

Appendix C IS/NOP comments

Appendices

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**MCKINLEY ELEMENTARY SCHOOL
MASTER PLAN PROJECT IS/NOP**

PUBLIC REVIEW COMMENTS

WRITTEN COMMENTS LETTERS SUBMITTED

#	Commenter	Date Received
Residents		
R1	Ron Groezinger	Saturday, January 21, 2023
R2	Laura Schoneman	Tuesday, January 24, 2023
R3	Juan Matute	Tuesday, January 31, 2023
R4	Juan Matute	Tuesday, January 31, 2023
R5	Sirinya Matute	Tuesday, January 31, 2023
R6	Ron Groezinger	Tuesday, January 31, 2023
R7	Anna Alexis	Monday, February 6, 2023
R8	Bobby Alexis	Monday, February 6, 2023
R9	Erin Herrmann	Monday, February 6, 2023
R10	Helen Boswell	Monday, February 6, 2023
R11	Kristian Hermann	Monday, February 6, 2023
R12	Makaela Stephens	Monday, February 6, 2023
R13	Dori Yona	Tuesday, February 7, 2023
R14	Gale Adler	Tuesday, February 7, 2023
R15	Gale Adler	Tuesday, February 7, 2023
R16	Deborah Hede	Tuesday, February 7, 2023
R17	Ron Groezinger	Wednesday, February 8, 2023
R18	Patricia Hefner	Monday, February 13, 2023
R19	Monica Batra	Monday, February 13, 2023
R20	Anna Alexis	Tuesday, January 31, 2023
R21	Ashley Benjamin (Principal)	Tuesday, January 31, 2023
R22	Monica Batra	Tuesday, January 31, 2023
R23	Patricia Hefner	February 12, 2023
Organizations		
O1	Kaitlin Drisco (Santa Monica Conservancy)	February 12, 2023

RESIDENT COMMENTS

Comment R1

From: Ron Groezinger <ron310415@yahoo.com>
Sent: Saturday, January 21, 2023 12:26 PM
To: Upton, Carey <cupton@smmusd.org>
Subject: McKinley Elementary School Campus Master Plan Project

CAUTION! This EXTERNAL email from ron310415@yahoo.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Carey ,

Yesterday, I received the summary proposal of the McKinley campus project. As a long time neighbor and parent of three former McKinley students , I have no doubt that renovating the campus is , in part , necessary as all buildings require maintenance. However, the extent of this proposal will have far reaching impact to the quality of life to those who actually live in this neighborhood. The list of potential environmental effects as stated in the proposal are beyond the realm of acceptability! How can a project of this scope be even considered with these possible impacts as a result ? Is this really progress ?

I have lived on 23rd Street in the 1300 block for 20 years with my back view facing East . Your proposal will create a number buildings that will erase the charm of the neighborhood, create years of noise and air pollution during demolition and construction. Said construction will , without a doubt, change the flow of air currents and increase the immediate flow of pollution into the neighborhood as well as a higher increase in reflected noise pollution being funneled into the canyon that will be created in 23rd St Court . A loss of a eastern view from my home to be replaced by a two story barrier only yards away from my windows . This in itself may be of no consequence to the powers that be but to those who actually live here , it will not be a welcomed change . To erase the green space and old growth trees that have been a joy for all that is the McKinley garden for decades only to be replaced by a parking lot is beyond comprehension!

Yes , update the classrooms but the scope of this project and the far reaching impact on the quality of life to the people who live here will forever be lessened.

Ron Groezinger
1323 23rd Street
Apt.B
Santa Monica, Ca 90404

Sent from my iPad

Comment R2

From: Laura Schoneman [mailto:schoneman5@verizon.net]
Sent: Tuesday, January 24, 2023 9:43 AM
To: Upton, Carey <cupton@smmusd.org>
Subject: McKinley Elementary School Campus Master Plan

CAUTION! This EXTERNAL email from schoneman5@verizon.net originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Upton,

I am deeply concerned about the plan to renovate McKinley elementary school. In particular, I believe the scope of the project is much too large for a residential neighborhood with narrow, single lane roads. As a resident who lives very close to the elementary school I am particularly concerned about construction traffic, congestion, and noise. Currently, there is very little to no street parking surrounding the school, and there are numerous residents that are currently impacted by the already congested area.

I cannot imagine how much worse this will become with a major construction project for the school. Even foot and bicycle traffic will be adversely impacted.

There is simply not enough space to undertake a massive renovation. I am strongly opposed to this project.

Laura Schoneman
2502-1 Arizona Ave.
818-970-4963

Comment R3

From: Juan Matute <jmatute@gmail.com>

Sent: Tuesday, January 31, 2023 9:16 PM

To: Upton, Carey <cupton@smmusd.org>

Subject: CEQA Scoping Comment - McKinley Master Plan EIR

CAUTION! This EXTERNAL email from jmatute@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Carey,

Santa Monica Families for Safe Streets is pleased to make the following scoping comments regarding possible environmental impacts and mitigations for the McKinley Elementary School Campus Master Plan Project and to work with the project team on further identification of improvements.

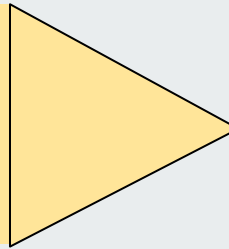
Please see the attachments.

-Juan Matute



McKinley Elementary Safety Improvements

Click through this presentation
to see safety vulnerabilities and
possible improvements



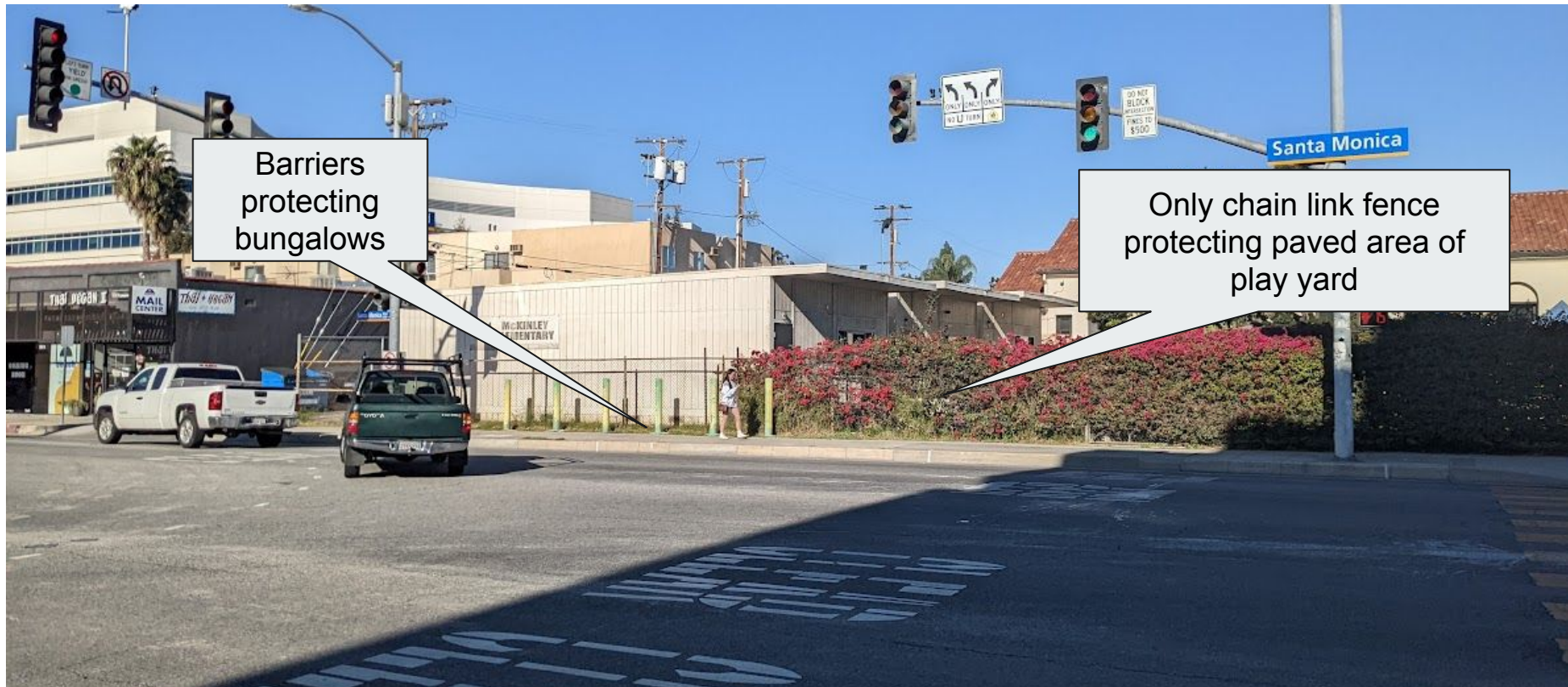
Objective #1: Protect School Yard



- Dangerous condition at T intersection of Cloverfield and Santa Monica Boulevard
- Bungalow protected but not play yard



Unprotected conflict point adjacent to Bungalows



Barriers protecting bungalows

Only chain link fence protecting paved area of play yard

Lack of protection

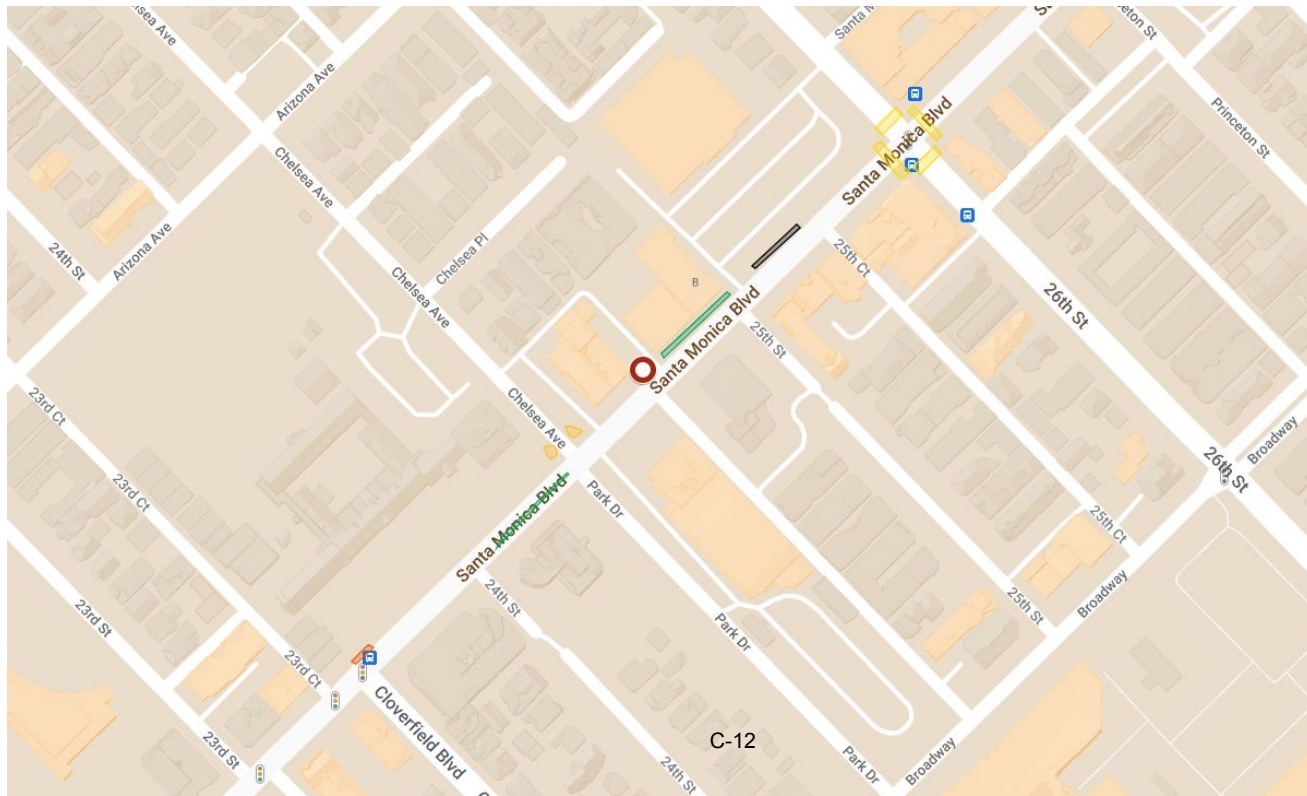
Easy Solution

K-Rail or Jersey Barrier (same device) to protect play yard

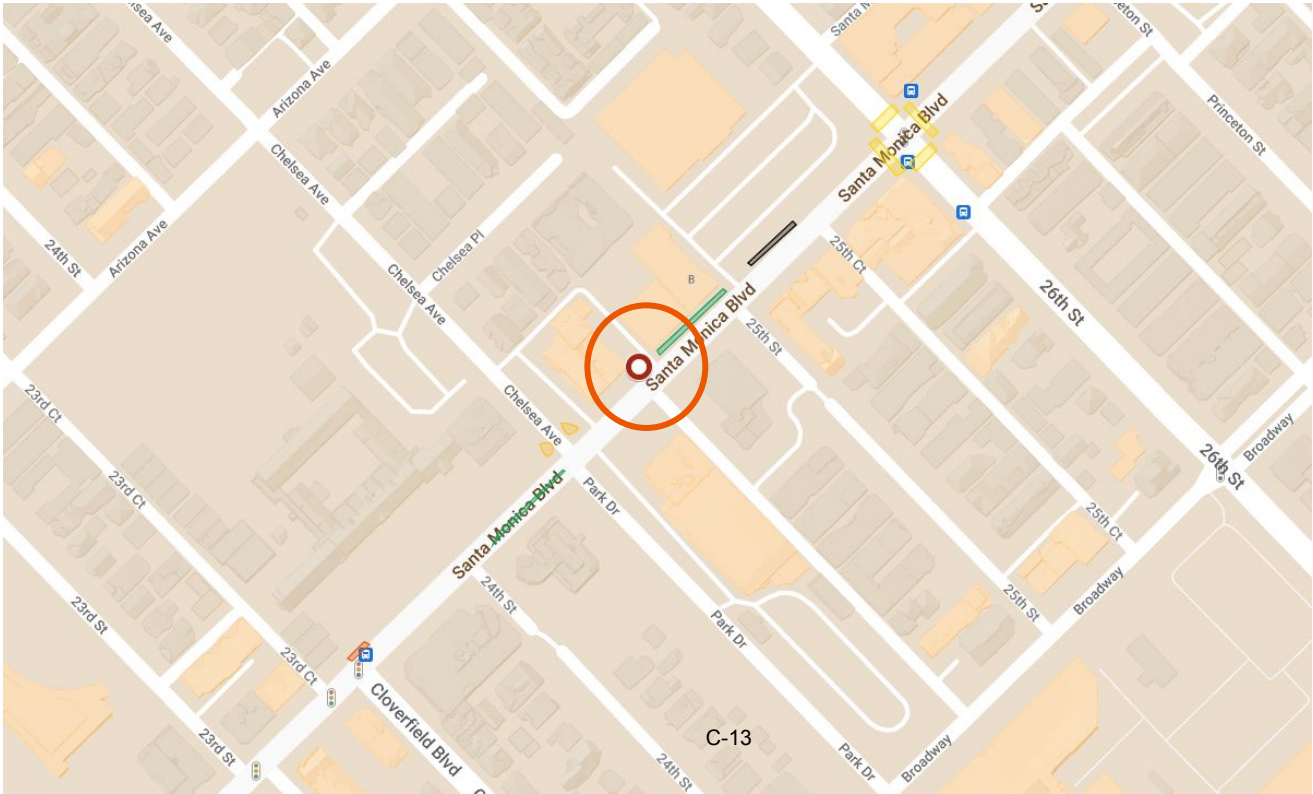
- Concrete or water-filled
- Easy to install
- Can be purchased and delivered in <2 weeks



