

## IV. DRAFT EIR TEXT REVISIONS

Chapter IV presents specific changes to the text of the Draft EIR that are being made to clarify or revise materials in the Draft EIR in response to comments received during the public review period or at the request of City staff. In no case do these revisions result in new impacts or more severe impacts than those set forth in the Draft EIR. In addition, no new mitigation measures have been identified. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlined text. Text deleted from the Draft EIR is shown in ~~strikeout~~. Page numbers correspond to the page numbers of the Draft EIR.

As discussed in Chapter III, since publication of the Draft EIR, the City has converted the recommended measures in the Draft EIR into Conditions of Approval. A complete copy of the Conditions of Approval adapted from the recommended measures in the Draft EIR is included as Appendix B to this RTC Document (also, see Master Response #2 in Chapter III of this RTC Document, which lists the previously recommended measures in the Draft EIR and the corresponding replacement Conditions of Approval). Table II-1, the Impact Table, has been modified to show the Conditions of Approval that have replaced the recommended measures in the Draft EIR. However, given the extent of text changes, the remainder of the Draft EIR has not been modified to reflect the replacement of recommended measures with Conditions of Approval or to mention the recommended measures. The conversion of recommended measures into Conditions of Approval has not changed the analysis or conclusions in the Draft EIR.

**Table II-1: Impact Table**

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
<b>A. LAND USE</b>		
The Project would not divide an established community.	NS	N/A
Uses on the Project site would not conflict with surrounding land uses.	LTS	N/A
The Project would not conflict with any applicable land use policies, including the City of Oakland General Plan and Municipal Code.	LTS	N/A
The Project would not conflict with a habitat conservation plan.	NS	N/A
The Project, along with other projects planned for the area, would not have a cumulative land use impact on the area.	LTS	N/A
<b>B. TRANSPORTATION AND CIRCULATION</b>		
The Project would not exceed level of service standards at signalized or unsignalized intersections.	LTS	N/A
Public transit facilities would be able to adequately serve the Project site.	LTS	N/A
The Project would generate less than 100 PM peak hour vehicle trips, and these trips would be accommodated by Metropolitan Transportation System facilities.	LTS	N/A
The Project would not result in any physical changes to emergency access routes.	LTS	N/A
The Project would not result in any changes to current roadway geometry or change other design features that would not comply with Caltrans design standards.	LTS	N/A
Transferring the Middle School to the Lafayette Campus, and backfilling the vacancies with Lower School students would not lead to significant congestion impacts.	LTS	N/A
Adequate parking supply exists in the vicinity of the Project site to accommodate school visitors throughout the day.	LTS	N/A
The Project would not change air traffic patterns.	NS	N/A
After the proposed transfer of Middle School students, fewer students may use AC Transit.	LTS	<p><del>Recommended Measure TRANS 1: Since AC Transit requires a minimum level of ridership to sustain its service to Bentley School, the School should work with AC Transit (and continue to support transit ridership) to ensure that existing bus service is continued. If AC Transit service is discontinued, then the school should provide private shuttle service to replace the AC Transit service.</del></p> <p>Standard Condition 14: Parking and Transportation Demand Management</p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p><u>Prior to the start of the next semester after Planning Approvals and Ongoing.</u></p> <p><u>The applicant shall retain a qualified traffic consultant (“Traffic Consultant”), based on a City approved scope of work, and submit for review and approval by the Planning and Zoning Division, Transportation Services Division, and OPD-Traffic Safety staff, a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The applicant shall implement the approved TDM plan. The TDM shall include strategies to increase pedestrian, transit, and carpools/vanpool use. The TDM strategies below shall, at a minimum, be incorporated in the TDM plan:</u></p> <p>a) <u>Parking management strategies:</u>  <u>Bentley School shall provide assigned spaces to all full time staff. Staff that contract with the school to carpool shall be given priority spaces in order to reduce single occupancy vehicles. Any transit subsidies shall include school staff. All of these spaces must be used before on-street spaces for staff can be used. The school shall send the contracts to Planning and Zoning staff at the beginning of the school year. The TDM shall also investigate additional parking spaces for staff on other areas of the school owned property to maximize off-street parking. The project applicant shall make a good faith effort to pursue these options in order to reduce the amount of on-street parking and shall provide written documentation of such good faith efforts to the City.