

**Final Conditions of Approval and Mitigation Measures Head Royce School PLN18532 and PLN18532PUD F01; 4315 and 4368 Lincoln Ave  
Amended by the Oakland City Council September 19, 2023**

<b>Final Conditions of Approval</b>	
1.Approved Use	<p>The project shall be constructed and operated in accordance with the authorized use as described in the approved Planned Unit Development (PUD) permit for PLN 18532 and PLN18532PUD F01, including Staff Report of April 19, 2023 and the approved plans including the Index of Figures and Tables Head Royce School Preliminary Development Plan (PDP) Revision 6.27.22, Head Royce School Combined Phase I and Phase II Final Development Plan (FDP) dated 1/28/22 and submitted 2/2/22, and Head Royce School Off-Site Improvement Project 1/31/23, as amended by the following conditions of approval and mitigation measures (“Conditions of Approval” or “Conditions”).</p> <p>The authorized use allows extension of the Community Education Civic Land Use for a K-12 private school previously approved in PUD 04-400 PUDF07-520, and REV13-003 to the 8-acre property at 4368 Lincoln Avenue to integrate a new South Campus at 4368 Lincoln Avenue with the existing school (North Campus at 4315 Lincoln Avenue) as one school regulated through one revised Planned Unit Development (PUD) permit.</p> <p>The Conditions of Approval for PLN18532 and PLN18532PUDF01 supersede the previous Conditions of Approval for REV13-003, PUD04-400, PUDF07-520 and DS09-224 and incorporate by reference the Conditions of Approval for PLN16425 related to use of the athletic fields at 4500 Lincoln Avenue.</p>
2.Effective date, Expiration	<p>This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten (10) calendar days unless an appeal is filed.</p> <p>Unless a different termination date is prescribed, this Approval shall expire unless the following has occurred:</p> <ol style="list-style-type: none"> <li>1. within two (2) years of the Approval, the Applicant files a complete building permit application with the Bureau of Building for Phases I and II, and diligently pursues the building permit towards completion</li> <li>2. within six (6) years of the Approval, the Applicant files its Final Development Plan (FDP) for approval of Phase III and</li> <li>3. within two (2) years of approval of the FDP for Phase III, the Applicant files a complete building permit application with the Bureau of Building for Phase III, and diligently pursues the building permit towards completion</li> </ol>
3. Compliance with Other Requirements	<p>The Applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City’s Bureau of Building, Fire Marshal, Department of Transportation, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition of Approval #4</p>
4.Minor and Major Changes	<ol style="list-style-type: none"> <li>a. Minor changes to the approved project, plans, Conditions, facilities, or use may be approved administratively by the Director of City Planning. A minor change to the project may occur with the submittal of FDP Phase III for the design and entitlements pertaining to height of the proposed Performing Arts Center when that building is designed. The PUD submittals show a massing drawing with an estimated height of 32’, which would require a Conditional Use Permit (CUP) pursuant to Planning Code Section 17.108.020 for increased height for a civic activity. Any changes in the proposed height of the Performing Arts Center shall be processed with the Phase III FDP entitlement review</li> <li>b. Major changes to the approved project, plans, Conditions, facilities, or use shall be reviewed by the Director of City Planning to determine whether such changes require submittal and approval of a revision to the Approval by the original approving body or a new independent permit/approval. Major revisions shall be reviewed in accordance with the procedures required for the original permit/approval. A new independent permit/approval shall be reviewed in accordance with the procedures required for the new permit/approval. Factors to consider when determining if a revision is major include, but are not limited to, the following: the permitted uses of the project, the density or intensity of uses in the project, substantial changes to height, design, envelope, massing or size of improvements or provisions for dedications associated with the project, or changes that will result in any of the circumstances requiring further environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines section 15162 or 15163</li> </ol>

5. Compliance with Conditions of Approval	<ul style="list-style-type: none"> <li>a. The project applicant and property owner, including successors, (collectively referred to hereafter as the "Project Applicant" or "Applicant") shall be responsible for compliance with all the Conditions of Approval and any recommendations contained in any submitted and approved technical report at his/her sole cost and expense, subject to review and approval by the City of Oakland.</li> <li>b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the Applicant's expense that the as-built project conforms to all applicable requirements, including but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project in accordance with the Approval may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action</li> <li>c. Violation of any term, Condition, or project description relating to the Approval is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approval or alter these Conditions if it is found that there is violation of any of the Conditions or the provisions of the Planning Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The Applicant shall be responsible for paying fees in accordance with the City's Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Approval or Conditions.</li> </ul>
6. Signed Copy of the Approval/Conditions	A copy of the Approval letter and Conditions shall be signed by the Applicant, attached to each set of permit plans submitted to the appropriate City agency for the project, and made available for review at the project job site at all times
7. Blight Nuisances	The project site shall be kept in a blight/nuisance-free condition. Any existing blight or nuisance shall be abated within sixty (60) days of approval, unless an earlier date is specified elsewhere
8. Indemnification	<ul style="list-style-type: none"> <li>a. To the maximum extent permitted by law, the Applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the Oakland Redevelopment Successor Agency, the Oakland City Planning Commission, and their respective agents, officers, employees, and volunteers (hereafter collectively called "City") from any liability, damages, claim, judgment, loss (direct or indirect), action, causes of action, or proceeding (including legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul this Approval or implementation of this Approval. The City may elect, in its sole discretion, to participate in the defense of said Action and the Applicant shall reimburse the City for its reasonable legal costs and attorneys' fees</li> <li>b. Within ten (10) calendar days of the filing of any Action as specified in subsection (a) above, the Applicant shall execute a Joint Defense Letter of Agreement or Common Interest Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Joint Defense Letter of Agreement or Common Interest Agreement shall survive termination, extinguishment, or invalidation of the Approval. Failure to timely execute the Letter of Agreement does not relieve the Applicant of any of the obligations contained in this Condition or other requirements or Conditions of Approval that may be imposed by the City.</li> </ul>
9. Severability	The Approval would not have been granted but for the applicability and validity of each and every one of the specified Conditions, and if one or more of such Conditions is found to be invalid by a court of competent jurisdiction this Approval would not have been granted without requiring other valid Conditions consistent with achieving the same purpose and intent of such Approval
10. Special Inspector/Inspections, Independent Technical Review, Project Coordination	The Applicant may be required to cover the full costs of independent third-party technical review and City monitoring and inspection, including without limitation, special inspector(s)/inspection(s) during times of extensive or specialized plan-check review or construction, and inspections of potential violations of the Conditions of Approval. The Applicant shall establish a deposit with Engineering Services and/or the Bureau of Building, if directed by the Director of Public Works, Building Official, Director of City Planning, Director of Transportation, or designee, prior to the issuance of a construction-related permit and on an ongoing as-needed basis.

and Monitoring	
11. Public Improvements	The Applicant shall obtain all necessary permits/approvals, such as encroachment permits, obstruction permits, curb/gutter/sidewalk permits, and public improvement ("p-job") permits from the City for work in the public right-of-way, including but not limited to, streets, curbs, gutters, sidewalks, utilities, and fire hydrants. Prior to any work in the public right-of-way, the applicant shall submit plans for review and approval by the Bureau of Planning, the Bureau of Building, Engineering Services, Department of Transportation, and other City departments as required. Public improvements shall be designed and installed to the satisfaction of the City.
12. Compliance Matrix	The Applicant shall submit a Compliance Matrix, in both written and electronic form, for review and approval by the Bureau of Planning and the Bureau of Building that lists each Condition of Approval (including each mitigation measure if applicable) in a sortable spreadsheet. The Compliance Matrix shall contain, at a minimum, each required Condition of Approval, when compliance with the Condition is required, and the status of compliance with each Condition. For multi-phased projects, the Compliance Matrix shall indicate which Condition applies to each phase. The Applicant shall submit the initial Compliance Matrix prior to the issuance of the first construction-related permit and shall submit an updated matrix upon request by the City
13. Construction Management Plan	Prior to the issuance of the first construction-related permit, the Applicant and his/her general contractor shall submit a <b>Construction Management Plan (CMP)</b> for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department, Department of Transportation, and the Public Works Department as directed. The CMP shall contain measures to minimize potential construction impacts including measures to comply with all construction-related Conditions of Approval (and mitigation measures if applicable) such as dust control, construction emissions, hazardous materials, construction days/hours, construction traffic control, waste reduction and recycling, stormwater pollution prevention, noise control, complaint management, and cultural resource management (see applicable Conditions below). The CMP shall provide project-specific information including descriptive procedures, approval documentation, and drawings (such as a site logistics plan, fire safety plan, construction phasing plan, proposed truck routes, traffic control plan, complaint management plan, construction worker parking plan, and litter/debris clean-up plan) that specify how potential construction impacts will be minimized and how each construction-related requirement will be satisfied throughout construction of the project.
14. Standard Conditions of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP)	<p>a. All mitigation measures identified in the Head Royce School Planned Unit Development Project EIR are included in the Standard Condition of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP), which is included in these Conditions of Approval and are incorporated herein by reference, as Attachment C to the Staff Report, and are considered additional Conditions of Approval of the project. The Standard Conditions of Approval identified in the Head Royce School Planned Unit Development Project EIR are also included in the SCAMMRP, and are, therefore, also incorporated into these Conditions by reference but are not repeated in these Conditions. To the extent that there is any inconsistency between the SCAMMRP and these Conditions, the more restrictive Condition(s) shall govern. In the event a Standard Condition of Approval or mitigation measure recommended in the Head Royce School Planned Unit Development Project EIR has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the Head Royce School Planned Unit Development Project EIR into the SCAMMRP by reference, and adopted as a Condition of Approval. The Applicant and property owner shall be responsible for compliance with the requirements of any submitted and approved technical reports, all applicable mitigation measures adopted, and with all Conditions of Approval set forth herein at his/her sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or Condition of Approval, and subject to the review and approval by the City of Oakland. The SCAMMRP identifies the timeframe and responsible party for implementation and monitoring for each Standard Condition of Approval and mitigation measure. Unless otherwise specified, monitoring of compliance with the Standard Conditions of Approval and mitigation measures will be the responsibility of the Bureau of Planning, with overall authority concerning compliance residing with the Environmental Review Officer. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in section 21081.6 of CEQA.</p> <p>b. Prior to the issuance of the first construction-related permit, the Applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule</p>
15. Employee Rights	Requirement: The Applicant and business owners in the project shall comply with all state and federal laws regarding employees' right to organize and bargain collectively with employers and shall comply with the City of Oakland Minimum Wage Ordinance (Chapter 5.92 of the Oakland Municipal Code).

