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Enactment Date	6/14/17



# Memo

**To** Board of Education *CEM*

**From** Devin Dillon, Interim Superintendent and Secretary, Board of Education  
 By: Vernon Hal, Senior Business Officer *VHS*  
 Joe Dominguez, Deputy Chief, Facilities Planning and Management *JDD*

**Board Meeting Date** June 14, 2017

**Subject** Authorizing the District to file a Notice of Exemption for the Piedmont Finishing Kitchen & Cafeteria

**Action Requested** Adoption of resolution 1617-0195 Authorizing the District to file a Notice of Exemption for the Piedmont Finishing Kitchen & Cafeteria

**Discussion** Pursuant to the District's Bond Measure J, the District developed the Piedmont Finishing Kitchen & Cafeteria Measure J Project ("Proposed Project") to better support student nutrition and learning by providing Cafeteria, Kitchen and support Circulation space.

Prior to approving the Proposed Project, the District must comply with the California Environmental Quality Act ("CEQA"). The District staff determined that the Proposed project:

The Piedmont Project (Project) involves site preparation and construction of a 5,000 square-foot (sf) one-story school kitchen and cafeteria building, to be located entirely within the existing school grounds. The proposed facility building will have a seating capacity of 150 students and consist of a kitchen, cafeteria, and support/circulation space. There would be no changes to the current physical layout of other buildings at the school site, and no increase in school classrooms or enrollment capacity would result

The Project meets the criteria stated in CEQA Guidelines Section 15314: Minor Additions to Schools for the Class 14 Categorical Exemption for CEQA. Further, it does not meet any of the criteria for exceptions to such an exemption given in Guideline Section 15300.2 (a)-(f). Therefore the Project is "Within a class of projects that have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA

Once a project is determined to be exempt, the project is no longer subject to either the procedural or substantive requirements of CEQA, and construction of the project can begin upon its approval.

Should be Board adopt the Resolution, District staff will file a Notice of Exemption with the Alameda County Clerk.

**LBP** (Local Business Participation Percentage)

0.0%

**Recommendation**

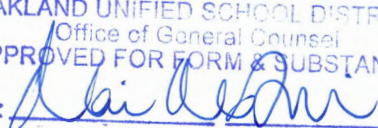
Adoption of resolution 1617-0195 authorizing the district to file a Notice of Exemption for the Piedmont Finishing Kitchen & Cafeteria

**Fiscal Impact**

N/A

**Attachments**

- Resolution No. 1617-0195 and Piedmont Finishing Kitchen & Cafeteria Class 14 CEQA Exemption

OAKLAND UNIFIED SCHOOL DISTRICT  
Office of General Counsel  
APPROVED FOR FORM & SUBSTANCE  
By:   
Attorney at Law

**RESOLUTION OF THE  
BOARD OF EDUCATION  
OF THE OAKLAND UNIFIED SCHOOL DISTRICT**

**RESOLUTION NO. 1617 - 0195**

**AUTHORIZING THE DISTRICT TO FILE A NOTICE OF EXEMPTION FOR  
THE PIEDMONT FINISHING KITCHEN AND CAFETERIA PROJECT**

WHEREAS, the Oakland Unified School District (District") has developed the Piedmont Elementary School ("School") Measure J Project ("Project") described in detail below, located within the existing school grounds of the Piedmont Elementary School Campus ("Campus") at 4314 Piedmont Avenue, Oakland, CA 94611, to provide facilities support better student nutrition.

WHEREAS, The Piedmont Project (Project) involves site preparation and construction of a 5,000 square-foot (sf) one-story school kitchen and cafeteria building, to be located entirely within the existing school grounds. The proposed facility building will have a seating capacity of 150 students and consist of a kitchen, cafeteria, and support/circulation space. There would be no changes to the current physical layout of other buildings at the school site and no increase in school classrooms or enrollment capacity would result.

WHEREAS, the Project meets the criteria stated in CEQA Guidelines Section 15314: Minor Additions to Schools for the Class 14 Categorical Exemption for CEQA. Further, it does not meet any of the criteria for exceptions to such as exemption given in Guideline Section 15300.2 (a)-(f). Therefore, the Project is "Within a class of projects that have been determined not to have a significant effect on the environment and which shall, therefore, be exempt for the provisions of CEQA.

NOW, THEREFORE, is found, determined and resolved by the District's Board of Education ("Board") as follows, for good and sufficient cause based on the entire record of proceedings:

1. The above recitals are true and correct.
2. The Project meets the definition of the Class 14 Categorical Exemption.
3. There are no known unusual circumstance that would disqualify the Project from being categorically exempt.
4. The applicable requirements of CEQA have been fulfilled for the Project.

BE IT FURTHER RESOLVED, that the Board hereby determines that the Project is categorically exempt from CEQA.

BE IT FURTHER RESOLVED, that the Board hereby approves the Project.

BE IT FURTHER RESOLVED, that the Superintendent and the Superintendent's designee are hereby authorized and directed to file a Notice of Exemption for the Project with the Clerk Recorder's Office of the County of Alameda.

Attachments:

Exhibit 1. Piedmont Finishing Kitchen Notice of Exemption

PASSED AND ADOPTED by the Governing Board of Education of the Oakland Unified School District, this 14<sup>th</sup> Day of June, 2017, by the following vote:

AYES: Jody London, Aimee Eng, Jumoke Hinton Hodge, Roseann Torres, Shanthi Gonzales, Vice President Nina Senn, President James Harris

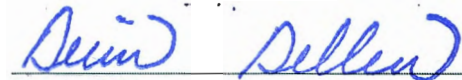
NOES: None

ABSTAINED: None

ABSENT: None

#### CERTIFICATION

I, Devin Dillon, Secretary of the Board of Education of the Oakland Unified School District does hereby certify that the foregoing Resolution was duly approved and adopted by the Board of Education of said district at a meeting thereof held on the 14<sup>th</sup> Day of June, 2017, with a copy of the Resolution being on file in the Administrative Office of the District.



Devin Dillon  
Secretary Board of  
Education

**Notice of Exemption**

**Appendix E**

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044  
County Clerk  
County of: Alameda  
1106 Madison Street  
Oakland, Ca. 94607

From: (Public Agency): Oakland Unified School District  
1000 Broadway  
Oakland, CA 94607  
(Address)

Project Title: Piedmont Avenue School Finishing Kitchen & Cafeteria

Project Applicant: Oakland Unified School District

Project Location - Specific:  
Piedmont Avenue School, 4314 Piedmont Avenue

Project Location - City: Oakland Project Location - County: Alameda

Description of Nature, Purpose and Beneficiaries of Project:  
Piedmont is a K-5 school, enrollment ~ 349. The Project constructs a 4,000 sf one-story kitchen and cafeteria building within existing school grounds. Students currently eat lunch in an existing multi-purpose room. The facility will improve student nutrition and enable other academic uses for the existing room.

