

From: [DONNA DEDIEMAR](#)
To: [Anne Hersch](#)
Cc: [Joe Light](#)
Subject: PPNA Proposed Conditions - Supersedes Friday's Submission
Date: Monday, August 20, 2012 3:18:59 PM
Attachments: [Proposed Conditions Aug 2012 Final.docx](#)
[Proposed Conditions DJ Attachment-Modes of Transportation 8-18-12.docx](#)
[Proposed Conditions DJ Attachment for Condition 28 of 2011 Application.pdf](#)
[Proposed Conditions Attach. for Conditions 2 of 2011 Appn \(Classroom Square Footage\) \(2\).pdf](#)

Anne L. Hersch, AICP
City Planner
City of Albany
1000 San Pablo Avenue
Albany, California 94706

Subject: Recommended Approval Conditions for Conditional Use Permit: Saint Mary's College High School

Dear Anne:

You recently asked the PPNA what it would take for us to feel that our interests were sufficiently provided for in regards to the Saint Mary's College High School application and to even submit a set of recommended project conditions for it. In response to that very thoughtful solicitation, please find attached a set of recommended approval conditions and a few selected findings for the St. Mary's project that we believe could indeed attenuate many of the problems that the application may entail and/or that neighbors currently experience. Please be advised, however, that by submitting these suggestions, we are not yet withdrawing our opposition to the project, nor do we wish to indicate acceptance of the proposal or its components.

We say this because we still believe that the application does not provide us, or in fact you and the Planning Commission, enough information about many of the project elements (as more specifically described in our letter to you of April 18, 2012, as well as in numerous comments on the Initial Study, particularly those of Richard Grasseti, Kevin Shipp, Chris Hamilton, and Donna DeDiemar) to have full confidence in knowing what exactly the full scope and potential range of impacts of this project actually are. Please be assured, however, that opposition could be avoided should fuller information that provides the community with the assurances that its needs be forthcoming prior to the hearing.

That said, given the current information that we possess, PPNA will in no way support an enlarged brothers residential building nor a chapel of the size proposed, and the attached conditions assume that those two project components will not be allowed. It also assumes that all project application plans and materials showing or referencing "future projects" are withdrawn and replaced.

In addition, we respectfully request that story poles be re-erected for each proposed structure in order to better acquaint neighbors and decision makers with the visual impacts of the project. Even better would be the computer simulation Vivian Kahn promised in her letter of April 15, 2010 (p. 4): "We will also provide a computer simulation that will show all of the

proposed facilities and how they will appear from the surrounding neighborhood.” She also referred to the simulation at the site visit in October 2011, when she deflected questions about whether the Music Building would potentially block bay views of the uphill residents by saying it would be their responsibility to look at the computer simulation and decide for themselves.

We want to remind you that this submission has some major changes to our conditions 21 and 32, as well as an entirely new condition 28, which have been noted in the document. There are also minor changes to other conditions, which have not been noted. Please contact us if you have any questions about the recommended conditions and findings or wish to discuss them or their underlying issues. We look forward to working constructively with you and the applicant to achieve a satisfactory outcome to this process.

Sincerely,

Chris Hamilton

PPNA'S PROPOSED CONDITIONS

1. Project Approval. This Conditional Use Permit (CUP) approval is for St. Mary's College High School (SMCHS) located at 1600 Posen Avenue (mailing address 1294 Albina Avenue, Berkeley, CA), as substantially shown and described on the April 2011 project application received _____, as presented to the Planning and Zoning Commission on _____, except as modified by conditions herein.

This Approval does not include any form of conceptual acknowledgement, approval nor any form of entitlement for any future new construction, addition or alteration to buildings and site improvements, nor changes, expansions, intensifications or additions of uses of the site including, but not limited to, enrollment, hours of operation or number and types of permitted special events not specifically identified as a current project in the project application dated April 2011 and not limited by another section of the CUP. Any such future additions or alterations to this Approval or its conditions shall require a master plan for the site projected for a minimum of ten years hence, and a conditional use permit amendment. It shall also be subject to then existing design review and zoning and planning requirements, and all required review under the California Environmental Quality Act (CEQA), including cumulative impact analysis of this present Project (CUP XX) and the entitlements for the athletic field (CUP YY). (We added this paragraph to make it clear that the dotted lines for sites of future projects are not being approved with this application. It also makes the uses of the buildings exclusively those delineated in the application, as we discussed in the meeting we had with you and Jeff, as well as in a prior mediation meeting with Jeff and St. Mary's.)

