

WOOD MIDDLE SCHOOL MODERNIZATION AND NEW CONSTRUCTION—PHASE I INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

APPENDIX B

RESPONSE TO COMMENTS DECEMBER 2023

**ALAMEDA UNIFIED SCHOOL DISTRICT
ALAMEDA, CALIFORNIA**

**Public Review Period: November 3, 2023, through December 3, 2023
SCH# 2023110126**

PUBLIC REVIEW PROCESS

The Initial Study/Mitigated Negative Declaration for the Wood Middle School Modernization and New Construction—Phase I was completed on November 3, 2023, and a Notice of Intent to Adopt a Mitigated Negative Declaration (Notice) was circulated, providing for a 30-day public review period beginning November 3, 2023, and extending through December 3, 2023. The notification process used to commence the public review period included the following actions:

- The Notice was mailed to surrounding properties within 500 feet of the property boundary on November 3, 2023
- The Notice was posted at the Wood Middle School site and District on November 3, 2023
- The Notice and Initial Study/Mitigated Negative Declaration were posted on the District’s website on November 3, 2023
- The Notice was posted at the Alameda County Clerk on November 6, 2023
- The Notice was published in the Alameda Times-Star on November 25, 2023

STATE CLEARINGHOUSE REVIEW

The Initial Study/Mitigated Negative Declaration, Notice of Completion and Summary Form were uploaded to the State Office of Planning and Research’s (State Clearinghouse) CEQASubmit system on November 3, 2023. The submittal of these materials commenced a 30-day state agency review period that extended from November 3, 2023, to December 4, 2023. The State Clearinghouse Number assigned to the project is: SCH# 2023110126. The purpose of the state review period is to allow any state agencies that might have an interest in this project to provide comments to the District. The following are listed state reviewing agencies: California Air Resources Board (ARB), California Department of Education, California Department of Fish and Wildlife, Bay Delta Region 3 (CDFW), California Department of Fish and Wildlife, Marin Region 7 (CDFW), California Department of Parks and Recreation, California Department of Transportation, District 4 (DOT), California Department of Water Resources (DWR), California Highway Patrol (CHP), California Native American Heritage Commission (NAHC), California Natural Resources Agency, California Public Utilities Commission (CPUC), California Regional Water Quality Control Board, San Francisco Bay Region 2 (RWQCB), California State Lands Commission (SLC), Department of General Services (DGS), Office of Historic Preservation, San Francisco Bay Conservation and Development Commission (BCDC), State Water Resources Control Board, Division of Water Quality, and Department of Toxic Substances Control.

The record of the State Clearinghouse review is attached.

TRIBAL CULTURAL RESOURCES CONSULTATION

In July 2015, AB52 went into effect requiring that California Native American Tribal Cultural Resources (TCRs) be considered during the CEQA process. AB52 requires consultation with Native American tribal governments that may have TCRs or knowledge of TCRs in a project area. CEQA requires that Native American tribes in the project vicinity be provide with the opportunity to comment on CEQA documents and enter into consultation with the Lead Agency.

To initiate the AB52 tribal consultation process, project information was sent via certified mail to 15 Tribal representatives by the District on September 7, 2023. Follow-up emails were sent to all Tribes on September 28, 2023. Three Tribes responded to the email inquiry and requested a copy of the cultural resources report. The cultural resources report was emailed to responding parties on October 5, 2023 (upon its completion). Two Tribes responded that they had no further concerns based on the provided report. On October 24, 2023, a follow up email was sent to the remaining Tribe, but no response has been received. No tribes responded requesting to enter consultation under AB52.

PUBLIC COMMENT SESSION

The District held a public comment session at its regularly scheduled November 14, 2023, Board of Education meeting. The Public Comment session time and location was included in the Notice as well as contained in the duly noticed Board Agenda. A presentation of the Initial Study process and conclusions were provided, and public comment was heard by the Board of Education. A video recording of the public comment session is available at <https://alameda.novusagenda.com/agendapublic/>. A summary of comments follows:

- One resident of Fortress Isle expressed concerns related to traffic associated with the proposed roadway and its impact to his ability to enter and exit Fortress Isle (written comments were also provided via email and responses to those comments are provided under Comments Received).
- Two commenters raised concerns about the potential loss of a ball field and its impact on the Alameda Little League. The District has agreed to discuss the potential to retain two fields with Alameda Little League. Both commenters were otherwise supportive of the project.
- Four commenters expressed support for the project.
- Board members Williams and LaLonde asked additional questions related to the proposed driveway and District staff provided additional clarifying information. District staff was requested to ensure that comments related to traffic were addressed.

MITIGATION MONITORING AND REPORTING PLAN

Pursuant to Section 21081.6 of Title 14 of the California Code of Regulations and the State CEQA Guidelines, the mitigation measures listed in the Mitigation Monitoring and Reporting Plan (MMRP) are to be implemented as part of the proposed project. The MMRP identifies the time at which each mitigation measure is to be implemented and the person or entity responsible for implementation. No revisions to the MMRP are required based on comments received.

COMMENTS RECEIVED

The District received several emailed comments in response to the project's Notice. Those include:

- Cat Cassirer emails dated November 6, 9 and 30, 2023
- Hyo Kim Lau emails dated November 7 and 13, 2023
- James Reed emails dated November 10 and 13, 2003
- Joan Uhler email and attached letter dated November 15, 2023
- Chad Kassirer email dated November 15 and 30, 2023
- Andrew Kluter email dated November 16, 2023
- Roger Yee email dated December 2, 2023
- Jonathan Lau email dated December 4, 2023

Responses to emails were provided by the District as reply emails with responses indicated in blue. The email chains with responses are attached.

The District received three comments from agencies, as indicated below:

- East Bay Municipal Utility District, November 20, 2023
- Department of Toxic Substances Control, November 17, 2023
- City of Alameda, December 4, 2023

The District prepared responses to comments raised by public agencies and emailed response letters to those agencies on December 7, 2023. Copies of the comments and responses are attached.

Revisions to the Initial Study

Comments received from two public agencies required minor additions or clarifications to the Initial Study. Those are summarized below. The revised portions of the Initial Study are attached.

- The District has made minor revisions and added clarifying information to the Construction portion of the Project Description to address comments made by the Department of Toxic Substances Control. Those revisions do not identify new impacts or mitigation measures or change the findings for a Mitigated Negative Declaration. The revised section is attached in track changes.
- The City of Alameda’s comment letter required additions to the New Access Roadway portion of the Initial Study’s Project Description to define the suggested alternative as Alternative 4. W-Trans provided an updated draft traffic study that assessed the potential impacts associated with Alternative 4 in November 2023. That updated assessment of Alternative 4 is included in item (c.) of the Transportation Section of the Initial Study. Both revised sections are attached.

W-Trans overall design recommendations are essentially the same for Alternatives 1, 2 and 4. No new impacts associated with Alternative 4 were identified that were not identified with Alternatives 1 and 2. No new mitigation measures were identified. The overall design of the proposed roadway is the same between Alternatives 1, 2 and 4 and none of the alternative traffic flows would have a significant impact with the design recommendations already included in the Initial Study that are part of the project.

Section 15073.5 defines when recirculation of an IS/MND is required for revisions that occur prior to adoption of the MND. Recirculation is required for a “substantial revision” but not if only minor or clarifying information is added. Section 15073.5 (B) defines a “substantial revision” as:

1. A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or

2. The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

Section 15073.5 (c) indicates the recirculation is not required if (emphasis added):

1. Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
2. *New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.*
3. Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
4. *New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.*

The required minor revisions to the IS/MND do not constitute a “substantial revision” as defined by Section 15073.5(b). Revisions based on DTSC’s comments constitute known and feasible processes that are germane to construction projects associated with building from the 1960s. Revisions to the Transportation section are based on the City’s support for Alternative, described in the original CEQA document. The analysis of Alternative 4 is new, but potential impacts and design recommendations are entirely consistent with Alternatives 1 and 2 that were thoroughly assessed in the original CEQA document. No new, avoidable significant effects were identified and no change in proposed mitigation measures have occurred in addressing the agency comments. The document would not be required to be recirculated under Section 15073.5.

STATE CLEARINGHOUSE RECORD

Wood Middle School Modernization and New Construction— Phase I

Summary

SCH Number

2023110126

Lead Agency

Alameda Unified School District (AUSD)

Document Title

Wood Middle School Modernization and New Construction—Phase I

Document Type

MND - Mitigated Negative Declaration

Received

11/3/2023

Present Land Use

Project location is the current Wood Middle School. Zoning is R-1. General Plan designation is Public Institutional.

Document Description

The Wood Middle School is located at 420 Grand Street in Alameda, adjacent to Rittler Park. The Wood Middle School Modernization and New Construction Project includes replacement of all of the existing campus buildings with the exception of the existing multipurpose building. The project also includes a new access roadway from Grand Street to Otis Drive that would provide school access, a drop-off area, parking and access to the adjacent Rittler Park that is owned and operated by the City of Alameda. A subsequent phase would include an athletic stadium for use by Alameda High School.

Contact Information

Name

Justin Witt

Agency Name

Brelje & Race

Job Title

Environmental Planner

Contact Types

Consulting Firm

Address

475 Aviation Blvd Suite 120
Santa Rosa, CA 95403

Phone

(707) 636-3730

Email

witt@brce.com

Name

Shariq Khan

Agency Name

Alameda Unified School District

Job Title

Assistant Superintendent

Contact Types

Lead/Public Agency

Address

2060 Challenger Drive
Alameda, CA 94501

Phone

(510) 337-7000 ext. 77009

Email

construction@alamedaunified.org

Location

Coordinates

37°45'40.63"N 122°15'42.77"W

Cities

Alameda

Counties

Alameda

Regions

Citywide

Cross Streets

Grand Street and Otis Drive

Zip

94501

Total Acres

6.76

Parcel #

74-1250-1-2

State Highways

880

Railways

Union Pacific

Schools

Wood MS, Alameda HS, Encinal HS, Lincoln ES

Waterways

San Francisco Bay

Township

2S

Range

4W

Base

MDB

Other Location Info

420 Grand Street

Notice of Completion

State Review Period Start

11/3/2023

State Review Period End

12/4/2023

State Reviewing Agencies

California Air Resources Board (ARB), California Department of Education, California Department of Fish and Wildlife, Bay Delta Region 3 (CDFW), California Department of Fish and Wildlife, Marin Region 7 (CDFW), California Department of Parks and Recreation, California Department of Transportation, District 4 (DOT), California Department of Water Resources (DWR), California Highway Patrol (CHP), California Native American Heritage Commission (NAHC), California Natural Resources Agency, California Public Utilities Commission (CPUC), California Regional Water Quality Control Board, San Francisco Bay Region 2 (RWQCB), California State Lands Commission (SLC), Department of General Services (DGS), Office of Historic Preservation, San Francisco Bay Conservation and Development Commission (BCDC), State Water Resources Control Board, Division of Water Quality, Department of Toxic Substances Control

State Reviewing Agency Comments

Department of Toxic Substances Control

Development Types

Educational (Existing Middle School Improvements)

Local Actions

Existing school site improvement

Project Issues

Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Coastal Zone, Cultural Resources, Cumulative Effects, Drainage/Absorption, Energy, Flood Plain/Flooding, Geology/Soils, Greenhouse Gas Emissions, Growth Inducement, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mandatory Findings of Significance, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Schools/Universities, Septic System, Sewer Capacity, Solid Waste, Transportation, Tribal Cultural Resources, Utilities/Service Systems, Vegetation, Wetland/Riparian, Wildfire

Local Review Period Start

11/3/2023

Local Review Period End

12/3/2023

Attachments

Draft Environmental Document [Draft IS, NOI_NOA_Public notices, OPR Summary Form, Appx,]
[AUSD Wood MS Summary Form](#) PDF 574 K

[Wood Campus Phase 1 Initial Study](#) PDF 18668 K
Notice of Completion [NOC] Transmittal form
[AUSD Wood MS NOC](#) PDF 653 K
State Comment Letters [Comments from state reviewing agencies]
[2023110126_DTSC Comment](#) PDF 372 K

Disclaimer: The Governor's Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at state.clearinghouse@opr.ca.gov or via phone at [\(916\) 445-0613](tel:(916)445-0613). For more information, please visit [OPR's Accessibility Site](#).

COMMENTS RECEIVED AND RESPONSES

From: Construction Questions
Sent: Monday, November 27, 2023 12:10 PM
To: c. kassirer
Cc: Construction Questions
Subject: RE: IS/MND Wood MS modernization and new construction project
Attachments: Draft TIS for Wood Access Roadway and School Athletic Stadium.pdf

Dear Ms. Kassirer,

Thank you for expressing interest in the Wood Middle School project and taking time to review the project's CEQA document.

Enclosed is the preliminary traffic study prepared for the project, which was largely included in the Initial Study. The study examines three different traffic flow alternatives on the proposed roadway, with the District and City jointly identifying a fourth option (a one-way configuration with access from Otis and exit on Grand). The traffic study will remain in draft form until an agreement is reached between the District and the City regarding the most suitable traffic flow alternative, prioritizing safety and minimizing impact on existing traffic patterns on Otis and Grand.

To ensure a comprehensive assessment, we are gathering all comments on both traffic-related issues and all proposed alternative flows before the traffic consultant finalizes the report. Your concerns will be communicated to the traffic consultant.

Please let us know if you need any additional information.

