentage points and a decrease in auto vehicle-miles-traveled (VMT) per capita by 10 percent.

Project Understanding

Summit K2 Charter School is located at 1800 Elm Street in El Cerrito and approximately 100 yards from the El Cerrito del Norte BART station and ¼ mile north of Interstate (I-) 80. The Conditional Use Permit (CUP) limits student enrollment to 347 students during the school year

A-1

Mr. Sean Moss, City of El Cerrito
March 29, 2016
Page 2

and up to 175 students during the summer session. School days will be the hours of 8:00 a.m. to 3:00 p.m. The Project involves proposed amendments to the existing CUP that would allow increased usage of the Summit K2 Charter School to include high school and middle school students with an increased enrollment to 630 students during the school year and 315 students during the summer session. The proposed changes to the CUP represent an increase in the enrollment during the school year by 283 students compared to the existing CUP of 390 student and an increase in the enrollment during the school's summer session by 140 students.

A-1
Cont'd

Traffic Operations

Please quantify increased volumes originating from I-80. Identify impacts related to queuing on the off-ramps from Westbound I-80. The Plus Project scenarios show an increase in traffic volumes compared to baseline conditions on eastbound Cutting Boulevard at intersection #3.

Should you have any questions regarding this letter, please contact Keith Wayne at 510-286-5737 or keith_wayne@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

LETTER A, CALTRANS, PATRICIA MAURICE, 4/29/16Comment A-1

This comment asks for an analysis of how much Project-generated traffic comes from I-80, and what the potential effect on queues on the I-80 Westbound Off-Ramp is.

In the original traffic study prepared by Kittelson and Associates (included as Appendix C), I-80 was identified as part of the regional roadway network. There was no regional roadway networks analysis in the study, based on the total projected Project trips on the freeway. Based on the trip distribution from the CCTA model for the traffic analysis zone that includes the school, as much as eight-percent of the Project trips may come from I-80 westbound. While this percentage is likely more applicable to staff and worker trips, and the actual percentage is likely less for student trips, the eight percent figure should be considered a conservative estimate. Eight percent of a.m. peak hour projected 298 inbound trips that could use the I-80 westbound off-ramp would be 24 trips, and eight percent of the p.m. peak hour 197 inbound trips would be 16 trips. In each peak hour, the number of trips is not anticipated to noticeably increase the queuing on the I-80 Westbound Off-Ramp.

Two alternatives were also presented in Draft SEIR: No Project, Enrollment to Current Approvals and Reduced Enrollment (85% of Proposed). The No Project Alternative, as stated in the Draft SEIR, represents 27% of the enrollment increase proposed by the Project. As such, only 27% of the previously mentioned Project trips would be added to the I-80 westbound off-ramp. This would result in about six morning and four evening peak hour trips potentially using the Westbound I-80 off-ramp. Similarly for the Reduced Enrollment alternative, which is 85% of the proposed Project, there would be about 20 morning trips and 14 evening added trips due to the Project. As with the proposed Project, with each alternative the number of trips is not anticipated to noticeably increase the queuing on the I-80 Westbound Off-Ramp.

Letter B

1792 Manor Circle, El Cerrito, CA 94530

April 24, 2016

The El Cerrito Planning Commission

Re: Summit K2 Expansion

Living at 1792 Manor Circle I am directly affected by the Summit K2 expansion. Their busy and much used lower parking lot abuts my property line directly behind my back yard fence. This parking lot is arguably the noisiest part of the Summit School property and it is often used late at night on weekdays. In addition to noise and privacy issues I have had empty food containers and rocks thrown over the fence and about a month ago a vehicle in their parking lot rammed my fence and broke it. The owners have since repaired it, but I fear such an event might happen again, especially at night.

B-1

B-2

I have made the owners aware that I would like them to extend the security/sound wall that was built years ago between the Summit property and the Manor Circle properties below it. For some reason, this sound wall abruptly stops at my property line and leaves my property and the one next to me, 1796 Manor Circle, exposed to noise and security issues.

B-3

Having worked at mostly private schools throughout my life I fully appreciate and support the Summit K2 Charter School, and I'm content to have them as neighbors. However, I believe that good neighbors protect each other's security and privacy.

B-4

I'm looking forward to a positive outcome regarding this issue.

Respectfully,



Anne Wenstad

cc: Summit K2 Charter School, Chamberlin Associates

LETTER B, ANNE WENSTAD, 4/24/16Comment B-1

The commenter cites noise from the use of the lower parking lot as a concern and then identifies several privacy and security issues because the existing “security/sound wall” does not extend past the residential properties at 1792 and 1796 Manor Circle.

The existing noise barrier fence does not extend past the residential properties located at 1792 and 1796 Manor Circle because it was originally designed to mitigate noise from the use of the play field at those receptors who were impacted by the play field noise. The noise data collected at Site LT-1, which was approximately 40 feet from the center of the play field, showed that existing unmitigated noise levels were 60 dBA Ldn on the school side of the noise barrier. Noise levels were calculated to be approximately 8 dBA less at 1792 and 1796 Manor Circle assuming the additional distance between these receptors and the center of the play field, resulting in similar noise levels as those expected at receptors located nearest the play field and shielded by the noise barrier fence. The intermittent, maximum instantaneous sounds produced by the use of the parking lot are also similar in character and level as those intermittent, maximum instantaneous sounds produced by activities occurring on the play field, along Elm Street, and by BART. The sounds occurring in the parking lot occur on an infrequent basis as compared to the sounds produced by the play field, along Elm Street, and by BART, and do not measurably increase the daily average noise levels attributable to these predominant source of noise.

This comment also mentions privacy and security, which are social issues and not considered in environmental analyses. Although not required to mitigate environmental impacts of the proposed Project, there is no environmental concern that would require additional analysis if the noise barrier fence is extended as requested. As noted in the opening to this chapter, while this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration in relation to Project approvals.

Comment B-2

This comment relates to littering and property damage, which are social issues and not considered in environmental analyses. Additionally, there are existing rules and regulations addressing littering and property damage. As noted in the opening to this chapter, while this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration in relation to Project approvals.

Comment B-3

See response to comment B-1.

Comment B-4

This is a closing comment and not a comment on the environmental analysis.

Letter C

Sean Moss, Senior Planner
City of El Cerrito
10890 San Pablo Ave.
El Cerrito, CA 94530

April 25, 2016
Mr. Moss,

I am writing to you to express my concern over the proposal to increase the student enrollment at the Summit Charter School to 630.

This major increase far surpasses the previous schools (Windrush) maximum enrollment of 347, which the neighborhood tolerated both morning and afternoon traffic congestion, with related noise and disruptions, during its operations.

With the Summit School currently only at 240 students – far below the anticipated total of 347 allowed by the previous permit, I feel that it is far too early to assess what the drastic changes to the current permit and it's effects to the neighborhood and community will be. Bringing into that mix students who would drive to the school on a daily basis, adding to the current BART related parking nightmare on the neighborhood streets seems foolish and reckless.

The current distrust of the Summit School and its leadership felt in the neighborhood is most unfortunate. Initially most of us were supportive of The Summit Charter School and its (apparently disingenuous) proposal for the smaller school on the property, now that trust has been broken and our hope is that the proposal will not be permitted by the city.

Thank you for your attention to this letter,
Sincerely,



Matt Flynn
6636 Cutting Blvd.,
El Cerrito, CA 94530

C-1

C-2

C-3

LETTER C, MATT FLYNN, 4/25/16Comment C-1

This is an opening comment and does not contain specific comment on the environmental analysis.

Comment C-2

This comment mentions students who would drive to school in the context of traffic congestion and parking on neighborhood streets.

A breakdown of drivers between staff/parents/students is not required for traffic analysis under CEQA and was not explicitly included. As detailed more specifically in the full traffic analysis in Appendix C, projected increases in school traffic is based upon observed mode split between vehicles and pedestrians/bicycles and information from the Institute of Transportation Engineers, which is based upon a survey of the trip generation related to multiple schools and accounts for staff, parent, and student drivers.

Parking was discussed in the Initial Study for the Project (also included as Appendix A of the Draft SEIR), as excerpted from pages 36 and 37:

The Project site currently contains 61 parking spaces on-site, which is one less than the 62 spaces that would be required under the municipal code. However, the code allows for a reduction in the requirement based on proximity to transit, such as with the location of the Project site. A parking requirement reduction has been included in the requested approvals. Alternatively, it is likely the site could be restriped to accommodate one additional parking stall if preferred.

Parking deficiencies are no longer generally considered an environmental impact under CEQA as it is understood drivers will change their habits if parking is not available and that available parking supply can interfere with efforts to reduce vehicle trips. That being said, the provided parking is within the amount allowable by the code for a site at that location and would not be expected to result in noticeably deficient on-site parking conditions.

In other words, an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. While this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration.

Comment C-3

This is not a comment on the environmental analysis.

Letter D

From: Sammy Lee [mailto:sammylee36@hotmail.com]

Sent: Monday, April 25, 2016 5:51 PM

To: Sean Moss; yswushinyin@gmail.com

Subject: Summit K2 Expansion project

Hello Sean,

Our name is Sam Lee and Tanya Wu and we live right next door to Summit K2 at 6746 Glen Mawr Ave, El Cerrito. We heard a great deal of positive feedback about the school and was able to visit the school on several occasion, once during the school dance as well. We truly believe Summit is an exceptional school for the community and I am glad the staff are so focused in our children's education.

D-1

We have also attended the public hearing and read thru the EIRs, and we share a lot of the public comments wrt to traffic congestion. As you are aware, our streets are already filled with cars during the days, we can hardly find any parking space, and an influx of students and staff vehicles to the neighborhood is definitely going to cause more congestion and take up whatever remaining street parking available. We are quite concerned that there is no concrete solution for this at this time.

D-2

My proposal is for Summit to reserve a certain % of enrollment (maybe 20%) to the 3-5 block radius households, where the majority of the traffic congestion will be felt. This is to accomplish 2 goals:

- 1) increase the number of students who can walk/bike to school, therefore reduce # of cars driving thru and parked on the streets.
- 2) compensate the Summit school neighbors for the pain they will endure by providing their children with better education.

D-3

Please help us understand if such proposal make sense, and if there are better alternative for the traffic problem

thank you,

Sam Lee and Tanya Wu

8054079801

6746 Glen Mawr Ave, El Cerrito

LETTER D, SAM LEE AND TANYA WU, 4/25/16Comment D-1

This is an opening comment and does not contain specific comment on the environmental analysis.

Comment D-2

This comment relates to traffic congestion and parking.

CEQA requires analysis of the environmental effects of the Project. The existing and projected future conditions related to existing uses and other projects, including traffic conditions, are taken into account in the analysis of Project impacts, but are not attributed to the Project. As noted by the commenter, the Project would add traffic to area streets and intersections, some of which already experience congested conditions during peak use hours. The analysis of Project traffic is included in Chapter 5 and Appendix C of the Draft SEIR. With the mitigation measures identified in the Draft SEIR, all traffic impacts attributable to the Project would be at or reduced to less than significant impact levels.

As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. See response to comment C-2 for expanded discussion of parking. While this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration.

Comment D-3

This comment proposes an alternative requiring a certain percent of enrollment be reserved for households in the immediate vicinity.

The Draft SEIR considered reductions in the enrollment cap proposed under the Project, including a 15% reduction under Alternative B and a 73% reduction under Alternative A. (See Chapter 6 of the Draft SEIR.) The proposed 20% enrollment reservation for students in the immediate vicinity could, from a traffic perspective, look similar to the Alternative B analysis. The Draft EIR assessed a reasonable range of alternatives, including one with similar traffic changes to that proposed here. No additional analysis is warranted to provide a reasonable range of alternative assessment in response to this comment. However, this does not preclude the applicant or City from considering such operational constraints.

Letter E

From: stephenhaines@comcast.net [mailto:stephenhaines@comcast.net]

Sent: Thursday, April 28, 2016 5:12 PM

To: Greg Lyman; Janet Abelson; Jan Bridges; Mark Friedman; Gabe Quinto; Margaret Kavanaugh-Lynch; Sean Moss; jan bridges

Subject: Summit K2 School Enrollment Expansion Proposal

Good afternoon,

My name is Steve Haines and I live at 1755 Elm Street in El Cerrito. I would greatly appreciate it if you would read the attached document addressing serious issues with respect to Summit K2's enrollment expansion plans and the associated DSEIR. Please ask yourselves "Would I support this project if I lived next to Summit K2?"

I can not find any email addresses for the Planning Commissioners but have been informed that any correspondence to the Planning Commission should be sent to the Planning Department and they will forward. I have also sent this document via FedEx overnight today, April 28, 2016. Thank you.