</u></p> <p>b) <u>Detailed explanation of the pick-up and drop-off process:</u>  <u>Develop detailed, written explanation of the pick-up and drop-off process, which include rules, maps, times, etc., which will be incorporated into the Traffic and Parking Handbook.</u></p> <p>c) <u>Staggered timeframes for drop-off and pick-up:</u>  <u>The project applicant shall, if feasible, establish at least two staggered drop-off times in the morning and shall continue the four staggered drop-off times in the afternoon, coordinated with Kaiser School to ensure maximum staggering of students coming to the area prior to the beginning of each school year</u></p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p><u>one month after school starts to the Oakland Planning and Zoning Division for review and approval. The project applicant shall provide written documentation to the Planning and Zoning Division demonstrating to the satisfaction of the City the infeasibility of the two staggered morning drop-off times based solely on established state school requirements and coordination with Kaiser School. Documentation regarding infeasibility shall include the outcome of meetings with the Kaiser School.</u></p> <p>d) <u>Minimum bus ridership requirement:</u>  <u>The project applicant shall maintain the minimum level of bus ridership per AC Transit's requirements on both of the current school tripper lines (currently the 604 &amp; 689), even if AC Transit raises the minimum ridership level. If AC Transit discontinues the service, the school will provide a private shuttle service to serve the minimum requirement. A minimum of 22% on average of the approved student enrollment (or 79 students) shall be required to use the bus or school shuttle. The applicant shall monitor bus and/or shuttle ridership everyday for one month in the beginning of each semester and submit a report no later than the second month to both AC Transit and the City of Oakland Transportation Services Division and Planning and Zoning Division for review.</u></p> <p>e) <u>Number of persons to assist traffic:</u>  <u>During all morning drop-off and all afternoon pick-up periods (such periods to be approved by City and stated on official City signs to be posted at drop-off/pick-up locations) the project applicant shall continue to assign at least nine persons, including the flag person, to ensure efficient traffic circulation. The nine persons have been assigned as follows:</u></p> <ol style="list-style-type: none"> <li>1. <u>The flag person at the driveway as trained per the MOU with the OPD</u></li> <li>2. <u>One traffic assistant at the lead of the drop off lane</u></li> <li>3. <u>One traffic assistant within the driveway loop</u></li> <li>4. <u>One traffic assistant near the exit point of the driveway loop</u></li> </ol>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p>5. <u>Five traffic assistants that are assigned in the driveway loop, exit point, and in the drop off lane to assist with vehicles.</u></p> <p><u>The school shall have a number of qualified alternates on campus during every morning and afternoon drop-off time to ensure that the minimum number of traffic personnel is always met.</u></p> <p>f) <u>Use of the traffic safety warning devices:</u>  <u>The project applicant shall coordinate with the City of Oakland's Transportation Services Division and the Oakland Police Department Traffic Safety Division staffs to purchase, install, maintain and properly use acceptable traffic safety warning devices in the drop-off and pick-up zone on Hiller Drive as defined in the Traffic Management Plan. These traffic safety warning devices can be traffic cones, temporary and removable delineators, power flares, or other devices approved, before they are installed, by the City of Oakland's Transportation Services Division and the Oakland Police Department Traffic Safety Division. The devices shall be placed no later than one-half hour before drop-off and pick up times and removed no later than one-half hour after drop-off and pick up times.</u></p> <p>g) <u>Transit Subsidy Program:</u>  <u>The project applicant shall develop a Transit Subsidy Plan that includes continuing to provide free AC Transit bus passes to students and faculty and continue to sponsor the operation of Michael's Transportation Service (or an equivalent service).</u></p> <p>h) <u>Independent Rule Enforcers:</u>  <u>The project applicant shall hire, in consultation with the City of Oakland Transportation Services Division and Planning and Zoning Division, at least three Independent Rule Enforcers, unless the project applicant can demonstrate to the City's satisfaction that adequate monitoring and enforcement can occur with less Rule Enforcers.