Sincerely,

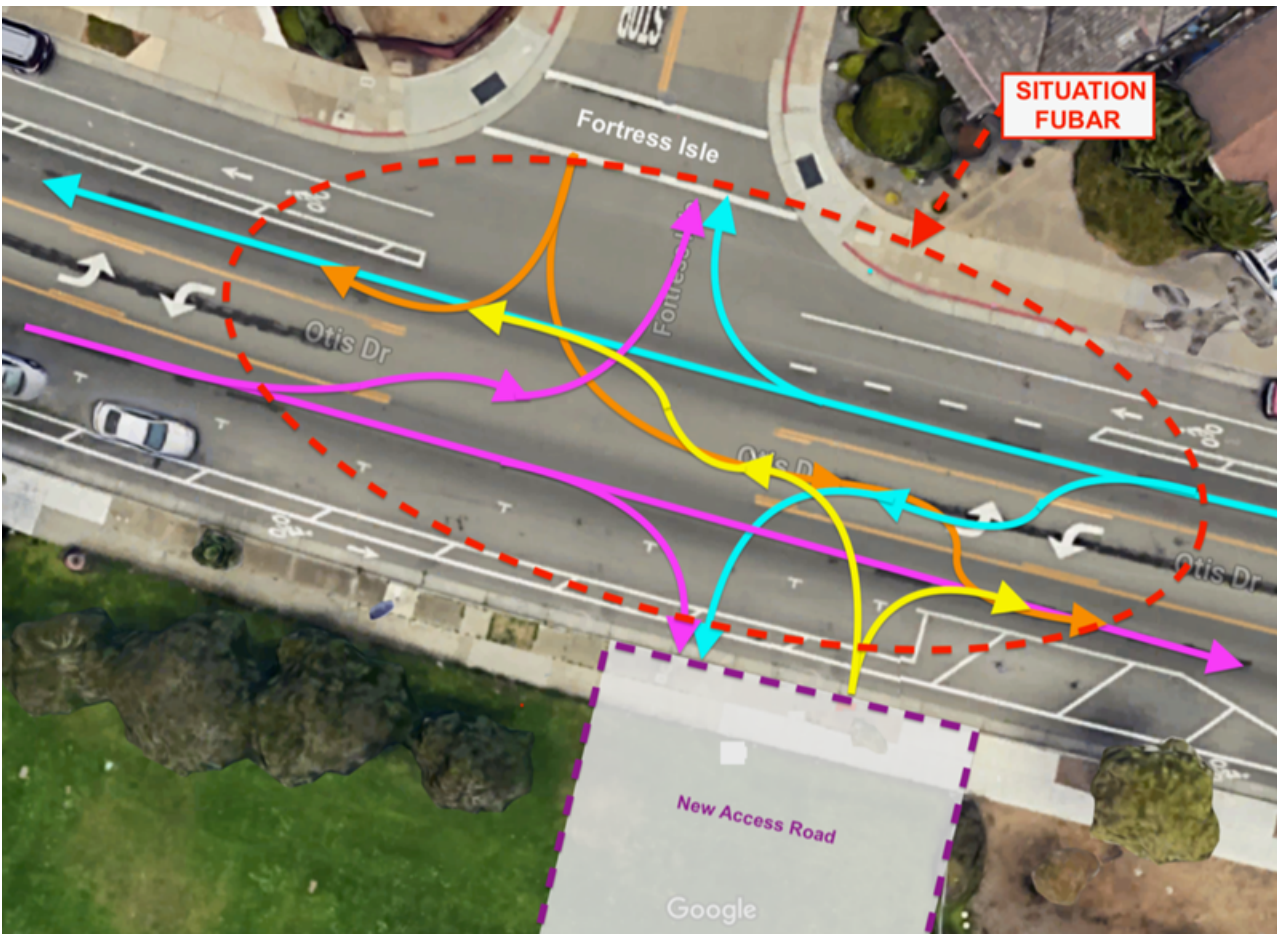
AUSD Construction Team

From: c. kassirer <c3k@whatdesign.com>
Sent: Thursday, November 9, 2023 12:02 PM
To: Construction Questions <construction@alamedaunified.org>
Subject: Re: IS/MND Wood MS modernization and new construction project

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello and thank you for getting back to me. I would like to include a visual reference of my concerns. This only shows the traffic patterns in and out of the new proposed access road and those in and out of Fortress Isle. It doesn't show the flow of traffic from the major intersection of Otis and Grand, which is just a few feet away. It also doesn't show the traffic backed up on Otis at the red light blocking Fortress Isle, which is a common occurrence throughout the day, including when one would expect traffic at the new access road to be the busiest.

Regards,
Cat Kassirer



On Nov 8, 2023, at 11:49 AM, Construction Questions <construction@alamedaunified.org> wrote:

Hello,

Thank you for your comment. We have forwarded it to our environmental consultant, who is currently aggregating all the feedback as we receive it during the public comment period. The District will issue a response to these compiled comments prior to the December meeting of the Board of Education.

Thank you,

AUSD Construction Team

-----Original Message-----

From: c. kassirer <c3k@whatdesign.com>

Sent: Monday, November 6, 2023 2:11 PM

To: Construction Questions <construction@alamedaunified.org>

Subject: IS/MND Wood MS modernization and new construction project

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Mr. Khan,

I am writing you to provide my comments and concerns regarding the proposed construction project at Wood Middle School. First of all, I am happy to hear there is a plan in place to finally address the facilities at Wood. My son attended Wood from 2016-2019, so I am very aware of the condition of the

buildings and the dire need for improvements at the school. My son also attended Lum from 2010-2016. It was a great loss to the neighborhood when Lum closed. It is an emotional reminder of what was an amazing community every time my neighbors and I look at the empty and fenced off Lum campus. That said, I am happy there is a (long-term) plan for the Lum Elementary School site. I believe the AHS sports complex will be an important addition to the school district and to the entire city of Alameda.

I live on Fortress Isle, which is a cul-de-sac directly across from Rittler Park and adjacent to the Otis/Grand intersection. I was, and still am a proponent to the traffic calming measures that have been implemented in recent years, such as the reduction of traffic lanes on Otis, as well as the addition of bike lanes and the islands at the intersection of Otis and Grand. I believe this has made the area much safer for bicyclists and pedestrians. The trade off has been that it is much harder to enter and exit my street. Now that Otis is down to one lane, I often have to rely on the kindness of other drivers stopped at the red light to give me enough room, so that I can turn right or left onto Otis, and so I can turn left from Otis onto Fortress Isle. When I am turning left onto Otis from Fortress Isle, and there is a back up at the red light, I am making a blind turn. I must make a left into the center turn lane on Otis, until I can see that it is safe to enter the traffic lane on Otis heading southeast towards South Shore shopping center.

From the proposed Wood construction schematics (#2, but should be labeled #4?), it appears there will now be a two way lane entering and exiting onto Otis from Rittler Park/Lum Campus border. Basically, this is exactly where my neighbors and I have to make that precarious left turn onto Otis from Fortress Isle and onto Fortress Isle from Otis. In addition to the significant increase in traffic that this plan will create in the area, I am assuming that cars traveling northwest on Otis towards Grand will be using the same center lane to turn left, which is basically setting us all up for a head-on collision.

There must be more consideration taken into account regarding the change in traffic on Otis caused by this plan. It is not fair for the residents of Fortress Isle (and Waterview Isle) to be put in danger every time we are simply entering and exiting our street.

Regards,
Cat Kassirer

From: Construction Questions
Sent: Monday, November 27, 2023 11:27 AM
To: Jeannie Kim; Brian Lau
Cc: Construction Questions
Subject: RE: Wood middle school construction and Modernization
Attachments: Wood MS Site Plan with Regular Blacktop.png

Dear Ms. Lau,

Thank you for your interest in the Wood Middle School project and your time spent reviewing the project's CEQA document. We have provided responses to your questions and the issues you've raised in blue text below.

If we can provide additional information or clarification, please let us know.

Sincerely,

AUSD Construction Team

From: Jeannie Kim <jeanniester@gmail.com>
Sent: Monday, November 13, 2023 3:33 PM
To: Brian Lau <laudbrian@gmail.com>; Construction Questions <construction@alamedaunified.org>
Subject: Re: Wood middle school construction and Modernization

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There are 3 more important factors that will need to be addressed:

1. The trash and graffiti at Lum parking lot has been a problem and must be addressed. The fix it requests have not improved the situation with trash and graffiti. The trash flies to neighboring homes and it's been a constant distraction cleaning up after the school trash and baseball league. I have footages of parents throwing trash at the Lum parking lot. Please DO NOT place the big trash bins at the school parking lot tha is adjacent to my backyard. This has caused rodent problems and the trash ordor causes hazardous problems to us and our neighbors.

We apologize for the inconvenience you've experienced. During the construction phase of the Wood Middle School, the temporary campus at the Lum Site will likely have an alternate trash location and will have maintenance staff to address trash and graffiti issues. Longer term, the stadium facility would have enclosed trash areas as well as maintenance staff to reduce the issues you raise. Access to the stadium would be from the new roadway and trash service would be located closer to that location for access, away from your property.

2. The alley way , Candy Tuft Way must be closed if you are going to place a 2-way street at the Lum parking lot. Without any traffic control, this will cause bodily injury.

The new access roadway would be located approximately 400 feet west of Snowberry Walk (is this the walkway you are referring to?). The new roadway would include a safe pedestrian walkway detached from the roadway.

3. Sandcreek Way must have traffic light. My dog was injured due to a hit and run on this street. Cars drive really fast on this street and will cause bodily harm to pedestrians.

The District is very sensitive to traffic safety issues as many of our students walk or ride bikes to school. However, the traffic study done for the project did not identify a need for a signal at Sandcreek Way based on the project, including traffic anticipated from the Phase II stadium. The District does not have the authority to construct a signal within City of Alameda streets.

Also, I have not yet received answers to what the corresponding numbers on the map are. The legend does not list what is being placed in those locations. Is there a final draft of will be placed and the proper placement of the field and all accessory units of the development? Our neighbors and I would like a copy. If so, when can I pick up the final draft before the community meeting? It there is unhealthy amount of hazardous waste and dust in our neighborhood, will the city clean up the mess? Thank you.

Please see the attached site plan for the Wood Middle School that includes a legend. **We have not developed a sufficient site plan for the Phase 2 stadium that will satisfactorily answer your questions about the layout of specific facilities there.** However, as the District develops the design for the site in the future, we anticipate public participation. As noted in the Phase 1 CEQA document, the Phase 2 stadium project will be subject to a subsequent CEQA review in the 2027 timeframe.

Regarding hazardous materials, any buildings to be demolished would be subject to asbestos removal and lead paint abatement prior to demolition, consistent with OSHA, CalOSHA and other state regulations. Construction related dust would be controlled with standard mitigation measures required by the Bay Area Air Quality Management District.

Hyo Kim Lau

On Wed, Nov 8, 2023 at 11:46 AM Construction Questions <construction@alamedaunified.org> wrote:

Hello,

Thank you for your comment. We have forwarded it to our environmental consultant, who is currently aggregating all the feedback as we receive it during the public comment period. The District will issue a response to these compiled comments prior to the December meeting of the Board of Education.

Thank you,

Alameda Unified Construction Team

From: Jeannie Kim <jeanniester@gmail.com>
Sent: Tuesday, November 7, 2023 2:24 PM
To: Construction Questions <construction@alamedaunified.org>
Cc: Brian Lau <laudbrian@gmail.com>
Subject: Wood middle school construction and Modernization

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Hi,

I am a property owner on [1901 Kitty Hawk Pl, Alameda, CA 94501](#), right behind the Lum Elementary School. Can you answer a few questions?

1. Regarding slide 3 (Future Alameda Stadium Slide), what are being placed on #30, #27 and #25? The legend you provided does not list what is being placed here.

The slide is an early conceptual layout. The District will be engaged in refining the conceptual layout of the proposed stadium in the future.

2. PLEASE DO NOT PLACE TRASH BINS behind our properties. As you know, I have a ton of trash pictures I have submitted to the school district to please clean up , yet not much is being done. Plus, it will cause a rodent and pest problem and unpleasant smells for the property owners.

The District anticipates all access, including trash collection, would occur from the new driveway, approximately 400 feet west of the property line.

3. What does #4, a two way entry man? There will be traffic in going in and out behind my property?

The two-way entry is one of four possible traffic flow conditions being considered for the new roadway. The roadway would be approximately 400 feet west of your rear property line.

4. What are the business hours the demolition crew be working on? Me and few of my neighbors work at night, and noise will be a huge issue. How will the companies ensure that noise levels will at minimum? What measures will be taken to minimize hazardous waste in our area?

The project construction would be consistent with the Alameda Noise Ordinance that allows construction activities between 7:00 am and 7:00 pm on weekdays and 9:00 am to 5 pm on Saturday. Additional noise mitigation is contained in Mitigation Measure N1 on pages 101-102 of the CEQA document.

Thank you and look forward to hearing from you.

Sincerely,

Hyo Kim Lau

From: Construction Questions
Sent: Monday, November 27, 2023 11:13 AM
To: James (Jay) Reed
Subject: RE: Otis/Fortress Isle/Access road Intersection
Attachments: Draft TIS for Wood Access Roadway and School Athletic Stadium.pdf; PROPOSED CHANGE_Wood School Access Road.pdf; 42 2 T-Intersections to Four-Leg (1).pdf

Dear Mr. Reed,

Thank you for your interest in the Wood Middle School project and your time spent reviewing the project's CEQA document. We also appreciate your suggested solutions and will forward them to the traffic consultant. We have provided responses to your questions (your earlier two emails are copied here) and the issues you've raised in blue text below.

If we can provide additional information or clarification, please let us know.

Sincerely,

AUSD Construction Team

From: James (Jay) Reed <jreed25@gmail.com>
Sent: Monday, November 13, 2023 11:31 AM
To: Construction Questions <construction@alamedaunified.org>
Subject: Otis/Fortress Isle/Access road Intersection

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Dear Shariq Khan,
Apologies for misspelling your name in my first email.

I've reviewed the traffic report in the Phase 1 initial study document. The proximity of Fortress Isle to the proposed access road along Otis Drive makes it necessary (and the right thing to do) to look at these three converging roadways as one intersection. It is peculiar to me that Fortress Isle has not been considered in the traffic study whatsoever.

I acknowledge that Fortress Isle is a small cul-de-sac with only a handful of residents. Please understand, though, our cul-de-sac sees exponentially more traffic during peak traffic hours with Wood school pickup and weekend sports games at Rittler park. It's not hard to imagine that this additional traffic will only increase when wood school is temporarily moved to the Lum location. It is also not hard to imagine our street will see heavy traffic in the final Alameda HS Sports complex configuration. Please consider commissioning an updated traffic study including Fortress Isle.

I propose the following changes to the access road:

1. Realign the access road to create a traditional 4-way intersection with Fortress Isle. This will decrease intersection conflicts at our location.

Realignment of the access road is unlikely to be feasible as it would require the City convert additional park land to non-park uses (roadway). The alignment was chosen to reduce impacts to Rittler Park by pushing it to the outside boundaries of the park while providing the benefits to the City of increased access and parking at Rittler Park. Approximately 0.25

acre would be lost from park uses to accommodate the realignment. Based on existing usage of Rittler Park, it is unlikely the City would agree to this loss if other alternatives are available (traffic flow alternatives on the driveway).

2. Utilize Alternative 2 where the proposed access road serves as a one-way exit to Otis Drive. This will eliminate EB Otis traffic queuing in the center turn lane that all users of our street need to turn onto EB Otis.

As we briefly discussed at the Board of Education meeting, the District and City are considering a fourth alternative that would allow one way traffic entering from Otis. It is likely that this alternative or Alternative 2 will be the selected alternative as the City has indicated it does not want to place a signal at that location if it can be avoided.

I've attached:

1. A document from the Unsignalized Intersection Improvement Guide highlighting the shortcomings of offset T Intersections.
2. A quick markup of your landscaping plan including my proposed changes to the access road.