<p>16. Public Art for Private Development</p>	<p>Requirement: The project is subject to the City's Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. ("Ordinance"). The public art contribution requirements are equivalent to one-half percent (0.5%) for the "residential" building development costs, and one percent (1.0%) for the "non-residential" building development costs.</p> <p>The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The Applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit.</p> <p>Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.</p> <p>Installation of art/cultural space: Prior to Issuance of a Certificate of Occupancy.  Initial Approval: Bureau of Planning  Monitoring/Inspection: Bureau of Building</p>
<p>17. Phasing</p>	<p>Three phases, each requiring a Final Development Permit (FDP), are authorized with this Permit. Phases may be combined or constructed separately</p> <p>Phase I</p> <ul style="list-style-type: none"> <li>• Demolition of eight non-historic buildings (Buildings 4-8, 10, 11 and 12, restoration and reuse of three historic buildings (Buildings 0, 1 and 2), and reuse of non-historic Building 9;</li> <li>• Construction of Commons, outdoor classrooms, walking paths, and landscaping;</li> <li>• Maintenance of existing maximum enrollment of 906 students; and</li> <li>• Drop off and pick up on Lincoln Avenue.</li> </ul> <p>Phase II</p> <ul style="list-style-type: none"> <li>• Enrollment increase to a maximum of 1,050 students upon the completion of the internal loop road;</li> <li>• Construction of a sound-reducing board on board acoustic fence around the perimeter of South Campus to mitigate noise impacts to residences. The construction shall occur prior to the operation of the internal Loop Road.</li> <li>• New drop-off/pick-up using internal Loop Road with new traffic signals at Lincoln Avenue with 1 relocated and 1 new pedestrian crosswalk;</li> <li>• Phased increase in parking spaces to a total of 292 on both campuses; and</li> <li>• Shared use of up to 38 parking spaces at the Greek Orthodox Church for a total of 330 parking spaces for Phase II with a parking agreement approved by the City Attorney.</li> </ul> <p>Phase III</p> <ul style="list-style-type: none"> <li>• Enrollment increase to a maximum of 1,250 students upon completion of the pedestrian tunnel;</li> <li>• Approval of pedestrian tunnel under Lincoln Avenue;</li> <li>• Phased increase in parking spaces up to a total of 328 on both campuses.</li> <li>• Shared use of up to 16 parking spaces at the Greek Orthodox Church for a total of 344 parking spaces with a parking agreement approved by the City Attorney;</li> <li>• Construction of a new Performing Arts Center with up to 450 seats; and</li> <li>• Construction of a 1,500 square-foot Link Pavilion.</li> </ul>

<p>18. School Enrollment</p>	<p>Requirement: Increased enrollment is limited up to a maximum of twenty (20) students each year, commencing with completion of the internal loop road. A maximum of 1,050 students is allowed following completion of the internal loop road and before completion of the underground pedestrian tunnel. No more than 1,250 students are allowed following completion of the underground pedestrian tunnel. No enrollment fluctuation resulting in enrollment above 1,250 students is allowed.</p>
<p>19. Enrollment Monitoring</p>	<p>The school shall submit annual enrollment numbers to the California Department of Education in accordance with state law, with a copy to the Planning Bureau.</p> <p>The applicant shall also submit an annual enrollment report to the Planning Bureau for the first five (5) years following Certificate of Occupancy. The annual enrollment report shall be subject to review and approval by an independent City consultant/auditor. NSC and the project applicant may provide a list of consultants/auditors that City staff may then select in its sole discretion, while ensuring that the cost of the independent consultant/auditor is reasonable. The cost of the independent consultant/auditor shall be paid for by the project applicant. The annual enrollment report provided to the Planning Bureau shall be certified by the applicant as true and correct.</p>
<p>20. Employee Reporting</p>	<p>Requirement: The school shall submit annual employee numbers to the California Department of Education in accordance with state law, with a copy to the Planning Bureau.</p>
<p>21. Hours of Academic, After School and Childcare Operation</p>	<p>Requirement: Head Royce School's hours of operation, for academic, childcare and afterschool programs, are from 7:00 a.m. to 6:30 p.m. Monday through Friday. Athletic practices, including outdoor practices, may commence at 6:30 a.m. on weekdays. Outdoor athletic practices and games shall end by 7:30 p.m. or sundown, whichever is earlier. No field-wide lighting may be installed on the athletic field. Special Events, as defined in Condition #24, do not include: indoor activities involving only School students, faculty, staff and members of the board of trustees such as play rehearsals, standardized testing, band practices, and meetings of student organizations, faculty committees and meetings of the board of trustees. Since these activities are not considered Special Events, they may occur after 6:30 p.m. on weekdays and between 8:00 a.m. and 6:00 p.m. on weekends.</p>
<p>22. Summer Program Enrollment/Operations</p>	<ol style="list-style-type: none"> <li>1. The maximum Summer Program enrollment is 780 students per session. Summer Program hours are from 7:30 a.m. to 6:00 p.m. over the summer from Monday through Friday only</li> <li>2. Summer Program includes two, three (3) week sessions spanning six weeks generally beginning the third week in June through the last week in July</li> <li>3. The Summer Program may have evening or weekend Special Events. However, those Special Events will be included in the maximum number of Special Events listed below.</li> <li>4. The playing fields or pool shall not be used prior to 8:00 AM.</li> <li>5. The School shall operate the Summer Program and shall not lease, partner, or loan the Summer Program to another operator or organization</li> <li>6. Unless otherwise noted, all Conditions of Approval that apply to School operations apply to the Summer Program</li> </ol>
<p>23. Events</p>	<ol style="list-style-type: none"> <li>1. Any events in the normal operation of a school that include students, prospective students, parents, prospective parents, faculty, administration, staff and/or alumni</li> <li>2. Any school-related events in which outside organizations are invited to participate with members of the school community, such as league athletic events, shared testing days, school dances, performances, counseling or instruction by outside organizations for the school community, educational meetings for faculty or staff neighborhood safety meetings_ professional faculty and staff development, alumni events, fund raising events, or similar normal and customary school-related events,</li> <li>3. Any shared use of the school's parking lots, field or gymnasium by the school's institutional neighbors (limited only to the Greek Orthodox Church, the Church of Latter Day Saints, all located on Lincoln Avenue), and (iv) use of school facilities on the weekends by neighbors with key cards.</li> </ol> <p>This approval does not permit Community Assembly or Group Assembly uses as defined in the planning code or use of the school facilities as a venue for hire by outside organizations. The school is not permitted to rent or loan out any of its facilities.</p>

<p>24. Limitation on Special Events/Day and Hours of Operation</p>	<p>1. A "Special Event" is defined as a gathering resulting in fifty (50) or more visitor vehicles on the site. A Special Event does NOT include indoor activities involving only School students, faculty, staff and members of the board of trustees such as play rehearsals, standardized testing, band practices, and meetings of student organizations, faculty committees and meetings of the board of trustees. In addition, neighborhood meetings are not considered to be Special Events.</p> <p>2. The School and the Summer Program shall be permitted to hold Special Events at the Head Royce School campus subject to the following:</p> <p>a. During school academic, childcare and afterschool program hours of operation, Mondays through Fridays, the School is permitted an unlimited number of Special Events. However, those events for which 50 or more visitor vehicles are expected must follow Condition #30 Section D, Procedures for Special Events.</p> <p>b. The school shall be permitted a maximum of eighty-five (85) evening Special Events per school year during the hours of 7:00 p.m. to 9:30 p.m.</p> <p>c. Per calendar-year, a maximum of 35% of the total daytime and evening permitted Special Events are allowed to take place on the South Campus at locations other than inside the Performing Arts Center. The balance of Special E-vents shall take place on the North Campus</p> <p>d. All Special Event participants shall have left the campus and the lot locked by 10:00 p.m. School dances shall end by 10:30 p.m., with all participants leaving by 11:00 p.m.</p> <p>e. The School shall be permitted a maximum of fifty-five (55) Saturday daytime Special Events per school year during the hours of 9:00 a.m. to 6:00 p.m. and 10 Saturday evening Special Events per school year during the hours of 6:00 p.m. to 9:30 p.m.</p> <p>f. The School shall be permitted a maximum of eight (8) Sunday Special Events per school year during the hours of 9:00 a.m. to 6:00 p.m.</p> <p>g. The School shall be permitted a maximum of ten (10) single day summer Special Events during the hours of 9:00 a.m. to 6:00 p.m. There shall be no Special Events on Sunday during the summer on the South Campus at locations other than inside the Performing Arts Center.</p> <p>h. No Special Events shall be held that have not been published on the school calendar thirty (30) days in advance, or emailed to immediate neighbors one month in advance. If more than one Special Event occurs on a single day, each Special Event shall count as a separate event. Parking rules for Special Events are outlined in Condition #30, Transportation Demand Management.</p> <p>i. The School shall post an annual calendar on its website and provide the website link to the Neighborhood Committee described in Condition #35, Neighborhood Committee, at the beginning of the School year listing all Special Events and the anticipated number of visitor vehicles that will be generated for each event. The School is permitted an additional ten (10) total weekday evening events that are not on identified on the annual calendar, provided that the Neighborhood Committee is provided a 30-day notice of such addition and those events shall not take place during weekends or the summer.</p> <p>j. For scheduled large outdoor events (defined as events reasonably expected to draw 400 or more people or visitor vehicles), including upper school graduation and lower and middle school promotions, surrounding neighbors three hundred (300) feet from the School must be notified by first class U.S. Mail no later than two weeks prior to the event. Neighbors who are located within 300 feet of the School and request notice of the School's event calendar shall be placed on an email list and receive the yearly event calendar by email.</p> <p>k. The project applicant shall not lease space on the South Campus for a seventy-five (75) person or more event. The City may donate space to a seventy-five (75) person or more event, but must first obtain a separate event permit from the City. The project applicant shall provide 17 days' notice to neighbors within three hundred (300) feet of the school prior to filing the event application with the City. Any events conducted with donated space must be included in the existing total cap of events allowed North and South Campus respectively.</p>
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<p>25. Private vehicle drop-off and pick-up during the period from project entitlement through construction of the internal Loop Road, off-site improvements, all student drop-off and pick-up areas and site plan improvements related to pedestrian circulation</p>	<p>Requirement: Existing pick-up and drop-off on Lincoln Avenue will continue from project entitlement through construction of the internal Loop Road, off-site improvements, and all student drop off and pick up areas and site plan improvements related to pedestrian circulation.</p> <p>The Applicant shall continue monitoring procedures for the morning drop-off and afternoon pick-up queue during the school year as well as during any summer program operations. The procedures and monitoring forms are included in the TDM Plan. The Applicant shall implement the monitoring procedures by either: (1) retaining a qualified independent traffic consultant to monitor the extent of the queue along Lincoln Avenue or (2) hiring a qualified independent traffic consultant, approved by the Bureau of Planning, to train at least two (2) supervising monitors to implement and supervise the monitoring procedures</p> <p>Any new supervising monitor must be trained directly by the independent traffic consultant. If the School's drop-off or pick-up queue extends for more than sixty (60) seconds in any single monitoring period (excluding delays due to extenuating circumstances such as a traffic accident) past the School's upper driveway and the red "no parking" zone above the driveway along the north side of Lincoln Avenue and extending into the "Keep Clear" zone, the School shall implement as many of the following actions, and continue to implement these actions, as would be necessary to accomplish the necessary reduction in the length of the queue:</p> <ul style="list-style-type: none"> <li>• Implement staggered morning drop-off and afterschool pickup times.</li> <li>• Stagger the afterschool bus pick-up times so that the buses are loaded and leave prior to the start of pickup.</li> <li>• Discourage early arrival for pickup within the Transportation Policy Guide and during an annual back to school traffic presentation.</li> <li>• Increase public and private bus ridership in addition to those already in effect at the time of the queueing violation.</li> </ul>
<p>26. Private vehicle drop-off and pick-up completion of the internal Loop Road, off-site improvements, all student drop-off and pick-up areas and site plan improvements related to pedestrian circulation</p>	<p>Upon completion of the internal Loop Road, off-site improvements, all student drop-off and pick-up areas and site plan improvements related to pedestrian circulation, private vehicle drop-off and pick-up shall take place on the South Campus along the School's internal loop road, to be constructed as part of Phase II of the Approval. Except during emergencies, no access to the South Campus will be allowed from Charleston Street. Private vehicle drop-off and pick-up shall be prohibited on Lincoln Avenue, provided that drivers may legally park on Lincoln Avenue and walk their student onto campus. Drivers will be instructed not to use the "Alida Loop" to reverse direction on Lincoln Avenue or to reverse direction by U-turns or three point turns in private driveways. Drop-off will use the two-lane, one-way loop driveway entering the South Campus at the middle entrance and exiting at the lower entrance. The outside lane will be used primarily for passing/through traffic and the inner lane for merging and moving into/out of the drop-off zones. The internal loop road shall provide sufficient queuing space for approximately sixty (60) vehicles.</p> <ol style="list-style-type: none"> <li>1. Buses: Private school bus and public bus drop off and pick up may take place on either side of Lincoln Avenue in designated bus zones.</li> <li>2. The School shall provide an integrated network of circulation assistants and traffic monitors to manage the drop-off and pick-up of students, control the sidewalks, monitor the crosswalks, and report incidents. Traffic monitors and circulation assistants shall wear bright- colored vests.</li> <li>3. The school will provide a traffic monitor at the corner of Alida Street and Lincoln Avenue to ensure vehicles engaging in drop-off and pick-up are not using the "Alida Loop"</li> </ol>
<p>27. Monitoring Private vehicle drop-off and pick-up upon completion of internal loop road</p>	<p>Monitoring to ensure compliance with the internal loop road drop-off and pick-up requirements and related reporting shall take place for three one-week periods, once at the beginning of each School semester, and once at the beginning of the Summer Program session. The number of monitoring sessions and the duration of the monitoring period for each school year shall be determined by the City of Oakland's Transportation Services Division, Oakland Traffic Safety Division and Bureau of Planning based in part of the school's performance in enforcing the use of the internal loop road for drop-off and pick-up.</p> <p>In accordance with the TDM, either a qualified independent traffic consultant or two (2) trained monitors shall monitor the Lincoln Avenue queues during after-school pick-up (3:00 p.m. to 3:45 p.m.) and morning drop-off (7:55 a.m. to 8:30 a.m.) by recording observations of the traffic operations on Lincoln. The monitoring persons shall also note the number of buses in the queue at each monitoring time. The Director of Operations shall prepare a report at the end of every week during each monitoring period based on the information gathered, sign the report, and submit to the Bureau of Planning</p>
<p>28. Staging Area</p>	<p>Requirement: Written authorization from the off-site property owner, subject to approval by the City Attorney, is required for use of an off-site staging area to control traffic flow on Lincoln Avenue for pick-up and drop-off. An updated authorization for the existing staging area at the Oakland California Temple shall be required to reflect revised project conditions. Should an existing area become unavailable for use during the pick-up or drop off process, the School shall promptly institute one of the alternative means of maintaining the queue in compliance with these conditions as set forth in Conditions #25 and #26. The School shall institute that alternative within thirty (30) days of the unavailability of the Mormon Oakland California Temple. Alternative potential staging areas could be considered with property owner authorization.</p>