Sincerely,

Steve Haines

E-1

Problems with Summit K2 School's Enrollment Expansion Proposal

To: El Cerrito Planning Commission, El Cerrito City Council and El Cerrito Community Development Department

El Cerrito Planning Commissioners Carla Hansen, Brendan Bloom, Kevin Colin, Michael Iswalt, Bill Kuhlman, Andrea Lucas, Lisa Motoyama, City Councilmember and Liaison to Planning Commission Jan Bridges, Mayor Greg Lyman, Mayor Pro Tem Janet Abelson, Councilmembers Mark Friedman and Gabe Quinto, Development Services Manager Margaret Kavanaugh-Lynch and Senior Planner Sean Moss.

Prepared by Stephen Haines, El Cerrito resident and home owner

The items below are a portion of the issues that have not been adequately addressed in the Draft Subsequent Environmental Impact Report.

Traffic

Traffic on Elm, Cutting, Key and Hill is already excessive for the size of these streets and proximity of homes to the streets. My front door is a mere 16' from the street. Cutting and Elm specifically are major corridors for traffic to and from the El Cerrito Hills and Interstate 80. In addition there is a lot of traffic from drivers to and from BART. Traffic is often backed up all the way down Elm between Hill and Blake during the afternoon/evening commute. Traffic volumes are further elevated at these same times by traffic associated with Summit K2 School. These streets are classified as minor arterials but already have traffic volumes of major arterials. By increasing enrollment from the current level of 240 students to 630 the traffic congestion will undoubtedly increase dramatically. When considering the large number of additional vehicles (parents dropping off and picking up their kids, extra teachers and staff coming and leaving work and high school students who choose to drive themselves) congestion on Elm and surrounding streets will become severe. The proposal to stagger start/stop times for the school will simply extend the time when traffic is at its worst. In addition the proposed "improvements" to the school's driveway intersection including a 5' wide northbound bike lane between two lanes designated for vehicle traffic will narrow southbound Elm Street in front of my house from 20' to 12.5'. While there is no designation on Figure 3.3 of the DSEIR for parking in front of my house, there is also no mention of eliminating the current resident parking. Thus, if one assumes 7.5' will be designated for parking as it is (as shown on Fig. 3.3 of DSEIR) on Hill Street, that only leaves 5' left for a traffic lane. This will create serious public safety issues. It is already dangerous as vehicles traveling southbound (often at speeds well above posted limit) come very close to me when trying to enter/exit my vehicle. In fact if there is no oncoming (northbound) traffic in close proximity, southbound vehicles usually cross the center line in order to give clear berth. Not only will the northbound bike lane make the southbound lane narrower, it is potentially very dangerous for those using the bike lane due to the close proximity of traffic on either side. Elm Street was never designed to handle such heavy traffic

E-2

E-3

E-4

loads and the additional traffic and proposed narrower traffic lanes will only make problems worse.

E-4
Cont'd

Parking

Street parking on Elm and surrounding streets is already difficult, especially during the hours around the time Summit K2 School classes end. I live directly across the street from Summit K2's lower parking lot. My only available parking option is the street. When Elm Street was widened it resulted in my driveway being too short to accommodate even a small size vehicle. With the current parking needs associated with both residents as well as Summit K2 School, available street parking is often hard to find. The shortage is most prevalent during the afternoon around the time Summit's class's end and parents are parking and going on campus or simply waiting in their vehicles for the arrival of their kids. When one considers the street parking that will be lost as part of the new plan, the additional parking needed for accommodation of more parents who will be going on campus, parents waiting to pick up their kids, additional teachers and staff required for increased enrollment, and most critically high school students who may drive to school, there simply is no way there will be enough street parking. If enrollment is increased street parking will be next to impossible. This does not even take into account the additional street parking that will be needed by residents of the apartment building development at 1715 Elm who may own more than one vehicle, nor their guests/visitors parking needs. The 4 hour parking available around my home will not be available to the majority of school staff or student drivers.

E-5

Noise and Nuisance

I also have serious concerns with students "hanging out" in front of my house and the associated noise and trash that are likely to become worse with such a large increase in enrollment. As it is I am continually picking up trash on and around my property. While there is scheduled street cleaning, it is essentially useless as the street sweepers have to go around all the parked cars. In order to effectively clean the streets, there should be no parking allowed at set times so that street cleaners can actually clean the streets. If enrollment is increased and street parking becomes even more difficult this will undoubtedly never happen. During the Planning Commission meeting on April 20, 2016 the Principal of Summit K2 talked about community involvement, including allowing outside groups to use the school's facilities when school is not in session. I and many neighbors strongly object to any more activity at the school. We relish the evenings and weekends when the gates are closed and the noise subsides. With increased enrollment, including high school students, there is bound to be more clubs and other extracurricular activities and noise associated with that activity.

E-6

E-7

Property Values

As a result of the impact of the additional traffic, lack of parking, noise and nuisance, Summit K2's expansion proposal will undoubtedly negatively affect my and surrounding home owner's property values and limit any future potential for appreciation. Should this proposal be approved the City and school need to address how we are to be compensated for this unfair taking of our property value.

E-8

Questions

What are the projections for increases in traffic associated with proposed expansion?

E-9

What are the projections for the number of students driving themselves to school?

What are the projections for increases in street parking needed to accommodate full enrollment of 630 students and associated vehicles?

What are the projections for increases in street parking associated with the apartment building development at 1715 Elm Street?

E-10

How many street parking spots will be lost due to proposed development plans for surrounding streets?

Will there be any changes to the resident street parking (D Permit) on Elm Street adjacent to Summit K2?

What are the noise projections not only on site but on surrounding neighbors' properties at proposed full enrollment of 630 students?

E-11

What is the projected cost for infrastructure development of surrounding streets excluding the 15% share of cost proposed by Summit K2?

E-12

How does the City plan to address the loss in both quality of life and home value that its residents living in the neighborhood will experience if the expansion of Summit K2 is approved?

E-13

Summary

Summit K2's expansion proposal benefits few while adversely affecting the lives of many. For the sake of the surrounding residents and neighborhood, please do not approve any expansion in enrollment over the current CUP limit of 347. This is a very important matter that deserves more time for all parties to express their opinions, ask questions and allow for a real discussion of the needs of both the school as well as the residents of the City of El Cerrito.

E-14

Thank you for your thoughtful consideration of these matters and answers to questions asked.

LETTER E, STEVE HAINES, 4/28/16Comment E-1

This is an opening comment and does not contain specific comment on the environmental analysis. All comments received during the SEIR review period are included as a part of the record, incorporated into this Final SEIR, and provided to City decision-makers.

Comment E-2

CEQA requires analysis of the effects of the Project. The existing and projected future conditions related to existing uses and other projects, including traffic conditions, are taken into account in the analysis of Project impacts, but are not attributed to the Project. As noted by the commenter, the Project would add traffic to area streets and intersections, some of which already experience congested conditions during peak use hours. The analysis of Project traffic is included in Chapter 5 and Appendix C of the Draft SEIR. With the mitigation measures identified in the Draft SEIR, all traffic impacts attributable to the Project would be at or reduced to less than significant impact levels.

Comment E-3

This comment refers to staggered start/stop times, which are mentioned in Mitigation Measure Traffic-5 as an off-setting of school hours for different grades that could reduce student pick-up queuing. Such off-setting of school hours would also be expected to spread the school traffic out over a longer period (a difference of up to 30 minutes would be possible within the proposed primary operating hours). Traffic analysis focuses on peak traffic times for an analysis of the highest levels of congestion related to the Project. While staggered start/stop times within 30 minutes would have the potential to change queue lengths, it would be expected to either have no discernable effect on peak hour traffic or to slightly reduce the most congested peak times. Therefore, staggered start/stop times would not have the potential to increase identified Project impacts and no additional analysis is warranted to address the possibility of staggered start/stop times.

Comment E-4

The comment states the proposed improvement at the Elm Street/Hill Street/Key Boulevard/school driveway intersection includes a 12.5-foot southbound vehicle lane on the south leg of the intersection and does not include on-street parking on the west side of the south leg of the intersection. The El Cerrito Active Transportation Plan, which was approved by the City Council on April 5, 2016, presents in Figure 5-7b a set of proposed improvements at the Elm Street/Hill Street/Key Boulevard/school driveway intersection. Those proposed improvements include removal of four on-street parking spaces on the west side of the south leg of the intersection to accommodate a northbound bicycle turn lane. The proposed Project would implement this improvement from the Active Transportation Plan and would modify the existing cross-section of the south leg of the intersection to provide a 12.5-foot southbound travel lane with sharrow, an 11-foot northbound left-turn lane for access to Key Boulevard, a five-foot northbound bicycle turn lane for access to Key Boulevard, and a ten-foot northbound shared through-right lane.

Comment E-5

This comment relates to parking. As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding

parking is considered a social issue. See response to comment C-2 for expanded discussion of parking. While this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration.

Comment E-6

This comment related to noise and trash related to students “hanging out” on public sidewalks. The noise from people talking is considered a usual noise source in residential neighborhoods and would not be considered an environmental impact. Littering is prohibited under existing rules and regulations and illegal activity is considered a social issue and is not considered in environmental analyses. While this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration.

Comment E-7

The commenter cites noise related to after-hours use and renting the school facilities to third parties as a concern. Rental of the facilities to third parties is allowed under the current CUP and no changes are proposed or were analyzed under the Project.

Existing and projected noise levels were analyzed and included in Chapter 4 and Appendix B of the Draft SEIR. The noise data collected at Site LT-1 captured noise from some “after-school” activities that occur after classes end during the noise monitoring period and were taken into account for the noise modeling and analysis. Daily average noise levels did not exceed the General Plan noise standards for maximum outdoor noise levels in residential areas and with increases of student activity proposed, are projected not to exceed the General Plan noise standards with the Project.

Comment E-8

Economic impacts are not generally studied under CEQA, as noted in section 15131(a) of the State CEQA Guidelines, “Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes.”

Such “physical changes” are often referred to as urban decay. Urban decay is the process whereby a previously functioning city, or part of a city, falls into disrepair and decrepitude. Turnover of ownership and/or reduction in values would not in and of themselves be considered urban decay.

School uses are common adjacent to residential homes and the Project would not reasonably be considered to result in physical decay in the vicinity due to economic or social effects, such that they would be considered to result in environmental impacts. While this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration.

Comment E-9

These are questions related to the traffic analysis, which can be found in Chapter 5 and Appendix C of the Draft SEIR.

As summarized on page 5-5 of the Draft SEIR, the Project would be expected to generate up to 534 trips during the AM peak hour and 323 trips during the after-school PM peak hour.

A breakdown of drivers between staff/parents/students is not required for traffic analysis under CEQA and was not explicitly included. As detailed more specifically in the full traffic analysis in Appendix C, projected increases in school traffic is based upon observed mode split between vehicles and pedestrians/bicycles and information from the Institute of Transportation Engineers, which is based upon a survey of the trip generation related to multiple schools and accounts for staff, parent, and student drivers.

Comment E-10

This comment relates to parking. As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. See response to comment C-2 for expanded discussion of parking. While this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration.

No changes to on-street parking rules or permit requirements are proposed on Elm Street as a part of the Project. Implementation of intersection improvements included as part of the Project or included in traffic Mitigation Measures identified in the Draft SEIR would result in a total reduction of nine off-street parking spaces. See also response to comment E-4 related to proposed improvements as identified under the El Cerrito Active Transportation Plan.

Comment E-11

This comment requests information about the projected noise level on surrounding neighbors' properties. Existing and projected noise levels were analyzed and included in Chapter 4 and Appendix B of the Draft SEIR and detailed information can be found there. To summarize, noise levels from the school are projected to be highest near the outdoor playfield and noise levels at nearby residential properties are projected to remain below 60 dBA L_{dn} (the threshold level identified by the City for residential areas) within residential properties.

Comment E-12

This comment questions the cost of infrastructure improvements. The environmental analysis is not required to calculate costs of proposed improvements or mitigation. While this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration.

Comment E-13

This comment relates to quality of life and home values. See response to comment E-8 regarding economic concerns.

“Quality of life” as a term is generally understood to refer to social considerations beyond environmental concerns and is not studied in environmental analyses. Potential impacts related to noise and traffic, which can overlap concerns related to “quality of life,” were analyzed in the Draft SEIR and mitigated as necessary to levels considered to be less than significant environmental impacts.

Comment E-14

This is a closing comment and not a specific comment on the environmental analysis.