</u></p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p>The Enforcers shall monitor the following:</p> <ol style="list-style-type: none"> <li>1) <u>Traffic strategies contained in Condition #14, items b, c, e, f, i and j.</u></li> <li>2) <u>Vehicle queue lengths in the morning and afternoon (numbers should be reported every 10 minutes)</u> 3) <u>Identification of excessive queues (northbound queues on Hiller Drive extending to the signalized intersection of Hiller Drive and Tunnel Road and/or blockage of southbound traffic on Hiller Drive north of the school driveway)</u></li> <li>4) <u>Changes in traffic management that have been implemented to reduce or eliminate excessive queues/potential for blockage of emergency vehicles.</u></li> <li>5) <u>Traffic strategies contained in Condition #16, 17, and 18</u></li> <li>6) <u>Traffic strategies contained in Condition #14, items a, d and g</u></li> </ol> <p><u>All three Rule Enforcers shall submit written monitoring reports analyzing the results of the duties described above to the Transportation Services Division, Planning and Zoning Division, and the school's Traffic Coordination Committee. Reports should be submitted once a month during the entire current school year following planning approval to Transportation Services Division and Planning and Zoning Division. Transportation Services Division and Planning and Zoning Division will review the reports. In addition a report shall be submitted quarterly to the OPD Traffic Safety Division.</u></p> <ol style="list-style-type: none"> <li>i) <u>Events Traffic:</u> <u>The project applicant shall establish an alternative transportation procedure and TDM plan for Special Events if the on-site parking is not sufficient for the number of guests expected (i.e. graduation, funding-raising events, etc.) For events anticipating over 75 cars, an off-site alternative, with a possible shuttle system, is required. The plan shall include that events be placed on the school calendar and the Neighborhood Liaison Committee shall be notified one month in advance of the event.</u></li> </ol>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p>j) <u>Memorandum of Understanding with the Oakland Police Department</u></p> <p>a. <u>The Project Applicant shall continue to be in good standing with the MOU with the OPD, as it may be revised.</u></p> <p>b. <u>The project applicant shall develop a traffic drop-off alternative that that doesn't not rely on the MOU and submit that to the City planning and Zoning Division, Transportation Services Division and the Oakland Police Department Traffic Safety Division staffs for review and approval.</u>  <u>Should the Applicant become substantially out of compliance with the MOU, and such noncompliance cannot be cured within a reasonable time, resulting in OPD revoking the MOU, or OPD terminates the MOU for other reasons, then the project with the alternative TDM plan shall be heard by the Planning Commission as a major change to CUP (see condition # 3).</u></p> <p>k) <u>Ongoing monitoring of recommended conditions.</u>  <u>The overall TDM Plan shall be reviewed at least once per year, and updated if necessary, based on the results of the ongoing monitoring. The review, and update if applicable, shall be submitted to Planning and Zoning Division, Transportation Services Division, and OPD-Traffic Safety for review and approval.</u></p> <p><u>Condition 16: Traffic and Parking Handbook</u>  <u>Prior to the start of the next semester after Planning Approvals and Ongoing.</u>  <u>The project applicant shall retain Traffic Consultant, based on a City approved scope of work, and submit a Traffic and Parking Handbook for review and approval by the Planning and Zoning Division, Transportation Services Division, and OPD-Traffic Safety staff. The Traffic and Parking Handbook shall include but not be limited to the following.</u></p> <p>a) <u>Separate contracts with responsible parents/guardians who agree to participate in public transportation options for their children and those who will not.</u></p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p>b) <u>School traffic rules including “Good Neighbor Rules” per Recommended measure TRANS-4 regarding unsafe crossings and appropriate crossing locations, U-turns on Hiller Drive, prohibitions on left turns during pick-up and drop-off periods, and yielding to southbound traffic.</u></p> <p>c) <u>Drop-off and Pick-up procedures</u></p> <p>d) <u>Alternative transit options including busing, carpooling, and vanpooling.</u></p> <p>e) <u>Special Event Policies</u></p> <p>f) <u>Emergency Evacuation policies developed in the Emergency Management Plan</u></p> <p>g) <u>Enforcement Policy</u></p> <p><u>The Traffic and Parking Handbook shall be reviewed once per year, and updated if applicable, to reflect the updated TDM Plan and the annual review. The updated Handbook shall be submitted to Planning and Zoning Division, Transportation Services Division, and OPD-Traffic Safety for review and approval.</u></p>