29. Parking	<ul style="list-style-type: none"> <li>a. At full build-out enrollment (1,250 students), the School may provide a maximum of 344 off-street parking spaces based on the Parking Demand Analysis by the transportation consultant, Nelson Nygard 2/22, for student and employee use. The PUD may include: <ul style="list-style-type: none"> <li>i. 1. 190 spaces on the North Campus including 36 stacker space and 138 spaces on the South Campus;</li> <li>ii. Revision of the shared use parking agreement at the Greek Orthodox Church at occupancy of Phase III to allow 16 spaces with a written parking agreement approved by the City Attorney or reduce off-site spaces with reduction of parking demand.</li> </ul> </li> <li>b. Phased Parking for Combined Phase I and II may include 330 spaces, including <ul style="list-style-type: none"> <li>i. Phased increase in parking spaces to a total of 292 on both campuses.</li> <li>ii. Shared use of up to 38 parking spaces at the Greek Orthodox Church for a total of 330 parking spaces with a parking agreement approved by the City Attorney for off-site parking per 17.116.180 Conditions for off-street parking or loading.</li> </ul> </li> <li>c. Additional overflow parking limited to "special events", defined as events creating more than a 50-vehicle parking demand, may be located at adjacent institutional use parking lots with a written parking agreement between the Head Royce School and the property owner that is reviewed and approved by the City Attorney</li> </ul>
30. Transportation Demand Management	<p>The applicant shall maintain a <b>TDM plan</b> during both the regular school year and during the Summer Program. Among other things, the TDM shall implement A-G of this Condition, as set forth below.</p> <ul style="list-style-type: none"> <li>a. <b>Traffic Circulation and Management</b> The School shall continue to implement policies to ensure that: <ul style="list-style-type: none"> <li>1) the drop-off and pick-up process is managed effectively and efficiently; 2) traffic on neighborhood streets is minimized; and 3) safe driving behaviors are encouraged. These policies include: <ul style="list-style-type: none"> <li>i. 1. Continuation of before and after-school childcare programs to reduce the number of peak vehicles arriving and departing the campus.</li> <li>ii. Maintenance of detailed, written instructions of the vehicle pick-up and drop-off process for the purpose of increasing efficiency in the pick-up and drop-off operation. These procedures, which will be incorporated into an updated Transportation Policy Guide (Guide), shall include, but are not limited to, how to access the vehicle drop-off/pick-up areas, a map showing the specific area where vehicle drop-off and pick-up is permitted, and rules regarding safe practices for entering and exiting vehicles. The School shall actively discourage and communicate the dangers of picking up students on streets other than the designated drop-off area, as part of the Guide, parent meetings, Back to School nights, and other means. The Guide shall specifically discourage early arrival for afternoon pick-up. The summer program shall follow the Transportation Policy Guide.</li> <li>iii. Compliance with Condition and 26.</li> <li>iv. Circulation Assistants: During morning drop-off and afternoon pick-up periods, the Applicant shall assign seven (7) adults in the morning and nine (9) adults in the afternoon to assist with the efficient flow of pick-up and drop-off traffic in approximately the locations listed below, subject to refinement per discussion with the City planning staff. Morning Drop-Off: To facilitate arrivals, Head-Royce School will provide circulation assistants beginning thirty (30) minutes prior to the start of school and extending to the start of classes at the following locations. <ul style="list-style-type: none"> <li>1. Intersection of loop road (east driveway) and Lincoln Avenue</li> <li>2. Lincoln Ave near Gatehouse</li> <li>3. Head-Royce back gate at Whittle Avenue</li> <li>4. South Campus West Drop-off</li> <li>5. South Campus East Drop-off</li> <li>6. Lincoln Avenue, Exit Loop</li> <li>7. Lincoln Avenue, North side</li> </ul> </li> <li>v. <b>Afternoon Pick-up:</b> Monitors will be in place twenty (20) minutes prior to school dismissal until 3:45pm or the queue has been eliminated. Recommended locations and duties for monitors are as follows: <ul style="list-style-type: none"> <li>1. Intersection of loop road (east driveway) and Lincoln Avenue</li> <li>2. Staging area at the Oakland Temple parking lot</li> <li>3. Lincoln Avenue near Gatehouse</li> <li>4. Loop Road (2 monitors)</li> <li>5. East and West Pick-up area (1 monitor in each position)</li> <li>6. Top of the Gatehouse entrance stairs</li> <li>7. Lincoln Avenue, North side</li> <li>8. Head-Royce back gate at Whittle Avenue</li> <li>9. The school shall have a sufficient number of qualified alternates on campus during every morning and afternoon drop-off time to ensure that the minimum</li> </ul> </li> </ul> </li> </ul> </li> </ul>

number of traffic personnel is always met. All traffic assistants shall wear colored safety vests. The summer program shall have at least as many circulation assistants as the school year program

- b. **Parking Management strategies** The School shall implement parking management strategies to ensure that 1) the School minimizes parking in the neighborhood; 2) School-related parking does not disrupt traffic; and there are incentives to reduce single-occupancy vehicles.
- i. Through its TDM and Transportation Policy Guide, the School's policy shall be to direct staff, students and visitors to park in the School's off-street spaces at 4315 and at 4368 Lincoln Avenue and on Lincoln Avenue above the Gatehouse and direct them not to park on the side streets in the neighborhood.
  - ii. The School shall continue to pay for a Residential Permit Parking program on Alida Avenue, Alida Court and Linette Court through the City of Oakland unless the neighbors on these streets withdraw their request to maintain this permit program.
  - iii. Staff who contract with the school to carpool shall be given on-site priority spaces relative to non-carpooling staff in order to reduce single occupancy vehicles,
  - iv. Students shall be directed by the School to park in off-street parking on campus. Students that contract with the school to carpool shall be given on-site priority spaces in order to reduce single occupancy vehicles.
  - v. The School shall not exceed the maximum allowed parking spaces per the Planned Unit Development approval of 344 spaces at all times, including the Summer Program. In its Transportation Policy Guide, the School shall define "single-occupancy vehicle" as a vehicle with the one driver and one non-driving student or child
- c. **Auto Trip Reduction Program**
- i. The School shall discourage single-student and single parent/student driving in the Transportation Policy Guide and implement policies with a goal of reducing single occupant vehicles arriving or departing the School. The Auto Trip Reduction Program shall be included in the TDM and address all four modes of transportation (pedestrian, bicycle, carpooling/vanpooling, and transit), including:
  - ii. The Applicant shall continue to sponsor and provide private buses (or an equivalent service and capacity as existing conditions).
  - iii. The Applicant shall continue to subsidize an AC Transit bus pass to students and faculty as long as AC Transit bus service is available. The Applicant shall assign a Transportation Coordinator who will provide carpooling and ride matching services to parents who are interested in carpooling.
  - iv. Consistent with Mitigation Measure Transportation 1 from the project EIR, once it has exceeded a 906 student enrollment, the School shall commit to maintain an average of 34.5% an increase of 15% of the prior requirement) of its school-year student enrollment traveling by modes other than single occupancy vehicles. A survey of alternative travel modes shall occur during each of the two independent monitoring periods carried out during the school year pursuant to Condition # 30(G) and the counts shall be averaged over the two (2) monitoring periods. However, the School may elect to conduct additional third-party monitoring and the counts shall be averaged overall additional academic year monitoring periods. Alternative travel modes shall include walking, biking, carpooling or taking a bus.
- d. **Special Events** The Applicant shall establish transportation procedures for Special Events to 1) ensure that Special Events are managed efficiently and effectively; and 2) minimize traffic and parking in the neighborhood.
- i. The Applicant shall anticipate the attendance of Special Events and note this on the School's calendar. At least two weeks prior to a Special Event, the School shall confirm the anticipated number of vehicles and distribute the appropriate parking locations and restrictions to the attendees and Neighborhood Liaison Committee. For all Special Events, the School shall direct visitors not to park on neighborhood streets and instead encourage them to park in off-street lots or on either side of Lincoln Avenue above the gatehouse.
  - ii. For single or cumulative Special Events on the same day that will generate between 50 and 150 people, the School shall provide sufficient parking either at 4315 or 4368 Lincoln Avenue. For single events or cumulative events on the same day expected to be between 150 and 400 people, the School shall provide parking on campus as a priority. Overflow parking may located at adjacent institutional use parking lots such as the Oakland California Temple, the Greek Orthodox Church and Ability Now Bay Area with a written parking agreement between the Head School and the property owner that is reviewed and approved by the City Attorney. For events exceeding 400 people, an off-site alternative, with a shuttle or valet system, is required.
  - iii. Traffic Monitors during Special Events: The purpose of traffic monitors during Special Events is to direct cars away from neighborhood streets and into off-street parking or onto Lincoln Avenue above the gatehouse. Single or cumulative events with fifty (50) or fewer visitor vehicles people are not considered Special Events per Condition #24 and do not require a traffic monitor. However, parking signs shall be posted along Lincoln Avenue. Single or cumulative events with 50-150 people shall require one monitor along Lincoln Avenue near the corner of Lincoln and Alida and another monitor at the Whittle Gate. Single or cumulative events between 50 and 200 people shall require four (4) monitors. Monitors will be stationed at the following streets to direct cars to parking provided for the

event: Whittle Gate, Lincoln Avenue south of the gate house, Alida Street between Lincoln and Laguna Avenue, and Alida Court. Single or cumulative events over 200 people shall require six (6) monitors, unless an off-site shuttle service is used. In addition to the streets listed above, the monitors will be stationed at the following streets: Tiffin Avenue between Whittle and Lincoln Avenue, and Burlington Street.