Objective #2: Protect journey to school

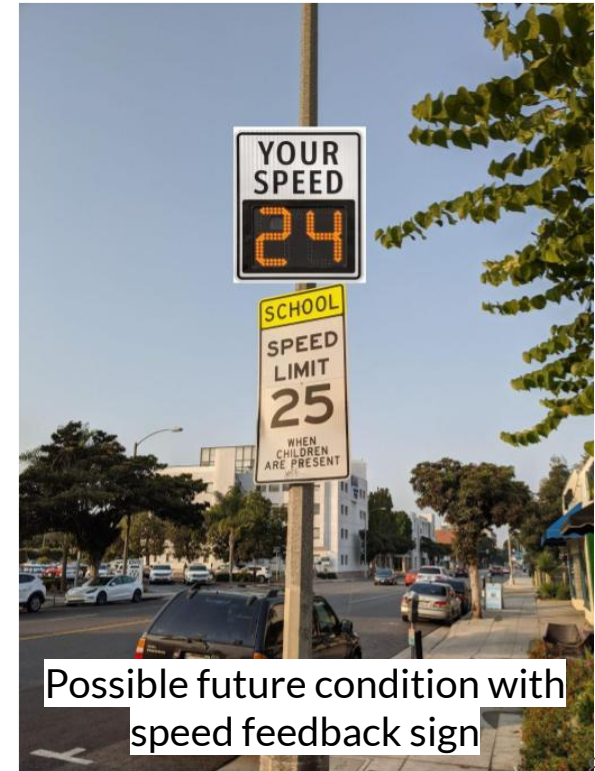


Intervention #1: Speed Feedback Sign

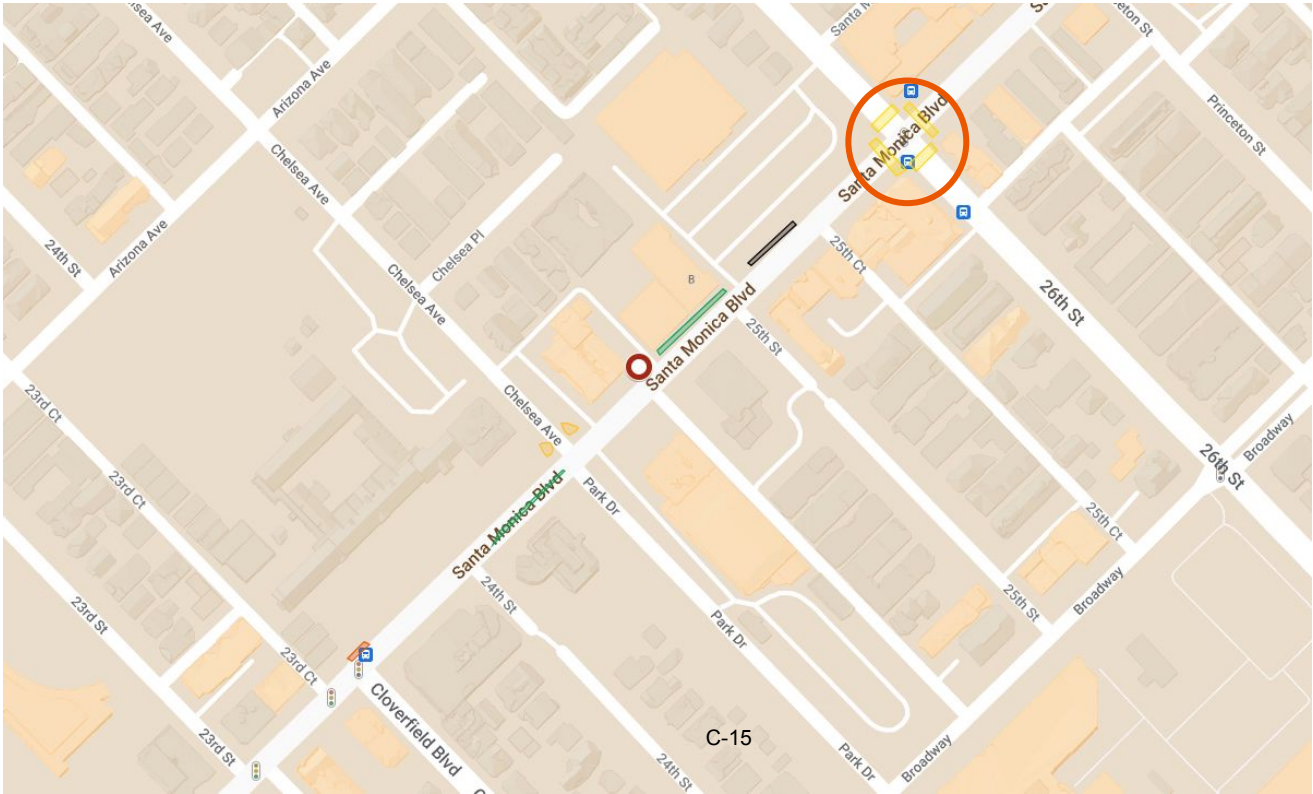


Speed feedback sign on Santa Monica Blvd

- Standard traffic control device
- Used throughout city
- Speed limit sign was not visible much of 21-22 until requested tree trimming



Intervention #2: School Crosswalk

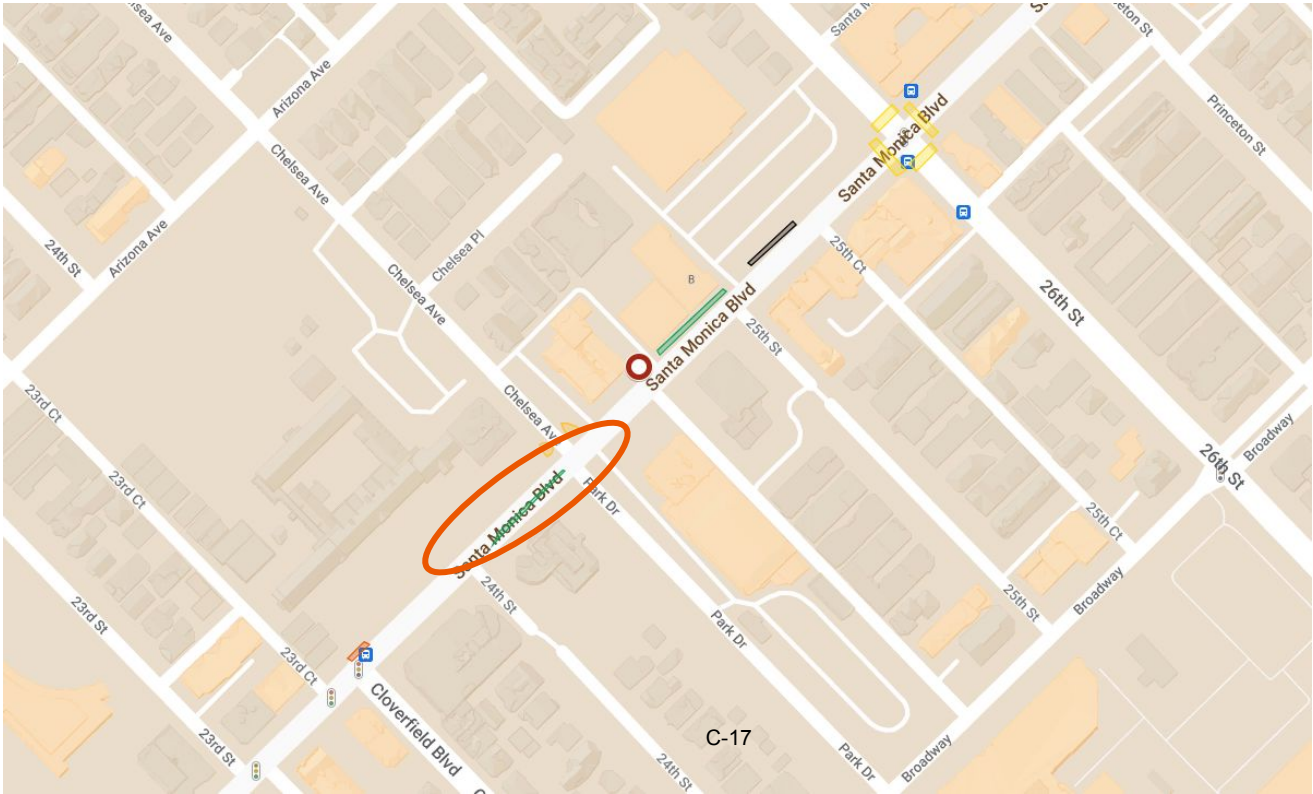


Yellow crosswalk (School) at 26th and Santa Monica

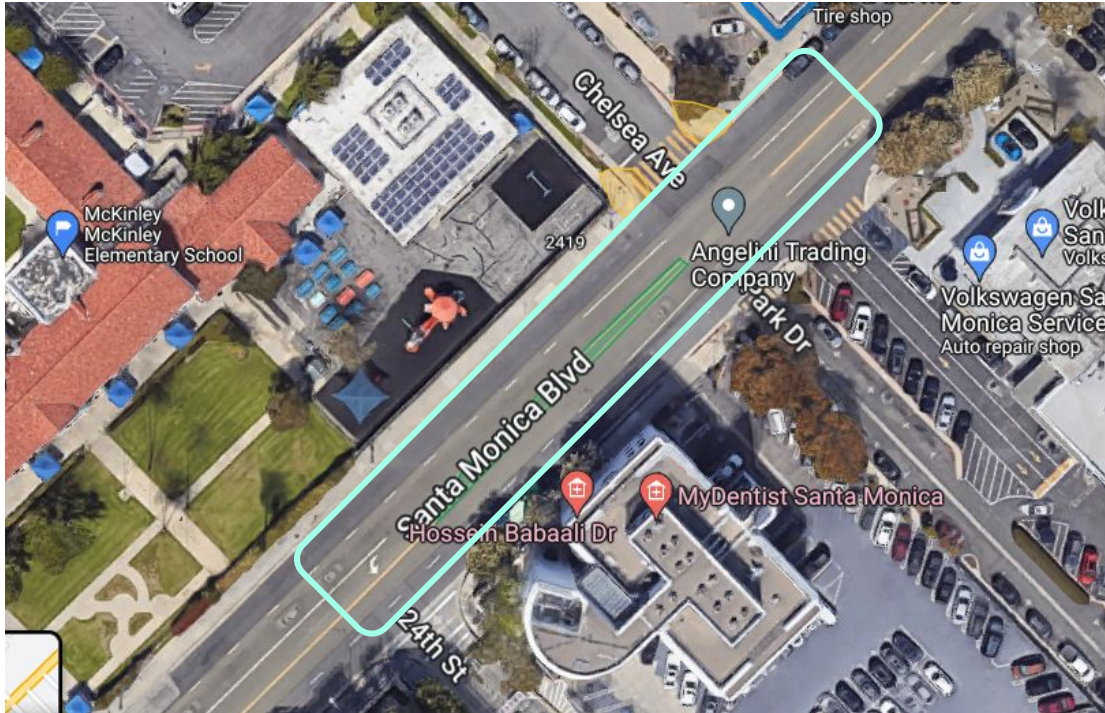
- Vehicle Code [21638](#) allows a city to install a yellow crosswalk within 600 feet of school grounds
- VC 21638 also allows cities to install crosswalks beyond 600 feet if there is no other crosswalk other than those contiguous to the school and it appears that the facts and circumstances warrant the crosswalks for the protection and safety of persons attending the school
- Santa Monica & 26th is 675 feet from school grounds and meets this second condition



Intervention #3: Median



Medians & add parking



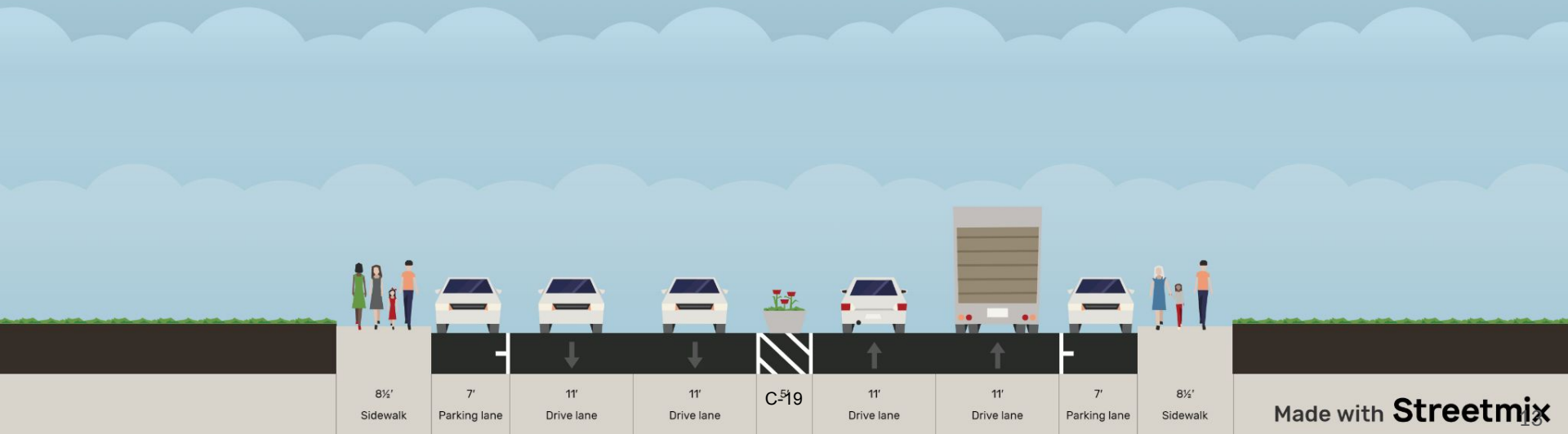
Reduces vehicle speeds by narrowing roadway

Prevents turns from EB Santa Monica Blvd to NB Chelsea Ave (extreme conflict for students crossing on Chelsea)

Median & additional parking



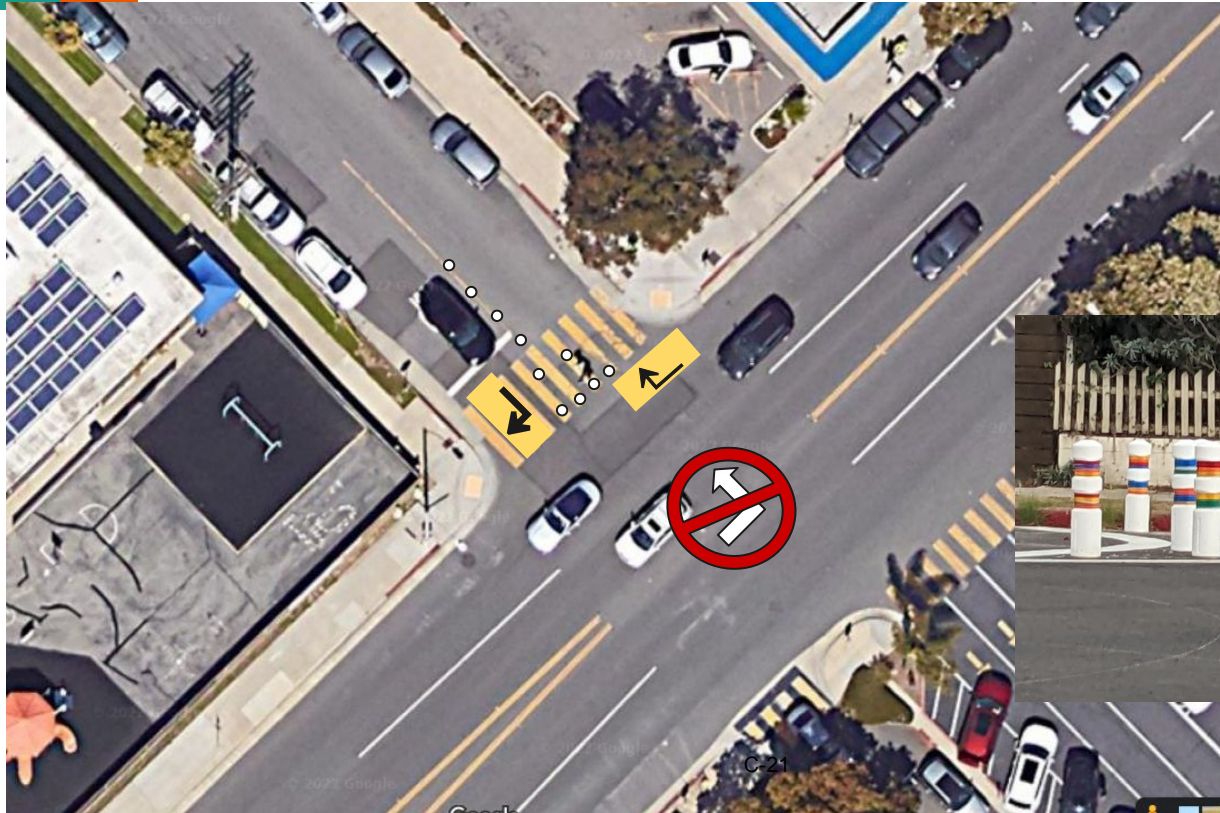
Santa Monica Blvd between 24th and Chelsea...