<p>Garbage pick-up coincides with the busiest part of the morning peak period, due to the location of the dumpsters.</p>	<p>LTS</p>	<p><del>Recommended Measure TRANS 2: School staff has indicated that the typical garbage pick up time is arranged to occur outside of the busiest student drop off hour. However, the school should work with the appropriate waste management agency to ensure that garbage pick up at the school does not occur between 8:00 a.m. and 8:45 a.m.</del></p> <p><u>Condition 15: Garbage Pick-Up</u></p> <p><u>Thirty (30) days after project approval</u></p> <p><u>The project applicant shall make reasonable good faith efforts to ensure that garbage pickup does not unreasonably interfere with the school's pick-up and drop-off situation by either moving the garbage pick-up to Tunnel Road, if approved by Caltrans, or arranging with Waste Management that pick-up does not occur between peak AM hours (8:00-8:45) and peak PM hours (2:15-2:45). The school shall submit documentation to the City of Oakland Planning and Zoning staff within 3 months of project approval demonstrating compliance with this condition, which includes providing an agreement or other approvals from Caltrans or Waste Management, or if no agreement was reached, that the applicant has exhausted all available administrative remedies and that they have petitioned and been denied the requests from both</u></p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p>Caltrans and Waste Management. If denied, Bentley shall exhaust <u>its administrative remedies and appeal the adverse decision to the highest, administrative decision-making authority.</u></p>
<p>Drivers sometimes leave their cars unattended in the loading area.</p>	<p>LTS</p>	<p><del>Recommended Measure TRANS 3:</del> Currently, during the after school pick up period, the school stations one traffic assistant at the Firestorm Memorial Garden, and two traffic assistants (including one flag person) at the parking area within the driveway loop. The school should station at least one more traffic assistant near the exit point of the driveway loop during the after school pick up period. Together, these three staff members (excluding the flag person) should ensure that all drivers remain in their vehicles, and that the queue moves efficiently. In the morning peak hour, the school typically assigns nine people (including one flag person) to assist in the drop off activities along the Firestorm Memorial Garden and driveway loop. Field observations confirm that this level of staffing is adequate to ensure that the queue continues to move. This number of staff members should continue to be assigned to ensure continued efficient flow during the morning peak</p> <p><u>See also Conditions 14 and 16, above.</u></p>
<p>Parents and students occasionally ignore rules and signs, and unsafely cross Hiller Drive.</p>	<p>LTS</p>	<p><del>Recommended Measure TRANS 4:</del> The school should continue to educate parents/guardians and students, and to better enforce the no jaywalking policy. The school should ensure that parents/ guardians park only on the west side of Hiller Drive, or on Hiller Drive north of Hill Court, where there is a crosswalk for pedestrians to safely cross the street. Parents/guardians who do not comply with the proposed regulation should be penalized as set forth in the school's Traffic and Parking Handbook.</p> <p><u>Condition 18: Mandatory Meetings with Parents/Guardians</u></p> <p><u>The project applicant shall require responsible parents/guardians of all students attend a meeting at the beginning of each semester to discuss the Transportation and Parking Handbook. Planning and Zoning staff will attend these meetings if necessary. The parent/guardian will need to provide written acknowledgement of receipt of the Handbook, attendance of the meeting, and acceptance of the Handbook policies. The meeting will educate parents/guardians specifically regarding the following:</u></p> <ul style="list-style-type: none"> <li>a) <u>Demonstration of correct pick-up and drop-off procedure</u></li> <li>b) <u>The no unsafe crossing policy during both Bentley and Kaiser School's drop-off and pick-up hours</u></li> </ul>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p>c) <u>The left turn policy during both Bentley and Kaiser School's drop-off and pick-up hours</u></p> <p>d) <u>The U-turn policy during both Bentley and Kaiser School's drop-off and pick-up hours</u></p> <p>e) <u>The yield policy to southbound traffic during both Bentley and Kaiser School's drop-off and pick-up hours</u></p> <p>f) <u>Penalties for violation of the Handbook including additional traffic training sessions for violators.</u></p> <p><u>The project applicant shall submit an annual disclosure report to Planning staff acknowledging households in receipt of the handbooks and those who contract to take public transportation.</u></p> <p><u>See also Condition 16, above.</u></p>