This Conditional Use Permit and its attachments supersede all previous conditional use permits for SMCHS and shall act as the guiding document for the construction and operation of the School. On the effective date of this CUP, the school may fully utilize all existing buildings, subject to these conditions of approval, and subject to standard state and local codes and requirements. (This would include the use of all classrooms in Cronin, subject to the enrollment cap discussed below; see following discussion on square footage.)

2. Approved Use. Ancillary or temporary uses of the school shall be subject to all of the restrictions and approval conditions of this Permit, as well as those of the athletic field (CUP YY) and shall be limited to activities directly related to the school's curricular functions. Commercial uses or uses for which the school receives a donation or contribution are expressly prohibited. Uses expressly defined as not related to the school's curricular functions include, but are not limited to: weddings; funerals and/or memorial services, except in the case of a currently enrolled student; seminars and/or tournaments that the School itself or one of its teams is not involved in; and non-school sponsored social events. [PPNA's intent is to limit events to the number, type, and hours of events currently held on campus, that is, to prohibit additional repetitive and/or

intrusive uses of the campus. Prohibits renting the facilities out (or getting around the restriction by calling the exchange of money a donation).]

The total gross square footage of all buildings and enclosed structures on the campus shall not exceed 130,287 square feet. The total gross square footage of all classroom facilities shall not exceed 31,636 square feet.

(We need to explain the numbers we are presenting. The current application has many figures that are in conflict with the data from prior applications, as well as numbers that we cannot confirm. We have therefore started from scratch with our calculations. We have used square footage figures from the 1994 Inventory of Classroom Square Footage as of April 1994 (attached) and the October 1, 2008 Master Plan Facilities and Phasing list of current facilities (attached) when those two documents were consistent and the 2011 Application provided a different number. In summary, here are the discrepancies:

Shea -	9630 sq. ft. in 1994/2006 and 9710 in 2011
Cronin -	10077 sq. ft. in 1994/2006 and 11595 sq. ft. in 2011
Music Pavilion -	2380 sq. ft. in 1994/2006 and 1930 sq. ft. in 2001

Therefore, the existing total square footage we are using is as follows:

Old gym	9880	
New gym	21310	
St. Joseph's	16980	
Shea	9630	9711
Cronin	10077	11595
Murphy	10450	
Frates	9100	
Music	2380	1930
Vellesian	3900	
Bro. Res	<u>11440</u>	

TOTAL 105,147 (The application says this total is just over 116,000, which cannot be explained by the difference in the 1994/2006 figures and the 2011 figures. That represents a difference of only 1148 sq. ft.)

The proposed additions (net increases) are 14120 sq. ft. to St. Joseph's Hall, 1400 sq. ft. to Shea, and 11,020 sq. ft. to the music building, plus 4400 sq. ft. for the chapel and 2500 sq. ft. for the brothers residence, for a total of 33,440 sq. ft.

Therefore, the school is asking for an increase to 138,587 (105,147 + 33,440) total gross square footage with this application. PPNA plans to oppose the addition to the brothers residence outright (-2500 sq. ft.), and if no conditions (or inadequate ones) are proposed for the chapel and for Shea, we will oppose those, too (-1400 sq. ft. and -4400 sq. ft., respectively). Therefore, our figure for maximum gross square footage is 130,287 (138,587 – 8,300).

After a great deal of discussion, we have decided to support the application for two additional classrooms and an increase of 2315 sq. ft. of total gross square footage of classroom facilities as long as a cap is put on enrollment and the Commission finds that

the enrollment is at a maximum for the location. Without this condition and finding, the additional classrooms and square footage provide a basis for requesting additional enrollment, which we strongly oppose.

Because so many terms are thrown around in the square footage discussion, we feel that they should be defined somewhere in the CUP. There are references to classroom space, classroom facilities, gross square footage, new usable floor area, square feet of building area, floor area, and gross floor area. We also think there should be a finding once and for all of the total of whatever terms are finally decided upon for each building on campus.