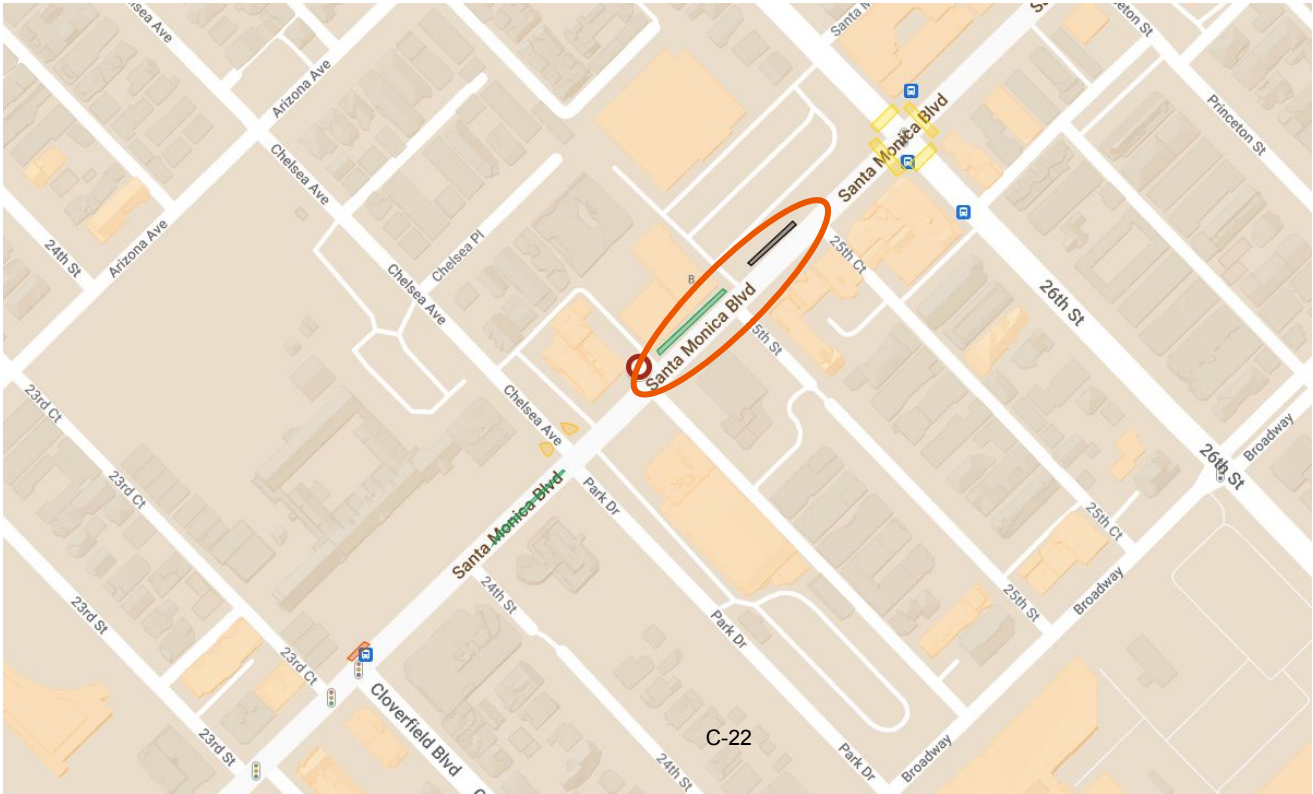
Intervention #3: Diverter and New Traffic Flow



Intervention #3: K-71 Flex Posts Establish Diverter



Intervention #4: Parklet and new parking zone



About Parklets

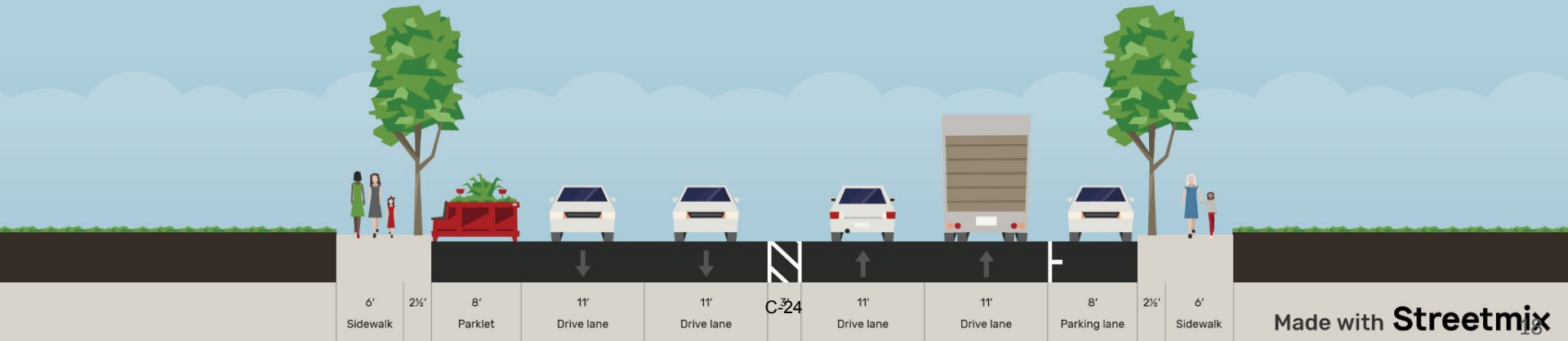


- Santa Monica Boulevard Speed Limit of 30 MPH is one of fastest near a school in Santa Monica
- Parklets are permitted on a case-by-case basis on streets with 30 MPH speed limit (e.g. Montana)
- Parklets are outdoor dining areas used throughout city after March 2020.
- City Council extended parklets at 6/28 meeting
- Adjacent to Starbucks, Vito's Pizza, and A Cut Above
- Improve visibility and reduce vehicle speeds
- Parking can be replaced prior to CVS/Starbucks entrance to further slow vehicle traffic

Parklet



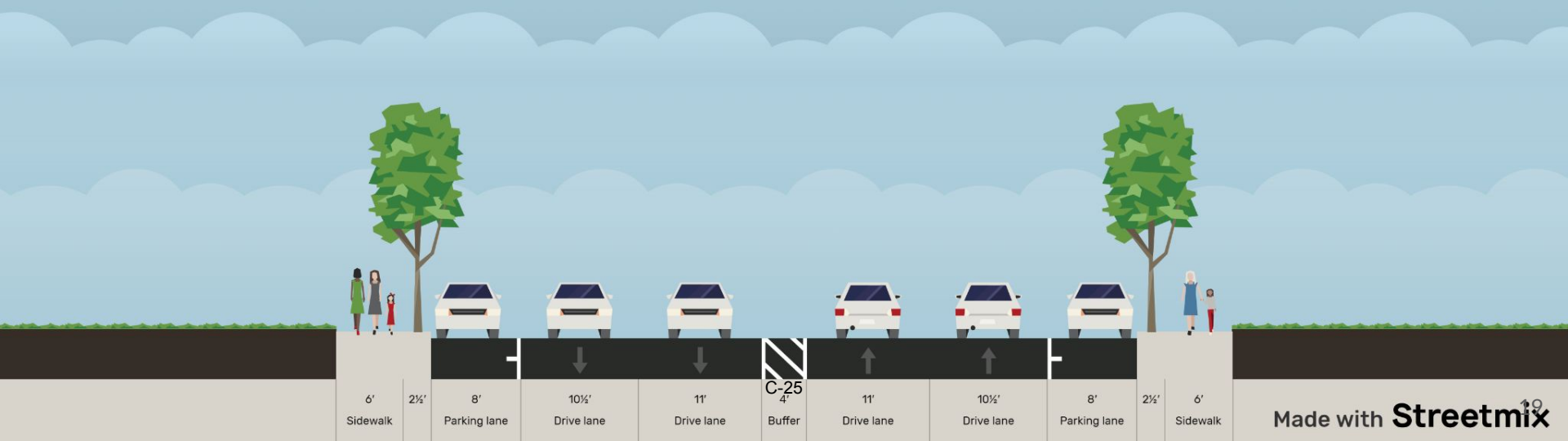
Santa Monica Blvd between A Cut Above & St...



New Parking Zone by CVS



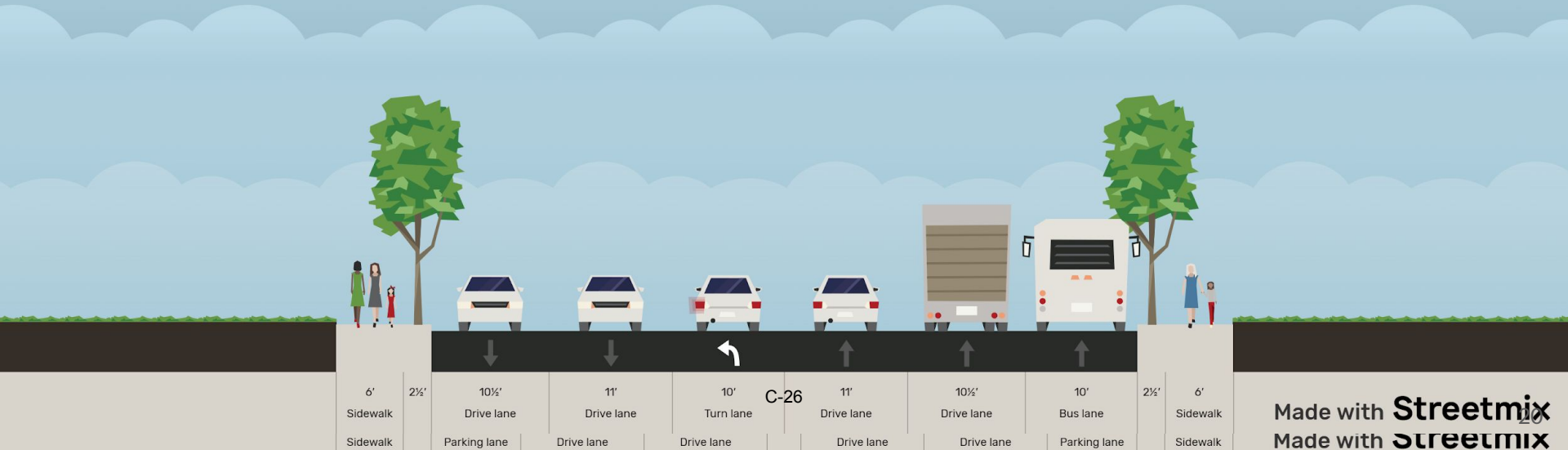
Santa Monica Blvd between 25th St & 25th Ct



Remains as is.



Santa Monica Blvd between 25th ct & 26th st



Carey Upton
 Chief Operations Officer
 Santa Monica-Malibu Unified School District
 1651 16th Street
 Santa Monica, CA 90404

EIR Scoping Comments Regarding McKinley Elementary School Campus Master Plan Project (SCH #2023010230)

From Juan Matute and [Santa Monica Families for Safe Streets](#)

January 31, 2023

Santa Monica Families for Safe Streets is pleased to make the following scoping comments regarding possible environmental impacts and mitigations for the McKinley Elementary School Campus Master Plan Project and to work with the project team on further identification of improvements. Our comments are as follows:

1: The EIR should address why an EIR being prepared	1
2: The Initial Study contains at least two inaccuracies:	2
3. Scoping Comments	3
Consistency with Applicable Plans	5

(some references are both linked attached to the email containing this attachment.)

1: The EIR should address why an EIR being prepared

The Initial Study and Notice of Preparation do not address the applicability of the Class 14 Categorical Exemption “Minor Additions to Schools” or why none of the CCR § 15300.2 exemptions apply.

CCR §1 15314. MINOR ADDITIONS TO SCHOOLS Class 14 consists of minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25% or ten classrooms, whichever is less. The addition of portable classrooms is included in this exemption. Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code

None of the potentially significant effects identified in the Initial Study arise from “unusual circumstances.”

And the project appears to reduce rather than increase McKinley elementary’s capacity. The Initial statement lists McKinley Elementary’s capacity as 814 students based on CDOE guidelines. Based on an agreement with Santa Monica Malibu Classroom Teachers Association, the Capacity is 609 students. And based on districtwide educational specifications, the capacity is 550 students.

The project includes removal of 11 classrooms and addition of 8 classrooms plus some renovations, minor alterations, and a new elevator and stair core for ADA compliance and will not add to the capacity.

The Initial Study does not address how the project, combined with the implementation of applicable historical preservation standards such as Board Policy and Administrative Regulation 7113 for treatment of historical resources, is inadequate to create a “substantial adverse change” to cultural or historical resources.

The Santa Monica Malibu Unified School Districts board meeting records list purchase orders with Placeworks from 10/14/21 to 11/09/21 for the McKinley and Grant Assessment Project of \$241,518.00 and \$242,693.00 for a total of \$484,211 (see exhibit #1). Given the likely applicability of the Class 14 exemption, any public controversy shall not require preparation of an environmental impact report (PRC § 21082.2(b)).

The public should be informed about the reasoning behind SMMUSD’s decision to pursue an EIR rather than a Notice of Exemption.

2: The Initial Study contains at least two inaccuracies:

Page 6: “Most children arrive by automobile” - this is not supported by on-site observational studies. Observational studies conducted during Bike it! Walk it! Week in October 2022 document that over 90% of students arrive by modes other than automobile. These figures are based on gate counts and are available from the District’s sustainability manager.

The results below are the amount of students who did everything except drive to school:

McKinley (Wed – Fri 10/19 - 10/21)

Results:

Wed 356 / 383 = 92.9%

Thurs 351 / 386 = 90.9%

Fri 346 / 382 = 90.5%

Best,

Page 38: 3.1.4 - Pedestrian access to campus via Santa Monica Blvd is not possible because gate is locked

3. Scoping Comments

The following table is a summary of scoping comments and comments on the initial study.

IS Section		Comment
5.1c	Aesthetics - urbanized area IS inadequacy	The IS states the project does not conflict with zoning but that difference in massing “could potentially result in the degradation in the visual character and quality of public views”. This section fails to identify a possible conflict with applicable zoning or other regulations governing scenic quality
5.6a / 5.21 b	Wasteful energy / long term environmental goals Scoping comment	California Natural Resources Agency’s 2021 Climate Adaptation Strategy contains goals to mitigate health effects (indirect cause of urban heat island) and use natural solutions to mitigate climate impacts. Project’s extensive hardtop will absorb heat and warm the surrounding area, leading to additional energy use for cooling of project buildings and surrounding buildings. The EIR should explore alternative designs and materials to mitigate urban heat island effect.
5.10 c	Hydrology - discharge Scoping comment	Site plan phase 3 appears to reduce the size of track and glass play field versus existing condition. Therefore the project’s extensive hardtop, if matching existing, will be a non-permeable surface that will lead to additional discharge of water offsite. EIR should explore project design and material alternatives to mitigate water runoff from the site.
5.16 a	Recreation - access	The project site is subject to a Facility Use Agreement with the City of Santa Monica which allows for community recreational use on weekends and times when school is not in session. The

	<p>Scoping comment & proposed mitigation</p>	<p>construction phase of the project could temporarily eliminate this recreational resource, resulting in increased demand for other recreational resources in the City of Santa Monica. SMMUSD can mitigate this potential impact by maintaining community recreational access at pre-2020 (pre-COVID) levels at other SMMUSD properties during the construction phase of this project.</p>
<p>5.17 a/b</p>	<p>Transportation consistency/VMT</p> <p>Scoping comment & plan consistency</p>	<p>SMMUSD should work with the city of Santa Monica on quick-build implementation of the existing Safe Routes to School McKinley area plan (also attached) and additions proposed by Santa Monica Families for Safe Streets (also attached) and implement pedestrian and cyclist safety measures as part of Phase 1 of the McKinley construction project. By changing an entrance location, the project may affect the arrival patterns of students, parents, and staff arriving on foot and bike. Project circulation design and pedestrian/cyclist access and safety have the potential to reduce VMT and offset any additions to VMT in the project's construction phase.</p> <p>On-site mitigation measures which can be incorporated into the design include accommodating short-term bicycle parking outside of the fenced area and safely accommodating a high volume of bicycle and pedestrian flows in the new drop off/pick-up motorcourt, as district-collected data indicates that most students arrive by means other than a private vehicle due to neighborhood density and McKinley's smaller geographic catchment area. McKinley is one of 3 district elementary schools located outside of a City of Santa Monica R-1 zone, the only elementary school adjacent to the city's Mixed-Used Boulevard designation, and the only elementary school on a Boulevard, as defined in the city's Land Use and Circulation Element Street Classification. This designation is analogous to a Principal Arterial in other jurisdictions and the street is designated a principal arterial by the Federal Highway Administration. All of these factors motivate the need for safe routes to school improvements at McKinley as part of this project.</p> <p>The SCAG 2020 Regional Transportation Plan/Sustainable Communities Strategy Environmental Impact Report's air quality, transportation, and greenhouse gas determinations rely in part on off-model analysis that assumes Safe Routes to School safety enhancements. As such, the project should fund implementation of quick-build (low-cost) of Safe Routes to School safety enhancements within the school zone (extending approximately 1,000 feet from school grounds). Failure to implement Safe Routes to School Safety Enhancements would create an inconsistency with an applicable programmatic EIR and require additional environmental review to assess the impacts of the absence of Safe</p>

		<p>Routes to School Safety Enhancements on SCAG’s off-model analysis for purposes of federally-mandated air quality conformity, state-mandated greenhouse gas targets, post-SB 743 transportation impacts, safety, and other possibly applicable environmental review criteria.</p> <p>Transportation safety improvements are not just to protect student safety and health. They are a required environmental mitigation identified in applicable plans, part of an integrated transportation and land use planning effort to reduce greenhouse gas emissions. See the extended plan consistency comments below for more information on the nexus between self streets improvements and environmental mitigation.</p> <p>Quick-build mitigations are an authorized expenditure for the source of funds used for the project. The text of Measure SMS, adopted by Santa Monica voters in 2018, allows SMMUSD to use bond proceeds for traffic control devices. California’s Manual of Uniform Traffic Control Devices includes flexible delineators and posts, speed feedback signs, crosswalk markers, and crosswalk barricades. This definition includes US Reflector Model K71 flexible traffic posts that can be used for pedestrian and bicyclist safety (see exhibit #2 for an example in the City of Los Angeles), a current best practice for quick-build street safety projects. This definition also includes speed feedback signage such as TrafficCalm IQ series or school-specific applications from TAPCO.</p>
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Consistency with Applicable Plans

Plans with Programmatic EIRs

The [SCAG Regional Transportation Plan 2020 \(Connect SoCal\)](#) is a state and federally required plan with a programmatic Environmental Impact Report to ensure consistency with air quality regulations and SB 375 greenhouse gas reduction targets. This plan articulates investments and strategies necessary to reduce VMT and greenhouse gas emissions from transportation.