Name of Public Agency Approving Project: Oakland Unified School District

Name of Person or Agency Carrying Out Project: Oakland Unified School District

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: Section 15314--Minor Addition to Schools
- Statutory Exemptions. State code number: \_\_\_\_\_

Reasons why project is exempt:  
Project is exempt because (a) it is a minor addition; (b) it does not increase original student capacity by more than 25% or ten classrooms; and (c) none of the exceptions given in Section 15300.2 apply to this project. In particular, there are no unusual circumstances that would result in significant environmental effects.

Lead Agency Contact Person: Marion McWilliams Area Code/Telephone/Extension: 510.879.8535

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Title: \_\_\_\_\_

Signed by Lead Agency  Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: \_\_\_\_\_

James Harris  
President, Board of Education

6/15/17

Devin Dillon

6/15/17

Devin Dillon, Ph.D.  
Interim Secretary, Board of Education

# Piedmont Avenue School

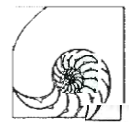
## Finishing Kitchen & Cafeteria Project

Class 14 CEQA Exemption

Prepared for:

Oakland Unified School District  
955 High Street  
Oakland, CA 94601

April 2017



Prepared by:

Lamphier-Gregory  
1944 Embarcadero  
Oakland, CA 94606

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# Table of Contents

<b>GENERAL PROJECT INFORMATION</b> .....	2
<b>PROJECT DESCRIPTION</b> .....	3
<b>CATEGORICAL EXEMPTION ANALYSIS</b> .....	9
CLASS 14 EXEMPTION CRITERIA.....	9
<i>Project Analysis—Exemption Criteria</i> .....	9
EXCEPTIONS.....	9
<i>Project Analysis--Exceptions to Categorical Exemptions Checklist</i> .....	10
CONCLUSION .....	15
ATTACHMENT A: RECOMMENDED CONDITIONS OF APPROVAL (CAs).....	16
ATTACHMENT B: ENVIRONMENTAL DATA RESOURCES RADIUS MAP REPORT, DATED MARCH 3, 2017 .....	26
ATTACHMENT C: GEOTECHNICAL REPORT .....	27
ATTACHMENT D: SOIL SAMPLING REPORT .....	28

## TABLES

Table 1. Proposed Facility Details.....	4
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## FIGURES

Figure 1. Regional Location.....	5
Figure 2. Project Site and Surroundings.....	6
Figure 3. Site Plan.....	7
Figure 4. Floor Plan.....	8

## General Project Information

- 1. Project Title:** Piedmont Finishing Kitchen Project
- 2. Lead Agency Name and Address:** Oakland Unified School District  
955 High Street  
Oakland, CA 94601
- 3. Contact Person and Phone Number:** Mary Ledezma  
Project Manager, Facilities Planning & Management  
955 High Street  
Oakland, CA 94601  
510-535-7055  
[Mary.ledezma@ousd.org](mailto:Mary.ledezma@ousd.org)
- 4. Project Location:** 4314 Piedmont Ave.  
Oakland, CA 94611
- 5. Project Sponsor's Name and Address:** Oakland Unified School District
- 6. Existing General Plan Designation:** Mixed Housing Type Residential
- 7. Existing Zoning:** RM-2

### 8. Project Description:

The Piedmont Finishing Kitchen Project involves site preparation and construction of an approximately 4,000 square foot (sf) one-story school kitchen and cafeteria building, to be located within the existing school grounds. The proposed facility building will have a seating capacity of 144 students and consist of a kitchen, cafeteria, and support areas.

The proposed building would be constructed alongside the 2-story school addition. Food delivery and staff parking would be accessed via an existing drive aisle from Piedmont Ave. The project will also include minor re-grading of the concrete drive cut at the Echo Avenue entrance, relocation of at least four picnic tables, and removal of one tree to provide adequate fire lane. There would be no changes to the current physical layout of other buildings and outdoor play areas at the school site and no increase in school classrooms or enrollment capacity would result.

### 9. Surrounding Land Uses and Setting:

The Project site is located along the Mixed Use Piedmont Avenue corridor, a well-established residential and commercial neighborhood (see Figure 1). Less than ¼-mile to the north and east lies open space, including the Mountain View Cemetery and the Claremont Country Club. The school site is accessed directly from Piedmont Avenue.

The site is bordered to the northeast by residences with frontages on Glen Eden Avenue, both single and multi-family dwellings. Adjacent to the southeast are the Piedmont Avenue Branch of the Oakland Public Library and the Child Development Center. Across Echo Avenue (southwest of the site) are residences.

### 10. Agencies Whose Approval is Required

The Oakland Unified School District has jurisdiction for project approvals and financing. Project approvals are granted by the Division of the State Architect, which has jurisdiction over facilities construction on OUSD property.



## Project Description

### School Facilities

Piedmont Avenue School is a K-5 school, with a current enrollment of approximately 349 students.<sup>1</sup> The Project involves site preparation and construction of an approximately 4,000 square foot (sf) one-story school kitchen and cafeteria building, to be located alongside the 2-story additional school building within the existing school grounds (see Figure 2). Students currently eat lunch in an existing multi-purpose room within the main school building. There are no kitchen facilities for student meal preparation at the present time. The original school building, built in 1940, has been rated in the Oakland Cultural Heritage Survey as C3, meaning it is of "Secondary Importance: Superior or visually important example, or very early (pre-1906). [Buildings classified C] warrant limited recognition"<sup>2</sup>. The site is not within a historic District of Oakland.

The proposed facility building will have a seating capacity of 144 students and consist of:

- Kitchen (965 sf)
- Cafeteria (2750 sf)
- Structure/shafts/framing (285 sf)

### Site Design Concepts and Master Plan

The proposed building would replace approximately half of the school's roughly 15,000-square foot grass field (see Figure 3). The building would be as close as twenty (20) feet to the 2-story additional classroom. In addition, a delivery zone would be created by extending the existing drive aisle which is accessed from Piedmont Avenue. The drive aisle has a current clearance of 11'-10". It will be extended southeast from its current endpoint behind the 2002 schoolroom addition to the edge of school property, adjacent to the Child Development Center. Fourteen (14) new parking spaces will be created on either side of a new hammerhead for truck deliveries that would be part of the extended drive aisle. In addition, the curb cut and gate access on Echo Avenue would be expanded to 18'. To provide an adequate fire lane from the Echo Avenue access, four concrete picnic tables and an existing tree will be removed. The picnic tables will be relocated outside the new cafeteria site. There would be no changes to the current physical layout of other buildings and outdoor play areas at the school site and no increase in school classrooms or enrollment capacity would result.