<p>Traffic cones demarcating the loading zone are frequently knocked over by vehicles, causing a hazard for the main traffic stream on southbound Hiller Drive.</p>	<p>LTS</p>	<p><del>Recommended Measure TRANS 5: The school should coordinate with City of Oakland staff to purchase, install and maintain delineators (which are attached to the pavement and thus less prone to be displaced by motor vehicles), instead of orange traffic cones. The delineators would be more stable than cones and would also enhance visibility.</del></p> <p><u>See Conditions 14 and 16, above.</u></p>
<p>Parents occasionally make illegal U-turns north of the school on Hiller Drive, resulting in safety hazard.</p>	<p>LTS</p>	<p><del>Recommended Measure TRANS 6: The school should continue to educate parents/guardians regarding potential hazards of U-turn movements on Hiller Drive. Parents/guardians who do not comply with the proposed regulation should be penalized as set forth in the school's Traffic and Parking Handbook. A feasible U-turn location is the cul-de-sac on N. Hill Court.</del></p> <p><u>See Conditions 16 and 18, above.</u></p>
<p>Parents occasionally make an illegal left-turn onto Hiller Drive from the parking lot, resulting in a safety hazard.</p>	<p>LTS</p>	<p><del>Recommended Measure TRANS 7: The school should continue to educate parents/guardians about the driveway exit left turn prohibition, and better enforce the prohibition. Parents/guardians who do not comply with the proposed regulation should be penalized as set forth in the school's Traffic and Parking Handbook.</del></p> <p><u>See Conditions 16 and 18, above.</u></p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
At the exit of the school driveway, right-turning vehicles do not always yield to southbound traffic, resulting in a safety hazard.	LTS	<u>Recommended Measure TRANS 8:</u> The school should continue to educate parents/guardians, and reiterate that there is only one through traffic lane and that exit vehicles are required to yield to the southbound through traffic. Parents/guardians who do not comply with the proposed regulation should be penalized as set forth in the school's Traffic and Parking Handbook. <u>See Conditions 16 and 18, above.</u>
The school's promotion of public transit should be continued and expanded.	LTS	<u>Recommended Measure TRANS 9:</u> The school should continue to provide free AC Transit bus passes to students, and continue to sponsor the operation of Michael's Transportation Service. In addition, in order to further reduce vehicle trips in and out of the school during the peak hours, the school should consider sponsoring additional shuttle services for students in areas under served by transit. <u>See Conditions 14 and 16, above.</u>
The traffic and parking handbook on its own is likely not effective in ensuring full compliance with the school's transportation rules.	LTS	<u>Recommended Measure TRANS 10:</u> School staff should establish mandatory meetings with parents/guardians to review transportation instructions and penalties for violators. These meetings should be conducted once per semester. <u>See Condition 18, above.</u>
The school contributes to peak hour traffic congestion in the morning and afternoon.	LTS	<u>Recommended Measure TRANS 11:</u> The school should establish staggered drop-off times in the morning, with durations of staggering similar to the afternoon pick-up schedule. The afternoon staggered pick-up times should be coordinated with Kaiser Elementary School so that no pick-ups are scheduled between 2:55 p.m. and 3:20 p.m., to avoid contributing to peak Kaiser Elementary School traffic. Consultation shall also occur with AC Transit. <u>Condition 20: Restriping Southbound Hiller Drive To Accommodate Dual Approach Lanes for State Route 13</u> <u>Prior to the start of the next semester after Planning Approvals</u> <u>The project applicant shall hire in consultation with the City and Caltrans, a qualified, independent Traffic Engineering Consultant to assess the feasibility of restriping Hiller Drive to accommodate dual approach lanes (1 for southbound SR13 and 1 for northbound SR13) at the intersection of Hiller Drive and Tunnel Road. If the City determines restriping feasible and desirable, the project applicant shall pay for restriping.</u>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