Applicable sections of this plan include but are not limited to:

- “Across the SCAG region, transportation and land use decisions are shaping neighborhoods, while also influencing the health outcomes of residents. The way a community is designed impacts the likelihood that a person will bike or walk to school, work, or local shops; have access to healthy food or parks; and breathe air that is free of pollutants”

- “Access to opportunities such as jobs, schools and healthcare is critical to the well-being of all segments of our society. Equitable access to such opportunities still remain a challenge. Minority and low-income populations tend to live in areas that have relatively fewer opportunities and services”
- The plan will “**reduce automobile vehicle miles traveled** by increasing the number of trips accomplished by walking, bicycling and the use of micro-mobility devices. These strategies include building physical infrastructure such as local and regional bikeways, **sidewalk and safe routes to schools pedestrian improvements**, regional greenways and first-last mile connections to transit. In addition to reducing vehicle miles traveled, these strategies will improve air quality and public health by reducing emissions and increasing levels of physical activity.
- The assumption that safe streets infrastructure projects will be implemented as part of the plan’s overall environmental assessment to reduce greenhouse gas emissions and vehicle miles traveled is stated in the plan and documented in a technical report: “The Active Transportation Mode Share performance measure reports the share of work trips, and all trips that use active transportation (walking, bicycling, and other human-powered transportation) using the SCAG Activity-Based Model (ABM). Due to the general lack of data collected regarding active transportation infrastructure, SCAG conducted an additional “off-model” analysis for Connect SoCal. This analysis takes into account Safe Routes to School safety enhancements, first-last mile improvements, pedestrian infrastructure improvements, and bike share and micro-mobility. While the ABM shows active transportation mode share of 8.7 percent for walking (all trips) and 2.1 percent for bicycling (all trips), the most accurate Connect SoCal mode share estimate includes an addition of 1.3 percent for walking (all trips) and 0.4 percent for bicycling (all trips) for a total of 10 percent walking mode share (all trips) and 2.5 percent bicycling mode share (all trips). Additional details on the active transportation off-model analysis can be found in the [Active Transportation Technical Report](#).”

Plans without dedicated environmental review

Two plans are consistent with the City of Santa Monica’s Land Use and Circulation Element, which has a programmatic EIR with possibly-applicable city-wide mitigation measures.

The [Santa Monica Pedestrian Action Plan](#) “recognizes and celebrates walking as a core part of Santa Monica’s identity and character, while laying out a specific vision, standards, priority projects, and programs to guide improvements through 2031.” The Plan includes many statements and capital plans that are applicable to the project:

- “Residents felt strongly that students should be encouraged to walk or bike to school, and that they should feel safe doing so. Santa Monica’s neighborhood-based schools, where most students attend the school closest to their home, gives most of the school population the opportunity to walk to school.”
- “The Plan calls for the various capital projects to be completed within a 5-year, 10-year, or 15-year timeframe, depending on project readiness, funding, and priority. Short-term

projects include new curb ramps, signal timing changes, pavement markings along paths to schools”

- “Many schools, local institutions, and employers have embraced walking as a means to combat obesity with physical activity. Starting the day with walking improves students’ readiness to learn and employees’ ability to remain focused and energized. It is estimated that 31 percent of Santa Monica elementary and middle schools students walk to school.”
- Goal 1: Vision Zero - action VZ 8- ”Institutionalize street safety education for children K-12 in partnership with the Santa Monica-Malibu Unified School District.”
- Goal 5: Walking as the First Choice. Action WC 8- “Increase the number of children walking to school regularly by expanding the Safe Routes to School Program.”
- Goal 6: A barrier free network. BN 7- “Improve Safe Routes to School including actions to deploy crossing guards, build projects, and develop programs to connect students walking to school”
- The plan identifies capital projects near schools including “New tree wells, permeable paving in dirt parkways heavily used by pedestrians, potential benches and trash receptacles at 8 locations at perimeter of all public K-12 schools”

The plan identifies the area surrounding McKinley elementary as a location with a high student walking demand.



The [Santa Monica Bike Action Plan](#) was amended in 2020. The Plan includes a vision for critical bikeway connections between schools. In this plan is a [bikeway vision](#) which includes a protected bikeway on Arizona and priority connection on Chelsea Avenue adjacent to the McKinley Elementary property.

Exhibit #1: SMMUSD Purchase Order Board List for PlaceWorks

Report ID: FIN-PROC-0099		Santa Monica Malibu Unified School District						
Run Date: 11/10/2021		Purchase Order Board List						
Run Time: 9:19:13 AM		From 10/14/21 - To 11/09/21						
PO Approval Date	PO Number	Change Order Number	Document Description	Vendor	Doc School Location/ Dept	Accounting Distribution	Acctg Line Amount	Open Acctg Line Amount
10/27/21		12	CONTACT AWARDED FOR DISTRICTWIDE FF&E PROJECT	0000105212-CROWN WORLDWIDE MOVING AND STORAGE LLC	BUSINESS OFFICE	21.9-90101.1-92719-85000-5838-0702600	\$0.00	\$0.00
		12	CONTACT AWARDED FOR DISTRICTWIDE FF&E PROJECT	0000105212-CROWN WORLDWIDE MOVING AND STORAGE LLC	BUSINESS OFFICE	21.9-90102.1-92719-85000-5838-0082600	\$12,804.76	\$0.00
		12	CONTACT AWARDED FOR DISTRICTWIDE FF&E PROJECT	0000105212-CROWN WORLDWIDE MOVING AND STORAGE LLC	BUSINESS OFFICE	21.9-90102.1-92719-85000-5838-0102600	\$32,568.56	\$7,666.61
		12	CONTACT AWARDED FOR DISTRICTWIDE FF&E PROJECT	0000105212-CROWN WORLDWIDE MOVING AND STORAGE LLC	BUSINESS OFFICE	21.9-90102.1-92719-85000-5838-0192600	\$15,215.87	\$7,296.08
CT-64980-0500000-210000000008-14-Modification							\$369,059.27	\$121,987.73
10/27/21	CT-64980-0500000-2 20000000028-1-New		CONTRACT AWARDED FOR MCKINLEY & GRANT ASSESSMENT PROJECT	0000039508-PLACEWORKS INC	BUSINESS OFFICE	21.9-90101.2-92721-85000-5828-0032600	\$241,518.00	\$241,518.00
			CONTRACT AWARDED FOR MCKINLEY & GRANT ASSESSMENT PROJECT	0000039508-PLACEWORKS INC	BUSINESS OFFICE	21.9-90101.2-92721-85000-5828-0042600	\$242,693.00	\$242,693.00
CT-64980-0500000-220000000028-1-New							\$484,211.00	\$484,211.00

Report ID: FIN-PROC-0099		Santa Monica Malibu Unified School District						
Run Date: 08/05/2022		Purchase Order Board List						
Run Time: 10:36:57 AM		From 07/14/22 - To 08/05/22						
PO Approval Date	PO Number	Change Order Number	Document Description	Vendor	Doc School Location/ Dept	Accounting Distribution	Acctg Line Amount	Open Acctg Line Amount
07/21/22	CT-64980-0500000-2 20000000028-3-Modification	1	CONTRACT AWARDED FOR MCKINLEY & GRANT ASSESSMENT PROJECT	0000039508-PLACEWORKS INC	BUSINESS OFFICE	21.9-90101.2-92721-85000-5828-0032600	\$241,518.00	\$182,725.64

Report ID: FIN-PROC-0099		Santa Monica Malibu Unified School District						
Run Date: 08/05/2022		Purchase Order Board List						
Run Time: 10:36:57 AM		From 07/14/22 - To 08/05/22						
PO Approval Date	PO Number	Change Order Number	Document Description	Vendor	Doc School Location/ Dept	Accounting Distribution	Acctg Line Amount	Open Acctg Line Amount
07/21/22	CT-64980-0500000-2 20000000028-3-Modification	1	CONTRACT AWARDED FOR MCKINLEY & GRANT ASSESSMENT PROJECT	0000039508-PLACEWORKS INC	BUSINESS OFFICE	21.9-90101.2-92721-85000-5828-0042600	\$242,693.00	\$194,909.89
CT-64980-0500000-220000000028-3-Modification							\$484,211.00	\$377,635.53

Exhibit #2: Example of safe streets design using K71 flex-post bollards in the City of Los Angeles.



SAFE ROUTES TO SCHOOL

MCKINLEY ELEMENTARY

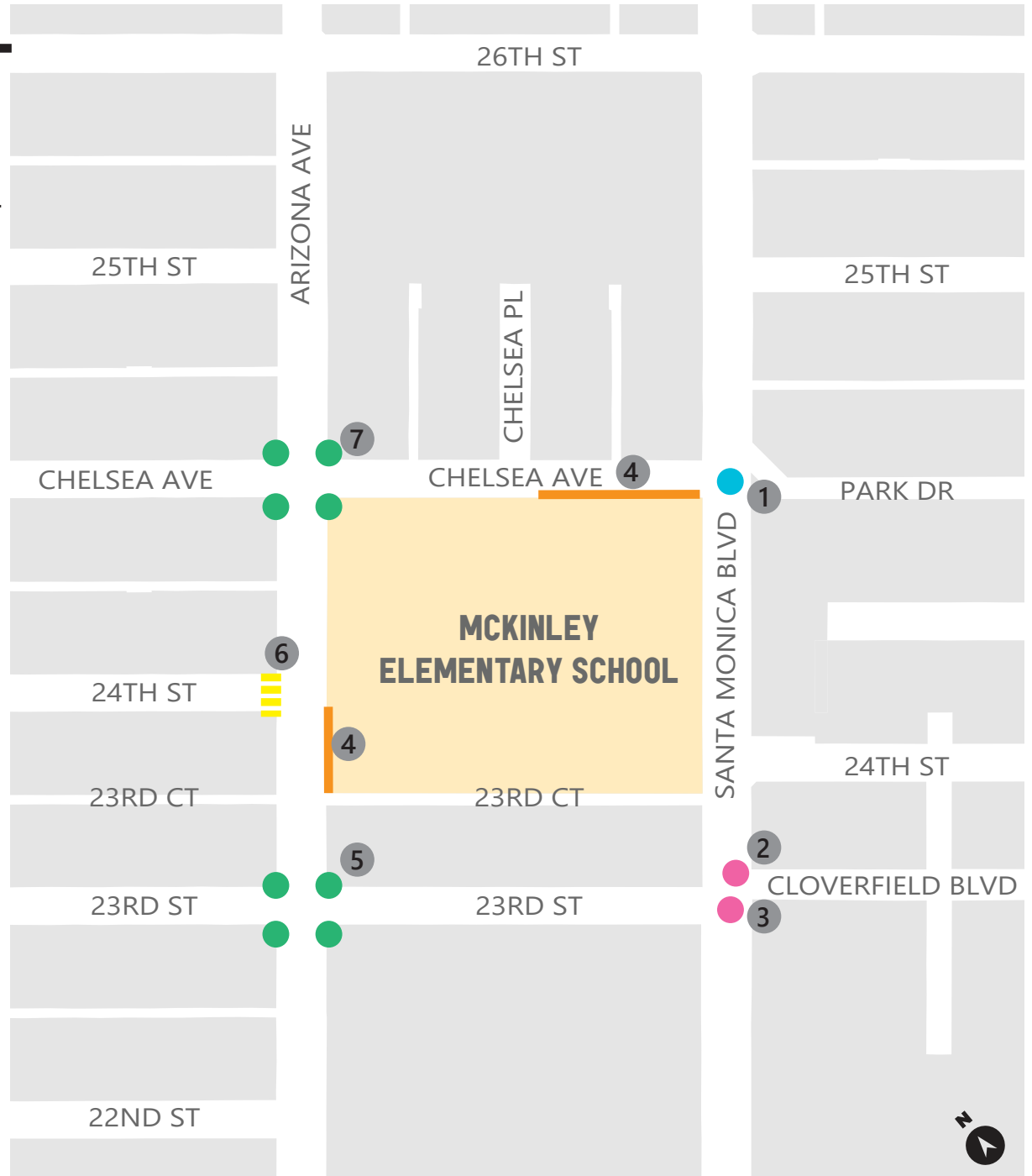
PROPOSED IMPROVEMENTS

GENERAL IMPROVEMENTS ADJACENT TO SCHOOL

- Evaluate drop-off & pick-up and access to school
- Evaluate pavement markings and signage
- Evaluate condition of ramps and ADA compliance
- Evaluate existing lighting

SPECIFIC IMPROVEMENTS BY LOCATION

- 1 Santa Monica Blvd & Chelsea Ave**
Analyze feasibility of new striping and signage to reduce left turn conflicts
- 2 Santa Monica Blvd & Cloverfield Blvd**
Evaluate signal timing and phasing
- 3 Santa Monica Blvd & 23rd St**
Evaluate signal timing and phasing
- 4 Arizona Ave & Chelsea Ave**
Evaluate drop-off and pick-up zones to reduce conflict points
- 5 Arizona Ave & 23rd St**
Analyze feasibility of curb extensions at all corners
- 6 Arizona Ave & 24th St**
New high visibility crosswalk
- 7 Arizona Ave & Chelsea Ave**
Analyze feasibility of curb extensions at all corners



City Council Meeting: November 12, 2019
Agenda Item: 3.D

To: Mayor and City Council
From: David Martin, Director, Transportation Planning
Subject: Award Contract and enter into Agreement with Stantec Consulting Services, Inc. for Design Services for Safe Routes to School (SRTS) Pedestrian Improvements at Six Schools Project

Recommended Action

Staff recommends that the City Council authorize the City Manager to negotiate and execute an agreement with Stantec Consulting Services, Inc., a Canada-based company, to provide transportation planning and engineering design services in an amount not to exceed \$470,000 for the Safe Routes to School (SRTS) Pedestrian Improvements at Six Schools Project.

Summary

The City Council identified Mobility and Access as one of six top framework priorities for the FY 2019-21 biennial budget and committed to a Vision Zero target of eliminating fatalities and serious injuries from traffic collisions by 2026. The Safe Routes to School (SRTS) Pedestrian Improvements at Six Schools Project was established to help achieve Mobility and Access and Vision Zero goals. This project would encourage walking and bicycling to six schools by enhancing access and safety conditions surrounding McKinley Elementary, Edison Language Academy, Santa Monica Alternative Schoolhouse, John Muir Elementary, Franklin Elementary, and Grant Elementary.

Staff solicited proposals from four pre-qualified transportation planning and engineering design consultants to expedite delivery of project design. The shortlist of pre-qualified consultants was established through Request for Qualifications (RFQ) #183 to streamline the consultant selection and contract execution process in anticipation of locally-funded projects delivering needed improvements in support of Vision Zero. Staff recommends Stantec Consulting Services, Inc. to provide transportation planning and engineering design services for this project in an amount not to exceed \$470,000.

Discussion

Council formally established the City's SRTS program in 2012 in response to growing community interest in walking and bicycling to schools. The SRTS program aims to make taking active transportation to school a customary part of everyday life and includes the Bike It Walk It encouragement events each fall and spring, safety training for students and their parents, outreach and events, and infrastructure improvements. Both the 2011 Bicycle Action Plan and 2016 Pedestrian Action Plan identify the SRTS program as providing a range of strategies integral to encouraging walking and bicycling to schools. The Bicycle Action Plan calls for SRTS to focus on infrastructure improvements at conflict zones and evaluate program and network effectiveness in increasing bicycle mode share of school children. The Pedestrian Action Plan identifies the SRTS program as aiding in the implementation of infrastructure improvements that support walking and bicycling and references a systematic evaluation of streets within a quarter mile of the city's K-12 schools to help prioritize improvements.

In spring 2017, as part of the City's SRTS program, staff conducted walk audits in partnership with students, parents, and faculty at six schools: McKinley Elementary, Edison Language Academy, Santa Monica Alternative Schoolhouse, John Muir Elementary, Franklin Elementary, and Grant Elementary. The audits involved a walking tour of key access routes to and from each of the schools. Audit participants then identified safety concerns and developed an improvement plan for each school to address barriers to walking and biking. In October 2018, the SRTS Walk Audit Report was released and includes preliminary recommendations including, but not limited to, curb extensions, curb ramp improvements, new or improved crosswalks, installation of rectangular rapid flashing beacons (RRFBs), pavement markings and signage enhancements, enhanced bicycle accommodations, lighting enhancements, and modifications to on-street parking and short-term loading regulations to better facilitate school pick-up and drop-off needs.

The SRTS Pedestrian Improvements at Six Schools Project would refine and advance the recommendations identified for the six schools in the 2018 SRTS Walk Audit Report. The final deliverables would be a City approved, community supported, and technically

vetted final construction-ready Plan, Specifications, and Estimate (PS&E) package for all six schools.

Pre-Qualified List

The standard procurement processes for Mobility capital projects were designed for locally- and/or federally-funded projects and correspondingly require more time for consultant selection and contract execution. In order to streamline the procurement process for locally-funded projects and save time for staff to obtain and review proposals, staff sought Council authorization to establish a shortlist of pre-qualified consultants (Attachment A). The shortlist consultants would competitively bid on locally funded projects as needed and would follow standard procurement thresholds. On November 13, 2018, Council approved staff’s recommendation to establish a pre-qualified list for Transportation Planning and Engineering Design Services as part of RFQ #183 consisting of Toole Design Group, Fehr & Peers, KOA Corporation, and Stantec Consulting Services, Inc. (Attachment B).

