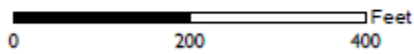
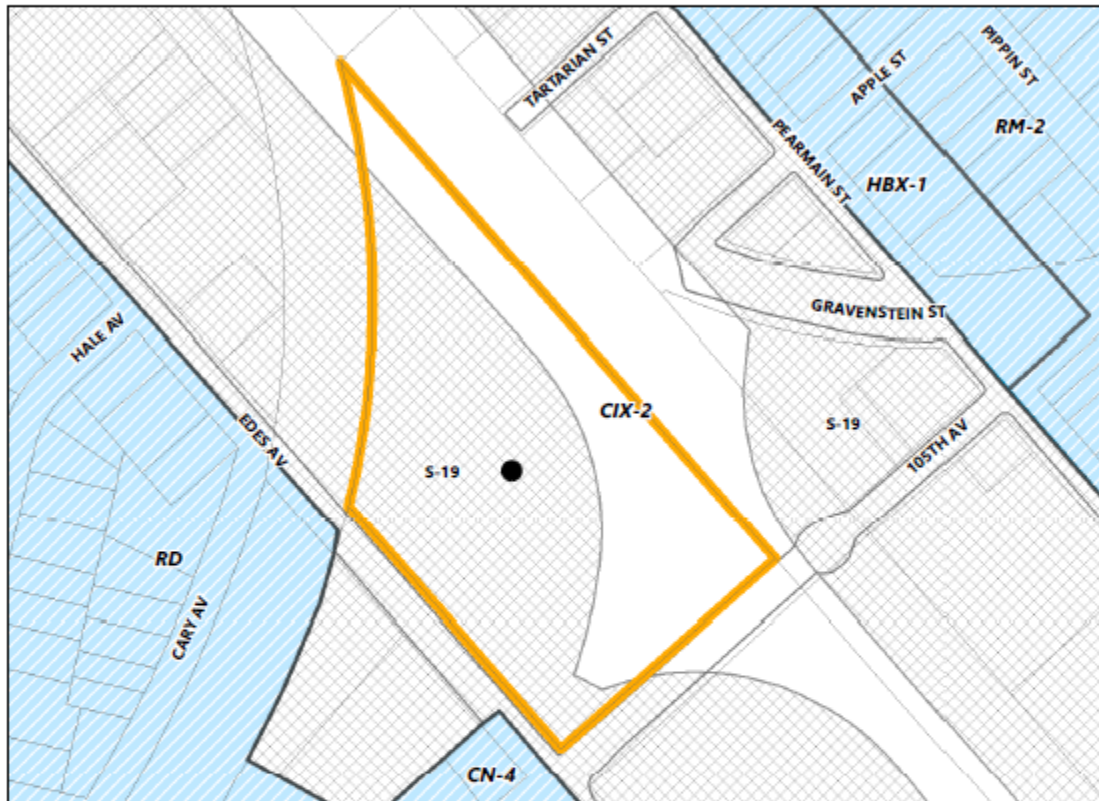




Location:	735 105th Avenue
Assessor's Parcel Number	045 526800600
Proposal:	Revisions to the Lighthouse Charter School Major Conditional Use Permit (CUP) Conditions of Approval #26. Transportation Improvement Measures; to remove TDM-4: School Pool Program, requiring a ridesharing program with a 35% adoption rate.
Applicant:	Rich Harrison, Light Community Charter Public School
Phone Number:	(303) 472-6124
Owner:	School of Urban Missions
Case File Number:	PLN17041-R01-R01
Planning Permits Required:	Major Changes to Condition of Approval #26; TDM-4.
General Plan:	Business Mix
Zoning:	CIX-2/S-19
Proposed Environmental Determination:	15183 - Projects consistent with Community Plan, General Plan, or Zoning 15183.3 - Streamlining for infill projects; and 15164 - Addenda to the 1995 and 1998 EIRs
Historic Status:	N/A
City Council district:	CCD7
Status:	Pending
Staff Recommendation	Decision on application based on staff report
Finality of Decision:	Appealable to the City Council
For further information:	Contact Case Planner Sarah Price at (510) 238-2955 or by email at sprice@oaklandca.gov

CITY OF OAKLAND PLANNING COMMISSION



-  Site Boundary
-  S-13 Combining Zone

Case File: PLN17041-R01-R01
Applicant: Rich Harrison
Address: 735 105th Ave
Base Zone: CIX-2
Combining Zone: S-19

SUMMARY

The project applicant, Lighthouse Community Charter Public School (School), is seeking to revise one of the approved Major Conditional Use Permit's (CUP) Conditions of Approval, Condition #26: Transportation Improvement Measures. The proposed revision would change the approved traffic improvement measures by removing TDM-4: School Pool Program. TDM-4 requires the project to develop and implement a ridesharing program for students. The program would match parents to transport students to/from campus with a required 35% adoption rate. The purpose of this meeting is to consider the revisions and clarifications to the current Major CUP submitted by Lighthouse Charter Public School summarized in the *Background* and *Project Description* sections.

BACKGROUND

On November 1, 2017 the Planning Commission granted, with Conditions of Approval, a Major CUP to permit Community Education Civic Activity for a K-12th grade school at 735 105th Avenue replacing an existing Bible College. The approval allowed a new elementary and secondary school with 850 students with grades ranging from kindergarten to twelfth grade.

On May 12, 2023 the School submitted an application to request a change to Condition of Approval #26, as outlined in the *Project Description* section, based on updated traffic impact analysis (see Attachment A). The School has been operational since 2018 but has not been able to obtain a Final Certificate of Occupancy (FCO) without the full implementation of the Transportation Improvement Measures. The School contracted with Kittelson & Associates to prepare the initial traffic impact analysis as well as additional analysis in pursuit of their FCO.

Condition #26 included the following Transportation and Parking Demand Management Plan measures:

- TDM-1: Program Coordinator
- TDM-2: Bike Parking
- TDM-3: Transit and Bicycle Incentives
- TDM-4: School Pool Program
- TDM-5: Pedestrian Network Improvements

The applicant has been working on finalizing the Conditions of Approval since roughly 2018, including coordinating with City departments and other stakeholders on infrastructure and pedestrian improvements. The School installed site improvements including reconstruction of sidewalks, a pull-through pick-up and drop-off circulation route through the School, and other pedestrian safety features. As a result, the School received a Temporary Certificate of Occupancy in fall of 2018. Throughout 2018/2019 the applicant continued to work with City staff, including Planning staff and OakDOT staff, on alleviating traffic congestion along 105th Ave and Edes Ave.

In early 2019 Kittelson prepared a memorandum to describe the efficacy of the Transportation Improvement Measures (see Attachment C) and found that the rate of adoption under the School Pool Program was approaching 0%, where TDM-4 assumed an aggressive 35%. Throughout 2019, the School and City staff worked on progressing the School Pool Program (see Attachment D). This work paused in 2020 due to the lockdowns caused by the COVID-19 pandemic and remote learning implementation. In 2023, after in-person classes resumed, Kittelson prepared a technical memorandum to compute the Vehicle Miles Traveled (VMT) of the School's operation (see Attachment A). This analysis concluded that the School generates 1.44 VMT per student which was far below the initial assumptions. The conclusion of the report is that due to the VMT being below the significance threshold of 19.77 VMT per student, a Transportation Demand Management plan is no longer required. Based on visits to the site, staff has identified that the current process is working to manage the flow of students into the property for drop-off/pick up windows.

An area of opportunity was identified through field visits, the prompt closing of the gate causes late drop off students to impact traffic or cause pedestrian hazards. Staff recommends an additional revision to Condition #26 to increase the monitoring by staff and allow access to the campus for an extra 15 minutes in the Daily Drop-Off Window for late drop offs.

PROJECT DESCRIPTION

The applicant is proposing to revise Condition of Approval #26. These revisions are as follows in underline and strikeout text below:

26. Transportation Measures

The applicant shall incorporate the following transportation improvements into the proposed project, subject to City review and approval:

The following project-specific improvement measures have been identified to further reduce the less than significant transportation-related impacts related to vehicle access and circulation, bicycle access, and pedestrian access:

Improvement Measure TR-1: Entering Queue Abatement

For Phase 2 conditions, as an improvement measure to minimize the tendency for vehicles on Edes Avenue to queue across the railroad tracks, the project would work with City staff to identify appropriate street markings and signage, compliant with the MUTCD, to warn drivers where to wait in advance of the tracks when a downstream queue is present.

Improvement Measure TR-2: Spillback Queue Abatement

For Phase 1 and Phase 2 conditions, as an improvement measure to minimize the tendency for vehicles in queue to drop off or pick up students to spillback onto the local street network, the project sponsor should designate staff members to help manage the flow of traffic during drop off and pick up periods to ensure the queue continues to flow. The designated staff member shall monitor the queue for 15 minutes after the daily drop-off window for late entries.

Improvement Measure TR-3: Transit Subsidy

As an improvement measure to encourage use of transit, the project sponsor should provide subsidized transit passes to all students and staff. The value of the student passes should be equivalent to the monthly pass value of an AC Transit local youth 31-day pass (currently \$26.50). The value of the staff passes should be equivalent to the monthly pass value of the adult local 31-day pass (currently \$81).

Improvement Measure TR-5: Signal Timing Modifications at 105th Avenue/Edes Avenue

For Phase 1 and Phase 2 conditions, since the pedestrian crossings at the intersection are approximately 32 feet to 40 feet in length, the pedestrian clearance time should be increased to 10 to 12 seconds, relative to the crossing distance. The MUTCD standard assumption of 3.5 feet per second crossing speed should be used to compute the pedestrian clearance time for each crossing.

Improvement Measure TR-5: Pedestrian-Specific Points of Access to Project Site

As the site plan is refined for Phase 1 and Phase 2, pedestrian-specific access points should be incorporated into the site plan. For example, pedestrian-only gates should be installed in the existing perimeter fence along 105th A venue and Edes A venue so that pedestrians can enter and exit the project site via pathways other than the vehicle driveways.

Transportation and Parking Demand Management Plan

The following transportation demand management measures have been recommended as part of the TDM plan:

TDM-1: TOM Program Coordinator. The TDM Program Coordinator is responsible for implementation, monitoring, and reporting of the TDM Plan. The TDM Coordinator would facilitate site inspections by City staff to verify that the standards specified as conditions of approval are met. This person(s) can be a school employee or a third party provider that runs the program.

TDM-2: Bike Parking. The project would provide short-term and long-term bicycle parking facilities to meet maximum estimated demand. The maximum estimated demand is calculated as 200 percent of the highest peak hour demand based on the bike mode share and estimated travel demand and the increase in bike trips resulting from implementation of this TDM strategy. The project shall include at least 20 short-term and 20 long-term bicycle parking spaces. The number of bicycle parking spaces would be equitably adjusted (increased) based on observed demand.

TDM-3: Transit and Bicycle Incentives. The project would provide subsidized/discounted daily or monthly public transit or bike share passes. The project would provide the equivalent of a \$1.50 per trip subsidy for these modes.

~~**TDM-4: School Pool Program.** The project would develop and implement a ridesharing program for students. The ridesharing "School Pool" program will help to match parents to transport students to/from campus. The VMT reduction calculation assumes aggressive implementation with a 35 percent adoption rate.~~

TDM-5: Pedestrian Network Improvements. The project would implement on-site and offsite improvements to the pedestrian network and link areas of the project site and encourage people to walk instead of drive. The project would also minimize barriers to pedestrian access and interconnectivity. The project would implement the following improvements:

- Modify signal timing at 105th Avenue/Edes Avenue to increase pedestrian clearance time across 105th Avenue (Improvement Measure TR-3);8
- Install reconstructed sidewalks and roadway striping upgrades at the nearby railroad crossings at 105th Avenue and Edes Avenue;9 and,
- Provide pedestrian access points to reduce out of direction travel and allow people to enter the campus from multiple directions (Improvement Measure TR-4).

PROPERTY DESCRIPTION

The project site is a 3.93-acre parcel that occupies a city block bounded by 105th Avenue to South, Edes Avenue to the West, and land owned by a public utility to the North and East (railway tracks). Industrial uses are located to the south across 105th Avenue and to the east of the railroad tracks. There is a mix of uses to the West across from Edes Avenue, including light industrial and residential uses. More residential uses are located to the north of the site, and in the surrounding areas to the west and east.

The project developed the site by renovating two existing buildings for the elementary school and middle school/administrative building. The site was also developed with a new two-story modular high school building and associated site work.

GENERAL PLAN ANALYSIS

The City of Oakland General Plan Land Use and Transportation Element (LUTE) designation of the site is Business Mix. The intent of the Business Mix designation is to create, preserve, and enhance areas of the city that are appropriate for a wide variety of business and related commercial and industrial establishments.

The School, with approval of the Major CUP on November 1, 2017, conforms to the Business Mix General Plan designation.

The zoning of the site is CIX-2/S-19 Commercial Industrial Mix-2/Health and Safety Protection Overlay. The intent of the CIX-2 zone is to create, preserve, and enhance areas for industrial uses, including manufacturing, scientific and product-related research and development, construction, transportation, warehousing/storage/distribution, recycling/waste-related activities, clean technology, and similar uses. The primary purposes of the areas are to support Oakland's economic base and to provide employment opportunities. The S-19 (Health and Safety Protection Overlay) is to promote public health, safety, and welfare by ensuring that activities that use or store hazardous materials, hazardous waste, or explosives are in appropriate locations. Additionally, the zone ensures these uses develop to not be a serious threat to the environment or public health. The S-19 overlay prohibits electroplating, hazardous waste management, industrial/transfer storage and residual repositories, and activities that involve manufacturing, storing, or use of explosives. The School, with approval of the Major CUP on November 1, 2017, conforms to the Planning Code Section 17.73.020.

ENVIRONMENTAL DETERMINATION

The project was approved after a detailed CEQA analysis; the analysis concluded that the project satisfies the following CEQA provisions:

15183 - Projects consistent with a community plan, general plan, or zoning;

15183.3 - Streamlining for in-fill projects; and/or

15164 - Addenda to the 1995 and 1998 EIRs.

The proposed revision to the conditions of approval does not require further CEQA analysis.

KEY ISSUES AND IMPACTS

Staff has reviewed the School's submittals and the information prepared by Kittelson & Associates. The key issues in analyzing the requested revision are the same as those as outlined at the November 1, 2017 Planning Commission hearing: traffic impacts of the School's operation.

Transportation Demand Management Plan

As discussed above, the approved TDMP included five Transportation Improvement Measures and five Transportation Demand Management measures, all of which were completed except for the School Pool Program. Despite signing up participants for the School Pool Program through the GoKid App, there was little adoption amongst the families that signed up.

In 2023, Kittelson & Associates prepared a Technical Memorandum (see **Attachment A**) to calculate VMT using School specific data, including students' travel patterns. The technical analysis included traffic and loading counts on typical school days as well as the average trip length for enrolled students (2.69 miles). The City of Oakland Transportation Impact Review Guidelines provides the threshold of significance for impacts for VMT. For VMT analysis, K-12 grades are treated as office use, the daily VMT per worker regional threshold for the site is 19.7 miles. Kittelson's analysis computed the total VMT per student which is 1.44 miles, far below the threshold of significance. Since the VMT per student generated by the school is below the regional average and regional threshold, the memorandum concludes that VMT mitigation (including transportation demand measures) is not necessary for CEQA compliance. As the project complies with the City's VMT significance threshold the School is requesting the School Pool Program be eliminated from Condition of Approval #26 so that the Final Certificate of Occupancy can be issued.

RECOMMENDATIONS:

Staff recommends that the Commission:

1. Affirm staff's environmental determination;
2. Approve the changes to Condition of Approval #26 given the fact that the Project complies with the City's VMT significance threshold without implementation of Measure TDM-4.

Prepared by:

S. Price

Sarah Price
Planner IV

Reviewed by:



Robert Merkamp
Zoning Manager
Bureau of Planning

Approved for forwarding to the Planning Commission:

Catherine Payne

Catherine Payne
Acting for:
Ed Manasse Deputy Director
Bureau of Planning

ATTACHMENTS:

- A. Technical Memorandum: Lighthouse – Lodestar Campus VMT Analysis and TDM Recommendations
- B. November 1, 2017 Planning Commission Decision Letter
- C. Memorandum: Efficacy of TDM strategies to-date
- D. Supplemental Information Regarding the Project History & Temporary Certificate of Occupancy
- E. November 1, 2017 Staff Report

Technical Memorandum

November 23, 2022

Project# 21061

To: Colin Piethe
Transportation Planner II
Oakland Department of Transportation
250 Frank H. Ogawa Plaza, Suite 4314
Oakland, CA 94612

From: Dhawal Kataria, Amy Lopez

CC: Audrey Harris, Neil Gray

RE: Lighthouse – Lodestar Campus VMT Analysis and TDM Recommendations

INTRODUCTION

This technical memorandum summarizes vehicle-miles traveled (VMT) analysis and transportation demand management (TDM) recommendations for the Lighthouse Community School Lodestar Campus (School). The School is located at 735 105th Avenue in Oakland, CA. This analysis would supersede the VMT analysis and TDM recommendations provided in the Lighthouse School Transportation Impact Analysis report (TIA report), dated October 11, 2017. The TIA report was prepared before the School was operations. Therefore, all analyses were conducted based on data from other representative contexts to estimate VMT for the School. The School now is operational under a Temporary Certificate of Occupancy (TCO). The analysis documented herein calculates VMT using School-specific data, such as current students' travel patterns.

Background

Kittelson collected background information from the School to better understand the School's operation procedures. Table 1 presents student enrollment and total capacity provided by the School.

Table 1. Student Enrollment, Staff Count, and Capacity

Grade	Students Enrolled (Existing)	Students Capacity (Full)
Elementary (K-5)	310	312
Middle (6-8)	223	234
High (9-12)	190	313
After School Program	206	200
Total	723	859
Staff/Employees	101	106

Source: Lighthouse School – Lodestar Campus, 2022

Additionally, Kittelson obtained the bell schedule and information regarding common passenger loading areas from the School to inform the data collection efforts to estimate the number of trips. Table 2 shows the bell schedule for the School.

Table 2. Bell Schedule

Bell Schedule	Grades (K-5)	Middle (6-8)	High (9-12)
Before School Care	7:15-8:00	7:15-8:30	7:15-8:30
Daily Drop-Off Window	8:00-8:15	8:30-8:45	8:30-8:45
School Day Begins	8:15	8:45	8:45
School Day Ends	3:15	4:00	4:00
Monday-Friday Pick-Up Window	3:15-3:30	4:00 -4:15	4:00 -4:15
Wednesday/Early Dismissal Days Pick-Up Window	1:15-1:30	1:30-1:45	1:30-1:45
After School Program Pick-Up Window	6:00-6:15	6:00-6:15	6:00-6:15

Source: Lighthouse School – Lodestar Campus, 2022

Mode Split

Kittelson requested the School to survey existing students to collect mode-to-school information. Mode splits based on these surveys as well as the mode splits assumed in the TIA report are shown in Table 3. Today, 76% of students ride to school compared to the 77% assumed in the TIA report. Currently, 21% of students walk to school compared to 18% assumed in the TIA report.

Table 3. Student Mode Split

Mode of Travel	Existing	Assumed in TIA Report
Motor Vehicle Trips ¹	76%	77%
Walking	21%	18%
Biking	1%	2%
Transit	2%	2%

Source: Lighthouse School – Lodestar Campus, 2022; TIA report, 2017

¹ Motor vehicle trips include all motorized trips (car, taxi, and motorcycle)

Number of Vehicle Trips

Kittelson conducted traffic and passenger loading counts on a typical school day on Thursday, September 8, 2022, during drop-off and pick-up periods to estimate the total number of vehicle trips to the School. The traffic and passenger loading zone locations are shown in Figure 1. The total number of vehicle trips counted is 341. It is observed that the number of vehicles arriving for afternoon pick-up is lower than arrivals for morning drop-off. This could be due to some parents picking up their kids from outside the collection zone. Such a trip is still attributed to the School. To account for this imbalance, the number of school driveway counts during afternoon pick-up was adjusted to match the counts during morning drop-off. The adjusted number of trips is calculated as 386. Table 4 shows the traffic count summary during morning drop-off and afternoon pick-up. Detailed traffic counts spreadsheets are presented in the Appendix.

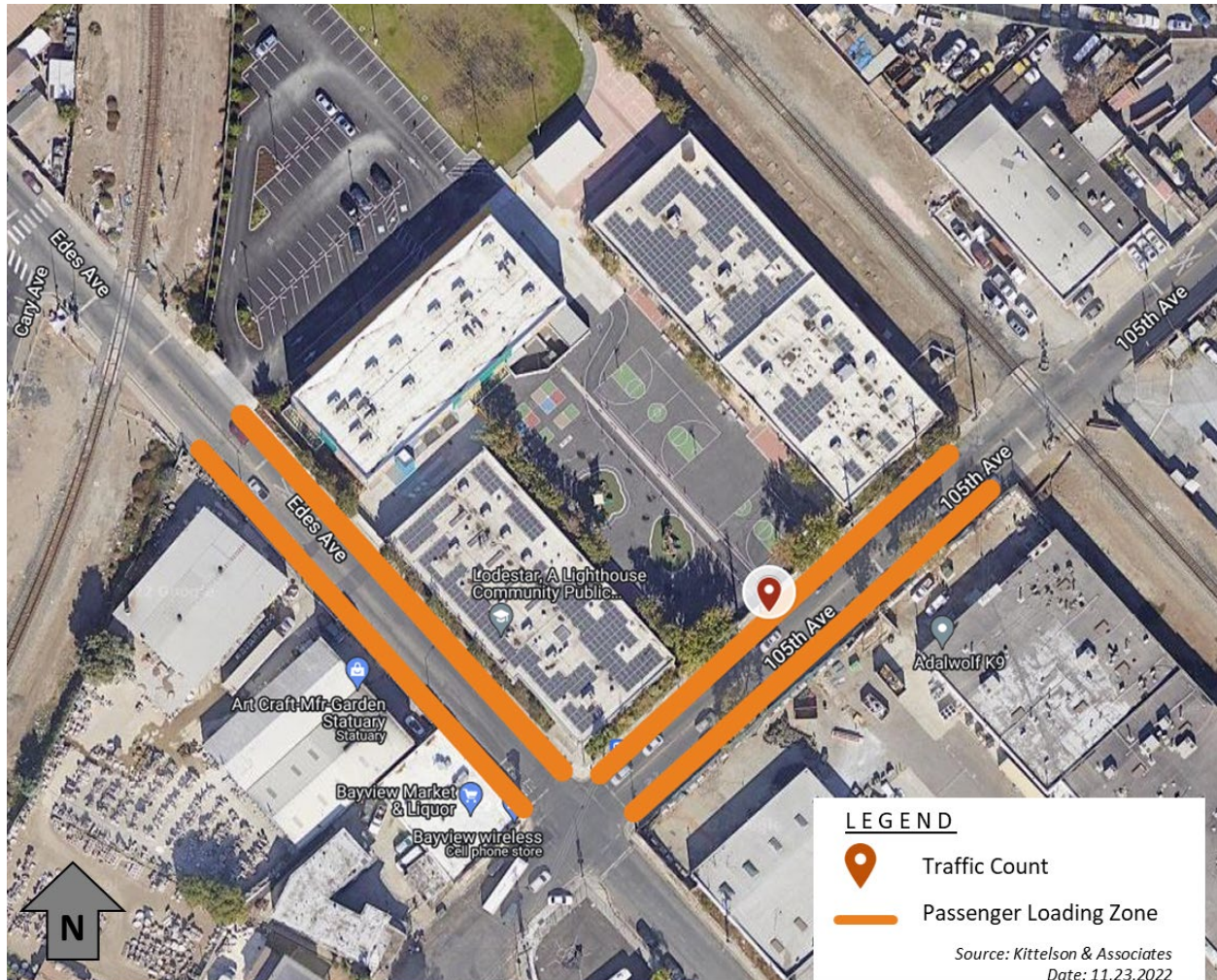
Table 4. Traffic Counts Summary

Count Location	Morning Drop-Off	Afternoon Pick-Up	Total Trips
Drop-off Zone 1	30	34	64
Drop-off Zone 2	29	23	52
School Driveway	135	90 (135) ¹	225 (270)
Total	194	147 (192)	341 (386)

Source: Kittelson & Associates, Inc., 2022

¹ Parenthesis shows adjusted number of trips

Figure 1. Locations of Traffic and Passenger Loading Counts



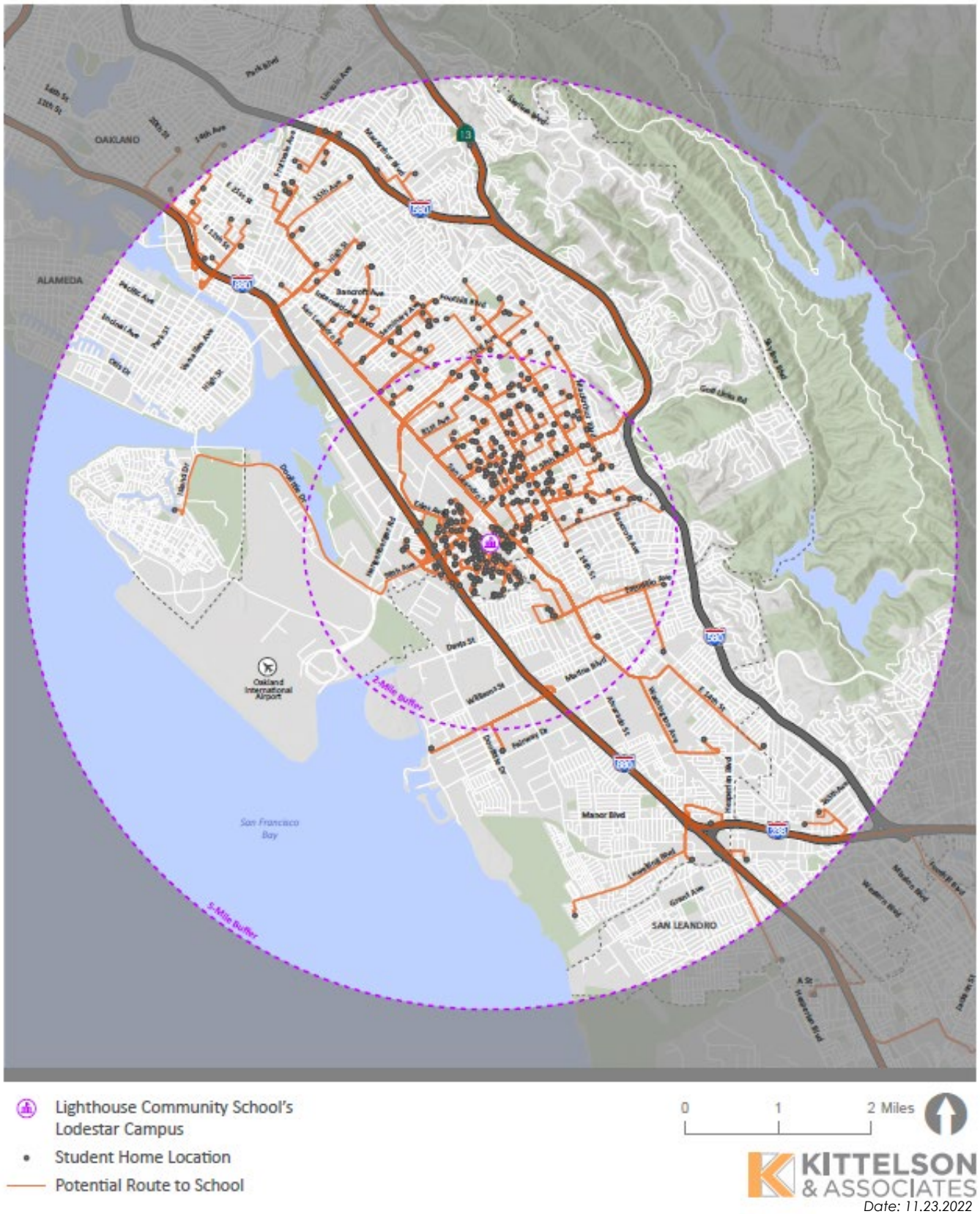
Average Trip length

Kittelson requested home location information from the School for currently enrolled students. This information was plotted on a map using ArcGIS Online, a geographic information system (GIS). Kittelson employed travel route tools within ArcGIS Online to establish and measure the likely travel routes between students' homes and the School. These travel routes are shown in Figure 2. Based on all measured travel routes, Kittelson computed the average trip length to the school: **2.69 miles**.

The analysis assumes the home location data for currently enrolled students is a representative sample of home locations for future students when the School is at full enrollment (859). Therefore, the average trip length would be the same under existing enrollment and full enrollment conditions.

$$VMT \text{ per Student}_{\text{Existing Enrollment Conditions}} = VMT \text{ per Student}_{\text{Full Enrollment Conditions}}$$

Figure 2. Student Trip Routes



VMT Analysis

In 2013, SB 743 was signed into law, starting a process that requires the new development project to be evaluated using VMT as a metric for evaluation of transportation impacts under the California Environmental Quality Act (CEQA) analysis. One VMT is defined as any type of motor vehicle being driven a distance of one mile. In other words, total VMT can be calculated by multiplying the number of total trips by their respective trip length.

The City of Oakland Transportation Impact Review Guidelines (dated April 14, 2017) provide guidance and thresholds of significance to determine if land uses similar in function to residential, office, and retail would result in significant impacts related to VMT. For purposes of VMT analysis, K-12 schools are treated as office use. As documented in the approved TIA report and presented in Table 5, **the daily VMT per worker regional threshold (15 percent below the regional average) for the area of Oakland where the School is located is 19.7 miles.**

Total VMT is calculated to account for students using alternative modes of transportation. To estimate VMT per student, the ratio of total VMT to the total number of students is calculated. **The computed VMT per student for the School is 1.44 miles.**

Table 5. VMT Summary

Label	Value	Data Source/Calculation Method
Daily VMT per Worker	25.5	TIA Report Table 9 (TAZ 877)
Daily VMT per Worker Regional Average	23.2	TIA Report Table 9
Daily VMT per Worker Regional Threshold	19.7	TIA Report Table 9
Number of Students at Full Enrollment	859	School
Average Trip Length	2.69	ArcGIS Online analysis
Vehicle Trips at Full Enrollment	459	Factored up from data collection
Total VMT at Full Enrollment	1,236	Average Trip Length x Number of Vehicle Trips at Capacity
VMT per Student	1.44	Total VMT at Full Enrollment/ Number of Students at Full Enrollment

Source: Kittelson & Associates, Inc., 2022

The substantial difference between the VMT finding in the TIA report and this analysis is due to the difference in the methodology of VMT estimation. The TIA report method fails to account for the travel pattern difference between an office use and the School. Typically, schools have much shorter trip lengths than employees at offices. Additionally, the focus of the VMT analysis is to assess the induced travel i.e., the increase in total mileage from a land use project. The School is located in a neighborhood and serves many households in the neighboring community.