Letter F

From: stephenhaines@comcast.net [mailto:stephenhaines@comcast.net]

Sent: Thursday, April 28, 2016 9:57 PM

To: Greg Lyman; Janet Abelson; Jan Bridges; Mark Friedman; Gabe Quinto; Margaret Kavanaugh-Lynch; Sean Moss; jan bridges

Subject: Petition to reject Summit K2 Enrollment Expansion Plan

Please see attached..

Thank you,
Steve Haines

Petition to reject Summit K2 School Expansion

Petition summary and background
 Due to the adverse effects related to a proposed increase in enrollment to 630 students at Summit K2 School in El Cerrito California, we strongly oppose any enrollment expansion beyond that already approved under the current conditional use permit of 347 students. Adverse effects related to the expansion proposal include but are not limited to traffic, parking, noise, trash, property values and general degradation of residents' quality of life in the surrounding neighborhood.

Action petitioned for
 We, the undersigned, are concerned citizens of the City of El Cerrito who urge our leaders to reject the application for enrollment expansion at Summit K2 School located at 1800 Elm Street in El Cerrito California.

Printed Name	Signature	Address	Comment	Date
James Meikle	[Signature]	6640 Hill St El Cerrito, CA 94530	Keep at Conditional use petitioned 347	4/28/16
Sheryl Kelley	[Signature]	0520 Hill St. El Cerrito, CA 94530		4/28/16
Sean Kelley	[Signature]	6520 Hill St El Cerrito, CA 94530		4/28/16
Elizabeth Cabon	[Signature]	6610 Hill St El Cerrito, CA 94530		4/26/16
Jennifer Lee	[Signature]	6667 Hill St El Cerrito, CA 94530		4/28/16
Marissa Axell	[Signature]	6671 Hill St El Cerrito, CA 94530		4/28/16
ANTHONY ENGA	[Signature]	6671 Hill St El Cerrito, CA 94530		4/28/16
Kathleen Winick	[Signature]	6650 Hill St El Cerrito, CA 94530	Blocking my driveway during drop off.	4/28/16
JAMIE JULIAN	[Signature]	1809 Key Blvd El Cerrito, CA	LACK OF PARKING	4/28/16
Olivia Tylvan	[Signature]	1809 Key Blvd El Cerrito, CA	LACK OF PARKING	4/28/16
Maisy Leary	[Signature]	1780 Manzanillo El Cerrito, CA 94530		4/28/16

LETTER F, STEVE HAINES, 4/28/16

Comment F-1

This comment, followed by signatures, expresses opposition to the Project and general concerns about adverse effects with listed items including “traffic, parking, noise, trash, property values and general degradation of residents’ quality of life”.

Analyses of traffic and noise were included in Draft SEIR (Chapters 4 and 5 and Appendices B and C) and impacts were determined to be at less than significant levels or reduced to such levels by identified mitigation.

The remaining listed items are not environmental issues. All comments, including those related to economic and social considerations, have been forwarded to City staff and decision-makers for consideration.

Additional discussion of parking can be found in response to comment C-2, trash/littering in B-2, property values/economic considerations in E-8, and quality of life in E-13.

Letter G

April 28, 2016

El Cerrito Planning Commission
10890 San Pablo Avenue
El Cerrito, CA 94530

Re: 1800 Elm Street – Summit K2 Charter School

Dear Commissioner:

The undersigned neighbors of Summit K2 are submitting our signatures to the attached letter which describes our many concerns over the proposed expansion of the current middle school of approximately 250 students to add a high school that will increase the student body to over 600.

G-1

Your consideration of all our concerns will be appreciated.

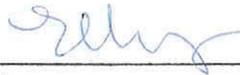
Sincerely,



Name

1788 MANOR CIRCLE

Address



Name

1788 Manor Circle

Address



Name

1792 Manor Circle

Address



Name

1731 Elm Street

Address

CITY OF EL CERRITO

RECEIVED

APR 29 2016

CITY OF EL CERRITO
BUILDING DIVISION

Enc. Spiro/Rosenfeld Letter
1776 Manor Circle
Additional Signatures

Printed Name	Signature	Address	Comment	Date
Jeremy Harten		1721 Elm St.		4/28
Kathryn Roark		1721 Elm St		4/28
Helen Jang	H.L. Jang	1760 Manor Cir.		4/28
Mozart Tseng	Mozart Tseng	6667 Hill St, E.C.		"
Jennifer Lee	Jennifer Lee	6667 Hill St EC		4/28/16
Horraine Sondak	Horraine Sondak	1801 Key St, El Ceirito		4/8/16
Ronald Sonoda	Ronald M. Sonoda	1801 Key St, El Ceirito		4/8/16
Morley Corpuz	Morley Corpuz	1810 Key Blvd, EC		4/28/16
Alan J. Hiller	Alan J. Hiller	1817 Elm St. EC		4/28/16
Anne Hiller	Anne Hiller	1817 Elm St ES		4/28/16
Scott Roberts	Scott Roberts	1730 Glen Mawr		4/28/16
Elisa Parenti	Elisa Parenti	6747 Glen Mawr		4/28/16
Suzanne Mongillo	Suzanne Mongillo	6747 Glen Mawr		4/28/16
FRANKLIN LEON	Franklin Leong	1780 Manor Circle, EC		4/28/16
Chun Hua Chu	Chun Hua Chu	1775 Manor Circle, EC.		
Jack Huynh	Jack Huynh	1788 Manor Circle, EC.		

Printed Name	Signature	Address	Comment	Date
Tony Huynh	Tony Bao Huynh	1720 Manor Circle,		
Tiffany Huynh	Tiffany Huynh	17116 EL ST. E.C.		
Nancy Huynh	Nancy Huynh	1724 EL ST. E.C.		
Cily Ho	Cily	1732 EL ST. E.C.		
Jess Ho	Jess	1734 EL Camino		
EUGENE GO	Eugene Go	1705 MANOR CIR.		
LOTUS GO	Lotus Go	1705 MANOR CIR.		
KAM CHIN	Kam	1715 MANOR CIRCLE.		
CHRISTINE QUAN	Christine Z. Quan	1755 HANOR CIRCLE		
BENSON QUAN	Benson L. Quan	1755 MANOR CIRCLE		
ROBERT WONG	Robert Wong	1752 Manor Circle		
Glenn Wong	Glenn Wong	1752 Manor Circle		
Constanza Mattingly	Constanza Mattingly	1772 Manor Cir		
Andrew Weill	Andrew Weill	1772 Manor Cir.		
Nagato Morita	Nagato Morita	1728 Elm St El Camino		
Pengze	Pengze	6701 Blake St. ZC		

To: El Cerrito Planning Commission
Re: Proposed expansion of Summit K2

April 29, 2016

Dear Commissioners,

The neighbors of Summit K2 on Manor Circle and nearby are deeply concerned that an expansion of the school to over 600 students through high school level would have a serious impact on our security and privacy, noise levels, traffic, parking, our property values, and our quality of life. For these reasons we are opposed to this dramatic enrollment expansion on this small campus in a quiet residential neighborhood. A much larger school and its attendant problems would irrevocably alter the character of this neighborhood. The Manor Circle development was attractive to its residents who bought homes here precisely because of its quiet and privacy. Also, many of us have young children who play outside and we need to be especially mindful of safety.

G-2

Current issues

Manor Circle residents (particularly on the north side adjacent to the school) want you to be aware that we have experienced the following in recent months:

- Trash tossed in our yards;
- An apple thrown at our window, hitting the glass with force;
- Students at the school, standing on a second-floor outdoor stairwell that faces our house, teasing and making threatening faces at our children;
- Trespassers on the campus on skateboards, scooters and bikes on weekends and holidays;
- Noise from gym door left standing open;
- Traffic congestion on Elm Street;
- One neighbor had a broken backyard fence due to poor car maneuver in Summit parking lot;
- No response from the school to an email that contained time-sensitive questions;
- People seen on the campus during many evenings, weekends and holidays whose presence there may or may not be authorized and is disturbing to our privacy and quiet.

G-3

Given that these and other issues exist even when the school has only two grades, we would expect the expansion to significantly increase the volume of incidents and problems. We would like to know that the school and the City are willing to engage with us proactively on the following concerns, before even considering any expansion project:

Communication and transparency

1. Neighbors should at all times be kept informed about the school's schedule and activities so we know what to expect. Upon inquiring with the school office last fall, we had been told by school staff that there were no activities at the school after 5:00pm on weekdays, and none on the weekends (with the exception of occasional events). However, we now see people coming and going at the school on many evenings and weekends. There are sports practices going on in the gym on the weekends. We learned only recently when attending an open house that the school rents out their facilities to outside entities. We are very disappointed that we were given misinformation by the school. Going forward, we should always be

G-4

Conditional Use Permit allows the school to rent out the facilities at their discretion, it is a point of safety as well as a courtesy to inform the neighbors who is on the premises, when, and why.

G-4
Cont'd

2. The school should maintain an email list for the neighborhood that they can use to send timely and relevant communications to the neighbors. It should be the school's responsibility to actively keep this list updated to the best of their ability.

3. Emergency contact phone numbers of school personnel should be made available to all neighbors to report issues after hours, to a facilities manager or an active help line. It's often hard to know whether people we see on the premises after hours or on weekends are trespassing, janitorial workers, whether to call police, etc.

G-5

4. Make the active Conditional Use Permit available to neighborhood residents in a clear, accessible form. We should all be able to know, understand and respond to the official rules and policies that the school is bound to. According to Senior Planner Sean Moss (email communication on 4/27/16), even now there is no such clear version of this document although Summit K2 has presumably been operating under a particular CUP since its inception.

G-6

5. Summer use of the premises: Neighbors want to be informed in advance what is planned for use of the school grounds during summer, including dates, times, and any third parties involved.

Access

6. The gates to the school and to the parking lot should be kept closed and locked after school hours. Authorized personnel only should be able to access. We often see the gate open and it's not clear who is welcome to enter. Premises should not be made available to the public after school hours or on weekends or holidays. The neighbors do not want the school premises, the parking lot, or the outside basketball court to become a hangout outside of school hours.

G-7

Noise

7. Keep gym door on south side of gym building closed during gym classes, events and practices..

G-8

8. Designated quiet periods during the school day. With six grades on a small campus, we would be concerned that there would be rolling recesses, lunch periods, PE classes, etc., all day long with no breaks. Neighbors should have an expectation of some quiet periods during the day.

G-9

9. No music/boom boxes allowed on campus in the outside areas. If music programs were ever to be expanded at the school, they should be conducted indoors with doors closed.

G-10

10. No skateboarding on premises. We have seen many kids using the site as a skateboard park.

G-11

11. Curtailment of evening and weekend activities: We are strongly opposed to the allowance of evening activities on the campus, whether it be club meetings, sports, music, etc. Neighbors have a right to enjoy privacy and quiet after business hours. Weekend use of the premises should be similarly limited.

G-12

Parking

- 12. No school parking or school dropoff/pickup activity allowed on Manor Circle.
- 13. Parking time limits enforcement on Manor Circle.

G-13

Enforcement/Recourse/Complaint procedure

14. Regarding the considerations listed above, in addition to any items in the Conditional Use Permit, as well as new issues that may arise going forward: the neighbors need to know what channels are available for reporting problems, and what recourse we have for effective enforcement of agreed-upon policies if we find they are being violated.

G-14

We would welcome a conversation with the City, the school and the applicant about these concerns, and specific responses regarding how and when any policies such as those suggested above will be implemented—whether or not the proposed expansion takes place. Thank you for your consideration.

Sincerely,



Susanna Spiro



Jeff Rosenfeld

1776 Manor Circle, El Cerrito

LETTER G, MULTIPLE SIGNATURES, 4/29/16

Comment G-1

This is an opening comment explaining that the following signatures are attached to the following letter/comments and is not a specific comment on the environmental analysis.

Comment G-2

This opening comment does not include specific comments on the environmental analysis, but lists general concerns including “security and privacy, noise levels, traffic, parking, our property values, and our quality of life”.

Analyses of traffic and noise were included in Draft SEIR (Chapters 4 and 5 and Appendices B and C) and impacts were determined to be at less than significant levels or reduced to such levels by identified mitigation.

The remaining listed items are not environmental issues. All comments, including those related to economic and social considerations, have been forwarded to City staff and decision-makers for consideration.

Additional discussion of security and privacy can be found in response to comment B-1, parking in C-2, property values/economic considerations in E-8, and quality of life in E-13.

Comment G-3

This comment lists anecdotal experiences related to school operations and asks for coordination with the school and City to address concerns. All comments, including those related to code enforcement and social considerations, have been forwarded to City staff and decision-makers for consideration.