Consultant Selection

Bidder Recommendation	
Best Bidder	Stantec Consulting Services, Inc.
Evaluation Criteria (include all that apply)	Project understanding and approach; the ability, capacity and skill of the bidder to perform services; the capacity of the bidder to perform the contract or provide the service promptly, within the time specified, and without delay or interference; the character, integrity, reputation, judgment, training, experience and efficiency of the bidder; price and cost control that will further the intent set forth in Section 608 of the City Charter. The City shall have absolute discretion in determining the applicability and weight of the criteria listed above. The City is not required to select the bid with the lowest price.
Municipal Code	SMMC 2.24.073

Submittals Received			
Stantec Consulting Services, Inc.	\$377,601	KOA Corporation	\$582,070

Bid Data					
Date Posted	Posted On	Advertise In (City Charter & SMMC)	Vendors Emailed	Submittals Received	Date Publicly Opened
5/9/2019	N/A, RFP emailed to four pre-qualified consultants		4	2	6/12/2019

Best Bidder Justification
Following a review of submittal requirements, both proposals were accepted and

evaluated by a selection panel consisting of staff from the Planning and Community Development Department. Based on the criteria, the selection panel recommended Stantec Consulting Services, Inc. as the best qualified firm to provide transportation planning and engineering design services for this project based on its strong understanding of the project's scope and deliverables, detailed project approach, expertise of key staff on the project team, and competitive cost proposal.

Next Steps

Upon approval by Council, Stantec Consulting Services, Inc. would begin design work pursuant to an executed professional services agreement. The final PS&E package is estimated to be complete by December 2020 in order to facilitate construction to begin in summer 2021.

Past Council Actions

<i>Meeting Date</i>	<i>Description</i>
06/28/16 (Attachment A)	Council gave staff direction to pilot or implement new methods for procurement.
11/13/18 (Attachment B)	Council approved staff's recommendation to establish a pre-qualified list for Transportation Planning and Engineering Design Services consisting of four vendors.

Financial Impacts and Budget Actions

Staff seeks authority to approve funding from the Gas Tax Fund Capital Improvement Program budget to award a professional services agreement to Stantec for the SRTS Pedestrian Improvements at Six Schools Project.

Professional Services Agreement Request		
FY 2019-20 Request Amount	CIP Account #	Total Contract Amount
\$470,000	C2607300.689000	\$470,000

Prepared By: Joseph SanClemente, Principal Transportation Planner

Approved

Forwarded to Council



David Martin, Director

11/5/2019



Rick Cole, City Manager

11/5/2019

Attachments:

- A. June 28, 2016 Staff Report (Web Link)
- B. November 13, 2018 Staff Report (Web Link)
- C. Oaks - Stantec Consulting Services

Comment R4

From: Juan Matute <jmatute@gmail.com>
Sent: Tuesday, January 31, 2023 9:25 PM
To: Upton, Carey <cupton@smmusd.org>
Subject: Re: CEQA Scoping Comment - McKinley Master Plan EIR

CAUTION! This EXTERNAL email from jmatute@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Carey,

Please disregard the McKinley Bike_Walk Safety Improvements attachment with Santa Monica Families for Safe Streets proposals. This revision hides some slides that are not part of the current iteration of our group's proposal.

On Tue, Jan 31, 2023 at 9:15 PM Juan Matute <jmatute@gmail.com> wrote:

Carey,

Santa Monica Families for Safe Streets is pleased to make the following scoping comments regarding possible environmental impacts and mitigations for the McKinley Elementary School Campus Master Plan Project and to work with the project team on further identification of improvements.

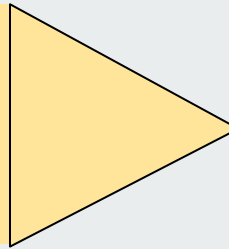
Please see the attachments.

-Juan Matute



McKinley Elementary Safety Improvements

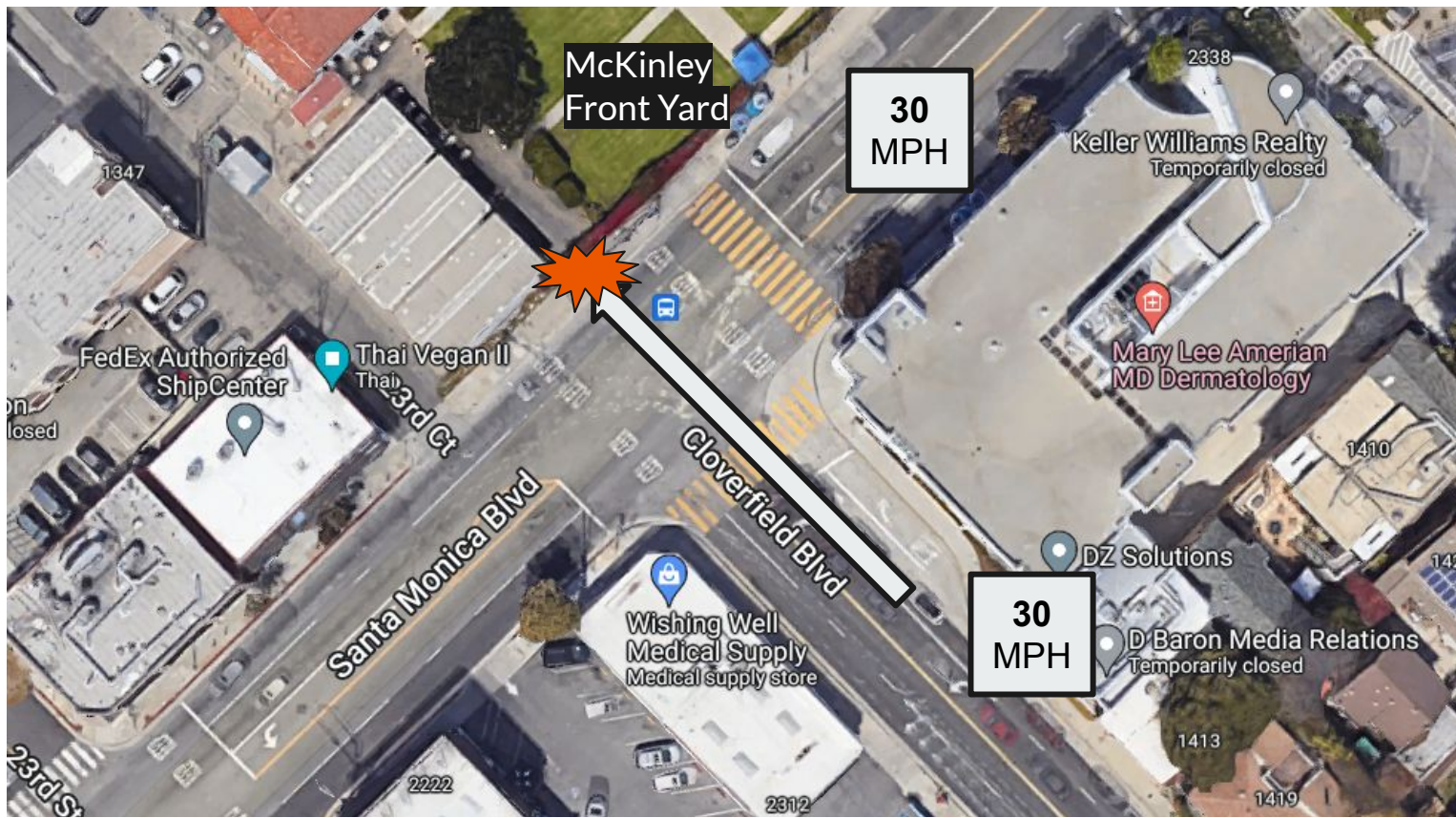
Click through this presentation
to see safety vulnerabilities and
possible improvements



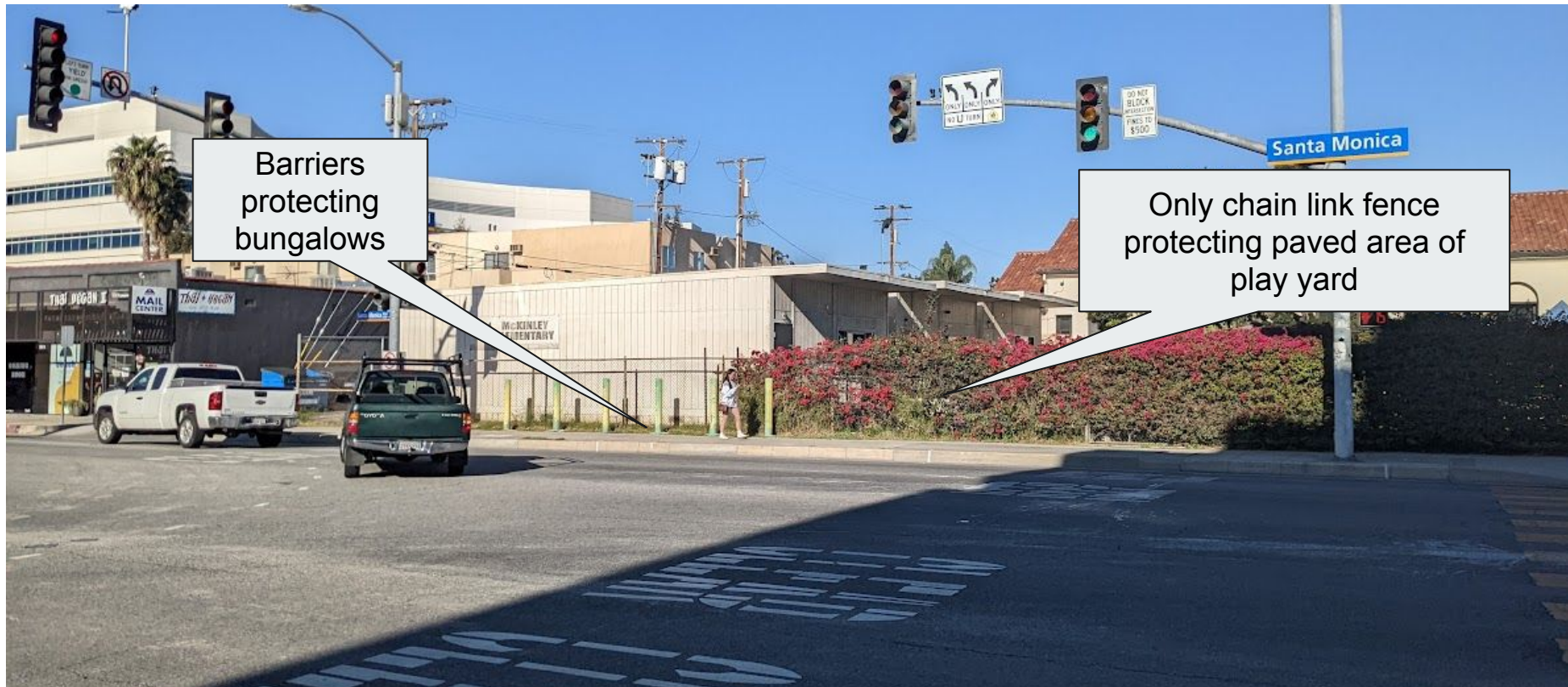
Objective #1: Protect School Yard



- Dangerous condition at T intersection of Cloverfield and Santa Monica Boulevard
- Bungalow protected but not play yard



Unprotected conflict point adjacent to Bungalows



Barriers
protecting
bungalows

Only chain link fence
protecting paved area of
play yard

Lack of protection

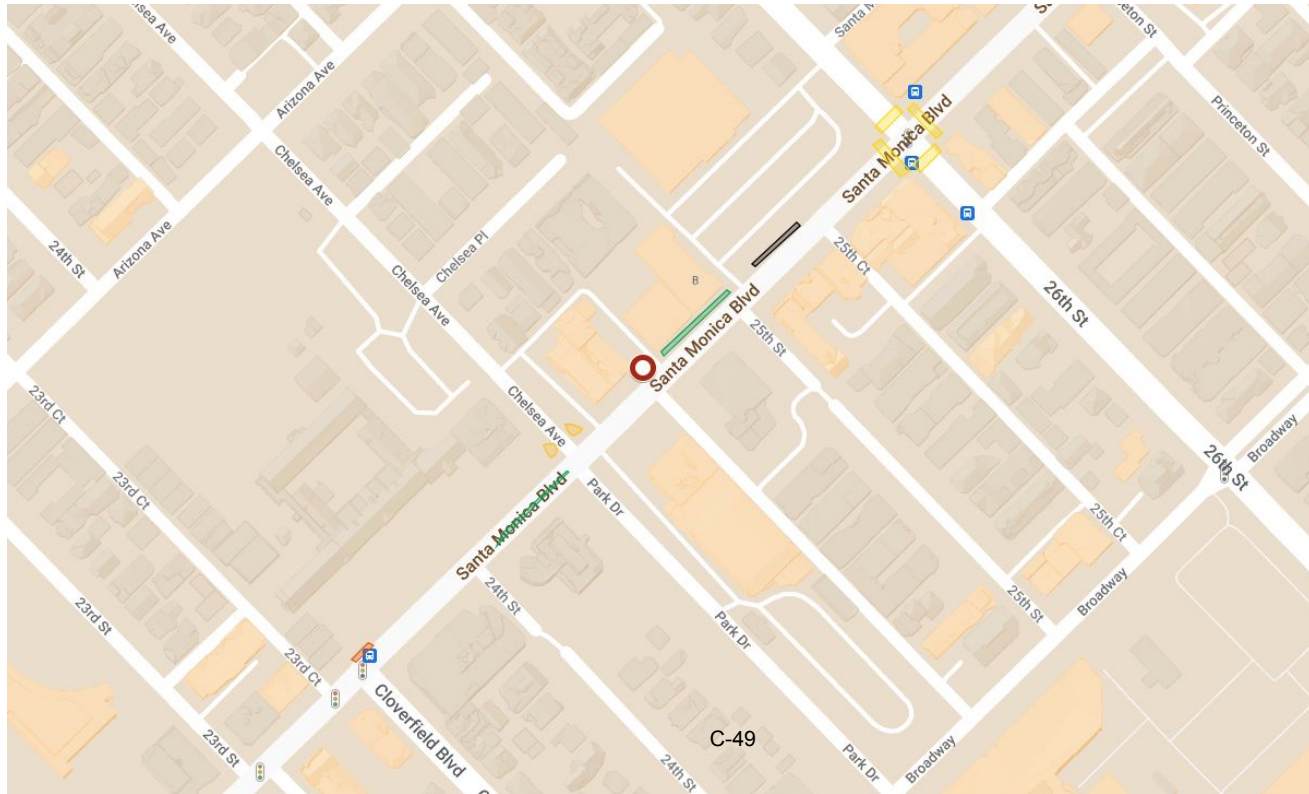
Easy Solution

K-Rail or Jersey Barrier (same device) to protect play yard

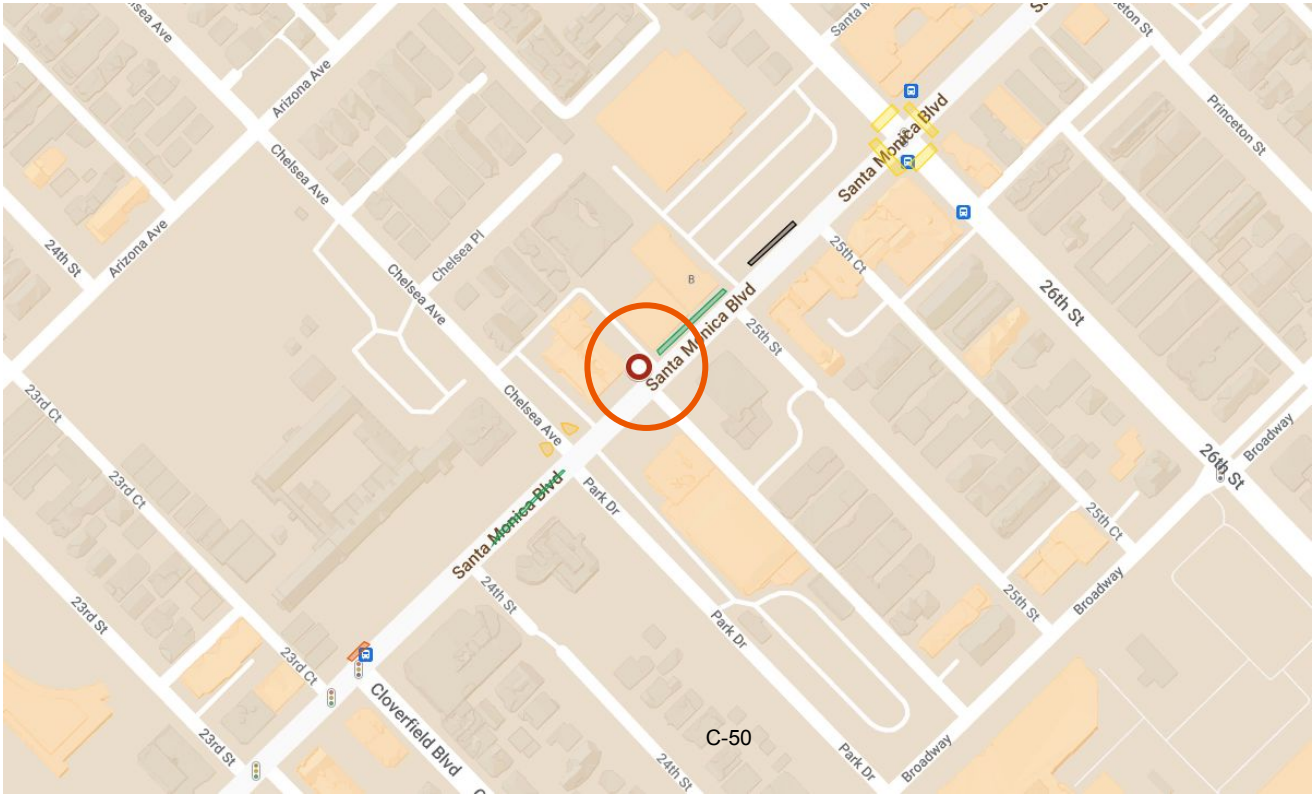
- Concrete or water-filled
- Easy to install
- Can be purchased and delivered in <2 weeks