Finding and Recommendation

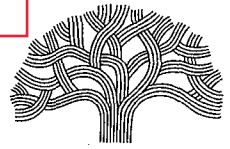
Table 5 shows VMT per student at full enrollment will be 1.44 miles, assuming the school continues to enroll students from similar geographic areas. Therefore, VMT per student generated by the School is below the regional average and regional threshold. The project does not require VMT mitigation, and transportation and parking demand management measures to reduce personal vehicle trips is not necessary for CEQA compliance.

The School is committed to providing better transportation alternatives for the families it serves, and it has implemented the following vehicle-trip reduction initiatives.

1. **Pedestrian Network Improvement:** The School is coordinating with OakDOT to improve crosswalk markings at the 105th Avenue/Edes Avenue intersection.
2. **Student Transit Pass:** Through Student Transit Pass Program (STPP), the School provides free youth Clipper cards to eligible middle and high school students in Alameda County which can be used for unlimited free bus rides in their area (on AC Transit, Union City Transit or LAVTA Wheels), as well as a 50 percent discount on BART trips and youth discounts on other transit systems.
3. **Encouraging Carpool to School:** Although the school has not formally adopted a School Pool Program. The School is encouraging parents to carpool to school by advertising the information in the student handbook.

Appendix

CITY OF OAKLAND



DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA, SUITE 2114 • OAKLAND, CALIFORNIA 94612-2032

Department of Planning and Building
Zoning Division

(510) 238-3911
FAX (510) 238-4730
TDD (510) 238-3254

Jenna Stauffer
444 Hegenberger Road
Oakland, CA 94621

November 16, 2017

Dear Ms. Stauffer:

RE: Case File Nos.: PLN17-041; Address: 701-735 105th Avenue (APN: 045-5268-004-00; 005-00; 006-00; 007-00; 008-00; 009-00; 010-00; 011-00; 012-00; 013-00; 014-00; 015-00; 016-00; 017-00; 018-00)

Your application as noted above was **APPROVED** at the City Planning Commission meeting of **November 1, 2017**. The Commission's action is indicated below. This action became final ten (10) days after the date of the Planning Commission meeting since no appeal to the City Council was filed by **November 13, 2017**.

(X) Granted with required conditions. (Vote: 7 Ayes, 0 Nays)

If you have any questions, please contact the case planner, **Maurice Brenyah-Addow** at (510) 238-6342 or mbrenyah@oaklandnet.com.

Very Truly Yours,

SCOTT MILLER
Zoning Manager

cc: Bill Quesada, Inspection Services
Philip Basada, Fire Prevention Bureau
Kevin Kashi, PWA

David Harlan, Building Services Division
Raymond Herbert, Acting City Surveyor
Darin Ranelletti, Bureau of Planning

George Neau, 701-735 105th Avenue, Oakland, CA 94603
Victoria Figg, 11127 Estepa Drive, Oakland, CA 94603
Paul & Aaron Forkash, 750 – 105th Avenue, Oakland, CA 94603
Adam Filyau, 750 105th Avenue, Oakland, CA 94603
Isaias Ramirez, 1528 76th Avenue, Oakland, CA 94621
Pamela Harris, 3143 Wisconsin Street, Oakland CA 94602
Teryra Hutchinson, 6219 Harmon Avenue, Oakland, CA 94621
Kymari Rhodes, 1337 C Street, Oakland, CA 94603

Attachments: Conditions of Approval

CONDITIONS OF APPROVAL

1. Approved Use

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, Staff report and the approved plans **dated February 14, 2017 and submitted February 14, 2017**, as amended by the following conditions of approval and mitigation measures, if applicable (“Conditions of Approval” or “Conditions”).

2. Effective Date, Expiration, Extensions and Extinguishment

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire **Two Calendar Years** from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. Compliance with Other Requirements

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, 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 #4.

4. Minor and Major Changes

- a. Minor changes to the approved project, plans, Conditions, facilities, or use may be approved administratively by the Director of City Planning.
- 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.

5. **Compliance with Conditions of Approval**

- 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.
- b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project 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.
- 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 project 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.

6. **Signed Copy of the Approval/Conditions**

A copy of the Approval letter and Conditions shall be signed by the project 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 60 days of approval, unless an earlier date is specified elsewhere.

8. **Indemnification**

- a. To the maximum extent permitted by law, the project 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 project applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

- b. Within ten (10) calendar days of the filing of any Action as specified in subsection (a) above, the project applicant shall execute a Joint Defense Letter of 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 shall survive termination, extinguishment, or invalidation of the Approval. Failure to timely execute the Letter of Agreement does not relieve the project applicant of any of the obligations contained in this Condition or other requirements or Conditions of Approval that may be imposed by the City.

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 and Monitoring**

The project 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 project applicant shall establish a deposit with the Bureau of Building, if directed by the Building Official, Director of City Planning, or designee, prior to the issuance of a construction-related permit and on an ongoing as-needed basis.

11. **Public Improvements**

The project 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, and other City departments as required. Public improvements shall be designed and installed to the satisfaction of the City.

12. **Compliance Matrix**

The project 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 project 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 project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department 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. Regulatory Permits and Authorizations from Other Agencies

Requirement: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.

When Required: Prior to activity requiring permit/authorization from regulatory agency

Initial Approval: Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

15. Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)

- a. All mitigation measures identified in the **Lighthouse Academy CEQA Analysis Document** 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, as Conditions of Approval of the project. The Standard Conditions of Approval identified in the **Lighthouse Academy CEQA Analysis Document** are also included in the SCAMMRP, and are, therefore, 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 Conditions shall govern. In the event a Standard Condition of Approval or mitigation measure recommended in **Lighthouse Academy CEQA Analysis Document** has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the **Lighthouse Academy CEQA Analysis Document** into the SCAMMRP by reference, and adopted as a Condition of Approval. The project 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. Monitoring of compliance with the Standard Conditions of Approval and mitigation measures will be the responsibility of the Bureau of Planning and the Bureau of Building, 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.

- b. Prior to the issuance of the first construction-related permit, the project applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

16. Regulatory Permits and Authorizations from Other Agencies

Requirement: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.

When Required: Prior to activity requiring permit/authorization from regulatory agency

Initial Approval: Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

Project-Specific Conditions

17. Public Improvements Consistent with the LMSP

Requirement: Plans shall be submitted for review and approval that include public right of way improvements that are consistent with the Lake Merritt Station Plan. This shall apply to all project frontages.

When Required: Prior to issuance of Building Permit

Initial Approval: Bureau of Planning; Public Works

Monitoring/Inspection: Bureau of Building

18. Exterior Finishes

Requirement: The final building permit plan set shall contain detailed information on all proposed exterior finishes for city approval. If requested by the Bureau of Planning sample materials shall be submitted and are subject to final approval by the Zoning Manager.

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

19. Public Art for Private Development Condition of Approval

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. The contribution requirement can be met through the commission or acquisition and installation of publicly accessible art fund, or satisfaction of alternative compliance methods described in the Ordinance. The applicant shall provide proof of full payment of the in-lieu contribution, or provide proof of installation of artwork on the development site prior to the City's issuance of a final certificate of occupancy for each phase unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval. On-site art installation shall be designed by independent artists, or artists working in conjunction with arts or community organizations that are verified by the City to either hold a valid Oakland business license and/or be an Oakland-based 501(c) (3) tax designated organization in good standing.

The project sponsor shall allocate the public art funds to hire Oakland-based artists to provide public art on or near the site if an in-lieu contribution is not selected. The method of calculating public art fees for mixed use developments (as explained below) shall apply:

For projects containing a mix of residential and nonresidential uses, the proportion of the building development cost assessed for the residential or commercial contribution is equal to the proportion of the floor area devoted to such activities. For example, if 80 percent of the floor area of a proposed new building is residential, then 80 percent of the development costs would be used to determine the residential share of the contribution. The remaining 20

percent of development cost would be used to determine the nonresidential share of the contribution fee.

When Required: Prior to issuance of Final Certificate of Occupancy for the first unit and Ongoing

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

20. Development Impact Fees

The project shall be subject to, and Applicant shall agree to pay, any applicable development impact fees adopted by the City Council.

When Required: Prior to issuance of Building Permits

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

21. Green Building Requirements

a. *Compliance with Green Building Requirements During Plan-Check*

Requirement: 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).

i. The following information shall be submitted to the City for review and approval with the application for a building permit:

- Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards.
- Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.
- Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.
- Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below.
- Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance.
- Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit.
- Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

ii. The set of plans in subsection (i) shall demonstrate compliance with the following:

- CALGreen mandatory measures.

- All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit.
- **53** per the appropriate checklist approved during the Planning entitlement process.
- All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted.
- The required green building point minimums in the appropriate credit categories.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

b. ***Compliance with Green Building Requirements During Construction***

Requirement: The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.

The following information shall be submitted to the City for review and approval:

- Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit.
- Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.
- Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

c. ***Compliance with Green Building Requirements After Construction***

Requirement: Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to **Green Building Certification Institute** and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.

When Required: After project completion as specified

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

22. Sanitary Sewer System

Requirement: The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.

When Required: Prior to approval of construction-related permit

Initial Approval: Public Works Department, Department of Engineering and Construction

Monitoring/Inspection: N/A

23. Tentative Parcel Map

In order for the proposed project to be completed as condominiums, the project applicant shall revise the Tentative Parcel Map to reflect the change in number of units, and apply and receive approval for a Final Parcel Map with the City of Oakland Planning and Building Departments.

When Required: Prior to approval of issuance of certificate of occupancy

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

24. Other City Department Requirements

The applicant shall comply with all requirements of other City of Oakland departments.

When Required: Prior to application for a building permit

Initial Approval: Bureau of Planning; Bureau of Building; Fire Prevention; Public Works.

Monitoring/Inspection: Bureau of Building

25. Final Building Materials and Colors

The applicant shall submit the final exterior building materials and colors to the Oakland Planning Bureau for review and approval. The applicant shall provide the following details:

- a. Samples of exterior materials, colors, and other finishes; and
- b. Window details showing 2" minimum recess from surrounding exterior walls.

When Required: Prior to application for a building permit

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

26. Transportation Improvement Measures

The applicant shall incorporate the following transportation improvements into the proposed project, subject to City review and approval:

CONDITIONS OF APPROVAL

The following project-specific improvement measures have been identified to further reduce the less than significant transportation-related impacts related to vehicle access and circulation, bicycle access, and pedestrian access:

Improvement Measure TR-1: Entering Queue Abatement

For Phase 2 conditions, as an improvement measure to minimize the tendency for vehicles on Edes Avenue to queue across the railroad tracks, the project would work with City staff to identify appropriate street markings and signage, compliant with the MUTCD, to warn drivers where to wait in advance of the tracks when a downstream queue is present.

Improvement Measure TR-2: Spillback Queue Abatement

For Phase 1 and Phase 2 conditions, as an improvement measure to minimize the tendency for vehicles in queue to drop off or pick up students to spillback onto the local street network, the project sponsor should designate staff members to help manage the flow of traffic during drop off and pick up periods to ensure the queue continues to flow.

Improvement Measure TR-3: Transit Subsidy

As an improvement measure to encourage use of transit, the project sponsor should provide subsidized transit passes to all students and staff. The value of the student passes should be equivalent to the monthly pass value of an AC Transit local youth 31-day pass (currently \$26.50). The value of the staff passes should be equivalent to the monthly pass value of the adult local 31-day pass (currently \$81).

Improvement Measure TR-5: Signal Timing Modifications at 105th Avenue/Edes Avenue

For Phase 1 and Phase 2 conditions, since the pedestrian crossings at the intersection are approximately 32 feet to 40 feet in length, the pedestrian clearance time should be increased to 10 to 12 seconds, relative to the crossing distance. The MUTCD standard assumption of 3.5 feet per second crossing speed should be used to compute the pedestrian clearance time for each crossing.

Improvement Measure TR-5: Pedestrian-Specific Points of Access to Project Site

As the site plan is refined for Phase 1 and Phase 2, pedestrian-specific access points should be incorporated into the site plan. For example, pedestrian-only gates should be installed in the existing perimeter fence along 105th Avenue and Edes Avenue so that pedestrians can enter and exit the project site via pathways other than the vehicle driveways.

Transportation and Parking Demand Management Plan

The following transportation demand management measures have been recommended as part of the TDM plan:

TDM-1: TDM Program Coordinator. The TDM Program Coordinator is responsible for implementation, monitoring, and reporting of the TDM Plan. The TDM Coordinator would

facilitate site inspections by City staff to verify that the standards specified as conditions of approval are met. This person(s) can be a school employee or a third party provider that runs the program.

TDM-2: Bike Parking. The project would provide short-term and long-term bicycle parking facilities to meet maximum estimated demand. The maximum estimated demand is calculated as 200 percent of the highest peak hour demand based on the bike mode share and estimated travel demand and the increase in bike trips resulting from implementation of this TDM strategy. The project shall include at least 20 short-term and 20 long-term bicycle parking spaces. The number of bicycle parking spaces would be equitably adjusted (increased) based on observed demand.

TDM-3: Transit and Bicycle Incentives. The project would provide subsidized/discounted daily or monthly public transit or bike share passes. The project would provide the equivalent of a \$1.50 per trip subsidy for these modes.

TDM-4: School Pool Program. The project would develop and implement a ridesharing program for students. The ridesharing "School Pool" program will help to match parents to transport students to/from campus. The VMT reduction calculation assumes aggressive implementation with a 35 percent adoption rate.

TDM-5: Pedestrian Network Improvements. The project would implement on-site and off-site improvements to the pedestrian network and link areas of the project site and encourage people to walk instead of drive. The project would also minimize barriers to pedestrian access and interconnectivity. The project would implement the following improvements:

- o Modify signal timing at 105th Avenue/Edes Avenue to increase pedestrian clearance time across 105th Avenue (Improvement Measure TR-3);⁸
- o Install reconstructed sidewalks and roadway striping upgrades at the nearby railroad crossings at 105th Avenue and Edes Avenue;⁹ and,
- o Provide pedestrian access points to reduce out of direction travel and allow people to enter the campus from multiple directions (Improvement Measure TR-4).

The project sponsor shall submit an annual compliance report for review and approval by the City. This report will be submitted within one year of occupancy and every following year for a total of at least five years. If timely reports are not submitted, the reports indicate a failure to achieve the stated policy goals, or the required alternative mode split is still not achieved, staff will work with the project sponsor to find ways to meet their commitments and achieve trip reduction goals. If the issues cannot be resolved, the matter may be referred to the Planning Commission for resolution. Project sponsors shall be required, as a condition of approval to reimburse the City for costs incurred in maintaining and enforcing the trip reduction program for the approved project.

When Required: Prior to application for; issuance of; Building Permits; final inspections; issuance of Certificate of Occupancy; and Ongoing

Initial Approval: Bureau of Planning; Bureau of Building; PWA

Monitoring/Inspection: Bureau of Building

CONDITIONS OF APPROVAL

27. Emergency Preparedness Plan

The project applicant shall develop an emergency preparedness plan for the school to address safety, shelter-in-place and evacuation measures in the event of any train derailment or hazardous materials spill due to the proximity of rail tracks in the vicinity of the proposed school.

When Required: Prior to application for; issuance of; Building Permits; final inspections; issuance of Certificate of Occupancy; and Ongoing

Initial Approval: Bureau of Planning; Bureau of Building; PWA

Monitoring/Inspection: Bureau of Building

Applicant Statement

I have read and accept responsibility for the Conditions of Approval. I agree to abide by and conform to the Conditions of Approval, as well as to all provisions of the Oakland Planning Code and Oakland Municipal Code pertaining to the project.

Name of Project Applicant

Signature of Project Applicant

Date

APPROVED BY:

City Planning Commission: _____ (date) _____ (vote)

Attachment C

Standard Conditions of Approval and Mitigation and Monitoring Reporting Plan

This Standard Conditions of Approval and Mitigation and Monitoring Reporting Plan (SCAMMRP) is based on the CEQA Analysis prepared for the Lighthouse Academy Project.

The City of Oakland's Uniformly Applied Development Standards, adopted as Standard Conditions of Approval (Standard Conditions of Approval, or SCAs), were originally adopted by the City in 2008 (Ordinance No. 12899 C.M.S.) pursuant to Public Resources Code section 21083.3) and have been incrementally updated over time. The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/Landmark status, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. These SCAs are incorporated into Projects as conditions of approval, regardless of the determination of a Project's environmental impacts. As applicable, the SCAs are adopted as requirements of an individual Project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a Project's environmental effects.

In reviewing Project applications, the City determines which SCAs apply based upon the zoning district, community plan, and the type of permits/approvals required for the Project. Depending on the specific characteristics of the Project type and/or Project site, the City will determine which SCAs apply to a specific Project. Because these SCAs are mandatory City requirements imposed on a city-wide basis, environmental analyses assume that these SCAs will be imposed and implemented by the Project, and are not imposed as mitigation measures under CEQA.

All SCAs identified in the CEQA Analysis—which are consistent with the measures and conditions presented in the City of Oakland General Plan, Land Use and Transportation EIR (LUTE EIR, 1998)—are included herein. To the extent that any SCA identified in the CEQA Analysis was inadvertently omitted, it is automatically incorporated herein by reference.

- The first column identifies the SCA applicable to that topic in the CEQA Analysis.
- The second column identifies the monitoring schedule or timing applicable to the Project.
- The third column names the party responsible for monitoring the required action for the Project.

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

In addition to the SCAs identified and discussed in the CEQA Analysis, other SCAs that are applicable to the Project are included herein.

The Project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCAs set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific SCA, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCAs will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a demolition, grading, and/or construction permit, the Project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule. Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—i.e., SCA-AIR-1, SCA-AIR-2, etc. The SCA title and the SCA number that corresponds to the City's master SCA list are also provided in the Appendix listing—i.e., SCA-AIR-1: Construction-Related Air Pollution (Dust and Equipment Emissions) (#19).

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
Aesthetics, Shadow, and Wind			
<p>SCA AES-1 (Standard Condition of Approval 16): <i>Graffiti Control</i></p> <p>a. 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:</p> <ul style="list-style-type: none"> i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). <p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:</p> <ul style="list-style-type: none"> i. 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. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). 	Ongoing.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA AES-2 (Standard Condition of Approval 17): <i>Landscape Plan</i></p> <p>a. Landscape Plan Required 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.</p> <p>b. Landscape Installation The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated</p>	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. Prior to building permit final. c. Ongoing 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Planning and Building b. City of Oakland Bureau of Planning and Building c. N/A 	<ul style="list-style-type: none"> a. N/A b. City of Oakland Bureau of Building Services Division, Zoning Inspections c. City of Oakland Bureau of Building Services Division, Zoning Inspections

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>cost of implementing the Landscape Plan based on a licensed contractor's bid.</p> <p>c. Landscape Maintenance</p> <p>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.</p>			
<p>SCA AES-3 (Standard Condition of Approval 18): <i>Lighting</i></p> <p>Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</p>	Prior to building permit final.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections
Air Quality			
<p>SCA AIR-1 (Standard Condition of Approval 19): <i>Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</i></p> <p>The project applicant shall implement all of the following applicable air pollution control measures during construction of the project:</p> <p>a. 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.</p> <p>b. 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).</p> <p>c. 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.</p> <p>d. Pave all roadways, driveways, sidewalks, etc., as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>e. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</p> <p>f. Limit vehicle speeds on unpaved roads to 15 miles per hour.</p>	During construction.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>g. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.</p> <p>h. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations").</p> <p>i. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>j. Portable equipment shall be powered by electricity if available. If electricity is not available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas.</p> <p>k. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</p> <p>l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.</p> <p>m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</p> <p>n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).</p> <p>o. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.</p> <p>p. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity.</p>			

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>q. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p> <p>r. Activities such as excavation, grading, and other ground-disturbing construction activities shall be phased to minimize the amount of disturbed surface area at any one time.</p> <p>s. All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>t. 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.</p> <p>u. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet emissions and performance requirements one year in advance of any fleet deadlines. Upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met.</p> <p>v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).</p> <p>w. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.</p> <p>x. Off-road heavy diesel engines shall meet the California Air Resources Board's most recent certification standard.</p> <p>y. Post a publicly-visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours.</p>			
<p>SCA AIR-2 (Standard Condition of Approval 20): <i>Exposure to Air Pollution (Toxic Air Contaminants)</i></p> <p>a. Health Risk Reduction Measures <u>Requirement:</u> The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose <u>one</u> of the following methods:</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. Ongoing</p>	<p>a. City of Oakland Bureau of Planning and Building;</p> <p>b. N/A</p>	<p>a. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>b. City of Oakland Bureau of Building</p>

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<p>i. 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 of exposure of project residents/occupants/users to air pollutants. 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 that 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.</p> <p align="center">- or -</p> <p>ii. 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:</p> <ul style="list-style-type: none"> • Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. • Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). • Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible. • The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a 			<p>Services Division, Zoning Inspections</p>

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<p>distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods.</p> <ul style="list-style-type: none"> • Sensitive receptors shall be located on the upper floors of buildings, if feasible. • Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), and Redwood (<i>Sequoia sempervirens</i>). • Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible. • Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible. • Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible: <ul style="list-style-type: none"> - Installing electrical hook-ups for diesel trucks at loading docks. - Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards. - Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels. - Prohibiting trucks from idling for more than two minutes. - Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented. <p>b. Maintenance of Health Risk Reduction Measures</p> <p><u>Requirement:</u> The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and</p>			

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<p>maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.</p>			
<p>SCA AIR-3 (Standard Condition of Approval 21) <i>Stationary Sources of Air Pollution (Toxic Air Contaminants)</i></p> <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> <p>a. 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.</p> <p>or</p> <p>b 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:</p> <p>i. Installation of non-diesel fueled generators, if feasible, or;</p> <p>ii. 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.</p>	<p>Prior to approval of Construction-related permit</p>	<p>City of Oakland Bureau of Building Services Division.</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>
<p>SCA AIR-4 (Standard Condition of Approval 23): <i>Asbestos in Structures</i></p> <p><u>Requirement:</u> The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but 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</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Bureau of Building Services Division BAAQMD</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections BAAQMD</p>

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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>SCA GEN-1 (Standard Condition of Approval 13): <i>Construction Management Plan</i></p> <p>Prior to the issuance of the first construction-related permit, the project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department 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.</p>	Prior to issuance of construction related permit	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections
Biological Resources			
<p>SCA BIO-1 (Standard Condition of Approval 26): <i>Tree Removal During Bird Nesting Season</i></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</p>	Prior to removal of trees.	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections

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Wildlife, and will be based to a large extent 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>SCA BIO-2 (Standard Condition of Approval 27): <i>Tree Permit</i></p> <p>a. 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.</p> <p>b. Tree Protection During Construction <u>Requirement:</u> Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <ul style="list-style-type: none"> i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be 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 which will avoid injury to any protected tree. ii. 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, filing, 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. iii. 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 	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit b. During construction. c. Prior to building permit final. 	<ul style="list-style-type: none"> a. City of Oakland Public Works Department, Tree Division; Bureau of Buildings b. City of Oakland Public Works Department, Tree Division c. Public Works Department, Tree Division 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Building Services Division, Zoning Inspections b. City of Oakland Bureau of Building Services Division, Zoning Inspections c. City of Oakland Bureau of Building Services Division, Zoning Inspections

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<p>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.</p> <p>iv. 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.</p>			
<p>v. 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.</p> <p>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.</p> <p>vi. 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.</p> <p>c. Tree Replacement Plantings</p> <p><u>Requirement:</u> 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> <p>i. 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.</p> <p>ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus</p>			

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<p>menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division.</p> <p>iii. 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.</p> <p>iv. Minimum planting areas must be available on site as follows:</p> <ul style="list-style-type: none"> • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. <p>v. In the event that replacement trees are required but cannot be planted due to site constraints, and 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.</p> <p>vi. 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 which fail to become established within one year of planting shall be replanted at the project applicant's expense.</p>			
Cultural Resources			
<p>SCA CUL-1 (Standard Condition of Approval 29): <i>Archaeological and Paleontological Resources – Discovery During Construction</i></p> <p><u>Requirement:</u> 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</p>	<p>During construction.</p>	<p>N/A</p>	<p>City of Oakland Bureau of Building Services Division</p>

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<p>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.</p> <p>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.</p> <p>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 significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p>			
<p>SCA CUL-2 (Standard Condition of Approval SCA 30): Archaeologically Sensitive Areas –Pre-Construction Measures</p> <p>Requirement: The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision B (Construction ALERT Sheet) concerning archaeological resources.</p> <p>Provision A: Intensive Pre-Construction Study.</p> <p>The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period</p>	<p>Prior to approval of Construction-related permit; during construction</p>	<p>City of Oakland Bureau of Building Services Division</p>	<p>City of Oakland Bureau of Building Services Division</p>

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<p>archaeological resources on the project site. At a minimum, the study shall include:</p> <ul style="list-style-type: none"> a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources. b. A report disseminating the results of this research. c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p> <p>Provision B: Construction ALERT Sheet.</p> <p>The project applicant shall prepare a construction "ALERT" sheet developed by a qualified archaeologist for review and approval by the City prior to soil disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City's Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, firecracked rocks); concentrations of bones; recognizable Native American artifacts</p>			

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(arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted invisible location at the project site.			
<p>SCA CUL-3 (Standard Condition of Approval SCA 31): Human Remains – Discovery During Construction</p> <p><u>Requirement:</u> 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>	During construction.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections
Geology and Soils			
<p>SCA GEO-1 (Standard Condition of Approval 33): Construction-Related Permit(s)</p> <p><u>Requirement:</u> 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>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA GEO-2 (Standard Condition of Approval 34): Soils Report</p> <p><u>Requirement:</u> The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections	City of Oakland Bureau of Building Services Division, Zoning Inspections

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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.			
Greenhouse Gas Emissions/Global Climate Change			
Also refer to <i>SCA-TRANS-1: Transportation and Parking Demand Management (#71)</i> and <i>SCA-UTIL-3: Construction and Demolition Waste Reduction and Recycling (#74)</i> for additional Greenhouse Gas Conditions of Approval that apply to this project			
Hazards and Hazardous Materials			
<p>SCA HAZ-1 (Standard Condition of Approval 39): <i>Hazards Materials Related to Construction</i></p> <p><u>Requirement:</u> 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> <ul style="list-style-type: none"> a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. 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 f. 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 and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the 	During construction.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections

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measures have been implemented under the oversight of the City or regulatory agency, as appropriate.			
<p>SCA HAZ-2 (Standard Condition of Approval 40): <i>Hazardous Building Materials and Site Contamination</i></p> <p>a. Hazardous Building Materials Assessment <u>Requirement:</u> 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.</p>	<p>a. Prior to approval of demolition, grading or building permits</p> <p>b. Prior to approval of construction-related permit</p> <p>c. Prior to approval of construction-related permit</p> <p>d. During Construction</p>	<p>a. City of Oakland Bureau of Building Services Division</p> <p>b. Applicable regulatory agency with jurisdiction</p> <p>c. City of Oakland Bureau of Building Services Division</p> <p>d. N/A</p>	<p>a. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>b. Applicable regulatory agency with jurisdiction</p> <p>c. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>d. City of Oakland Bureau of Building Services Division, Zoning Inspections</p>
<p>b. Environmental Site Assessment Required <u>Requirement:</u> The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I 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.</p> <p>c. Health and Safety Plan Required <u>Requirement:</u> 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.</p> <p>d. Best Management Practices (BMPs) Required for Contaminated Sites</p>			

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<p>Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <ul style="list-style-type: none"> i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. 			
See SCA AIR-4, Asbestos in Structures . See <i>Air Quality</i> , above for actions to address Hazardous Materials impacts.			
Hydrology and Water Quality			
<p>SCA HYD-1 (Standard Condition of Approval 45): <i>Erosion and Sedimentation Control Plan for Construction</i></p> <p>a. Erosion and Sedimentation Control Plan Required</p> <p>Requirement: 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,</p>	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. During construction. 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Building Services Division b. N/A 	<ul style="list-style-type: none"> a. N/A b. City of Oakland Bureau of Building Services Division, Zoning Inspections
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			

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<p>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>b. Erosion and Sedimentation Control During Construction</p> <p><u>Requirement:</u> 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>			
Noise			
<p>SCA NOI-1 (Standard Condition of Approval 58): <i>Construction Days/Hours</i></p> <p><u>Requirement:</u> The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <p>a. 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.</p> <p>b. 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.</p> <p>c. No construction is allowed on Sunday or federal holidays.</p> <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.</p> <p>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</p>	<p>During construction.</p>	<p>N/A</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

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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>SCA NOI-2 (Standard Condition of Approval 59): <i>Construction Noise</i></p> <p><u>Requirement:</u> 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"> a. 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. b. Except as provided herein, impact tools (e.g., jack hammers, 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. c. Applicant shall use temporary power poles instead of generators where feasible. d. 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. e. 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. 	During construction.	N/As	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-3 (Standard Condition of Approval 60): <i>Extreme Construction Noise</i></p> <ul style="list-style-type: none"> a. Construction Noise Management Plan Required 	a. Prior to approval of construction-	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division,

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<p><u>Requirement:</u> 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 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:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. 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; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. 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 v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>b. Public Notification Required</p> <p><u>Requirement:</u> The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p>	<p>related permit.</p> <p>b. During construction.</p>		<p>Zoning Inspections</p>
<p>SCA NOI-4 (Standard Condition of Approval 61): <i>Project-Specific Construction Noise Reduction Measures</i></p> <p><u>Requirement:</u> Requirement: The project applicant shall submit a Construction Noise Management Plan</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Bureau of Building Services Division</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