- iv. The traffic monitors shall wear a colored safety vest, carry digital cameras, and provide adequate information to the school in order to identify the Special Event parking violators and for the school to implement the enforcement policy. Monitors shall be in the neighborhoods 15 minutes prior to any event.
- v. The Applicant shall provide a live hotline number to reach an event manager during Special Events to be used to report violations or complaints. Enforcement of violations of Traffic Safety Rules (see subsection (F) below) observed during Special Events shall be handled in the manner set forth in subsection F below and the TDM
- e. **Communication** The Applicant shall establish communication protocols to 1) institutionalize and encourage good neighbor parking and driving behavior; 2) ensure that the School community drives in a safe manner; and 3) ensure the rules are clearly communicated, including:
  - i. Traffic Safety Rules: The TDM contains a list of Traffic Safety Rules that are designed specifically to increase safety of the school community and the neighborhood. The TDM also includes a list of "Good Neighbor Rules" designed to decrease impacts to neighbors.
  - ii. The Applicant shall continue to maintain a Transportation Policy Guide. The Guide shall include, but not be limited to the following: Vehicle drop-off and pick-up procedures designed to promote an efficient operation; bus loading procedures; Traffic Safety Rules; "Good Neighbor Rules" including blocking driveways, u-turns in neighbor's driveways; Transit Subsidy Program; Special Event Traffic and Parking Rules; and consequences for violations. If revised to reflect the updated TDM Plan, the Transportation Policy Guide shall be submitted to Bureau of Planning, Transportation Services Divisions, and OPD-Traffic Safety for review.
  - iii. The Applicant shall distribute the Transportation Policy Guide to each student's parent/guardian. Each student's parent/guardian will need to provide written acknowledgement of receipt of the Policy Guide, and acceptance of its policies as a condition of enrollment. The School shall submit a record of each family's acknowledgement of receipt in a form acceptable to the City if requested. The project applicant shall hold a parent meeting at the beginning of each school year to discuss the traffic and parking. If rules change significantly, as determined by the Director of the Bureau of Planning, after the beginning of the school year, the project applicant shall hold another meeting. A City staff member may attend. The Applicant shall annually review the Transportation Policy Guide and submit the Transportation Policy Guide for review by the Bureau of Planning, Transportation Services Division, and OPD-Traffic Safety staff
- f. **Enforcement of Traffic Safety rules and Event Traffic and Parking** The School shall implement and maintain a system to identify and track persons who violate the School's Traffic Safety Rules as set forth in the TDM. Good Neighbor Rules as set forth in the TDM shall not be considered Traffic Safety Rules subject to enforcement by the Bureau of Planning. Violations of the Vehicle Code are enforced by the Oakland Police Department.
  - i. During the pick-up and drop-off periods: The School shall assign four (4) traffic monitors to implement and monitor the Traffic Safety Rules. The monitors shall be placed at:
    1. Whittle Gate;
    2. Lower crosswalk on Lincoln Avenue;
    3. Crosswalks at loop road entrance on Lincoln Avenue ( 2 monitors); and
    4. The traffic monitors shall wear a safety vest, carry digital cameras, and provide adequate information to the school in order to identify the rule violators and for the school to implement the traffic safety rule enforcement policy. Monitors shall be in the neighborhoods 15 minutes prior to scheduled pick-up and drop-off times
- g. **Compliance Reporting**
  - i. The Applicant shall hire a qualified traffic consultant, approved by the Director of Planning or designee, to monitor compliance with the traffic-related conditions in the Conditions of Approval and the approved TDM. Specifically, the independent monitors shall verify compliance by:
    1. Counting the number of traffic assistants and monitors present during drop-off and pick- up periods,
    2. Observing the drop-off and pick-up traffic flow and recommending measures to ensure smooth operations to the City,
    3. Collecting the number of violations that have been reported from Head Royce's database and recommending measures to reduce violations,
    4. Recording parking occupancy in all Head Royce parking lots,
    5. Monitoring Whittle Avenue and Alida for School —related parking, and
    6. Reviewing the Auto Trip Reduction Program and related documents as determined satisfactory by the Director of Planning, to meet the alternative transportation mode percentage
  - ii. The independent monitor shall monitor the School's compliance with the traffic-related conditions of approval as implemented by the TDM two times per school year and once

	<p>during the Summer Program. The independent traffic consultant shall submit a written report within two weeks of the monitoring summarizing the results of the monitoring session. The reports shall include recommendations to remedy potential infractions of the traffic-related conditions of approval, if appropriate to the Bureau of Planning. Such measures proposed by the independent traffic consultant must be approved by the City of Oakland prior to implementation. Upon City of Oakland approval of enhanced or additional TDM measures, the project applicant shall be given four weeks after the approval to implement the recommended measures.</p> <p>iii. The School shall have one semester to cure any traffic-related violations of the conditions of approval. If after invoking enhanced or additional TDM measures the School still does not meet its traffic-related Conditions of Approval based on the independent monitors reports submitted to the City of Oakland, the Bureau of Planning may refer the matter to the City of Oakland Planning Commission for scheduling of a compliance hearing to determine whether the School's approvals should be revoked, altered, or additional conditions of approval imposed. This could include a permanent reduction in enrollment. The City of Oakland can also impose penalties on a per infraction fee basis pursuant to the City's Master Fee Schedule based on the observations of city officials, the Oakland Police Department, or the independent monitors. In determining whether reduced enrollment or other remedies are appropriate, the City of Oakland shall consider if the School has demonstrated a good faith effort to comply with the traffic-related conditions of approval. It will be up to the School to provide evidence to the City of Oakland of good faith efforts for review.</p>
<p>31. Student Enrollment Increase or "Future Construction"</p>	<p>The Applicant shall apply for a new or amended PUD Permit for any student enrollment increase over 1,250 students on the Head Royce campus site, or change in permitted activities, including but not limited to any physical expansion of Head Royce School's operations at 4315 or 4368 Lincoln Avenue or any other "Future Construction" associated with increasing Head Royce School's operations. The City may require a revision to the existing Planned Development Permit or revisions to the Final Development Permit consistent with procedures in Condition #4.</p> <p>Future Construction is defined for purposes of this condition as: new, wholly reconstructed, or relocated school buildings, any expansion of floor area (as defined by Planning Code), new enclosed buildings or portions of buildings. The last enrollment and staffing form submitted to the California Department of Education shall be required as part of the application documents.</p> <p>For purposes of this condition, Future Construction does not include features such as unenclosed decks/balconies, stairs, walkways, patios, courtyards, fences, walls and retaining walls, trellises or other landscape features, interior remodeling of an existing building, storage sheds of 300 square feet or less, or repair of existing building features. Projects of this type would require permitting per Planning Code requirements but would not trigger PUD review.</p>
<p>32. Operational Noise</p>	<p>Noise levels from the activity, property, or any mechanical equipment on site or as a result of school operations shall comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services. No outdoor amplified sound equipment shall be used on the campus without a permit from the City Administrators office. For the purposes of this permit, "amplified sound equipment" includes bull horns, air horns, or loudspeakers.</p>
<p>33. Whittle and Lincoln Ave. Properties</p>	<p>The properties located at 4200, 4220, 4280-82 and 4286 Whittle Avenue and 4233 Lincoln Avenue shall be limited solely to permitted residential uses as defined in the Oakland Planning Code and the School will not merge the lot without obtaining an amendment to the PUD as a Major Change.</p> <p>The School shall maintain the residential character and uses of these houses and ensure that the houses maintain their structural integrity. These properties shall not be used for additional School parking, School staging of materials or equipment, School storage (including storage of maintenance equipment) or school deliveries or student pick-up or drop-off. The gate in the existing fence between 4200 and 4220 Whittle and the School property shall be posted with a No Trespassing sign and locked (with keys provided only to residents of these properties), except a push bar or similar unlatching system may be installed on the School side of the gate only to allow for exit in an emergency.</p>
<p>34. Whittle Gate Access</p>	<p>Access to the school through Whittle Gate shall be limited as follows: Deliveries to the School shall be directed to Whittle Gate and South Campus in accordance with Condition #25. The Applicant may provide pedestrian card access to the Whittle Gate to students or employees who walk or bike to School. The School may provide up to twenty-two (22) vehicle access cards to faculty, staff or disabled visitors to park in the parking spaces in the School's lower parking lot. Disabled students may be dropped off at the Whittle gate. Each year, the School shall deactivate the cards and issue new cards. Monitoring of the Whittle Gate shall take place in accordance with Condition #30. The number of pedestrian and vehicle passes distributed each year shall be submitted to the Planning and Zoning Division. The School shall install signs identifying the appropriate access points and access restrictions, if any, to the School property.</p>

35. Neighborhood Liaison Committee/Point of Contact/Complaints	<p>The Applicant shall invite interested representatives from the surrounding neighborhood streets, including but not limited to, Upper Lincoln, Lower Lincoln, Alida Court and Whittle Avenue neighborhood (Neighborhood Committee) to meet with a representative from the School administration, the Director of Neighborhood Relations (or his or her designee) and a member of the board of trustees, in order to resolve conflicts and maintain communications between the school and the surrounding neighborhoods. The School shall convene the Neighborhood Committee at least twice a year, with one meeting held at the end of the school year prior to the start of the Summer Program. The date/time/location shall be mutually agreed to by the Neighborhood Committee and the School. Invitations to the meeting with a written agenda shall be mailed at least ten (10) days prior to the scheduled meeting to the Neighborhood Committee, the City Council's office for district 4, the planning director or designee, and all residents immediately abutting and adjacent to the School. The School shall increase the number of meetings if determined to be necessary by City Bureau of Planning staff. School shall provide notice of these meetings to City staff who may attend.</p> <p>No later than thirty (30) days after this approval and ongoing, the Applicant shall designate a representative, or series of representatives, on site, to act as the primary point(s) of contact and as a complaint manager. The procedures and protocols to track and timely respond and resolve complaints/concerns raised by neighbors, or others relating to the school's operations, including but not limited to traffic, noise, etc. are contained in the TDM Plan. One of the purposes of this condition is to have the project applicant timely respond and resolve complaints prior to involvement by Building Services Code Compliance Division, unless the complaint is related to imminent threats to public health or safety. The School shall provide neighbors with a daytime and evening contact number for the complaint manager. Complaints will be responded to within 48 hours. In addition, the School shall provide neighbors with a 24-hour emergency hotline number for use in the event of an emergency.</p>
36. Deliveries	All deliveries, except US Mail, Fed-Ex and UPS trucks and a once-a-year mulch delivery to the playground area, must access the School via the Whittle Gate, the upper parking lot area or on the South Campus by means of the internal loop driveway. Except as noted above, no deliveries are permitted along Lincoln Avenue. Deliveries must be scheduled for 9:00 a.m. to 5:00 p.m. on weekdays, except for deliveries to the café which may commence at 7:00 a.m. on weekday operation hours only and no overnight parking or idling is permitted. The School shall provide a live daytime and evening contact number for the complaint manager.
37. Emergency Management and Preparedness Plan	The Applicant shall develop an <b>Emergency Management Plan</b> ("EMP") that incorporates the recommendations in Mitigation Measure Wildfire and Emergency Evacuation-1 from the Final EIR, and submit to Planning and Zoning Division, Transportation Services Division, OPD-Traffic Safety, and the Fire Marshall, for review and consultation. The plan shall discuss emergency evacuation procedures that will facilitate emergency vehicle access to the neighborhood during School pick-up and drop-off operations. The Applicant shall implement the final EMP.
38. Fire Protection Bureau Occupancy Review	The Applicant shall cooperate and coordinate with the Fire Services Department to conduct yearly occupancy and fire safety inspections of the school, fire drills and unannounced future site visits. The resulting Fire Department report(s), and any follow-ups, shall be sent to the Planning and Zoning Division for review.
39. Fire Department Site Visits	The Applicant shall coordinate with the Oakland Fire Marshal's Office to make periodic unannounced visits to the school (the frequency, timing, and types of visits should be at the Fire Marshal's discretion based on need for visits and compliance by the school) to verify that adequate emergency vehicle access is being maintained during peak pick-up and drop-off periods. The Fire Marshal should consult with the School to identify modifications to the circulation rules, if emergency access problems are identified.
40. Temporary Parking Plan	As part of the Construction Management Plan required in Condition #13 the Applicant shall prepare a parking plan demonstrating how adequate school parking can be provided during demolition and redevelopment of the South Campus parking lots. Temporary use of off-site parking lots may be considered with authorization of the off-site property owners and approval of the City Attorney.
41. Bicycle Parking	Requirement: A plan detail documenting of the design and functionality of racks to be installed on the South Campus is required consistent with Planning Code Section 17.117.080.