Objective #2: Protect journey to school



Intervention #1: Speed Feedback Sign



Speed feedback sign on Santa Monica Blvd

- Standard traffic control device
- Used throughout city
- Speed limit sign was not visible much of 21-22 until requested tree trimming

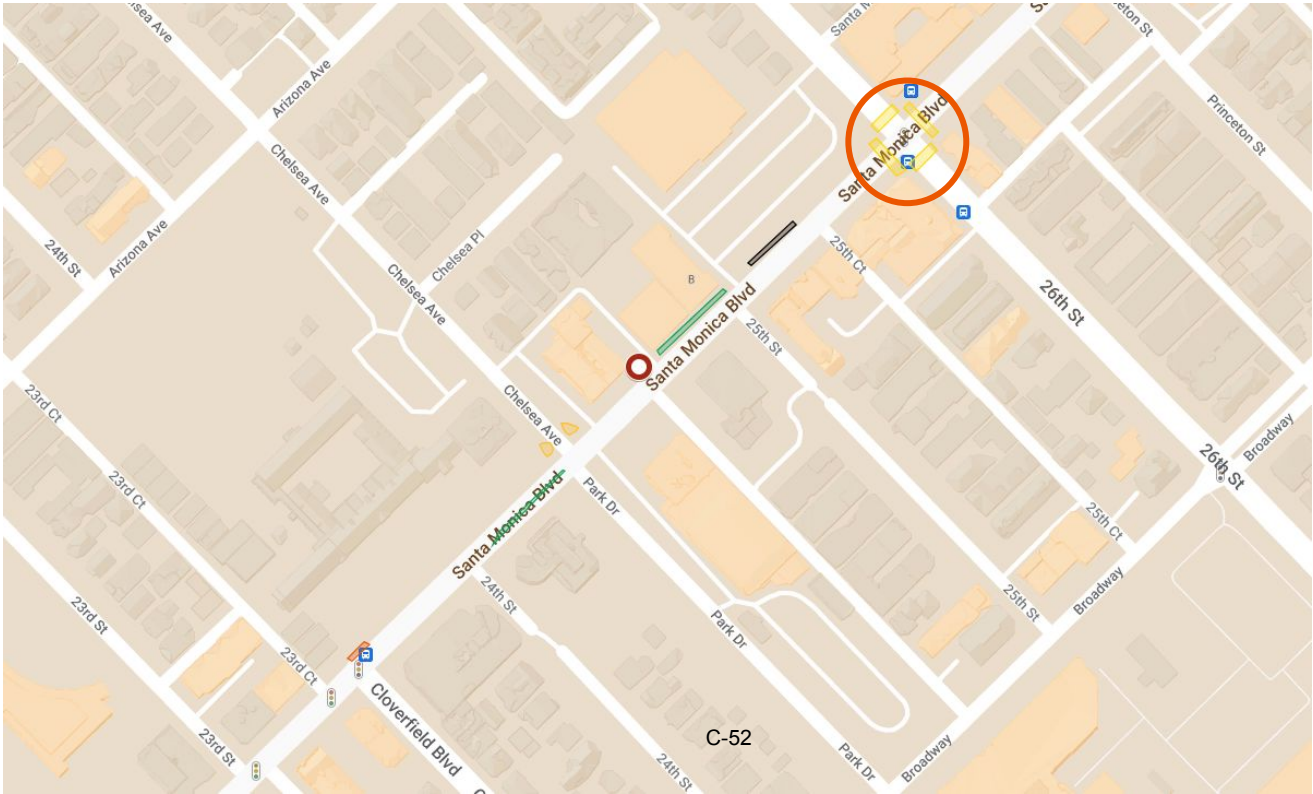


Speed limit sign obscured by tree Feb 18 2022



Possible future condition with speed feedback sign

Intervention #2: School Crosswalk



Yellow crosswalk (School) at 26th and Santa Monica

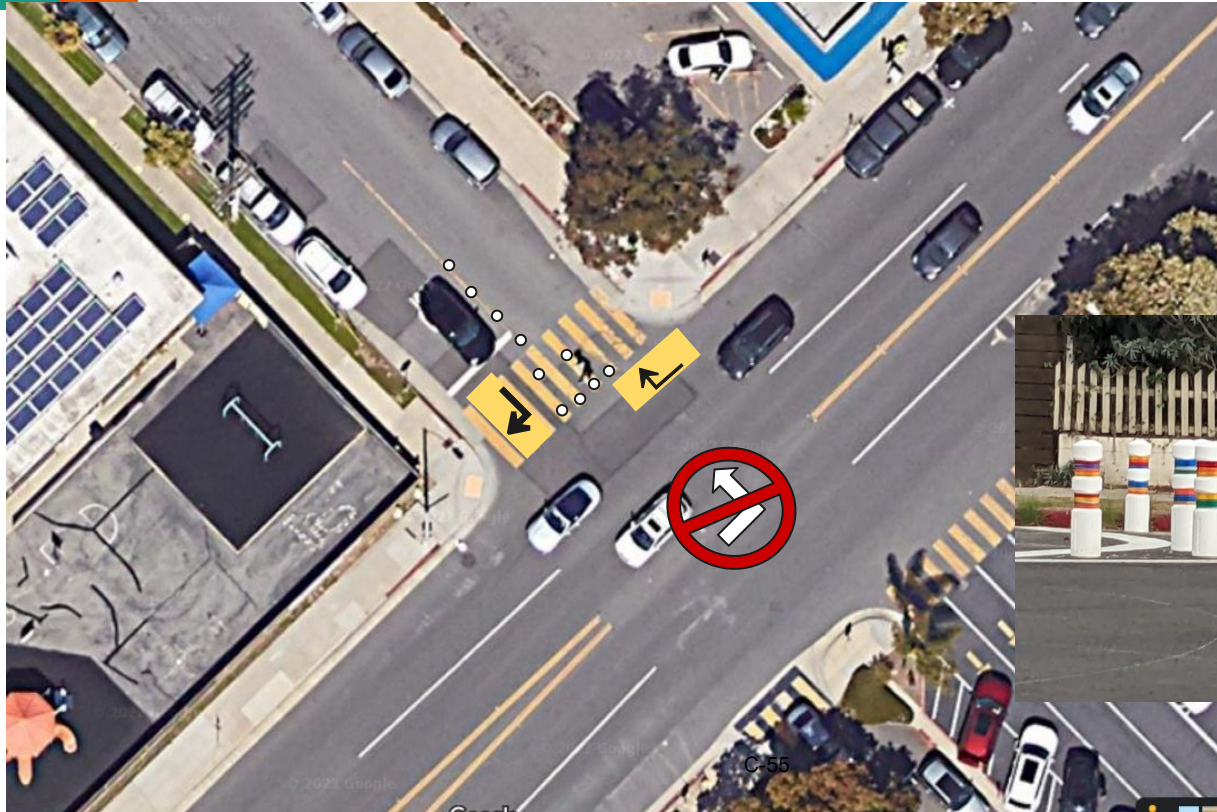
- Vehicle Code [21638](#) allows a city to install a yellow crosswalk within 600 feet of school grounds
- VC 21638 also allows cities to install crosswalks beyond 600 feet if there is no other crosswalk other than those contiguous to the school and it appears that the facts and circumstances warrant the crosswalks for the protection and safety of persons attending the school
- Santa Monica & 26th is 675 feet from school grounds and meets this second condition



Intervention #3: Diverter and New Traffic Flow



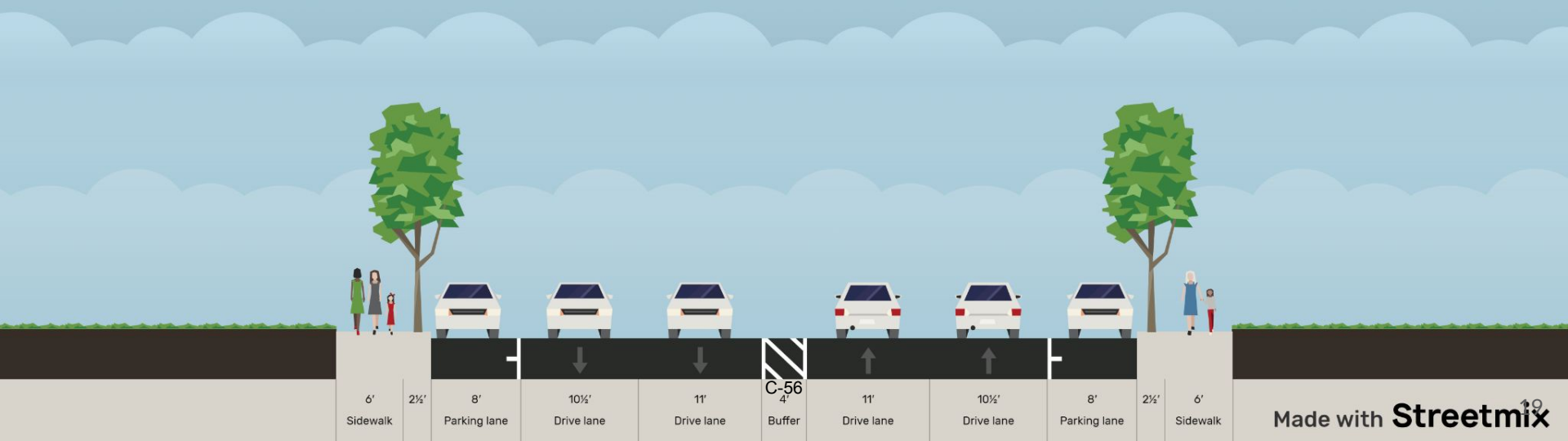
Intervention #3: K-71 Flex Posts Establish Diverter



New Parking Zone by CVS



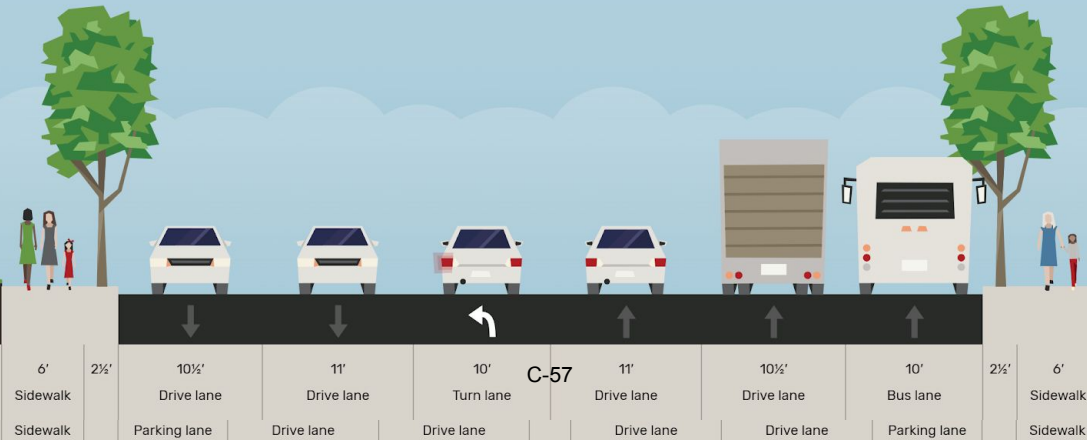
Santa Monica Blvd between 25th St & 25th Ct



Remains as is.



Santa Monica Blvd between 25th ct & 26th st



Comment R5

From: Sirinya Matute <sirinya.matute@gmail.com>

Sent: Tuesday, January 31, 2023 7:41 PM

To: Upton, Carey <cupton@smmusd.org> **Subject:**

McKinley EIR meeting tonight

CAUTION! This EXTERNAL email from sirinya.matute@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Juan wasn't sure who you were and whether you were in attendance. But he did take our first grader, who loved the slides of his future classrooms. Please let your team know that the direct beneficiaries - the kids - are super excited. Thank you and your team for your unwavering commitment to these projects.

Comment #15

From: Ron Groezinger <ron310415@yahoo.com>
Sent: Tuesday, January 31, 2023 2:19 PM
To: Upton, Carey <cupton@smmusd.org>
Cc: JOHN AGOGLIA <jagog@aol.com>
Subject: [Possible SPAM] McKinley Construction Objections

CAUTION! This EXTERNAL email from ron310415@yahoo.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr Upton,
I'm following up today regarding an earlier email sent to you last week.

To reiterate, I feel that this project to transform the McKinley Campus in such a radical way will impact the neighborhood that I've lived for the past twenty years into something unrecognizable.

I live in the 1300 block of 23rd Street with my bedroom facing East .
Apparently the plan to expand @ reimagine the McKinley Campus will , with no doubt in my mind , have a negative impact to those of us that live here will be exposed to a litany of problems for years to come including the 5 years of construction!

The destruction and removal of the garden at 23rd Court which has been a mainstay in the neighborhood for one hundred years along with old growth trees in order to facilitate a parking lot ! Loss of cherished Green Space ! That's awful!

More parking lots ?
Destroy and replace playgrounds that were replaced recently?

Building a two story structure just yards from my bedroom which will block the sky and no doubt redirect air patterns as well - Creating a canyon on 23rd Court !

I understand that the new classrooms will include balconies! Why ?

No more privacy!

Why face West towards my residence?

Will I be forced to close the blinds 24/7 ?

Hey , here's an idea !

Put your new buildings on the Santa Monica Blvd side !

Do you realize that 23rd Court is heavily trafficked? Thus redirecting the exhaust fumes !

So we'll have five years of continuous construction, air pollution , noise pollution at all hours, 6 days a week if you're successful in extending construction hours !

By the way , the majority of people who live on the 1300 block are Senior Citizens and that includes me too !!
So the concerns that I'm facing with my neighbors will be compounded by our ages !

I don't understand why this project is being fast tracked when a number of other campuses in Santa Monica are headed in the same direction?

Where will the students go ?

Is there any concern for their health and safety ?

Yes I , along with my neighbors, are not happy to hear of these highly intrusive plans that will affect those who actually live , pay mortgages or rent here !

Comment R7

From: Anna Alexis <annamalexis@yahoo.com>
Sent: Monday, February 6, 2023 4:36 PM
To: cupton@smmusd.org <cupton@smmusd.org>
Cc: 'JOHN AGOGLIA' <jagog@aol.com>
Subject: McKinley School opposition letter

CAUTION! This EXTERNAL email from annamalexis@yahoo.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Upton, please find attached the opposition letter for construction at McKinley School.

Best

Anna Alexis

1250 Chelsea Ave. #D, Santa Monica, CA 90404

Mr. Cary Upton,

I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends.

The traffic you site can easily be mitigated by starting school 30 min earlier or 30 min later and having separate entrances for construction and students and traffic issues carry no weight on Saturdays, after 4 pm on weekdays, or during summer.

I am strongly opposed to any posting of no parking signs on area streets as this is a congested area with not enough parking as it is and cannot accommodate any additional loss of residential parking.

I am strongly opposed to any outdoor lighting pointed at or reaching any residents this would cause a permanent infringement of my quiet enjoyment of my home.

I am strongly opposed to outdoor 2nd story classrooms facing residential homes as it will cause a permanent infringement of my quiet enjoyment of my property. This plan also goes against your stated goal of providing added security for students as the exterior classrooms should face into the school, so you have control of what the students see and hear.

I strongly object to the decision in your preliminary environmental report that visuals have a minor impact as the city of Santa Monica, the county of Los Angeles, and the state of California are all proponents of open spaces. The Santa Monica Blvd side of McKinley is already surrounded by multi story buildings whereas other areas are not.

This needs to be openly studied for adverse effects.

After reading the various OSHA studies on the health risks of construction sites including noise, toxins, etc. which have permanent effects, with the children being the most at danger, mitigating steps must be taken including the following:

- A sound mitigating wall at an appropriate height to mitigate sound and pollution needs to be erected before any other construction begins it should fully enclose the site. This wall should include any staging area in addition to sound mitigating gates to be kept closed except for entry and exit. All construction crew, equipment, and supplies should be in this zone. This will add a minimum amount of safety for the students as well as the neighbors.
- Environmental air testing reports to be taken at least twice a week to ensure the environment is still at governmental standards during this process. I request a copy of these reports.

(cont.)

- A 24-hour contact person to help mitigate issues as they arise.
- All decibel levels studies taken to establish your noise baseline be made public and to include times and locations. This should also include your Saturday noise level studies.

This is not an exhaustive list but due to the time restrictions you are imposing on the neighborhood I cannot be sure I've touched on everything; therefore, I request additional time to study this proposed project.

Name (Print)

Anna Alexis

Address

1250 Chelsea Ave Apt.D,Santa Monica, CA 90404

Email Address

Annamalexis@yahoo.com

Phone

310-453-3626

Signature

Anna M Alexis .