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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 noise impacts. The project applicant shall implement the approved Plan during construction.			
<p>SCA NOI-5 (Standard Condition of Approval 62): <i>Construction Noise Complaints</i></p> <p><u>Requirement:</u> 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> <ul style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. 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; c. Protocols for receiving, responding to, and tracking received complaints; and d. 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. 	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-6 (Standard Condition of Approval 63) <i>Exposure to Community Noise</i></p> <p><u>Requirement:</u> The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following:</p> <ul style="list-style-type: none"> a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities 	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-7 (Standard Condition of Approval 64): <i>Operational Noise</i></p> <p><u>Requirement:</u> 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</p>	Ongoing.	City of Oakland Bureau of Building Services Division,	City of Oakland Bureau of Building Services Division, Zoning Inspections

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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.			
Recreation			
Refer to SCA HAZ-2 Hazardous Materials Related to Construction (#39) and SCA-HAZ-3 Hazardous Building Materials and Site Contamination (#40) to address potential recreation impacts			
Transportation and Circulation			
<p>SCA TRA-1 (Standard Condition of Approval 68): <i>Construction Activity in the Public Right-of-Way</i></p> <p>a. Obstruction Permit Required <u>Requirement:</u> 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 and sidewalks.</p> <p>b. Traffic Control Plan Required <u>Requirement:</u> In the event of obstructions to vehicle or bicycle travel lanes, 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 detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.</p> <p>c. Repair of City Streets <u>Requirement:</u> The project applicant shall repair any damage to the public right-of-way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. Prior to approval of construction-related permit.</p> <p>c. Prior to building permit final.</p>	<p>a. City of Oakland Bureau of Building Services Division</p> <p>b. Public Works Department, Transportation Services Division</p> <p>c. N/A</p>	<p>a. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>b. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>c. City of Oakland Bureau of Building Services Division, Zoning Inspections</p>
<p>SCA TRA-2 (Standard Condition of Approval 69): <i>Bicycle Parking</i></p> <p><u>Requirement:</u> The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Planning and Building	City of Oakland Bureau of Building Services Division, Zoning Inspections

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Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.			
<p>SCA TRA-3 (Standard Condition of Approval 70): <i>Transportation Improvements.</i></p> <p>The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Study for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, and pedestrian and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below:</p> <ul style="list-style-type: none"> a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) 	Prior to building permit final or as otherwise specified	Bureau of Building; Public Works Department, Transportation Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections

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<p>o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor</p> <p>p. Signal timing plans for the signals in the coordination group</p>			
<p>SCA TRA-4 (Standard Condition of Approval 71): <i>Transportation and Parking Management Plan</i></p> <p>a. <i>Transportation and Parking Demand Management (TDM) Plan Required</i></p> <p><u>Requirement:</u> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <p>i. The goals of the TDM Plan shall be the following:</p> <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable, consistent with the potential traffic and parking impacts of the project. • Achieve the following project vehicle trip reductions (VTR): <ul style="list-style-type: none"> – Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR <p>Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR</p> <ul style="list-style-type: none"> • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City's transportation system, consistent with City policies and programs. <p>ii. TDM strategies to consider include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • 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. • Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping. • Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to 	<p>Prior to building permit final or as otherwise specified</p>	<p>Bureau of Building; Public Works Department, Transportation Services Division</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

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<p>encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.</p> <ul style="list-style-type: none"> • Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan. • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • 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). <p>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.</p> <ul style="list-style-type: none"> • 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). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • 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. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive 			

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<p>or transit pass alternative to a free parking space in commercial properties.</p> <ul style="list-style-type: none"> • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • Allow employees or residents to adjust their work 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). • 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. <p>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>b. TDM Implementation – Physical Improvements <u>Requirement:</u> 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>c. TDM Implementation – Operational Strategies <u>Requirement:</u> 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</p>			

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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>SCA TRA-5 (Standard Condition of Approval 73): <i>Railroad Crossings</i></p> <p><u>Requirement:</u> The project applicant shall submit for City review and approval a Diagnostic Review to evaluate potential impacts to at-grade railroad crossings resulting from project-related traffic. In general, the major types of impacts to consider are collisions between trains and vehicles, trains and pedestrians, and trains and bicyclists. The Diagnostic Review shall include specific traffic elements, such as roadway and rail description, accident history, traffic volumes (all modes, including pedestrian and bicyclist crossing movements), train volumes, vehicular speeds, train speeds, and existing rail and traffic control.</p> <p>Where the Diagnostic Review identifies potentially substantially dangerous crossing conditions at at-grade railroad crossings caused by the project, measures relative to the project's traffic contribution to the crossings shall be applied through project redesign and/or incorporation of the appropriate measures to reduce potential adverse impacts at the crossings. These measures may include, without limitation, the following:</p> <ol style="list-style-type: none"> a. Installation of grade separations at crossings, i.e., physically separating roads and railroad tracks by constructing overpasses or underpasses b. Improvements to warning devices at existing highway rail crossings that are impacted by project traffic c. Installation of additional warning signage d. Improvements to traffic signaling at intersections adjacent to crossings, e.g., signal preemption e. Installation of median separation to prevent vehicles from driving around railroad crossing gates f. Where sound walls, landscaping, buildings, etc. would be installed near crossings, maintaining the visibility of warning devices and approaching trains g. Prohibition of parking within 100 feet of the crossings to improve the visibility of warning devices and approaching trains h. Construction of pull-out lanes for buses and vehicles transporting hazardous materials 	Prior to approval of construction-related permit	Bureau of Building; Public Works Department, Transportation Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections

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<p>i. Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way</p> <p>j. Elimination of driveways near crossings</p> <p>k. Increased enforcement of traffic laws at crossings</p> <p>l. Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings</p> <p>Any proposed improvements must be coordinated with California Public Utility Commission (CPUC) and affected railroads and all necessary permits/approvals obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings). The project applicant shall implement the approved measures during construction of the project.</p>			
Tribal Cultural Resources			
<p>Refer to SCA CUL-1 <i>Archaeological and Paleontological Resources—Discovery During Construction</i> (#29); SCA CUL-2 <i>Archaeologically Sensitive Areas—Pre-construction Measures</i> (#30); and SCA CUL-3, <i>Human Remains—Discovery During Construction</i> (#31) for actions to address potential impacts to Tribal Cultural Resources</p>			
Utilities and Services			
<p>SCA UTL-1 (Standard Condition of Approval 74) <i>Construction and Demolition Waste Reduction and Recycling</i></p> <p><u>Requirement:</u> The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Public Works Department, Environmental Services Division</p>	<p>City of Oakland Public Works Department, Environmental Services Division</p>
<p>SCA UTL-2 (Standard Condition of Approval 77) <i>Green Building Requirements</i></p> <p>a. <i>Compliance with Green Building Requirements During Plan-Check</i></p>	<p>a. Prior to approval of construction-related permit.</p>	<p>a. City of Oakland Bureau of Building</p>	<p>a. N/A b. City of Oakland Bureau of Building</p>

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<p><u>Requirement:</u> 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>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. 	<p>b. During construction.</p> <p>c. Prior to final approval.</p>	<p>Services Division</p> <p>b. N/A</p> <p>c. City of Oakland Bureau of Planning and Building</p>	<p>Services Division, Zoning Inspections</p> <p>c. City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

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<ul style="list-style-type: none"> LEED Silver (minimum 50 points) (except the cool roof requirement) per the appropriate checklist approved during the Planning entitlement process. CALGreen mandatory measures for non-residential construction Green Building Certification (Green Building Certification Institution and City staff for CALGreen) 			
<ul style="list-style-type: none"> All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. The required green building point minimums in the appropriate credit categories. <p>b. Compliance with Green Building Requirements During Construction</p> <p><u>Requirement:</u> The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ol style="list-style-type: none"> Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>c. Compliance with Green Building Requirements After Construction</p> <p><u>Requirement:</u> Prior to the finagling of the building permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p>			
<p>SCA UTL-5 (Standard Condition of Approval 79) <i>Sanitary Sewer System</i></p> <p><u>Requirement:</u> The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City</p>	Prior to approval of construction-related permit.	City of Oakland Public Works Department, Department of	N/A

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.		Engineering and Construction	
<p>SCA UTL-6 (Standard Condition of Approval 80) <i>Storm Drain System</i></p> <p><u>Requirement:</u> 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>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections

MEMORANDUM

Date: January 16, 2019 Project #: 21061

To: Scott Thomas
PCSD 701 105th Avenue LLC
600 Wilshire Blvd., Suite 200
Los Angeles, CA 90017

From: Amy Lopez, RSP; Lilian Wu

Project: Lighthouse Community Public Schools, Lodestar Campus Transportation Study

Subject: Efficacy of TDM strategies to-date

Lodestar campus of Lighthouse Community Schools (the school) has an approved transportation and parking demand management (TDM) plan. The five TDM measures in that plan are included as **Attachment A**. In response to a request from Oakland Department of Transportation staff, Kittelson & Associates, Inc. (Kittelson) evaluated the efficacy of the following three TDM strategies, which are in the first year of implementation at the Lodestar campus:

- TDM-2: Bike Parking
- TDM-3: Transit and Bicycle Incentives
- TDM-4: School Pool Program

This memorandum summarizes the findings of the evaluation of the efficacy to date of these TDM measures.

DATA COLLECTION

The following data were collected to evaluate the efficacy of the TDM strategies:

- School-reported bicycle ridership data
- School-reported transit ridership data
- Observations of people per vehicle during drop off/pick up periods
- School-reported students-per-family data

EVALUATION OF EFFICACY

In assessing the efficacy to date of the TDM plan for the school, Kittelson evaluated bicycle ridership, the number of school-subsidized transit passes purchased, and carpooling based on the number of observed students per vehicle on a typical school day.

Bicycle Ridership

The school reported zero students bike to school regularly.

Transit Ridership

The school sends a weekly newsletter to parents providing information about important topics and upcoming events. In the December 17, 2018 and January 7, 2019 newsletters, the school included a message about the school-subsidized transit passes. The message included the amount of the subsidy and the lower out-of-pocket cost to families as well as where to purchase subsidized transit passes at the school. *The school reported zero families or students have purchased the subsidized transit passes to date.*

Carpooling

Kittelson contracted with a data collection firm to observe the number of students per vehicle during drop off/pick up periods. The firm observed student loading on Thursday, December 13, 2018. Only drop off activity occurred during the morning observation period while pick up and drop off activity occurred during the afternoon observation period. The raw data from this data collection effort are included as **Attachment B**.

Based on the observation made on December 13, 2018, Kittelson developed average students-per-vehicle rates, or carpooling rates. The carpooling rate was 1.38 during morning drop off, 1.35 during afternoon pick up, and an overall average rate of 1.37. This overall average rate amounts to a 27% reduction in vehicle trips per student. **Table 1** presents a comparison of these rates.

Table 1: Observed Student Carpool Rates

STUDENT LOADING PERIOD	TIME	CARPOOL RATE
MORNING DROP OFF	7:30 - 8:45 a.m.	1.38
AFTERNOON PICK UP	3:20 - 4:00 p.m.	1.35
OVERALL AVERAGE		1.37
VEHICLE TRIP REDUCTION		27%

Source: Kittelson & Associates, Inc., 2019

Since Kittelson cannot know whether students riding to and from school in the same vehicle are from the same or different families, the school provided data on the number of students in each family represented in the school. These school-provided data are included as **Attachment C**.

Using the data provided by the school, Kittelson developed a students-per-family rate as a point of comparison to the observed carpooling rates. Kittelson found a rate of 1.38 students per family. Assuming students in the same family travel to and from school together, this rate amounts to a 28% reduction in vehicle trips per student. **Table 2** presents the students-per-family rate.

Table 2: Students-Per-Family Rate

STUDENTS PER FAMILY	NUMBER OF FAMILIES	NUMBER OF STUDENTS
1	256	256
2	104	208
3	16	48
4	3	12
TOTAL	379	524
STUDENTS-PER-FAMILY RATE		1.38
VEHICLE TRIP REDUCTION		28%

Source: Kittelson & Associates, Inc., 2019

As presented in **Table 1** and **Table 2**, the difference between the average rate of observed carpooling and the rate of students-per-family is negligible. Assuming students in the same family arrive together, *the similarity between carpooling and students-per-family rates suggests students generally are not carpooling across families.*

ATTACHMENT A – APPROVED TDM MEASURES

TDM-1: TDM Program Coordinator

Description: The TDM Program Coordinator is responsible for implementation, monitoring, and reporting of the TDM Plan. The TDM Coordinator would facilitate site inspections by City staff to verify that the standards specified as conditions of approval are met. This person(s) can be a school employee or a third party provider that runs the program.

Target Users: Not applicable

Range of Effectiveness: Not applicable

Estimated Vehicle Trip Reduction: Not applicable

TDM-2: Bike Parking

Description: The project would provide short-term and long-term bicycle parking facilities to meet maximum estimated demand. The maximum estimated demand is calculated as 200 percent of the highest peak hour demand based on the bike mode share and estimated travel demand and the increase in bike trips resulting from implementation of this TDM strategy. The project shall include at least 20 short-term and 20 long-term bicycle parking spaces. The number of bicycle parking spaces would be equitably adjusted (increased) based on observed demand.

Target Users: All staff and students

Range of Effectiveness: 0.625% VMT reduction

Estimated Vehicle Trip Reduction: 0.625% VTR (2 weekday AM peak hour, 1 weekday PM peak hour)

TDM-3: Transit and Bicycle Incentives

Description: The project would provide subsidized/discounted daily or monthly public transit or bike share passes. The project would provide the equivalent of a \$1.50 per trip subsidy for these modes.

Target Users: High school students and staff

Range of Effectiveness: 0.3% to 20% VMT reduction

Estimated Vehicle Trip Reduction: 12.9% VTR (17 weekday AM peak hour, 5 weekday PM peak hour)

TDM-4: School Pool Program

Description: The project would develop and implement a ridesharing program for students. The ridesharing “School Pool” program will help to match parents to transport students to/from campus. The VMT reduction calculation assumes aggressive implementation with a 35 percent adoption rate.

Target Users: All students

Range of Effectiveness: 7.2% to 15.8% VMT reduction

Estimated Vehicle Trip Reduction: 15.8% VTR (40 weekday AM peak hour, 13 weekday PM peak hour)

TDM-5: Pedestrian Network Improvements

Description: The project would implement on-site and off-site improvements to the pedestrian network and link areas of the project site and encourage people to walk instead of drive. The project would also minimize barriers to pedestrian access and interconnectivity. The project would implement the following improvements:

- Modify signal timing at 105th Avenue/Edes Avenue to increase pedestrian clearance time across 105th Avenue (Improvement Measure TR-3);
- Install reconstructed sidewalks and roadway striping upgrades at the nearby railroad crossings at 105th Avenue and Edes Avenue; and,
- Provide pedestrian access points to reduce out of direction travel and allow people to enter the campus from multiple directions (Improvement Measure TR-4).

Target Users: All students

Range of Effectiveness: 0 to 2% VMT reduction

Estimated Vehicle Trip Reduction: 2% VTR (6 weekday AM peak hour, 2 weekday PM peak hour)

ATTACHMENT B – STUDENTS PER VEHICLE DATA



Location: Lodestar Campus Drop-Off/Pick-Up

Sitecode: 14864401

Date: 12/13/2018

Time: 7:30 AM - 9:00 AM

	Vehicles Using Loading Zone	Pedestrians Dropped off	Pedestrians Picked up
7:30 AM	9	9	0
7:35 AM	5	10	0
7:40 AM	4	4	0
7:45 AM	6	9	0
7:50 AM	3	5	0
7:55 AM	6	8	0
8:00 AM	6	6	0
8:05 AM	10	13	0
8:10 AM	12	15	0
8:15 AM	12	16	0
8:20 AM	14	22	0
8:25 AM	19	28	0
8:30 AM	13	18	0
8:35 AM	9	13	0
8:40 AM	3	5	0
8:45 AM	0	0	0
8:50 AM	0	0	0
8:55 AM	0	0	0
Total:	131	181	0



Location: Lodestar Campus Drop-Off/Pick-Up

Sitecode: 14864402

Date: 12/13/2018

Time: 3:00 PM - 4:30 PM

	Vehicles Using Loading Zone	Pedestrians Dropped off	Pedestrians Picked up
3:00 PM	0	0	0
3:05 PM	0	0	0
3:10 PM	0	0	0
3:15 PM	0	0	0
3:20 PM	1	1	0
3:25 PM	8	0	10
3:30 PM	5	1	8
3:35 PM	12	2	15
3:40 PM	11	3	10
3:45 PM	7	0	7
3:50 PM	9	0	13
3:55 PM	4	0	7
4:00 PM	0	0	0
4:05 PM	0	0	0
4:10 PM	0	0	0
4:15 PM	0	0	0
4:20 PM	0	0	0
4:25 PM	0	0	0
Total:	57	7	70

ATTACHMENT C – STUDENTS PER FAMILY DATA

Number of Students per Family Data from Lighthouse School

Summary

# of students/car	# of groups	# of students total
1	256	256
2	104	208
3	16	48
4	3	12
Total	379	524

PUBLIC UTILITIES COMMISSION

505 Van Ness Ave
San Francisco, CA 94102

ATTACHMENT D



July 20, 2018

RE: Diagnostic Meeting and Preliminary Recommendations for the Improvements of 105th and Edes Ave in the City of Oakland, Alameda County

On July 18, 2018 representatives from City of Oakland (City), Union Pacific (UP), Lodestar Charter School, and the California Public Utilities Commission (CPUC) met to review the 105th Ave and Edes Ave at-grade highway-rail crossings, DOT No. 749725A, and 749867R respectively. These crossings were identified as a potential hazard given that Lodestar Charter School is aiming to open doors to students in August of 2018, increasing the vehicular traffic on both 105th and Edes Ave by approximately 500 vehicles per day. In this document the CPUC has put together a list of short term and long term recommendations for both crossings. CPUC would strongly urge the City and Lodestar to work together to implement the short term recommendations prior to the school opening, and continue to work on the long term recommendations.

Aerial View of Crossing 105th Ave

105th Ave is currently a two lane road with no medians. There are an estimated 17 trains, including 79 mph Amtrak trains. The immediate area around the crossing is industrial. There is scrap metal business (Aaron Metals) driveway immediately adjacent to the tracks with lots of traffic going in and out of the driveway. The traffic coming out of the business is currently regulated by a flagman hired by Aaron Metals.

The crossing consists of one track. The crossing has had four incidents since 2001. The crossing is currently equipped with two CPUC Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, railroad advanced warning signage, and pavement markings.

Short Term Recommendations:

- Moving the R8-8 “DO NOT STOP ON TRACKS” sign closer to the warning device on a singular pole without any other signs, without blocking the visibility of the flashing lights. Adding an additional “DO NOT STOP ON TRACKS” after the crossing for the south west bound traffic.
- Lodestar must have a dedicated staff at the crossing directing traffic during the pickup and drop off periods
- Refreshing the stop bars, median lines, and the RXX railroad warning pavement markings
- Lodestar must coordinate with either Union Pacific or Operation Lifesaver to coordinate an annual presentation on the dangers of railroad crossing and trespassing on the railroad right of way
- Should the phasing on the nearby traffic signals change (in terms of increasing or decreasing green or red light cycles) the City of Oakland must notify CPUC and seek authorization for the changes.

Long Term Recommendations:

- Constructing new sidewalks on both sides of the crossing
- Installing additional pedestrian Standard No 8 flashing lights on quadrants where flashing lights are not present
- Installing ADA (Americans with Disabilities) Detectable Warning Devices (Tactile Strips) on all four quadrants prior to the flashing lights and gates.



Aerial View of Edes Avenue

Edes Avenue is currently a two lane road with one lane on each direction of travel. There is an estimate of 10 train movements at this crossing per day reaching speeds of up to 15 miles per hour. There is a possibility that this crossing will be serving Capitol Corridor in the future which will significantly increase the train volumes and speeds. The crossing is currently being protected by two Commission Standard No 9s (Flashing Light with Automatic Gate Arms).

Short Term Recommendations

- Installing R8-8 “DO NOT STOP ON TRACKS” signings on both approaches
- Refreshing the median markings, stop bars, and RXR railroad warning pavement markings
- Lodestar must have a dedicated staff directing traffic at the crossing during the pickup and drop off periods
- Installing median delineators on the eastern portion of the crossing preventing vehicles from making a left turn into, or out of the school
- Adding a no left turn sign for vehicles exiting the school parking lot

Long Term Recommendations

- Replacing the delineators with a raised curb or a more permanent median that requires no maintenance.
- Restoring the sidewalks walking surfaces where needed
- Additional Commission Standard No 8s on the quadrants where flashing lights are not present
- Installing ADA (Americans with Disabilities) Detectable Warning Devices (Tactile Strips) on all four quadrants prior to the flashing lights and gates.

If you have any questions or comments, please contact Sia Mozaffari at (415)703-1815 or by email at siavash.mozaffari@cpuc.ca.gov

Sincerely,



Sia Mozaffari
Utilities Engineer
Rail Crossing Engineering Section
California Public Utilities Commission

**Safety and Enforcement Division
Rail Crossings and Engineering Branch**



Attendance List

Date: 7/18/18
 Location: 105th and Edes Oakland
 Subject: Diagnostic

NAME	TITLE / REPRESENTING	CONTACT INFO.
Sia Mozaffari	UE / CPUC	Phone: 415-703-1815 Email: sm4@cpuc.ca.gov
Anna Olsen	APM / PCSID annaolsen@pacificcharter.org	Phone: 510-288-3646 Email: annaolsen@pacificcharter.org
Angela Andrews	SPM / PCSID	Phone: 310-938-0670 Email: angela@pacificcharter.org
AMIR DAVOODI	PM / CAHILL	Phone: 415-717-5182 Email: adavoodi@cahill-sf.com
JASON LOOK	TRANSPORTATION ENGINEER OAKDOR	Phone: 510-232-7272 Email: JLOOK2@OAKLANDNET.COM
Mike Pickney	ETI / UPRR	Phone: 510-913-8834 Email: mpickne@up.com
LAWRENCE TRUICK	SIGNAL MAINTAINER UPRR	Phone: 510-363-7780 Email: ltruick11@yahoo.com
Robert Mendez	Manager Signal Maintenance UPRR	Phone: 530-632-9620 Email: rmendez1@up.com
Brandon Paige	Dir of Finance Lighthouse Comm. Pub. Schls	Phone: 510 473 8809 Email: brandon.paige@lighthousecharter.org
Amy Lopez	Kittelson : Assoc.	Phone: 510 510.433.8064 Email: alopez@kittelson.com
KEVIN YODER	Sr. Pr ENG UPRR	Phone: 916-789-5152 Email: kyoder@up.com
Tory Rollandi	Super. @ Cahill (GC)	Phone: (510) 506-1695 Email: vrollandi@cahill-sf.com



May 28, 2019

Dear Mr. Brenyah-Addow,

As a follow up to our meeting on 5/13/19, below are the updates on the carpooling app (GoKid) and the pull through drop off process.

Carpooling App Launch- GoKid

GoKid launched at the school on 4/24/19. As we learned in the survey, most parents are interested in carpooling with some assistance from the school with set up. GoKid connects parents and families to enable easier coordination for setting up and maintaining carpool programs. Lodestar staff plans to continue to maintain this program on an ongoing basis and will incorporate GoKid registration into the school's registration over the summer. The school's goal is to have 70% of families on the app by school start in fall 2019; currently app registration is at 35%.

Date	Registered Users	Carpools Started	Opt Out
1-May	27	3	3
8-May	64	8	9
15-May	120	18	20
22-May	131	21	21
28-May	131	21	22

On Campus Drop Off

Since the last meeting on 5/13/19, Lodestar extended the pull through drop off time frame from 7:45AM-8:20AM to **7:30AM-8:40AM** and this has had a tremendous impact on removing vehicles from the 105th/Edes intersection.

Prior to making this timing change on May 14th, 2019, there was an average of 19 vehicles from 7:30AM-7:45AM using the Edes lot, then an average of 60 vehicles using the onsite drop off from 7:45AM-8:20AM and then another average of 64 using the Edes lot from 8:20AM-8:40AM. Since the school made this change, all of those vehicles are able to use the onsite drop off, **an average of 147 vehicles daily**, and avoid the intersection of Edes and 105th entirely.

Offsite drop off

Lodestar is working with Aaron Metals to use their parking lot as an offsite drop off location for families to avoid the traffic on 105th Ave. We are waiting to hear back from City Attorney on use of this space before implementing this process.

Additional updates since 5/13 Meeting

Lodestar collected the data they have on other transportation methods used by their families. The count of the families walking comes from the transportation survey Lodestar conducted, which included approximately half of the families at Lodestar. Therefore there could be additional families walking but this is the count we have data on.

Walking Families	Students Biking	Students on Scooters
9	2	1

Thank you.

Sincerely,

Anna Olsen

Anna Olsen

Pacific Charter School Development

On behalf of Lighthouse Lodestar Charter School



May 28, 2019

Dear Mr. Brenyah-Addow,

Since the beginning of the school year in August 2018, Lodestar: A Lighthouse Community Public School has taken a number of active steps to help address its contribution to the existing traffic conditions in the Sobrante Park neighborhood in collaboration with community stakeholders, the city, and our staff and family community. Traffic conditions in the neighborhood were challenged before Lodestar opened its doors and to ensure our school does not exacerbate those conditions, we have actively worked to make improvements to our operations to not only minimize our contribution to those conditions but also to improve the overall traffic for the community. The measures that we have put in place include the following:

Required by CUP

- Hiring two campus safety supervisors to manage traffic during drop-off and pick-up hours every day, including during our After School Program;
 - TR-1 Entering Queue Abatement
 - TR-2 Spillback Queue Abatement
- Complete short term rail road crossing upgrades recommended by CPUC and Union Pacific in July 2018;
 - TDM-5
- Pedestrian Signal Timing Changes (increase walking time from 10 to 12 seconds) (Complete in 2018)
 - TR- 5 (also noted in TDM-5)
- Provide Pedestrian Specific Access Points on 105th and Edes
 - TR-5 (also noted in TDM-5)
- Offering subsidized bus passes for our students;
 - TR-3
- Launched Carpool App, Go Kid, April 24, 2019 and hosted events to connect families to start carpooling
 - TDM-4 School Pool Program
- Provide a Transportation Demand Coordinator to implement and manage the TDM Plan
 - TDM-1
 - School Operations Associate, Eleazar Madrid, has had this role since August 2018

WHERE OAKLAND SHINES

Lodestar Campus 701 105th Avenue, Oakland, CA 94603 * (510) 775-0255

Additional measures implemented

- With Kittelson and Associates, did study and sent recommendation to DOT to increase green signal at the intersection of 105th and Edes to allow more cars to get through on each cycle
- Launch transportation survey (with Kittelson and Associates) for all current Lodestar families to learn about commute behaviors and willingness to carpool
- Starting on campus drop off program from 7:30AM-8:40AM to get as many vehicles as possible out of the intersection at 105th and Edes
- Requested no parking zone on 105th to ease traffic during drop off (working with DOT to implement)
- Hiring a crossing guard to ensure safe crossing at the intersection of Edes and 105th Ave;
- Placing a supervisor at our pedestrian gate on Edes to ensure families use the crosswalk and do not double park;
- Changing our schedule and staffing structure from 8:00AM to 7:30AM to allow early drop-off of students starting at 7:30 am;
- Placing crossing guards at the railroad intersections during the morning drop-off and after school pick-up times;
- Opening parking lot gates 10 minutes prior to the official end of school so that vehicles can park in our lot and alleviate double parking on Edes;
- Offsite drop off program is in process. Lodestar is working with community neighbor, Aaron Metals, to use their space for offsite drop off to minimize vehicle traffic west bound on 105th Ave to Edes
- Implement onsite drop off program as of 4/16/19
 - Extended time frame to 7:30AM-8:40AM (as of 5/14/19) for onsite pull through program. Average of 147 cars pull through each morning.

Community Engagement

- Attending Resident Action Committee meetings to meet with the community and hear their concerns around traffic and address inquiries as applicable;
- Host 3 community engagement events at Lodestar to connect with community and school families and work together on traffic in Sobrante Park;
- Communicating with families about how to enter and exit our drop-off and pick up area during orientations along with a number of written and robo-call reminders about the do's and don'ts of traffic etiquette;
- Lodestar staff worked with Union Pacific to host training for staff and families on railroad crossing safety prior to school start in August 2018.

We believe that actions speak louder than words and as you can see we have actively and aggressively been working over the school year to address the concerns we have heard around traffic in the neighborhood. We will continue to partner with our nearby schools and the community on the traffic issues.

Respectfully,



Arlene Aldrette

Director of Operations





December 4, 2019

Dear Chair Monchamp and Planning Commissioners,

Tonight, the Planning Commission will receive a Director's Report on traffic issues around Lighthouse Community Public Schools, Lodestar campus. This report is a follow-up to the August 21, 2019, Director's Report. I wanted to take this opportunity to provide an update on the status of traffic around the Lodestar campus and to outline the various actions Lighthouse has taken to address concerns raised.

BACKGROUND

The Lodestar campus of Lighthouse Community Public Schools opened its doors in August 2018. Lodestar was originally located in a temporary location in the Fruitvale neighborhood while an exhaustive property search was undertaken to secure a permanent home for the school.

On November 1, 2017, the Planning Commission unanimously approved a Conditional Use Permit (CUP) to allow Lodestar to operate a K-12 school with up to 850 students at the 105th and Edes Lodestar campus. The CUP approved included 27 Conditions of Approval including a detailed Transportation Demand Management Plan (TDMP). Lodestar has complied with all its COA and is continuing to work on its TDMP. In fact, in less than two years since Lodestar opened its doors on site (opened in fall of 2018), it has been able to comply with all TDMP requirements except carpooling. Achieving the carpooling goal continues to be a priority and Lodestar, as discussed below, will be taking further actions to achieve it.

REQUIRED TRANSPORTATION IMPROVEMENT MEASURES

The COA for Lodestar imposed five (5) Transportation Improvements Measures (TR-1 - TR-5). All five have been implemented and include entering queue abatement (TR-1), spillback queue abatement (TR-2), transit subsidy (TR-3), signal timing modifications at 105th Avenue/Edes Avenue (TR-4) and pedestrian-specific points of access to project site (TR-5). In addition, there were five TDMP measures recommended including a TDM program coordinator (TDM-1), bike parking (TDM-2), transit and bicycle incentives (TDM-3), school pool program (TDM-4) and pedestrian network improvements (TDM-5). All but TDM-4, which is carpooling have been met. This includes payment of its fair share contribution to railroad crossing improvements, which still have to be completed.