See response to comment G-2 related to environmental versus social impacts and responses to various concerns. A discussion of littering and property damage is included in response to comment B-2. Items related to enforcement of rules and regulations and coordination are not considered environmental impacts.

Comment G-4

This comment is related to coordination between the school and neighbors and is not a comment on the environmental analysis. All comments have been forwarded to City staff and decision-makers for consideration.

Comment G-5

This comment suggests improvements to ongoing coordination between the school and neighbors and is not a comment on the environmental analysis. All comments have been forwarded to City staff and decision-makers for consideration.

Comment G-6

This comment relates to the Conditional Use Permit and is not a comment on the environmental analysis. All comments have been forwarded to City staff and decision-makers for consideration.

Comment G-7

This comment relates to after-hours use and access and is not a comment on the environmental analysis. Rental of the facilities to third parties is allowed under the current CUP and no changes are proposed or were analyzed under the Project. All comments have been forwarded to City staff and decision-makers for consideration.

Comment G-8

The comment requests the gym door be kept closed during gym classes, events and practices. No changes to on-site operations related to the gym door are proposed or were analyzed under the Project. All comments have been forwarded to City staff and decision-makers for consideration.

Comments G-9

The noise analysis (Chapter 4 and Appendix B of the Draft SEIR) analyzed the maximum expected noise levels at the site and adjacent neighbors and found those levels to be within noise levels expected in residential areas and therefore no mitigation related to additional constraints on school activities is warranted. While not required from an environmental perspective, this request, along with all comments, has been forwarded to City staff and decision-makers for consideration.

Comments G-10

This comment relates to music/boom boxes and music programs. No changes are proposed or were analyzed under the Project related to music/boom boxes and music programs. All comments have been forwarded to City staff and decision-makers for consideration.

Comments G-11

This comment relates to skateboarding. No changes are proposed or were analyzed under the Project related to skateboarding at the site. All comments have been forwarded to City staff and decision-makers for consideration.

Comments G-12

This comment relates to after-hours use and is not a comment on the environmental analysis. No changes are proposed or were analyzed under the Project related to after-hours use of the site. All comments have been forwarded to City staff and decision-makers for consideration.

Comments G-13

This comment requests prohibition of school parking and drop-off/pick-up on Manor Circle. As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. See response to comment C-2 for expanded discussion of parking. While not an environmental impact, it can be noted that as a proposed condition of CUP approval, the applicant will initiate the

City's petition process to consider changes to the parking restrictions on Manor Circle. While this document is focused to environmental considerations, all comments, including those related to parking and enforcement of parking rules, have been forwarded to City staff and decision-makers for their consideration.

In relation to student pick-up/drop-off on Manor Circle, while not an environmental issue, it can be noted that a Traffic Management Plan, which addresses pick-up and drop-off activities and includes monitoring for compliance, is a condition of CUP approval.

Comment G-14

This comment is related to coordination and enforcement of rules and regulations and is not a comment on the environmental analysis. All comments have been forwarded to City staff and decision-makers for consideration.

Letter H

From: Susanna Spiro [mailto:suzicle@gmail.com]

Sent: Friday, April 29, 2016 1:44 PM

To: Sean Moss

Subject: Summit K2 DSEIR response letter

Dear Sean and members of the El Cerrito Planning Commission,

Please find attached our response to the Summit K2 Charter School DSEIR, submitted during the public comment period. I believe that Daisy Leong is also delivering this letter in hard copy, along with more signatures, today.

Confirmation of receipt would be much appreciated.

Thank you,

Susanna Spiro
1776 Manor Circle, El Cerrito

The attached letter is the same as Letter G.
See Letter G comments and responses.

Same comments as Letter G, See Letter G

To: El Cerrito Planning Commission
Re: Proposed expansion of Summit K2

April 29, 2016

Dear Commissioners,

The neighbors of Summit K2 on Manor Circle and nearby are deeply concerned that an expansion of the school to over 600 students through high school level would have a serious impact on our security and privacy, noise levels, traffic, parking, our property values, and our quality of life. For these reasons we are opposed to this dramatic enrollment expansion on this small campus in a quiet residential neighborhood. A much larger school and its attendant problems would irrevocably alter the character of this neighborhood. The Manor Circle development was attractive to its residents who bought homes here precisely because of its quiet and privacy. Also, many of us have young children who play outside and we need to be especially mindful of safety.

Current issues

Manor Circle residents (particularly on the north side adjacent to the school) want you to be aware that we have experienced the following in recent months:

- Trash tossed in our yards;
- An apple thrown at our window, hitting the glass with force;
- Students at the school, standing on a second-floor outdoor stairwell that faces our house, teasing and making threatening faces at our children;
- Trespassers on the campus on skateboards, scooters and bikes on weekends and holidays;
- Noise from gym door left standing open;
- Traffic congestion on Elm Street;
- One neighbor had a broken backyard fence due to poor car maneuver in Summit parking lot;
- No response from the school to an email that contained time-sensitive questions;
- People seen on the campus during many evenings, weekends and holidays whose presence there may or may not be authorized and is disturbing to our privacy and quiet.

Given that these and other issues exist even when the school has only two grades, we would expect the expansion to significantly increase the volume of incidents and problems. We would like to know that the school and the City are willing to engage with us proactively on the following concerns, before even considering any expansion project:

Communication and transparency

1. Neighbors should at all times be kept informed about the school's schedule and activities so we know what to expect. Upon inquiring with the school office last fall, we had been told by school staff that there were no activities at the school after 5:00pm on weekdays, and none on the weekends (with the exception of occasional events). However, we now see people coming and going at the school on many evenings and weekends. There are sports practices going on in the gym on the weekends. We learned only recently when attending an open house that the school rents out their facilities to outside entities. We are very disappointed that we were given misinformation by the school. Going forward, we should always be informed what is scheduled to go on at the school, when, and the people/groups involved. Even if the

Conditional Use Permit allows the school to rent out the facilities at their discretion, it is a point of safety as well as a courtesy to inform the neighbors who is on the premises, when, and why.

2. The school should maintain an email list for the neighborhood that they can use to send timely and relevant communications to the neighbors. It should be the school's responsibility to actively keep this list updated to the best of their ability.

3. Emergency contact phone numbers of school personnel should be made available to all neighbors to report issues after hours, to a facilities manager or an active help line. It's often hard to know whether people we see on the premises after hours or on weekends are trespassing, janitorial workers, whether to call police, etc.

4. Make the active Conditional Use Permit available to neighborhood residents in a clear, accessible form. We should all be able to know, understand and respond to the official rules and policies that the school is bound to. According to Senior Planner Sean Moss (email communication on 4/27/16), even now there is no such clear version of this document although Summit K2 has presumably been operating under a particular CUP since its inception.

5. Summer use of the premises: Neighbors want to be informed in advance what is planned for use of the school grounds during summer, including dates, times, and any third parties involved.

Access

6. The gates to the school and to the parking lot should be kept closed and locked after school hours. Authorized personnel only should be able to access. We often see the gate open and it's not clear who is welcome to enter. Premises should not be made available to the public after school hours or on weekends or holidays. The neighbors do not want the school premises, the parking lot, or the outside basketball court to become a hangout outside of school hours.

Noise

7. Keep gym door on south side of gym building closed during gym classes, events and practices..

8. Designated quiet periods during the school day. With six grades on a small campus, we would be concerned that there would be rolling recesses, lunch periods, PE classes, etc., all day long with no breaks. Neighbors should have an expectation of some quiet periods during the day.

9. No music/boom boxes allowed on campus in the outside areas. If music programs were ever to be expanded at the school, they should be conducted indoors with doors closed.

10. No skateboarding on premises. We have seen many kids using the site as a skateboard park.

11. Curtailment of evening and weekend activities: We are strongly opposed to the allowance of evening activities on the campus, whether it be club meetings, sports, music, etc. Neighbors have a right to enjoy privacy and quiet after business hours. Weekend use of the premises should be similarly limited.

Parking

12. No school parking or school dropoff/pickup activity allowed on Manor Circle.

13. Parking time limits enforcement on Manor Circle.

Enforcement/Recourse/Complaint procedure

14. Regarding the considerations listed above, in addition to any items in the Conditional Use Permit, as well as new issues that may arise going forward: the neighbors need to know what channels are available for reporting problems, and what recourse we have for effective enforcement of agreed-upon policies if we find they are being violated.

We would welcome a conversation with the City, the school and the applicant about these concerns, and specific responses regarding how and when any policies such as those suggested above will be implemented—whether or not the proposed expansion takes place. Thank you for your consideration.

Sincerely,

Susanna Spiro, 1776 Manor Circle
Jeff Rosenfeld, 1776 Manor Circle
Anne Wenstad, 1792 Manor Circle
Eugene Go, 1705 Manor Circle
Lotus Go, 1705 Manor Circle
Michael Wu, 1788 Manor Circle
Daisy Leong, 1780 Manor Circle
Franklin Leong, 1780 Manor Circle
Tansy Mattingly, 1772 Manor Circle
Andrew Weill, 1772 Manor Circle
Jeff Go, 1784 Manor Circle
Stephen Haines, 1755 Elm St

LETTER H, SUSANNA SPIRO, 4/29/16

As noted in the introduction, the attached letter is the same as that submitted as Letter G. Because it includes different signatures, it has been included in full. However, responses to specific comments are found under Letter G and not repeated here.

Letter I

From: Bill Kuhlman [mailto:bill.kuhlman@gmail.com]

Sent: Friday, April 29, 2016 3:59 PM

To: Sean Moss

Subject: Comments on the Draft Subsequent Environmental Impact Report (DSEIR)

Dear Sean,

Reference: Summit K2 Charter School, 1800 Elm Street, Proposed Modification

I have the following comments and questions on the Draft Subsequent Environmental Impact Report (DSEIR):

Noise

1. The assessment of Noise impacts appears to be based on data collected in one single data collection period (a continuous 2.5 day period). Why wasn't data taken on more than one interval? Is there evidence-based justification for basing a noise survey on data collected at one point in time?
2. Data collected during that period includes readings greater than the threshold establish in the General Plan. It is not clear how the environmental analysis concludes that the project would have *less than significant impact*. I-1
3. Has the contractor who collected the noise data provided documentation showing that the equipment used to measure noise was appropriately calibrated at the time of measurement?
4. Did the DSEIR consider the impact of exposing students to the level of noise? Reference CEQA section 15126.2(a) and *California Building Industry Association v. Bay Area Air Quality Management District*, I-2

Traffic

1. Does the Mitigation Measure T-4 rely on implementation of improvements described in the San Pablo Specific Plan? If so, what is the schedule for completion? Would completion be a pre-requisite to commencing operation under the revised Conditional Use Permit? I-3
2. Mitigation Measure T-5 suggests that the operator can apply abatement methods as needed. Should consideration be given to alternative strategies to reducing queuing, such as re-routing of traffic in the streets around the school or utilization of the BART station as the approved drop-off/pick-up point for students? I-4
3. The intersection of Key Boulevard, Elm Street, and Hill Street is complicated by the slope of the terrain and the radius of the curve on Elm. Visibility at the intersection is naturally impaired. How does the DSEIR assess the impact of additional pedestrian and bicycle activity at this intersection? I-5
4. The footnote of Table 5.2 Project Trip Generation states, "*Trip generation rate for middle school students was conservatively used as it is higher than the trip generation rate for high school students.*": Source: Kittelson & Associates, 2015. Can you describe the impact of this assumption and its basis in more detail? I-6
5. How does the DSEIR assess the impact of additional vehicle activity due to circulating traffic while finding parking places in the neighborhoods surround the school?
6. How did the DSIR quantify the potential increase in the number of vehicles that would be parked on and around the property due to increased faculty and students? I-7
7. To what extent does the DSEIR consider the impact of the proposed project on the traffic flow created by the circulation of cars seeking parking on streets in the general vicinity of the BART station.?

+++++

Bill Kuhlman

bill.kuhlman@gmail.com

+1-510-734-4879

LETTER I, BILL KUHLMAN, 4/29/16Comment I-1

This comment questions the data collection for the noise analysis. As summarized on page 4-4 of the Draft SEIR, the ambient noise monitoring survey was conducted between Wednesday, September 30th and Friday, October 2nd, 2015 to document noise levels that were representative of existing conditions. Noise measurements were made with Larson Davis Model 820 Integrating Sound Level Meters (SLMs) set at “slow” response. The sound level meters were equipped with G.R.A.S. Type 40AQ ½-inch random incidence microphones fitted with windscreens. The sound level meters were calibrated prior to the noise measurements using a Larson Davis Model CAL200 acoustical calibrator. The response of the system was checked after each measurement session and was always found to be within 0.2 dBA. No calibration adjustments were made to the measured sound levels. The equipment and methodology used are industry standard for analysis of projects of this type.