Comment R8

From: Bobby Alexis <bobbyalexis@gmail.com>
Sent: Monday, February 6, 2023 5:15 PM
To: cupton@smmusd.org <cupton@smmusd.org>
Cc: jagog@aol.com <jagog@aol.com>
Subject: McKinley school construction <> opposition letter

CAUTION! This EXTERNAL email from bobbyalexis@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Cary Upton,

Please find the attached opposition letter re: McKinley School construction.

CC'ing John Agoglia.

Best,
Bobby Alexis
1250 Chelsea Ave, #B Santa Monica, CA 90404

Mr. Cary Upton,

I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends.

The traffic you site can easily be mitigated by starting school 30 min earlier or 30 min later and having separate entrances for construction and students and traffic issues carry no weight on Saturdays, after 4 pm on weekdays, or during summer.

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Name (Print)

Bobby Alexis

Address

1250 Chelsea ave. Apt B Santa Monica CA 90404

Email Address

bobbyalexis@gmail.com

Phone

3109801006

Signature



Comment R9

From: Erin Herrmann <erin.s.herrmann@gmail.com>
Sent: Monday, February 6, 2023 7:31 PM
To: Upton, Carey <cupton@smmusd.org>
Cc: JOHN AGOGLIA <jagog@icloud.com>
Subject: McKinley Elementary School construction

CAUTION! This EXTERNAL email from erin.s.herrmann@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Upton,

Please see my letter attached regarding the construction project for McKinley elementary.

Thank you,
Erin

Mr. Cary Upton,

I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends.

The traffic you site can easily be mitigated by starting school 30 min earlier or 30 min later and having separate entrances for construction and students and traffic issues carry no weight on Saturdays, after 4 pm on weekdays, or during summer.

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Name (Print)

Erin Herrmann

Address

1321 Chelsea Ave Santa Monica, CA 90404

Email Address

erin.s.herrmann@gmail.com

Phone

619-857-3929

Signature

Erin Herrmann

Comment R10

From: H B <hcboswell@gmail.com>
Sent: Monday, February 6, 2023 1:13 PM
To: Upton, Carey <cupton@smmusd.org>
Cc: Jagog@aol.com
Subject: McKinley Construction opposition letter

CAUTION! This EXTERNAL email from hcboswell@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Upton,
Please find attached signed letter concerning the proposed construction at McKinley.

Sincerely,
Helen Boswell
Homeowner
1248 24th St, #4 Santa Monica, CA 90404

Mr. Cary Upton,

I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends.

The traffic you site can easily be mitigated by starting school 30 min earlier or 30 min later and having separate entrances for construction and students and traffic issues carry no weight on Saturdays, after 4 pm on weekdays, or during summer.

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Name (Print)

HELEN BOSWELL

Address

1248 24th Street, #4 Sta Monica 90404

Email Address

hcboswell@gmail.com

Phone

310-804-5398

Signature

Helen Boswell

c.c. John S. Aggria .

Comment R11

From: Kristian Herrmann <kristianherrmann@gmail.com>

Sent: Monday, February 6, 2023 8:25 PM

To: Upton, Carey <cupton@smmusd.org>

Cc: jagog@icloud.com

Subject: McKinley Elementary Construction

CAUTION! This EXTERNAL email from kristianherrmann@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Upton,

Please see my letter attached regarding the construction project for McKinley elementary.

Thank you,

Kristian Herrmann

Mr. Cary Upton,

I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends.

The traffic you site can easily be mitigated by starting school 30 min earlier or 30 min later and having separate entrances for construction and students and traffic issues carry no weight on Saturdays, after 4 pm on weekdays, or during summer.

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This is not an exhaustive list but due to the time restrictions you are imposing on the neighborhood I cannot be sure I've touched on everything; therefore, I request additional time to study this proposed project.

Name (Print)

Kristin Herrmann

Address

1321 Chelsea Ave Santa Monica, CA 90404

Email Address

Kristin.herrmann@gmail.com

Phone

760-651-5007

Signature



Comment R12

From: M. Stephens <mst3ph3ns@proton.me>
Sent: Monday, February 6, 2023 5:00 PM
To: cupton@smmusd.org <cupton@smmusd.org>
Cc: jagog@aol.com <jagog@aol.com>
Subject: McKinley School Construction

CAUTION! This EXTERNAL email from mst3ph3ns@proton.me originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Upton,

Please see the attached correspondence.

Thank you,

-Mekaela Brook Stephens

Mr. Cary Upton,

I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends.

The traffic you site can easily be mitigated by starting school 30 min earlier or 30 min later and having separate entrances for construction and students and traffic issues carry no weight on Saturdays, after 4 pm on weekdays, or during summer.

I am strongly opposed to any posting of no parking signs on area streets as this is a congested area with not enough parking as it is and cannot accommodate any additional loss of residential parking.

I am strongly opposed to any outdoor lighting pointed at or reaching any residents this would cause a permanent infringement of my quiet enjoyment of my home.

I am strongly opposed to outdoor 2nd story classrooms facing residential homes as it will cause a permanent infringement of my quiet enjoyment of my property. This plan also goes against your stated goal of providing added security for students as the exterior classrooms should face into the school, so you have control of what the students see and hear.

I strongly object to the decision in your preliminary environmental report that visuals have a minor impact as the city of Santa Monica, the county of Los Angeles, and the state of California are all proponents of open spaces. The Santa Monica Blvd side of McKinley is already surrounded by multi story buildings whereas other areas are not.

This needs to be openly studied for adverse effects.

After reading the various OSHA studies on the health risks of construction sites including noise, toxins, etc. which have permanent effects, with the children being the most at danger, mitigating steps must be taken including the following:

- A sound mitigating wall at an appropriate height to mitigate sound and pollution needs to be erected before any other construction begins it should fully enclose the site. This wall should include any staging area in addition to sound mitigating gates to be kept closed except for entry and exit. All construction crew, equipment, and supplies should be in this zone. This will add a minimum amount of safety for the students as well as the neighbors.
- Environmental air testing reports to be taken at least twice a week to ensure the environment is still at governmental standards during this process. I request a copy of these reports.

(cont.)

- A 24-hour contact person to help mitigate issues as they arise.
- All decibel levels studies taken to establish your noise baseline be made public and to include times and locations. This should also include your Saturday noise level studies.

This is not an exhaustive list but due to the time restrictions you are imposing on the neighborhood I cannot be sure I've touched on everything; therefore, I request additional time to study this proposed project.

Name (Print)

Mekaela Stephens

Address

2447 Chelsea Place, Santa Monica, CA 90404

Email Address

Mst3ph3ns@proton.me

Phone

(310) 402-4802

Signature



Comment R13

From: Dori Yona <doriy635@gmail.com>
Sent: Monday, February 6, 2023 10:19 PM
To: cupton@smmusd.org <cupton@smmusd.org>
Cc: Jagog@aol.com <Jagog@aol.com>
Subject: McKinley Construction

CAUTION! This EXTERNAL email from doriy635@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see my attached letter.

Best,
Dori

Mr. Cary Upton,

I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends.

The traffic you site can easily be mitigated by starting school 30 min earlier or 30 min later and having separate entrances for construction and students and traffic issues carry no weight on Saturdays, after 4 pm on weekdays, or during summer.

I am strongly opposed to any posting of no parking signs on area streets as this is a congested area with not enough parking as it is and cannot accommodate any additional loss of residential parking.

I am strongly opposed to any outdoor lighting pointed at or reaching any residents this would cause a permanent infringement of my quiet enjoyment of my home.

I am strongly opposed to outdoor 2nd story classrooms facing residential homes as it will cause a permanent infringement of my quiet enjoyment of my property. This plan also goes against your stated goal of providing added security for students as the exterior classrooms should face into the school, so you have control of what the students see and hear.

I strongly object to the decision in your preliminary environmental report that visuals have a minor impact as the city of Santa Monica, the county of Los Angeles, and the state of California are all proponents of open spaces. The Santa Monica Blvd side of McKinley is already surrounded by multi story buildings whereas other areas are not.

This needs to be openly studied for adverse effects.

After reading the various OSHA studies on the health risks of construction sites including noise, toxins, etc. which have permanent effects, with the children being the most at danger, mitigating steps must be taken including the following:

- A sound mitigating wall at an appropriate height to mitigate sound and pollution needs to be erected before any other construction begins it should fully enclose the site. This wall should include any staging area in addition to sound mitigating gates to be kept closed except for entry and exit. All construction crew, equipment, and supplies should be in this zone. This will add a minimum amount of safety for the students as well as the neighbors.
- Environmental air testing reports to be taken at least twice a week to ensure the environment is still at governmental standards during this process. I request a copy of these reports.

- A 24-hour contact person to help mitigate issues as they arise.
- All decibel levels studies taken to establish your noise baseline be made public and to include times and locations. This should also include your Saturday noise level studies.

This is not an exhaustive list but due to the time restrictions you are imposing on the neighborhood I cannot be sure I've touched on everything; therefore, I request additional time to study this proposed project.

Name (Print)

Dor Yona

Address

1335 23rd Street, Santa Monica, CA 90404

Email Address

doriy635@gmail.com

Phone

415-568-1293

Signature

Dor Yona

Comment R14

From: GALE ADLER <gadler0306@aol.com>
Sent: Tuesday, February 7, 2023 2:27 PM
To: Capata, Julian <jcapata@smmusd.org>
Subject: Re: McKinley Environmental Review

CAUTION! This EXTERNAL email from gadler0306@aol.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Julian-

THANK YOU for addressing the impact of this disastrous project in our neighbourhood.

Where will all the construction & personnel park? What about OUR SAFETY AND WELLBEING?

I am a senior & disabled single woman. I am horrified by the enormous impact & invasive affect & potentially unsafe conditions this will have on

lives. Surely this huge increase into OUR lives needs to be considered in EVERY aspect of our lives: health, safety, quality of our lives, inconvenience & the resulting intrusion of our peace of mind. I hope the city can afford the money to buy out and relocate the owners of the properties directly affected in this neighbourhood.

Thank You, Julian.

Please keep me posted.

I assure you that this is going to affect us all and our quality of life enormously.

Gale

On Feb 7, 2023, at 9:35 AM, Capata, Julian <jcapata@smmusd.org> wrote:

Ms. Adler,

On behalf of Carey Upton, please find the links to the McKinley Elementary School Campus Master Plan Initial Study and the Notice of Preparation. Please let me know if you have issues accessing these documents and I will send you attachments via a large format server.

<https://www.smmusd.org/cms/lib/CA50000164/Centricity/Domain/4176/McKinley/McKinleyES-InitialStudy011123.pdf>
<https://www.smmusd.org/cms/lib/CA50000164/Centricity/Domain/4176/McKinley/McKinleyES-CampusMasterPlanNOP011323.pdf>

Regards,

Julian F. Capata

Facility Improvement Projects

Tel: 310.713.5897

Comment R15

From: GALE ADLER <gadler0306@aol.com>
Sent: Tuesday, February 7, 2023 2:12 PM
To: Capata, Julian <jcapata@smmusd.org>
Subject: Re: McKinley Environmental Review

CAUTION! This EXTERNAL email from gadler0306@aol.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Julian-

I live on Arizona at 25th street.

Our parking entrance is ON CHELSEA IN THE ALLY-PARALLEL TO OUR HOMES ON ARIZONA. I AM A SENIOR & RETIRED WOMAN AND THIS IS A HUGE INTRUSION TO OUR/MY LIFE & HEALTH. Surely this will affect air pollution, noise pollution, potentially negative invasion of our quality of life in EVERY aspect of our live. As well as intrusion of hundreds of unknown people adjacent to our homes including property value here.

This is a nightmare.

I have asthma & will have to use my air conditioning for the entirety of this 4-5 year project and beyond. Is McKinley willing to pay for my disabilities at the start of this disastrous intrusions of our quality of life in EVERY aspect of our lives?

Gale

2462 Arizona Ave #3 (mint green building on Arizona and 25th street.

gadler0306@aol.com

Sent from my iPhone

On Feb 7, 2023, at 9:35 AM, Capata, Julian <jcapata@smmusd.org> wrote:

Ms. Adler,

On behalf of Carey Upton, please find the links to the McKinley Elementary School Campus Master Plan Initial Study and the Notice of Preparation. Please let me know if you have issues accessing these documents and I will send you attachments via a large format server.

<https://www.smmusd.org/cms/lib/CA50000164/Centricity/Domain/4176/McKinley/McKinleyES-InitialStudy011123.pdf>

<https://www.smmusd.org/cms/lib/CA50000164/Centricity/Domain/4176/McKinley/McKinleyES-CampusMasterPlanNOP011323.pdf>

Regards,

Julian F. Capata

Facility Improvement Projects

Tel: 310.713.5897

Comment R16

From: Deborah Hede <ehedea@gmail.com>
Sent: Tuesday, February 7, 2023 2:09 PM
To: Upton, Carey <cupton@smmusd.org>
Subject: McKinley Elementary School Campus Master Plan Project

CAUTION! This EXTERNAL email from ehedea@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Mr. Carey Upton:

The proposed project summary, that was recently provided to residents in the neighborhood of the McKinley School, presents an ongoing series of problems.

As a senior citizen of Santa Monica, living in a rent-controlled unit across the street from the school campus, the work outlined in the summary will impose tremendous stress upon my health. I have existing respiratory issues and a rare blood disease. The years-long demolition and construction phases, the resulting noise and air pollution, among other negative factors, will cause further diminishment of my health. Given the cost of moving to a safer neighborhood, and the market rates of rent in Santa Monica, I am not in a position to change my residence. As a result, the proposed project is an unacceptable proposition that I am told to support for the good of the community. But, please note, that I am also part of the community and it does not help my situation.

The real estate and infrastructure developments in Santa Monica already create major disruptions in the quality of life for a large percentage of its residents. The McKinley School project is no exception. If this project is approved, from experience, it is evident that the companies, workers and builders, who are contracted to do this work, are negligent; consistently flouting rules and regulations. I am also tired of the dismissive attitudes of the agencies and city departments, that cite the benefits of these projects, while placing residents in ongoing stressful circumstances. Seniors are especially at risk under these conditions.

I would hope that the driving forces behind this project proposal will stop this mission, and deeply re-consider the damage to people who must endure the McKinley School campus development. Please do not proceed to dictate a years-long reality of suffering to those of us who have no alternative to escape this massive disruption to our lives. Otherwise, the unwillingness to protect residents, who are compromised by the demolition and construction, ruins our quality of life.

Disregard, of the total impact on this senior resident and others, is unacceptable. The lasting environmental effects, that result from a lack of genuine concern in this specific endeavor, brings the conclusion that development will always take precedence over the actual well-being of the most vulnerable residents of Santa Monica.

Please prove that this is not the case.

Deborah Hede
2421 Arizona Avenue, Santa Monica 90404
(NW corner of Arizona and Chelsea)
310-351-2416
ehedea@gmail.com

Comment R17

From: Ron Groezinger <ron310415@yahoo.com>
Sent: Wednesday, February 8, 2023 10:59 AM
To: cupton@smmusd.org <cupton@smmusd.org>
Cc: John Agoglia <jagog@icloud.com>
Subject: McKinley Garden Removal Objection

CAUTION! This EXTERNAL email from ron310415@yahoo.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr Upton,

I'd like to take this time to enthusiastically reiterate my objection to the removal of a cherished garden at McKinley. I'm appalled to learn the a footprint that has been a mainstay at the McKinley Campus for approximately 100 years is under threat of removal in the name "progress" !
Not only is this jewel been a learning tool for McKinley students past and present but hopefully, in the future as well . The garden is a cherished part of the neighborhood as a whole too .
Green spaces and old growth trees are not a commodity to be discarded , but should be preserved and nurtured. I can't fathom how this is even on the list to be eliminated from the landscape that is the Mid City canvas !
A parking lot ? Really ?
Where will the kids enjoy classes under the trees ?
To learn and enjoy growing and cultivating fruits , vegetables and flowers ?
If your goal is the renovate classrooms then the garden is , without any doubts, falls under that category!

Save the garden !

Ron Groezinger
1323 23rd Street
Apt.B
Santa Monica , Ca 90404

Sent from my iPad

Comment R18

From: Patti Hefner [mailto:pahefner@gmail.com]
Sent: Monday, February 13, 2023 2:02 PM
To: Upton, Carey <cupton@smmusd.org>
Cc: JOHN AGOGLIA <jagog@icloud.com>
Subject: McKinley School Construction Hours petition

CAUTION! This EXTERNAL email from pahefner@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see attached.

Thank you,
Patricia Hefner

Mr. Cary Upton,

I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends.

The traffic you site can easily be mitigated by starting school 30 min earlier or 30 min later and having separate entrances for construction and students and traffic issues carry no weight on Saturdays, after 4 pm on weekdays, or during summer.

I am strongly opposed to any posting of no parking signs on area streets as this is a congested area with not enough parking as it is and cannot accommodate any additional loss of residential parking.

I am strongly opposed to any outdoor lighting pointed at or reaching any residents this would cause a permanent infringement of my quiet enjoyment of my home.

I am strongly opposed to outdoor 2nd story classrooms facing residential homes as it will cause a permanent infringement of my quiet enjoyment of my property. This plan also goes against your stated goal of providing added security for students as the exterior classrooms should face into the school, so you have control of what the students see and hear.