Thank you for your consideration,
Jay Reed

From: Jay Reed <james.martin.reed@gmail.com>
Sent: Friday, November 10, 2023 3:58 PM
To: Construction Questions <construction@alamedaunified.org>
Subject: Re: Problem with new school access road at Otis and Fortress Isle

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Mr. Khan,
Sorry for the additional email but another question came up. Has a traffic engineer reviewed these proposed changes and created a report? If so, is the report available to share with project stakeholders including residents of Fortress Isle? I would appreciate it if you would send me a copy of the traffic report for this project.

A copy of the draft traffic study is attached. It will continue to be a draft until the District and City determine which traffic flow alternative will be implemented.

Thank you,
Jay Reed

On Fri, Nov 10, 2023 at 3:42 PM Jay Reed <james.martin.reed@gmail.com> wrote:
Dear Mr. Sadiq Khan,

My Wife Erin and I live at 605 Fortress Isle. We acknowledge that the traffic calming measures implemented on Otis Drive in the past few years have made the area much safer for pedestrians and cyclists. As a tradeoff we've observed that it is harder to enter and exit our street

We often have to rely on the kindness of other drivers to allow us to mix into the flow of traffic while turning right onto WB Otis, we always need to use the middle turn lane to mix into the flow of traffic while turning left onto EB Otis. When making a left entering our street from EB Otis we must count on the kindness of other drivers to leave clear space in the queue for the Otis/Grand intersection to allow us to turn into our street. **(KEEP CLEAR) Street marking would help ingress and egress at Fortress Isle.** In a nutshell, access to and from fortress Isle is far from ideal as it stands currently.

After reviewing the proposed Wood School schematic drawings we see a proposed access road offset from our street creating (2) offset T intersections. My concerns with this traffic pattern are as follows:

1. This proposed access road will create vastly more traffic near the already busy intersection of Otis and Grand.

The traffic consultant reviewed existing traffic conditions and modeled projected traffic conditions. The Phase 1 project (the school and roadway) will alter traffic patterns to some degree but will not increase traffic overall as it is a replacement project. The temporary housing of Wood students at the Lum Site will alter traffic flows but not volumes. The temporary housing of Otis students after the Phase 1 Wood project is complete will result in a short-term increase in traffic, but many of those Otis school parents already come to Wood to drop off or pick up their middle school children, so it does not represent an entirely new trip to the area for many parents. The Phase 2 (stadium) project would increase traffic during periods of use. The highest traffic would be during football games that would be hosted at the stadium approximately 5 times during the football season. Soccer and track & field events would occur more frequently during their seasons but generally have much smaller overall attendance. Graduation would be the highest traffic generator at the site but only occurs once a year. The Island Bowl would be similar but only once every other year.

The District's experience with its existing sports events is that a large portion of attendees walk to the games due to parking constraints. The traffic study assumed all attendees would drive. Even under the expected football attendance of 950, traffic standards were maintained. That does not mean traffic wouldn't increase, but that traffic standards are not exceeded. The traffic study does recommend expanding the turn pockets at certain locations at the Otis/Grand intersection, depending on which traffic flow alternative is selected.

2. WB Otis traffic turning onto the proposed access road will queue in the center left turn lane rendering the lane unusable for fortress isle vehicles turning left onto EB Otis

The traffic flow alternatives for the proposed roadway are still being assessed by the District and City. At this time, the District believes the City would prefer a one-way traffic flow from Otis to Grand that would partially alleviate this concern. The District will consult with the traffic consultant to try to identify additional solutions.

3. Traffic exiting the access road turning left onto WB Otis will utilize the center left turn lane rendering the lane unusable for fortress isle vehicles turning left onto EB Otis.

Please see response above.

Do you plan to add a 4 way stop at this location?

Only a two-way roadway at the Otis end of the roadway would meet the requirements to control (signalize) the location. The City has expressed a desire to find an alternative that does not require a signal.

Do you plan to add a signalized intersection at this location?

Please see response above.

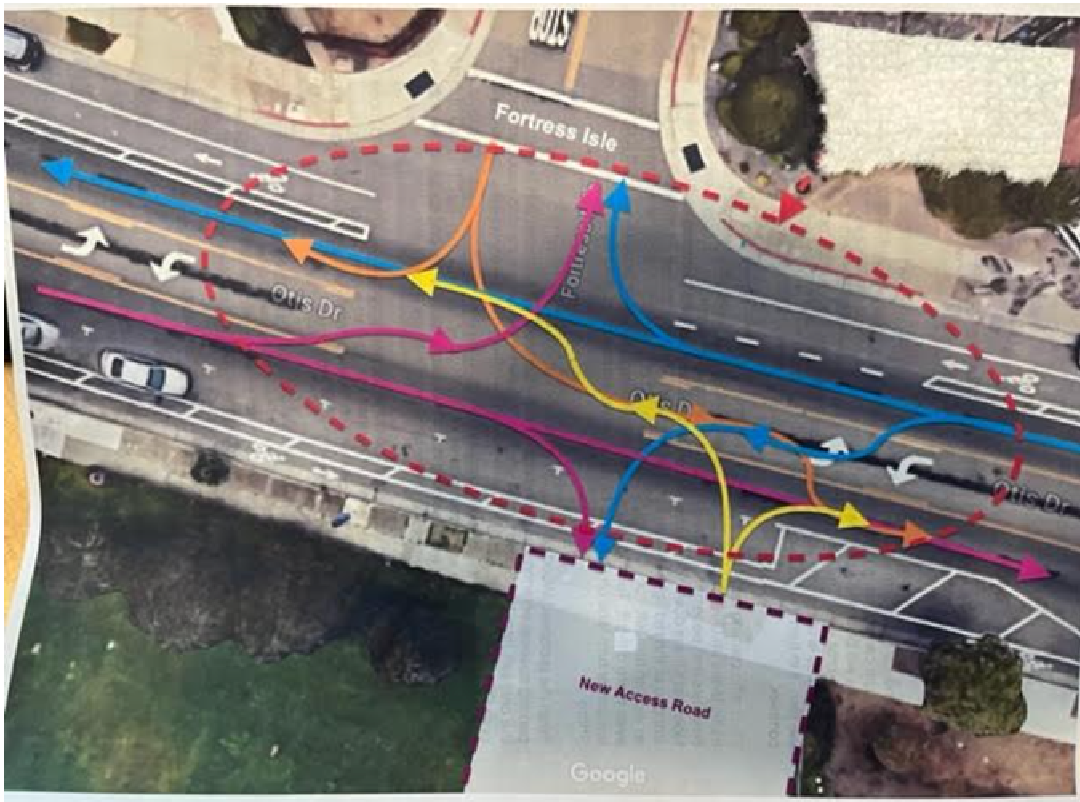
With No Signalization or additional stop signs I foresee a significant increase in traffic incidents here which would most likely involve one of the residents of Fortress Isle sooner or later.

The District is sensitive to traffic safety of both its students arriving and leaving school as well as its neighbors. We will forward your comments to the traffic consultant for consideration.

Please reconsider the design of this new access road at a different location with less impact to current residents.

Site constraints between existing and proposed school facilities, Rittler Park and existing streets have resulted in few "good" options for the proposed roadway alignment. At this time, neither the City nor the traffic consultant have raised significant safety concerns with incorporation of the traffic study recommendations. Those recommendations are

dependent upon which traffic flow alternative is ultimately pursued. We anticipate direction from the City on their recommendation in the near future so your specific concerns can be better addressed.



Regards,
Jay Reed

From: Construction Questions
Sent: Monday, November 27, 2023 11:57 AM
To: joan uhler
Cc: Construction Questions
Subject: RE: Attn: Shariq Khan /Comments on Notice of Intent to Adopt a Mitigated Negative Declaration
Attachments: Comments on CEQA Negative Declaration.docx

Dear Ms. Uhler,

Thank you for your interest in the Wood Middle School project and your time spent reviewing the project’s CEQA document. We have provided responses to your questions below according to the numbered bullets in your November 15, 2023, letter.

1. The District agrees that there are many unknowns with the Phase 2 stadium and agrees that a full CEQA process must be completed for that project. However, because the Wood Middle School and the stadium project share a parcel in common and both facilities would use the new roadway, the District chose to use a phased CEQA analysis to include the potential impacts of the stadium project, such as they can be currently assessed, with the potential impacts of the Wood Middle School project. This avoids “piecemealing” under CEQA where projects are only incrementally assessed. A subsequent CEQA process will occur in the 2027 timeframe to assess project-level impacts associated with the Phase 2 stadium project.

Generally, the stadium would only be used for District sport activities and graduation. The traffic study used the figure of 950 as the general worst-case attendance. Graduation could include up to 1,500 and occurs one time per year in the morning. The Island Bowl event would occur every other year and include up to 1,500. It is possible the District could lease the facility in the future for weekend morning sports by use permit. The stadium would accommodate the Alameda HS sports uses that currently occur at Thompson Field and College of Alameda (which is 2.3 miles away presenting considerable logistical challenges for student athletes to attend). Based on schedules for those facilities, a potential schedule for the Phase 2 stadium is shown below.

Sport	Start of Season	Number of Hosted Games/Events	Typical Attendance (Game)	Typical Attendance (Practice)	Time of Event
Football	July	5 (Varsity/JV)	500-800	60	4:30 (JV) 7:00 (Varsity) ending by 10:00
Soccer	Oct/Nov	Up to 30 (boys and girls)	200	70	Weekday afternoons
Track & Field	Spring	4-5, possible 2 weekend events	300-600 (multiple teams)	120	Weekday afternoons
Middle School Track & Field	Spring	Similar to above	Less than above	Less than above	Weekday afternoons

2. As indicated above, the Phase 2 stadium would be subject to a subsequent CEQA process that would include an assessment of recreational facilities. In general, the District has not received complaints from park operators that pre or post sporting events have had a negative impact on nearby facilities. While the proposed athletic stadium is closer in proximity to Crown State Beach and Southshore Center than the existing Thompson Field, Thompson Field is only approximately 1.5 miles further (depending on route and destination) and would not represent a hurdle to existing attendees from accessing those sites. Additionally, the District operates a similar sport program at Encinal High School which is a similar distance to Washington Park and Crown State Beach as the proposed stadium. Neither facility has reported pre or post sporting event issues to the District.

3. CEQA does not require an alternatives analysis for a Mitigated Negative Declaration. However, the District has looked for alternatives that would meet the objectives of being within a reasonable distance to Alameda High School (so student athletes have access to the facility) and be affordable to the District. Rental of City or County of Alameda facilities does not meet the affordability objective. Identification of an undeveloped site does not meet either objective as there are no suitably sized vacant parcels closer than the proposed site. Redevelopment of the existing District-owned site meets the affordability objective and is in reasonable proximity to Alameda High School.
4. The District agrees and has acknowledged that lighting would need to be assessed in the subsequent CEQA process for the Phase 2 stadium, anticipated in approximately 2027.

If we can provide additional information or clarification, please let us know.

Sincerely,

AUSD Construction Team

From: joan uhler <flamingo39@yahoo.com>

Sent: Wednesday, November 15, 2023 1:00 PM

To: Construction Questions <construction@alamedaunified.org>

Cc: info@ebparks.org; information@sierraclub.org; ggass@goldengateaudubon.org

Subject: Attn: Shariq Khan /Comments on Notice of Intent to Adopt a Mitigated Negative Declaration

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Please see the attached comments on the referenced Notice of Intent regarding the redevelopment of the Wood Middle School site in Alameda, CA.

Thank you

Every day should be a beach day!

November 15, 2023

VIA EMAIL: construction@alamedaunified.org

Shariq Khan
Assistant Superintendent, Business Services
Alameda Unified School District
2060 Challenger Dr.
Alameda, CA 94501

**Re: Comments on Notice of Intent to Adopt a Mitigated Negative Declaration
Wood Middle School Modernization and New Construction**

I am delivering comments regarding the Notice of Intent to Adopt a Mitigated Negative Declaration referenced above. I do not have comments regarding the Phase I proposal, but I oppose the reference and inclusion of the Alameda High/AUSD athletic stadium (Phase II) in the CEQA Mitigated Negative Declaration for the Wood Middle School redevelopment. While the referenced Notice of Intent indicates that some additional analysis will be done, I believe a full CEQA process should be conducted for the athletic stadium for the following reasons:

1. The unknowns regarding AUSD's use of the field are extensive right now and no actual environmental impacts can yet be determined.
 - Key questions include:
 - Will AUSD be using this field for only Alameda High School sports or will other entities be able to contract to use the field? Based on this, how many use days and hours are expected? How many of those will result in lights until 10 pm?
 - The Mitigated Negative Declaration states that the stadium will accommodate 1,500 people, but also states that they expect 950 people at football games and events. It is unclear why 1,500 is required given expected AUSD use with 950 people/event. How was the expected attendance was determined? Have all required studies (traffic analysis, in particular, that is noted in the referenced Negative Declaration) used the maximum 1,500 people as the basis for conclusions?
2. The Mitigated Negative Declaration does not address potential use of Crown State Beach and Southshore Center following AUSD events at the proposed sports facility. There is a high potential for increased usage by students and other attendees resulting in noise, debris and potential detrimental effects on the beach, bay habitats and adjacent residential areas. Study and mitigation are essential.

3. The Negative Declaration does not discuss alternative locations considered for the athletic stadium and determination that this is the site with the least environmental impacts.
4. While there is an existing lighted baseball field on the redevelopment site, that field does not have lighting facing in the same directions as the proposed athletic stadium and that field is not used year-round, but on a limited schedule during baseball season(s). This must be considered in the CEQA study with a particular focus on the surrounding residential areas and the nearby Bayfront.

I look forward to additional comment periods for this development as AUSD and the City of Alameda negotiate certain use and transportation issues.

With regards,

Joan Uhler
629 Pond Isle

cc. East Bay Regional Park District
Sierra Club – Oakland
Golden Gate Audubon

From: Construction Questions
Sent: Monday, November 27, 2023 12:10 PM
To: Chad Kassirer
Cc: Construction Questions
Subject: RE: IS/MND Wood MS modernization and new construction project
Attachments: Draft TIS for Wood Access Roadway and School Athletic Stadium.pdf

Dear Mr. Kassirer,

Thank you for your interest in the Wood Middle School project and your time spent reviewing the project's CEQA document. We also appreciate your suggested solutions and will forward them to the traffic consultant. We have provided responses to your questions and the issues you've raised in blue text below.

If we can provide additional information or clarification, please let us know.