<p>The school has not established adequate long-term monitoring to ensure that established policies and other traffic-control measures are being enforced.</p>	<p>LTS</p>	<p>See also Conditions 14 and 16, above.</p> <p><u>Recommended Measure TRANS 12:</u>  <del>The school should hire, in consultation with the City of Oakland, two independent and qualified rule enforcers to ensure that the school maintains an adequate number of staff/volunteers to assist with pick-up and drop-off activities, and to ensure that guardians and the school comply with the traffic and parking rules outlined in the Traffic and Parking Handbook, Emergency Management Plan, and Recommended Measures outlined in the Bentley School Major Conditional Use Permit Final EIR. The independent rule enforcers should submit a written monitoring report to the Community and Economic Development Agency Planning Division and Public Works Agency Traffic Engineering Division once a month outlining: 1) vehicle queue lengths in the morning and afternoon (numbers should be reported every 10 minutes); 2) identification of excessive queues (northbound queues on Hiller Drive extending to the signalized intersection of Hiller Drive and Tunnel Road and/or blockage of southbound traffic on Hiller Drive north of the school driveway); 3) changes in traffic management that have been implemented to reduce or eliminate excessive queues/potential for blockage of emergency vehicles; 4) incidents of illegal behavior, and follow up actions regarding individuals with numerous violations, per the Traffic and Parking Handbook; and 5) penalties imposed on drivers that violate rules. Initially, reports should be submitted once a month during the entire current school year following planning approval and the applicant should petition the Director of Planning to reduce the frequency of monitoring and reporting if compliance is achieved.</del></p> <p><u>Recommended Measure TRANS 13:</u>  <del>The Oakland Fire Marshall's Office should make regular, unannounced visits to the school (the frequency, timing, and types of visits should be at the Fire Marshall's discretion based on need for visits and compliance by the school) to verify that adequate emergency vehicle access is being maintained during peak pick-up and drop-off periods. The Fire Marshall should consult with the independent rule enforcer(s) to identify modifications to the circulation rules, if emergency access problems are identified. The school should fund these Fire Marshall services.</del></p> <p><u>Recommended Measure TRANS 14:</u></p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p>The school should designate a Board of Trustees member to be responsible for overseeing the school's commitment to reducing traffic congestion and preserving emergency access. The appointed member should receive regular updates from the rule enforcer(s) regarding the effectiveness of implemented traffic measures, work with the rule enforcer(s) and school staff to correct problems, provide regular updates on traffic/emergency access issues to the Board, ensure the Traffic and Parking Handbook is up to date and effective, and ensure that adequate funding is allocated to maintain and enhance all transportation programs.</p> <p><u>Condition 19: School Board Institutionalize Traffic Safety</u></p> <p><u>The Board of Trustees shall appoint a Traffic Coordination Committee with school board members, no later than 30 days after this approval, to be responsible for overseeing and enforcing the school's traffic and circulation Conditions of Approval. An update on the traffic situation will be an ongoing item on the Board's agenda. The appointed member shall receive the monthly reports from the Rule Enforcer(s) regarding the effectiveness of implemented traffic measures, provide updates on bus ridership, carpooling, and vanpooling efforts and subsidy program, work with the rule enforcer(s) and school staff to correct problems, ensure the TDM and the Traffic and Parking Handbook is up-to-date and effective, schedule and attend the traffic orientation and additional training sessions for violators, and ensure that adequate funding is allocated to maintain and enhance all transportation programs. The project applicant shall submit the name of the appointee to the City of Oakland's Transportation Services Division and Planning and Zoning Division and provide an update and appropriate documentation on the traffic situation once a semester to the City until deemed necessary by Transportation Services Division and Planning and Zoning Division staff.</u></p> <p>See also Condition 14, above.</p>
<b>C. AIR QUALITY</b>		
The Project would be consistent with the Clean Air Plan.	LTS	N/A
The Project would not generate odors.	NS	N/A

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
The Project would not cause an exceedance of State or federal carbon dioxide (CO) standards.	LTS	N/A
The Project would not exceed thresholds of significance for reactive organic gases (ROG,) nitrogen oxides (NO <sub>x</sub> ), or particulate matter-large (PM <sub>10</sub> ).	LTS	N/A
The Project site would not be close to a substantial source of toxic air contaminants.	LTS	N/A
The Project would not substantially contribute to global climate change.	LTS	N/A
<b>D. NOISE</b>		
The Project would not result in construction-related noise or vibration impacts.	NS	N/A
The Project would not generate groundbourne noise or vibration.	NS	N/A
The Project would not be exposed to significant levels of aircraft-related noise.	NS	N/A
Noise levels generated by the Project would not exceed City standards.	LTS	<u>Standard Condition 12: Operational Noise-General</u> <i>Ongoing.</i> Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.