I strongly object to the decision in your preliminary environmental report that visuals have a minor impact as the city of Santa Monica, the county of Los Angeles, and the state of California are all proponents of open spaces. The Santa Monica Blvd side of McKinley is already surrounded by multi story buildings whereas other areas are not.

This needs to be openly studied for adverse effects.

After reading the various OSHA studies on the health risks of construction sites including noise, toxins, etc. which have permanent effects, with the children being the most at danger, mitigating steps must be taken including the following:

- A sound mitigating wall at an appropriate height to mitigate sound and pollution needs to be erected before any other construction begins it should fully enclose the site. This wall should include any staging area in addition to sound mitigating gates to be kept closed except for entry and exit. All construction crew, equipment, and supplies should be in this zone. This will add a minimum amount of safety for the students as well as the neighbors.
- Environmental air testing reports to be taken at least twice a week to ensure the environment is still at governmental standards during this process. I request a copy of these reports.

- A 24-hour contact person to help mitigate issues as they arise.
- All decibel levels studies taken to establish your noise baseline be made public and to include times and locations. This should also include your Saturday noise level studies.

This is not an exhaustive list but due to the time restrictions you are imposing on the neighborhood I cannot be sure I've touched on everything; therefore, I request additional time to study this proposed project.

Name (Print)

Patricia Hefner

Address

2440 Chelsea Place, Apt. B, Santa Monica, CA 90404

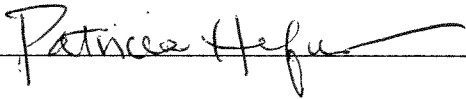
Email Address

pahefner@gmail.com

Phone

949.610.9822

Signature

A handwritten signature in cursive script that reads "Patricia Hefner". The signature is written in black ink and is positioned above a horizontal line that extends across the width of the signature area.

Comment R19

From: Monica Batra <monicabatra93@gmail.com>
Sent: Monday, February 13, 2023 8:50 PM
To: cupton@smmusd.org <cupton@smmusd.org>
Subject: McKinley Elementary Construction

CAUTION! This EXTERNAL email from monicabatra93@gmail.com originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Cary Upton,

I am a McKinley parent and live across from the school. I lived on Chelsea Ave when previous construction occurred and my car parked on Chelsea was damaged by the construction trucks.

I fully understand the needs for an upgraded campus but I would very much appreciate the parking to remain for residents who live in the neighborhood versus parking for the construction vehicles and care be taken by the construction crew to respect property in the area. The city now issues tickets to those who have small driveways who park in them and cover a little bit of the sidewalk. Without the street parking, and tickets issued it really isn't appropriate living conditions for those who have property across from the school.

In addition, I am strongly opposed to any violation of the established city construction hours of 8-6 on weekdays and 9-5 on weekends. These are established for a peaceful living environment.

I am strongly opposed to any posting of no parking signs on area streets as this is a congested area with not enough parking as it is and cannot accommodate any additional loss of residential parking.

After reading the various OSHA studies on the health risks of construction sites including noise, toxins, etc. which have permanent effects, with the children being the most at danger, mitigating steps must be taken including the following:

- A sound mitigating wall at an appropriate height to mitigate sound and pollution needs to be erected before any other construction begins it should fully enclose the site. This wall should include any staging area in addition to sound mitigating gates to be kept closed except for entry and exit. All construction crew, equipment, and supplies should be in this zone. This will add a minimum amount of safety for the students as well as the neighbors.
- Environmental air testing reports to be taken at least twice a week to ensure the environment is still at governmental standards during this process. I request a copy of these reports.
- A 24-hour contact person to help mitigate issues as they arise.
- All decibel levels studies taken to establish your noise baseline be made public and to include times and locations. This should also include your Saturday noise level studies.

This is what I can think of to date. More concerns may come up as more information is provided.

Kind regards,
Monica Batra
1255 24th St
Monicabatra93@gmail.com
310-383-3995

--

Monica Batra
310-383-3995

Comment R20

COMMENT CARD / TARJETA de COMENTARIO

Scoping Meeting / Reunión de Alcance

McKinley Elementary School

January 31, 2023 / 31 de enero, 2023

Name / Nombre:

✓ ANNA Alexia

Affiliation / Afiliación:

Homeowner

Address / Dirección:

1250 Chelsea Ave

Comments / Comentarios:

Against working hours
early and late
AM PM

310-453-3626

Written comments must be received no later than February 12, 2023 at the following address:
Los comentarios escritos deben recibirse a más tardar el 12 de febrero, 2023 a la siguiente dirección:

Santa Monica-Malibu Unified School District

1651 16th Street

Santa Monica, California 90404

Attention: Carey Upton - FIP Department

Comment R21

COMMENT CARD / TARJETA de COMENTARIO

Scoping Meeting / Reunión de Alcance

McKinley Elementary School

January 31, 2023 / 31 de enero, 2023

Name / Nombre: Ashley Benjamin

Affiliation / Afiliación: Principal of McKinley

Address / Dirección: 2401 Santa Monica Blvd.

Comments / Comentarios: The new building would benefit teaching and learning. The old temporary bungalows were always meant to be temporary. They are old, falling apart, and small. The new building would have large classrooms with indoor/outdoor spaces promoting collaborative and innovative instruction and 21st Century learning. Approximately 28% of our students are in bungalows. The new building would help students get to school safe and on-time by creating a designated drive-through car dropoff/pickup that would reduce the risk of accidents. The new building would create a new entrance that would allow the school to be more secure from intruders. The new building would promote parent engagement with parent rooms and parking, our students and the community would benefit from this important important project.

Written comments must be received no later than February 12, 2023 at the following address:

Los comentarios escritos deben recibirse a más tardar el 12 de febrero, 2023 a la siguiente dirección:

Santa Monica-Malibu Unified School District

1651 16th Street

Santa Monica, California 90404

Attention: Carey Upton - EIP Department

Comment R22

COMMENT CARD / TARJETA de COMENTARIO

Scoping Meeting / Reunión de Alcance

McKinley Elementary School

January 31, 2023 / 31 de enero, 2023

Name / Nombre: Monica Batra

Affiliation / Afiliación: Parent at McKinley + live very close to school

Address / Dirección: 1255 24th St.

Comments / Comentarios: ① Please do not extend the permit to start at 7am + end late

② Please ask trucks to be careful when driving near parked cars around school. 5 years ago (approx) during construction, my car was damaged by worker trucks on Chelsea Ave.

More to come by email 😊

Written comments must be received no later than February 12, 2023 at the following address:

Los comentarios escritos deben recibirse a más tardar el 12 de febrero, 2023 a la siguiente dirección:

Santa Monica-Malibu Unified School District

1651 16th Street

Santa Monica, California 90404

Attention: Carey Upton - EIR Department

Comment R23

COMMENT CARD / TARJETA de COMENTARIO

Scoping Meeting / Reunión de Alcance

McKinley Elementary School

January 31, 2023 / 31 de enero, 2023

Name / Nombre: Patricia Hefner

Affiliation / Afiliación: neighbor

Address / Dirección: 2440 Chelsea Place, Apt. B, Santa Monica CA 90404

Comments / Comentarios:

I request that construction activity be adhered to, be in compliance with the city of Santa Monica's Building codes and that NO exceptions are allowed or permitted. Permitted hours are: M-F: 7a-9p, Sat: 8a-6p - NO Sundays
No takeoffs or engines M-F: 11p-7a, Sat: 11p-8a NO Sundays
Any construction that Exceeds noise levels shall only occur M-F 10a-3p

Written comments must be received no later than February 12, 2023 at the following address:
Los comentarios escritos deben recibirse a más tardar el 12 de febrero, 2023 a la siguiente dirección:
Santa Monica-Malibu Unified School District
1651 16th Street
Santa Monica, California 90404
Attention: Carey Upton - FIP Department

ORGANIZATION COMMENTS

Comment O1

From: Kaitlin Drisko <kaitlin@smconservancy.org>
Date: February 12, 2023 at 4:12:43 PM PST
To: "Upton, Carey" <cupton@smmusd.org>
Cc: Carol Lemlein <carol@smconservancy.org>, Ruthann Lehrer <ruthannpreserves@yahoo.com>
Subject: McKinley Elementary School Campus Master Plan Project

CAUTION! This EXTERNAL email from kaitlin@smconservancy.org originated from outside SMMUSD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Carey Upton Santa Monica-Malibu Unified School District
In accordance with the NOP, the Conservancy is submitting the attached comments for the McKinley Elementary School Initial Study for incorporation in the EIR.
The NOP states the public review period is January 13, 2023 – February 12, 2023.
Please let us know if you have any questions.
Sincerely,

Kaitlin Drisko
Co-Executive Director
Santa Monica Conservancy
Email: kaitlin@smconservancy.org

Mobile: 310.948.5311



P.O. BOX 653
SANTA MONICA, CA 90406
310-496-3146
www.smconservancy.org

To: Carey Upton, Chief Operations Officer
Santa Monica-Malibu Unified School District

RE: McKinley Elementary School Campus Master Plan Project, Initial Study January 2023

The Santa Monica Conservancy recognizes and supports the Santa Monica-Malibu USD efforts to incorporate consideration of historical resources in campus planning through clarification of objectives described in BP7113 and regulations AR7113 adopted in February 2021. It is understood that school facilities need to adapt and evolve to support and optimize current and future education needs; furthermore, it is recognized that historical resources offer unique opportunities, as well as potential constraints, in project planning. We support the District's ongoing investment in time and resources to identify historic resources and incorporate them, as possible, into campus planning under the *Secretary of the Interior's Standards for Treatment of Historic Properties (the "Standards")*. Such investment will benefit student learning and strengthen our community's sense of place and connection to history.

The McKinley Elementary School Historic Resource Inventory Report ("HRI") prepared by Historic Resources Group dated January 2022 provides excellent information about the history and evolution of the physical facilities and identifies a potential historic district. The Santa Monica Conservancy anticipates that the information in this report will become the baseline for the definition of cultural resources to be addressed in the EIR.

The Santa Monica Conservancy has the following comments to offer for the Initial Study on the McKinley Elementary School Campus Master Plan Project dated January 2023, to be addressed in the EIR.

A. Work of Joe Estep

The Conservancy has discussed in prior correspondence with District staff and HRG, the arcades that define the West Courtyard. Designed by significant architect Joe Estep these arcades are architectural features that are unique to McKinley School as compared with the other school campuses and reflect the original design intentions of Allison and Allison as well as Parkinson and Parkinson. The arcades were designed to gracefully integrate the new modern-style Cafeteria building, which is architecturally similar to Estep's contemporary work at other campuses, with the surrounding Italian Renaissance architecture of the original buildings. Such sheltered, semi-enclosed arcades are used in the design to connect, direct and define space for a pedestrian experience and are integral to the understanding of the school's appearance, function and use.

Joe Estep has produced significant body of work for the SMMUSD as well as in his partnership with Donald Parkinson in the design of Santa Monica's City Hall. Other HRIs for other campuses identify Estep as a significant local architect.

An example is found on p. 55 of the HRI for Grant Elementary School:

When this guidance (NRB 15) is applied to Grant Elementary School, the campus appears to satisfy this criterion for representing the work of two masters – architects Parkinson and Parkinson, and Joe Estep – both of whom are locally significant practitioners. The Parkinson firm is an indubitable player in the definition and refinement of Southern California's built

environment, having designed many of the region’s most visually prominent and iconic architectural landmarks of the early 20th century. Estep, too, is widely considered to be a master in the context of Santa Monica civic architecture, having designed a number of large institutional projects – notably, Santa Monica City Hall in collaboration with Donald Parkinson – in addition to Grant Elementary School.

The West Courtyard and Cafeteria Building A were built in 1951. Although later than other additions at other campuses, the Cafeteria Building A has similarities in design to buildings at Roosevelt and Grant Elementary Schools designed by Estep including the emphasis on the relationship between interior and exterior spaces organized around a courtyard and buildings with large banks of windows arranged in vertical recessed bays. As noted on p. 41 of the Grant Elementary HRI: “Estep’s designs in Santa Monica demonstrated his skill and comfort working in the Moderne style of architecture and his penchant for skillfully blending formal massing and composition with new, modernistic approaches to architecture”. In addition, the circulation via covered outdoor hallways is a link to the Parkinson arcade alongside Building C, defining a pedestrian pathway to the Cafeteria. The Estep arcade continues the Parkinson arcade design, forming a defined space that today serves for outdoor dining. Its continuity and unity with the Parkinson arcade should mark it as a contributor to the potential historic district. Though not identified in the HRG report, both the arcade and the courtyard spaces it creates are consistent historic fabric with the other contributors on this campus.

These considerations lead to the conclusion that the West Courtyard with its arcade and Cafeteria Building A should be reviewed in the EIR as contributing elements to the historic district and the period of significance for EIR review adjusted accordingly as 1923-1937/51. Therefore, we request that the cultural resources section of the EIR include this expanded definition of the potential historic district at McKinley School to include the Estep additions. Additionally, the alternatives analysis should include a historic preservation and rehabilitation option to the West Courtyard and appropriate documentation of the arcades, West Courtyard and Cafeteria Building. Adaptive reuse and additions to the Cafeteria Building A would similarly be reviewed with the Standards. Such analysis in the EIR will provide documentation of appropriate environmental process if aspirations change, and the West Courtyard design might be revisited, during the phased implementation of this Master Plan.

B. Informational Graphics

There are errors in the graphic diagrams in the Initial Study that should be corrected. Currently the diagrams indicate, through colored hatching, that the Cafeteria Building A is a modular building. Cafeteria Building A is identified in the HRI as a permanent building matching the description of the building in the report (p. 4 diagram). The documentation in the informational graphic should be corrected to reflect this.

Additionally, if agreed as noted above, that both the West Courtyard arcades and Cafeteria Building A are contributors to the historic district, the informational graphics should be updated to include these buildings within the historic district.

C. Compatibility of New Classroom Building

The Campus Master Plan Project overall is respectful of the primary historic resources of the district and the views of the primary (south) façade and original main entrance to McKinley School. We

note that the proposed campus plan succeeds to reduce, and eventually eliminate, the use of temporary buildings for classrooms and utilizes the full site to accommodate the educational needs of students without significant interventions or infill within the historic core of the campus.

As noted above, the site is constrained at Santa Monica Boulevard to maintain the historic frontage, so it is acknowledged that the proposed building locations at the Chelsea Avenue infill are necessary. The new two-story classroom building alongside Chelsea Avenue in Phase One of the Master Plan respects the historic building including placement of a courtyard separating the new and old as well as incorporating the original arcades as elements in the new courtyard design. The new building is two-story, matching the adjacent historic building. Additionally, the scale and massing of the south end of the new two-story building is nicely modulated where it interfaces with the historic building's one-story wing. However, the west elevation facing the new courtyard appears as a three-story massing with a horizontal upper loggia for the mechanical equipment. This loggia element, as related to the new courtyard, may not meet the Secretary of the Interior's Standards guidelines that an addition or adjacent new construction appear subordinate to the existing historic resource. Therefore as an alternative in the EIR, we request that consideration be given to refining the apparent three-story massing and architectural elements of the new classroom building at the west elevation to improve the compatibility of new and old.

NEW EXTERIOR ADDITIONS TO HISTORIC BUILDINGS AND RELATED NEW CONSTRUCTION	
RECOMMENDED	NOT RECOMMENDED
New Additions	
Placing functions and services required for a new use (including elevators and stairways) in secondary or non-character-defining interior spaces of the historic building rather than constructing a new addition.	Expanding the size of the historic building by constructing a new addition when requirements for the new use could be met by altering non-character-defining interior spaces.
Constructing a new addition on a secondary or non-character-defining elevation and limiting its size and scale in relationship to the historic building.	Constructing a new addition on or adjacent to a primary elevation of the building which negatively impacts the building's historic character.
Constructing a new addition that results in the least possible loss of historic materials so that character-defining features are not obscured, damaged, or destroyed.	Attaching a new addition in a manner that obscures, damages, or destroys character-defining features of the historic building.
Designing a new addition that is compatible with the historic building.	Designing a new addition that is significantly different and, thus, incompatible with the historic building.
Ensuring that the addition is subordinate and secondary to the historic building and is compatible in massing, scale, materials, relationship of solids to voids, and color.	Constructing a new addition that is as large as or larger than the historic building, which visually overwhelms it (i.e., results in the diminution or loss of its historic character).

D. Rehabilitation of Historic Buildings

We propose that adaptive reuse and rehabilitation of the remaining existing historic resources within the historic district be included as an integral part of overall campus planning. The HRI identifies the potential historic district and provides an analysis of the character defining features and, furthermore, the implementation of the rehabilitation projects to adapt and modernize buildings within the historic district would conform to the *Secretary of the Interior's Standards for Rehabilitation* as the applicable treatment standard. Implementing these modernization projects in conjunction with designers and engineers experienced with the application of the Standards provides creative opportunities to guide the design and apply the District's educational specifications within the framework of existing buildings to meet educational goals for the 21st century.

Rehabilitation is essential for these buildings to remain a functional and active part of the overall educational program, as classrooms migrate to new classroom buildings elsewhere on the campus. The potential adverse impact of relocating classrooms from the original historic buildings to new buildings should include a rehabilitation program as mitigation.

Sincerely,

Ruthann Lehrer and Nina Fresco, Santa Monica Conservancy Board Members

Kaitlin Drisko, Co-Executive Director, Santa Monica Conservancy