The only outstanding item under our COA and TDMP is TDM-4, the required 35% carpooling. During the second half of the 2018-19 school year, Lodestar engaged in a significant effort to promote carpooling. At the start of the 2019-20 school year, Lodestar continued to promote carpooling and hired an additional staffer to connect families for carpooling. To date, we have over 30% of our families signed up for the carpooling app GoKid. Despite a relatively high sign-up rate, only 10% of families have started carpools and unfortunately, despite our best efforts this actual carpooling rate remains

stagnant. While Lodestar will continue to promote carpooling, it recognizes that more must be done to get students out of individual cars.

Lodestar has explored bussing to the campus. Given our student and family population, however, we believe a vanpool is a better solution. Implementing a vanpool will provide greater flexibility as well as ensure Lodestar meets its 35% carpooling requirement.

Lodestar recognized the need to start a vanpool in October 2019. Since that time, Lodestar has raised \$45,000 to cover its cost. It also has surveyed parents to identify ideal pick-up/drop-off location(s) and is now hiring a driver. The pilot vanpool program will kick-off by January 2020 if not sooner.

ADDITIONAL TRANSPORTATION MEASURES

The following is a summary of other changes Lodestar has implemented in response to traffic concerns. None of the changes or actions listed below were “required” as part of our COA or TDMP but were agreed to and implemented following discussions with city staff and traffic consultants.

In the spring of 2019, Lodestar changed its site plan to allow access to the campus from 105th. Opening up this pull through removed vehicles from the 105th and Edes intersection. This pull through is now being used in the morning and afternoon. The Director’s report notes it was not being used in the afternoon and referenced some queuing that was occurring as a result. This has since changed and the pull through is being used at drop-off and pick-up.

Lodestar also changed its hours and its minimum day to not coincide with the other schools in the neighborhood. Students can be dropped off as early as 7:30 a.m., which is 60 minutes before school starts. Lodestar’s minimum day is now Wednesday, whereas Aspire and Lionel Wilson have Friday as their minimum day.

To increase safety at the intersection of 105th and Edes for pedestrians in the area - some of whom are Lodestar families and some of whom are not - we have hired a crossing guard during pick-up and drop-off times. Based on the Director’s Report we are also exploring adding another crossing guard and intend to work with the other schools in the area to potentially share this expense.

In addition, Lodestar intends to stagger its start times starting in the fall 2020 when the high school opens. It is our understanding that staggered start times can help alleviate traffic concerns and we are committed to implementing this when the high school opens and students are gradually added to the campus one class at a time every year. This gradual roll out of the high school will allow Lodestar to monitor the traffic and implement additional changes as needed to address concerns.

Finally, while not a transportation measure, Lodestar has engaged with the community, attending neighborhood meetings, listening to concerns and opening its campus to the community for its use and participation in non-school or community events. Lodestar has a monthly newsletter provided to the community outlining its transportation and engagement efforts and welcomes all input, comments and feedback and has made changes as a result of community input.

* * * * *

Opening a new school in a new location can be challenging. **It has been less than two years** since Lodestar first opened its doors at 105th and Edes and as we hope you can agree, we have shown that we are willing to do the hard work to address concerns regarding traffic. We have changed our site plan, our hours, hired more staff, piloted programs for carpooling and are funding a vanpool program for our students. Lodestar is committed to meeting and exceeding the TDMP goals and where one method to reduce trips is not working (i.e., carpooling) we look at other options (i.e., vanpool). We are working collaboratively with the city and community to find solutions and will continue to make changes to our drop-off and pick-up procedures and process to address traffic concerns and ensure Lodestar is meeting its 35% carpooling requirement under the TDMP.

Thank you,

Jenna Stauffer
Co-Founder & CEO



Sobrante Park Resident Action Council Community Meeting

AGENDA

Wednesday, October 11, 2023

Location: (Hybrid) Zoom & Lodestar School

- | | | |
|-------|---|---------------------------|
| I. | <u>Call to Order</u> | 6:00 pm (5 minutes) |
| II. | <u>Tyrone Carney Park Update</u>
<i>Calvin Hao/Architect/Project Manager</i>
<i>City of Oakland Public Works</i> | 6:05 pm (20 minutes) |
| III. | <u>Mini Park Update</u>
<i>Tess Kavanagh/Architect/Project Manager</i>
<i>City of Oakland Public Works</i> | 6:25 pm (20 minutes) |
| IV. | <u>Traffic Update</u>
<i>Rich Harrison, CEO, Lighthouse/Lodestar</i>
<i>Community Public Schools</i> | 6:45 pm (15 minutes) |
| V. | <u>District 7 Update</u>
<i>District Representative, CM Reid, District 7</i> | 7:00 pm (10 minutes) |
| VI. | <u>Roots Community Health Center</u>
<i>Jasmine Hardison</i>
<i>Program Coordinator</i> | 7:10 pm (10 minutes) |
| VII. | <u>Neighborhood School Reports</u>
<i>Lionel Wilson College Prep</i>
<i>Lodestar Community School</i>
<i>Madison Park Academy</i> | 7:20 pm (15 minutes) |
| VIII. | <u>SPRAC Standing Committee Reports</u>
<i>Events & Activities – Harvest Fest 10/28, 3 p.m. (Lodestar)</i>
<i>Youth Leadership – Meeting 10/14, 10 a.m. (Lodestar- outside)</i>
<i>Environmental - Community Clean up, 10/14, 10 a.m. (meet at Lodestar)</i> | 7:35 pm (10 minutes each) |
| IX. | <u>Announcements / Updates</u> | 7:45 pm (10 minutes) |
| X. | <u>Adjournment</u> | 7:55 pm |

Lodestar TDM (Transportation Demand Management)

Wednesday, Oct 11th, 2023



Welcome from our Principals



Lodestar: A Lighthouse Community Public School

Our Mission and Results

Our mission is to prepare students for college and a career of their choice.

Lighthouse graduates are lifelong changemakers who realize their unique vision — rooted in their identity, knowledge, and skills — to create equity in their own lives and in the community, leading to a healthier, more joyful world.

*LCPS graduates low income students of color from college at **4X** the national average.*

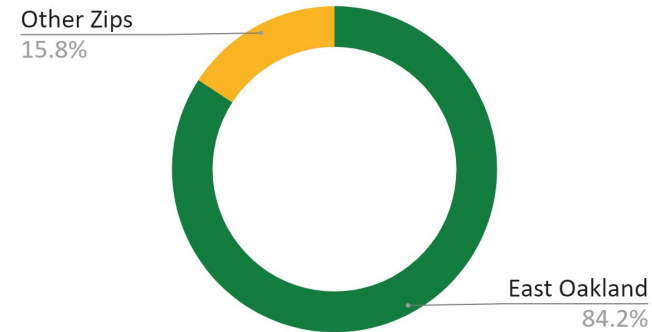


Neriah, Class of 2031

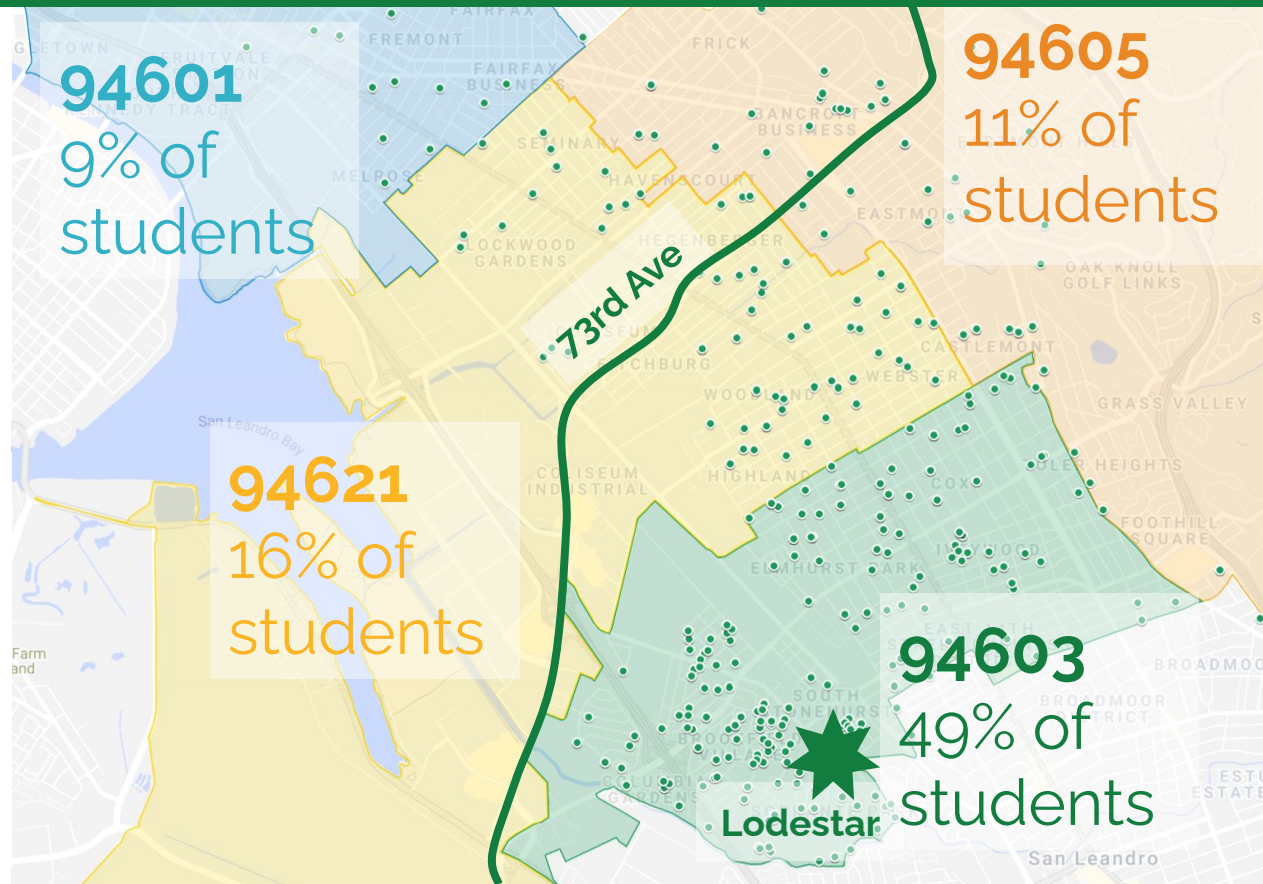
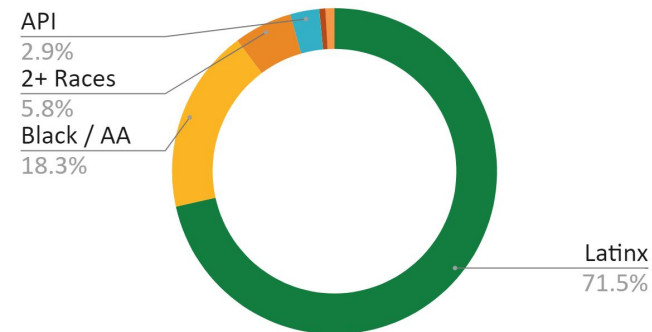
Rooted in East Oakland

84% of students from East Oakland. 49% from 94603 Zip Code.

Lodestar K-9 Student East Oakland Zips 20-21



Lodestar Students: Race/Ethnicity



Director of Operations: Belen Orozco



Lodestar Ongoing Safety Investments & Commitments

- **Increased School Signage** and Repainting of Street Curves and Crosswalks
- **Hired Crossing Guard**
 - Improve traffic flow
 - Ensure safety of students and pedestrians
- **Security and Campus Supervisors**
 - Enhance security and monitor access to school grounds
- **Partnership w/ Oakland Police Dept & Sobrante Park RAC & 31YZ**
 - Strengthen community ties
 - Increase safety through collaboration
 - Support emergency response readiness



Managing Traffic during Morning Drop Off

A safe and sustainable model

What's Working

- Pulls approximately 130 of cars off the intersection between 7:30-8:30am and rarely results in back ups into the street
- We have a crossing guard from 7:00am-9:00am supporting walking students through the intersection for all schools in our community
- We have put additional campus security from 7:30-9:00am at Edes entrance to monitor and direct traffic and prevent families from double-parking and making illegal u-turns

~15%

Early Car Drop Off:
7:30am to 8am

**105st entrance only*

~20%

Walking Drop Off:
7:30am to 8:30am

**105st and Edes entrances*

~65%

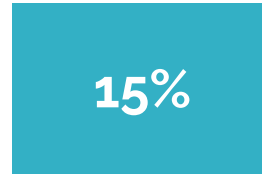
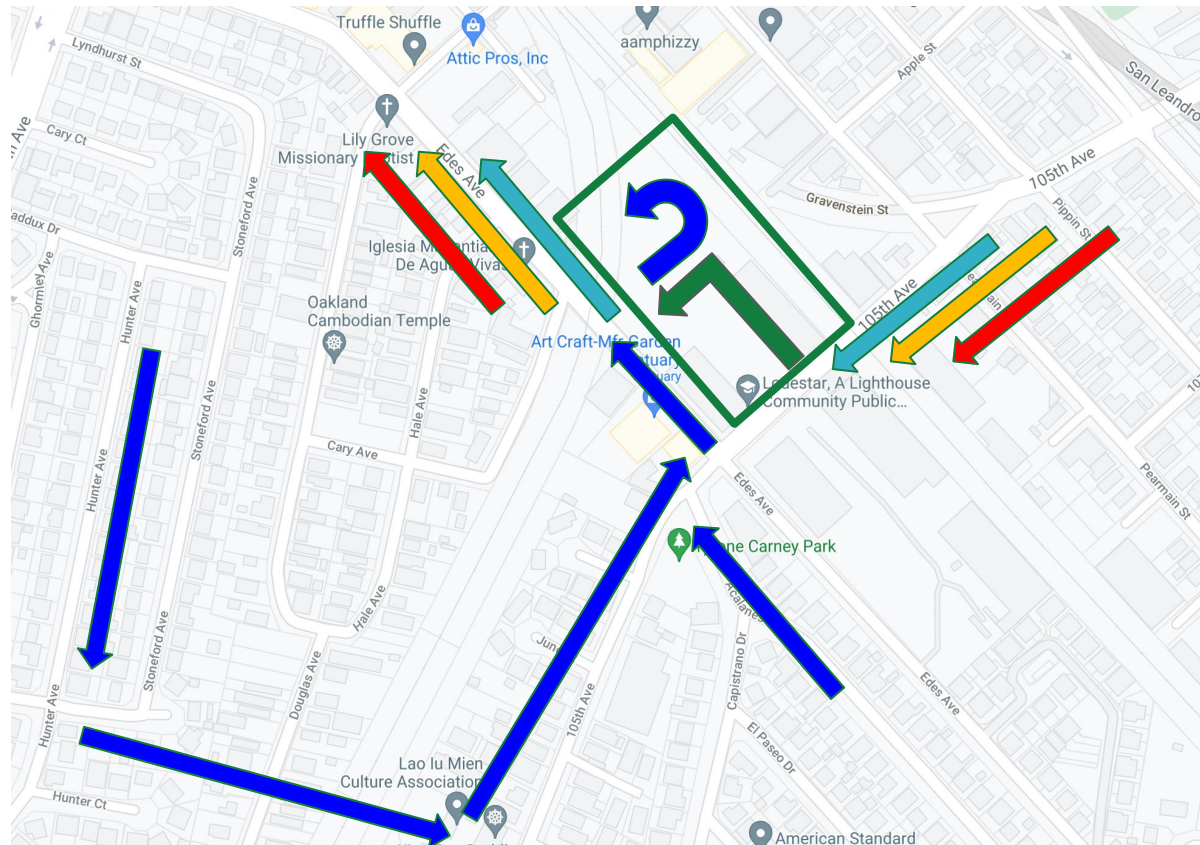
K-12 Drop Off:
8am to 8:30am

**105st entrance only*

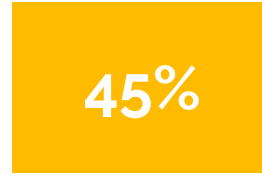


Traffic Flow - AM

Lodestar has committed to reducing traffic at the intersection at 105th and Edes



Early Drop Off:
7:30am to 8am
**105th entrance only*



K-12 (+ Siblings) Car Drop Off:
8am to 8:30 am
**105th entrance only*



K-12 Walkers:
7:30am to 8:30am
**105th entrance only*



Sobrante Park / Brookfield Village Resident Drop Off:
between 7:30am - 8:30
**Edes entrance only*

Managing Traffic during PM Pick Up

A safe and sustainable model

Dismissal

Our Current Practices:

- Elementary (k-5) ends at 3:30pm
- Secondary (6-12) ends at 3:45pm
- After School Pick Up is from 5:00-6:30pm
- **Rationale:** Spacing out dismissal for PM pickup helps to alleviate traffic jams.

~20%

After School Program:
5pm -6:30pm
pick-up

~15%

6-12 (+ siblings) Pick Up
3:45pm to 4:30pm
**105st entrance only*

~45%

K-5 Pick Up:
3:30pm to 3:45pm
**105st entrance only*

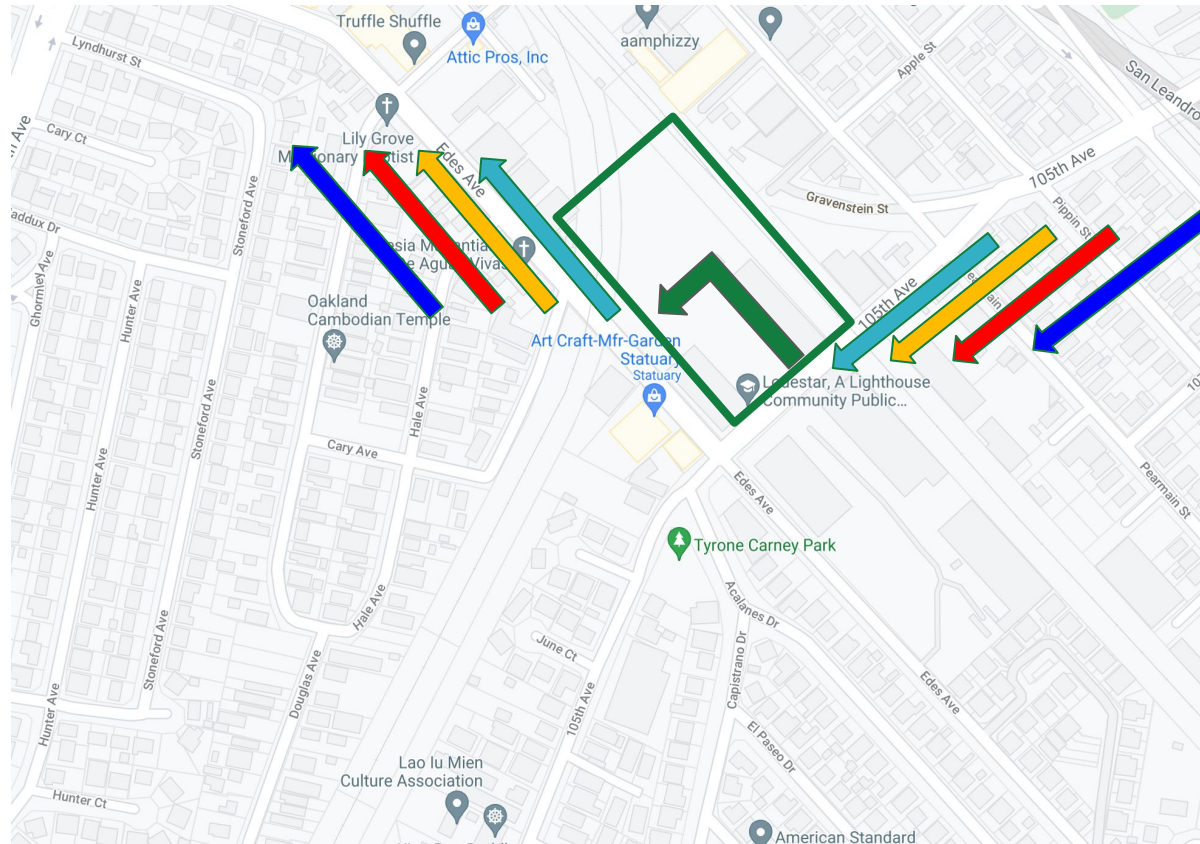
~20%

Sobrante Park / Brookfield Village Resident PickUp:
between 3:30 to 4:15pm
**Edes entrance only*

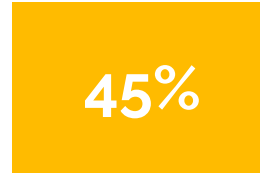


Traffic Flow - PM

Lodestar will commit to reducing traffic at the intersection at 105th and Edes



After School Program
5pm to 6:30



K-5 Pick-Up
3:30pm to 4:00pm
**105th entrance only*



6-12 (+ siblings)
3:45pm to 4:15pm
**105th entrance only*



Sobrante Park /
Brookfield Village
Resident Pick-Up:
between 3:30pm
to 6:30pm
**105th entrance only*

Summary of 22-23SY Traffic Analysis by Kittelson

We used GIS (Geographic Information Systems) to analyze travel distances between students' homes and the school and found:

- The average round-trip length for students is 2.69 miles.
- Considering travel mode and vehicle trip information, **the VMT (vehicle miles traveled) at full school capacity was calculated at 1.44 miles per student.**
- The Lodestar VMT is significantly below the regional average (23.2) and the regional threshold (19.7)
- Since VMT per student is below the threshold, the project does not require VMT mitigation or a transportation and parking demand management plan.



Questions/Feedback?



**Thank You for
Partnering with Our
Schools to Address
Safety, Traffic &
Community
Concerns!**

***Oakland Love: The New Future,
a student-designed mural at
105th and Edes***





City of Oakland
PLANNING & BUILDING DEPARTMENT
250 FRANK H. OGAWA PLAZA. SECOND FLOOR. OAKLAND, CA. 94612

TEMPORARY CERTIFICATE OF OCCUPANCY REQUEST

Non-Refundable \$750.47 Application fee

How to obtain a TCO:

1. Fill out the complete TCO application (both pages) **with** Utility Disconnect Letter (this applies even if building has permanent utilities) and send via email to **TCORequest@oaklandca.gov**.
2. If TCO application can be processed, permit inspection Senior staff will forward TCO application to PBD cashier who will then contact project for payment. If unable to process TCO application, project will be notified. **Note: Impact Fees may be applicable. PAYMENT OF FEES IS NOT A TCO APPROVAL.**
3. Once TCO payment has been made, attach the receipt issued by the Cashier to the TCO application and please obtain all signatures from all applicable parties (DOT, PWA, FIRE, all trade inspectors, and other non-City of Oakland or Port of Oakland agencies) on the form.
4. Once all signatures from all applicable parties with any specific conditions are obtained, please contact your primary building inspector for their signature and specific conditions.

Upon Building Inspector signature TCO takes effect, not when fees are paid.

JOBSITE ADRESS	735 105th Ave Oakland, CA 94603					
PERMIT NUMBERS	735 105th Ave Oakland, CA 94603					
USE OF PREMISES	School					
ADDRESS	01/735 105th Ave	CITY	Oakland	STATE	CA	ZIP 94603
TELEPHONE	3034726124	EMAIL	rich.harrison@lighthousecharter.org			
PROPERTY OWNER	Lodestar Facilities LLC					
REQUESTOR	Lighthouse Community Public Schools	DURATION REQUESTED	60	DAYS	VACATE DATE	60 days from Building Inspector Signature

Referenced project requests temporary approval to occupy the premises before final approval. Project understands that Final inspection approvals must be obtained before expiration of the TCO ("vacate date"). Otherwise, the premises must be vacated immediately, or the occupants and owner will be subject to citation and fines and the utilities may be disconnected without further notice.

Describe area for occupancy if partial occupancy is being requested:

PERMITEE	Lighthouse Community Public Schools	DATE	05/12/2023	OWNER/TENANT	Lodestar Facilities LLC; Lighthouse Community Public Schools	DATE	05/12/2023
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DEPARTMENT	APPROVAL	SIGNATURE	DATE	CONDITIONS FOR TEMPORARY OCCUPANCY
City of Oakland, Non Planning and Building Department (if project applicable)				
Transportation (PX, CGS)				
Public Works (PX, SL)				
Fire Prevention				
City of Oakland, Planning and Building Department				
Planning (PLN, DS)				
Plumbing (P, RP)				
Mechanical (M, RM)				
Electrical (E, RE)				
Engineering Services (PZ)				
Other Agencies, if applicable (Alameda County Environmental Health, DTSC, Port of Oakland, Utility Company, etc)				
ONLY UPON SIGNATURE FROM BUILDING INSPECTOR BELOW WILL THE TCO BE APPROVED AND VALID FOR 60 DAYS				
Building (B, RBC)				

OFFICE USE ONLY (THIS SECTION NOT PART OF APPROVAL)

Forward to Cashier:

YES

NO

INITIALS:

DATE:



City of Oakland
PLANNING & BUILDING DEPARTMENT
 250 FRANK H. OGAWA PLAZA. SECOND FLOOR. OAKLAND, CA. 94612

UTILITY DISCONNECT REQUEST

Complete section below fully. In cases where permanent utilities are connected, City of Oakland can request PG&E to disconnect utilities shall project not be FINAL or attain new TCO after 60 days.

JOBSITE ADREESS	701/735 105th Ave						
OWNER/TENANT:	Lodestar Facilities LLC; Lighthouse Community Public Schools						
BILLING ADDRESS:	433 Hegenberger Road	CITY	Oakland	STATE	CA	ZIP	94621
TELEPHONE	3034726124	EMAIL	rich.harrison@lighthousecharter.org				
PURPOSE:	School						

Please provide all permits issued below:

PERMIT:		PERMIT	
B:	1804307	P:	1804022
E:	1802860	M:	1802405

Service: GAS ELECTRIC

Disconnect Date:	60 days from Building Inspector signature.
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Project requests that utility services for permitted work be temporarily connected for the purpose stated.

Project also requests that Pacific Gas & Electric disconnect the utility service(s) [Temporary or permanent] without further notice on the date indicated and that the closing invoice be sent to billing address.

Owner/Tenant Signature

5/12/23

Date

OFFICE USE ONLY (THIS SECTION NOT PART OF APPROVAL)
 Forward to Cashier: YES NO INITIALS:

DATE:

Case File Number: PLN17-041

November 1, 2017

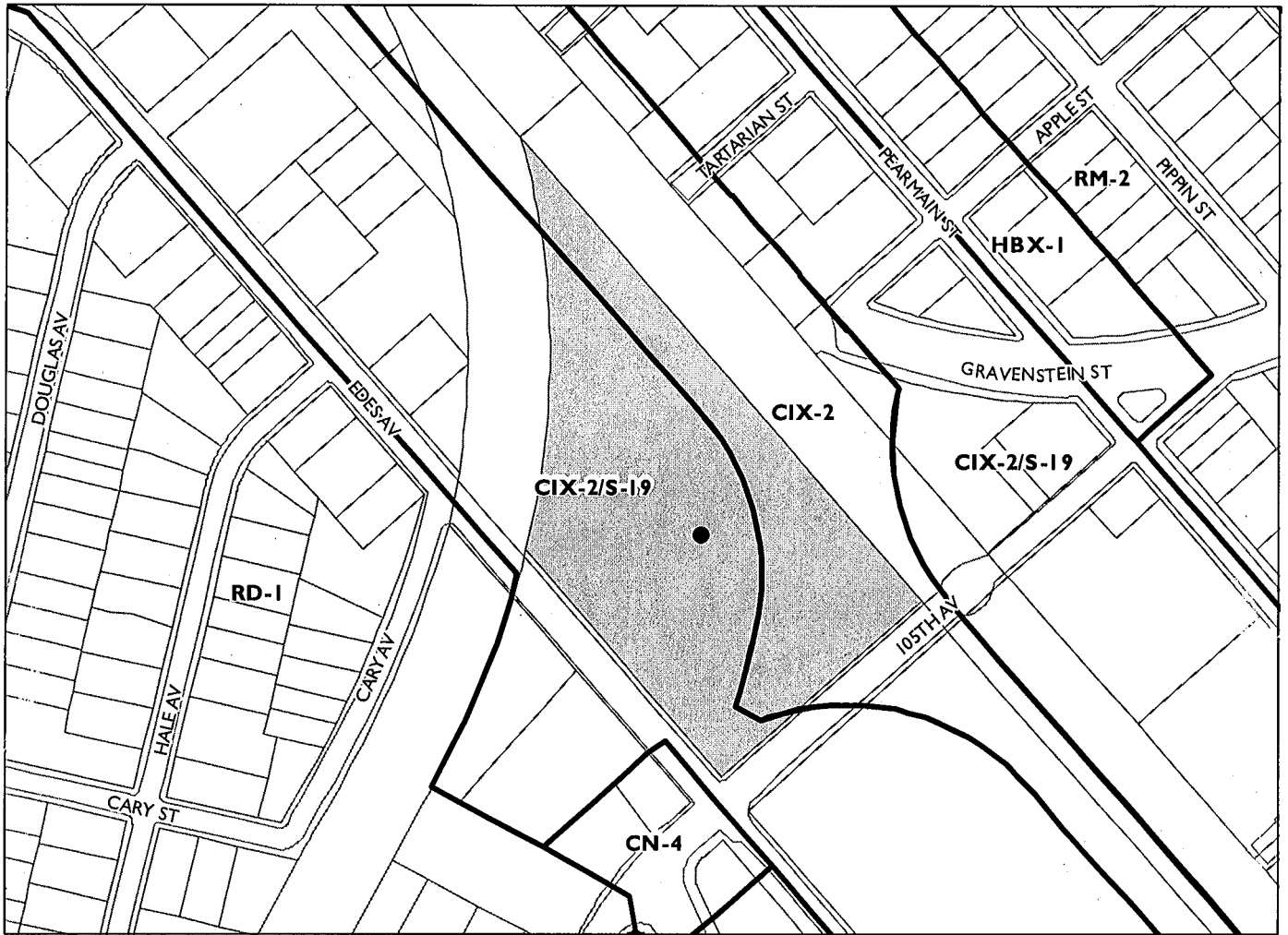
Location: 701 – 735 105th Avenue
Assessor's Parcel Numbers: 045-5268-004-00; 005-00; 006-00; 007-00; 008-00; 009-00; 010-00; 011-00; 012-00; 013-00; 014-00; 015-00; 016-00; 017-00; 018-00.
Proposal: To replace an existing Bible College (School of Urban Missions) with a new elementary and high school (Grades K through 12).
Owner: School of Urban Missions (SUM) – George Neau
Applicant: Lighthouse Community Charter School-Jenna Stauffer (323)422-9129
Case Number: PLN17-041
Planning Permits Required: Major Conditional Use Permit for Community Education
General Plan: Business Mix
Zoning: CIX-2 - Commercial Industrial Mix - 2 Industrial Zone
S-19 - Health and Safety Protection Combining Zone
Environmental Determination: The project relies on the City of Oakland General Plan Land Use and Transportation Element (LUTE) EIR (1998) and the Coliseum Area Redevelopment Plan EIR (1995) and subsequent amendments; A detailed CEQA Analysis prepared for this project concluded that the proposed project, separately and independently, satisfies each of the following CEQA provisions: 15183 – Projects consistent with a community plan, general plan, or zoning; 15183.3 – Streamlining for in-fill projects; and/or 15164 – Addenda to the 1995 and 1998 EIRs; none of the circumstances requiring preparation of a Subsequent or Supplemental EIR are present, CEQA Guidelines 15162 and 15163). The CEQA Analysis document may be reviewed at the Planning Bureau offices at 250 Frank Ogawa Plaza, 2nd Floor, Oakland CA 94612, or online-at:
<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak067101.pdf>
Historic Status: N/A
City Council District: 7
Status: Pending
Action to be Taken: Decision based on staff report
For Further Information: Contact case planner Maurice Brenyah-Addow at (510) 238-6342 or by email at mbrenyah@oaklandnet.com

SUMMARY

The proposed project is to replace an existing educational facility, the School of Urban Missions (SUM), with a new elementary and secondary school, the Lighthouse Community Charter School (LCCS). The 3.93-acre project site is located at the corner of 105th and Edes Avenues in East Oakland. The proposed new school would have 850 students with grades ranging from kindergarten to twelfth (K-12).