### Food Service and Kitchen Renovation

Currently students use a multi-purpose room to eat lunch in two shifts: K-1st (130 students) and 2nd - 5th (240 students); there are no meals prepared onsite. The new kitchen and cafeteria facility would include the following layout and square footages. The seating capacity of 144 is based on California Building Code requirements. The cafeteria will include twelve (12) twelve-person rectangular tables. Table 1 details the square footage for the various kitchen and cafeteria functions:

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<sup>1</sup> Education Data Partnership, available at <http://www.ed-data.org/school/Alameda/Oakland-Unified/Piedmont-Avenue-Elementary>. Accessed March 15, 2017

<sup>2</sup> Oakland Cultural Heritage Survey. Available at <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Historic/DOWD009155>. Accessed March 15, 2017.

**Table 1. Proposed Facility Details**

Room/Function	Anticipated square footage
<b>Kitchen</b>	
Food Prep	200
Dry Storage	100
Cold storage/freezer	100
Dishwashing/Cleaning	150
Point of Sale Area Station	30
Queuing/Serving lines	200
Kitchen Office	120
Staff Restroom	65
<b>Subtotal</b>	<b>965</b>
<b>Cafeteria</b>	
Seating (12 Tables)	2100
Storage	100
Restrooms	300
Janitor Closet	50
Janitor Office	100
Utility Room	100
<b>Subtotal</b>	<b>2750</b>
Structure/Shafts/Framing	285
<b>Total Building Area (excluding exterior seating)</b>	<b>4000</b>

The kitchen will use an electric Combi oven, which combines several different types of food preparation functions into a single unit.

Access, Traffic, & Parking

Because the project will not add to the student, teacher, or administrator population on-site, it would not lead to any increases in vehicular or pedestrian traffic. The existing drive aisle accessed from Piedmont Ave will be extended approximately 160 ft. to the edge of the school property. A hammerhead-type road design will be installed near the far edge that provides access to the new additional asphalt parking area, which will contain 14 standard spaces, of which two are handicapped-accessible).

The hammerhead will also provide access for truck deliveries. The addition of kitchen facilities will cause a small increase in truck traffic, with twice-weekly truck deliveries regular food and service-related items. Trash/recycling services will add an additional pick-up site to the weekly existing service at new trash enclosure created at the southeast corner of the school site.

Daily Lunch Program

The proposed construction and alterations to existing school facilities will not result in changes to the existing staggered campus lunch schedules. K-1<sup>st</sup> students eat from 11:15-11:55am, and 2<sup>nd</sup> thru 5<sup>th</sup> eat from 12:10-12:50pm.

## Project Construction

Construction activities are anticipated to occur for a total of 245 active days, spanning approximately 12 months, from 2018 through 2019. Construction would occur in a single phase. Construction activities would consist of limited excavation and grading, foundation construction, construction of the building and finishing interiors, and roadway and parking lot finishing. The construction activities at the site will include asphalt and subgrade soil removal to approximately 2.5 feet below ground surface for utilities, and up to forty (40) feet for drilled pier foundations. Typical equipment used during construction would include an excavator, skid-steer loader, backhoe, trencher, crane, rough terrain forklift, paver, and paving equipment. Staging would primarily occur within the Project site area, accessed from the Piedmont Avenue drive aisle.

***Figure 1: Regional Location***



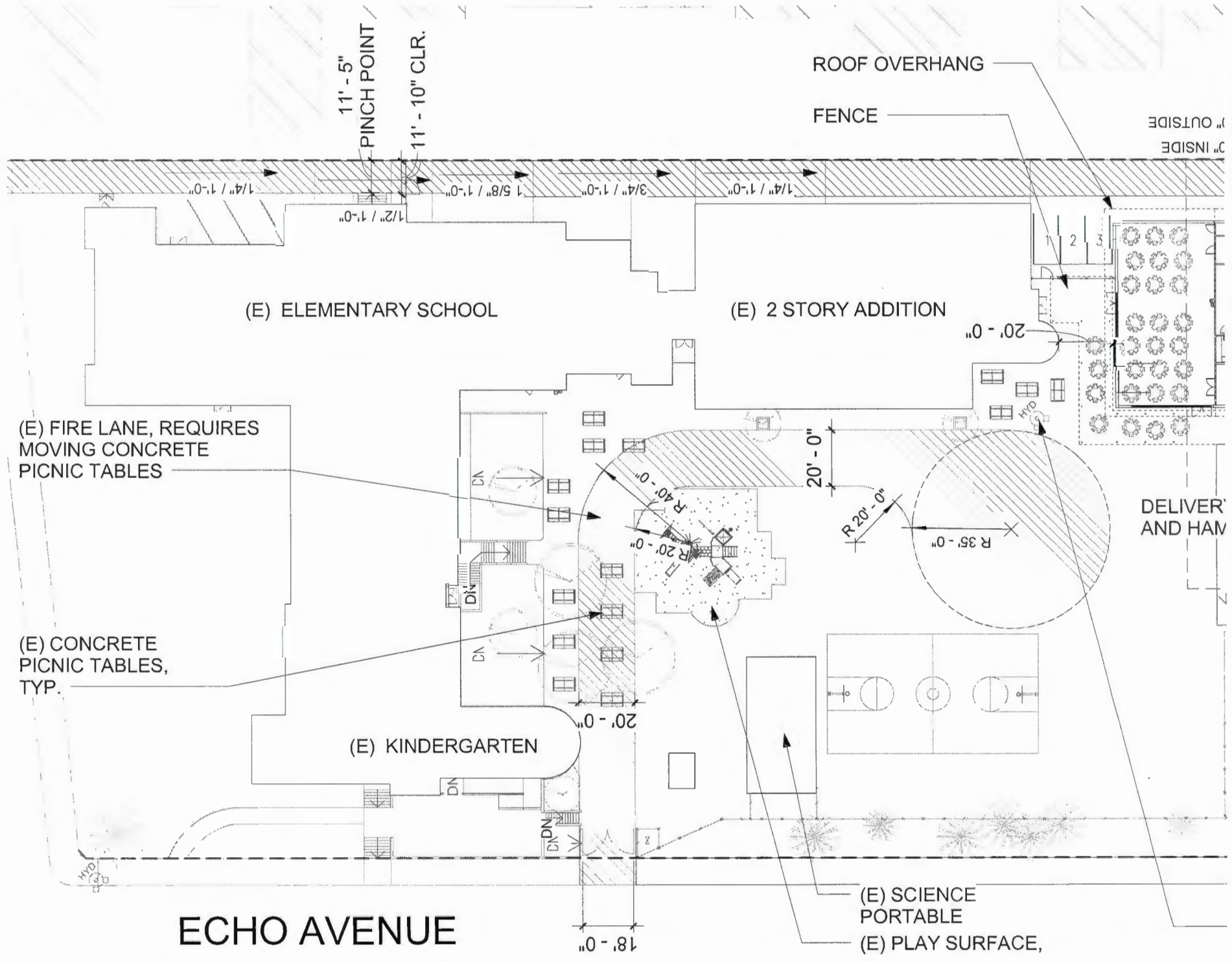
Source: GoogleMaps

*Figure 2: Project Site and Surroundings—Piedmont Avenue School*



Source: Google Earth, as annotated by Lamphier-Gregory.