Traffic noise levels would not exceed City standards.	LTS	N/A
<b>E. HAZARDS</b>		
The Project would not interfere with an adopted emergency response plan; however, parts of the school's Emergency Management Plan could be enhanced through clarified language or by actions on the part of the school.	LTS	<u>Recommended Measure HAZ-1:</u> The school should consider the following measures: <ul style="list-style-type: none"> <li>• In evacuation situations where students are required to walk along Tunnel Road towards the City of Berkeley, it is important to maintain a clear and safe route for pedestrian access. It has been reported that there is debris on the side of Tunnel Road (SR 13) adjacent to the school that could restrict pedestrian access. The school should coordinate with Caltrans to provide regular maintenance to ensure that a safe route is provided for pedestrians.</li> <li>• Language should be incorporated into the Emergency Management Plan advising guardians not to enter the school campus during a neighborhood evacuation so that traffic</li> </ul>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p>• conflicts with drivers attempting to leave the area are avoided.</p> <p>a) Language should be incorporated into the Emergency Management Plan notifying guardians that, in the event that an emergency requires a fire truck/ambulance to enter Hiller Drive, motorists accessing the school should comply with the California Vehicle Code and pull over to the right to yield a clear path for emergency vehicles.</p> <p><u>Condition 17: Emergency Management Plan</u> <i>Prior to the start of the next semester after Planning Approvals and Ongoing.</i></p> <p><u>The project applicant shall develop an Emergency Management Plan (“EMP”), and submit to Planning and Zoning Division, Transportation Services Division, OPD-Traffic Safety, and the Fire Marshall, for review and consultation. The Applicant shall implement the final EMP. The EMP shall include at least the following components:</u></p> <p>a) <u>Fire Protection Bureau Occupancy Review Ongoing</u> <u>The School shall cooperate and coordinate with the Fire Services Department to conduct yearly occupancy and fire safety inspections of the school, fire drills and unannounced future site visits. The resulting Fire Department report(s), and any follow-ups, shall be sent to the Planning and Zoning Division for review.</u></p> <p>b) <u>Emergency Preparedness Plan for Hiller Highlands Bentley School shall commence development of an Emergency Preparedness Plan in coordination with the Hiller Highland Neighborhood Associations and Kaiser School, no later than the beginning of the first semester after this approval and shall complete the plan no later than the first year after this approval. The completed plan shall be submitted to the Planning and Zoning Division and the Fire Protection Bureau for review and consultation. The approved plan shall be implemented and the school shall submit progress on the plan to the Planning and Zoning</u></p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p><u>Division and the Fire Protection Bureau for review within the first school year after approval.</u></p> <p><u>c) Fire Department Site Visits</u>  <u>The project applicant shall coordinate with the Oakland Fire Marshal's Office to make periodic unannounced visits to the school per semester (the frequency, timing, and types of visits should be at the Fire Marshal's discretion based on need for visits and compliance by the school) to verify that adequate emergency vehicle access is being maintained during peak pick-up and drop-off periods. The Fire Marshal should consult with the Rules Enforcer(s) to identify modifications to the circulation rules, if emergency access problems are identified.</u></p> <p><u>d) Emergency Evacuation Plan During School and Special Events</u>  <u>The project applicant shall prepare an emergency evacuation plan that addresses fire and earthquake conditions, no later than the beginning of the first semester after this approval, for review and consultation by Planning and Zoning Division and the Fire Protection Bureau. The final plan shall be implemented. The plan must provide at least the following:</u></p> <p><u>i) Continue the AlertNow system</u>  <u>ii) Evacuation routes</u></p> <p><u>a. Conduct at least two yearly drills each for earthquake and fire with advance written notification 1 week before the drill, to the Oakland Fire Marshal's Office, the Planning and Zoning Division, and the OPD to ensure that correct evacuation policies are being implemented. Drivers may be cited by the OPD or CHP per the California Vehicle Code. The school should fund these City evacuation services.