<p>42. Transportation-Related Off-site Improvements</p>	<p>The Applicant shall construct and/or implement the following transportation-related off-site improvements prior to construction-related permits for Phase II:</p> <ul style="list-style-type: none"> <li>(1) LPI timing will be provided for both Loop Road signals, and timing cards will be submitted for review to OakDOT that time all pedestrian crossings at 3ft/sec;</li> <li>(2) ADA crossing will be provided at the intersection of Lincoln and Alida Street extending from existing curb cuts;</li> <li>(3) A stop sign warrant analysis shall be conducted at the intersection of Alida and Lincoln Avenues. If a stop sign is warranted, applicant will install it in coordination with Oakland DOT. If a stop sign is not warranted, applicant will install a rapid rectangular flashing beacon at this Intersection. Design will be documented as part of the PX permit process; and</li> <li>(4) A programmatic solution is required to ensure that students can receive aid in crossing Lincoln Avenue upon request. If a shuttle solution is infeasible, then the City would accept a written commitment to provide a phone number for students to call for assistance from on-site staff. Such a solution is necessary to ensure that the Applicant is responsible for providing safe passage across Lincoln for disabled students, given that they are unable to provide ADA-compliant cross slopes at the two new Loop Road crosswalks</li> </ul>
<p>43. Design of Replacement windows and ADA requirements for Historic Resource Building 0,1, and 2</p>	<p>The Applicant shall submit additional documentation to Planning staff concerning the feasibility of rehabilitating all historic steel windows at Building 0 to improve compliance with the Secretary of the Interior Rehabilitation Standard 6, Deteriorated Historic Features, the scale of new window patterning on Building 1 and 2 for consistency with historic windows, and the size and scale of the ADA ramp at Building 1 west elevation for consistency with the historic context.</p>
<p>44. Coastal Native Mix Plant Material</p>	<p>Requirement: The Applicant shall amend the Planting Schedule and Planting Plan shown on Plan Sheet L6.1.00 to show Lupinus Alpipfrons in place of Lupinus Arboreus as part of the Coastal Native Mix.</p>
<p>45. Retaining Wall</p>	<p>Provide a detailed drawing of the retaining walls shown on the FDP Section plan page FDP-L3.01 for the combined Acoustic Board Perimeter fence and retaining wall.</p>
<p>46. Additional Emergency Evacuation Route</p>	<p>An additional emergency evacuation route opposite Charleston will be provided voluntarily by the School to accommodate public egress through their property in the event of an emergency.</p>
<p>47. Good Faith Attempt to Obtain Fire Wise USA Designation (Additional Condition)</p>	<p>Following completion of Phase II of the project, the project applicant shall make a good faith effort to participate in neighborhood efforts, if any, to gain a FireWise USA designation. This condition is contingent upon the surrounding neighbors organizing to work collaboratively for such designation since this is a neighborhood-wide designation.</p>
<p>48. Global Warming and Transportation Course to Encourage Alternative Modes of Transportation and Social Responsibility (Additional Condition)</p>	<p>Following the obtaining certificate of occupancy for Phase II of the project, the project applicant shall work in good faith to develop a Global Warming and Transportation Course (ranging from one day to a semester course) to encourage alternative modes of transportation and social responsibility for students of all ages. The course may also cover the Transportation Demand Management requirements of Condition of Approval #30 and other project Conditions of Approval and specifically the Transportation Policy Guide adopted and distributed by the project applicant. Students may obtain course credit as permitted by any accrediting body.</p>

<b>Final Mitigation Measures/ Standard Conditions of Approval (SCA)</b>	
<b>Aesthetics, Shadow and Wind</b>	
<b>SCA Aesthetics-1, Landscape Plan</b>	<ol style="list-style-type: none"> <li>1. <b>Landscape Plan Required:</b> The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code.</li> <li>2. <b>Landscape Installation:</b> The project applicant shall implement the approved Landscape Plan, unless a bond, cash deposit, letter of credit or equivalent instrument acceptable to the Director of City Planning is provided. The financial instrument shall equal the greater of \$2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.</li> <li>3. <b>Landscape Maintenance:</b> All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.</li> </ol>
<b>SCA Aesthetics-2, Lighting</b>	<p>Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties</p>
<b>SCA Aesthetics-3, Trash and Blight Removal</b>	<p>The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multifamily residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users</p>
<b>SCA Aesthetics-4, Graffiti Control</b>	<ol style="list-style-type: none"> <li>1. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: <ol style="list-style-type: none"> <li>a. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces</li> <li>b. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces</li> <li>c. Use of paint with anti-graffiti coating</li> <li>d. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED)</li> <li>e. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement</li> </ol> </li> <li>2. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following: <ol style="list-style-type: none"> <li>a. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system.</li> <li>b. Covering with new paint to match the color of the surrounding surface</li> <li>c. Replacing with new surfacing (with City permits if required)</li> </ol> </li> </ol>

Air Quality	
<b>SCA Air-1, Dust Controls – Construction Related</b>	<p>The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p> <ol style="list-style-type: none"> <li>1. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible.</li> <li>2. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).</li> <li>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>4. Limit vehicle speeds on unpaved roads to 15 miles per hour.</li> <li>5. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 miles per hour (mph).</li> <li>6. All trucks and equipment, including tires, shall be washed off prior to leaving the site.</li> <li>7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.</li> </ol>
<b>SCA Air-5, Stationary Sources of Air Pollution (Toxic Air Contaminants)</b>	<p>The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:</p> <ol style="list-style-type: none"> <li>1. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</li> </ol> <p style="text-align: center;">- or -</p> <ol style="list-style-type: none"> <li>2. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: <ol style="list-style-type: none"> <li>a. Installation of non-diesel fueled generators, if feasible, or; Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible</li> </ol> </li> </ol>
<b>SCA Air-6, Asbestos in Structures</b>	<p>The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM). These include but are not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.</p>
Biological Resources	

<p><b>SCA Biology-1, Tree Removal during Bird Breeding Season</b></p>	<p>To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird-breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.</p>
<p><b>SCA Biology-2, Tree Permit</b></p>	<ol style="list-style-type: none"> <li>1. Tree Permit Required: Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit</li> </ol> <ol style="list-style-type: none"> <li>2. Tree Protection during Construction: Adequate protection shall be provided during the construction period for any trees that are to remain standing, including the following, plus any recommendations of an arborist: <ol style="list-style-type: none"> <li>a. Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree, to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.</li> <li>b. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.</li> <li>c. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.</li> <li>d. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</li> <li>e. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</li> <li>f. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.</li> </ol> </li> </ol>

	<p>3. Tree Replacement Plantings: Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria:</p> <ol style="list-style-type: none"> <li>a. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.</li> <li>b. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division.</li> <li>c. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.</li> <li>d. Minimum planting areas must be available on site as follows: for Sequoia sempervirens, three hundred fifteen (315) square feet per tree, for other species listed, seven hundred (700) square feet per tree</li> <li>e. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.</li> <li>f. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings that fail to become established within one year of planting shall be replanted at the project applicant's expense.</li> </ol>
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**Cultural Resources**

<p><b>SCA Cultural-1: Archaeological and Paleontological Resources – Discovery during Construction</b></p>	<ol style="list-style-type: none"> <li>1. Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.</li> <li>2. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.</li> <li>3. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All</li> </ol>
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<p><b>SCA Cultural-3: Human Remains – Discovery during Construction</b></p>	<p>Pursuant to CEQA Guidelines section 15064.5(e) (1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt, and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant</p>
<p><b>SCA Cultural-4: Vibration Impacts on Adjacent Historic Structures or Vibration-Sensitive Activities</b></p>	<p>The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities located at adjacent historic resources within or near the project. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.</p>
<p><b>Project Improvement Recommendation - Retain and Rehabilitate All Historic Steel Sash Windows</b></p>	<p>Page &amp; Turnbull recognizes and appreciates that the large historic steel sash windows at the north façade of Building 0, which are visible from the public right-of-way along Lincoln Avenue, are proposed to be retained and repaired as necessary. Page &amp; Turnbull recommends that, except in demonstrated cases of severe deterioration beyond repair, all historic steel windows at Building 0 be retained and rehabilitated in order to fully comply with Rehabilitation Standard 6. Per Rehabilitation Standard 6, repair, rehabilitation, and thermal upgrading should be pursued as primary strategy before considering replacement with compatible, in-kind replacement windows (such as the Type 2 windows indicated in the Project). While double-glazed windows have increased thermal performance, there are other ways to improve thermal performance of existing historic steel sash windows. Furthermore, overall thermal performance of the building may be accomplished through improved insulation of wall and roof assemblies, while retaining all historic steel sash windows</p>
<p><b>Geology and Soils</b></p>	
<p><b>SCA Geo-1: Construction-Related Permit(s)</b></p>	<p>The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.</p>
<p><b>SCA Geo-2: Soils Report</b></p>	<p>The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p>
<p><b>Detailed Recommendations in Furtherance of SCA Geo-2</b></p>	<p>Pursuant to the grading permit requirements found in the Oakland Municipal Code, design and construction considerations are recommended in the August 2020 Rockridge Geotechnical and Geological Evaluation, Stability of Slope Below Building (Appendix 8F), as recommended pursuant to peer-review by the City's geotechnical engineering consultants, EnGeo. Based on their site investigations, Rockridge recommends that the surface drainage at the rear of Building 9 be improved, and that the slope below Building 9 be partially reconstructed to mitigate the potential for future slope instability under static and seismic conditions. Further detailed recommendations are presented below.</p> <ol style="list-style-type: none"> <li>1. Surface Drainage Improvements <ol style="list-style-type: none"> <li>a. Four roof drain downspouts at the rear of Building 9 currently discharge onto the ground surface adjacent to the building. The two easternmost roof drains may have contributed to slope instability and should be connected to solid buried pipes that discharge near the base of the reconstructed slope. The end of the discharge pipes should be designed with a "T" and a gravel pad to mitigate the potential for ground-surface erosion.</li> <li>b. The ground surface behind the eastern-most 80 feet of Building 9 is currently uneven with some</li> </ol> </li> </ol>