Figure 3. SITE PLAN



ECHO AVENUE

(E) SCIENCE PORTABLE  
(E) PLAY SURFACE,

(E) FIRE LANE, REQUIRES MOVING CONCRETE PICNIC TABLES

(E) CONCRETE PICNIC TABLES, TYP.

(E) ELEMENTARY SCHOOL

(E) 2 STORY ADDITION

(E) KINDERGARTEN

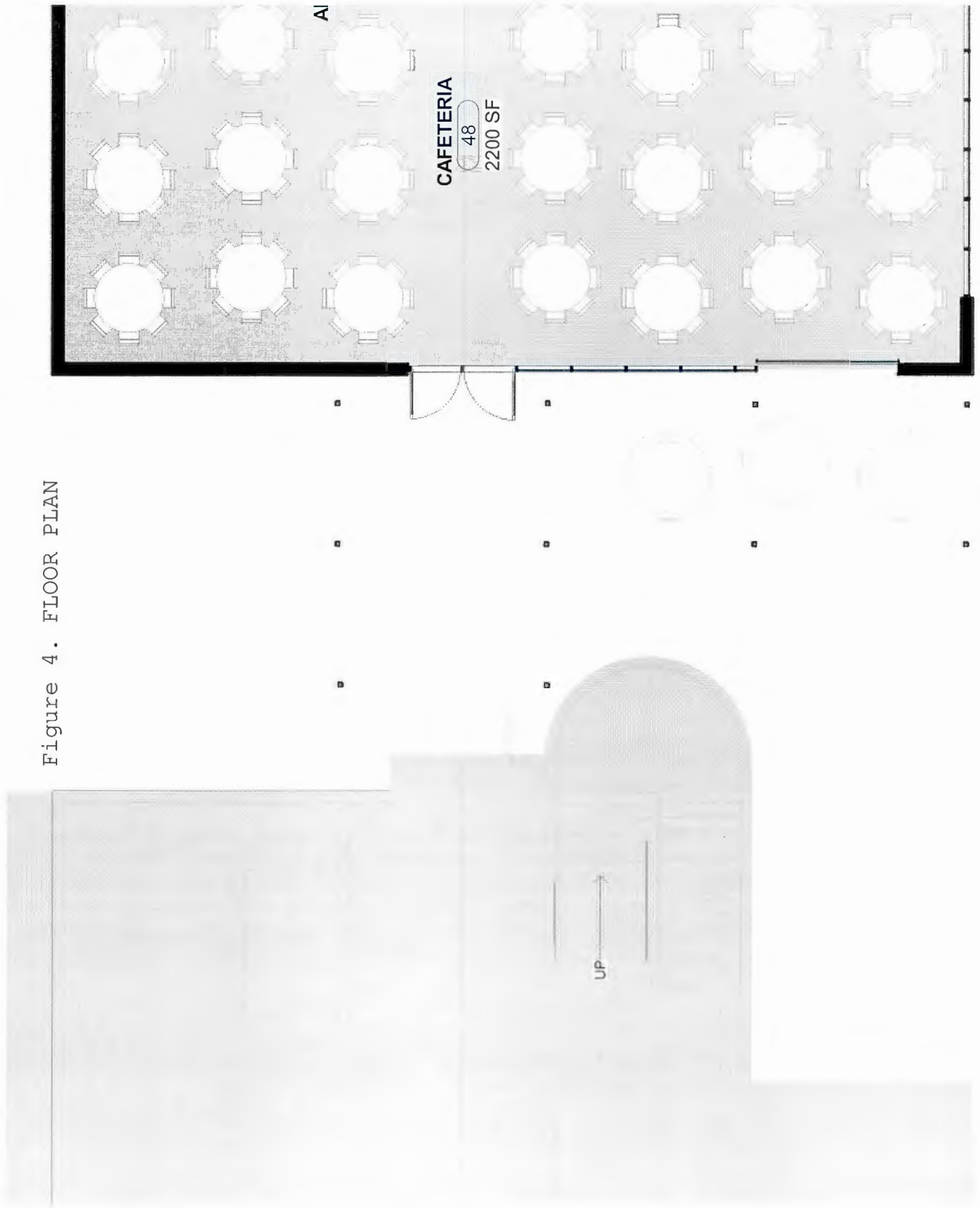
11'-5" PINCH POINT  
11'-10" CLR.

ROOF OVERHANG  
FENCE

DELIVER AND HAND

OUTSIDE  
INSIDE

Figure 4. FLOOR PLAN



## Categorical Exemption Analysis

The following analysis presents substantial evidence that a Class 14 CEQA Exemption is applicable to the proposed Project and that there are no exceptions that apply to the Project or its site that would preclude the use of an exemption.

### Class 14 Exemption Criteria

Article 19 of the California Environmental Quality Act (CEQA Guidelines Sections 15300 to 15333), includes a list of classes of projects that have been determined to not have a significant effect on the environment and, as a result, are exempt from review under CEQA. Among the classes of projects that are exempt from CEQA review are those projects that consist of minor additions to existing schools. CEQA Guideline §15314 (or “Class 14”) defines minor additions to schools as a minor addition to an existing school “*where the addition does not increase the original student capacity by more than 25% or ten classrooms, whichever is less. The addition of portable classrooms is included in this exemption.*”

### **Project Analysis—Exemption Criteria**

Yes    No

- Does the project increase student capacity by more than 25% or by 10 classrooms, whichever is less. The addition of portable classrooms is included in this exemption.

As detailed in the project description, the proposed Project would result in no net increase of classroom or student capacity. The Project therefore qualifies for a Class 14 exemption as a project consisting of a minor addition to a school.

The Class 14 exemption contains no additional qualifying criteria.

### Exceptions

Even if a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines §15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. Exceptions to a categorical exemption apply in the following circumstances, effectively nullifying a CEQA categorical exemption:

- (a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

(d) *Scenic Highways.* A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) *Hazardous Waste Sites.* A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to §65962.5 of the Government Code.