The Oakland General Plan designation for the subject site is Business Mix. The zoning is CIX-2 Commercial Industrial Mix-2/S-19 Health and Safety Protection Combining Zone where a Conditional Use Permit is required for Community Education Civic Facility. The Conditional Use Permit is major, and requires a hearing in front of the Planning Commission because the site is greater than one acre.

CITY OF OAKLAND PLANNING COMMISSION



Case File: PLN17041
Applicant: Lighthouse Community Charter School-Jenna Stauffer
Address: 701-735 105th Avenue
Zone: CIX-2 / S-19

Staff finds that the proposed project will be a successful adaptive reuse of the site that will provide a convenient educational facility for local families without having a major effect on the livability of the neighborhood. Staff, therefore, recommends that the Planning Commission approve the proposed project subject to the attached conditions of approval.

PROPERTY DESCRIPTION

The subject 3.93-acre (171,020 square-foot) site occupies a city block bounded by 105th Avenue to the south, Edes Avenue to the west and active railway tracks to the north and east. Industrial uses are located to the south across 105th Avenue and to the east of the railroad tracks. Commercial uses are located to the west across Edes Avenue. There are residential uses in the surrounding areas to the west, north, and east.

The site is currently being used as a bible college and theological seminary, the School of Urban Missions (SUM), serving 300 students, 70 of which live on-site. There are currently three buildings on the site: an educational building, an administrative/dormitory building, and a smaller restroom/concession stand. The one-story, 15,176-square-foot educational building is located on the southwest corner of the project site and includes ten classrooms, a library, and restrooms. The one-story, 20,160 square-foot administrative building is located on the southeast corner of the property and houses administrative offices and dormitories. The restroom/concession stand is approximately 700 square feet. The project site also includes an asphalt paved parking lot, a sports field, and landscaped areas. The asphalt paved parking lot is located between the educational and administrative/dormitory buildings. A basketball court is on the western border of the parking lot; a large play field, a gravel track, and a small stage is on the northern portion of the site.

PROJECT DESCRIPTION

The project proposes to replace an existing Bible College with a kindergarten through 12th grade (K-12) charter school in two phases. Phase 1 would renovate the existing educational and administrative/dormitory buildings. Improvements to the existing administrative/dormitory building include conversion of spaces into classrooms and offices for the charter school use. No floor area expansion of the administrative/dormitory building is proposed. Phase I will also include conversion of a portion of the existing playfields to a parking lot. The relocated parking lot would include an integrated student pickup and drop-off area. Parking lot ingress and egress would be from two separate driveways on Edes Avenue. Phase 2 includes construction of a new, approximately 23,600-square-foot high school educational classroom facility. Other site improvements include construction of a plaza around the new high school building on all sides and new landscaping installed along the eastern edge of the parking lot. Building 1 would house the elementary school; Building 2 would house the middle school and administrative space; Building 3 would house the high school. Once complete, all development on the site would total to approximately 58,936 gross square feet.

Phased Implementation

The program will be rolled out in two phases. Phase 1 of the implementation would involve an elementary school in one of the two existing buildings. The other building would house the middle

to house the high school. Once complete, all development on the site would total approximately 58,936 gross square feet.

The school hours would be as follows

- Kindergarten: 8:30AM-3:30PM with 50% of students remaining on campus until 6:00PM
- Elementary school: 8:30AM-3:30PM with 50% of students remaining on campus until 6:00PM
- Middle school: 8:30AM-3:30PM with 50% of students remaining on campus until 6:00PM
- High school: 8:30AM-3:45PM with 25% of students remaining on campus until 6:00PM

During Phase 1, student enrollment would be limited to 500 students. Upon completion of Phase 2, enrollment would increase to a maximum student capacity of 850 students in grades K–12. Project components are shown in the table below.

Component	Square Footage	Spaces	Enrollment	Staff
Phase 1				
Renovate Building 1 (elementary school)	15,176		333	
Renovate Building 2 (middle school & administrative)	20,160		167	
Parking Spaces	—	86	—	
Phase 2				
Construct Building 3 (high school)	23,600		350	
Relocate playground	24,000	—	—	
Relocate parking area	—	—	—	
Reduce existing playfield	31,000			
Install site improvements (plaza and parking area landscaping)	—	—	—	
Parking spaces	—	70	—	
Total building square footage	58,936	70	850	

The project proposes a Major Conditional Use Permit to allow for the development and use of a charter school facility serving 850 students in grades K–12 in the CIX-2/S-19 zone. Project design building features would include:

Existing Building

- A furred interior stud would be added to all walls facing railroad tracks;
- an additional 3/8-inch laminated glass pane would be added to the existing glazing of all existing windows; and
- The project would replace all existing ceiling tiles with gypsum backed tiles.

New Building

- The project would construct exterior walls as double stud walls. Exterior construction would be standard 3-coat stucco finish; and
- Windows on the train tracks facing side would not be operable and be dual paned.

Soil Remediation

According to the project-specific Phase I Environmental Site Assessment, the project site was historically used for iron foundry activities. Based on the types of activities typically associated with an iron foundry, the potential exists for shallow soil contamination of heavy metals. Elevated metal concentrations were identified in soil beneath the hardscaped patio. Shallow soils appear to consist of non-native, mixed fill materials in some areas of the project site, notably on the athletic field. Impacts to these soils appear to consist of carcinogenic polycyclic aromatic hydrocarbons (PAHs) above ambient/background levels. To remediate current site conditions, the project would include soil removal for remediation purposes, installation of replacement materials, and management of new and existing covers. Remediation activities would take place as follows:

- **Future athletic field** – Top 1 foot of existing athletic field soils would be excavated, off-hauled, and replaced with residential-quality fill and a new grass surface resulting in a 1-foot athletic field cap/cover.
- **Future parking lot** – Top 1.5 foot of existing athletic field soils would be excavated, off-hauled, and replaced with up to a 1-foot section of new asphalt pavement and base rock, resulting in a hardscaped cap/cover. The total amount to be excavated and off-hauled is estimated to be 1,667 cubic yards or 2,500 tons. The cubic yards of soil to be imported would be less, to account for replacement with pavement sections.
- **Existing area** – Existing area of elevated metals in soil beneath hardscaped patio. Proposal to manage-in-place beneath existing cap/cover.

Soils from the existing athletic field would be exported as alternative daily cover (ADC) to a non-hazardous Class II licensed landfill (e.g. Waste Management's Altamont landfill). Additionally, the project would entail the management of subsurface soils under the existing and future hardscaping and a Soil Management Plan as part of the Remedial Action Work-Plan (RAW).

The soil remediation would take place around the wet weather grading restrictions imposed by the City of Oakland from October to April of every year. If an exception is granted to the wet weather grading restrictions, the remediation would begin in December, 2017 or January, 2018.

Project Construction

Project construction would be conducted in two phases, with Phase 1 beginning in January, 2018 and ending June, 2018. Phase 2 would be constructed July, 2018 to October, 2019

Project construction would take place over two phases, detailed the **Construction Phasing and Duration** table below. Phase 1 would renovate the existing buildings and relocate the parking lot, and Phase 2 would construct the new building, relocate the playground, and install other site improvements. Construction equipment would differ for each phase. Phase 1 would require hand tools and small power tools, as well as trucks to deliver equipment. Most Phase 1 construction activities would take place on the interior of the existing buildings except for the export and import of soil. Phase 2 would require a grader, excavator, compactor, concrete mixer and pump, scraper,

front loader, jackhammer, and an AC paver, and other equipment. Project construction would take place in compliance with the City’s Noise Ordinance, which outlines construction hours.

Phase	Duration	Construction Activities
Phase 1: Renovate Buildings 1 and 2	6 months	<ul style="list-style-type: none"> • Adaptation of the existing buildings into classroom space • Other interior renovations • Installation of soundproofing measures • Soil export and import • Installation of new parking lot • Demolition of existing parking lot • Relocation of playground
Phase 2: Construct Building 3, relocate playground, reduce existing playfields, install site improvements	14 – 16 months	<ul style="list-style-type: none"> • High school building site • Excavation/foundations • Podium slab/rough utilities • Rough framing/roofing/exterior • Interior finish/plumbing/electrical • Fixtures/casework/appliances • Installation of new playground • Installation of site improvements (plaza, landscaping)
Total	22 months	

Construction vehicles would access the site via 105th Avenue. Roads would not be closed during construction, and all road access would be maintained during construction. Signage would be used to warn motorists approaching the project from 105th Avenue and Edes Avenue, as needed. A Construction Management Plan (CMP) detailing construction logistics would be required for review and approval by the City prior to issuance of Building Permits. Depending on the construction phase, the number of on-site construction workers could range from approximately 12 to 35 workers per day. The maximum number of workers would be present during framing, rough-in, and interior finish, as well as for the exterior work during the building construction phase.

CEQA ANALYSIS

The project relies on the previously prepared City of Oakland General Plan Land Use and Transportation Element (LUTE) (1998) and The Coliseum Area Redevelopment Plan EIR (1995) and subsequent amendments, as detailed in the attached CEQA Findings. A detailed CEQA Analysis prepared for this project concluded that the proposed project, separately and independently, satisfies each of the following CEQA provisions:

- 15183 – Projects consistent with a community plan, general plan, or zoning;
- 15183.3 – Streamlining for in-fill projects; and/or
- 15164 – Addenda to the 1995 and 1998 EIRs.

The CEQA Analysis document may be reviewed at the Planning Bureau offices at 250 Frank Ogawa Plaza, 2nd Floor, Oakland CA 94612, or online-at:
<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak067101.pdf>

GENERAL PLAN ANALYSIS

The City of Oakland General Plan Land Use Map designates the project site as Business Mix. The Business Mix designation is intended to create, preserve, and enhance areas of the city that are

appropriate for a wide variety of business and related commercial and industrial establishments. The proposed project is consistent in all significant respects with the following General Plan policy:

Policy N12.2, Making Schools Available: Adequate public school capacity should be available to meet the needs of Oakland's growing community. The City and the Oakland Unified School District (OUSD) should work together to establish a continuing procedure for coordinating residential and commercial development and exploring residential and commercial development and exploring the imposition of mutually agreed upon reasonable and feasible strategies to provide for adequate school capacity. The City and OUSD should jointly consider where feasible and appropriate, funding mechanisms such as assessment districts, Redevelopment agency funding (AB1290), use of surplus City owned land, bond issues, and adjacent or shared use of land or school facilities with recreation, libraries, childcare and other public uses.

The proposed project is a charter school that is open to the Oakland public and will be available to meet some of the educational needs of the surrounding communities.

ZONING ANALYSIS

The project site is zoned CIX-2/S-19 Commercial Industrial Mix-2/Health and Safety Protection Overlay. The intent of the CIX-2 zone is to create, preserve, and enhance areas for industrial uses, including manufacturing, scientific and product-related research and development, construction, transportation, warehousing/storage/distribution, recycling/waste-related activities, clean technology, and similar uses. The primary purposes of the areas are to support Oakland's economic base and to provide employment opportunities.

The S-19 (Health and Safety Protection Overlay) is to promote public health, safety, and welfare by ensuring that activities that use or store hazardous materials, hazardous waste, or explosives are in appropriate locations. Additionally, the zone ensures these uses develop to not be a serious threat to the environment or public health. The S-19 overlay prohibits electroplating, hazardous waste management, industrial/transfer storage and residual repositories, and activities that involve manufacturing, storing, or use of explosives.

Pursuant to Section 17.73.020 of the Oakland Municipal Code (OMC), Community Education Civic Activity is conditionally permitted in the CIX-2 zone, and per Section 17.134.020A1(a) of OMC, a major Conditional Use Permit is required when a conditionally permitted activity involves a site of one acre or more. The proposed project replaces an existing educational facility (SUM), which was also permitted by means of a major CUP in 1999 under zoning application number CMD99253.

KEY ISSUES AND IMPACTS

The key issues and impacts pertaining to the proposed new school are discussed below.

Transportation Impact Analysis

Kittelson & Associates Inc., prepared a Transportation Impact Analysis as part of the CEQA Analysis for the proposed project and determined that, subject to the incorporation of Project Specific Conditions of Approval (COA #26 & #27 of Attachment B) and Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (Attachment C), the project would result in less than

significant impacts and would be in conformance with applicable plans and/or policies adopted for the purposes of addressing all environmental effects.

Current Environmental Conditions and Proposed Actions

Based on previous uses (Phase I) and some preliminary soil investigation work at the project site (Phase II), some soil contamination was identified at the subject site. The results of the soil investigation, and a remedial action work plan prepared to address the site contamination, were presented to the Department of Toxic Substances Control (DTSC) for review and approval. Implementation of the recommendations and requirements of these studies, under the jurisdiction of the DTSC, would ensure that impacts related to hazardous materials would be less than significant.

Based on the project-specific analysis and the findings and conclusions of the Program EIRs, the Project would not substantially increase the severity of significant impacts identified nor would it result in new significant impacts related to hazards and hazardous materials that were not identified in the Program EIRs. The Program EIRs did not identify any mitigation measures that are relevant to the project site related to hazards and hazardous materials, and none would be needed for the Project. SCAs related to asbestos removal, lead-based paint/coatings, PCBs, ESA reports and remediation, health and safety plans, groundwater and soil contamination, and hazardous materials business plans would apply to the Project, as identified in the SCAs.

CONCLUSION

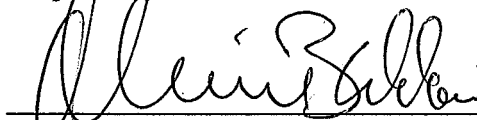
Based on the analysis contained in this report, staff believes that the proposed project is an appropriate replacement and expansion of the current educational facility. It will also further the overall objectives of the Oakland Land Use and Transportation Plan which, among other goals, aims to increase the provision schools and other essential amenities to support the residential communities in the area. Overall, the project will provide a school that will benefit the residents in the surrounding area.

RECOMMENDATIONS:

Thus, staff recommends that the Commission:

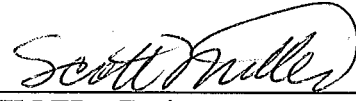
1. Affirm staff's CEQA determination; and
2. Approve the Conditional Use Permit subject to the attached Findings and Conditions of Approval.

Prepared by:



MAURICE BRENYAH-ADDOW - Planner III

Reviewed by:



SCOTT MILLER - Zoning Manager

Approved for forwarding to the
City Planning Commission:



DARIN RANELLETTI – Deputy Director
Bureau of Planning

ATTACHMENTS:

- A. Findings
- B. Conditions of Approvals
- C. SCA/MMRP from the October 2017 CEQA Analysis
- D. Project Plans

ATTACHMENT A: FINDINGS

This proposal meets all the required findings under the Minor Conditional Use Permit criteria found in Section 17.134.050 of the Oakland Planning Code (OMC Title 17) as set forth below and which are required to approve your application. Required findings are shown in **bold type**; reasons your proposal satisfies them are shown in normal type.

SECTION 17.134.050

CONDITIONAL USE PERMIT FINDINGS:

- (a) **That the location, size, design, and operating characteristics of the proposed development will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to any other relevant impact of the development.**

The proposed K-12 community education facility is compatible with the character of the surrounding communities and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood. It is not expected to generate any unusual traffic.

- (b) **That the location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping, or civic environment, and will be as attractive as the nature of the use and its location and setting warrant.**

The proposed school will be compatible with the businesses and residences in the vicinity because it will provide educational services to residents and business owners in the area.

- (c) **That the proposed development will enhance the successful operation of the surrounding area in its basic community functions, or will provide an essential service to the community or region.**

The proposed use will enhance the use of the site as an educational facility. The new K-12 school is expected to serve neighboring communities.

- (d) **That the proposal conforms to all applicable design review criteria set forth in the DESIGN REVIEW PROCEDURES at Section 17.136.50. N/A.**

- (e) **That the proposal conforms in all significant respects with the Oakland General Plan and with any other applicable plan or development control map which has been adopted by the City Council.**

The Business Mix designation is intended to create, preserve, and enhance areas of the city that are appropriate for a wide variety of business and related commercial and industrial establishments. The proposed K-12 charter school will provide elementary and secondary education services for residents and business owners in the surrounding community and therefore consistent with the General Plan. Specifically, the proposed project is a charter school that is open to the Oakland public and will be

available to meet some of the educational needs of the surrounding communities therefore consistent with General Plan Policy N12.2 as stated below:

Policy N12.2, Making Schools Available: Adequate public school capacity should be available to meet the needs of Oakland's growing community. The City and the Oakland Unified School District (OUSD) should work together to establish a continuing procedure for coordinating residential and commercial development and exploring residential and commercial development and exploring the imposition of mutually agreed upon reasonable and feasible strategies to provide for adequate school capacity. The City and OUSD should jointly consider where feasible and appropriate, funding mechanisms such as assessment districts, Redevelopment agency funding (AB1290), use of surplus City owned land, bond issues, and adjacent or shared use of land or school facilities with recreation, libraries, childcare and other public uses.

CEQA COMPLIANCE FINDINGS

I. Introduction: These findings are made pursuant to the California Environmental Quality Act (Public Resources Code section 21000 et seq.; "CEQA") and the CEQA Guidelines (Cal. Code Regs. title 14, section 15000 et seq.; "CEQA Guidelines") by the Zoning Manager in connection with the environmental analysis of the effects of implementation of the **Lighthouse Academy Project** or **Lighthouse Community Charter School (LCCS)** as more fully described elsewhere in this Staff Report and City of Oakland ("City")-prepared CEQA Analysis document entitled "**Lighthouse Academy Project CEQA Analysis**" dated **October 2017** ("CEQA Analysis") (the "Project"). The City is the lead agency for purposes of compliance with the requirements of CEQA. These CEQA findings are attached and incorporated by reference into each and every decision associated with approval of the Project and are based on substantial evidence in the entire administrative record.

II. Applicability/Adoption of Previous CEQA Documents

- A. Adoption of General Plan Land Use and Transportation Element (LUTE) and Certification of 1998 LUTE EIR: The City finds and determines that (a) the Oakland City Council on March 24, 1998 adopted Resolution No. 74129 C.M.S. which adopted the General Plan Land Use and Transportation Element, made appropriate CEQA findings, including certification of the 1998 LUTE Environmental Impact Report ("EIR"); and (b) the LUTE satisfies the description of "Community Plan" set out in Public Resources Code section 21083.3(e) and in CEQA Guidelines section 15183, as well the description of "Planning Level Document" set out in Public Resources Code section 21094.5 and in CEQA Guidelines section 15183.3. The City Council, in adopting the LUTE following a public hearing, approved applicable mitigation measures which are largely the same as those identified in the other Program EIRs prepared after the 1998 LUTE EIR, either as mitigation measures or as a part of newer Standard Conditions of Approval ("SCAs") which constitute uniformly applied development policies or standards (together with other City development regulations) and determined that the mitigation measures set out in the 1998 LUTE EIR, would substantially mitigate the impacts of the LUTE and future projects thereunder. While approved after certification of the 1998 LUTE EIR, growth and potential effects of the development of the Project would have been considered in the cumulative growth projections factored into the LUTE EIR analysis.
- B. Adoption of the Coliseum Area Redevelopment Plan (CARP) EIR (1995) and subsequent amendments: The City finds and determines that (a) the Oakland City Council on July 18, 1995 adopted Resolution No. 95-51 C.M.S. which adopted the Coliseum Area Redevelopment Plan (CARP) EIR for the Project Area; and (b) made appropriate CEQA findings including certification of the CARP EIR; and (c) the CARP EIR satisfies the designation of a "Program EIR" under CEQA Guidelines Section 15168. The City Council, in adopting the CARP EIR following a public hearing, approved applicable mitigation measures and conditions of approval and determined that the uniformly applicable development policies or standards, together with the mitigation measures set out in the CARP EIR, would substantially mitigate the impacts of the CARP EIR and future projects thereunder.

III. CEQA Analysis Document: The CEQA Analysis and all of its findings, determinations and information is hereby incorporated by reference as if fully set forth herein. The CEQA Analysis concluded that the Project satisfies each of the following CEQA provisions, qualifying the Project for two separate CEQA exemptions as summarized below, and provides substantial evidence to support the following findings.

The City hereby finds that, as set forth below and in the checklist attached as part of the CEQA Analysis, the Project is exempt from any additional CEQA Analysis under the "Community Plan Exemption" of Public Resources Code section 21083.3 (CEQA Guidelines §15183) and/or the "Qualified Infill Exemption" under Public Resources section 21094.5 (CEQA Guidelines §15183.3) and that the CEQA Analysis also constitutes an Addendum to the 1995 CARP and 1998 LUTE EIRs (collectively called "Previous CEQA Documents"); pursuant to Public Resources Code section 21166 (CEQA Guidelines §15162) and that such Addendum determines that none of the three events requiring subsequent or supplemental environmental analysis as stipulated in Public Resources Code section 21166 have occurred, thus not additional environmental analysis beyond the 1995 CARP and 1998 LUTE EIRs and the CEQA Analysis is necessary. The specific statutory exemptions and the categorical exemption are discussed below in more detail.

A. Community Plan Exemption; Public Resources Code Section 21083.3 (CEQA Guidelines §15183): The City finds and determines that, for the reasons set out below and in the CEQA Analysis, the Community Plan Exemption applies to the Project. Therefore, no further environmental analysis is required because all of the Project's effects on the environment were adequately analyzed and mitigation measures provided in the 1998 LUTE EIR, and the 1995 CARP EIR (collectively called "Previous CEQA Documents"); there are no significant effects on the environment which are peculiar to the Project or to the parcel upon which it is located not addressed and mitigated in the Previous CEQA Documents; and there is no new information showing that any of the effects shall be more significant than described in the Previous CEQA Documents.

As set out in detail in Attachment B to the CEQA Analysis, the City finds that, pursuant to CEQA Guidelines section 15183 and Public Resources Code section 21083.3, the Project is consistent with the development uses and intensities analyzed in the Previous CEQA Documents and that there are no environmental effects of the Project peculiar to the Project or the Project Site which were not analyzed as significant effects in the Previous CEQA Documents, nor are there potentially significant off-site impacts and cumulative impacts not discussed in the Previous CEQA Documents; nor are any of the previously identified significant effects which, as a result of substantial information not known at the time of certification of the Previous CEQA Documents, are now determined to present a more severe adverse impact than discussed in the Previous CEQA Documents. As such, no further analysis of the environmental effects of the Project is required.

B. Qualified Infill Exemption; Public Resources Code Section 21094.5 (CEQA Guidelines §15183.3): The City finds and determines that, for the reasons set forth below and in the CEQA Analysis, a Qualified Infill Exemption applies to the Project and no further environmental analysis is required since all the Project's effects on the environment were adequately analyzed and mitigation measures provided in the Previous CEQA Documents; the Project will cause no new specific effects not addressed in the Previous CEQA Documents that are specific to the Project or the Project Site; and there is no substantial new information showing that the adverse

environmental effects of the Project are more significant than described in the Previous CEQA Documents.

The City finds that, pursuant to CEQA Guidelines section 15183.3, the CEQA Analysis contains in Attachment C a written analysis consistent with Appendix M to the CEQA Guidelines examining whether the Project will cause any effects that require additional review under CEQA. The contents of Attachment C document that the Project is located in an urban area satisfying the requirements of CEQA Guidelines section 15183.3 and satisfies the applicable performance standards set forth in Appendix M to the CEQA Guidelines. It also explains how the effects of the Project were analyzed in the Previous CEQA Documents; and indicates that the Project incorporates all applicable mitigation measures and SCAs from the Previous CEQA Documents. Attachment C also determines that the Project will cause no new specific effects not analyzed in the Previous CEQA Documents; determines that there is no substantial new information showing that the adverse environmental effects of the Project are more significant than described in the Previous CEQA Documents; determines that the Project will not cause new specific effects or more significant effects; and documents how uniformly applicable development policies or standards (including, without limitation, the SCAs) will mitigate environmental effects of the Project. Based upon the CEQA Analysis and other substantial evidence in the record, the City finds and determines that no further environmental analysis of the effects of the Project is required.

IV. Severability: The City finds that all three CEQA provisions discussed and determined to be applicable in Section III above are separately and independently applicable to the consideration of the Project and should any of the three be determined not to be so applicable, such determinations shall have no effect on the validity of these findings and the approval of the Project on any of the other grounds.

V. Incorporation by Reference of Statement of Overriding Considerations: Each of the Previous CEQA Documents identified significant and unavoidable impacts.¹ The 1998 LUTE EIR identified six areas of environmental effects of the LUTE that presented significant and unavoidable impacts and the Coliseum Area Redevelopment Plan EIR identified one area of environmental that presented significant and unavoidable impacts. Because the Project may contribute to some significant and unavoidable impacts identified in the Previous CEQA Documents identified above, but a Subsequent and/or Supplemental EIR is not required in accordance with CEQA Guidelines sections 15162, 15163, 15164, 15168, 15180, 15183 and 15183.3, a Statement of Overriding Considerations is not legally required. Nevertheless, in the interest of being conservative, the Statements of Overriding Consideration for the 1998 LUTE EIR, adopted by the City Council on March 24, 1998, via Resolution No. 74129 C.M.S. and for the 1995 Coliseum Area Redevelopment Plan EIR adopted by the Oakland City Council on July 18, 1995, via Resolution No. 95-51 C.M.S., are all hereby incorporated by reference as if fully set forth herein.

¹ If these or any other findings inaccurately identify or fail to list a significant and unavoidable impact identified in the analysis, findings and conclusions of the 1988 LUTE EIR, the Coliseum Area Redevelopment Plan EIR (1995), or their administrative records as a whole, the identification of that impact and any mitigation measure or SCA required to be implemented as part of the Project is not affected.

CONDITIONS OF APPROVAL

1. **Approved Use**

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, Staff report and the approved plans **dated February 14, 2017 and submitted February 14, 2017**, as amended by the following conditions of approval and mitigation measures, if applicable (“Conditions of Approval” or “Conditions”).

2. **Effective Date, Expiration, Extensions and Extinguishment**

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire **Two Calendar Years** from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. **Compliance with Other Requirements**

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, 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 #4.

4. **Minor and Major Changes**

- a. Minor changes to the approved project, plans, Conditions, facilities, or use may be approved administratively by the Director of City Planning.
- 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.

5. Compliance with Conditions of Approval

- 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.
- b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project 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.
- 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 project 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.

6. Signed Copy of the Approval/Conditions

A copy of the Approval letter and Conditions shall be signed by the project 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 60 days of approval, unless an earlier date is specified elsewhere.

8. Indemnification

- a. To the maximum extent permitted by law, the project 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 project applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

- b. Within ten (10) calendar days of the filing of any Action as specified in subsection (a) above, the project applicant shall execute a Joint Defense Letter of 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 shall survive termination, extinguishment, or invalidation of the Approval. Failure to timely execute the Letter of Agreement does not relieve the project applicant of any of the obligations contained in this Condition or other requirements or Conditions of Approval that may be imposed by the City.

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 and Monitoring

The project 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 project applicant shall establish a deposit with the Bureau of Building, if directed by the Building Official, Director of City Planning, or designee, prior to the issuance of a construction-related permit and on an ongoing as-needed basis.

11. Public Improvements

The project 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, and other City departments as required. Public improvements shall be designed and installed to the satisfaction of the City.

12. Compliance Matrix

The project 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 project 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 project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department 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. Regulatory Permits and Authorizations from Other Agencies

Requirement: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.

When Required: Prior to activity requiring permit/authorization from regulatory agency

Initial Approval: Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

15. Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)

- a. All mitigation measures identified in the **Lighthouse Academy CEQA Analysis Document** 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, as Conditions of Approval of the project. The Standard Conditions of Approval identified in the **Lighthouse Academy CEQA Analysis Document** are also included in the SCAMMRP, and are, therefore, 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 Conditions shall govern. In the event a Standard Condition of Approval or mitigation measure recommended in **Lighthouse Academy CEQA Analysis Document** has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from the **Lighthouse Academy CEQA Analysis Document** into the SCAMMRP by reference, and adopted as a Condition of Approval. The project 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. Monitoring of compliance with the Standard Conditions of Approval and mitigation measures will be the responsibility of the Bureau of Planning and the Bureau of Building, 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.

- b. Prior to the issuance of the first construction-related permit, the project applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

16. Regulatory Permits and Authorizations from Other Agencies

Requirement: The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.