3. School Calendar. The school shall operate with a school calendar of no more than 10 months, with the start of the school year in August/September, holiday break in December, and completion of the school year in May/June. In accordance with the Athletic Field Agreement, summer shall be defined as June 1-August 15. The school shall publish and distribute to all neighbors located within 300 feet of the school and/or residing on streets designated as restricted from student parking a complete, accurate calendar of all campus events including athletic fields and gym or other facilities, at least four weeks in advance of each semester. The calendar shall include a directory of contact phone numbers for the Director of Community Relations (see Condition XXX) and any hotlines, whether manned or recorded, for neighbors to report problems, as referenced later in this document. In addition, the school shall maintain online one complete, accurate calendar of all events, including those of the athletic fields and the gym or other facilities, for the entire calendar year. (St. Mary's regularly tells us that the online calendar is the definitive one, but not all athletic events, nor any summer activities, are posted on it.)

4. Enrollment. The maximum enrollment at St. Mary's College High School is capped at 600. Each fall the school shall calculate the average attrition rate (in whole numbers, not as a percentage) from the prior three years, and may admit up to that many extra students to account for expected attrition. It is intended that the school operate at a permanent level not to exceed 600 students. (Probably no need to explain this one!)

5. Summer Programs. Ancillary or temporary uses during Summer break or between semesters shall be limited in number, type, enrollment, and hours of operation to those activities which occurred during the summers of 2010, 2011, and 2012, and shall be directly related to the school's educational purpose. All summer activities shall comply with all relevant conditions of approval. Summer programs should be sized in a manner so that student, guest, and staff parking can be reasonably expected to be absorbed on campus. No summer programs shall be scheduled on the weekends or holidays during the summer. (PPNA's intent is to limit the programs that bring traffic and noise to the neighborhood during the summer. It is not our intent to limit the number of academic programs which take place indoors and do not cause a disturbance to the neighborhood. Because the information is not posted on the website, St. Mary's will need to provide it to develop the baseline.)

6. Hours of Operation. Academic programs shall be scheduled to begin no earlier than 7:00 a.m. Student activities such as athletics and performing arts shall be completed and guests and participants off campus by 10:30 p.m. and cleared from the neighborhood by 10:45 p.m., except as controlled by the athletic field CUP. The School is allowed to schedule up to six events per year, hereafter referred to as Special Events, that shall be completed and guests and participants off campus by 12:00 midnight and cleared from the neighborhood by 12:15 a.m. This principle of timely clearing of the campus and the neighborhood shall apply regardless of when any event actually ends. No events shall begin earlier than 9:00 a.m. or end later than 5:00 p.m. during the summer recess. No programs shall be scheduled on the weekends or holidays during the summer. (See reasoning above regarding summer restrictions. We've added in a requirement to clear the neighborhood within 15 minutes following the end of a events for both noise, security, and safety reasons.)

7. Construction Hours. SMCHS shall require construction contractors to limit construction activities as follows:

- a. Construction hours will be limited to between 8 a.m. to 6 p.m., Monday through Friday. Subject to prior authorization of Planning and Zoning, no construction activities shall be allowed on Saturdays until after the building is enclosed, and then only within the interior of the building with the doors and windows closed.
- b. Any construction activity proposed to occur outside of the standard hours of 8:00 a.m. to 6:00 p.m. Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and consultation with neighborhood representatives on the Neighborhood Liaison Committee for preferences of residents for whether Saturday activity is acceptable/preferable if the overall duration of construction is shortened. Construction activities shall only be allowed on Saturdays with the prior written authorization of the Planning and Zoning Department.
- c. No construction activity shall take place on Sundays or holidays.
- d. No extreme noise generating activities (greater than 90 dBA) shall be allowed as exceptions.
- e. Failure to comply with construction hours may result in stop work orders or other administrative sanctions.

(PPNA is concerned that, without weekend and holiday hours restrictions, we will potentially be part of a construction zone for years with absolutely no respite from the activity.)