</u></p> <p><u>b. Instructions that parents/guardians must not come to the site but instead provide at least one off-site location for these parents. This policy shall also be added to the Traffic and Parking Handbook and discussed at the traffic meeting at the beginning of</u></p>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		<p><u>the school year. The plan must describe strict consequences for those parents/guardians that violate the policy by coming to the school property.</u></p> <p>c. <u>A policy that in the event that an emergency requires a fire truck/ambulance to enter Hiller Drive, motorists accessing the school must comply with the California Vehicle Code and pull over to the right to yield a clear path for emergency vehicles. This policy shall also be added to the Traffic and Parking Handbook and discussed at the traffic meeting at the beginning of the school year. The project applicant shall coordinate a yearly fire drill with the Oakland Fire Marshall's Office and the OPD</u></p> <p>e) <u>Maintenance of evacuation route adjacent to along school property</u></p> <p><u>The project applicant shall maintain a clear and safe route adjacent to the school property to the designated pedestrian safety area in case of an emergency evacuation situation. The project applicant shall coordinate with Caltrans to clear the area of any debris and provide regular maintenance along the route adjacent to school property. The school shall obtain any permits necessary before the beginning of the school or within one month of the project approval if this occurs mid-school year.</u></p>
<p>The Project would not increase the exposure of people or structures to significant risk of loss, injury, or death due to wildland fires.</p>	<p>LTS</p>	<p><u>Standard Condition 13:Vegetation Management Plan</u> <u><a href="http://www.oaklandnet.com/wildfireprevention/docs/WPADistrictMap.pdf">http://www.oaklandnet.com/wildfireprevention/docs/WPADistrictMap.pdf</a></u></p> <p><u>Prior to the beginning of the next school semester and Ongoing</u> <u>Prior to issuance of a demolition, grading, and/or construction and Ongoing</u></p> <p>a) The project applicant shall submit a vegetation management plan to the Planning and Zoning Division and Fire Services Division that includes if deemed appropriate, but not limited to the, following measures:</p> <ul style="list-style-type: none"> <li>i. Removal of dead vegetation overhanging roof and chimney areas;</li> <li>ii. Removal of leaves and needles from roofs;</li> <li>iii. Planting and placement of fire-resistant plants around the house and phasing out flammable vegetation;</li> </ul>

Table II-1 *Continued*

Environmental Impacts	Level of Significance	Recommended Measure and Conditions of Approval
		iv. Trimming back vegetation around windows; v. Removal of flammable vegetation on hillside slopes greater than 20%;
		vi. Pruning the lower branches of tall trees; vii. Clearing out ground-level brush and debris; viii. Stacking woodpiles away from structures. b) The project applicant shall enter into a maintenance agreement with the City that ensures that landscaping will be maintained and adhere to measures listed above.
<b>F. PUBLIC SERVICES</b>		
The Project would not increase demand on police services to the point where the construction of new police facilities would be required.	LTS	N/A
The Project would not increase demand on fire services to the point where the construction of new fire facilities would be required.	LTS	N/A
The Project would not increase the demand on public schools.	NS	N/A
The Project would not increase the demand on library services.	NS	N/A
The Project would not increase the demand on the Firestorm Memorial Garden, or any other parks and recreation facilities, to the point where construction of new facilities would be required.	LTS	N/A

NS = Not Significant

LTS = Less Than Significant

N/A = Not Applicable

Source: LSA Associates Inc., 2008.

Page 39 of the Draft EIR is revised as follows:

As described above, the Project site is located in a primarily residential neighborhood that also contains institutional and civic land uses. Kaiser School and the Hiller Highlands Community, including a country club and golf course, are located north of the site, the Firestorm Memorial Garden is to the south, and Tunnel Road/Highway 13 and Hiller Drive bound the site on the west and east, respectively. Residential uses surround the site on all sides.