	<p>areas sloping toward the building, some areas being relatively level, and some areas sloping away from the building. To reduce the potential for ponding and concentrated surface flow onto the slope face, this area should be re-graded so that the ground surface slopes down away from Building 9 and towards the top of the slope at a consistent gradient of five percent.</p> <ul style="list-style-type: none"> <li>c. Much of the slope below Building 9 has been recently cleared and is covered with wood chips. To mitigate the potential for surface erosion after construction of the Project's proposed improvements, the final graded slopes (where not already currently covered with erosion-resistant vegetation (should be planted with deep-rooted vegetation to reduce the potential for surface erosion.</li> <li>d. The slopes should be covered with an erosion control blanket to minimize surface erosion until the vegetation matures.</li> </ul> <p>2. Slope Reconstruction</p> <ul style="list-style-type: none"> <li>a. The fill slope below the eastern-most 80 feet of Building 9, as well as the 80-foot long section of fill slope east of Building 9, should be reconstructed as an engineered fill slope during construction of the proposed future site improvements.</li> <li>b. The inclination of the final slope should not exceed 2:1 (horizontal: vertical) unless reinforced with geogrid. A geogrid-reinforced slope as steep as 1.5:1 is feasible; however, installation of geogrid reinforcement would require significantly more cutting into the existing slope than for reconstruction of an unreinforced slope.</li> <li>c. It should be assumed that the outer 10 feet of the current slope consists of non-engineered fill that should be excavated and then replaced as engineered fill after installation of a keyway and subdrains. Several test pits should be excavated into this slope face prior to site grading to further investigate the existing fill thickness.</li> <li>d. Reconstruction of the slope should consist of excavating the existing fill from the slope face (if the fill extends behind a line inclined at 1:1 from the top of the slope, it may be left in place since it will be buttressed with the engineered fill). The excavation at the top of the slope should extend no closer than 10 horizontal feet from the rear of Building 9 and should be inclined no steeper than 1:1. A keyway that is at least 10 feet wide and extends at least four feet into competent bedrock or very stiff/dense native soil should be excavated as the projected toe of the engineered fill slope. The base of the keyway should be sloped back into the hillside at an inclination of at least two percent.</li> <li>e. Below Building 9, subdrains should be installed at the back of the keyway, within 10 feet (vertically) from the top of the slope, and at approximately mid slope. East of Building 9, subdrains should be installed in the keyway and within 10 feet (vertically) from the top of the slope. Subdrains should discharge water via solid pipe to a suitable downslope discharge point protected from erosion with a gravel blanket.</li> <li>f. The engineered fill placed to repair the slope should be keyed and benched into competent native soil and/or bedrock with benches being about eight feet wide. The soil and bedrock materials encountered at the site are suitable for reuse as engineered fill, provided they are free of significant organics, rocks or lumps larger than four inches in greatest dimension, and organic material. If imported fill is required, it should consist of material that is free of hazardous substances, contain no rocks larger than four inches in greatest dimension, and have a plasticity index (PI) not exceeding 12. Fill should be placed in horizontal lifts not exceeding eight inches in uncompacted thickness, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction.</li> <li>g. The finished surface of the slope should be track-walked and protected from erosion by deep-rooted, fast-growing vegetation prior to winter. The surface should be covered with appropriate erosion control material to minimize surface erosion prior to maturation of the plants.</li> </ul> <p>3. Retaining Walls: Current plans call for installation of low retaining walls as part of the site improvements.</p> <ul style="list-style-type: none"> <li>a. Permanent retaining walls should be designed to resist lateral earth pressure imposed by the retained soil and surcharge pressure, where appropriate. Where permanent walls will be restrained from movement at the top and/or sides, they should be designed for at-rest conditions.</li> <li>b. Walls that retain soil and are not restrained from rotation may be designed for appropriate active pressures (as presented in Appendix 8F). The recommended design pressures are appropriate for walls that are fully drained.</li> <li>c. Walls that retain more than six feet of soil should be designed for the more critical loading condition of static or seismic conditions.</li> </ul>
<p><b>Detailed Recommendations in Furtherance of SCAs Geo-1 and Geo-2:</b></p>	<p>In furtherance of SCAs Geo-1 and Geo-2 and pursuant to the grading permit requirements found in the Oakland Municipal Code, the following design and construction considerations are recommended in the 2019 Cahill and McMillen Jacobs Conceptual Design and Constructability Evaluation (as also peer-reviewed by the City's geotechnical engineering consultants, EnGeo):</p> <ul style="list-style-type: none"> <li>1. The final alignment of the tunnel should be selected such that the length of the jacked box is minimized to reduce required jacking loads as much as possible. This can be accomplished by constructing the portals as close to the property lines as feasible.</li> </ul>

	<ol style="list-style-type: none"> <li>2. The jacked box will require construction of a soldier pile wall to aid in mobilizing passive reaction forces for jacking.</li> <li>3. Due to the size of the tunnel, design of a jacked box will have to assume a relatively simple geometry and an internal clear width not to exceed 18 feet (this clearance does not include any internal finishes, such as lighting, architectural finishes, waterproofing, etc.)</li> <li>4. For stiff/dense soil and rock conditions, overcut may be needed ahead of the box to facilitate advancing the box. Steel sheeting on the box roof and bentonite slurry lubricant will be required to minimize friction and maintain jacking forces.</li> <li>5. Depending on rock strength and the presence of soil and mixed face ground within the tunnel profile, temporary face support measures may be required to prevent ground loss. Options for face support will likely consist of sloping of the face, and installation of fiberglass face bolts, face shotcrete, or breasting</li> <li>6. The jacked box construction of the tunnel will require pre-support of the ground prior to commencing excavation. Settlement of existing utilities overlying the tunnel can likely be addressed through exposing and providing structural strengthening, or by providing temporary bypass across the tunnel zone of influence. During final design, a detailed evaluation of overcutting, advance lengths, and settlement should be carried out once the construction approach is finalized. Specific measures anticipated for this project to address settlement include installation of pre-support measures such as a grouted pipe canopy or ground freezing prior to excavation, application of face support measures, and monitoring of overlying structures during construction to confirm no unanticipated ground movements develop as a result of tunnel excavation.</li> <li>7. Vertically shored excavations will be required at the portal locations. The actual extent of shoring will be dependent on the presence of nearby utilities, structures, construction methods/sequencing, and final grading requirements. An anchored shotcrete wall is likely the most economical means of supporting vertical cuts for both temporary and permanent conditions.</li> <li>8. If rock conditions are encountered, tieback lengths are anticipated to be approximately 25 to 35 feet in length. Tiebacks would be drilled in 3 to 4-inch holes, fully grouted, and staggered at a pattern spacing of about 6-foot vertical by 6-foot horizontal. For soil conditions, anchor lengths/loads will be larger with a tighter spacing. Shotcrete facing will also be required for temporary and permanent shoring. For permanent walls, anchors will need to be double corrosion protected (DCP) and designed for seismic conditions.</li> <li>9. If encroachment limitations prevent the use of anchors for temporary walls, the system can be internally braced using steel struts and soldier piles. If the shored material consists of soil in this case, soldier piles may be required.</li> <li>10. In all cases, shoring walls should be designed for drained conditions and incorporate weep holes, or strip/mat drains behind the facing.</li> <li>11. To protect existing facilities from the effects of tunnel and portal construction, installation of monitoring instruments along Lincoln Avenue will be required to monitor ground/utility movements and surface settlement. Prior to commencing excavation, utility monitoring points and surface settlement arrays should be installed within the influence zone of the tunnel and portal excavations. Monitoring of these points should be performed on a regular basis during construction (daily or more frequently). Baseline readings will need to be taken to establish elevations prior to construction.</li> <li>12. Following completion of tunneling, monitoring should continue until readings stabilize or until such time that construction activities no longer warrant active monitoring. Actual monitoring locations will need to be determined after utility locations have been verified.</li> <li>13. Settlement thresholds and corrective actions will need to be established as part of the final design and prior to starting construction.</li> </ol>
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<p><b>Detailed Recommendations for Grading Practices for Expansive Soils in Furtherance of SCA Geo-2</b></p>	<p>In furtherance of SCA Geo-2 and pursuant to the grading permit requirements found in the Oakland Municipal Code, the following grading practices are recommended in the 2012 Rockridge Geotechnical Report:</p> <ol style="list-style-type: none"> <li>1. Positive surface drainage should be provided around all buildings to direct surface water away from foundations and below-grade walls. To reduce the potential for water ponding adjacent to buildings, the ground surface within a horizontal distance of five feet from the buildings should slope down away from the buildings with a surface gradient of at least two percent in unpaved areas, and one percent in paved areas.</li> <li>2. Roof downspouts should be discharged into controlled drainage facilities to keep the water away from the foundations, below-grade walls, pavements, and concrete flatwork.</li> <li>3. Water-intensive landscaping around the perimeter of buildings should be avoided to reduce the amount of water introduced to the expansive clay subgrade.</li> <li>4. Aggregate base (AB) courses beneath any new pavements and pedestrian walkways located adjacent to landscape beds should be constructed with thickened concrete edges that extend through the AB and into the underlying clay subgrade.</li> <li>5. Systems for storm water treatment (infiltration basins, rain gardens, bio-retention systems, vegetated swales, flow-through planters, etc.) should be provided with underdrains and impermeable liners,</li> </ol>
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	and not designed for filtration into the subgrade
<b>SCA Geo-5: Erosion and Sedimentation Control Plan for Construction</b>	<p>1. <b>Erosion and Sedimentation Control Plan</b> Required: The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.</p> <p>a. Erosion and Sedimentation Control during Construction: The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building</p>
<b>Hazards and Hazardous Materials</b>	
<b>SCA Hazards-1: Hazardous Materials Related to Construction</b>	<p>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> <li>1. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction</li> <li>2. Avoid overtopping construction equipment fuel gas tanks</li> <li>3. During routine maintenance of construction equipment, properly contain and remove grease and oils</li> <li>4. Properly dispose of discarded containers of fuels and other chemicals</li> <li>5. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program), and</li> <li>6. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City Fire Prevention Bureau, Alameda County Environmental Health, and other applicable regulatory agencies, and implementation of the actions described in these agencies' conditions of approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate</li> </ol>

<p><b>SCA Hazards-2, Hazardous Building Materials and Site Contamination</b></p>	<ol style="list-style-type: none"> <li>1. <b>Hazardous Building Materials Assessment:</b> The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency</li> <li>2. <b>Environmental Site Assessment Required:</b> The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase 1 report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency</li> <li>3. <b>Health and Safety Plan Required:</b> The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan</li> <li>4. <b>Best Management Practices (BMPs) Required for Contaminated Sites</b> (Item 4 text omitted because it is not applicable to the project, which is not on a contaminated site)</li> </ol>
<p><b>Hydrology and Water Quality</b></p>	
<p><b>SCA Hydro-1: Erosion and Sedimentation Control Plan for Construction</b></p>	<ol style="list-style-type: none"> <li>1. <b>Erosion and Sedimentation Control Plan Required:</b> The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment</li> <li>2. <b>Erosion and Sedimentation Control During Construction:</b> The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building</li> </ol>

<p><b>SCA Hydro-2, State Construction General Permit</b></p>	<p>The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.</p>
<p><b>SCA Hydro-4, NPDES C.3 Stormwater Requirements for Regulated Projects</b></p>	<p>1. <i>Post-Construction Stormwater Management Plan Required:</i> The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:</p> <ul style="list-style-type: none"> <li>a. Location and size of new and replaced impervious surface</li> <li>b. directional surface flow of stormwater runoff</li> <li>c. location of proposed on-site storm drain lines</li> <li>d. site design measures to reduce the amount of impervious surface area</li> <li>e. source control measures to limit stormwater pollution</li> <li>f. stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.</li> </ul> <p>2. <i>Maintenance Agreement Required:</i> The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:</p> <ul style="list-style-type: none"> <li>a. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity, and</li> <li>b. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for purposes of verifying the implementation, operation and maintenance of the on-site stormwater treatment measures, and to take corrective action if necessary. The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.</li> </ul>
<p><b>SCA Hydro-5, Creek Protection Plan</b></p>	<p>1. <i>Creek Protection Plan Required:</i> The project applicant shall submit a Creek Protection Plan for review and approval by the City. The Plan shall be included with the set of project drawings submitted to the City for site improvements and shall incorporate the contents required under section 13.16.150 of the Oakland Municipal Code including Best Management Practices ("BMPs") during construction and after construction to protect the creek. Required BMPs are identified below</p> <p>2. <i>Construction BMPs Requirement:</i> The Creek Protection Plan shall incorporate all applicable erosion, sedimentation, debris, and pollution control BMPs to protect the creek during construction. The measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek.</li> <li>b. The project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent biodegradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring, or expected.</li> </ul>