When Required: Prior to activity requiring permit/authorization from regulatory agency

Initial Approval: Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning

Monitoring/Inspection: Applicable regulatory agency with jurisdiction

Project-Specific Conditions

17. Public Improvements Consistent with the LMSP

Requirement: Plans shall be submitted for review and approval that include public right of way improvements that are consistent with the Lake Merritt Station Plan. This shall apply to all project frontages.

When Required: Prior to issuance of Building Permit

Initial Approval: Bureau of Planning; Public Works

Monitoring/Inspection: Bureau of Building

18. Exterior Finishes

Requirement: The final building permit plan set shall contain detailed information on all proposed exterior finishes for city approval. If requested by the Bureau of Planning sample materials shall be submitted and are subject to final approval by the Zoning Manager.

When Required: Prior to issuance of a Building Permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Planning

19. Public Art for Private Development Condition of Approval

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. The contribution requirement can be met through the commission or acquisition and installation of publicly accessible art fund, or satisfaction of alternative compliance methods described in the Ordinance. The applicant shall provide proof of full payment of the in-lieu contribution, or provide proof of installation of artwork on the development site prior to the City's issuance of a final certificate of occupancy for each phase unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval. On-site art installation shall be designed by independent artists, or artists working in conjunction with arts or community organizations that are verified by the City to either hold a valid Oakland business license and/or be an Oakland-based 501(c) (3) tax designated organization in good standing.

The project sponsor shall allocate the public art funds to hire Oakland-based artists to provide public art on or near the site if an in-lieu contribution is not selected. The method of calculating public art fees for mixed use developments (as explained below) shall apply:

For projects containing a mix of residential and nonresidential uses, the proportion of the building development cost assessed for the residential or commercial contribution is equal to the proportion of the floor area devoted to such activities. For example, if 80 percent of the floor area of a proposed new building is residential, then 80 percent of the development costs would be used to determine the residential share of the contribution. The remaining 20

percent of development cost would be used to determine the nonresidential share of the contribution fee.

When Required: Prior to issuance of Final Certificate of Occupancy for the first unit and Ongoing

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

20. Development Impact Fees

The project shall be subject to, and Applicant shall agree to pay, any applicable development impact fees adopted by the City Council.

When Required: Prior to issuance of Building Permits

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

21. Green Building Requirements

a. *Compliance with Green Building Requirements During Plan-Check*

Requirement: 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).

- i. The following information shall be submitted to the City for review and approval with the application for a building permit:
 - Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards.
 - Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.
 - Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.
 - Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below.
 - Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance.
 - Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit.
 - Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.
- ii. The set of plans in subsection (i) shall demonstrate compliance with the following:
 - CALGreen mandatory measures.

- All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit.
- 53 per the appropriate checklist approved during the Planning entitlement process.
- All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted.
- The required green building point minimums in the appropriate credit categories.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Building

Monitoring/Inspection: N/A

b. ***Compliance with Green Building Requirements During Construction***

Requirement: The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.

The following information shall be submitted to the City for review and approval:

- i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit.
- ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.
- iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.

When Required: During construction

Initial Approval: N/A

Monitoring/Inspection: Bureau of Building

c. ***Compliance with Green Building Requirements After Construction***

Requirement: Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to **Green Building Certification Institute** and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above.

When Required: After project completion as specified

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

22. Sanitary Sewer System

Requirement: The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.

When Required: Prior to approval of construction-related permit

Initial Approval: Public Works Department, Department of Engineering and Construction

Monitoring/Inspection: N/A

23. Tentative Parcel Map

In order for the proposed project to be completed as condominiums, the project applicant shall revise the Tentative Parcel Map to reflect the change in number of units, and apply and receive approval for a Final Parcel Map with the City of Oakland Planning and Building Departments.

When Required: Prior to approval of issuance of certificate of occupancy

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

24. Other City Department Requirements

The applicant shall comply with all requirements of other City of Oakland departments.

When Required: Prior to application for a building permit

Initial Approval: Bureau of Planning; Bureau of Building; Fire Prevention; Public Works.

Monitoring/Inspection: Bureau of Building

25. Final Building Materials and Colors

The applicant shall submit the final exterior building materials and colors to the Oakland Planning Bureau for review and approval. The applicant shall provide the following details:

- a. Samples of exterior materials, colors, and other finishes; and
- b. Window details showing 2" minimum recess from surrounding exterior walls.

When Required: Prior to application for a building permit

Initial Approval: Bureau of Planning; Bureau of Building

Monitoring/Inspection: Bureau of Building

26. Transportation Improvement Measures

The applicant shall incorporate the following transportation improvements into the proposed project, subject to City review and approval:

The following project-specific improvement measures have been identified to further reduce the less than significant transportation-related impacts related to vehicle access and circulation, bicycle access, and pedestrian access:

Improvement Measure TR-1: Entering Queue Abatement

For Phase 2 conditions, as an improvement measure to minimize the tendency for vehicles on Edes Avenue to queue across the railroad tracks, the project would work with City staff to identify appropriate street markings and signage, compliant with the MUTCD, to warn drivers where to wait in advance of the tracks when a downstream queue is present.

Improvement Measure TR-2: Spillback Queue Abatement

For Phase 1 and Phase 2 conditions, as an improvement measure to minimize the tendency for vehicles in queue to drop off or pick up students to spillback onto the local street network, the project sponsor should designate staff members to help manage the flow of traffic during drop off and pick up periods to ensure the queue continues to flow.

Improvement Measure TR-3: Transit Subsidy

As an improvement measure to encourage use of transit, the project sponsor should provide subsidized transit passes to all students and staff. The value of the student passes should be equivalent to the monthly pass value of an AC Transit local youth 31-day pass (currently \$26.50). The value of the staff passes should be equivalent to the monthly pass value of the adult local 31-day pass (currently \$81).

Improvement Measure TR-5: Signal Timing Modifications at 105th Avenue/Edes Avenue

For Phase 1 and Phase 2 conditions, since the pedestrian crossings at the intersection are approximately 32 feet to 40 feet in length, the pedestrian clearance time should be increased to 10 to 12 seconds, relative to the crossing distance. The MUTCD standard assumption of 3.5 feet per second crossing speed should be used to compute the pedestrian clearance time for each crossing.

Improvement Measure TR-5: Pedestrian-Specific Points of Access to Project Site

As the site plan is refined for Phase 1 and Phase 2, pedestrian-specific access points should be incorporated into the site plan. For example, pedestrian-only gates should be installed in the existing perimeter fence along 105th Avenue and Edes Avenue so that pedestrians can enter and exit the project site via pathways other than the vehicle driveways.

Transportation and Parking Demand Management Plan

The following transportation demand management measures have been recommended as part of the TDM plan:

TDM-1: TDM Program Coordinator. The TDM Program Coordinator is responsible for implementation, monitoring, and reporting of the TDM Plan. The TDM Coordinator would

facilitate site inspections by City staff to verify that the standards specified as conditions of approval are met. This person(s) can be a school employee or a third party provider that runs the program.

TDM-2: Bike Parking. The project would provide short-term and long-term bicycle parking facilities to meet maximum estimated demand. The maximum estimated demand is calculated as 200 percent of the highest peak hour demand based on the bike mode share and estimated travel demand and the increase in bike trips resulting from implementation of this TDM strategy. The project shall include at least 20 short-term and 20 long-term bicycle parking spaces. The number of bicycle parking spaces would be equitably adjusted (increased) based on observed demand.

TDM-3: Transit and Bicycle Incentives. The project would provide subsidized/discounted daily or monthly public transit or bike share passes. The project would provide the equivalent of a \$1.50 per trip subsidy for these modes.

TDM-4: School Pool Program. The project would develop and implement a ridesharing program for students. The ridesharing "School Pool" program will help to match parents to transport students to/from campus. The VMT reduction calculation assumes aggressive implementation with a 35 percent adoption rate.

TDM-5: Pedestrian Network Improvements. The project would implement on-site and off-site improvements to the pedestrian network and link areas of the project site and encourage people to walk instead of drive. The project would also minimize barriers to pedestrian access and interconnectivity. The project would implement the following improvements:

- o Modify signal timing at 105th Avenue/Edes Avenue to increase pedestrian clearance time across 105th Avenue (Improvement Measure TR-3);⁸
- o Install reconstructed sidewalks and roadway striping upgrades at the nearby railroad crossings at 105th Avenue and Edes Avenue;⁹ and,
- o Provide pedestrian access points to reduce out of direction travel and allow people to enter the campus from multiple directions (Improvement Measure TR-4).

The project sponsor shall submit an annual compliance report for review and approval by the City. This report will be submitted within one year of occupancy and every following year for a total of at least five years. If timely reports are not submitted, the reports indicate a failure to achieve the stated policy goals, or the required alternative mode split is still not achieved, staff will work with the project sponsor to find ways to meet their commitments and achieve trip reduction goals. If the issues cannot be resolved, the matter may be referred to the Planning Commission for resolution. Project sponsors shall be required, as a condition of approval to reimburse the City for costs incurred in maintaining and enforcing the trip reduction program for the approved project.

When Required: Prior to application for; issuance of; Building Permits; final inspections; issuance of Certificate of Occupancy; and Ongoing

Initial Approval: Bureau of Planning; Bureau of Building; PWA

Monitoring/Inspection: Bureau of Building

27. Emergency Preparedness Plan

The project applicant shall develop an emergency preparedness plan for the school to address safety, shelter-in-place and evacuation measures in the event of any train derailment or hazardous materials spill due to the proximity of rail tracks in the vicinity of the proposed school.

When Required: Prior to application for; issuance of; Building Permits; final inspections; issuance of Certificate of Occupancy; and Ongoing

Initial Approval: Bureau of Planning; Bureau of Building; PWA

Monitoring/Inspection: Bureau of Building

Applicant Statement

I have read and accept responsibility for the Conditions of Approval. I agree to abide by and conform to the Conditions of Approval, as well as to all provisions of the Oakland Planning Code and Oakland Municipal Code pertaining to the project.

Name of Project Applicant

Signature of Project Applicant

Date

APPROVED BY:

City Planning Commission: _____ (date) _____ (vote)

Attachment C

Standard Conditions of Approval and Mitigation and Monitoring Reporting Plan

This Standard Conditions of Approval and Mitigation and Monitoring Reporting Plan (SCAMMRP) is based on the CEQA Analysis prepared for the Lighthouse Academy Project.

The City of Oakland's Uniformly Applied Development Standards, adopted as Standard Conditions of Approval (Standard Conditions of Approval, or SCAs), were originally adopted by the City in 2008 (Ordinance No. 12899 C.M.S.) pursuant to Public Resources Code section 21083.3) and have been incrementally updated over time. The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/Landmark status, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. These SCAs are incorporated into Projects as conditions of approval, regardless of the determination of a Project's environmental impacts. As applicable, the SCAs are adopted as requirements of an individual Project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a Project's environmental effects.

In reviewing Project applications, the City determines which SCAs apply based upon the zoning district, community plan, and the type of permits/approvals required for the Project. Depending on the specific characteristics of the Project type and/or Project site, the City will determine which SCAs apply to a specific Project. Because these SCAs are mandatory City requirements imposed on a city-wide basis, environmental analyses assume that these SCAs will be imposed and implemented by the Project, and are not imposed as mitigation measures under CEQA.

All SCAs identified in the CEQA Analysis—which are consistent with the measures and conditions presented in the City of Oakland General Plan, Land Use and Transportation EIR (LUTE EIR, 1998)—are included herein. To the extent that any SCA identified in the CEQA Analysis was inadvertently omitted, it is automatically incorporated herein by reference.

- The first column identifies the SCA applicable to that topic in the CEQA Analysis.
- The second column identifies the monitoring schedule or timing applicable to the Project.
- The third column names the party responsible for monitoring the required action for the Project.

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

In addition to the SCAs identified and discussed in the CEQA Analysis, other SCAs that are applicable to the Project are included herein.

The Project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCAs set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific SCA, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCAs will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a demolition, grading, and/or construction permit, the Project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule. Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—i.e., SCA-AIR-1, SCA-AIR-2, etc. The SCA title and the SCA number that corresponds to the City's master SCA list are also provided in the Appendix listing—i.e., SCA-AIR-1: Construction-Related Air Pollution (Dust and Equipment Emissions) (#19).

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
Aesthetics, Shadow, and Wind			
<p>SCA AES-1 (Standard Condition of Approval 16): <i>Graffiti Control</i></p> <p>a. 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:</p> <ul style="list-style-type: none"> i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). <p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following:</p> <ul style="list-style-type: none"> i. 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. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required). 	Ongoing.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA AES-2 (Standard Condition of Approval 17): <i>Landscape Plan</i></p> <p>a. Landscape Plan Required 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.</p> <p>b. Landscape Installation The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of \$2,500 or the estimated</p>	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. Prior to building permit final. c. Ongoing 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Planning and Building b. City of Oakland Bureau of Planning and Building c. N/A 	<ul style="list-style-type: none"> a. N/A b. City of Oakland Bureau of Building Services Division, Zoning Inspections c. City of Oakland Bureau of Building Services Division, Zoning Inspections

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>cost of implementing the Landscape Plan based on a licensed contractor's bid.</p> <p>c. Landscape Maintenance</p> <p>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.</p>			
<p>SCA AES-3 (Standard Condition of Approval 18): <i>Lighting</i></p> <p>Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</p>	Prior to building permit final.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections
Air Quality			
<p>SCA AIR-1 (Standard Condition of Approval 19): <i>Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</i></p> <p>The project applicant shall implement all of the following applicable air pollution control measures during construction of the project:</p> <p>a. 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.</p> <p>b. 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).</p> <p>c. 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.</p> <p>d. Pave all roadways, driveways, sidewalks, etc., as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</p> <p>e. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</p> <p>f. Limit vehicle speeds on unpaved roads to 15 miles per hour.</p>	During construction.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>g. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.</p> <p>h. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations").</p> <p>i. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>j. Portable equipment shall be powered by electricity if available. If electricity is not available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas.</p> <p>k. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</p> <p>l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.</p> <p>m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</p> <p>n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).</p> <p>o. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.</p> <p>p. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind blown dust. Wind breaks must have a maximum 50 percent air porosity.</p>			

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>q. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</p> <p>r. Activities such as excavation, grading, and other ground-disturbing construction activities shall be phased to minimize the amount of disturbed surface area at any one time.</p> <p>s. All trucks and equipment, including tires, shall be washed off prior to leaving the site.</p> <p>t. 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.</p> <p>u. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet emissions and performance requirements one year in advance of any fleet deadlines. Upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met.</p> <p>v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).</p> <p>w. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.</p> <p>x. Off-road heavy diesel engines shall meet the California Air Resources Board's most recent certification standard.</p> <p>y. Post a publicly-visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours.</p>			
<p>SCA AIR-2 (Standard Condition of Approval 20): <i>Exposure to Air Pollution (Toxic Air Contaminants)</i></p> <p>a. Health Risk Reduction Measures <u>Requirement:</u> The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose <u>one</u> of the following methods:</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. Ongoing</p>	<p>a. City of Oakland Bureau of Planning and Building;</p> <p>b. N/A</p>	<p>a. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>b. City of Oakland Bureau of Building</p>

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>i. 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 of exposure of project residents/occupants/users to air pollutants. 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 that 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.</p> <p align="center">- or -</p> <p>ii. 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:</p> <ul style="list-style-type: none"> • Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. • Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). • Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible. • The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a 			Services Division, Zoning Inspections

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods.</p> <ul style="list-style-type: none"> • Sensitive receptors shall be located on the upper floors of buildings, if feasible. • Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), and Redwood (<i>Sequoia sempervirens</i>). • Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible. • Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible. • Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible: <ul style="list-style-type: none"> - Installing electrical hook-ups for diesel trucks at loading docks. - Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards. - Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels. - Prohibiting trucks from idling for more than two minutes. - Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented. <p>b. Maintenance of Health Risk Reduction Measures</p> <p><u>Requirement:</u> The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and</p>			

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.</p>			
<p>SCA AIR-3 (Standard Condition of Approval 21) <i>Stationary Sources of Air Pollution (Toxic Air Contaminants)</i></p> <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> <p>a. 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.</p> <p>or</p> <p>b 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:</p> <p>i. Installation of non-diesel fueled generators, if feasible, or;</p> <p>ii. 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.</p>	<p>Prior to approval of Construction-related permit</p>	<p>City of Oakland Bureau of Building Services Division.</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>
<p>SCA AIR-4 (Standard Condition of Approval 23): <i>Asbestos in Structures</i></p> <p><u>Requirement:</u> The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but 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</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Bureau of Building Services Division BAAQMD</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections BAAQMD</p>

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
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>SCA GEN-1 (Standard Condition of Approval 13): <i>Construction Management Plan</i></p> <p>Prior to the issuance of the first construction-related permit, the project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department 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.</p>	Prior to issuance of construction related permit	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections
Biological Resources			
<p>SCA BIO-1 (Standard Condition of Approval 26): <i>Tree Removal During Bird Nesting Season</i></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</p>	Prior to removal of trees.	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections

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Standard Condition of Approval	Implementation/Monitoring		
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Wildlife, and will be based to a large extent 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>SCA BIO-2 (Standard Condition of Approval 27): <i>Tree Permit</i></p> <p>a. 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.</p> <p>b. Tree Protection During Construction <u>Requirement:</u> Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:</p> <p>i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be 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 which will avoid injury to any protected tree.</p> <p>ii. 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, filing, 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.</p> <p>iii. 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</p>	<p>a. Prior to approval of construction-related permit</p> <p>b. During construction.</p> <p>c. Prior to building permit final.</p>	<p>a. City of Oakland Public Works Department, Tree Division; Bureau of Buildings</p> <p>b. City of Oakland Public Works Department, Tree Division</p> <p>c. Public Works Department, Tree Division</p>	<p>a. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>b. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>c. City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

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<p>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.</p> <p>iv. 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.</p>			
<p>v. 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.</p> <p>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.</p> <p>vi. 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.</p> <p>c. <i>Tree Replacement Plantings</i> <u>Requirement:</u> 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> <p>i. 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.</p> <p>ii. Replacement tree species shall consist of <i>Sequoia sempervirens</i> (Coast Redwood), <i>Quercus agrifolia</i> (Coast Live Oak), <i>Arbutus</i></p>			

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<p>menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division.</p> <p>iii. 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.</p> <p>iv. Minimum planting areas must be available on site as follows:</p> <ul style="list-style-type: none"> • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. <p>v. In the event that replacement trees are required but cannot be planted due to site constraints, and 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.</p> <p>vi. 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 which fail to become established within one year of planting shall be replanted at the project applicant's expense.</p>			
Cultural Resources			
<p>SCA CUL-1 (Standard Condition of Approval 29): <i>Archaeological and Paleontological Resources – Discovery During Construction</i></p> <p><u>Requirement:</u> 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</p>	During construction.	N/A	City of Oakland Bureau of Building Services Division

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<p>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.</p> <p>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.</p> <p>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 significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.</p>			
<p>SCA CUL-2 (Standard Condition of Approval SCA 30): Archaeologically Sensitive Areas—Pre-Construction Measures</p> <p><u>Requirement:</u> The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision B (Construction ALERT Sheet) concerning archaeological resources.</p> <p>Provision A: Intensive Pre-Construction Study.</p> <p>The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period</p>	<p>Prior to approval of Construction-related permit; during construction</p>	<p>City of Oakland Bureau of Building Services Division</p>	<p>City of Oakland Bureau of Building Services Division</p>

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<p>archaeological resources on the project site. At a minimum, the study shall include:</p> <ul style="list-style-type: none"> a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources. b. A report disseminating the results of this research. c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. <p>If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.</p> <p>Provision B: Construction ALERT Sheet.</p> <p>The project applicant shall prepare a construction "ALERT" sheet developed by a qualified archaeologist for review and approval by the City prior to soil disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the project site.</p> <p>The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City's Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, firecracked rocks); concentrations of bones; recognizable Native American artifacts</p>			

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(arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted invisible location at the project site.			
<p>SCA CUL-3 (Standard Condition of Approval SCA 31): Human Remains – Discovery During Construction</p> <p><u>Requirement:</u> 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>	During construction.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections
Geology and Soils			
<p>SCA GEO-1 (Standard Condition of Approval 33): Construction-Related Permit(s)</p> <p><u>Requirement:</u> 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>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA GEO-2 (Standard Condition of Approval 34): Soils Report</p> <p><u>Requirement:</u> The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division, Zoning Inspections	City of Oakland Bureau of Building Services Division, Zoning Inspections

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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.			
Greenhouse Gas Emissions/Global Climate Change			
Also refer to SCA-TRANS-1: Transportation and Parking Demand Management (#71) and SCA-UTIL-3: Construction and Demolition Waste Reduction and Recycling (#74) for additional Greenhouse Gas Conditions of Approval that apply to this project			
Hazards and Hazardous Materials			
<p>SCA HAZ-1 (Standard Condition of Approval 39): <i>Hazards Materials Related to Construction</i></p> <p>Requirement: 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> <ul style="list-style-type: none"> a. Follow manufacture’s recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. 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 f. 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 and applicable regulatory agency(ies) and implementation of the actions described in the City’s Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the 	During construction.	N/A	City of Oakland Bureau of Building Services Division, Zoning Inspections

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measures have been implemented under the oversight of the City or regulatory agency, as appropriate.			
<p>SCA HAZ-2 (Standard Condition of Approval 40): <i>Hazardous Building Materials and Site Contamination</i></p> <p>a. Hazardous Building Materials Assessment <u>Requirement:</u> 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.</p>	<p>a. Prior to approval of demolition, grading or building permits</p> <p>b. Prior to approval of construction-related permit</p> <p>c. Prior to approval of construction-related permit</p> <p>d. During Construction</p>	<p>a. City of Oakland Bureau of Building Services Division</p> <p>b. Applicable regulatory agency with jurisdiction</p> <p>c. City of Oakland Bureau of Building Services Division</p> <p>d. N/A</p>	<p>a. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>b. Applicable regulatory agency with jurisdiction</p> <p>c. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>d. City of Oakland Bureau of Building Services Division, Zoning Inspections</p>
<p>b. Environmental Site Assessment Required <u>Requirement:</u> The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I 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.</p> <p>c. Health and Safety Plan Required <u>Requirement:</u> 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.</p> <p>d. Best Management Practices (BMPs) Required for Contaminated Sites</p>			

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<p>Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:</p> <ul style="list-style-type: none"> i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. 			
See SCA AIR-4, Asbestos in Structures . See <i>Air Quality</i> , above for actions to address Hazardous Materials impacts.			
Hydrology and Water Quality			
<p>SCA HYD-1 (Standard Condition of Approval 45): <i>Erosion and Sedimentation Control Plan for Construction</i></p> <p>a. Erosion and Sedimentation Control Plan Required</p> <p>Requirement: 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,</p>	<ul style="list-style-type: none"> a. Prior to approval of construction-related permit. b. During construction. 	<ul style="list-style-type: none"> a. City of Oakland Bureau of Building Services Division b. N/A 	<ul style="list-style-type: none"> a. N/A b. City of Oakland Bureau of Building Services Division, Zoning Inspections
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			

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<p>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>b. Erosion and Sedimentation Control During Construction</p> <p><u>Requirement:</u> 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>			
Noise			
<p>SCA NOI-1 (Standard Condition of Approval 58): <i>Construction Days/Hours</i></p> <p><u>Requirement:</u> The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <p>a. 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.</p> <p>b. 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.</p> <p>c. No construction is allowed on Sunday or federal holidays.</p> <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.</p> <p>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</p>	<p>During construction.</p>	<p>N/A</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

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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>SCA NOI-2 (Standard Condition of Approval 59): <i>Construction Noise</i></p> <p><u>Requirement:</u> 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> <ol style="list-style-type: none"> 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. Except as provided herein, impact tools (e.g., jack hammers, 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. Applicant shall use temporary power poles instead of generators where feasible. 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. 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. 	During construction.	N/As	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-3 (Standard Condition of Approval 60): <i>Extreme Construction Noise</i></p> <p>a. Construction Noise Management Plan Required</p>	a. Prior to approval of construction-	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division,

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<p><u>Requirement:</u> 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 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:</p> <ul style="list-style-type: none"> i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. 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; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. 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 v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>b. <i>Public Notification Required</i></p> <p><u>Requirement:</u> The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.</p>	<p>related permit.</p> <p>b. During construction.</p>		<p>Zoning Inspections</p>
<p>SCA NOI-4 (Standard Condition of Approval 61): <i>Project-Specific Construction Noise Reduction Measures</i></p> <p><u>Requirement:</u> Requirement: The project applicant shall submit a Construction Noise Management Plan</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Bureau of Building Services Division</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

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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 noise impacts. The project applicant shall implement the approved Plan during construction.			
<p>SCA NOI-5 (Standard Condition of Approval 62): <i>Construction Noise Complaints</i></p> <p><u>Requirement:</u> 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> <ul style="list-style-type: none"> a. Designation of an on-site construction complaint and enforcement manager for the project; b. 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; c. Protocols for receiving, responding to, and tracking received complaints; and d. 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. 	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-6 (Standard Condition of Approval 63) <i>Exposure to Community Noise</i></p> <p><u>Requirement:</u> The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following:</p> <ul style="list-style-type: none"> a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities 	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections
<p>SCA NOI-7 (Standard Condition of Approval 64): <i>Operational Noise</i></p> <p><u>Requirement:</u> 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</p>	Ongoing.	City of Oakland Bureau of Building Services Division,	City of Oakland Bureau of Building Services Division, Zoning Inspections

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
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.			
Recreation			
Refer to SCA HAZ-2 Hazardous Materials Related to Construction (#39) and SCA-HAZ-3 Hazardous Building Materials and Site Contamination (#40) to address potential recreation impacts			
Transportation and Circulation			
<p>SCA TRA-1 (Standard Condition of Approval 68): <i>Construction Activity in the Public Right-of-Way</i></p> <p>a. Obstruction Permit Required <u>Requirement:</u> 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 and sidewalks.</p> <p>b. Traffic Control Plan Required <u>Requirement:</u> In the event of obstructions to vehicle or bicycle travel lanes, 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 detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.</p> <p>c. Repair of City Streets <u>Requirement:</u> The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.</p>	<p>a. Prior to approval of construction-related permit.</p> <p>b. Prior to approval of construction-related permit.</p> <p>c. Prior to building permit final.</p>	<p>a. City of Oakland Bureau of Building Services Division</p> <p>b. Public Works Department, Transportation Services Division</p> <p>c. N/A</p>	<p>a. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>b. City of Oakland Bureau of Building Services Division, Zoning Inspections</p> <p>c. City of Oakland Bureau of Building Services Division, Zoning Inspections</p>
<p>SCA TRA-2 (Standard Condition of Approval 69): <i>Bicycle Parking</i></p> <p><u>Requirement:</u> The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland</p>	Prior to approval of construction-related permit.	City of Oakland Bureau of Planning and Building	City of Oakland Bureau of Building Services Division, Zoning Inspections

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.			
<p>SCA TRA-3 (Standard Condition of Approval 70): <i>Transportation Improvements.</i></p> <p>The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Study for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, and pedestrian and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below:</p> <ul style="list-style-type: none"> a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) 	Prior to building permit final or as otherwise specified	Bureau of Building; Public Works Department, Transportation Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor</p> <p>p. Signal timing plans for the signals in the coordination group</p>			
<p>SCA TRA-4 (Standard Condition of Approval 71): <i>Transportation and Parking Management Plan</i></p> <p>a. Transportation and Parking Demand Management (TDM) Plan Required</p> <p><u>Requirement:</u> The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City.</p> <p>i. The goals of the TDM Plan shall be the following:</p> <ul style="list-style-type: none"> • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable, consistent with the potential traffic and parking impacts of the project. • Achieve the following project vehicle trip reductions (VTR): <ul style="list-style-type: none"> – Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR <p>Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR</p> <ul style="list-style-type: none"> • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City's transportation system, consistent with City policies and programs. <p>ii. TDM strategies to consider include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • 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. • Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage and bike lane striping. • Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to 	<p>Prior to building permit final or as otherwise specified</p>	<p>Bureau of Building; Public Works Department, Transportation Services Division</p>	<p>City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.</p> <ul style="list-style-type: none"> • Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan. • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • 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). <p>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.</p> <ul style="list-style-type: none"> • 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). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • 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. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive 			

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>or transit pass alternative to a free parking space in commercial properties.</p> <ul style="list-style-type: none"> • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • Allow employees or residents to adjust their work 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). • 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. <p>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><i>b. TDM Implementation – Physical Improvements</i> <u>Requirement:</u> 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><i>c. TDM Implementation – Operational Strategies</i> <u>Requirement:</u> 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</p>			

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
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>SCA TRA-5 (Standard Condition of Approval 73): <i>Railroad Crossings</i></p> <p><u>Requirement:</u> The project applicant shall submit for City review and approval a Diagnostic Review to evaluate potential impacts to at-grade railroad crossings resulting from project-related traffic. In general, the major types of impacts to consider are collisions between trains and vehicles, trains and pedestrians, and trains and bicyclists. The Diagnostic Review shall include specific traffic elements, such as roadway and rail description, accident history, traffic volumes (all modes, including pedestrian and bicyclist crossing movements), train volumes, vehicular speeds, train speeds, and existing rail and traffic control.</p> <p>Where the Diagnostic Review identifies potentially substantially dangerous crossing conditions at at-grade railroad crossings caused by the project, measures relative to the project's traffic contribution to the crossings shall be applied through project redesign and/or incorporation of the appropriate measures to reduce potential adverse impacts at the crossings. These measures may include, without limitation, the following:</p> <ol style="list-style-type: none"> a. Installation of grade separations at crossings, i.e., physically separating roads and railroad tracks by constructing overpasses or underpasses b. Improvements to warning devices at existing highway rail crossings that are impacted by project traffic c. Installation of additional warning signage d. Improvements to traffic signaling at intersections adjacent to crossings, e.g., signal preemption e. Installation of median separation to prevent vehicles from driving around railroad crossing gates f. Where sound walls, landscaping, buildings, etc. would be installed near crossings, maintaining the visibility of warning devices and approaching trains g. Prohibition of parking within 100 feet of the crossings to improve the visibility of warning devices and approaching trains h. Construction of pull-out lanes for buses and vehicles transporting hazardous materials 	Prior to approval of construction-related permit	Bureau of Building; Public Works Department, Transportation Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p>i. Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way</p> <p>j. Elimination of driveways near crossings</p> <p>k. Increased enforcement of traffic laws at crossings</p> <p>1. Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings</p> <p>Any proposed improvements must be coordinated with California Public Utility Commission (CPUC) and affected railroads and all necessary permits/approvals obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings). The project applicant shall implement the approved measures during construction of the project.</p>			
Tribal Cultural Resources			
<p>Refer to SCA CUL-1 <i>Archaeological and Paleontological Resources – Discovery During Construction</i> (#29); SCA CUL-2 <i>Archaeologically Sensitive Areas – Pre-construction Measures</i> (#30); and SCA CUL-3, <i>Human Remains – Discovery During Construction</i> (#31) for actions to address potential impacts to Tribal Cultural Resources</p>			
Utilities and Services			
<p>SCA UTL-1 (Standard Condition of Approval 74) <i>Construction and Demolition Waste Reduction and Recycling</i></p> <p>Requirement: The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Public Works Department, Environmental Services Division</p>	<p>City of Oakland Public Works Department, Environmental Services Division</p>
<p>SCA UTL-2 (Standard Condition of Approval 77) <i>Green Building Requirements</i></p> <p>a. <i>Compliance with Green Building Requirements During Plan-Check</i></p>	<p>a. Prior to approval of construction-related permit.</p>	<p>a. City of Oakland Bureau of Building</p>	<p>a. N/A b. City of Oakland Bureau of Building</p>

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<p><u>Requirement:</u> 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>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> • CALGreen mandatory measures. • All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit. 	<p>b. During construction.</p> <p>c. Prior to final approval.</p>	<p>Services Division</p> <p>b. N/A</p> <p>c. City of Oakland Bureau of Planning and Building</p>	<p>Services Division, Zoning Inspections</p> <p>c. City of Oakland Bureau of Building Services Division, Zoning Inspections</p>

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
<ul style="list-style-type: none"> LEED Silver (minimum 50 points) (except the cool roof requirement) per the appropriate checklist approved during the Planning entitlement process. CALGreen mandatory measures for non-residential construction Green Building Certification (Green Building Certification Institution and City staff for CALGreen) 			
<ul style="list-style-type: none"> All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. The required green building point minimums in the appropriate credit categories. <p>b. Compliance with Green Building Requirements During Construction</p> <p><u>Requirement:</u> The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.</p> <p>The following information shall be submitted to the City for review and approval:</p> <ol style="list-style-type: none"> Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. <p>c. Compliance with Green Building Requirements After Construction</p> <p><u>Requirement:</u> Prior to the finaling of the building permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p>			
<p>SCA UTL-5 (Standard Condition of Approval 79) <i>Sanitary Sewer System</i></p> <p><u>Requirement:</u> The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City</p>	Prior to approval of construction-related permit.	City of Oakland Public Works Department, Department of	N/A

ATTACHMENT A. STANDARD CONDITIONS OF APPROVAL

Standard Condition of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring Inspection
of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.		Engineering and Construction	
<p>SCA UTL-6 (Standard Condition of Approval 80) <i>Storm Drain System</i></p> <p><u>Requirement:</u> 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>	Prior to approval of construction-related permit.	City of Oakland Bureau of Building Services Division	City of Oakland Bureau of Building Services Division, Zoning Inspections

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A REDUCED PRINT SCALE ACCORDINGLY

INDEX OF DRAWINGS

- A1 TITLE SHEET
- A2 PHASE DIAGRAMS
- A3 PHASE I - TRAFFIC & LANDSCAPE PLANS
- A4 PHASE I - BUILDING 1 - FLOOR PLAN (ELEMENTARY SCHOOL)
- A5 PHASE I - BUILDING 2 - FLOOR PLAN (MIDDLE SCHOOL & ADMIN)
- A6 PHASE II - BUILDING 3 - FLOOR PLAN DIAGRAM (HIGH SCHOOL)
- A7 PHASE I - EXTERIOR ELEVATIONS - BUILDING 1
- A8 PHASE I - EXTERIOR ELEVATIONS - BUILDING 2
- A9 PHASE II - EXTERIOR ELEVATION DIAGRAMS

Revisions

No.	Revisions	By	Date	Appr.