The noise data were collected on portions of three school days. The data were reviewed and found to be internally consistent over each of the three days and were determined to adequately represent the noise levels produced by the primary noise sources at the school. The long-term data collected at Site LT-1, on the inboard side of the existing noise barrier fence (on school property), showed that unmitigated noise levels at the property line of the school and playfield adjoining Manor Court residences were 60 dBA Ldn. The measured Ldn noise on the school side of the noise barrier fence did not exceed the General Plan goal for maximum outdoor noise levels in residential areas and therefore the Project was determined to have a less-than-significant impact with respect to noise at this location. The existing noise barrier has been estimated to provide at least an 8 dBA reduction in noise levels from school-related noise sources on the other side of the noise barrier, further reducing noise levels at the residential properties on the far side of the noise barrier.

Comment I-2

This comment questions the exposure of students to noise. Consistent with recent CEQA case law (*CBIA vs BAAQMD*, Case No. S213478, filed December 17, 2015), the Draft SEIR did not consider potential noise impacts to students resulting from the primary noise sources that contribute to ambient noise levels at the Project site (i.e., local traffic and BART). The Project site has historically been used as school and is not located in a severe noise environment where student noise exposure would be of concern. The additional student population would result in increased noise levels during periods where students would be outdoors (i.e., between classes, lunchtime, and during the use of the play field); however, such additional noise is consistent with the nature of existing and proposed noises at the site and would not adversely affect the learning environment for students.

Comment I-3

This comment questions the schedule for San Pablo Avenue/Hill Street/Peerless Avenue/Eastshore Boulevard improvements under the San Pablo Avenue Specific Plan, to which the Project would contribute a fair-share toward implementation.

The Project does not cause an impact at this intersection when added to existing conditions (see Existing Plus Project analysis on pages 5-6 and 5-7 of the Draft SEIR). This intersection would operate at level of service (LOS) D during the peak hours, which is considered acceptable operations, even with the addition of Project traffic.

Only in the future cumulative scenario including other area development does the intersection operate at levels considered unacceptable (LOS E and F). The fair-share contribution was identified as Mitigation Measure Traffic-4 to address the Project's traffic contribution to the projected impacted operation of this intersection under future cumulative conditions. While the exact timing of neither the impacted conditions nor the implementation of improvements are known for sure, because this improvement was adopted in the San Pablo Avenue Specific Plan and is being added to capital improvement plans, it is reasonable to conclude that the improvement will be made when needed under future conditions.

Comment I-4

This comment makes suggestions for alternative actions to address queuing. In response to comments, mitigation measure Traffic-5 has been revised to formalize monitoring and clarify that alternative actions could be utilized. See specific revisions in Chapter 9 of this document.

Comment I-5

The comment states visibility at the Elm Street/Hill Street/Key Boulevard/school driveway intersection is affected by the slope of the terrain and the curve of Elm Street, and it expresses concern about consideration of additional pedestrian and bicycle activity at this intersection resulting from the proposed Project. The proposed Project would include improvements to the Elm Street/Hill Street/Key Boulevard/school driveway intersection to enhance safety for pedestrians and bicyclists. These improvements include the following: installation of a controlled crossing of Elm Street on the north leg of the intersection, where no crossing exists at present; installation of pedestrian countdown signal heads at the new controlled crossing of Elm Street; and installation of a northbound left-turn bike lane through the intersection to delineate for drivers and bicyclists where bicyclists would pass through the intersection. With the proposed improvements, the Project would have a beneficial impact related to pedestrian and bicycle activity at this intersection. A discussion of the potential for design hazards at study intersections has been added in Chapter 9.

Comment I-6

This comment requests information related to the use of the middle school trip generation rate as opposed to the high school generation rate for the traffic analysis. The traffic impact analysis was performed both ways, and both these analyses are included in Appendix C of the Draft SEIR. To summarize, with the original assumption of 390 high school students, Project trip generation was projected at 415 AM peak hour trips and 312 PM peak hour trips. However, the CUP is not proposed to require that the additional students are high school students and would allow for additional middle school students instead of high school students. Because the trip generation rates for middle school students have a higher peak hour rate, the traffic analysis was supplemented with a study assuming those students could all be middle school students, which would result in the higher projected 534 AM peak hour trips and 324 PM peak hour trips. The higher trip rate, that of middle-school students, was used for determination of impacts in the Draft SEIR (see Chapter 5) to provide a conservative analysis to cover the potential impacts of Project approval. As noted, detailed information for both analyses summarized here are included in Appendix C of the Draft SEIR.

Comment I-7

These comments relate to parking. As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. See response to comment C-2 for expanded discussion of

parking. The parking provisions meet El Cerrito code requirements for a school of the proposed size and are anticipated to accommodate school parking on-site. School-generated additional parking off-site, given the existing low availability of parking in the area in addition to availability of on-site parking, would not be expected to be substantial. Existing vehicles circulating looking for parking are not detailed specifically in the traffic analysis but would have been captured in existing traffic volumes through intersections.

Letter J

Franklin Leong
1780 Manor Circle
El Cerrito, CA 94530

April 29, 2016

El Cerrito Planning Commission
Community Development Department
10890 San Pablo Avenue
El Cerrito, CA 94530

Re: Traffic: Summit K2 – 1800 Elm Street

Dear Commissioners:

Attached are photographs taken Monday, April 20, from 1775 and 1725 Manor Circle totaling 24 parked cars from BART riders. The parking is typical from Monday to Friday. Residents here have noticed, too, that no one from the City seems to come around to patrol or check the 'restricted' parking side of the circle anymore.

J-1

There is a "keep clear" sign outside Manor Circle, but often cars block the intersection. In addition we have witnessed people illegally driving cars straight from Hill Street to the Summit School parking lot when there is only a left- or right-hand turn permitted up Hill Street.

J-2

Recently a driver desperate for a parking space moved a neighbor's 3 garbage containers from beside the curb onto the sidewalk with the result that the containers were not picked up that day.

J-3

The traffic in this area is already congested with cars avoiding San Pablo Avenue and drivers parking in the area to take Bart. With the 1715 Elm Street housing development and the addition of high school students who will drive, along with additional staff for the school, traffic will severely impact not only Manor Circle residents but the surrounding neighborhood as well. At present students are being picked up in Manor Circle blocking driveways and traffic.

J-4

J-5

We urge you to seriously take into account the concerns raised here.

Respectfully submitted,



Franklin Leong

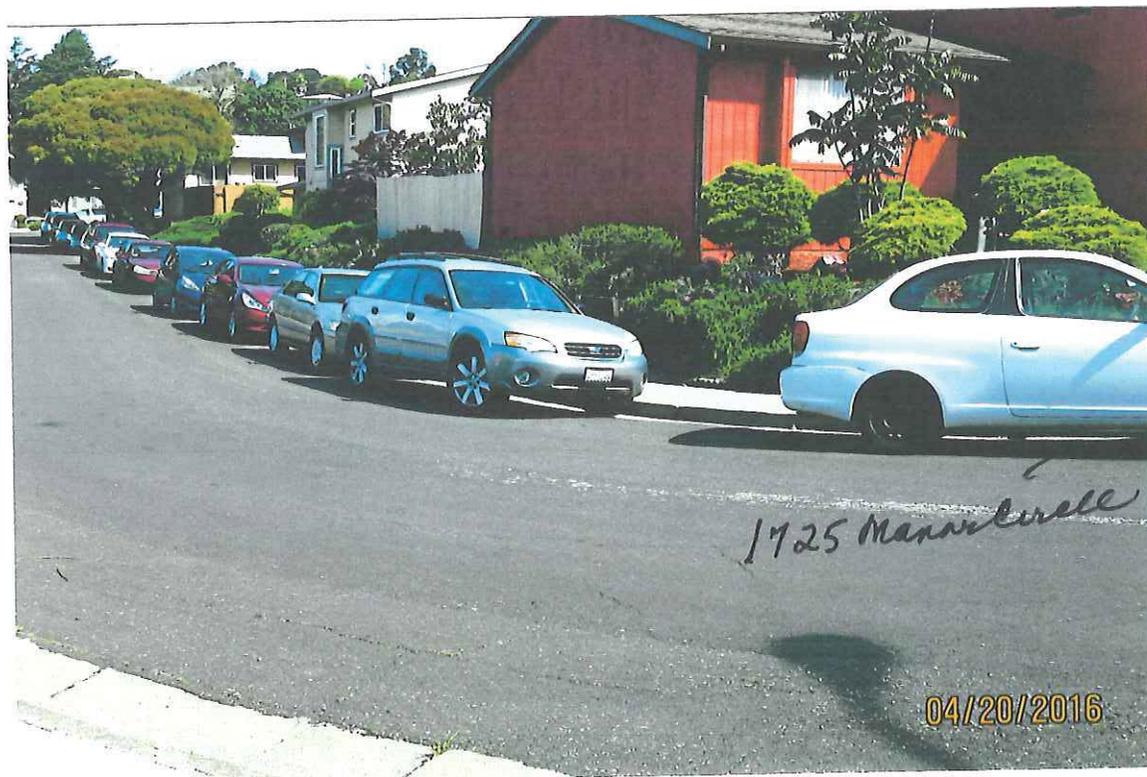
Enclosure

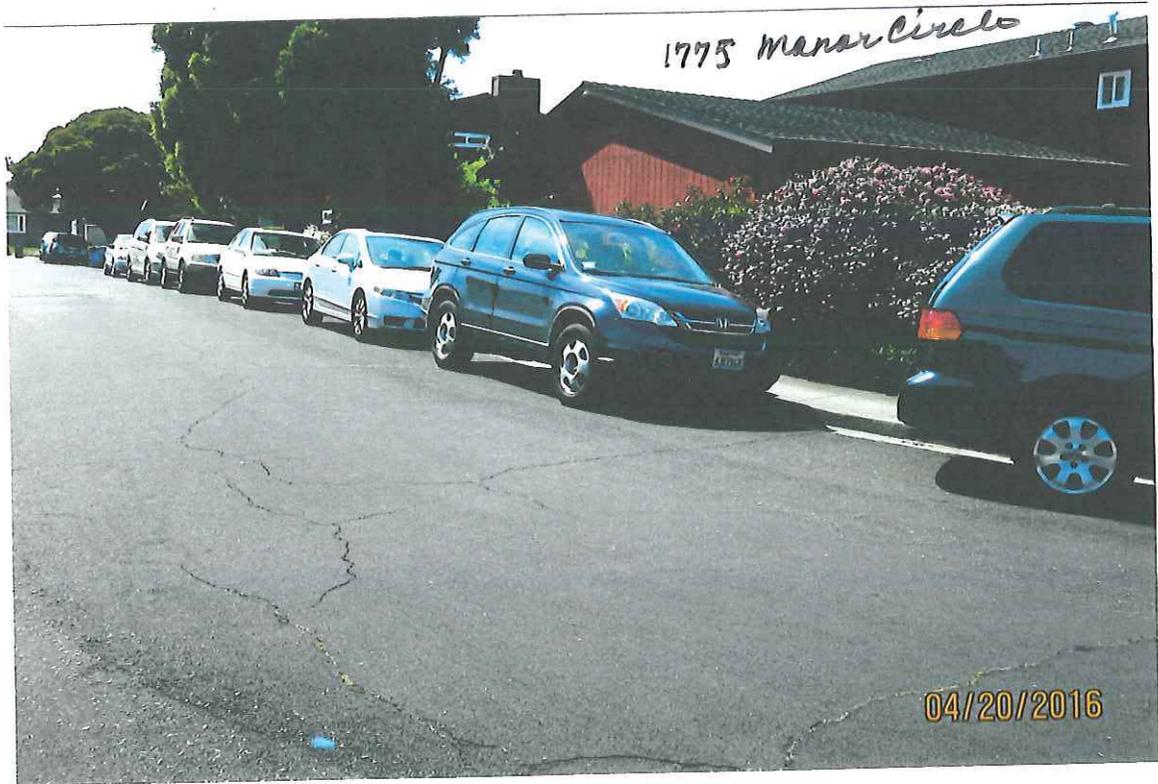
CITY OF EL CERRITO

RECEIVED

APR 29 2016

CITY OF EL CERRITO
BUILDING DIVISION





LETTER J, FRANKLIN LEONG, 4/29/16Comment J-1

This comment and the attached photos relate to parking on Manor Circle. As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. See response to comment C-2 for expanded discussion of parking. While not an environmental impact, it can be noted that as a proposed condition of CUP approval, the applicant will initiate the City's petition process to consider changes to the parking restrictions on Manor Circle. While this document is focused to environmental considerations, all comments, including those related to parking and enforcement of parking rules, have been forwarded to City staff and decision-makers for their consideration.