Sincerely,

AUSD Construction Team

From: Chad Kassirer <chad@whatdesign.com>
Sent: Wednesday, November 15, 2023 11:39 AM
To: Construction Questions <construction@alamedaunified.org>
Subject: IS/MND Wood MS modernization and new construction project

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Mr. Khan,

This email is in response to the traffic study for the Wood Middle School improvement project. First note, I am completely in favor of the overall plan to renovate and improve the Wood campus. I think it is long overdue. My only concern is with the new access road being added to Otis.

With the recent lane reductions along Otis, we experienced a 4 lane road become a 2 lane road. This resulted in an increase of backed up cars traveling Westbound starting at the Grand and Otis intersection during red lights. Previously, twice as many cars could be stopped at the light before they were blocking Fortress Isle. Reducing Westbound traffic to a single lane resulted in a much faster backlog of cars, and made it much more difficult for us to exit our street no matter which direction we wanted to go. If we wanted to turn right (Westbound) we had to wait for someone to "let us in" or for a break long enough for us to safely make the turn.

That was also true if we wanted to make a left (Eastbound). However, turning Eastbound meant we also had to mind the traffic coming the other way (Westbound). Often, our view was blocked from the build-up of cars. Typically, the safest way to turn left (Eastbound) was to get by the first (Westbound) lane when "allowed" and then temporary turn into the middle turn lane until the on-coming traffic coming the other way (Eastbound) was clear. Only then could we safely merge into the proper lane.

With the addition of another street being added across, but offset, from Fortress Isle, I fear getting out of our street will become even more difficult and dangerous. In all the documentation as well as the discussion at the recent school board meeting, I am hearing about the safety of entering and leaving the new street, but I have yet to see anything about how the new street will impact existing streets and traffic flow, specifically exiting the nearby cul-de-sacs. In lieu of seeing any research and studies, I would like to submit my own experience and suggestions for safety measures.

We are attaching the draft traffic study that was prepared for the project (that is largely contained in the Initial Study). The study looks at three alternative traffic flows from on the proposed roadway and the District and City have identified a fourth (one way only on the new roadway with access from Otis and exit on Grand). The traffic study will remain a draft until the District and the City agree on which traffic flow alternative is most appropriate to facilitate safety and least impactful to existing traffic flows on Otis and Grand. We want to ensure that the traffic consultant has comments related to traffic as well as all alternative flows prior to finalizing the report. We will certainly pass your concerns to the traffic consultant.

1/ Add a “Keep Clear” designation coming out of Fortress Isle across Otis. This marking can be seen elsewhere along Otis and it will help keep the lane clear coming out of Fortress when traffic is at a standstill. I know from experience, cars already block Fortress when stopped at the Grand/Otis red lights, but having a new street on Otis might cause additional backup traveling the Eastbound as they wait to turn right onto the new access road.

The District can request this from the City but the City has no obligation to provide it. Road striping is outside of the District’s jurisdiction. We will certainly consider a “keep clear” area depending on which traffic flow configuration is decided on.

2/ Make the new access road off of Otis a one-way exit-only street. Making it one way will ensuring that there isn’t a buildup of cars traveling Eastbound waiting to turn right into the access road, OR traveling Westbound waiting to turn left into the new access road and occupying the middle turn lane that is currently being used to safely exit out of Fortress and safely merge with Eastbound traffic.

A one-way traffic flow leaving the roadway onto Otis was evaluated in the traffic study as Alternative 2. The District and the City are continuing to discuss the optimal traffic flow alternative.

3/ Make the new access road off of Otis a right-turn only street. Making Otis right turn only will ensure that traffic turning left/Eastbound out of Fortress and right/Westbound out of the new access road are not overlapping due to the offset nature of the two streets.

If the traffic flow alternative selected allows exit onto Otis, the District’s preference is to only allow right turn traffic flow out of the roadway. The traffic study concluded that left turns out of the roadway and on to Otis would meet the criteria for a signal. Preliminary indication from the City is that they would prefer an alternative that does not include a signal.

Thank you.
Chad Kassirer
608 Fortress Isle

From: Construction Questions
Sent: Friday, December 1, 2023 4:56 PM
To: Andrew Kluter
Cc: Construction Questions
Subject: RE: Wood Middle School Construction and Modernization Project - CEQA Public Comment

Dear Mr. Kluter,

Thank you for your interest in the Wood Middle School project and your time spent reviewing the project's CEQA document. We also appreciate your support of the Wood Middle School project. We have provided responses to your questions in blue text below.

If we can provide additional information or clarification, please let us know.

Sincerely,

AUSD Construction Team

From: Andrew Kluter <andrewkluter@gmail.com>
Sent: Thursday, November 16, 2023 11:22 AM
To: Construction Questions <construction@alamedaunified.org>
Subject: Wood Middle School Construction and Modernization Project - CEQA Public Comment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To the Alameda Unified School District (AUSD) Board, Superintendent Scuderi, and AUSD Staff:

I am a former AUSD parent of a 9-year old foster son who attended Maya Lin School and played in Alameda Little League at Rittler Park next to the Wood Middle School campus. I attended both the November 2 Design and November 14 AUSD Board hearings online and am excited to see progress in the design of the Wood Middle School Construction and Modernization Project (Project). I'm writing in support of approving the Project's Initial Study / Mitigated Negative Declaration). I'm also kindly asking AUSD to recognize and continue its decades-long partnership with the volunteer-run Alameda Little League on the Wood Campus by finding collaborative design solutions as AUSD proceeds through the Project's schematic and final design process.

[The District is in communication with Alameda Little League on ways to accommodate the continued use of District fields.](#)

Although my foster son only lived with my wife and me for 1 1/2 years, we feel so strongly about both AUSD and Alameda Little League as organizations focused on supporting and enriching our school-age children in Alameda, that I am compelled to submit public comment on this Project on my family's behalf.

Our kid thrived at Maya Lin School. We felt incredibly supported by AUSD staff, including but not limited to Principal Berg, Ms. Wiley, and his teacher Ms. Jackson. He also played two instruments in the Bay Area Music Project, which AUSD has generously hosted as an after school program on the Maya Lin campus for many years. All AUSD and BAMP staff were very kind and not only educated and enriched our kid, but also worked with us collaboratively through a sometimes grueling foster family visitation schedule.

Our kid also excelled in Alameda Little League, playing one AA season with Coach Ayinde Mitchell and his staff. These stellar volunteers provided him with a supportive environment that instilled the values of teamwork, practice, and sportsmanship that we observed carrying directly over into his studies and peer relationships at Maya Lin School. Had he continued living with us, he would have become a Wood Middle School student, and also played Little League on the Major fields directly behind Wood.

AUSD has clearly recognized the enrichment that Alameda Little League provides, as many AUSD students are also Little Leaguers. As I understand, for over 40 years, AUSD has hosted the Major baseball fields on the Wood campus. As strong supporters of both AUSD and Alameda Little League, we wholeheartedly encourage AUSD to continue its longtime collaborative relationship with Little League during the Wood Project's ongoing schematic and final design process, including working out design solutions on the Wood site that minimize disruption to Little League operations as currently constituted to the greatest extent possible, both during construction and in operation of the final modernized campus.

In my estimation as both a school and sports parent, AUSD could not have a better partner in Alameda Little League, as both organizations educate and serve a great many of the same Alameda children. There is no question that modernization of Wood Middle School must proceed. As such, I am highly optimistic that AUSD and Little League can reach a collaborative design solution with minimal impacts to the ongoing Wood design and construction process.

Lastly, I have questions for the CEQA comment period for AUSD design team response:

1. For the traffic access and flow through the site, will the design ensure that existing protected pedestrian school crossings at Grand/Coral Reef Place and Otis/Sandcreek Way are retained?

The project anticipates retaining both of the existing school crossings. A third crossing would likely be constructed south of the existing Grand/Coral Reef Place crossing, central to the school's frontage along Grand Street.

2. In terms of the driveway access design, will the design team ensure the outbound left-turn and Grand U-turn prohibitions at the Grand driveway are retained?

The final traffic flow pattern of the new access roadway is still being negotiated between the District and the City. If a left hand turn onto Otis Drive were selected, it would require installation of a traffic signal and the City has indicated that is a less favorable solution. U-turns into and out of the roadway would be prohibited. Existing u-turn prohibitions would be maintained.

Thank you for your time and consideration.

Andrew Kluter
andrewkluter@gmail.com

From: Construction Questions
Sent: Monday, December 4, 2023 10:29 AM
To: Cat Kassirer
Cc: Construction Questions
Subject: RE: IS/MND Wood MS modernization and new construction project

Dear Ms. Kassirer,

Thank you for your additional comments. As we indicated in our earlier response, the District and the City are continuing to identify the best traffic flow alternative for all purposes. We will certainly include your concerns in those discussions and understand your preference for Alternative 2. Under any of the alternatives, we do expect alterations in existing traffic flows to be generally limited to the school pickup and drop off time periods.

Sincerely,

AUSD Construction Team

From: Cat Kassirer <cat@catkinteriors.com>
Sent: Thursday, November 30, 2023 10:15 PM
To: Construction Questions <construction@alamedaunified.org>
Subject: Re: IS/MND Wood MS modernization and new construction project

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Thank you for your response and also for sending the preliminary traffic study. I do find it strange that there is no mention of the impact on the residents of Fortress Isle in this study.

Out of the options being considered, I strongly believe Alternative 2 (One way operation from Grand Street to Otis Drive) would have the least impact on myself and my neighbors. Ideally, adding a keep clear boundary in front of Fortress Isle on westbound Otis Drive would make it much easier for us to enter and leave our street, when there is a queue at the stop light. This is often the case throughout the day without the additional traffic this project will incur.

All the other alternatives being considered would dramatically increase traffic queues on Otis, and would create frustrating and extremely dangerous driving conditions for myself and my neighbors. I emphatically urge the district and city to prioritize our safety and only consider Alternative 2.

Sincerely,

Cat Kassirer

On Nov 27, 2023, at 12:10 PM, Construction Questions <construction@alamedaunified.org> wrote:

Dear Ms. Kassirer,

Thank you for expressing interest in the Wood Middle School project and taking time to review the project's CEQA document.

Enclosed is the preliminary traffic study prepared for the project, which was largely included in the Initial Study. The study examines three different traffic flow alternatives on the proposed roadway, with the District and City jointly identifying a fourth option (a one-way configuration with access from Otis and exit on Grand). The traffic study will remain in draft form until an agreement is reached between the District and the City regarding the most suitable traffic flow alternative, prioritizing safety and minimizing impact on existing traffic patterns on Otis and Grand.

To ensure a comprehensive assessment, we are gathering all comments on both traffic-related issues and all proposed alternative flows before the traffic consultant finalizes the report. Your concerns will be communicated to the traffic consultant.

Please let us know if you need any additional information.

Sincerely,

AUSD Construction Team

From: c. kassirer <c3k@whatdesign.com>
Sent: Thursday, November 9, 2023 12:02 PM
To: Construction Questions <construction@alamedaunified.org>
Subject: Re: IS/MND Wood MS modernization and new construction project

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Hello and thank you for getting back to me. I would like to include a visual reference of my concerns. This only shows the traffic patterns in and out of the new proposed access road and those in and out of Fortress Isle. It doesn't show the flow of traffic from the major intersection of Otis and Grand, which is just a few feet away. It also doesn't show the traffic backed up on Otis at the red light blocking Fortress Isle, which is a common occurrence throughout the day, including when one would expect traffic at the new access road to be the busiest.

Regards,
Cat Kassirer

<image003.png>

On Nov 8, 2023, at 11:49 AM, Construction Questions <construction@alamedaunified.org> wrote:

Hello,

Thank you for your comment. We have forwarded it to our environmental consultant, who is currently aggregating all the feedback as we receive it during the public comment period. The District will issue a response to these compiled comments prior to the December meeting of the Board of Education.

Thank you,

AUSD Construction Team

-----Original Message-----

From: c. kassirer <c3k@whatdesign.com>

Sent: Monday, November 6, 2023 2:11 PM

To: Construction Questions <construction@alamedaunified.org>

Subject: IS/MND Wood MS modernization and new construction project

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Mr. Khan,

I am writing you to provide my comments and concerns regarding the proposed construction project at Wood Middle School. First of all, I am happy to hear there is a plan in place to finally address the facilities at Wood. My son attended Wood from 2016-2019, so I am very aware of the condition of the buildings and the dire need for improvements at the school. My son also attended Lum from 2010-2016. It was a great loss to the neighborhood when Lum closed. It is an emotional reminder of what was an amazing community every time my neighbors and I look at the empty and fenced off Lum campus. That said, I am happy there is a (long-term) plan for the Lum Elementary School site. I believe the AHS sports complex will be an important addition to the school district and to the entire city of Alameda.

I live on Fortress Isle, which is a cul-de-sac directly across from Rittler Park and adjacent to the Otis/Grand intersection. I was, and still am a proponent to the traffic calming measures that have been implemented in recent years, such as the reduction of traffic lanes on Otis, as well as the addition of bike lanes and the islands at the intersection of Otis and Grand. I believe this has made the area much safer for bicyclists and pedestrians. The trade off has been that it is much harder to enter and exit my street. Now that Otis is down to one lane, I often have to rely on the kindness of other drivers stopped at the red light to give me enough room, so that I can turn right or left onto Otis, and so I can turn left from Otis onto Fortress Isle. When I am turning left onto Otis from Fortress Isle, and there is a back up at the red light, I am making a blind turn. I must make a left into the center turn lane on Otis, until I can see that it is safe to enter the traffic lane on Otis heading southeast towards South Shore shopping center.

From the proposed Wood construction schematics (#2, but should be labeled #4?), it appears there will now be a two way lane entering and exiting onto Otis from Rittler Park/Lum Campus border. Basically, this is exactly where my neighbors and I have to make that precarious left turn onto Otis from Fortress Isle and onto Fortress Isle from Otis. In addition to the significant increase in traffic that this plan will create in the area, I am assuming that cars traveling northwest on Otis towards Grand will be using the same center lane to turn left, which is basically setting us all up for a head-on collision.

There must be more consideration taken into account regarding the change in traffic on Otis caused by this plan. It is not fair for the residents of Fortress Isle (and Waterview Isle) to be put in danger every time we are simply entering and exiting our street.

Regards,
Cat Kassirer

<Draft TIS for Wood Access Roadway and School Athletic Stadium.pdf>

Boyd, Ruth

From: Construction Questions
Sent: Monday, December 4, 2023 10:27 AM
To: Chad Kassirer
Cc: Construction Questions
Subject: RE: IS/MND Wood MS modernization and new construction project

Dear Mr. Kassirer,

Thank you for your additional comments. As we indicated in our earlier response, the District and the City are continuing to identify the best traffic flow alternative for all purposes. We will certainly include your concerns in those discussions and understand your preference for Alternative 2. Under any of the alternatives, we do expect alterations in existing traffic flows to be generally limited to the school pickup and drop off time periods.