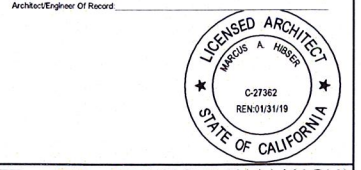
SCOPE OF WORK

- PHASE I**
- RENOVATION OF BUILDINGS 1 & 2
- PHASE II**
- CONSTRUCTION OF HIGH SCHOOL, BUILDING 3
 - CONVERSION OF PORTION OF PLAYFIELD TO PARKING LOT
 - CONVERSION OF (E) PARKING LOT TO PLAYGROUND

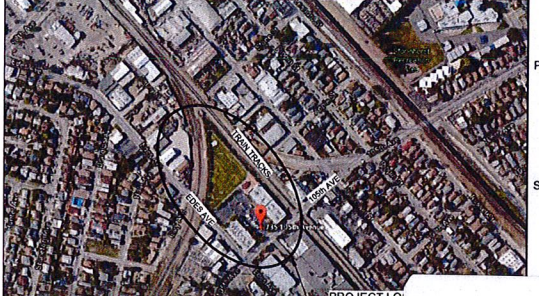
BUILDING & SITE DATA

SITE ACREAGE	: 3.2 ACRES
BUILDING 1	: +/- 15,000 SF
BUILDING 2	: +/- 20,000 SF
BUILDING 2A	: 700 SF
BUILDING 3	: 11,800 SF / FLOOR
	: 23,600 SF TOTAL
PARKING STALLS - PHASE I (NO CHANGE)	
STANDARD	: 82
ACCESSIBLE	: 4
TOTAL	: 86
PARKING STALLS - PHASE I (RELOCATED)	
STANDARD	: 67
ACCESSIBLE	: 3
TOTAL	: 70

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PROJECT LOCATION

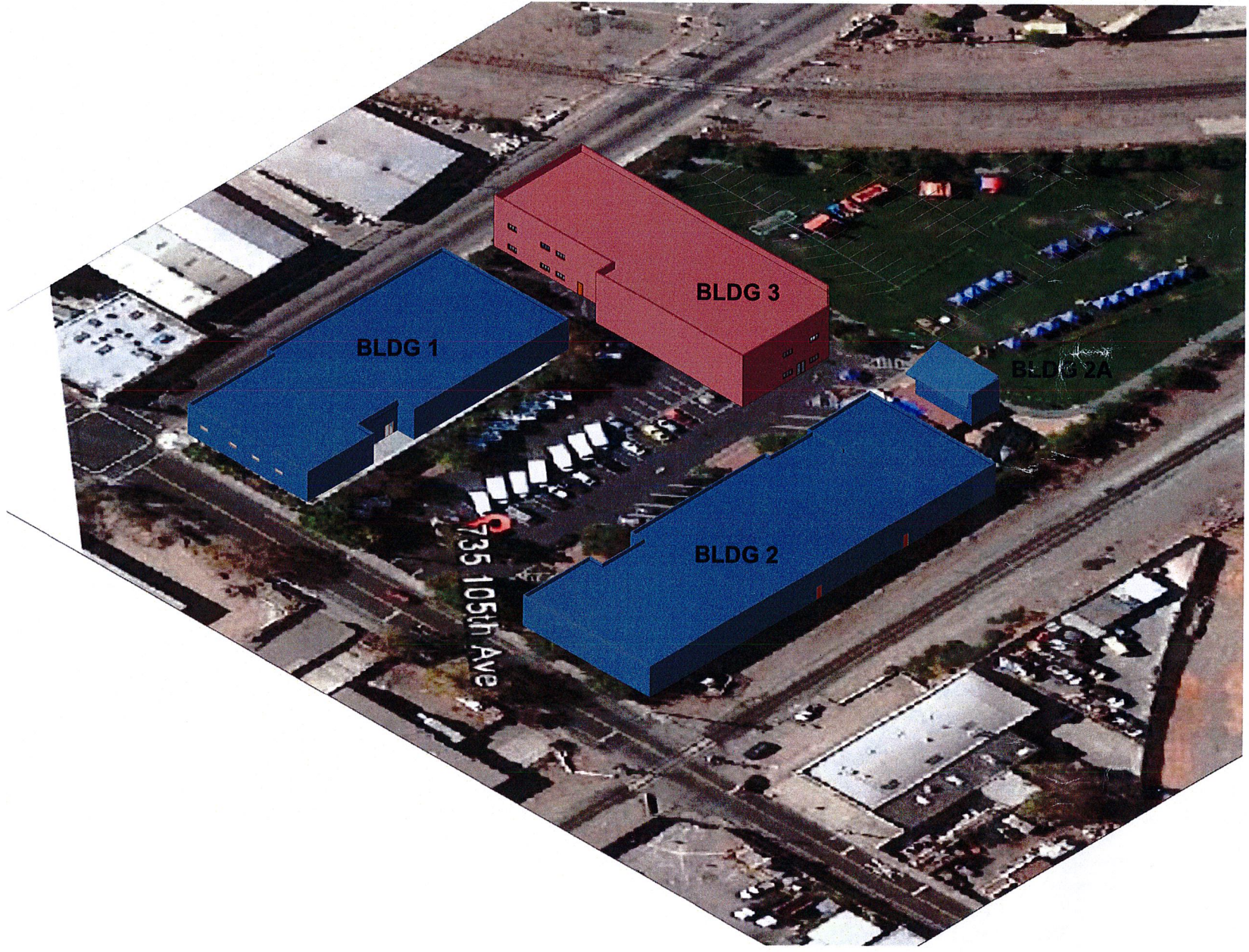


HY Architects Project number: _____ Project Number: _____

Facility
LODESTAR CHARTER PUBLIC SCHOOL
735 105TH AVE, OAKLAND, CA 94603

Project
CUP SUBMISSION -
LODESTAR CAMPUS

Sheet Title
TITLE SHEET



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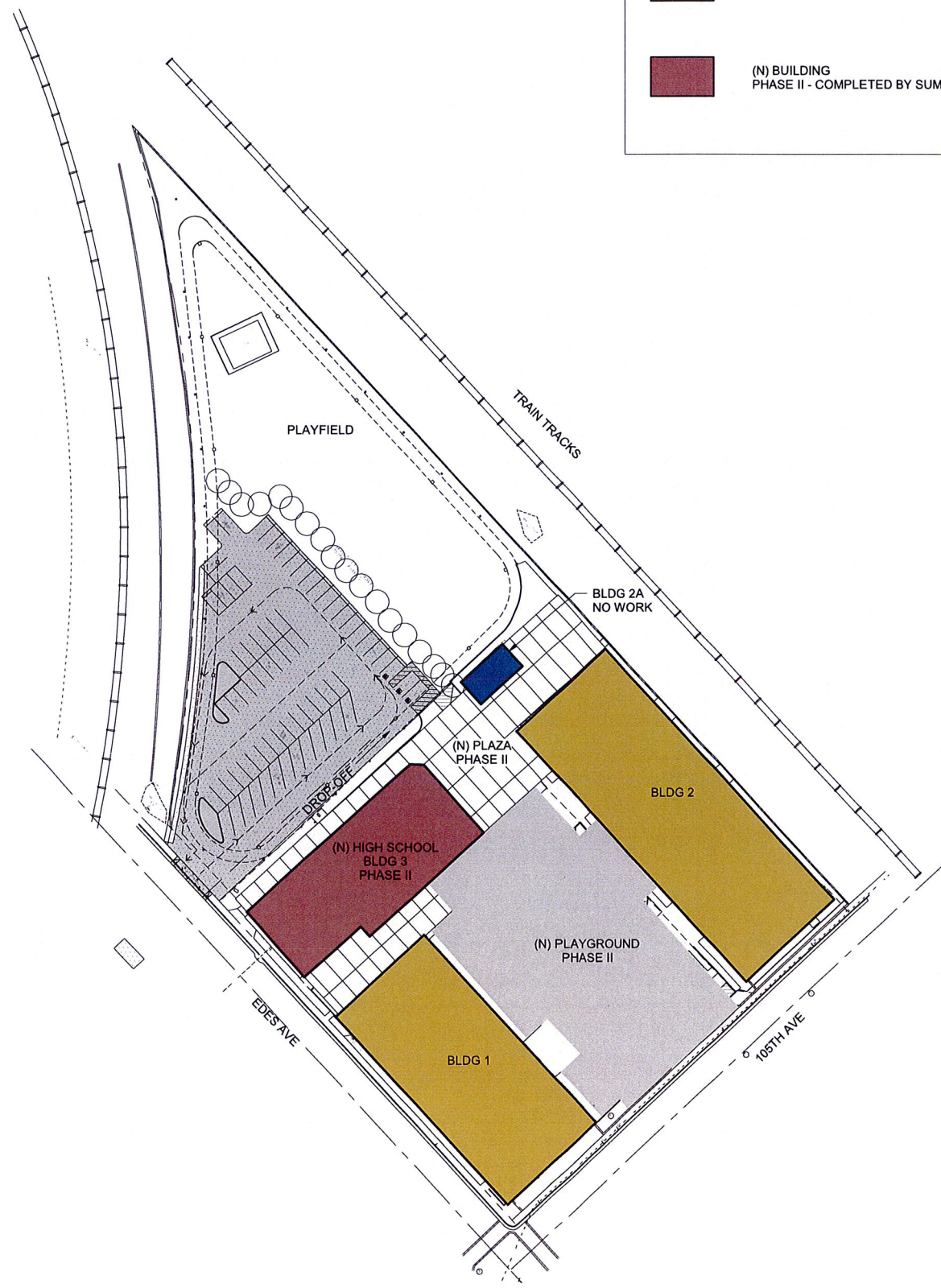
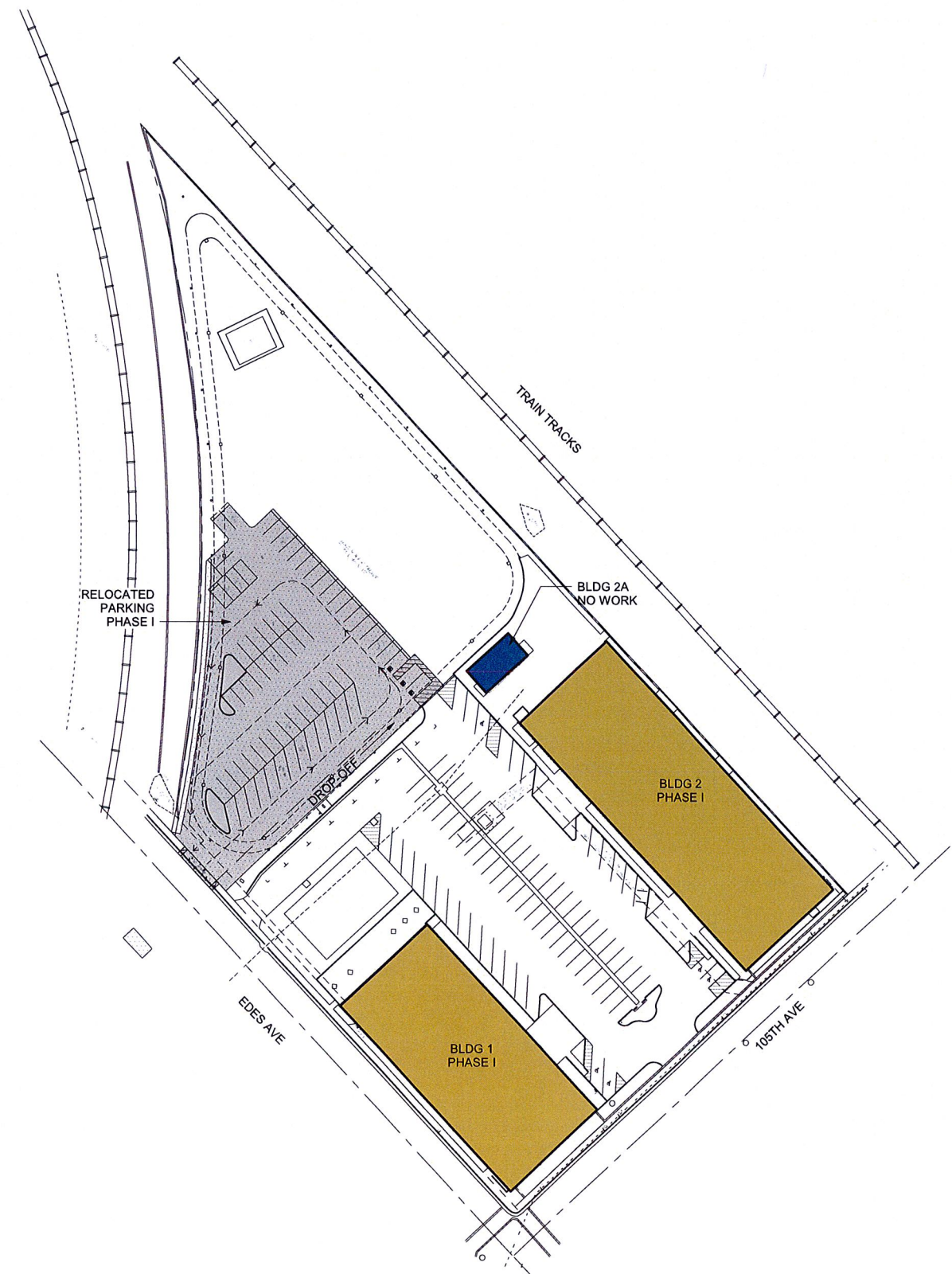


Revisions

No.	Revisions	By	Date	Appr.

LEGEND

- (E) BUILDING TO REMAIN - NO WORK
- (E) BUILDING TO BE RENOVATED PHASE I - COMPLETED BY SUMMER 2017
- (N) BUILDING PHASE II - COMPLETED BY SUMMER 2019



8/17/2017 11:27:41 Y:\Lighthouse Charter Schools\5004.000_Lodestar at SUM_Phase I\5004.000_Lodestar at SUM_Phase I.rvt

1 SITE PLAN - PHASE I

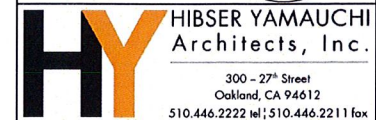


2 SITE PLAN - PHASE II



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Architect/Engineer Of Record:



HY Architects Project number: 5004.000

Facility
LODESTAR CHARTER PUBLIC SCHOOL
735 105TH AVE, OAKLAND, CA 94603

Project
LODESTAR CHARTER SCHOOL TENANT IMPROVEMENT

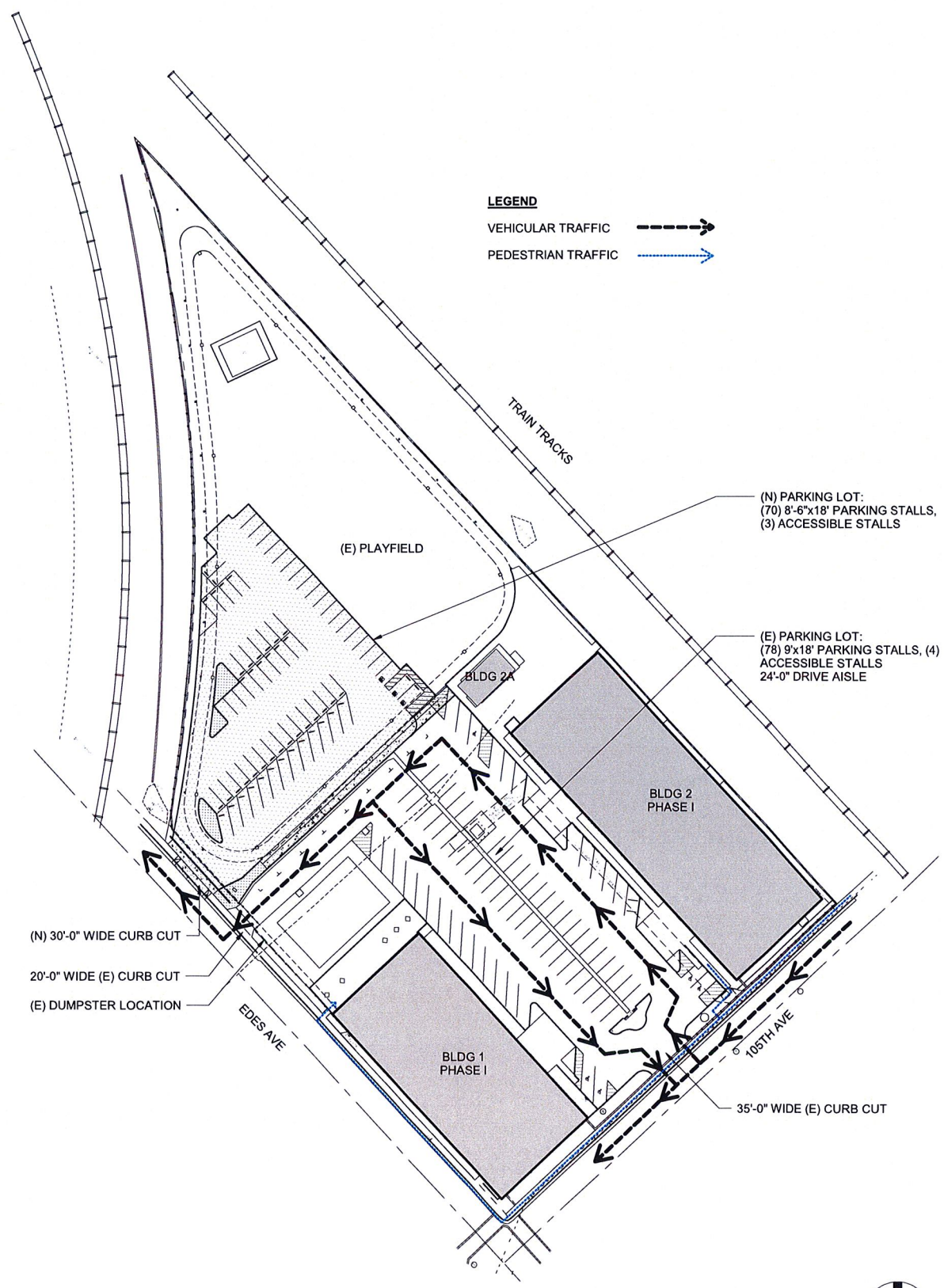
Sheet Title
PHASE DIAGRAMS

Client Project Number: Client Proj. #

Scale: As indicated Sheet
Drawn By: NI A2
Checked By: MH
Issue Date: 8/2/17 of Sheets



Revisions				
No.	Revisions	By	Date	Appr.



1 TRAFFIC PLAN - PHASE I
 1" = 50'-0"

2 LANDSCAPE PLAN - PHASE I
 1" = 50'-0"

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 Architect/Engineer of Record:



HY HIBSER YAMAUCHI
 Architects, Inc.
 300 - 27th Street
 Oakland, CA 94612
 510.446.2222 tel; 510.446.2211 fax
 HY Architects Project number: 5004.000

Facility
LODESTAR CHARTER PUBLIC SCHOOL
 735 105TH AVE, OAKLAND, CA 94603

Project
LODESTAR CHARTER SCHOOL MODERNIZATION

Sheet Title
PHASE I - TRAFFIC & LANDSCAPE PLANS

Client Project Number:	Client Proj. #
Scale: 1" = 50'-0"	Sheet
Drawn By: NI	A3
Checked By: MH	
Issue Date: 10/16/17	of

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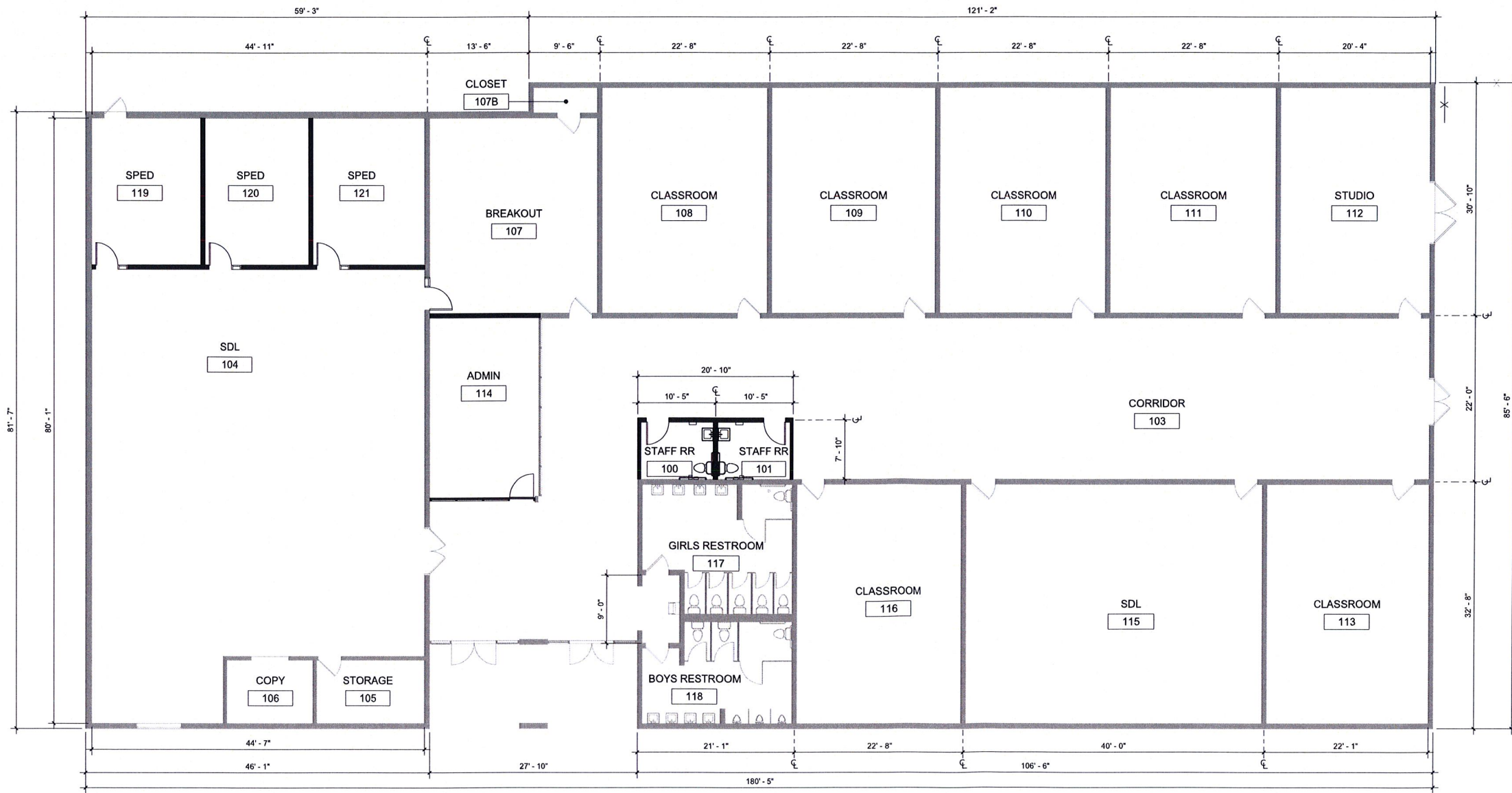


LEGEND

- NEW WALLS
- EXISTING WALLS

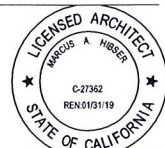
Revisions

No.	Revisions	By	Date	Appr.