Comment J-2

This comment relates to enforcement of the "keep clear" area on Elm Street and the Manor Circle intersection. Back-up of vehicles across this area occurs under existing conditions from vehicles heading north on Elm Street to the Elm/Key/Hill intersection. Comments related to enforcement of existing rules and regulations are not comments on the environmental analysis. All comments, including those related to enforcement of traffic laws, have been forwarded to City staff and decision-makers for their consideration. However, it can be noted that the Project would modify the traffic signal timing at the Elm/Key/Hill intersection such that the northbound Elm Street approach would receive more green time per signal cycle during peak hours than it receives today. More green time for northbound drivers would result in more vehicles able to drive through this intersection during one signal cycle than area able with the current timing.

Comment J-3

This is not a comment on the environmental analysis. All comments have been forwarded to City staff and decision-makers for their consideration.

Comment J-4

This comment relates to traffic congestion that is existing and traffic that will be generated by other projects and the proposed Project. CEQA requires analysis of the environmental effects of the Project. The existing and projected future conditions related to existing uses and other projects, including traffic conditions, are taken into account in the analysis of Project impacts, but are not attributed to the Project. As noted by the commenter, the Project would add traffic to area streets and intersections, some of which already experience congested conditions during peak use hours. The analysis of Project traffic is included in Chapter 5 and Appendix C of the Draft SEIR. With the mitigation measures identified in the Draft SEIR, all traffic impacts attributable to the Project would be at or reduced to less than significant impact levels.

Comment J-5

This comment relates to student pick-up/drop-off on Manor Circle. The Draft SEIR includes an analysis of pick-up/drop-off queuing capacity and mitigation to ensure queues can be accommodated without interfering with vehicle travel lanes and the environmental impact was therefore determined to be less than significant (see pages 5-11 and 5-12 of the Draft SEIR). While the decision by some drivers to use parking spaces on public streets would not be considered an environmental issue, it can

be noted that a Traffic Management Plan, which addresses pick-up and drop-off activities and includes monitoring for compliance, is a condition of CUP approval. While this document is focused to environmental considerations, all comments, including those related to enforcement of vehicular and parking rules, have been forwarded to City staff and decision-makers for their consideration.

Letter K

April 29, 2016

Via Email: SMoss@ci.el-cerrito.ca.us

Mr. Sean Moss, Senior Planner
City of El Cerrito
10890 San Pablo Avenue
El Cerrito CA 94530

Dear Mr. Moss:

Following is our response to the SEIR Summit K2 Charter School Operational Expansion Project.

Our home is on the northwest corner of Key Blvd. and Hill Street (1801 Key Blvd.)

We are opposed to the expansion of Summit K2 to Grades 9 through 12.

1. Since the addition of Summit K2's 8th Grade (Fall 2015), we experience the impact of more school traffic with only two grades (7th & 8th), with an enrollment of 240 students. With the regular school year schedule (proposed 630 students for 7th through 12th Grades) and the summer school schedule (proposed 315 students), we will be severely impacted year-around. The 12th Grade begins in Fall 2019; no date specified for the summer school enrollment. K-1
2. We residents (Key Blvd/Elm St.) are also impacted by local traffic and even more traffic whenever the I-80 corridor to and from the San Francisco - Oakland Bay Bridge has commute problems. Drivers, seeking surface streets as an alternate to the Interstate Highway, use our neighborhood streets as an alternate route. Often, it is the same time frame as the beginning and end of the school day. To leave our home, we have to "wave/signal" to vehicle drivers, queuing up at the southbound traffic signal, in order to enter the through traffic lane from curb parking. We cannot use our driveway because of the volume of traffic and the traffic back up at the signal prohibits backing out onto Key Blvd. K-2
3. We need **speed bumps** on the west side of Key Blvd. from Liberty St. to the traffic signal at Elm Street/Hill Street/Key Blvd. Many drivers accelerate up the incline to drive through Green and Yellow traffic lights to avoid the long signal change. K-3
4. Since a new signalized crosswalk is planned at the north end of the Elm Street/Hill Street/Key Blvd. intersection, can an arrow be painted on the pavement indicating only through traffic from Key Blvd. to Elm Street? Many drivers continue to make left turns, despite the "No Left Turn" signs, from Key Blvd. to go east on Elm Street. How can signage be improved to prohibit left turns from southbound Key Blvd. to eastbound Elm St.? K-4

5. The Summit K2 school hours, 8:00 am and proposed extension to 3:30 pm, fall within the Bay Area's commute traffic hours. With the addition of more grades, will Summit K2 stagger the beginning and ending times for some of the grades? Staggering school times may ease some of the traffic congestion for drop off and pick up. K-5
6. We see no plan for Summit K2's high school students who will drive themselves to school and where they will park their vehicles. The proposed school enrollment expansion will increase Summit K2's staffing (teachers and support staff) requiring additional parking. Where will these additional vehicles park on the campus? K-6
7. The proposal to remove parking on the west side of Key Blvd., between Cutting Blvd. and Liberty Street, will impact neighborhood residential parking. BART commuters will park for more than the allowed 4 hours on our residential streets where El Cerrito Parking Permit holders can park. Will the El Cerrito Police Department enforce the posted 4-hour parking limit zones? The residents purchase the El Cerrito Parking Permits to park on the street. We frequently have vehicles with no El Cerrito Parking Permits parked in front of our home for more than 4 hours. These cars have no evidence of tire chalk marks to indicate El Cerrito Police Department Parking Enforcement monitoring of the elapsed time or parking violation citations left on the vehicles. K-7
8. The Sandis diagram dated 12/22/2015, labeled Hill Street Safe Routes to School Conceptual Design, Figure 1, Sheet 1 of 2, indicates the existing ADA Ramp to Remain; existing Pedestrian Signal Heads to Remain. This ADA ramp is adjacent to our property, 1801 Key Blvd. The signal post constricts the ADA ramp access from the south side of the sidewalk. A mobilized wheelchair operator will not be able to negotiate this narrow sidewalk to access the ADA ramp to cross Key Boulevard's east-west crosswalk. This ADA ramp and the south access path need to be re-evaluated and possibly modified for accessibility. Two photos of the ADA ramp are attached. K-8

/s/ Ronald M. Sonoda
/s/ Lorraine M. Sonoda
1801 Key Blvd.
El Cerrito, CA 94530-1927
L_SONODA@yahoo.com

Attachment 1

Existing ADA Ramp at 1801 Key Blvd.



Attachment 2

Note: Position of the Signal Head, which narrows the access to the ADA Ramp



LETTER K, RONALD M. SONODA AND LORRAINE M. SONODA, 4/29/16Comment K-1

This comment related traffic congestion and school traffic. The analysis of Project traffic is included in Chapter 5 and Appendix C of the Draft SEIR. The Project would add traffic to area streets and intersections, some of which already experience congested conditions during peak use hours. With the mitigation measures identified in the Draft SEIR, all traffic impacts attributable to the Project would be at or reduced to less than significant impact levels. The analysis performed in the Draft SEIR did not rely on assumptions regarding schedule for student enrollment increases but conservatively considered the impact with all students added to the existing conditions. In actuality, it is anticipated student enrollment increases would occur over time.

Comment K-2

This comment relates to existing traffic congestion. CEQA requires analysis of the environmental effects of the Project. The existing and projected future conditions related to existing uses and other projects, including traffic conditions, are taken into account in the analysis of Project impacts, but are not attributed to the Project. See also response to comment K-1.

Comment K-3

This comment suggests speed bumps to address existing conditions where drivers accelerate to avoid long signal changes. See response to comment K-2 regarding CEQA analysis of Project impacts.

Comment K-4

This comment suggests the addition of an arrow on the Key Boulevard approach to the Elm Street/Hill Street/Key Boulevard intersection to make it clearer that left turns are prohibited. The improvements proposed are detailed in Figure 3.3 in the Draft SEIR and do not currently include the suggested improvement. This improvement is not required to address an environmental impact of the Project, but has been forwarded, along with all comments, to City staff and decision-makers for their consideration.

Comment K-5

This comment suggests staggered start/stop times. Staggered start/stop times are not currently proposed so were not assumed in the analysis, though could be implemented within the proposed primary operating hours. Staggered start/stop times are outlined as a potential approach to reduce queues in mitigation measure Traffic-5. See response to comment E-3 for a discussion of the possible effects of a staggered start/stop time.

Comment K-6

These comments relate to parking. As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. See response to comment C-2 for expanded discussion of parking. The parking provisions meet El Cerrito code requirements for a school of the proposed size and are anticipated to accommodate school parking on-site. School-generated additional parking off-site, given the existing low availability of parking in the area in addition to availability of on-site parking, would not be expected to be substantial.

Comment K-7

See response to comment K-6 related to parking. Questions relating to enforcement of rules and regulations are not comments on the environmental analysis but, along with all comments, have been forwarded to City staff and decision-makers for consideration.

Comment K-8

The comment (and attached photo) asserts that pedestrian access on the sidewalk of the south side of Key Boulevard as it approaches the Elm Street/Hill Street/Key Boulevard/school driveway intersection is constrained by the existing traffic signal pole at that location such that a person traveling in a wheelchair could be precluded from traveling past the signal pole. The location of the signal pole is an existing condition and is not resultant of the proposed Project. All improvements associated with the proposed Project would be implemented through coordination with the Department of Public Works. Note that based on coordination with Public Works, Figure 3.3 has been revised in Chapter 9 to indicate replacement of signal poles, heads and/or hardware.

Comment Set TR

Summit K-2 School DEIR

April 20, 2016 Comment Hearing

Summary

Speaker 1: Kelly Garcia, Principal, Summit K-2. Discussed project.

Speaker 2: Isabella [unintelligible], student. Expressed support.

Speaker 3: Lauren Campbell, student. Expressed support.

Speaker 4: Victoria [did not provide last name], student. Expressed support.

Speaker 5: Scott [did not provide last name], parent of students. Expressed support.

Speaker 6: Lan Tso, parent of students, neighborhood resident. Expressed support.

Speaker 7: Steve Haines

Transcription of comment: My name is Steve Haines and I am a neighbor of Summit K-2 School. I believe what everyone here in the room is saying about how much they love this school. And I believe the school has been a good neighbor. However, traffic is a major concern for myself and many of my neighbors. Traffic is already very bad on the surrounding streets especially... as you are probably aware is a major artery, although it's listed as a minor artery... for people commuting to and from Interstate 80 from the El Cerrito Hills. As it is traffic, can be backed up all the way between Hill Street and Blake on Elm, and this is with the current enrollment of 290 students. In addition, parking is very bad. I live in an older house with a small garage and I have a very small driveway and have to park on the street. Many of my neighbors park on the street with a resident permit. I don't see where additional staff, teachers, not to mention high school-age students will be able to park. There just simply isn't enough room. And I know there are mitigation measures such as encouraging mass transit, carpooling, and not driving, but I don't know that you can mandate that. And people of age that can drive and have the wherewithal to drive and can afford a car, they're likely won't [unintelligible] drive their car. So, there are a number of issues I could spend a lot of time talking about, I'll submit them in writing, but my major concerns are traffic and parking which are already bad. Thank you.

Speaker 8: Tamara Oxsu, parent of student, neighborhood resident. Expressed support.

Speaker 9: Katie McGee, teacher at Summit K-2. Expressed support.

Speaker 10: Frank Leong

Transcription of comment: My name is Franklin Leong. I live in Manor Circle. I made a survey of cars a couple years ago. Nothing is in the environmental impact report. I was told this would be

TR-1

TR-2

TR-3

TR-4

given to them. The report I made was from Monday, March 10, 2014—except for Friday, Saturday, and Sunday—to the following Monday, March 17. March 17, Monday, from 8am to 8:05am, there was 106... [unintelligible] ... let me back up. The checkpoint observed was the corner of Manor Circle and Elm Street, which is half a block from the school. And Monday, March 17, 8am to 8:05am, which is only 5 minutes, 106 cars drive by that checkpoint. That's an average of 21 cars ... 21.2 cars per minute. And I observed from 8am to 9:30am, there was 1,189 cars. That's a lot of cars for that hour and a half. And then Monday from 4:30 to 6pm—90 minutes—1,119 cars. That's still a lot of cars going up and down Elm Street, passing the school. Oh, excuse me... I was told that the school was trying to limit the number of student cars drive to school. How can you legislate that? I don't think you can. How many students are allowed to park in the ... park their car in the parking lot with teachers and staff members? Ok. I called up the charter school at Hilga [phonetic]. There are at least 15 parking spaces for students, the rest is out in the street. How many, they cannot know. It is quite a few. Is there any guarantee that there will be any pick up or drop off at Manor Circle? There's no guarantee. As you can see, I took this picture today. There are 24 cars in the inner circle. The outer circle is a four-hour limit, but the inner circle, no limit at all. So you could park there the whole day. [unintelligible] All the people parking there are BART people. You could have students trying to park there and I'm sure there will be vying for the space.