	<ul style="list-style-type: none"> <li>c. Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.</li> <li>d. All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be re-packed and native vegetation planted.</li> <li>e. Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the City at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.</li> <li>f. Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.</li> <li>g. Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.</li> <li>h. Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the creek or storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.</li> <li>i. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.</li> <li>j. Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.</li> <li>k. Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, or storm drains.</li> <li>l. All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB).</li> <li>m. Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of the City</li> </ul>
	<p><i>3. Post-Construction BMPs Requirement:</i> The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains. The Creek Protection Plan shall include site design measures to reduce the amount of impervious surface to maximum extent practicable. New drain outfalls shall include energy dissipation to slow the velocity of the water at the point of outflow to maximize infiltration and minimize erosion.</p>
	<p><i>4. Creek Landscaping Requirement:</i> The project applicant shall include final landscaping details for the site on the Creek Protection Plan, or on a Landscape Plan, for review and approval by the City. Landscaping information shall include a planting schedule, detailing plant types and locations, and a system to ensure adequate irrigation of plantings for at least one growing season. Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival</p>
	<p><i>5. Creek Protection Plan Implementation Requirement:</i> The project applicant shall implement the approved Creek Protection Plan during and after construction. During construction, project applicant shall regularly monitor all erosion, sedimentation, debris, and pollution control. The City may require that a qualified consultant (paid for by the project applicant) inspect the control measures and submit a written report of the adequacy of the control measures to the City. If measures are deemed inadequate, the project applicant shall develop and implement additional and more effective measures immediately.</p>
<p><b>SCA Hydro-6, Vegetation Management</b></p>	<p>The project applicant shall comply with the following requirements when managing vegetation prior to, during, and after construction of the project:</p> <ul style="list-style-type: none"> <li>1. identify and leave "islands" of vegetation in order to prevent erosion and landslides and protect</li> </ul>

<p><b>on Creekside Properties</b></p>	<ul style="list-style-type: none"> <li>habitat</li> <li>2. trim tree branches from the ground up (limb-up) and leave tree canopy intact</li> <li>3. leave stumps and roots from cut down trees to prevent erosion</li> <li>4. plant fire-appropriate, drought-tolerant, preferably native vegetation</li> <li>5. provide erosion and sediment control protection if cutting vegetation on a steep slope</li> <li>6. fence off sensitive plant habitats and creek areas if implementing goat grazing for vegetation management</li> <li>7. obtain a Tree Permit before removing a Protected Tree (any tree 9 inches diameter at breast height or dbh or greater and any oak tree 4 inches dbh or greater, except eucalyptus and Monterey pine)</li> <li>8. do not clear-cut vegetation - this can lead to erosion and severe water quality problems and destroy important habitat</li> <li>9. Do not remove vegetation within 20 feet of the top of the creek bank. If the top of bank cannot be identified, do not cut within 50 feet of the centerline of the creek or as wide a buffer as possible between the creek centerline and the development</li> <li>10. do not trim/prune branches that are larger than 4 inches in diameter</li> <li>11. do not remove tree canopy</li> <li>12. do not dump cut vegetation in the creek</li> <li>13. do not cut tall shrubbery to less than 3 feet high, and</li> <li>14. do not cut short vegetation (e.g., grasses, ground-cover) to less than 6 inches high</li> </ul>
<p><b>Noise and Vibration</b></p>	
<p><b>SCA Noise-1, Construction Days/Hours</b></p>	<p>The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <ul style="list-style-type: none"> <li>1. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.</li> <li>2. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.</li> <li>3. No construction is allowed on Sunday or federal holidays.</li> </ul> <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non- enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case- by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.</p>
<p><b>SCA Noise-2, Construction Noise</b></p>	<p>The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>1. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible.</li> <li>2. Except as provided herein, impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</li> <li>3. Applicant shall use temporary power poles instead of generators where feasible</li> <li>4. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction</li> <li>5. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.</li> </ul>

<p><b>SCA Noise-3, Extreme Construction Noise</b></p>	<ol style="list-style-type: none"> <li>1. <b>Construction Noise Management Plan Required:</b> Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan. This Plan shall be prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following: <ol style="list-style-type: none"> <li>a. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;</li> <li>b. Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;</li> <li>c. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;</li> <li>d. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and</li> <li>e. Monitor the effectiveness of noise attenuation measures by taking noise measurements</li> </ol> </li> </ol>
	<p align="center"><b>SCA Noise-4, Project-Specific Construction Noise Reduction Measures</b></p>
<p><b>SCA Noise-5, Construction Noise Complaints</b></p>	<p>Prior to commencement of construction activities on the South Campus, the project applicant shall erect an 8' tall temporary construction noise attenuation fence along the western property boundary line, which is equipped with sound blankets. The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:</p> <ol style="list-style-type: none"> <li>1. Designation of an on-site construction complaint and enforcement manager for the project;</li> <li>2. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit. The information on the sign shall also be provided in writing, by U.S. Mail to the residents to whom the School was required to send notification of public hearings concerning the project. Proof that such information was provided to the residents shall be provided to the Planning Bureau;</li> <li>3. Protocols for receiving, responding to, and tracking received complaints; and</li> <li>4. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.</li> </ol>
<p><b>SCA Noise-7, Operational Noise</b></p>	<p>Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City</p>
<p><b>Recommendation Noise-2, Audible Pedestrian Crosswalk Signals</b></p>	<p>During installation the audible pedestrian crosswalk signal at the lower driveway of the Loop Road, the volume levels should be set according to the following guidance:</p> <ol style="list-style-type: none"> <li>a) The WALK indication must be audible from the beginning of the associated crosswalk.</li> <li>b) The pushbutton locator tones must be responsive to ambient sound levels and audible at a distance of 6 to 12 feet from the pushbutton, or to the building line, whichever is less.</li> <li>c) The audible pedestrian crossing signal microphone should be mounted as close as possible to the position of the pedestrian who is waiting to cross the associated street.</li> <li>d) Manufacturers typically set a default maximum and minimum output level on signal devices. The settings should be checked.</li> <li>e) At no time should sound be more than 5 dB above ambient sound (except by special actuation for audible beaconing).</li> <li>f) The sound level of the crosswalk signal speakers must be carefully set and evaluated at the time of installation, and then checked at a time with different traffic volumes to assure that settings are correct. It is better to install pedestrian signals with volumes that may be too low and adjust upwards as needed. If volumes are set too high initially, problems can arise with neighboring residents.</li> <li>G. Audible pedestrian crosswalk signals that respond to ambient sound are available. However, pre-set automatic volume adjustment or automatic gain controls cannot assure that the volume meets the criterion above. With the selection of signals that respond to ambient sound, the above practices should be undertaken at several time during the daytime and nighttime period to ensure that the response is appropriate to meet the needs of the pedestrians, while not cursing conflicts with adjacent neighbors</li> </ol>

<b>Mitigation Measure Noise-2, Loading Dock Noise Reduction Strategies</b>	<p>The following measures are recommended to reduce noise generated during loading dock activities:</p> <ul style="list-style-type: none"> <li>a) Prohibit unnecessary idling of delivery vehicles</li> <li>b.) Avoid noise generating events such as the slamming of gates and loading doors and the dropping of materials.</li> </ul>
<b>Mitigation Measure Noise-3, Special Event Notifications and Restrictions</b>	<p>The following requirements pertaining to School-sponsored Special Events at the Project site shall be implemented:</p> <ul style="list-style-type: none"> <li>a) Ensure that all evening events at the Performing Arts Center are completed by 9:00 pm, with all post event gatherings, event traffic, and exterior clean-up activities completed by 10:00 pm</li> <li>b) Notify residences in the surrounding area of scheduled large outdoor events, including upper school graduation and lower and middle school promotion. Notification should be given at the time of the release of the annual school calendar and again within a few weeks of the event.</li> </ul>
<b>SCA Noise-8, Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities</b>	<p>The project applicant shall submit a Vibration Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional for City review and approval that establishes pre- construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.</p>
<b>Mitigation Measure Noise-5, Vibration Reduction near Historic Structures</b>	<p>Although impacts to on- site properties would not normally be considered an impact under CEQA, the following practices are recommended to minimize damage to on-site historic structures.</p> <ul style="list-style-type: none"> <li>a) Avoid the use of vibratory rollers and other heavy construction equipment within 20 feet of on-site Buildings 0, 1, and 2.</li> <li>b) Use smaller equipment to minimize vibration levels below the limits.</li> <li>c) Select demolition methods not involving impact tools.</li> <li>d) Avoid dropping heavy objects or materials near on-site Buildings 0, 1, and 2</li> </ul>
<b>Transportation and Circulation</b>	
<b>SCA Transportation-1: Construction Activity in the Public Right-of-Way</b>	<p>1. <i>Obstruction Permit Required:</i> The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of- way, including City streets, sidewalks, bicycle facilities, and bus stops</p>
	<p>2. <b>Traffic Control Plan Required:</b> In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction</p>
<b>SCA Transportation-2, Bicycle Parking</b>	
<b>SCA Transportation-4: Transportation and Parking</b>	<p>1. <i>Transportation and Parking Demand Management (TDM) Plan Required:</i> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <ul style="list-style-type: none"> <li>a. The goals of the TDM Plan shall be the following: <ul style="list-style-type: none"> <li>i. Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable.</li> </ul> </li> </ul>