Sincerely,

AUSD Construction Team

From: Chad Kassirer <chad@whatdesign.com>
Sent: Thursday, November 30, 2023 10:15 PM
To: Construction Questions <construction@alamedaunified.org>
Subject: Re: IS/MND Wood MS modernization and new construction project

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello

Please note the 4th alternative, "One way only with access from Otis and exit on Grand" does not address my concerns for being able to exit Fortress Isle safely as it will impede our ability to make a left turn onto Otis. This alternative is one of the worst alternatives in my opinion. Why doesn't the traffic study take into consideration or even mention the impact on the residents on the streets across the street from this new roadway.

Therefore, based on the traffic study provided, and with nearby residential streets also under consideration, "Alternative 2 - One way operation from Grand Street to Otis Drive" would be the only proposed option that would not remove our ability to turn left safely when exiting Fortress Isle. All the other options have cars potentially sitting in the middle turn lane waiting to turn into the new roadway. Once again, having the Otis exit be a one-way, right-turn-only exit ALONG with a designated KEEP CLEAR road marking would allow for Fortress Isle residents to be able to exit their street (right AND left) safely.

Thank you
Chad Kassirer
608 Fortress Isle

On Nov 27, 2023, at 12:10 PM, Construction Questions <construction@alamedaunified.org> wrote:

Dear Mr. Kassirer,

Thank you for your interest in the Wood Middle School project and your time spent reviewing the project's CEQA document. We also appreciate your suggested solutions and will forward them to the traffic consultant. We have provided responses to your questions and the issues you've raised in blue text below.

If we can provide additional information or clarification, please let us know.

Sincerely,

AUSD Construction Team

From: Chad Kassirer <chad@whatdesign.com>
Sent: Wednesday, November 15, 2023 11:39 AM
To: Construction Questions <construction@alamedaunified.org>
Subject: IS/MND Wood MS modernization and new construction project

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Mr. Khan,

This email is in response to the traffic study for the Wood Middle School improvement project. First note, I am completely in favor of the overall plan to renovate and improve the Wood campus. I think it is long overdue. My only concern is with the new access road being added to Otis.

With the recent lane reductions along Otis, we experienced a 4 lane road become a 2 lane road. This resulted in an increase of backed up cars traveling Westbound starting at the Grand and Otis intersection during red lights. Previously, twice as many cars could be stopped at the light before they were blocking Fortress Isle. Reducing Westbound traffic to a single lane resulted in a much faster backlog of cars, and made it much more difficult for us to exit our street no matter which direction we wanted to go. If we wanted to turn right (Westbound) we had to wait for someone to "let us in" or for a break long enough for us to safely make the turn.

That was also true if we wanted to make a left (Eastbound). However, turning Eastbound meant we also had to mind the traffic coming the other way (Westbound). Often, our view was blocked from the build-up of cars. Typically, the safest way to turn left (Eastbound) was to get by the first (Westbound) lane when "allowed" and then temporary turn into the middle turn lane until the on-coming traffic coming the other way (Eastbound) was clear. Only then could we safely merge into the proper lane.

With the addition of another street being added across, but offset, from Fortress Isle, I fear getting out of our street will become even more difficult and dangerous. In all the documentation as well as the discussion at the recent school board meeting, I am hearing about the safety of entering and leaving the new street, but I have yet to see anything about how the new street will impact existing streets and traffic flow, specifically exiting the nearby cul-de-sacs. In lieu of seeing any research and studies, I would like to submit my own experience and suggestions for safety measures.

We are attaching the draft traffic study that was prepared for the project (that is largely contained in the Initial Study). The study looks at three alternative traffic flows from on the proposed roadway and the District and City have identified a fourth (one way only on the new roadway with access from Otis and exit on Grand). The traffic study will remain a draft until the District and the City agree on which traffic flow alternative is most appropriate to facilitate safety and least impactful to existing traffic flows on Otis and Grand. We want to ensure that the traffic consultant has comments related to traffic as well as all alternative flows prior to finalizing the report. We will certainly pass your concerns to the traffic consultant.

1/ Add a “Keep Clear” designation coming out of Fortress Isle across Otis. This marking can be seen elsewhere along Otis and it will help keep the lane clear coming out of Fortress when traffic is at a standstill. I know from experience, cars already block Fortress when stopped at the Grand/Otis red lights, but having a new street on Otis might cause additional backup traveling the Eastbound as they wait to turn right onto the new access road.

The District can request this from the City but the City has no obligation to provide it. Road striping is outside of the District’s jurisdiction. We will certainly consider a “keep clear” area depending on which traffic flow configuration is decided on.

2/ Make the new access road off of Otis a one-way exit-only street. Making it one way will ensuring that there isn’t a buildup of cars traveling Eastbound waiting to turn right into the access road, OR traveling Westbound waiting to turn left into the new access road and occupying the middle turn lane that is currently being used to safely exit out of Fortress and safely merge with Eastbound traffic.

A one-way traffic flow leaving the roadway onto Otis was evaluated in the traffic study as Alternative 2. The District and the City are continuing to discuss the optimal traffic flow alternative.

3/ Make the new access road off of Otis a right-turn only street. Making Otis right turn only will ensure that traffic turning left/Eastbound out of Fortress and right/Westbound out of the new access road are not overlapping due to the offset nature of the two streets.

If the traffic flow alternative selected allows exit onto Otis, the District’s preference is to only allow right turn traffic flow out of the roadway. The traffic study concluded that left turns out of the roadway and on to Otis would meet the criteria for a signal. Preliminary indication from the City is that they would prefer an alternative that does not include a signal.

Thank you.
Chad Kassirer
608 Fortress Isle

From: Construction Questions
Sent: Monday, December 4, 2023 10:51 AM
To: RE
Cc: Construction Questions
Subject: RE: Concerns with heavy traffic build up from New Access Rd on Otis Dr. and Fortress Isle in Alameda

Dear Mr. Yee,

Thank you for expressing interest in the Wood Middle School project and taking time to review the project's CEQA document.

The preliminary traffic study prepared for the project, which was largely included in the Initial Study, examines three different traffic flow alternatives on the proposed roadway, with the District and City jointly identifying a fourth option (a one-way configuration with access from Otis and exit on Grand). The traffic study will remain in draft form until an agreement is reached between the District and the City regarding the most suitable traffic flow alternative, prioritizing safety and minimizing impact on existing traffic patterns on Otis and Grand, as well as Fortress Isle.

To ensure a comprehensive assessment, we are gathering all comments on both traffic-related issues and all proposed alternative flows before the traffic consultant finalizes the report. Your concerns will be communicated to the traffic consultant.

We have provided responses to your comments in blue text below.

Please let us know if you need any additional information.

Sincerely,

AUSD Construction Team

From: RE <jamry88@yahoo.com>
Sent: Saturday, December 2, 2023 11:19 PM
To: Construction Questions <construction@alamedaunified.org>
Subject: Concerns with heavy traffic build up from New Access Rd on Otis Dr. and Fortress Isle in Alameda

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Sadiq Khan,
I'm writing to you as a homeowner in the residential neighborhood of Fortress Isle where we will be impacted by the pending street project on having a new access road on Otis Dr. near Lum school and Fortress in Alameda, CA.

As you are aware with the recently converted street renovation on Otis from 1-2 years ago, there has already been a tremendous increase in traffic and noise level for residents on Otis Drive from Grand to Waterview Isle. The increase of traffic created by the street lights with the elimination of two car lanes on Otis Dr. has made the residents in our area a horrendous daily task of leaving and returning to our homes, not to mention the added noise generated by increase traffic that builds up from cars at the red street light stopped on Grand to cars backed up to Waterview Isle and beyond. This reconstruction on Otis alone has already made access to our

homes a daily difficult task, which we were all shocked to discover that the city is pending another street design on Otis that will allow a new access/entry road out Rittler Park that will allow even more cars to go onto Otis Dr. and thus, more arduous task for the residents to enter and exit the neighborhood. The previous street renovation on Otis has already made traffic a horrid situation for us residents to deal with and now, with the pending construction for the new access road in the proposed area on Otis will traffic even more "hellish" for us to get in and out the neighborhood.

An additional alternative has been identified that includes entry only traffic from Otis into the proposed roadway. The District and the City are continuing negotiations to determine which of the four traffic flow alternatives best benefits all parties.

We are all hoping that the city could provide another alternative route to build the new access road elsewhere or expand on current existing areas/outlets that already have access entry/exit passage points that could be considered to expand and be used. I have a few a few proposals that might be worth considering that will aid the affected areas/residents on Otis Dr, which will allow them to leave and return to their homes without experiencing any more increased or blocked traffic that was already created from the first Otis St. reconstruction a year or two ago.

I would like to suggest expanding the existing access entry points on Sandcreek Rd and on Grand Street, which will allow a quicker and a more cost-effective way of serving the purpose of allowing cars to enter and exit the park more efficiently and a project that may be completed sooner and/or more cost-effective?

The District desires a location to load students that is off of Grand Street for student safety and to reduce traffic congestion to the extent possible. While the Sandcreek Road concept could accomplish this, it would require complete reconfiguration of an existing residential roadway on property that the District does not own. Even if feasible, moving the proposed roadway to Sandcreek Way only shifts anticipated traffic and would not reduce southbound traffic on Otis.

Another proposal is to rethink or re-structure the two bike lanes on Otis Drive. After the installment of these two bike lanes by eliminating the two car lanes, these bike lanes aren't even used by any cyclists. My neighbors and I on Otis and Fortress Isle have never seen a bicyclist ever using these bike lanes. I walk my dogs daily and not once have I seen a cyclist on Otis using these bike lanes. And the seldom times we do see bicylists on Otis, they're riding their bikes on the sidewalk (a city's infraction), which when reminded to use the bike lanes, we were met with complete disregards, profanity outbursts, temperamental attitudes and given the finger at times.

Reconfiguration of bike lanes on Otis Drive is not within the District's jurisdiction. Such a request would need to be made to the City of Alameda.

My last proposal is to install a four-way stop sign intersection at Fortress Isle and the newly proposed access road that will allow residents a chance to get in and out our neighborhood in Fortress Isle without having to fight our way through the on-coming traffic on both sides on Otis or us having to speed out of Fortress Isle when we see the smallest window opportunity or opening in traffic on both direction for us to get out, otherwise once we missed that small window, traffic will start to build up again from the intersection on Grand going back to Waterview Isle and sometimes passed that and we we'll be stuck having to wait again until after 3-4 light changes on Grand where we might see another small opening of traffic on both sides for us to speed or fight out of Fortress Isle. Although the four way stop signs at the new access road will close to the street lights on Grand, is it possible to install a lighted 4 way stop sign that will be activated at the most heaviest traffic hours in the mornings and late afternoon hours or having a motion sensor activated system facing Fortress Isle that will trigger the four way stop lights to come "on" when the sensors detect a car coming out of Fortress Isle, which will preserve everyone's sanity & temperament affected by the inclusion of the new access road on Otis Drive.

The traffic study concluded that traffic generated by the proposed roadway would only generate the need for a signal (rather than stop sign) if left turn onto Otis Drive was the chosen alternative. The City has expressed a desire for a solution that does not include a traffic signal, so that alternative is unlikely to be implemented. Temporary flashing traffic control during peak periods is a suggestion that will be passed to both the City and the traffic consultant.

We do understand that changes in infrastructure need to happen to make things more efficient and we hope that you will take into consideration these proposals and using existing outlets and expand on these areas to accommodate the requests of the affected neighborhoods not to make the horrendous traffic we currently have from the first Otis development by making traffic twice as bad with the pending project for the new access road on Otis. The location of the new access road will make our traffic even more of a nightmare than it already is. Everyone in our neighborhood hopes the city will find another solution to alter the new access road elsewhere that is not already impacted by existing traffic buildup where current residents have to deal with on a daily basis.

Thank you and I appreciate your attention to this matter.

Sincerely,
Roger Yee and Family
Fortress Isle Homeowner and Resident
Otis Dr. Neighborhood

From: Construction Questions
Sent: Thursday, December 7, 2023 9:38 AM
To: jlau _
Cc: Construction Questions
Subject: RE: Wood Middle School Construction

Dear Mr. Lau,

Thank you for your interest in the Wood Middle School project. In answer to your questions, the District only places playgrounds on elementary school campuses and there is no plan to replace the existing playground. Perhaps the City of Alameda could accommodate a similar playground at Rittler Park. The northerly access point will likely be closed but the southerly access point will likely be retained for school access.

Sincerely,

AUSD Construction Team

From: jlau _ <jonjlau@gmail.com>
Sent: Monday, December 4, 2023 9:57 PM
To: Construction Questions <construction@alamedaunified.org>
Subject: Wood Middle School Construction

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear AUSD,

I am writing in regards to Wood Middle School construction. I have concerns about losing the Lum school playground which is heavily used on the weekends. I may have missed it, but I don't see any replacement play structures in the initial plans. I would like to see a playground in the new plans. I would also like to see a fitness court added, for example the one located at Harbor Bay Parkway and N Loop Road <https://www.nationalfitnesscampaign.com/schools>.

I also have questions regarding maintaining public access from Kitty Hawk Road and the two alleyways that connect to the field and Lum parking lot. How will these two public access points be maintained?



Thank you,
Jonathan Lau



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

November 17, 2023

Shariq Khan
Assistant Superintendent
Alameda Unified School District
2060 Challenger Drive
Alameda, CA 94501
construction@alamedaunified.org

RE: MITIGATED NEGATIVE DECLARATION (MND) FOR THE WOOD MIDDLE SCHOOL MODERNIZATION AND NEW CONSTRUCTION -PHASE I PROJECT, DATED NOVEMBER 3, 2023 STATE CLEARINGHOUSE # [2023110126](#)

Dear Shariq Khan:

The Department of Toxic Substances Control (DTSC) received a MND for the Wood Middle School Modernization and Construction -Phase 1 project. The proposed project includes replacement of all of the existing campus buildings with the exception of the existing multipurpose building. The project also includes a new access roadway from Grand Street to Otis Drive that would provide school access, a drop-off area, parking, and access to the adjacent Rittler Park that is owned and operated by the City of Alameda. A subsequent phase would include an athletic stadium for use by Alameda High School. After reviewing the project, DTSC requests consideration of the following comments:

1. If the district plans to use California Department of Education (CDE) State funds for the project, then the district shall comply with the requirements of Education Code (EDC), [§ 17210](#), [§ 17213.1](#), and [§ 17213.2](#), unless otherwise specifically exempted under section [§ 17268](#). If the district is not using CDE State funds for the project, or is otherwise specifically exempt under section [§ 17268](#), DTSC recommends the district continue to investigate and clean up the Site, if necessary, under the oversight of Alameda County and in concurrence with all applicable DTSC guidance documents. For more information on the CDE State funding, please visit [Office of Public School Construction](#) webpage.