TR-4
Cont'd

TR-5

Speaker 11: Felicia Campbell, parent of student, neighborhood resident. Expressed support.

Speaker 12: Susanna Spiro

Transcription of comment: Good evening. My name is Susanna Spiro. My... my family and I have lived in El Cerrito for 15 years, and we finally, just last November managed to buy a home. And we're very excited about... about settling permanently in El Cerrito now. We have two young children. And we bought a house on Manor Circle. And our house borders the south edge of Summit K-2. And we have had some positive interactions with the school thus far, and some... and some not so positive ones as well. I think that the neighbors who live along that side of Manor Circle are especially, intimately impacted by a tripling of the... of the student enrollment at that school. And we are most concerned about security, privacy, and noise. And I think it is hard you know when the report talks a lot about projections—projected noise, projected impacts—it's... I feel quite nervous about what the... what the reality is going to be when there are 600 teenagers at this school as opposed to, you know, 200 middle schoolers. One of my main concerns is... has to do with communication with the school—that the... that the school manages to keep very open lines of communication with us as the neighbors. For example, when we moved in, we did our due diligence, and we called the school and we asked a lot of questions about the schedule and the activities at the school and what we could expect as far as what, you know, what would be happening on the campus. And we were told basically that there would be no activity at the school after... after 5pm on weekdays, and basically none on the weekends. But now having lived there for about 6 months, we find that there are people on the campus at all times. There are people on the campus in the evenings, there are people on the campus on the weekends and we just learned a few... a couple of weeks ago that the school

TR-6

TR-7

is actually renting out their facilities to third parties. So, you know, when the principal talks about opening up their campus to El Cerrito and that that's being a bene... being a benefit to the city, the neighbors may feel differently. That, you know, we don't really want that campus to just be open all the time, have people there hanging out and playing basketball and using it as a social space because that impacts our privacy and our noise levels and our... and our levels of security. And we feel very exposed in our home because the students can actually see into our home, into our yard, onto our ... you know... [unintelligible] we have to keep our windows... our curtains closed. And, you know, we feel... we just feel apprehensive about how these circumstance will change when there's three times as many students, and older students too who are, you know, who drive, and you know, it's just a different... I think a different scenario to have high schoolers as your, you know, coming so close to your backyard all the time.

TR-7
Cont'd

Speaker 13: Christina Jacara, neighborhood resident, parent of student, and teacher and coach at school. Expressed support.

Speaker 14: Keller [unintelligible], neighborhood resident (Manor Circle), parent of student. Expressed support.

Speaker 15: Gia Alia, neighborhood resident. Expressed support.

Speaker 16: Daisy Leong

Transcription of comment: Hi, my name is Daisy Leong and I live on Manor Circle ... four years plus... and I can't believe that I'm here again for more hearings about my neighbor, okay. So let me talk as a parent first. My children went to all the public schools in El Cerrito. Portala ... no... Castro, Portala, El Cerrito and then they wound up in the UC system off at two impacted schools, okay. They also graduated... they have... they have graduate degrees. Now, I'm not trying to say that this is not a good school. Of course I'm for good schools. Right? You know, we all want our kids to get educated, but I think... for one thing... as a parent I'm thinking like okay, they want a separate grammar school, they want a separate public ... junior high school, they also want a separate high school. Why is that? As a parent, I ... and a grandparent now, I would have a little concern about mixing the big age differences. I'm sure there is a difference. And children are brought up quite different than when my... when I grew up and when my children were brought up. Now as a neighbor, of course, as a neighbor, things have been thrown over in my yard and stuff. And at least, you know, now the school is more receptive and listen to us. [unintelligible] couldn't care less, they would deny things. But, you know, one time, well, my husband usually brings the boss over and one time, actually, somebody's ID... picture ID from the school was thrown over into our yard and that's a piece of paper. They threw it pretty far. All the way over to, you know, the other side of my house. And actually, you know, that was very strong ... whatever, whoever threw it. As far as traffic, you know, it's going to be a major impact. And actually, at this meeting... I thought the meeting was more about the traffic patterns than it is about the school and all that, but... I know... I've lived here for this long... I know the traffic patterns, okay, and everywhere is getting worse and it's going to get even more... it's gonna get

TR-8

TR-9

TR-10

even more worse... anyway, it's not going to get any better. Okay. It's just going to be increasing a lot. And 1715 Elm Street project, I don't know, that's going to come and it's going to be impacted greatly if there's another [unintelligible] out on Elm Street, also, from the school. So there. Please think about that. You live in the neighborhood, too. And I'm sure that you will have trouble getting out of your driveways and you wouldn't be very happy about it. Thank you.

TR-10
Cont'd

Speaker 17: Eugene Go, neighborhood resident (Manor Circle). Expressed need for good communication between school and neighborhood and for the school to work to address concerns. Encouraged those in attendance to submit comments about the project.

TR-11

Speaker 18: Jeff Rosenfeld

Transcription of comment: My name is Jeff Rosenfeld. I live on Manor Circle. I've lived very close to Summit now for over 10 years and in El Cerrito almost continuously since 1996. My kids go to Madera and they may be considering going to Summit someday. So it's both exciting and a little strange to have this kind of choice. Not everybody has that sort of choice. The thing that I want to do if we're going to go forward with this kind of expansion—huge expansion—is not to take too many things for granted. I think this has already been said, but I, kind of an echo, that it shouldn't just be taken for granted that there are going to be crossing guards all the time. When it's a high school, as you know, high schoolers come and go till all hours, because they've got afterschool activities, they've got projects and things. It's a whole different ball game than having middle schoolers who are under close supervision. There are clubs, sports and things they run themselves. So at 9, 10 o'clock at night you've got groups of people coming out of the school, and you look at the... the plan, how they're going to fix the crossing... I notice that the latest directive for instance, the plan shows that the kids are gonna cross... I guess towards BART on the wrong side of the street, which is where the crosswalk is now. And I understand why it's like that, it's a very strange y-shaped intersection. But if there's no crossing guard there and kids are coming early or late, they're gonna be very tempted to cross at a place other than that crosswalk. It's just not designed for people who are 17, 18, in a hurry, and full of life and, and vulner..., you know, totally invulnerable to life's little problems. So I think that there's some assumptions there that aren't so good. I think that there are also maybe some bad assumptions about, for instance, how people drop off. I don't think people are gonna drop off where they're told to drop off because it's just too easy to say hey, I'll drop you off here early, you know, a block ahead, and you go run along from here 'cause it's just too much traffic. As you know, when you've got a traffic use situation, all that takes to make it bad is a just few more cars. That's all it takes to go from bad to really bad. Then it gets clogged up. So people are going to find all sorts of solutions. We already see people dropping off, kids waiting around Manor Circle to be picked up after school. And those are middle schoolers. I don't know what it's going to be like when you've got 3 times as many kids. But these kinds of things can't be assumed. The school needs to sort of hew to some promises about how it's going to handle things if this is gonna work the way the assumptions are on this plan. One other assumption I noticed, too, is that the... the noise situation, the EIR already says, well, they... there's an exceedance of the kinds of noise that's appropriate for a neighborhood, but it's... it's brief. Well, what happens

TR-12

TR-13

TR-14

when you triple the number of kids, triple the number of people having lunch, triple the number of outdoor activities or more because they're high schoolers, there are sports and things like that. I don't think those are very good assumptions to have one... one... I think they sampled at one spot on a fence that's very uneven and made an assumption about the sound that's on the other side of the fence, but they didn't really take into account a lot of the things that happen that change the nature of the school, the hours. If the school can make some promises and... or you can put some language into the... into the way this is gonna occur so that the school knows what it has to live up to, maybe some of these assumptions will work out very well. [crosstalk]
Thank you.

TR-14
Cont'd

Speaker 19: [unknown male speaker; did not give name], neighborhood resident, parent of student. Expressed support and encouraged the impacts of the project be weighed against the benefits of a good school.

TR-15

[At the end of the public comment portion of the meeting, the applicant presented the project and discussed the traffic and noise impacts. The Planning Commission members then directed questions and comments to staff and the applicant to clarify their understanding of the project. The following is a transcript of the Commission discussion of comments on the Draft EIR.]

Commissioner Kuhlman: Thank you. First, I'd like to recognize all the comments we heard from the public tonight. Thank you very much for all of your input, especially the parents and students of the Summit K-2 School. It's great to have your input, thank you very much for coming and for being a part of this process. In the... I have some comments on the draft report that you were ask... that we were asked to consider and I don't... I'm not expecting to get answers tonight, but if I could direct some of these comments back to staff. One of the things that I heard tonight were concerns about parking on Manor Circle, and one of the comments that I believe I heard was that the current parking restrictions on Manor Circle are different than in ... than for other streets in the adjacent area, and that's a concern to me. And I'd ask the staff, could you ask Public Works to review what the restrictions are for parking on Manor Circle so we can have that for the future? At least, what I think that I heard was that interior parts of that area don't have parking restrictions that limit the number of hours of parking. Whereas the streets on the most... the more exposed streets do have restrictions. So if you could follow up on that and...

TR-16

[answer from staff that throughout the permit parking zone, including Manor Circle, one side is time limited with a permit and the other side is unrestricted parking.]

TR-17

Commissioner Kuhlman: Maybe we should take another look at Manor Circle and see whether that's an appropriate application there. In... again in the draft report where we consider the alternatives to the proposed project. What I read was one alternative was essentially keep the current operation as it has been approved, and the argument against that was that it would... by doing so we would remove a potential source of funding for mitigation measures that could make the traffic better in the area. And that's a concern to me that we're saying that we don't wanna consider doing nothing because if we did, we'd lose a source of funding to make needed traffic improvements. So, I'm just concerned about

TR-18

whether that option was adequately considered in reviewing the environmental impact report. In the other alternative that was considered, it appears to be a scaled back version of a high school... a high school operation with less students. I didn't see any... sufficient analysis to tell me what a high school with a lower population of students would have on traffic and noise. So, I'd like to see some more detailed consideration of what the effects would be of an option for a school with a lower attendance limit. Thank you.

TR-18
Cont'd

Commissioner Colin: Thank you. I don't have any concerns or questions with regard to the adequacy of the environmental document. I found myself asking lots of questions about what does the conditional use permit provide for currently? So... an example of that is the EIR focuses on normal operating hours and I wondered well, what happens after 3:30? So when this comes back, if the staff could give us the CUP, the 30 pages and all the conditions and... so we can read that and understand it. You know, it may not be a CEQA issue, but could be addressed under the use permit aspect. It was also interested in understanding more fully what additional building areas authorized under the master plan, whether or not any additional public review would be necessary. I think if there are concerns about recent enrollment, knowing what additional review or remaining input opportunities are available would be important for the community there. I have only one... one comment on the EIR that I would want to be clarified, is that Figure 3.3 has a match line for a bike lane that goes down Hill. It's not full... that... that match line isn't included. I would... I... I just want the EIR to be fully disclosing that that bike line does connect back down San Pablo and to know what that is...

TR-19

TR-20

Chair Hansen: I only have two questions that haven't been asked by the Commission so far. Parking available on site. New spaces. Is it adequate to add staff as needed for the [unintelligible] of students and potential students parking?

TR-21

[applicant responded that there are currently 61 striped stalls plus an additional area that is unstriped but used as a parking stall. If striped, it's 62 stalls.]

Chair Hansen: And as far as the ramp up of students... so, I feel like there's always this expectation that we... when we grant these new permissions to applicants that everything's gonna happen at once. It's all of a sudden... on September 1 of the next year, there's going to be 630 students in the school, driving to school, that kind of thing. But what does the ramp up look like for the amount of students?

TR-22

[applicant responded that the ramp up in students is anticipated to occur over time, with an additional grade of about 100 students being added each year until the cap is reached.]

Commissioner Iswalt: I just had one other question. You had said about the... the number of staff that had public transportation. For the students, what's the sort of breakdown between students that get dropped off versus walking on the campus.