<p><b>Demand Management</b></p>	<ul style="list-style-type: none"> <li>ii. Achieve the following project vehicle trip reductions (VTR): Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR, and Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR</li> <li>iii. Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate.</li> <li>iv. Enhance the City's transportation system, consistent with City policies and programs.</li> </ul> <p>b. The TDM Plan should include the following:</p> <ul style="list-style-type: none"> <li>i. Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable</li> <li>ii. Proposed TDM strategies to achieve VTR goals (see below).</li> <li>iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program</li> </ul> <p>c. The following TDM strategies must be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR.</p> <ul style="list-style-type: none"> <li>i. Bus boarding bulbs or islands as required by Code or when: A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or a bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb</li> <li>ii. Bus shelter as required by Code or when: A stop with no shelter is located within the project frontage, or the project is located within 0.10 miles of a flag stop with 25 or more boardings per day</li> <li>iii. Concrete bus pad as required by Code or when: A bus stop is located along the project frontage and a concrete bus pad does not already exist</li> <li>iv. Curb extensions or bulb-outs as required by Code or when identified as an improvement within site analysis</li> <li>v. Implementation of a corridor-level bikeway improvement as required by Code or when: A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and the project would generate 500 or more daily bicycle trips</li> <li>vi. Implementation of a corridor-level transit capital improvement as required by Code or when: A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and the project would generate 400 or more peak period transit trips</li> <li>vii. Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan: always required</li> <li>viii. Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) as required by Code or when: Improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection</li> <li>ix. In-street bicycle corral as required by Code or when a project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages.</li> <li>x. Intersection improvements (including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines) as required by Code or when identified as an improvement within site analysis</li> <li>xi. New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards - always required</li> <li>xii. No monthly permits and establish minimum price floor for public parking (may also provide a cash incentive or transit pass alternative to a free parking space in commercial properties) as required by Code or if proposed parking ratio exceeds 1:1000 sf. (commercial)</li> <li>xiii. Parking garage is designed with retrofit capability as required by Code or optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial)</li> <li>xiv. Parking space reserved for car share as required by Code or when a project is providing parking and the project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.</li> <li>xv. Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section - typically required</li> </ul>
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	<ul style="list-style-type: none"> <li>xvi. Pedestrian crossing Improvements as required by Code or when identified as an improvement within site analysis</li> <li>xvii. Pedestrian-supportive signal changes as required by Code or when identified as an improvement within operations analysis</li> <li>xviii. Real-time transit information system as required by Code or when: A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better</li> <li>xix. Relocating bus stops to far side as required by Code or when a project is located within 0.10 mile of any active bus stop that is currently near-side</li> <li>xx. Signal upgrades (including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals) as required by Code or when Project size exceeds 100 residential units, 80,000 sf. of retail or 100,000 sf. of commercial; and Project frontage abuts an intersection with signal infrastructure older than 15 years</li> <li>xxi. Transit queue jumps as required by Code or when identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better</li> <li>xxii. Trenching and placement of conduit for providing traffic signal interconnect as required by Code or when Project size exceeds 100 units, 80,000 sf. Of retail, or 100,000 sf. of commercial; and Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and a major transit improvement is identified within operations analysis requiring traffic signal interconnect</li> <li>xxiii. Unbundled parking as required by Code or if proposed parking ratio exceeds 1:1.25 (residential)</li> </ul> <p>d. Other TDM strategies to consider include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>i. Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.</li> <li>ii. Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping</li> <li>iii. Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.</li> <li>iv. Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines and any applicable streetscape plan.</li> <li>v. Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.</li> <li>vi. Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).</li> <li>vii. Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes.</li> <li>viii. Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3).</li> <li>ix. Guaranteed ride home program for employees, either through 511.org or through separate program.</li> <li>x. Pre-tax commuter benefits (commuter checks) for employees</li> <li>xi. Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.</li> <li>xii. On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools</li> <li>xiii. Distribution of information concerning alternative transportation options</li> <li>xiv. Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties</li> <li>xv. Parking management strategies including attendant/valet parking and shared parking spaces</li> </ul>
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	<ul style="list-style-type: none"> <li>xvi. Requiring tenants to provide opportunities and the ability to work off-site</li> <li>xvii. Allow employees or residents to adjust their works schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g. working four, ten-hour days; allowing employees to work from home two days per week)</li> <li>xviii. Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours</li> </ul> <p>e. The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report</p>
	<p>2. <i>TDM Implementation – Physical Improvement Requirements:</i> For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project</p>
	<p>3. <i>TDM Implementation – Operational Strategy Requirements:</i> For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved</p>
<p><b>SCA Transportation-5, Transportation Impact Fee</b></p>	<p>The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).</p>
<p><b>SCA Transportation-6, Plug-In Electric Vehicle (PEV) Charging Infrastructure</b></p>	<ul style="list-style-type: none"> <li>1. <i>PEV-Ready Parking Spaces:</i> The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. “PEV-Ready”) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces</li> <li>2. <i>PEV-Capable Parking Spaces:</i> The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV- capable parking spaces</li> <li>3. <i>PEV-Capable Parking Spaces:</i> The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV- capable parking spaces</li> </ul>
<p><b>Mitigation Measure Transportation-1, TDM Performance Requirement</b></p>	<p>Once the School exceeds a student enrollment of 906 students, the School shall commit to maintain an average of 50% (or 20% greater than its prior requirement of 30%) of its school-year student enrollment traveling by modes other than single occupancy vehicles (i.e., a 50% TDM rate). Single occupancy vehicles shall be defined by the number of students or faculty in the car. If only one student or one faculty member is in the vehicle upon pick-up or drop-off, then it is a single-occupant vehicle. Faculty members are encouraged to use non-single occupancy vehicles for arriving at and leaving the school. To monitor and enforce this TDM rate, a survey of alternative travel modes and on-site monitoring by an independent third party shall occur during each of two independent monitoring periods carried out during the school year, and the counts shall be averaged over the two (2) monitoring periods. However, the School may elect to conduct additional third party monitoring, and the counts shall be averaged over all of the academic year monitoring periods. Alternative travel modes shall include walking, biking, carpooling or taking a bus.</p>

<b>Utilities and Service Systems</b>	
<b>SCA Utilities-1, Water Efficient Landscape Ordinance</b>	<p>The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance.</p> <p>a. <i>Performance Measures:</i> Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, including the following:</p> <ol style="list-style-type: none"> <li>1. Project information (date, applicant and property owner name, project address, total landscape area, project type (new, rehabilitated, cemetery, or home owner installed), water supply type and water purveyor, checklist of documents in the package, project contact information, and applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package."</li> <li>2. Water Efficient Landscape Worksheet, including Hydro-zone Information Table and Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use</li> <li>3. Soil Management Report</li> <li>4. Landscape Design Plan</li> <li>5. Irrigation Design Plan, and</li> <li>6. Grading Plan</li> </ol> <p>b. Upon installation of the landscaping and irrigation systems, and prior to the final of a construction-related permit, the Project applicant shall submit a Certificate of Completion, and landscape and irrigation maintenance schedule, for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee</p>
<b>SCA Utilities-2, Green Building Requirements</b>	<p>1. <i>Compliance with Green Building Requirements during Plan-Check:</i> The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code)</p> <p>3. <i>Compliance with Green Building Requirements after Construction:</i> Prior to the finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level</p>
	<b>SCA Utilities-4, Underground Utilities</b>
	<b>SCA Utilities-5, Construction and Demolition Waste Reduction and Recycling</b>
<b>SCA Utilities-6, Recycling Collection and Storage Space</b>	<p>The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet.</p> <p>For non-residential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet</p>
<b>SCA Utilities-7, Storm Drain System</b>	<p>The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.</p>
<b>Wildfire</b>	
<b>SCA Fire-1, Designated Very High</b>	<p>a. <i>Vegetation Management Plan Required:</i> The project applicant shall submit a Vegetation Management Plan for City review and approval, and shall implement the approved Plan prior to, during, and after construction of the project. The Vegetation Management Plan may be combined with</p>

<p><b>Fire Severity Zone – Vegetation Management</b></p>	<p>the Landscape Plan otherwise required by the Conditions of Approval. The Vegetation Management Plan shall include, at a minimum, the following measures</p> <ul style="list-style-type: none"> <li>i. Removal of all tree branches and vegetation that overhang the horizontal building roof line and chimney areas within 10 feet vertically</li> <li>ii. Removal of leaves and needles from roofs and rain gutters</li> <li>iii. Planting and placement of fire-resistant plants around the house and phasing out flammable vegetation, however, ornamental vegetation shall not be planted within 5 feet of the foundation of the residential structure</li> <li>iv. Trimming back vegetation around windows</li> <li>v. Removal of flammable vegetation on hillside slopes greater than 20%; Defensible space requirements shall clear all hillsides of non-ornamental vegetation within 30 feet of the residential structure on slopes of 5% or less, within 50 feet on slopes of 5 to 20% and within 100 feet or to the property line on slopes greater than 20%</li> <li>vi. All trees shall be pruned up at least ¼ the height of the tree from the ground at the base of the trunk</li> <li>vii. Clearing out ground-level brush and debris; and All non-ornamental plants, seasonal weeds &amp; grasses, brush, leaf litter and debris within 30 feet of the residential structure shall be cut, raked and removed from the parcel</li> <li>viii. Stacking woodpiles away from structures at least 20 feet from residential structures</li> <li>ix. If a biological report, prepared by a qualified biologist and reviewed by the Bureau of Planning, identifies threatened or endangered species on the parcel, the Vegetation Management Plan shall include islands of habitat refuge for the species noted on a site plan and appropriate fencing for the species shall be installed. Clearing of vegetation within these islands of refuge shall occur solely for the purpose of fire suppression within a designated Very High Fire Severity Zone and only upon the Fire Code Official approving specific methods and timeframes for clearing that take into account the specific flora and fauna species</li> </ul>
	<p>b. <i>Fire Safety Prior to Construction:</i> The project plans shall specify that prior to construction, the project applicant shall ensure that the project contractor cuts, rakes and removes all combustible ground level vegetation project to a height of 6” or less from the construction, access and staging areas to reduce the threat of fire ignition per Sections 304.1.1 and 304.1.2 of the California Fire Code</p>
	<p>c. <i>Fire Safety during Construction:</i> The project applicant shall require the construction contractor to implement spark arrestors on all construction vehicles and equipment to minimize accidental ignition of dry construction debris and surrounding dry vegetation. Per section 906 of the California Fire Code, during construction, the contractor shall have at minimum three (3) type 2A10BC fire extinguishers present on the job site, with current SFM service tags attached and these extinguishers shall be deployed in the immediate presence of workers for use in the event of an ignition.</p>
	<p>d. <i>Smoking Prohibition:</i> The project applicant shall require the construction contractor to implement a no smoking policy on the site and surrounding area during construction, per Section 310.8 of the California Fire Code.</p>
<p><b>SCA Fire-2, Fire Safety Phasing Plan</b></p>	<p>The project applicant shall submit a <b>Fire Safety Phasing Plan</b> for City review and approval, and shall implement the approved Plan. The Fire Safety Phasing Plan shall include all of the fire safety features incorporated into each phase of the project and the schedule for implementation of the features.</p>
<p><b>SCA Fire-3, Compliance with Other Requirements</b></p>	<p>The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City’s Bureau of Building, Fire Marshal, Department of Transportation, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans.</p>
<p><b>Mitigation Measure Wildfire and Emergency Evacuation-1, Emergency Evacuation Plan</b></p>	<p>Pursuant to each phased Final Development Plan for the Project, Head-Royce School shall be required to prepare a stand-alone Emergency Evacuation Plan for the School, to be prepared by a professional emergency evacuation expert. <b>Not less than every five (5) years, the School shall retain an independent professional expert to update.</b> This Plan shall consider those recommendations as provided in Appendix 16B of the Draft EIR, as well as those additional recommendations as included in Mr. Weisgerber’s peer review/comment letter. Selection of the most appropriate and effective details of such an Emergency Evacuation Plan for the School will be conducted by the professional emergency evacuation expert to be retained by the School, and subject to review and approval by the Oakland Fire Department, with input from Emergency Services, Oakland Police Department, and the Oakland Department of Transportation. The School and their professional emergency evacuation expert shall coordinate with the City of Oakland on the details of this Emergency Evacuation Plan,</p>

which shall address, at a minimum, the following considerations:

- a) *Establish communication connections with emergency alert systems:* This may include developing a liaison relationship with the Liaison Officer designated by the City of Oakland Emergency Operations Plan, or a direct report to the City of Oakland Emergency Operations Center and/or OFD Operations Center (as do public schools). Establish a power-independent communication connection with the Emergency Management System to maintain emergency response communications in the event of an emergency and for real time updates. Consider participating in Alameda County's public alert system provided by Everbridge (called AC Alert), which Oakland first-responders use to broadcast incident-specific messages for any event.
- b) *Remove existing physical obstacles throughout the Campus* (both North and South): Appendix 16B of the Draft EIR provides a list of physical obstacles that hinder a viable pedestrian evacuation, and provides recommendations that Head-Royce should address to improve egress pathways, gates, stairs, gate openings, and ADA compliance to better prepare for an emergency evacuation.
- c) *Establish accountability procedures for managing a pedestrian evacuation:* These procedures should ensure a methodology for managing and accounting for all primary grade children during an evacuation, with responsibilities assigned to faculty and staff (and potentially older students) to ensure that all students are safely managed under emergency mass evacuation conditions. This may include classroom "all clear" verification, identifying "rally points" along the travel route, and head count verification that all students have reached the designated evacuation assembly point.
- d) *Identify evacuation destination(s):* Primary, secondary, and tertiary evacuation destinations should be established, and vetted for conflict with any other City emergency plans. The pre- designated assembly points should be communicated to all parents and guardians, with methodologies for adequately communicating emergency evacuation information, and instructions on how reunification with their students is to be achieved. No at-school reunification should be permitted under an evacuation condition (i.e., parents and guardians shall not be permitted to pick-up their children by driving to Campus).
- e) *Vetting the Plan prior to adoption:* The Head-Royce School Board should thoroughly review the Evacuation Plan commensurate with the review and approval process by the Oakland Fire Department. The Plan must have School support to ensure that it is fully implemented, and that all accountability procedures have been fully vetted by the School's administration.
- f) *Training and Exercises:* The School shall ensure that all faculty, staff, students, and parents are fully trained on the evacuation plan, with a minimum of semi-annual exercises observed by the OFD, to ensure that the Campus is well indoctrinated toward an emergency reflex response to a disaster.