A local education agency may also voluntarily request the CDE site/plan approval for locally funded site acquisitions and new construction projects. In these cases, CDE will require DTSC to review and approve prior to its final approval, except when exempt under section 17268.

2. Because the project is school site related, DTSC recommends that an environmental review, such as a Phase I Environmental Site Assessment and/or Preliminary Environmental Assessment, be conducted to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material is present based on reasonably available information about the property and the areas in its vicinity. Such an environmental review should generally be conducted as part of the California Environmental Quality Act (CEQA) process. If the District elects to proceed and conduct an environmental assessment at the Site under DTSC oversight, it should enter into an Environmental Oversight Agreement with DTSC to oversee the preparation of the environmental assessment.

3. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers](#)
4. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to [DTSC's 2001 Information Advisory Clean Imported Fill Material](#) webpage.

DTSC appreciates the opportunity to comment on the Wood Middle School Modernization and Construction -Phase 1 project. If you would like to proceed with DTSC's school environmental review process, please visit [DTSC's Evaluating & Clean-up School 3-Step Process](#) to begin a Phase I Environmental Site Assessment.

Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via [email](#) for additional guidance.

Shariq Khan
November 17, 2023
Page 4

Sincerely,



Tamara Purvis
Associate Environmental Planner
HWMP – Permitting Division - CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

cc: (via email)
Governor's Office of Planning and
Research State Clearinghouse
State.Clearinghouse@opr.ca.gov

Dave Kereazis
Associate Environmental Planner
HWMP-Permitting Division – CEQA Unit
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Scott Wiley
Associate Governmental Program Analyst
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

Shariq Khan
November 17, 2023
Page 5

Justin Witt
Environmental Planner
Brelje & Race
witt@brce.com

December 7, 2023

Tamara Purvis
Department of Toxic Substances Control
8800 Cal Center Drive
Sacramento, CA 95826-3200

Via email: Tamara.Purvis@dtsc.ca.gov

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for Wood Middle School Modernization and New Construction – Phase I, Alameda State Clearinghouse # 2023110126 B&R Project No. 3622.14

Dear Tamara,

Thank you for your consideration of the Alameda Unified School District's (District) Wood Middle School project and comments related to potential toxic materials at the existing school site. The District appreciates the Department of Toxic Substances Control (DTSC) input to the design process.

The project is anticipated to be primarily funded through local bond measure funds. However, the District may pursue some Department of Education funds for portions of the project. The District believes the project is considered a modernization project, not a site acquisition or new construction project for funding purposes. The District has owned the site since approximately the early 1960s and operated it continuously as a school. Prior to being filled, the site was in the San Francisco Bay.

On behalf of the District, I offer the following responses to your comments.

1. The District has reviewed Education Code (EDC) Sections 17210, 17213.1, 17213.2 and 17268 and has determined that they do not apply to this project as it is neither a "proposed schoolsite" as defined in Section 17210 or subject to Section 17213.1 via Section 17268 since the District has owned and utilized the site as a school since the 1960s. Further, the project is a modernization of an existing campus rather than construction of a new campus.

Section 17213.1 indicates (emphasis added): "17213.1. As a condition of receiving state funding pursuant to Chapter 12.5 (commencing with Section 17070.10), the governing board of a school district shall comply with subdivision (a), and *is not required to comply with subdivision (a) of Section 17213*, prior to the acquisition of a schoolsite, or *if the school district owns or leases a schoolsite, prior to the construction of a project.*

(a) *Prior to acquiring a schoolsite*, the governing board shall contract with an environmental assessor to supervise the preparation of, and sign, a Phase I environmental assessment of the proposed schoolsite unless the governing board decides to proceed directly to a preliminary endangerment assessment, in which case it shall comply with paragraph (4).

Section 17268 would ordinarily require compliance with Section 17213.1 for construction of a "school building." However, Section 17268(e) contains an exemption for schoolsite

acquisition prior to 2000. Section 17268(e) indicates (emphasis added): “The requirements of Sections 17213, 17213.1 and 17213.2 *shall not apply to a school site if the acquisition occurred prior to January 1, 2000*, to the extent a school district is subject to the requirements set forth in those sections pursuant to a judicial order or an order issued by, or an agreement with the Department of Toxic Substances Control regarding that site, and the school district is in full compliance with that order or agreement.”

While the project would be exempt from requirements discussed above, the District agrees with DTSC’s recommendation to continue to investigate and cleanup the site, if necessary. Please see the responses to comments 2 and 3 below.

2. The District has owned the site and operated it as a school facility since the approximate time the project area was filled in the late 1950s (a historical photo from 1958 contained in the Initial Study shows the site and surrounding area being filled). According to the cultural resources report prepared for the project, the Lum campus was constructed in 1959 and the Wood campus was constructed in 1965 on the same parcel. Due to its continuous use as a school site, there has not been an opportunity for a release or threatened release of a hazardous material at the site that would not be known to the District.

The District accepts DTSC’s recommendation and will have a Phase I Environmental Site Assessment prepared for the site. Currently, it is believed to be a clean site due to continuous District ownership and use as a school site. Should the Phase I Environmental Site Assessment reveal hazardous materials, the District shall proceed according to required procedures and regulations.

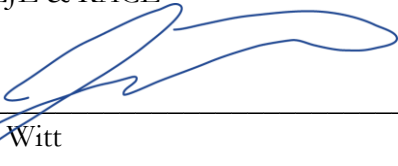
3. The District has undertaken lead and asbestos testing and characterization associated with demolition of the three buildings to be replaced, conducted by ACC Environmental Consultants in 2021 and 2023¹. All three buildings contain low levels of lead and asbestos, typical of buildings of their age. The District will abate those known hazards in accordance with all local, state and federal regulations prior to and during the demolition process. Because known thresholds and abatement methods exist and are germane to demolition of buildings of this era, this is considered to be part of the project rather than mitigation.
4. The geotechnical report recommends that lightweight fill be placed underneath buildings, typically lava rock or Class 2 base, that would be subject to Geotechnical review and approval. Consistent with standard school construction standards, the District shall conduct sampling of fill material prior to placement. This requirement will be in the project plans and specifications.

¹ Limited Asbestos and Lead Survey Report (Updated)—Wood Middle School. ACC Environmental Consultants. August 17, 2021, updated February 2, 2023.

Please feel free to contact me if you have further questions about the project.

Very truly yours,

BRELJE & RACE



Justin Witt

cc: Shariq Khan, Alameda Unified School District

November 20, 2023

Shariq Khan, Assistant Superintendent
Business Services
Alameda Unified School District
2060 Challenger Drive
Alameda, CA 94501

Re: Notice of Intent to Adopt a Mitigated Negative Declaration for Wood Middle School Modernization and New Construction – Phase I, Alameda

Dear Mr. Khan:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Mitigated Negative Declaration (MND) for the Wood Middle School Modernization and New Construction – Phase I Project (Project) located at 420 Grand Street in the City of Alameda (City). EBMUD has the following comments.

WATER SERVICE

EBMUD's Central Pressure Zone, with a service elevation between 0 and 100 feet, will serve the proposed development. Separate structures on a single parcel require separate water services. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the Project. Engineering and installation of water services require substantial lead time, which should be provided for in the project sponsor's development schedule.

WASTEWATER SERVICE

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from this Project and to treat such flows provided that the wastewater generated by the Project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration and inflow (I/I) that enters the system through cracks and misconnections in both public and private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment and disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD's National Pollutant Discharge Elimination System (NPDES) permit now prohibits discharges from EBMUD's WWFs. Additionally, the seven wastewater collection system agencies that discharge to the EBMUD wastewater

interceptor system (“Satellite Agencies”) hold NPDES permits that prohibit them from causing or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows.

A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work, including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region’s wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.

To ensure that the proposed project contributes to these legally required I/I reductions, the lead agency should require the project applicant to comply with EBMUD’s Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system, and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the Project are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.

WATER CONSERVATION

The Project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD’s Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor’s expense.

Shariq Khan, Assistant Superintendent
November 20, 2023
Page 3

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,



David J. Rehnstrom
Manager of Water Distribution Planning

DJR:DVG:kn
wdpd23_307 Wood Middle School Modernization and New Construction

December 7, 2023

David J. Rehnstrom
East Bay Municipal Utility District
375 Eleventh Street
Oakland, CA 94607-4240

Via email: david.rehnstrom@ebmud.com

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for Wood Middle School Modernization and New Construction – Phase I, Alameda B&R Project No. 3622.14

Dear David,

Thank you for your consideration of the Alameda Unified School District's (District) Wood Middle School project and comments related to water and wastewater services. The District appreciates your input to the design process. The District is the Lead Agency under the California Environmental Quality Act for this project. On behalf of the District, I offer the following responses to your comments.

Water Service

The project will replace three existing school buildings and retain the existing Multipurpose building. The project design team will be designing a water manifold that will utilize the existing water service lateral to the site and connect each building to an individual meter/service. It is anticipated that application for these services will be made to East Bay Municipal Utility District (EBMUD) in December 2023.

Wastewater Service

The project would be providing new wastewater collection piping to the three replacement buildings up to the existing service connection at the back of curb. Due to construction occurring in bay fill, wastewater collection piping has been specified to be PVC SDR 26 to reduce the potential for sagging. Additionally, over excavation of the trenches and use of geotextiles within the collection system trenches is specified to reduce potential settlement of piping within the trenches. The site will utilize cleanouts rather than manholes to further reduce potential inflow and infiltration (I&I). The majority of the collection system serving the existing Multipurpose building would be replaced but mains under the existing building would not be modified. Replacement wastewater piping at the site would terminate at the back of curb to intertie the existing service connection.

Water Conservation

The project is subject to review and approval by the Division of the State Architect (DSA). DSA requires water conservation measures for potable as well as landscape purposes, consistent with California water conservation measures. The project will meet state-mandated landscape conservation measures. Additionally, the project replaces three existing buildings that were constructed prior to water conservation requirements. These buildings will include state-mandated low flow fixtures.

The District looks forward to working with EBMUD on project approvals for water and sewer service. Please feel free to contact me if you have further questions about the project.

Very truly yours,

BRELJE & RACE



Justin Witt

cc: Shariq Khan, Alameda Unified School District



City of Alameda • California

December 4, 2023

Shariq Khan, Assistant Superintendent
Alameda Unified School District
2060 Challenger Dr., Alameda, CA 94501

RE: Wood Middle School Modernization and New Construction – Phase I

Dear Mr. Khan,

The City of Alameda has reviewed the Notice of Intent to Adopt a Mitigated Negative Declaration for the Wood Middle School Modernization and New Construction – Phase I and provides this letter of overall support for the project. We appreciate the AUSD's initial discussions with the City to address General Plan policy ME-12 related to school traffic and believe that continued coordination can mitigate the potential off-site traffic impacts associated with the drop-off and pick-up of students during the school day. In particular, the City maintains concerns about the circulation patterns of alternatives 1, 2, and 3 where all vehicles exit onto Otis Drive. We are not supportive of a new primary exit intersection at this location and believe the proposed left turn restriction could create additional traffic impacts east of the project as drivers compensate for the inability to turn left out of the school access road and parking area. The City would like AUSD to further evaluate the additional alternative discussed in a meeting with the school district on October 10, 2023 allowing school traffic to enter the new roadway on Otis and with traffic exiting onto Grand Street.

We look forward to continued coordination with AUSD on the Wood Middle School Modernization project, reviewing both the larger traffic circulation and parking issues as well as the future detailed construction improvements within the public right-of-way on Grand Street and Otis Drive. Additionally, we acknowledge the desire, where possible, to integrate the School District's relocated driveways and proposed crosswalk relocation on Grand Street with the City's planned capital improvement project on Grand Street from Shoreline Drive to Otis Drive, minimizing unnecessary expenses and construction impacts.

For questions, please contact Brian McGuire at (510) 747-6819 or bmcguire@alamedaca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Allen Tai".

Allen Tai,
Planning, Building and Transportation Director

December 6, 2023

Allen Tai
Planning, Building and Transportation Director
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

RE: Wood Middle School Modernization and New Construction – Phase I

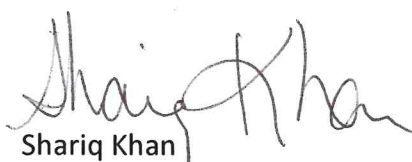
Dear Mr. Tai,

Thank you for your consideration of the Alameda Unified School District’s (District) Wood Middle School project and comments related the proposed roadway alternatives. The District appreciates your team’s ongoing support of the project.

We understand the City supports a clockwise traffic flow on the new roadway. We have identified this as Alternative 4 in the CEQA document and included analysis in the Transportation section by W-Trans to include the alternative in the CEQA process. W-Trans did not find any potentially significant impacts associated with Alternative 4 and no mitigation measures were required. Design recommendations that will be incorporated into the project design were consistent with those made for Alternatives 1 and 2 in the CEQA document.

We look forward to working with you on remaining design and operation considerations associated with Alternative 4.

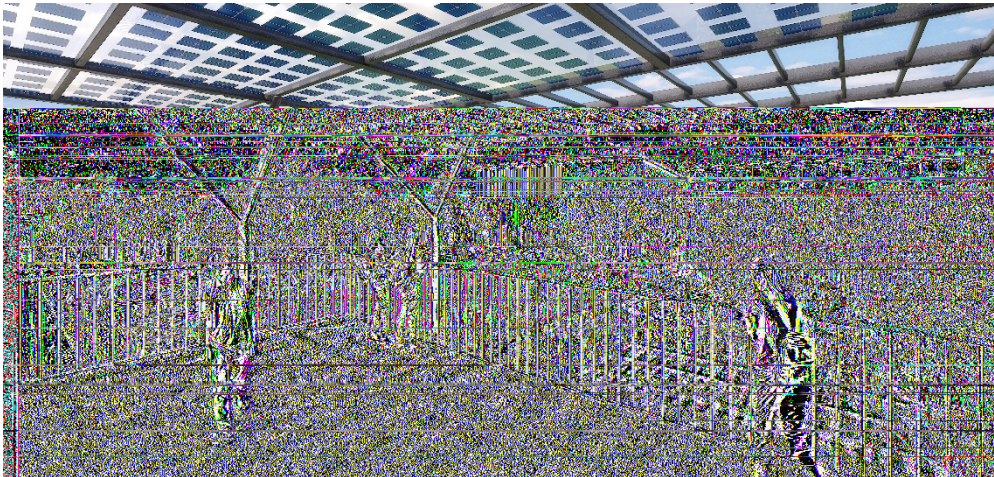
Sincerely,



Shariq Khan
Assistant Superintendent of Business Services

REVISIONS TO THE INITIAL STUDY

The new buildings would be sited around a central courtyard. Basketball courts and other blacktop uses would be provided at the far southerly portion of the campus, east of the existing parking lot that would be retained but reconfigured. The new buildings would not be served with natural gas and rely on electricity for heating and cooling. The existing multipurpose building that will be retained will continue to utilize natural gas. All new buildings would be equipped with fire sprinklers and current accessibility requirements.