TR-23

Principal Garcia: [applicant noted this information was not readily available at the meeting but could be obtained.]

Commissioner Lucas: We had a lot of neighbors from Manor Circle and I was going to suggest we might have the language to send the traffic study to look at that intersection [unintelligible]. It looks like there are just under 30 houses on Manor Circle, and there's additional 5 houses on Walnut, so... that back onto the school, and 7 on Glen Mawr. I bring that up because that's a substantial number of houses have, in the noise studies, with a noise wall considered for those edges on the private property.

TR-24

[Applicant described the existing soundwall that was installed as a condition of the last CUP modification.]

TR-25

Commissioner Motoyama: I have a question back to Commissioner Lucas about your adaptive management comment?

Commissioner Lucas: Adaptive management means... it kinds of a, you know, lots of syllables to say... to have the flexibility to change your operations as you go along. So, if you find out that nobody's driving a car at all and there's no traffic changes then you don't have to change the intersection. Or you find out the everyone's... that 300 cars are coming and you really need to do some big changes. This wasn't adequate. You have the built in ability to look again and to... to change things. It's just across the board, not necessarily with traffic.

TR-26

Commissioner Iswalt: Just to follow on that, I think when we've seen the mitigation monitoring and reporting program, we can also make some other decisions in the event this does not work, but what could be done in the future will address those types [unintelligible].

[A discussion of timing and process moving forward was held between the Commission and staff followed by the close of the hearing for this item.]

**SET TR, 4/12/16 PUBLIC HEARING BEFORE THE PLANNING COMMISSION,
TRANSCRIPT OF COMMENTS ON THE DRAFT SEIR**Comment TR-1

The public hearing included comment unrelated to the environmental document, whether in support or opposition to the Project. Only commenters making comment on the environmental analysis were transcribed and are responded to here.

Comment TR-2

This comment related to traffic congestion and specifically existing traffic in the area. CEQA requires analysis of the environmental effects of the Project. The existing and projected future conditions related to existing uses and other projects, including traffic conditions, are taken into account in the analysis of Project impacts, but are not attributed to the Project. As noted by the commenter, the Project would add traffic to area streets and intersections, some of which already experience congested conditions during peak use hours. The analysis of Project traffic is included in Chapter 5 and Appendix C of the Draft SEIR. With the mitigation measures identified in the Draft SEIR, all traffic impacts attributable to the Project would be at or reduced to less than significant impact levels.

Comment TR-3

This comment relates to parking. As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. See response to comment C-2 for expanded discussion of parking. The parking provisions meet El Cerrito code requirements for a school of the proposed size and are anticipated to accommodate school parking on-site. School-generated additional parking off-site, given the existing low availability of parking in the area in addition to availability of on-site parking, would not be expected to be substantial.

Comment TR-4

The commenter notes that his previous comments were not included in the Draft SEIR. This statement is incorrect. Previous comments were summarized on page 2-3 of the Draft SEIR under the heading “Scoping Meeting and Known Concerns” and as noted there, the full submitted written letter and traffic observations was included at the beginning of Appendix A to the Draft SEIR.

Comment TR-5

This comment relates to parking and pick-up/drop-off on Manor Circle. See response to comment TR-3 related to parking. The Draft SEIR includes an analysis of pick-up/drop-off queuing capacity and mitigation to ensure queues can be accommodated without interfering with vehicle travel lanes and the environmental impact was therefore determined to be less than significant (see pages 5-11 and 5-12 of the Draft SEIR). While the decision by some drivers to use parking spaces on public streets would not be considered an environmental issue, it can be noted that a Traffic Management Plan, which addresses pick-up and drop-off activities and includes monitoring for compliance, is a condition of CUP approval. While parking on Manor Circle would also not be an environmental impact, it can be noted that as another proposed condition of CUP approval, the applicant will initiate the City’s petition process to consider changes to the parking restrictions on Manor Circle. While this document is focused to environmental considerations, all comments, including those related to

enforcement of vehicular and parking rules, have been forwarded to City staff and decision-makers for their consideration.

Comment TR-6

This comment does not include a specific comment on the environmental analysis but lists generally concerns related to “security, privacy, and noise”.

Analysis of noise was included in Draft SEIR (Chapter 4 and Appendix B) and impacts were determined to be at less than significant levels.

The remaining listed items are not environmental issues. All comments, including those related to economic and social considerations, have been forwarded to City staff and decision-makers for consideration. Additional discussion of privacy and security can be found in response to comment B-1.

Comment TR-7

Coordination between the school and neighbors and is not a comment on the environmental analysis. All comments have been forwarded to City staff and decision-makers for consideration.

The commenter also raises concerns related to after-hours use and renting the school facilities to third parties as a concern. Rental of the facilities to third parties is allowed under the current CUP and no changes are proposed or were analyzed under the Project.

As after-hours use relates to noise, existing and projected noise levels were analyzed and included in Chapter 4 and Appendix B of the Draft SEIR. The noise data collected at Site LT-1 captured noise from some “after-school” activities that occur after classes end during the noise monitoring period and were taken into account for the noise modeling and analysis. Daily average noise levels did not exceed the General Plan noise standards for maximum outdoor noise levels in residential areas and with increases of student activity proposed, are projected not to exceed the General Plan noise standards with the Project.

See response to comment TR-6 for discussion of security and privacy.

Comment TR-8

This is not a comment on the environmental analysis.

Comment TR-9

This comment relates to items thrown into nearby residential yards. Littering is prohibited under existing rules and regulations and illegal activity is considered a social issue and is not considered in environmental analyses. While this document is focused to environmental considerations, all comments have been forwarded to City staff and decision-makers for their consideration.

Comment TR-10

This comment relates to traffic congestion that is existing and traffic that will be generated by other projects and the proposed Project. CEQA requires analysis of the environmental effects of the Project. The existing and projected future conditions related to existing uses and other projects, including traffic conditions, are taken into account in the analysis of Project impacts, but are not attributed to

the Project. As noted by the commenter, the Project would add traffic to area streets and intersections, some of which already experience congested conditions during peak use hours. The analysis of Project traffic is included in Chapter 5 and Appendix C of the Draft SEIR. With the mitigation measures identified in the Draft SEIR, all traffic impacts attributable to the Project would be at or reduced to less than significant impact levels.

Comment TR-11

The comment relates to communication between the school and neighbors and encouragement of comment submittal and is not a comment on the environmental analysis.

Comment TR-12

The commenter asks if the intersection can be designed to have a crosswalk on the north side of where Elm Street/Hill Street/Projected driveway meet, with the logic being that high school children would be leaving later in the afternoon or in the evening after sports and clubs, and would want to cross there to access BART. Based on a review of the roadway geometry, a crossing location would be a potentially a less safe location than the south side of the street due to the limited sight distance of traffic making the tight right turn off Key Blvd. and the lane changing that occurs in this area for cars turning left from Elm St. onto Key Blvd or continuing on Elm St. and is therefore not recommended by traffic reviewers W-Trans. However, all comments, including this recommendation, have been forwarded to City staff and decision-makers for consideration.

Comment TR-13

This comment relates to parking and pick-up/drop-off on Manor Circle. The Draft SEIR includes an analysis of pick-up/drop-off queuing capacity and mitigation to ensure queues can be accommodated without interfering with vehicle travel lanes and the environmental impact was therefore determined to be less than significant (see pages 5-11 and 5-12 of the Draft SEIR). While the decision by some drivers to use parking spaces on public streets would not be considered an environmental issue, it can be noted that a Traffic Management Plan, which addresses pick-up and drop-off activities and includes monitoring for compliance, is a condition of CUP approval.

Comment TR-14

This comment relates to noise concerns. The discussion of potential noise impacts from on-site operations is included on pages 4-7 and 4-8 of the Draft SEIR, which summarizes the methodology and results of the noise level calculations included in Appendix B of the Draft SEIR. The analysis does not identify an exceedance of the General Plan noise standards for maximum outdoor noise levels in residential areas. The measured noise on the school side of the noise barrier fence did not exceed the General Plan goal for maximum outdoor noise levels in residential areas resulting in a less-than-significant impact. On the opposite side of the noise barrier, which has been estimated to provide at least an 8 dBA reduction in noise levels from school-related noise sources on the other side of the noise barrier, resultant noise levels were determined to be further reduced below the General Plan goal for maximum outdoor noise levels in residential areas.

Comment TR-15

This is not a specific comment on the environmental analysis but urged that the impacts of the Project be weighed against the benefits.

Comment TR-16

This is an introductory comment and not a comment on the environmental analysis.

Comment TR-17

This comment questioned the existing parking restrictions on Manor Circle and was answered by staff. This is not a comment on the environmental analysis.

Comment TR-18

This comment relates to the assessment of the “No Project” alternative and specifically the discussion of contribution toward intersection improvements. With no project approvals required for this alternative, mitigation measures could not be applied to reduce the Project’s impact on the identified intersections as a part of the CEQA process. This analysis of the alternative from a CEQA perspective is not intended to suggest the City would be precluded from exploring other funding opportunities for such improvements, only that they would not be included as mitigation of the alternative project.

The Draft SEIR analyzed two alternatives with reduced student enrollment: one with approximately 27% of the enrollment increase proposed by the Project and the other with 85% of the enrollment increase. Even at only 27% of the enrollment increase, which is consistent with existing approvals, contributions to cumulative traffic impacts would remain. As discussed on page 6-4 of the Draft SEIR, the chosen alternatives demonstrate the relative change (or similarity) in impacts given different enrollment levels and other reduced enrollment alternatives were considered but rejected because they would not meaningfully contribute to a reasonable range of project alternatives.

Comment TR-19

This is not a comment on the environmental analysis but a request for staff for additional information related to the CUP.

Comment TR-20

This comment relates to improvements on Hill Street beyond those shown in Figure 3.3. As printed in the Draft SEIR on page 3-5, this figure does not contain a matchline and is focused to the improvements at the intersection shown. Hill Street improvements are proposed beyond the target intersection and are shown in full in the traffic study included as Appendix C of the Draft SEIR (the 4th and 5th pages of Appendix C). Both portions of the figure have been added to the main document of the SEIR, as detailed in Chapter 9. As detailed in response to comment E-4, the proposed improvements are consistent with the El Cerrito Active Transportation Plan.

Comment TR-21

This comment relates to parking. As discussed on pages 36 and 37 of the Initial Study for the Project (also included as Appendix A of the Draft SEIR), an analysis of existing and projected on-street parking is not required for the environmental analysis of the Project because difficulty finding parking is considered a social issue. The parking provisions meet El Cerrito code requirements for a school of the proposed size and are anticipated to accommodate school parking on-site. See response to comment C-2 for expanded discussion of parking. School-generated additional parking off-site, given the existing low availability of parking in the area in addition to availability of on-site parking, would not be expected to be substantial.

Comment TR-22

This comment relates to the timing of student enrollment increases and is not a comment on the environmental analysis. The analysis performed in the Draft SEIR did not rely on assumptions regarding schedule for student enrollment increases but conservatively considered the impact with all students added to the existing conditions. In actuality, it is anticipated student enrollment increases would occur over time.

Comment TR-23

This comment relates to student use of alternate modes. Observations of pedestrians (which could be coming from the immediate vicinity or BART) and bicyclists arriving at the school are included in the full traffic analysis (Appendix C of the Draft SEIR). To summarize, 21% of students were observed arriving via alternate modes and 26% of students leaving via alternate modes. Proportional increases of these modes only were assumed in the analysis though it is anticipated in actuality that high school students may choose alternate modes at a higher rate than middle school students.

Comment TR-24

This comment suggests assessment of traffic on Manor Circle. School traffic would not generally be expected to use Manor Circle. The Draft SEIR includes an analysis of pick-up/drop-off queuing capacity and mitigation to ensure queues can be accommodated without interfering with vehicle travel lanes and the environmental impact was therefore determined to be less than significant (see pages 5-11 and 5-12 of the Draft SEIR). While the decision by some drivers to use parking spaces on public streets would not be considered an environmental issue, it can be noted that a Traffic Management Plan, which addresses pick-up and drop-off activities and includes monitoring for compliance, is a condition of CUP approval.

Comment TR-25

This comment relates to the sound barrier along Manor Circle residents and was clarified by staff that the sound barrier currently exists. See related response to comment B-1 related to homes not currently behind the noise barrier.

Comment TR-26

This is not a specific comment on the environmental analysis but relates to mitigation measure Traffic-5, which has been revised to formalize to formalize monitoring and clarify that alternative actions could be utilized. See specific revisions in Chapter 9 of this document.