(f) *Historical Resources.* A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

### **Project Analysis—Exceptions to Categorical Exemptions Checklist**

In addition to investigating the applicability of CEQA Guidelines §15314 (Class 14 exemption), this technical report also assess whether any of the exceptions to qualifying for an exemption are present. The following analysis compares the criteria of CEQA Guidelines §15300.2 (Exceptions) to the proposed project. If a project meets any of the exception criteria, it would not qualify for a CEQA exemption.

#### Criterion 15300.2(a): Location

Yes    No

       Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located.

The Project is exempt under Class 14. Therefore, the exception for location does not apply.

#### Criterion 15300.2(b): Cumulative Impact

Yes    No

       Does the project have the potential to contribute considerably to significant cumulative impacts of successive projects of the same type and in the same place, over time?

The Project represents an additional building footprint of 4,000 sq. ft. onto the campus. Piedmont Avenue School was originally constructed in 1940, and a second classroom was added in 2002. The Child Development Center, adjacent to the southeast, was built in 1970. No further development of the school site is contemplated. Given the limited number of development projects that have occurred on the site, and the fact that the school site is situated within a residential neighborhood, there would not be the potential for cumulative physical impacts related to successive projects of the same type in this location.

Nevertheless, this document addresses the potential for cumulative impacts to noise, air quality and traffic from the Project. These impacts are discussed below.

#### Noise

According to the Noise Element of the City of Oakland's General Plan, the Project is located within an area with an anticipated ambient noise level of 65dBA in 2025.<sup>3</sup> The Noise Element characterizes this level of ambient noise as Conditionally Acceptable for school land use.

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<sup>3</sup> City of Oakland General Plan, Noise Element, 2005, Figure 2.



The primary noise sources throughout the site are localized sources including traffic along roadways serving the site, community noise (e.g., dogs barking, conversations, music, children playing, etc.) and school noise (e.g. children playing or conversing).

The proposed Project would not increase the number of students and related activity levels at the site. Therefore, campus noise would not increase. It would, however, slightly increase the number of daily personal vehicle trips for additional kitchen staff and introduce new truck traffic for regular deliveries of food and related supplies. Conventional estimates of noise perceptibility<sup>4</sup> suggest that:

1. Increases of less than 3dBA are virtually imperceptible by the human ear.
2. A doubling of the sound source is required to produce an additional 3 dBA of noise. This means that a minimum of doubling the number of vehicles traversing the roads would generate a perceptible increase in noise.

The incremental number of vehicle trips from new kitchen staff would not double the number of vehicle trips in the morning or afternoon peak trip times. OUSD estimates that 2-3 additional staff would be needed to service the kitchen. Therefore, once construction of the Project is completed, increases in traffic would not result in an increase in ambient noise levels greater than 3 dBA and would not considerably contribute to area traffic noise. Projected noise levels at the school site would not discernably increase the current ambient noise levels at adjacent receptors.

Truck deliveries would occur twice a week, most likely from a 14-foot box truck. Deliveries would occur at any time during weekday hours between 8 a.m. -5 p.m., ensuring minimal total disturbance to nearby residents and sensitive receptors.

In addition to students onsite, there would be other sensitive receptors adjacent to the Project site, at the Piedmont Avenue branch of the Oakland Public Library, the Child Development Center, and surrounding residences. In addition, there is another sensitive receptor within 1000' of the Project site: Saint Leo the Great (Pre K-5<sup>th</sup> school). Site work and exterior construction noise would last approximately 12 months, the duration of which would not be considered a noise impact under CEQA. Construction noise would occur only during daytime hours and ground-borne vibration would not reach levels that could be damaging to nearby structures. The school would adopt the Conditions of Approval in Attachment A to minimize construction noise impacts. If construction activities include extreme noise-generating activities ((e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the school would also prepare a Construction Noise Management Plan prepared by a qualified acoustical consultant that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities.

With compliance with the Conditions of Approval, the proposed Project would not result in significant noise impacts. Additionally, construction and operation of a school within a residential neighborhood and the noise associated with those activities would not be considered an unusual circumstance.

#### Air Quality

BAAQMD presented screening criteria in their 2011 CEQA Guidelines that identify project sizes by type that could have the potential to result in emissions over threshold levels. For an elementary school, the screening size for operational criteria pollutants is 2,747 students/271,000 square feet, for operational greenhouse gas emissions it is 44,000 square feet, and for construction pollutants is 3904 students/277,000 square feet. For a middle school, the screening size for operational criteria pollutants

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<sup>4</sup> Federal Highway Administration website, available at [https://www.fhwa.dot.gov/environment/noise/noise\\_barriers/design\\_construction/keepdown.cfm](https://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm). Accessed March 6, 2017

is 2,460 students/285,000 square feet, and for construction pollutants is 3261 students/277,000 square feet (no screening size is given for operational greenhouse gas emissions). The proposed Project is well below these screening level sizes for all parameters and therefore impacts are considered to be less than significant. Additionally, the construction-period is shorter than 2 years, which is generally considered the minimum length for an accurate health risk analysis, and construction activities do not include substantial earth-moving. Emissions-related construction-period health risks would not be cumulatively considerable. Therefore, the Project will not result in considerable contribution to cumulative air quality or greenhouse gas emissions impacts.

### Traffic

The number, timing, location, and duration of school drop-offs and pick-ups would not change. Currently, staff vehicles can park within the drive aisle accessed from Piedmont Avenue, which can accommodate 8-10 cars. The Project will extend the drive aisle and create 14 dedicated parking spaces at the far end, replacing the current mode of haphazard parking. Therefore, the proposed Project is expected to improve access to and availability of on-site parking and circulation. Truck deliveries of food and related supplies would occur twice a week using a 14-foot box truck, which will use the drive aisle and hammerhead turnaround. This low frequency of deliveries would not cause significant conflicts with bicyclists or pedestrians.

Therefore, the Project would not result in significant traffic impacts.

Based on the analysis above, the Project would not considerably contribute to cumulative impacts in the vicinity. This exception criterion would not apply to the proposed Project.

### Criterion 15300.2(c): Significant Effects from Unusual Circumstances

Yes    No

- Is there a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances?

There are several ways in which a given project might be so different from others in its exemption category that it could be properly characterized as having “unusual circumstances”:

1. *Project Size*—Is the project of unusual size?

**Project:** the Piedmont Avenue project is of routine size for a kitchen facility serving a student population of 349. The proposed cafeteria seating capacity of 144 is based on California Building Code requirements. The Project would reduce the grass field size, but it would still be ~7,000 square feet.

2. *Location:*

- a. Environmentally sensitive location—Would the project cause impacts to a sensitive ecosystem (wetlands), resource (creek), or biological community (special status or protected species)?