New central courtyard viewed from new Classroom Building.

The existing Lum site will be utilized as a temporary campus of portable classroom buildings during the Wood Campus construction. The removal of the existing Otis campus and placement of the temporary campus was found to be categorically exempt from CEQA under a Class 2 Categorical Exemption. The Categorical Exemption was filed at the Alameda County Clerk and uploaded to the State Clearinghouse in August 2023 (State Clearinghouse Number 2023080358).

New Access Roadway

The Phase I project would include a new roadway that would be constructed to connect Grand Street to Otis Drive, abutting Rittler Park to the south and east. The roadway would be used for school pick-up and drop-off operations and provide access to both Rittler Park and a future Phase II athletic stadium.

The ultimate traffic flow configuration of the new roadway is being negotiated between the City of Alameda and the District. The traffic study assessed three alternative traffic flows for the new roadway. Under the first alternative configuration of traffic flow and use, the new roadway would have gated access for one-way eastbound travel from Grand Street to a traffic circle near the southeast corner of Rittler Park (with a gate just west of the circle), and two-way travel between the traffic circle and Otis Drive. On-street parking would be included on the park side (north and west sides) of the roadway, with school pick-up and drop-off zones provided on the opposite side (south and east sides). For the operational analysis contained in the traffic study and the Transportation section of this document, this alternative is referred to as Alternative 1.

Alternative 2 would include construction of the same roadway alignment, but with one-way operation entering Grand Street and exiting onto Otis Drive.

Under Alternative 3, only the Otis Drive portion of the roadway would be constructed, with all vehicles entering and exiting from Otis Drive.

During a meeting between the City and the District on October 10, 2023, an additional alternative was discussed that would include the entire length of the roadway connecting Otis Drive and Grand Street, but access would be one-way from Otis Drive with all traffic exiting onto Grand Street. This was subsequently assessed as Alternative 4. Alternative 4 would consist of one-way segments permitting vehicle travel in the clockwise direction, from Otis Drive to Grand Street.

The traffic study prepared for the project included recommendations that would be implemented into the project design. Implementation of some of the recommendations depends upon which proposed roadway traffic flow alternative is selected between the District and City. The recommendations include:

- For Alternatives 1, ~~and 2~~ and 4 the existing crosswalk on Grand Street adjacent to Wood Middle School should be relocated to the south side of the access roadway and high-visibility features such as advanced signage, yield markings, and RRFBs should be installed.
- For Alternatives 1, ~~and 2~~ and 4 the entrance to the access roadway from Grand Street should be modified to provide a raised bicycle crossing for the proposed two-way path or the Class IV facility set back away from the travel way at the access roadway intersection. It is recommended that high-visibility bicycle crossing markings be installed at the crossing for the two-way path.
- Green high-visibility bicycle crossing markings extending up to 100 feet in advance of the Otis Drive/ Access Road intersection should be installed in the eastbound direction of Otis Drive.
- It is recommended that the westbound and eastbound left-turn lanes approaching the Grand Street/ Otis Drive intersection be extended by approximately 20 feet to accommodate the expected maximum queues attributable to Alternatives 1, ~~and 2~~ and 4.
- An approximately 175-foot-long section of proposed parking on the east side of the access roadway between Wood Middle School and Otis Drive should be signed to prohibit parking during school pick-up and drop-off times, allowing the space to be used for pick-up and drop-off operations.
- Left-turns exiting the access roadway onto Otis Drive should be prohibited with signage and pavement markings in a manner that is consistent with the most current edition of the CA-MUTCD. This would eliminate the need for a traffic signal at this location.
- Implementation of a Traffic Management Plan is recommended to alleviate event traffic and parking demand in the surrounding area.
- Bicycle corrals that can hold a minimum of 125 bicycles should be provided on-site at Wood Middle School to satisfy City Code requirements for long-term bicycle storage and increase available bicycle storage spaces to be more than the anticipated demand of 175 spaces.

Phase II Stadium

The District is also evaluating placement of the high school stadium to include a sports field and all-weather track at the Lum site (on the same parcel as the Wood Campus). The stadium would serve existing Alameda High School sports programs. It is anticipated that the stadium would have a capacity for 1,500 attendees with up to 950 attendees expected for football games and events. The stadium would have lighting for evening events and games. Lighting would not be used after 10:00 p.m.

While still largely conceptual, the stadium would be considered part of the Wood Campus project under CEQA. Figure 3 shows the area where the stadium would be constructed.

CONSTRUCTION

Construction is anticipated to take approximately two years and begin in summer of 2024 and occur over several stages including demolition, grading, building construction and paving, described further below.

Demolition will be conducted by approximately ten equipment operators and laborers utilizing large track excavators equipped with a shear for demolition of buildings. Either excavators or loaders would be used to move material to end dump trucks for hauling to a material recovery center. Concrete saws and jack hammers as well as large tracked excavators would likely be employed for removal of existing hardscape. Additional smaller equipment would be used at the site. Demolition materials would be recycled or disposed of according to state regulations. Demolition is expected to be completed in approximately 30 working days.

Grading activities would include the use of excavators, bulldozers and potentially scrapers to rough grade the site once demolition is complete. End dump trucks and loaders would be utilized for export of existing materials and import of select lightweight fill to mitigate liquefaction potential. Mass grading activities will take approximately 30 working days.

Building construction would include the use of cranes to erect steel for the buildings. Concrete trucks and concrete pumps would be utilized for building construction. Foundation construction will employ concrete pile driving for the new building foundations. Air compressors would be employed for pneumatic tools. Building erection will take approximately nine months. Finish construction of the building will take approximately ten months.

Paving will include the use of earth compactors, rollers, loaders, pavers and concrete trucks. It is anticipated that paving will take approximately five working days.

The total disturbance area associated with Phase I of the project (excluding the Phase II stadium) is approximately 6.76 acres. Approximately 2.75 acres of existing hardscape would be removed and approximately 3.76 acres of hardscape would be constructed at the site, including approximately 0.88 acre of hardscape associated with the roadway.

Stockpiling

Material stockpiling could occur on the existing parcel in disturbed areas where construction is not occurring. There is ample space available to stockpile all materials onsite.

Hazardous Materials During Construction

Based on comments received during the public review period, the District is providing the following additional information about potential hazardous materials during demolition and construction.

The District has owned the site and operated it as a school facility since the approximate time the project area was filled in the late 1950s (a historical photo from 1958 contained in the Cultural Resources section of this document shows the site and surrounding area being filled). According to the cultural resources report prepared for the project, the Lum campus was constructed in 1959 and the Wood campus was constructed in 1965 on the same parcel. Due to its continuous use as a school site, there has not been an opportunity for a release or threatened release of a hazardous material at the site that would not be known to the District.

The District accepts the Department of Toxic Substances Control's (DTSC) recommendation to conduct a Phase I Environmental Site Assessment for the site. Currently, it is believed to be a clean site due to continuous District ownership and use as a school site. Should the Phase I Environmental Site Assessment reveal hazardous materials, the District shall enter into an Environmental Oversight Agreement with DTSC and conduct a Preliminary Endangerment Assessment. No project construction activities would occur until appropriate remediation and approvals from DTSC are obtained, if necessary.

The District has undertaken lead and asbestos testing and characterization associated with demolition of the three buildings to be replaced, conducted by ACC Environmental Consultants in 2021 and 2023. All three buildings contain low levels of lead and asbestos, typical of buildings of their age. The District will abate those known hazards in accordance with all local, state and federal regulations prior to and during the demolition process.

The geotechnical report prepared for the project recommends that lightweight fill be placed underneath buildings, typically lava rock or Class 2 base, that would be subject to Geotechnical review and approval. Consistent with school construction standards, the District shall conduct sampling of fill material prior to placement. This requirement will be in the project plans and specifications.

PHASED CEQA ANALYSIS

The District is implementing the Wood Middle School Project and the Alameda High School Stadium as separate projects subject to disparate timelines. The Wood Middle School project is intended to begin construction in 2024 and be in operation in 2026. The Stadium has not advanced to conceptual design and would not be to that point until 2027 or later. However, the two projects are related in that they are both District projects undertaken on the same parcel and would both utilize the proposed access roadway that would be constructed as part of Phase I. To avoid piecemealing and to provide full disclosure of potential stadium impacts to the extent they can be known at this time, the District has undertaken a phased approach to assessing the two projects. Analysis of Phase I, including the Wood campus improvements and the new roadway, are assessed at the project level of review in this document. The Phase II stadium project is assessed at the program level of review. Certain project level environmental assessments associated with the Phase II analysis will be conducted under a subsequent CEQA review of that project.

Section 15165 of the CEQA Guidelines relates to phasing:

Where individual projects are, or a phased project is, to be undertaken and where the total undertaking comprises a project with significant environmental effect, the Lead Agency shall prepare a single program EIR [Mitigated Negative Declaration] for the ultimate project as described in Section 15168. Where an individual project is a necessary precedent for action on a larger project, or commits the Lead Agency to a larger project, with significant environmental effect, an EIR must address itself to the scope of the larger project. Where one project is one of several similar projects of a public agency, but is not deemed a part of a larger undertaking or a larger project, the agency may prepare one EIR for all projects, or one for each project, but shall in either case comment upon the cumulative effect.

Subsequent EIRs and Mitigated Negative Declarations are defined by Section 15162 of the CEQA Guidelines as follows (emphasis added):

The proposed Phase II field would be used primarily by the football, soccer, and track and field teams of Alameda High School. These teams currently travel to two locations in Alameda for home games and practices. The average distance between these two locations and Alameda High School is 1.2 miles. To Franklin Elementary School, the average distance is 1.7 miles. When considering the sum of these two travel distances, the current facilities are an average of 2.9 miles away from the high school and other potential destinations within Alameda. The distance between the project site and Alameda High School is 1.0 miles and the distance between the project site and Franklin Elementary School is 0.6 miles, for a total distance of 1.6 miles. Therefore, the project is presumed to have a less-than-significant VMT impact because the length of travel from the high school and the common reference point to the project site is less than the average distance to the existing sporting facilities used by Alameda High School.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The potential for the project to impact safety was evaluated in terms of the adequacy of sight distance and need for turn lanes at the project access points as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding project-generated trips and need for additional right-of-way controls.

The project would include a new access roadway which would have driveways connecting to Grand Street south of Rittler Park and Otis Drive east of Rittler Park. As proposed in Alternative 1, a traffic circle would separate the one-way eastbound segment coming from Grand Street from the two-way north-south segment connecting to Otis Drive. Access would be controlled on the one-way segment via gates that would be open only during school operational hours. Therefore, on days where school events are not occurring, the access roadway would function as a dead-end cul-de-sac with the traffic circle facilitating vehicle turnarounds. West of the traffic circle, the one-way segment of the roadway would have one 20-foot-wide travel lane with space provided for pick-up and drop-off on one side. North of the traffic circle, one 11-foot-wide lane per direction would be provided, along with perpendicular parking on the west side and space for parallel parking or pick-up and drop-off operations on the east side.

Alternative 2 would provide the same parking and one-way segment departing from Grand Street. This alternative would not include a gate for access control and would instead have one-way operation permitted between Grand Street and Otis Drive.

Alternative 3 would not involve construction of any access from Grand Street and would instead provide all access to and from Otis Drive. A traffic circle would be constructed adjacent to Wood Middle School to facilitate turnarounds.

As indicated in the Project Description, the City has recommended the District include one way traffic from Otis Drive as an alternative. This alternative was ~~not~~ assessed by [a November update to the traffic study as Alternative 4. Should it be selected and impacts are found, an Addendum to this document may need to be prepared](#). [This update indicated that impacts and design recommendations were essentially the same as those for Alternative 1 and 2.](#)

Bus loading for the Phase II stadium would occur in the existing Lum site pick-up and drop-off area adjacent to the project site. This pick-up and drop-off area is a one-way loop with the entering driveway on Otis Drive approximately 330 feet west of Sandcreek Way and the exiting driveway on Otis Drive

approximately 100 feet west of Sandcreek Way. Additional school and event pick-up and drop-off would also be permitted in this area.

Pedestrian access to the project site would be provided at the proposed main entrance of Wood Middle School facing the access roadway. Two separate gated entrances to the school would be provided on Grand Street and further pedestrian access is permitted through the back of campus and existing field. Four separate gated entrances would be provided for the stadium, with two facing the access roadway, one facing the existing Wood Middle School field, and one facing Sandcreek Way. The two main entrances, marked by ticket booths and concessions, would be located on the west side of the field facing the access roadway.

Sight Distance

At typical driveways a substantially clear line of sight should be maintained between the driver of a vehicle waiting on the driveway and the driver of an approaching vehicle. Adequate time should be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed.

In all three alternatives, the site would be accessed by vehicles via an intersection located on Grand Street between the existing Wood Middle School campus and Rittler Park and an intersection located on Otis Drive at the northwest corner of the site. Sight distance at these access points was evaluated based on sight distance criteria contained in the Highway Design Manual published by Caltrans. Recommended sight distances for minor street approaches that are either a private road or a driveway are based on stopping sight distance, which uses the approach travel speeds as the basis for determining the recommended sight distance. Given the posted speed limit of 25 mph on both Grand Street and Otis Drive, the required stopping sight distance at both locations is 150 feet. Grand Street and Otis Drive are generally level and have unobstructed sight lines for at least 300 feet in every direction, which exceeds the recommendation contained in the Highway Design Manual.

Sight lines at the project driveways would be adequate to accommodate all turns into and out of the project site. The project must be designed to meet applicable Federal, State and City codes and regulations, and as a result would not introduce any new hazards in terms of its design. Adequate sight lines would be provided at the proposed project access points.

Left-Turn Lane Warrants

The need for a left-turn lane at each driveway in each alternative was evaluated based on criteria contained in the Intersection Channelization Design Guide, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the Method For Prioritizing Intersection Improvements, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes to determine the need for a left-turn pocket based on safety issues.

For Alternatives 1, ~~and 2~~, and 4, the need for a left-turn pocket on Grand Street was evaluated based on expected a.m., midday, and p.m. peak hour volumes as well as safety criteria. Under these conditions, a left-turn lane is not warranted on Grand Street at the project driveway during any of the peak periods evaluated.