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Architect/Engineer Of Record:



HY HIBSER YAMAUCHI
Architects, Inc.
300 - 27th Street
Oakland, CA 94612
510.446.2222 tel | 510.446.2211 fax
HY Architects Project number: 5004.000

Facility
LODESTAR CHARTER PUBLIC SCHOOL
735 105TH AVE, OAKLAND, CA 94603

Project
LODESTAR CHARTER SCHOOL MODERNIZATION

Sheet Title
PHASE I - BUILDING 1 - FLOOR PLAN (ELEMENTARY SCHOOL)

Client Project Number: Client Proj. #

Scale: 1/8" = 1'-0"

Drawn By: NI

Checked By: MH

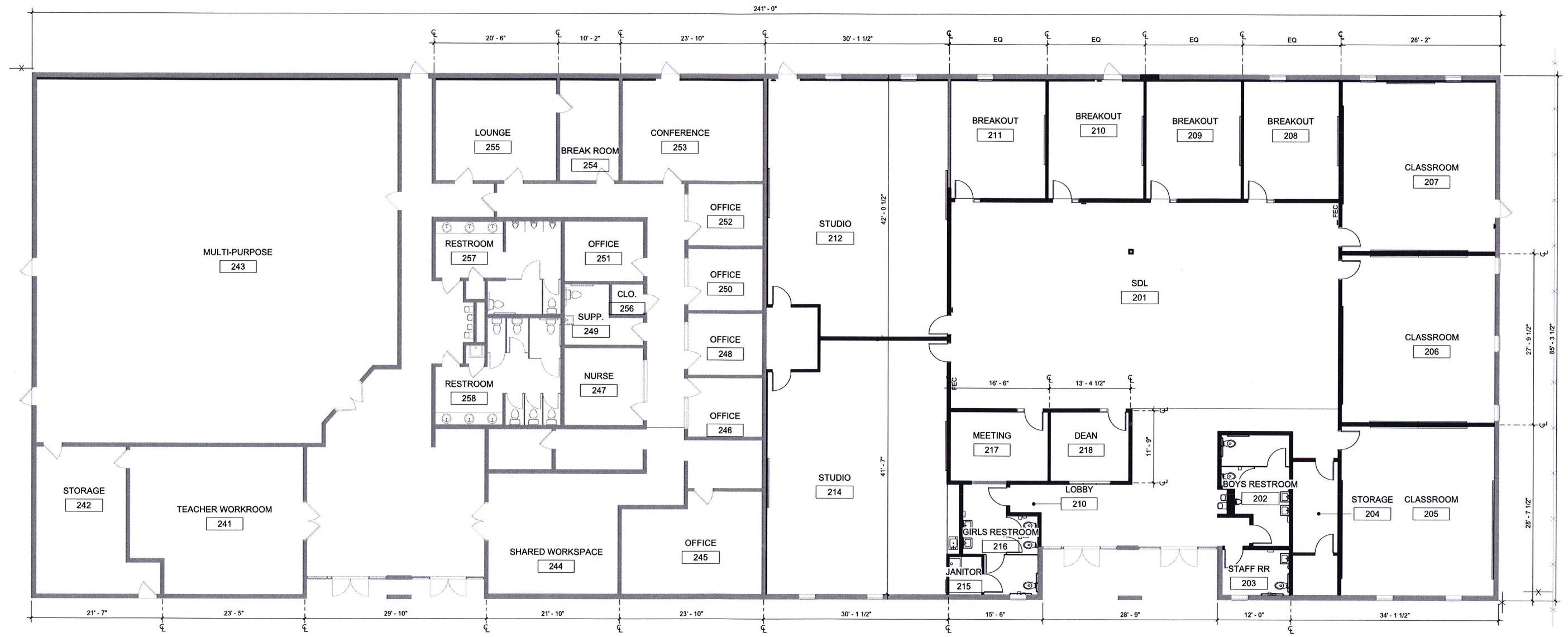
Issue Date: 10/16/17

Sheet
A4
of



1 FLOOR PLAN - BUILDING 1 (ELEMENTARY SCHOOL)

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1 FLOOR PLAN - BUILDING 2 - MIDDLE SCHOOL AND ADMIN



LEGEND

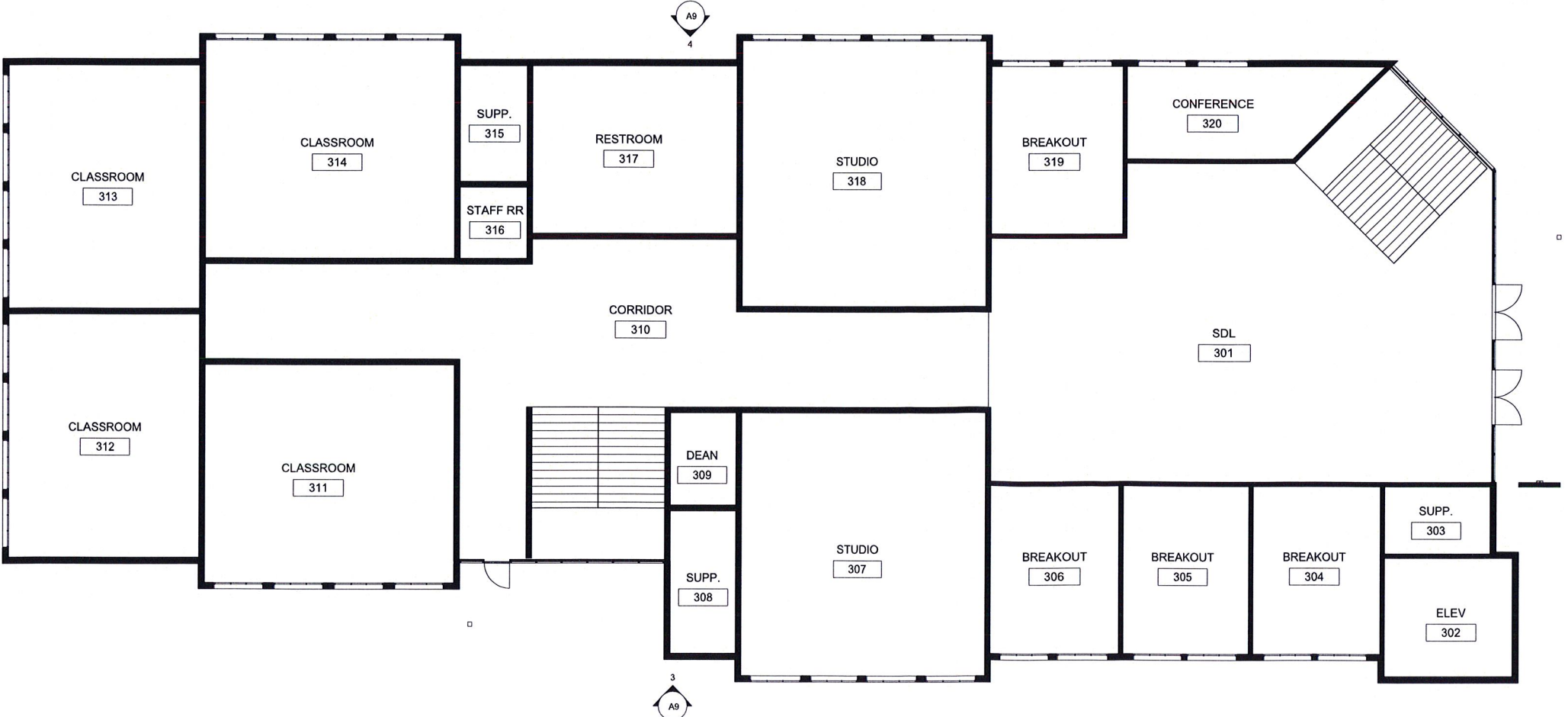
	NEW WALLS
	EXISTING WALLS

<p>Revisions</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Revisions</th> <th>By</th> <th>Date</th> <th>Appr.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		No.	Revisions	By	Date	Appr.						<p>HY Architects Project number: 5004.000</p>
No.	Revisions	By	Date	Appr.								
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<p>Architect/Engineer Of Record:</p>		<p>Project LODESTAR CHARTER SCHOOL MODERNIZATION</p>										
<p>Client Project Number:</p>		<p>Client Proj. #</p>										
<p>Scale: 1/8" = 1'-0"</p>		<p>Sheet A5</p>										
<p>Drawn By: NI</p>		<p>Checked By: MH</p>										
<p>Issue Date: 10/16/17</p>		<p>of</p>										

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2 SECOND FLOOR PLAN - BUILDING 3 - HIGH SCHOOL



1 FIRST FLOOR PLAN - BUILDING 3 - HIGH SCHOOL

Revisions				
No.	Revisions	By	Date	Appr.

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 300 - 27th Street
 Oakland, CA 94612
 510.446.2222 tel; 510.446.2211 fax

HY Architects Project number: 5004.000

Facility
 LODESTAR CHARTER PUBLIC SCHOOL
 735 105TH AVE, OAKLAND, CA 94603

Project
 LODESTAR CHARTER SCHOOL MODERNIZATION

Sheet Title
 PHASE II - BUILDING 3 - FLOOR PLAN DIAGRAM (HIGH SCHOOL)

Client Project Number: Client Proj. #

Scale: 1/8" = 1'-0" Sheet

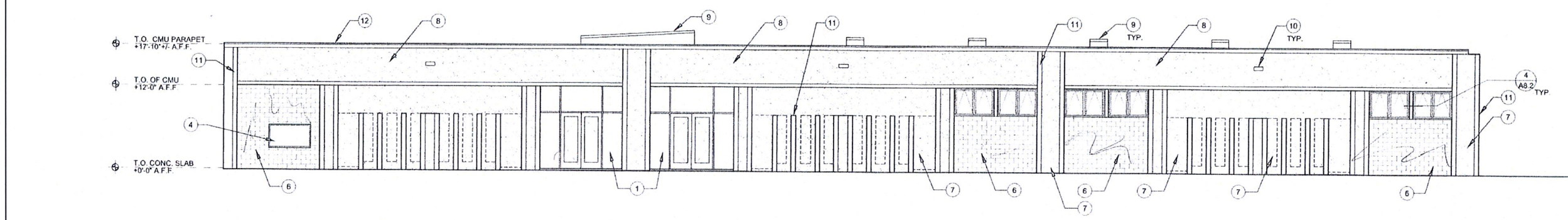
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Checked By: MH

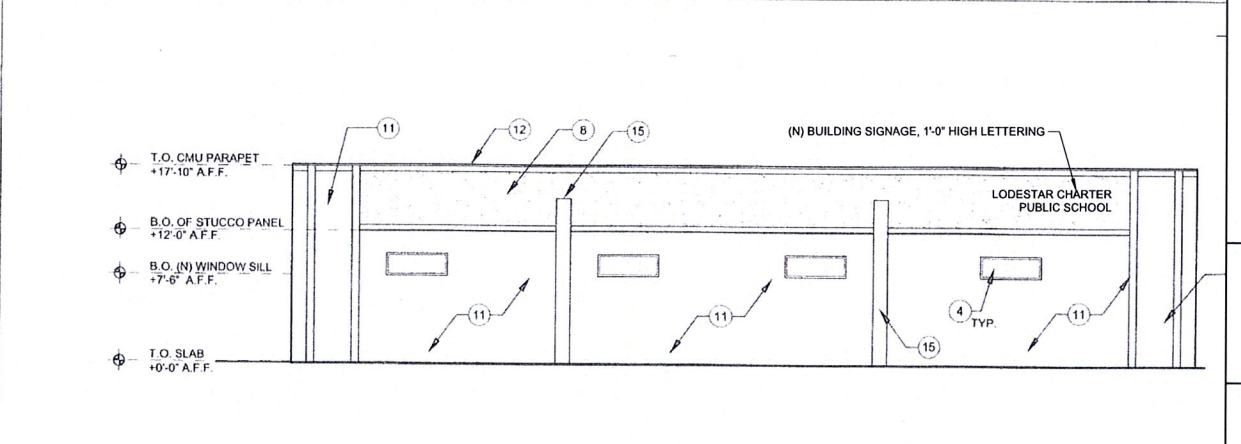
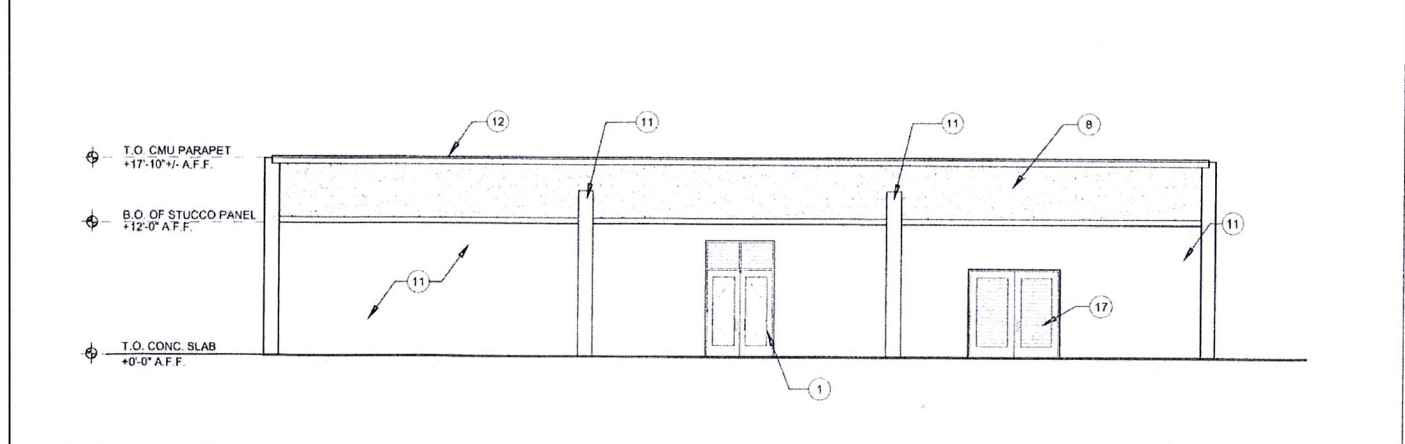
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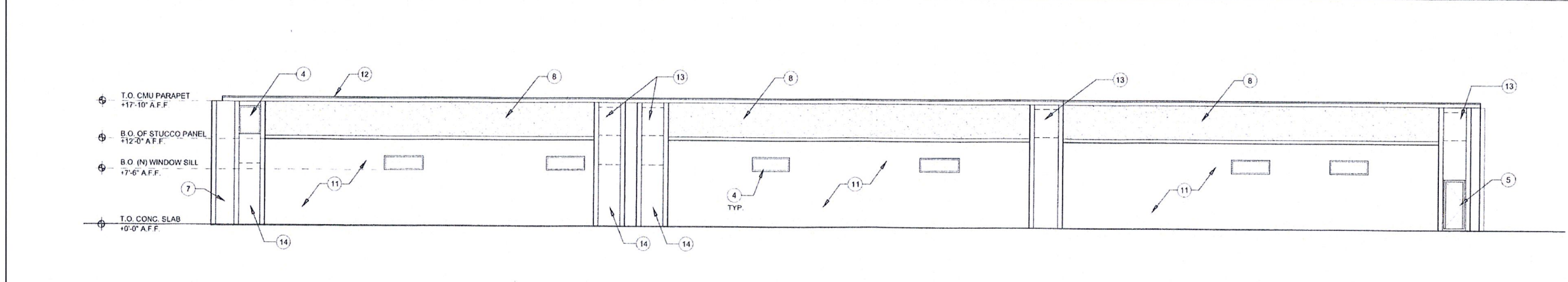
Revisions				
No.	Revisions	By	Date	Appr.



1 BUILDING 1: EXTERIOR ELEVATION NORTH SCALE 1/8" = 1'-0"



2 BUILDING 1: EXTERIOR ELEVATION WEST SCALE 1/8" = 1'-0" 3 BUILDING 1: EXTERIOR ELEVATION EAST SCALE 1/8" = 1'-0"



4 BUILDING 1: EXTERIOR ELEVATION SOUTH SCALE 1/8" = 1'-0"

- | | |
|--|---|
| 1 (N) ALUM. FRAME ENTRY SYSTEM WITH TEMPERED GLAZING. | 13 (E) METAL WINDOW TO BE REMOVED, FILL WITH (N) WD. WALL ASSEMBLY FOR CEMENT PLASTER FINISH. |
| 2 (N) ALUM. FRAME DOUBLE-HUNG WINDOW. | 14 (E) METAL DOOR TO BE REMOVED, FILL WITH (N) WD. WALL ASSEMBLY FOR CEMENT PLASTER FINISH. |
| 3 (N) ALUM. FRAME AWNING WINDOW. | 15 (N) CONC. COLUMN BRACING, S.S.D. |
| 4 (N) ALUM. FRAME FIXED WINDOW. | 16 (N) CLERESTORY BEYOND. |
| 5 (N) PTD. MTL. DOOR. | 17 (N) FULLY LOUVERED PTD. MTL. DOOR. |
| 6 (N) POLISHED FACE CMU WALL. | |
| 7 (N) CEMENT PLASTER OVER (E) CMU. | |
| 8 (N) CEMENT PLASTER OVER (N) FOAM PANEL SYSTEM REMOVE (E) WD. FASCIA. | |
| 9 (N) SKYLIGHT BEYOND. | |
| 10 (N) PTD. GSM OVERFLOW SCUPPER TO REPLACE (E) | |
| 11 (E) CMU WALL WITH (N) PTD. FINISH. | |
| 12 (E) GSM CAP WITH (N) PTD. FINISH, REPAIR/REPLACE AS REQ'D. | |

KEY NOTES

1. REFER TO SHEET A2.1 AND WINDOW SCHEDULE FOR ALL WINDOW AND GLAZED ENTRY SYSTEM SIZES.
 2. ALL CUTTING FOR NEW WINDOW R.O. TO OCCUR @ GROUT LINE OF (E) CMU BLOCK WALL.

THESE ELEVATIONS ARE EXISTING. NO CHANGES TO THE EXTERIOR ARE BEING MADE.

SHEET NOTES

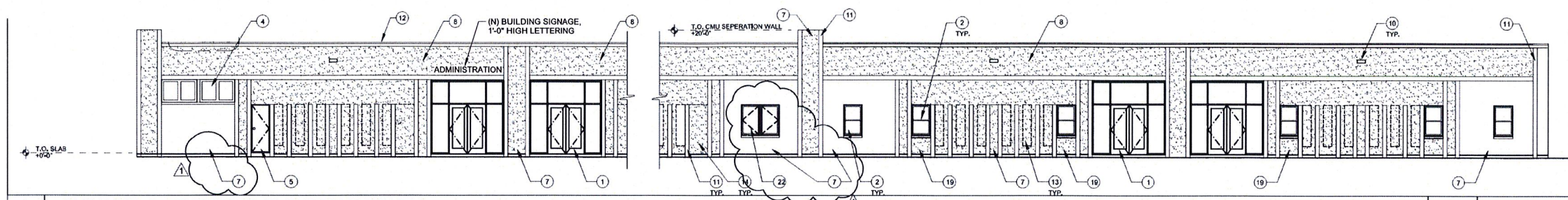
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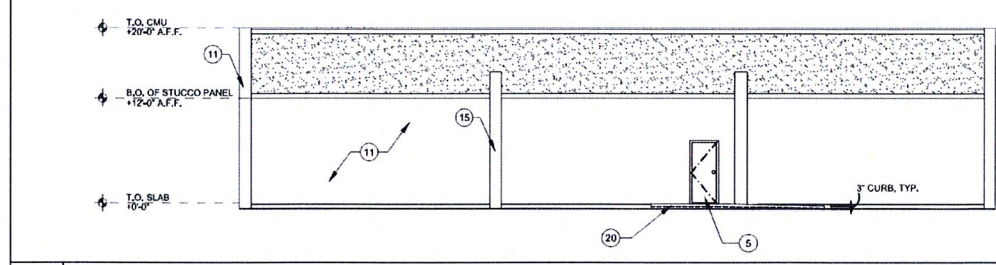
HY HIBSER YAMAUCHI Architects, Inc.
 300 - 27th Street
 Oakland, CA 94612
 510.446.2222 tel | 510.446.2211 fax

HY Architects Project number: 5004.000
Facility LODESTAR CHARTER PUBLIC SCHOOL 735 105TH AVE, OAKLAND, CA 94603
Project LODESTAR CHARTER SCHOOL MODERNIZATION
Sheet Title PHASE I - EXTERIOR ELEVATIONS - BUILDING 1 - EXISTING
Client Project Number: Client Proj. #
Scale: 1/8" = 1'-0"
Drawn By: NI
Checked By: MH
Issue Date: 10/16/17
Sheet A7 of

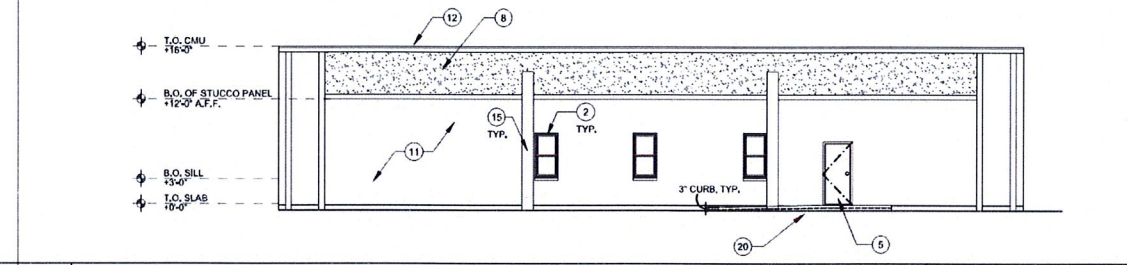
Revisions				
No.	Revisions	By	Date	Appr.



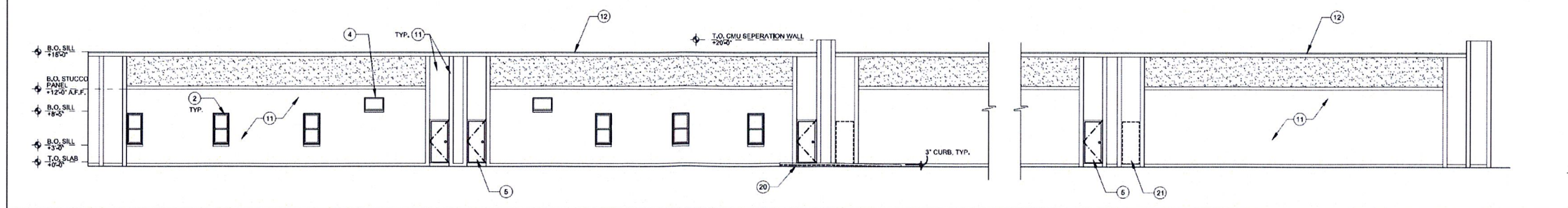
1 BUILDING 2: EXTERIOR ELEVATION SOUTH SCALE 1" = 10'-0"



2 BUILDING 2: EXTERIOR ELEVATION WEST SCALE 1" = 10'-0"



3 BUILDING 2: EXTERIOR ELEVATION EAST SCALE 1" = 10'-0"



4 BUILDING 2: EXTERIOR ELEVATION NORTH SCALE 1" = 10'-0"

- | | |
|--|--|
| 1 (N) ALUM. FRAME ENTRY SYSTEM WITH TEMPERED GLAZING. | 12 (E) GSM CAP WITH (N) PTD. FINISH, REPAIR/REPLACE AS REQD. |
| 2 (N) ALUM. FRAME DOUBLE-HUNG WINDOW W/ PRE-CAST CONC. SILL. | 13 (E) METAL WINDOW TO BE REMOVED, FILL WITH (N) SHOTCRETE ASSEMBLY FOR CEMENT PLASTER FINISH. |
| 3 (N) ALUM. FRAME AWNING WINDOW W/ PRE-CAST CONC. SILL. | 14 (E) METAL DOOR TO BE REMOVED, FILL WITH (N) SHOTCRETE ASSEMBLY FOR CEMENT PLASTER FINISH. |
| 4 (N) ALUM. FRAME FIXED WINDOW W/ PRE-CAST CONC. SILL. | 15 PTD. CONC. COLUMN BRACING, S.S.D. |
| 5 (N) PTD. MTL. DOOR. | 16 NOT USED |
| 6 (N) POLISHED FACE CMU WALL. | 17 (N) FULLY LOUVERED PTD. MTL. DOOR |
| 7 (N) CEMENT PLASTER. | 18 (N) CEMENT PLASTER STEEPLE, SEE DETAIL 6/A8.3 |
| 8 (N) CEMENT PLASTER OVER (N) FOAM PANEL SYSTEM REMOVE (E) WD. FASCIA. | 19 (N) CMU WALL W/ PTD. CEMENT PLASTER FINISH. |
| 9 (N) SKYLIGHT BEYOND. | 20 (N) CONC. LANDING W/ RAMP TO GRADE (1/2" PER FT. MAX. SLOPE), SEE PAVING PLAN A6.4 FOR ADDITIONAL INFO. |
| 10 (N) PTD. GSM OVERFLOW SCUPPER TO REPLACE (E) | 21 (E) MTL. DOOR TO BE REMOVE, FILL W/ (N) CMU WALL & PAINT |
| 11 (E) CMU WALL WITH (N) PTD. FINISH. | 22 (N) ALUM. FRAME CASEMENT WINDOW W/ PRE-CAST CONC. SILL. |

KEY NOTES

- REFER TO SHEET A2.2 AND WINDOW SCHEDULE FOR ALL WINDOW AND GLAZED ENTRY SYSTEM SIZES.
- ALL (N) DOOR & WINDOW R.O. CUT FROM (E) CMU WALL TO OCCUR AT GROUT LINES. FIELD VERIFY LOCATION W/ ARCHITECT PRIOR TO CUTTING.

THESE ELEVATIONS ARE EXISTING. NO CHANGES TO THE EXTERIOR ARE BEING MADE.

SHEET NOTES

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300 - 27th Street
Oakland, CA 94612
510.446.2222 tel; 510.446.2211 fax

Facility: LODESTAR CHARTER PUBLIC SCHOOL
735 105TH AVE, OAKLAND, CA 94603

Project: LODESTAR CHARTER SCHOOL MODERNIZATION

Sheet Title: PHASE I - EXTERIOR ELEVATIONS - BUILDING 2 - EXISTING

Client Project Number: 5004.000

Scale: 1" = 10'-0"
Drawn By: NI
Checked By: MH
Issue Date: 10/16/17

Client Proj. #
A8
of

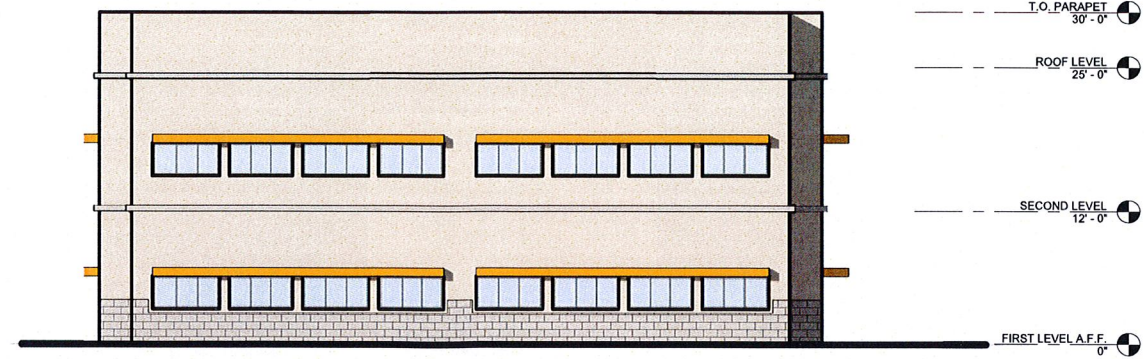
SHEET NOTES

1. ELEVATIONS ARE DIAGRAMMATIC IN NATURE.
2. WINDOW LOCATIONS AND SIZES ARE APPROXIMATE.
3. HEIGHTS ARE APPROXIMATE.

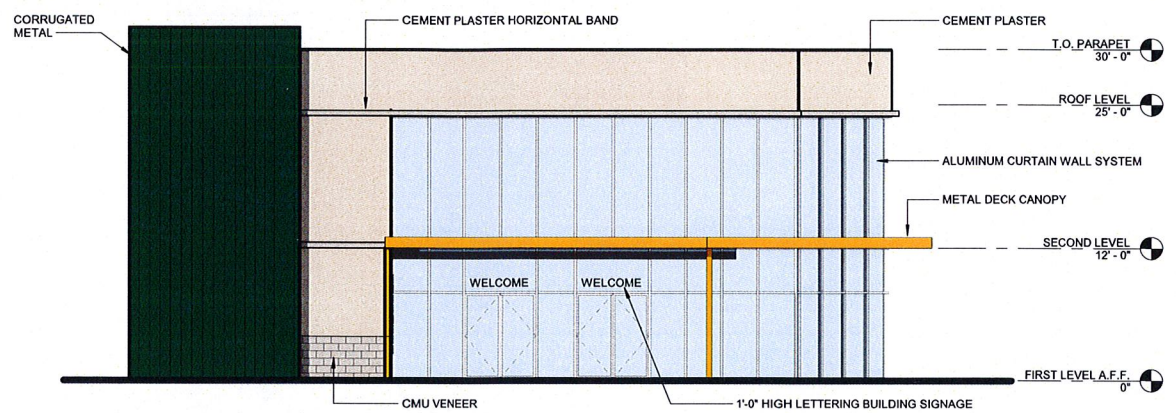


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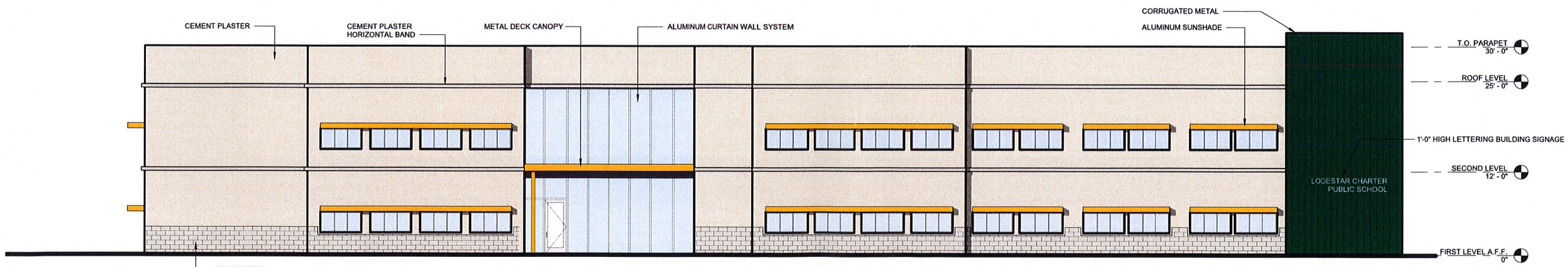
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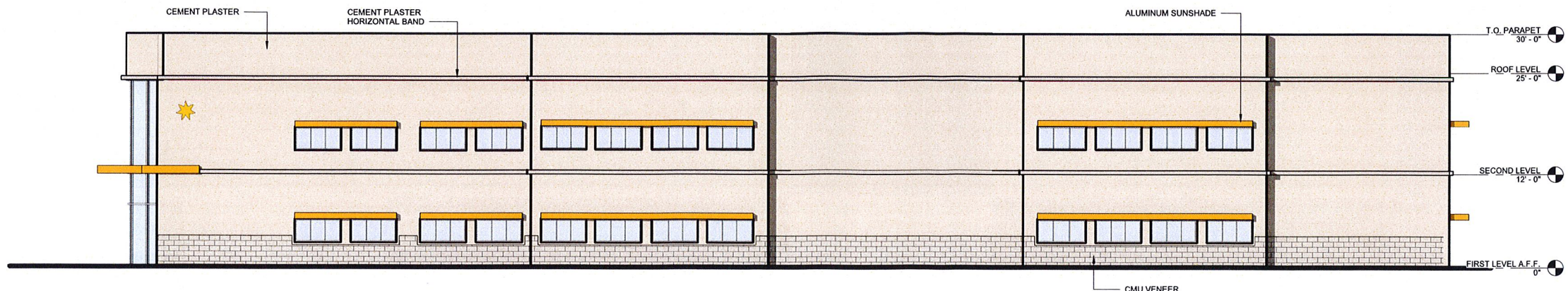
1 WEST ELEVATION - HIGH SCHOOL



2 EAST ELEVATION - HIGH SCHOOL



3 SOUTH ELEVATION - HIGH SCHOOL



4 NORTH ELEVATION - HIGH SCHOOL

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HY Architects Project number: 5004.000

Facility
LODESTAR CHARTER PUBLIC SCHOOL
 735 105TH AVE, OAKLAND, CA 94603

Project
LODESTAR CHARTER SCHOOL MODERNIZATION

Sheet Title
PHASE II - EXTERIOR ELEVATION DIAGRAMS

Client Project Number: Client Proj. #

Scale: 1/8" = 1'-0" Sheet

Drawn By: NI **A9**

Checked By: MH of

Issue Date: 10/16/17

BUILDING 1
735 105TH AVE, OAKLAND, CA 94603



NORTHWEST ELEVATION



SOUTHWEST ELEVATION



NORTHEAST ELEVATION



SOUTHEAST ELEVATION

BUILDING 2
735 105TH AVE, OAKLAND, CA 94603



NORTHWEST ELEVATION



SOUTHWEST ELEVATION



NORTHEAST ELEVATION



SOUTHEAST ELEVATION