**Project:** The school is on fully developed property. A completely culverted portion of Glen Echo Creek (also known as Cemetery Creek) runs north to south beneath the property, entering the site about 368' east of Piedmont Avenue, and exiting about 276' east of Piedmont Avenue. Architectural drawings created for the 2002 school addition show the culvert to be a concrete arched structure buried about 17.5 ft below ground surface, with its highest point about 10 ft below ground surface. OUSD's pre-construction project design would include mapping the creek culvert and ensuring that construction of the project

would not damage the integrity of the concrete structure, by constructing the Project on drilled pier foundations, among other measures.

- b. Presents safety hazard to people or structures on campus (soils and geologic conditions) from:
  - i. *Surface fault rupture*—The Project is not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act, meaning that the Project would not be subject to substantial risk of surface fault rupture.
  - ii. *Seismic shaking*—The Project site is approximately 1.5 miles from the Hayward Fault. The Association of Bay Area Governments Resilience Program (ABAG) maps from the California Geological Survey provides an estimated the level of risk from various seismic events, including seismic shaking from serious earthquakes. It predicts that the East Bay, from San Pablo Bay to San Jose and from the Bay to the Caldecott Tunnel (and including the Project site), would be subject to “very strong” shaking from a 7.0 earthquake on the Hayward Fault<sup>5</sup>. Because millions of people, and hundreds of schools, are present in this area of very strong shaking, this is not considered an unusual circumstance in the regional context.
  - iii. *Liquefaction*—Soil liquefaction and seismically-induced settlement typically occur in saturated cohesionless soils; and in low-plasticity silts due to cyclic softening where the groundwater is relatively shallow. During an earthquake, ground shaking causes a rapid increase in the porewater pressure within the soil mass under undrained conditions. The generation of excess porewater pressures causes a corresponding decrease in the soil’s effective stress, which can result in a sudden loss of soil bearing strength and ground surface settlement within the liquefied (and softened) soil layers. Soil liquefaction potential is generally affected by soil types, mineral contents, ground acceleration, duration of shaking, and frequency content of the earthquake ground motion, among other factors.

A Geotechnical Report was prepared for the Project<sup>6</sup>. The liquefaction analysis indicated that, due to the depth of the liquefiable layer encountered, “we do not regard the potential for liquefaction-induced reduction in the bearing capacity of shallow foundations as a design consideration for the project based on the depth of this layer and the anticipated foundation loads.”<sup>7</sup> As a Condition of Approval for the Project, the District shall implement the geotechnical recommendations included in the report. Foundation and structural design of the Project will be required to be consistent with recommendations of the geotechnical report to ensure proper construction techniques based on the specific properties of the site soils.
  - iv. *Landslides*—The Geotechnical Report found that the ground slope around the proposed location is less than 20:1 (horizontal to vertical and no significant slopes will be

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<sup>5</sup>Association of Bay Area Governments, Resilience Program, map available at <http://gis.abag.ca.gov/website/Hazards/?hlyr=cgslqZones>. Accessed March 7, 2017

<sup>6</sup> Geotechnical Evaluation and Geologic Hazard Assessment, Piedmont Avenue Elementary School, prepared by Ninyo Moore. June 10, 2016.

<sup>7</sup> Ibid., p. 9.

constructed for the Project. It therefore concluded that slope stability or landsliding are not design considerations for the Project.”<sup>8</sup>

**Project:** In summary, the Project site is not characterized by unusual circumstances with respect to seismic hazards.

In addition, the following conclusions can be drawn regarding the circumstances of the Project:

- Location of a school within a residential neighborhood is not an unusual circumstance and existence of traffic noise is not an unusual circumstance.
- Operation of a school within a residential neighborhood and the traffic associated with school activities would not be considered an unusual circumstance.

Based on the analysis of Project circumstances, there are no unusual circumstances or other topics areas under which the Project could contribute to significant effects. Therefore, the proposed Project is not characterized by “unusual circumstances” and there is not a reasonable possibility that the Project will have a significant effect on the environment. This exception criterion would not apply to the proposed Project.

Criterion 15300.2(d): Scenic Highway

Yes      No

- Does the project have the potential to result in damage to scenic resources including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway?

The Project site is located within ¼-mile of the designated State Scenic Highway 580 corridor. However, the single-story Project would not impair the scenic views of the hills from highway travelers. Therefore, the Project does not have the potential to result in damage to scenic resources within a state scenic highway. This exception criterion would not apply to the proposed Project.

Criterion 15300.2(e): Hazardous Waste Sites

Yes      No

- Is the project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code?

Environmental Data Resources, Inc. (EDR) conducted a search of available environmental records at and near the Project site. The full radius map and report are included as Attachment C and summarized below. The Project site is not identified on any list compiled pursuant to Section 65962.5 of the Government Code (“Cortese List”). However, the Project site is listed on the California HAZNET database due to 0.8 tons of solid waste disposed as “Surface Impoundment That Will Be Closed As Landfill” in 2013. In addition, the School was cited for an unspecified violation of the Toxic Substances Control Act in 1998. These individual records do not qualify the site for listing on the Cortese List or otherwise create a significant hazard to the public or the environment.

In addition, a Soil Analytical Report for the Project site was conducted by Ninyo Moore in May 2016<sup>9</sup>. The Report found that the asphalt is acceptable for reuse at the site and the soil would be classified as

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<sup>8</sup> Ibid., p.11.

Class II non-hazardous waste. The preparers recommended that the soil proposed for excavation is disposed off-site at a Class II facility.

This exception criterion for hazardous waste sites would not apply to the proposed Project.

Criterion 15300.2(f): Historical Resources

Yes      No

- Does the project have the potential to cause a substantial adverse change in the significance of a historical resource?

Piedmont Avenue School is not listed or eligible for listing on the California Register of Historical Resources or the National Register of Historic Places. The original school building, built in 1940, has been rated in the Oakland Cultural Heritage Survey as C3, meaning it is of "Secondary Importance: Superior or visually important example, or very early (pre-1906). [Buildings classified C] warrant limited recognition"<sup>10</sup>. The site is not within a historic District of Oakland.

Previous construction on the site has not resulted in recorded finds of archeological resources. However, in the event of an unanticipated discovery, existing requirements pursuant to state law require that, in the event that archaeological or paleontological resources are encountered during construction, work must be halted and a qualified archaeologist consulted. Further, any human remains found on the site are required to be handled in accordance with Public Resources Code (PRC) Section 5097.98, including determination whether Native American Heritage Commission and/or investigation of the cause of death is required.

Implementation of these existing regulations would ensure that any resources that may be discovered are recovered and that appropriate procedures are followed in the event of accidental discovery to minimize potential risk of impact on archaeological resources, paleontological resources and/or human remains to a less-than-significant level.

Therefore, the proposed Project will not result in adverse changes to historic/cultural resources. This exception criterion would not apply to the proposed Project.