For Alternatives 1 and 3, the need for a left-turn pocket on Otis Drive was similarly evaluated based on expected a.m., midday, and p.m. peak hour volumes as well as safety criteria. During the a.m. and midday peak hours, a left-turn pocket is not warranted on Otis Drive for either alternative. However, due to increased volumes attributable to activity at the proposed athletic stadium during the p.m. peak period, left-turn pockets on Otis Drive are warranted for both alternatives. Otis Drive currently has a two-way left-turn lane that would provide stacking space for westbound left-turn queues at the Otis Drive/Access Road intersection, satisfying the need for a left-turn pocket.

Left-turn lanes are not warranted on Grand Street for any of the alternatives or scenarios evaluated, whereas left-turn lanes are warranted on Otis Drive for Alternatives ~~One~~ 1, 3 and 4 and ~~Three~~ where entering movements from Otis Drive are permitted. The existing two-way left-turn lane would provide acceptable vehicle stacking space to accommodate left-turns from Otis Drive and provide the warranted left-turn lane. The most appropriate alternative is currently being negotiated between the City and the District and corresponding recommendations will be implemented for whichever alternative is selected.

Access Roadway Interaction with Adjacent Pedestrian and Bicycle Facilities

Under all alternatives evaluated, the access roadway would intersect Otis Drive and Grand Street at locations that would have the potential to impact pedestrian and bicycle facilities. This section provides strategies that should be considered to limit the impact on these facilities, both existing and proposed.

In Alternatives 1, ~~and 2~~ and 4, the access roadway would intersect Grand Street between the existing Wood Middle School campus and Rittler Park. There is an existing pedestrian crosswalk in the vicinity that should be relocated to the south side of the access roadway. This configuration would put the crossing on the school side of the access roadway and allow students walking to or from campus to only have to cross the traffic stream once. Given the volume of students that were observed using the crossing and its location adjacent to campus, it is recommended that the crossing be enhanced with high-visibility features, such as Rectangular Rapid Flashing Beacons (RRFBs), advanced signage and markings, and advance yield markings.

The access roadway would also intersect with the City of Alameda's proposed two-way Class IV cycle track that would be located on the east side of Grand Street in Alternatives 1, ~~and 2~~ and 4. Strategies for managing conflicts with bike facilities include completely separating cyclists from conflicts via signalization or increasing cyclist visibility. Signalization, while it would provide the largest benefit to cyclists across the roadway, would be the costliest solution and have the greatest effect on operations in the area. Other strategies that should be considered include a raised bicycle crossing, green high-visibility bicycle pavement markings, and a setback of the pathway to provide space for right-turning vehicles to line up with the pathway and cross it at a 90-degree angle. A raised crossing of the pathway would force drivers to slow down as they make the turn into the roadway and turn to be more perpendicular to the pathway, increasing visibility of oncoming cyclists. Setting the pathway back would also force drivers to cross the pathway at a more perpendicular angle with the same visibility benefits; however, drivers would not be forced to slow down as much as if the crossing were raised. Therefore, it is recommended that the access road entryway at Grand Street be raised and green high-visibility bicycle crossing markings be installed.

In all alternatives, the access roadway would intersect Otis Drive just west of the existing Lum School campus and the existing buffered bicycle lane on the south side of Otis Drive would be affected. The California Manual on Uniform Traffic Control Devices (CA-MUTCD) contains guidance for pavement

markings and signage that should be implemented for bicycle facilities through intersections. Green high-visibility bicycle crossing markings extending up to 100 feet in advance of the intersection should be installed to provide a visual cue to both parties that some interaction between bicyclists and vehicles is expected in this area. The buffered bicycle lane would continue as it does in the existing condition east of the intersection with the access roadway.

For the proposed access roadway, Alternatives [1](#), [2](#), and [2-4](#) would intersect Grand Street in the vicinity of pedestrian and bicycle facilities and all alternatives would intersect Otis Drive in the vicinity of bicycle facilities. Strategies to consider for managing conflicts are all with respect to increasing visibility and awareness of adjacent cyclists and pedestrians.

Recommendation – The existing crosswalk on Grand Street adjacent to Wood Middle School should be relocated to the south side of the access roadway and high-visibility features such as advance signage, yield markings, and RRFBs be added. It is also recommended that the entrance to the access roadway from Grand Street be modified to provide a raised bicycle crossing for the proposed two-way path or the Class IV facility set back from the travel way at the access roadway intersection. High-visibility bicycle crossing markings should be installed at the crossing for the two-way path. On Otis Drive, it is recommended that green high-visibility bicycle crossing markings extending up to 100 feet in advance of the intersection with the access roadway be installed in the eastbound direction to provide a visual cue to both parties that some interaction between bicyclists and vehicles is expected in this area. The District will negotiate implementation of these recommendations with the City.

School Drop-Off and Pick-Up

Queues during the morning drop-off and afternoon pick-up were evaluated using methods based on data collected from schools nearby in Oakland. The methodology examines the hour leading up to the morning bell or the hour following the dismissal bell. The distribution of traffic arriving prior to the morning bell and departing from the afternoon bell was derived from surveys of schools in Oakland. Generally, school traffic picks up within ten minutes of the bell and tapers off substantially throughout the rest of the hour. The methodology also accounts for the time it takes a vehicle to unload or load students while at the pick-up or drop-off area. Based on observations at similar schools, it takes approximately 14 seconds per vehicle to drop students off and 30 seconds per vehicle to pick students up.

In the morning, 235 inbound trips are expected at Wood Middle School during the peak hour leading up to the start of the school day. Application of this methodology results in a maximum queue length of 29 vehicles, occurring in the ten minutes before school begins. During the p.m. pick-up period, 117 vehicles are expected to leave Wood Middle School; this results in a maximum queue of 20 vehicles.

In all alternatives evaluated, the access roadway provides approximately 400 feet of stacking space between Wood Middle School and adjacent streets, or approximately enough for 16 vehicles. Therefore, it is expected that some secondary drop-off and pick-up locations would be necessary to fully meet the queuing demand associated with school operations. The school district is planning to maintain the pick-up and drop-off loop at the existing Lum School site, which accommodates six queued vehicles. To keep the rest of the queue within the access road limits, an approximately 175-foot-long section of proposed parking should be signed to prohibit parking during school pick-up and drop-off times. This space could then be used for additional stacking and drop-off/pick-up operations as necessary.

Wood Middle School is expected to generate a queue of up to 29 vehicles during the a.m. drop-off period and up to 20 vehicles during the p.m. pick-up period. The proposed stacking space of approximately 400 feet is enough for approximately 16 vehicles. The Lum School drop-off and pick-up loop, which would be maintained even under Phase II, can hold another six vehicles. Additional drop-off and pick-up stacking space sufficient for approximately seven vehicles would be required to fully meet the queuing demand of the school without having queues extend onto nearby streets.

Recommendation – To keep the full queue within the access road limits, an approximately 175-foot-long section of proposed parking on the east side of the access roadway between Wood Middle School and Otis Drive should be signed to prohibit parking during school pick-up and drop-off times. This space could then be used for additional stacking and drop-off/pick-up operations as necessary.

Queuing

The City of Alameda does not prescribe thresholds of significance regarding queue lengths. However, an increase in queue length due to project traffic was considered a potentially significant impact if the increase would cause the queue to extend out of a dedicated turn lane into a through traffic lane, or the back of queue into a visually restricted area, such as a blind corner. If queues would already be expected to extend past a dedicated turn lane or into a visually restricted area without project traffic, the addition of project traffic was considered to constitute a potentially adverse effect only if it would cause a new unacceptable conditions; in other words, if the queue were already beyond the turn lane and the project would cause it to stack into an adjacent intersection or a visually restricted area, and that would not occur without the project, that would be considered an impact.

Under each scenario, the projected maximum queues in left-turn pockets at the Grand Street/Otis Drive study intersection were determined using the SIMTRAFFIC application of Synchro and averaging the maximum projected queue for each of five runs. The predicted queue lengths in dedicated turn lanes are shown below.

Maximum Left-Turn Queues at Grant Street/Otis Street																
Approach	Available Storage	Maximum Queues														
		AM Peak Hour					MD Peak Hour					PM Peak Hour				
		E	Alt. 1	Alt. 2	Alt. 3	Alt. 4	E	Alt. 1	Alt. 2	Alt. 3	Alt. 4	E	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Northbound	180	43	6	6	0	93	39	0	0	0	44	28	6	12	6	56
Southbound	200	91	83	66	145	178	108	156	102	130	148	135	193	159	188	196
Eastbound	100	55	112	100	79	105	38	42	50	65	72	100	44	58	98	101
Westbound	100	51	63	97	60	9	47	97	97	68	60	72	101	114	89	83

Notes: Maximum Queue based on the average of the maximum value from five SIMTRAFFIC runs; all distances are measured in feet; E = existing conditions; **Bold text** = queue length exceeds available storage

Left-turn storage is expected to exceed existing storage capacity on both the eastbound and westbound approaches to Grand Street/Otis Drive under Alternative 1 conditions. Under Alternative 2 conditions, the existing storage capacity would only be exceeded on the westbound approach. Alternative 3 would result in no queuing impacts. In Alternative 4, the existing eastbound storage capacity is also expected to be exceeded during both the a.m. and p.m. peaks. To address queuing impacts under Alternatives 1, 2

and ~~24~~, it is recommended that the westbound and eastbound left-turn lanes approaching the Grand Street/Otis Drive intersection be extended by approximately 20 feet each.

Under Alternative 1, ~~2~~ and ~~42~~ conditions, queues are expected to extend past the limits of existing turn lanes on the westbound and eastbound approaches to Grand Street/Otis Drive. Queues under Alternative 3 conditions would be effectively captured within the existing left-turn lanes. It is recommended that the westbound and eastbound left-turn lanes approaching the Grand Street/Otis Drive intersection be extended by approximately 20 feet each to accommodate the expected maximum queues attributable to Alternatives 1, ~~2~~ and ~~42~~.

Traffic Signal Warrants

A signal warrant analysis was performed to determine the potential need for a traffic signal at the entry and exit driveways for each alternative evaluated. Chapter 4C of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) provides guidance on when a traffic signal should be considered. There are nine different warrants, or criteria, presented, as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour Volume
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

For the purposes of this study, Warrant 3, the Peak Hour volume warrant, which determines the need for traffic control based on the highest volume hour of the day, and Warrant 5, the School Crossing warrant, were used as an initial indication of traffic control needs. The use of Warrant 3 is common practice for all planning studies and Warrant 5 is common for studies involving schools. Other warrants, which are more generally applicable to existing traffic issues, require collection of traffic volumes for the highest four or eight hours of the day, review of the collision history, and evaluation of the system surrounding the location. Warrant 3, indicates that the need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A) If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:
 - (1) The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach; or five vehicle-hours for a two-lane approach, and
 - (2) The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and

- (3) The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

- B) The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Warrant 3 is based on vehicle delay and volumes occurring during the peak hour at an intersection. For all three alternatives evaluated, the projected volumes at the Otis Drive intersection with the access roadway exceed the threshold established in the warrant for both the a.m. and p.m. peak hours, attributable to the Wood Middle School drop-off and stadium activity, respectively. However, restricted access for vehicles exiting the driveway on Otis Drive would reduce the need for a signal. The close proximity to the existing Grand Street/Otis Drive signalized intersection would help to create gaps in the oncoming traffic stream, allowing right-turning vehicles the opportunity to exit the driveway. It is recommended that left turns out of the driveway be prohibited with signage and pavement markings consistent with the most current edition of the CA-MUTCD.

Warrant 5 is the School Crossing warrant. The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the children are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 students during the highest crossing hour.

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Warrant 5, though applicable to the project due to the proximity of Wood Middle School, is based on further data examining the number of gaps in the traffic stream. Based on the existing yield compliance observed by drivers at the existing midblock Grand Street and Otis Drive crossings in the vicinity of the school, students in the area can find gaps in traffic by either activating the Rectangular Rapid Flashing Beacons (RRFBs) on Otis Drive or by visual communication with oncoming drivers at the Grand Street crossing. This driver behavior would be expected to continue with or without project implementation, and therefore the warrant appears not to be met.

Based on analysis of Warrants 3 and 5, a signal is warranted on Otis Drive for ~~all three~~ alternatives 1, 2 and 3 based on peak hour volumes during the a.m. and p.m. peak hours for all three alternatives. However, restricting left turns out of the driveway would reduce the need for a signal at the Otis Drive intersection with the access roadway. Under Alternative 4, signals are not warranted.

Recommendation – It is recommended that left turns exiting the access roadway onto Otis Drive in Alternative 1, 2 and 3 be prohibited with signage and pavement markings consistent with the most current edition of the CA-MUTCD.

With implementation of the recommendations above, the project would be expected to have a less-than-significant impact as it would not introduce any new hazards through its design or operation.

Parking

Parking impact is not a specific criterion for CEQA analysis unless it contributes to another environmental impact like air pollution. However, as indicated below, when the stadium is in use, there will be insufficient onsite parking.

Per Section 30-7.3 of the City Code, The City of Alameda does not have minimum vehicle parking requirements, except for providing parking for persons with disabilities. As a result, the quantity of parking spaces necessary for the project has been determined based solely on the current supply of the project area and the estimated demand for the completed development.

The proposed parking supply includes a total of 91 parking spaces. This supply would be comprised of two parking areas, with 57 spaces provided in the proposed access roadway lot and 34 spaces in the Wood Middle School staff parking lot. Additional bus parking for athletic teams would also be available on-site.

The projected parking demand was estimated using standard rates published by ITE in Parking Generation, 5th Edition, 2019 for “Middle School/Junior High School” (ITE LU #522) and “Soccer Complex” (ITE LU #488). These ITE land uses were selected as they most closely match the proposed land uses.

No land use within the ITE Parking Generation corresponds to a sports stadium. Therefore, the parking demand attributable to activity at the stadium was estimated as a proportion of the site’s expected trip generation for events, with attendees expected to remain parked for the duration of the event. As the stadium would have a capacity for 1,500 attendees with up to 950 attendees expected for football games and events, the estimated peak parking demand during a stadium event would be approximately 380 spaces, assuming two and one-half people per vehicle. This corresponds to the parking demand during sporting events and larger school functions such as graduation. During typical weekday use with no sports games occurring, only 180 attendees are anticipated resulting in a parking demand of 72 spaces. Based on the parking demand estimates for the school, stadium and Rittler Park, 675 parking spaces would be needed to accommodate the expected demand for parking if all three uses were operating at the same time. These results are shown below.

Parking Generation Summary			
Land Use	Units	Rate	Parking Spaces
Wood Middle School	601 stu	0.09	55
Rittler Park	2 fields	62.12	125
Proposed Stadium	950 att	0.4	380
Total			675