**Conclusion**

The previous analysis presents substantial evidence that a Class 14 CEQA Exemption is applicable to the proposed project and that there are no exceptions that apply to the project or its site that would preclude the use of an exemption. The Project meets the criteria stated in CEQA Guidelines Section 15314: Minor Additions to Schools for the Class 14 Categorical Exemption from CEQA. Further, it does not meet any of the criteria for exceptions to such an exemption given in Guidelines Section 15300.2 (a)-(f). Therefore the Project is "within a class of projects that have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA".<sup>11</sup>

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<sup>9</sup> Soil and Asphalt Sampling and Laboratory Analysis, prepared by Ninyo & Moore. May 27, 2016.

<sup>10</sup> Oakland Cultural Heritage Survey. Available at <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Historic/DOWD009155>. Accessed March 15, 2017.

<sup>11</sup> CEQA Guidelines 2017, Section 15300.

## Attachment A: Recommended Conditions of Approval (CAs)

This document provides a series of recommended Conditions of Approval (CAs) intended to ensure that construction and operations activities associated with the Piedmont Avenue Finishing Kitchen and Cafeteria Project do not cause significant environmental impacts. These recommendations draw heavily from the City of Oakland’s Uniformly Applied Development Standards, adopted as Standard Conditions of Approval (Standard Conditions of Approval, or SCAs), which were originally adopted by the City in 2008 and have been incrementally updated over time, most recently in 2015. The Oakland’s 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.

The Project will also conform to the standards required by the California Division of the State Architect, a state agency which provides design and construction oversight for K–12 schools, community colleges, and various other state-owned and leased facilities. The Division also develops accessibility, structural safety, and historical building codes and standards utilized in various public and private buildings throughout the state of California. In addition, Title 5, Division 1, Chapter 13, Subchapter 13 of the California Code of Regulations provides various applicable standards regarding school construction.

Applicable CAs could be adopted as requirements of an individual Project when it is approved by the Division of the State Architect, and are designed to, and will, avoid or substantially reduce a Project’s environmental effects.

The Project sponsor (OUSD, “District”) would be responsible for compliance with any recommendations in approved technical reports and with all CAs 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 OUSD.

	When Required
<b>Aesthetics, Shadow and Wind</b>	
<b>CA-1: Landscape Plan</b> <i>a. Landscape Plan Required</i> The District shall submit a final Landscape Plan for review and approval by the State Architect. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit.	Prior to approval of construction-related permit
<b>CA-2: Lighting</b> Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.	Prior to building permit final
<b>Air Quality</b>	
<b>CA-3: Construction-Related Air Pollution (Dust and Equipment Emissions)</b>	During construction

	When Required
<p>The District shall implement all of the following applicable air pollution control measures during construction of the Project:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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).</li> <li>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.</li> <li>d. Pave all roadways, driveways, sidewalks, etc. within one month of site grading or as soon as feasible. In addition, building pads should be laid within one month of grading or as soon as feasible unless seeding or soil binders are used.</li> <li>e. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).</li> <li>f. Limit vehicle speeds on unpaved roads to 15 miles per hour.</li> <li>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.</li> <li>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").</li> <li>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.</li> <li>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.</li> </ul>	
<b>Cultural Resources</b>	
<b>CA-6: Archaeological and Paleontological Resources – Discovery During Construction.</b>	During construction

	When Required
<p>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 District shall 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 must be followed unless avoidance is determined unnecessary or infeasible by the District. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, Project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the Project site while measures for the cultural resources are implemented.</p> <p>In the event of data recovery of archaeological resources, the District shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist. 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 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 District shall implement the ARDTP at its expense.</p> <p>In the event of excavation of paleontological resources, the District shall have an excavation plan prepared by a qualified paleontologist. 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 District's expense.</p>	



	<b>When Required</b>
<p><b>CA-7: Human Remains – Discovery during Construction.</b></p> <p>Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the Project site during construction activities, all work shall immediately halt and the District shall notify 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 District.</p>	During Construction
<b>Geology and Soils</b>	
<p><b>CA-8: Construction-Related Permit(s).</b> The Project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the California Building Code and the Division of the State Architect, to ensure structural integrity and safe construction.</p>	Prior to approval of construction-related permit
<p><b>CA-9: Soils Report.</b> its in 2016. The District shall implement the recommendations contained in the approved Geotechnical report during Project design and construction.</p>	Prior to approval of construction-related permit
<b>Hazards and Hazardous Materials</b>	
<p><b>CA-10: Hazardous Materials Related to Construction.</b></p> <p>The District shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:</p> <ol style="list-style-type: none"> <li>Follow manufacture’s recommendations for use, storage, and disposal of chemical products used in construction;</li> <li>Avoid overtopping construction equipment fuel gas tanks;</li> <li>During routine maintenance of construction equipment, properly contain and remove grease and oils;</li> <li>Properly dispose of discarded containers of fuels and other chemicals;</li> <li>Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and</li> </ol> <p>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 District’s contractor shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the contractor shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying all</p>	During construction

	When Required
<p>applicable regulatory agency(ies) and implementation of the actions described in this Condition of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under regulatory agency oversight, as appropriate.</p>	
<p><b>Hydrology and Water Quality</b></p>	
<p><b>CA-11: Erosion and Sedimentation Control Plan for Construction</b>  <i>a. Erosion and Sedimentation Control Plan Required</i>  The District shall have prepared an Erosion and Sedimentation Control Plan that includes all necessary measures 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 appropriate measures, such as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the District may be necessary. The District shall obtain permission or easements necessary for off-site work. The Plan shall specify that, after construction is complete, the District shall ensure that the storm drain system shall be inspected and that debris and sediment is cleared .</p>	<p>Prior to Approval of Construction-Related Permit</p>
<p><i>b. Erosion and Sedimentation Control During Construction</i>  Requirement: No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the DSA.</p>	<p>During Construction</p>
<p><b>CA-12: Drainage Plan for Post-Construction Stormwater Runoff on Hillside Properties</b>  Requirement: The District shall prepare and implement a Drainage Plan that includes measures to reduce the volume and velocity of post-construction stormwater runoff to the maximum extent practicable: Stormwater runoff shall not be augmented to adjacent properties, creeks, or storm drains. The Drainage Plan shall be included with the project drawings submitted to the DSA for site improvements.</p>	<p>Prior to construction</p>

	<b>When Required</b>
<p><b>CA-13: Site Design Measures to Reduce Stormwater Runoff</b></p> <p>Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the District is encouraged to incorporate appropriate site design measures into the project to reduce the amount of stormwater runoff. These measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. Minimize impervious surfaces, especially directly connected impervious surfaces and surface parking areas;</li> <li>b. Utilize permeable paving in place of impervious paving where appropriate;</li> <li>c. Cluster structures;</li> <li>d. Direct roof runoff to vegetated areas;</li> <li>e. Preserve quality open space; and</li> <li>f. Establish vegetated buffer areas.</li> </ul>	Ongoing
<p><b>CA-14: Source Control Measures to Limit Stormwater Pollution</b></p> <p>Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the District is encouraged to incorporate appropriate source control measures to limit pollution in stormwater runoff. These measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. Stencil storm drain inlets "No Dumping – Drains to Bay;"</li> <li>b. Minimize the use of pesticides and fertilizers;</li> <li>c. Cover outdoor material storage areas, loading docks, repair/maintenance bays and fueling areas;</li> <li>d. Cover trash, food waste, and compactor enclosures; and</li> <li>e. Plumb the following discharges to the sanitary sewer system, subject to City approval:</li> <li>f. Discharges from indoor floor mats, equipment, hood filter, wash racks, and, covered outdoor wash racks for restaurants;</li> <li>g. Dumpster drips from covered trash, food waste, and compactor enclosures;</li> <li>h. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories;</li> <li>i. Swimming pool water, if discharge to on-site vegetated areas is not feasible; and</li> <li>j. Fire sprinkler test water, if discharge to on-site vegetated areas is not feasible.</li> </ul>	Ongoing
<p><b>CA-15: NPDES C.3 Stormwater Requirements for Small Projects</b></p> <p>Requirement: Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the District shall incorporate one or more of the following site design measures into the project:</p>	Prior to Approval of Construction

<ul style="list-style-type: none"> <li>a. Direct roof runoff into cisterns or rain barrels for reuse;</li> <li>b. Direct roof runoff onto vegetated areas;</li> <li>c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas;</li> <li>d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas;</li> <li>e. Construct sidewalks, walkways, and/or patios with permeable surfaces; or</li> <li>f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.</li> </ul> <p>The project drawings submitted for construction approval shall include the proposed site design measure(s) and the approved measure(s) shall be installed during construction.</p>	<p><b>When Required</b></p>
<p><b>Noise</b></p>	
<p><b>CA-16: Construction Days/Hours</b></p> <p>The District shall comply with the following restrictions concerning construction days and hours:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>c. No construction is allowed on Sunday or federal holidays.</li> </ul> <p>Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.</p>	<p>During Construction</p>
<p><b>CA-17: Construction Noise</b></p> <p>The District's construction contractor shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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</li> </ul>	<p>During Construction</p>

<p>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.</p> <p>c. The contractor shall use temporary power poles instead of generators where feasible.</p> <p>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.</p> <p>e. The noisiest phases of construction shall be limited to less than 10 days at a time.</p>	<p><b>When Required</b></p>
<p><b>CA-18: Extreme Construction Noise</b></p> <p><i>a. Construction Noise Management Plan Required</i></p> <p>Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the District shall have a Construction Noise Management Plan prepared by a qualified acoustical consultant that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The District and construction contractor shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:</p> <p>i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;</p> <p>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;</p> <p>iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;</p> <p>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</p> <p>v. Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p> <p>Based on the potential noise impacts from construction equipment to nearby sensitive receptors, the following draft site-specific noise attenuation measures are additionally recommended for inclusion in the Construction Noise</p>	<p>Prior to Approval</p>

	When Required
<p>Management Plan:</p> <p>Temporary noise barriers will be placed between the proposed construction activities and nearby receptors. The noise barriers may be constructed from plywood and installed on top of a portable concrete K-Rail system to be able to move and/or adjust the wall location during construction activities. A sound blanket system hung on scaffolding, or other noise reduction materials that result in an equivalent or greater noise reduction than plywood, may also be used. Due to the proximity of the commercial and apartment buildings located at the northern and southern borders of Project site, respectively, the use of Sound Transmission Class (STC) rated materials, or other materials that could similarly provide high levels of noise reduction above what plywood or sound blankets alone could provide, should be incorporated into the design of the noise barriers installed at these borders. An STC rating roughly equals the decibel reduction in noise volume that a wall, window, or door can provide. Therefore, using STC-rated materials could substantially increase the level of noise reduction provided by the barrier. The composition, location, height, and width of the barriers during different phases of construction will be determined by a qualified acoustical consultant and incorporated into the Construction Noise Management Plan for the Project.</p> <p>Best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) will be used for Project equipment and trucks during construction wherever feasible. For example, exhaust mufflers on pneumatic tools can lower noise levels by up to about 10 dBA and external jackets can lower noise levels by up to about 5 dBA.</p> <p>Noise control blankets will be utilized on the building structure as the building is erected to reduce noise emission from the site. The use of noise control blankets will particularly be targeted to cover the levels of the building that have line of sight with the windows of adjacent receptors;</p> <p>Construction equipment will be positioned as far away from noise-sensitive receptors as possible. The Project site is surrounded by hard surfaces, and therefore, for every doubling of the distance between a given receptor and construction equipment, noise will be reduced by approximately 6 dBA.</p> <p><i>b. Public Notification Required</i></p> <p>The District's construction contractor 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. 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>	

	When Required
<b>Transportation /Traffic</b>	
<p><b>CA-19: Construction Activity in the Public Right-of-Way</b></p> <p><i>a. Obstruction Permit Required</i></p> <p>The District shall obtain an obstruction permit from the City of Oakland prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks.</p>	Prior to Approval of Construction
<p><i>b. Traffic Control Plan Required</i></p> <p>In the event of obstructions to vehicle or bicycle travel lanes, the District shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The District 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 District shall implement the approved Plan during construction.</p>	Prior to Approval of Construction
<p><i>c. Repair City Streets</i></p> <p>The District shall repair any damage to the public right-of way, including streets and sidewalks caused by Project construction at his/her expense. All damage that is a threat to public health or safety shall be repaired immediately.</p>	Prior to Building Completion
<b>Utilities and Service Systems</b>	
<p><b>CA-20: Construction and Demolition Waste Reduction and Recycling</b></p> <p>The District shall prepare a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) which specifies the methods by which the Project will divert construction and demolition debris waste from landfill disposal.</p>	Prior to Approval of Construction
<p><b>CA-21: Underground Utilities</b></p> <p>The District shall place underground all new utilities serving the Project and under the control of the District and the City of Oakland, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the Project's street frontage and from the Project structures to the point of service. Utilities under the control of other agencies, such as PG&amp;E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.</p>	During Construction

Attachment B: Environmental Data Resources Radius Map Report, dated March 3, 2017



**Piedmont Avenue Elementary School**

4314 Piedmont Ave

Oakland, CA 94611

Inquiry Number: 4869092.2s

March 03, 2017

**The EDR Radius Map™ Report with GeoCheck®**



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