8. Construction Traffic and Parking. Prior to the issuance of a demolition, grading or building permit, the School and the construction contractor shall meet with appropriate City of Albany agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The School shall develop a construction management plan for review and approval by both the Albany and Berkeley Planning and Zoning Departments. The plan shall include at least the following items and requirements:

- a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
- b. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- c. Location of construction staging areas for materials, equipment, and vehicles at an approved location as far as practicable from nearby residences.
- d. A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite Construction Operational Control Manager, whose name and phone number shall be provided to all neighboring properties within 500 feet of the campus property line and who shall be on call during all construction hours. The Manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the construction, grading or building permits for each project component.
- e. Provision for accommodation of pedestrian and bicycle flow.
- f. Provision for parking management and spaces for all construction workers and their equipment to ensure that construction workers or construction equipment and vehicles do not occupy on-street spaces nor displace parking for students and school staff.
- g. No vehicle greater than 10,000 pounds gross vehicle weight rating nor any diesel construction equipment may idle for more than three minutes, except as covered in Title 13 of the California Code of Regulations (CCR) Section 2485 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

[We have added the City of Berkeley into this process, as well as mentioning the restriction on idling. Perhaps the standard air/water quality mitigations from the University Village MND should be incorporated here, to the extent they may serve as models. We have required the name of the Construction Operational Control Manager (basically, the person we complaint to) be provided to the City for each component of the project, since there is a high probability that this person will change over time.]

9. Construction Related Noise Control. During all construction activities, the onsite construction manager shall reduce daytime noise impacts due to construction to the maximum feasible extent. The City shall require the School to develop a site-specific noise reduction program, subject to both City of Albany and City of Berkeley review and approval, which includes the following measures:

- a. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the City in the event of problems.
- b. A preconstruction meeting shall be held with the city building inspectors and the general contractor/on-site Construction Manager to confirm that noise mitigation is completed prior to the issuance of a building permit (including construction hours, neighborhood notification, posted signs, etc.).
- c. 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).

d. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.

e. Stationary noise sources shall be located as far from sensitive receptors and adjoining residences as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.

f. If pile-driving and/or other extreme noise generating activities greater than 90 dBA occur, they shall be limited to between 8:00AM and 4:00PM, Monday through Friday. No extreme noise-generating construction activities shall be allowed on Saturdays, Sundays, or holidays.

(We have added the City of Berkeley into this process, plus a couple of other tweaks.)

10. Exterior Lighting. All light fixtures shall be International Dark Sky Association compliant and the exterior lighting system including all building and pole and ground mounted luminaries shall have lighting power densities compliant with ANSI/ASHRAE/IESNA Standard 90.1-2007 and shall produce a maximum initial luminance value no greater than 0.10 horizontal foot candles at the site boundary and no greater than 0.01 horizontal foot candles 10 feet beyond that boundary. All exterior lighting shall be installed in such a manner that glare is shielded or directed away from surrounding properties and rights-of-way. Required exterior light fixtures shall be equipped with “cut off” lenses to minimize light and glare spill over onto adjacent properties. There shall be no athletic field illumination. This restriction on athletic field illumination shall be in effect for the life of the Master Plan or 20 years, whichever is longer. (We know that wiring was laid for field lights during field renovation, even though there was no mention of installing lights at the time. This is a real concern to the neighbors, and we feel it is necessary to address this now, rather than letting the school slip it in later.)

11. Interior Lighting. Interior lighting shall be provided with occupancy and/or time of use controls and installed in a manner to avoid direct illumination or glare outside of the building. All interior and exterior lighting controls shall be certified as meeting the State of California Acceptance Requirements for Code Compliance Section 10-103(a) of Title 24 Part 1, or its designated successor or amendment at time of application for a building permit. The lighting plan shall be submitted to the Planning and Zoning Commission for approval. A final site lighting plan demonstrating compliance with this standard shall be submitted to and approved by the Director of Planning prior to an issuance of a building permit. (Interior lighting was not addressed in Jeff’s 2008 sample conditions, so we added it in just in case.)

12. Landscape Plan. All buildings and parking facilities shall be landscaped to provide shielding for neighboring properties from emissions of noise, light, and pollutants. Landscaping shall be maintained without the use of herbicides, pesticides, or Proposition 65 listed chemicals, and aesthetic consideration shall be given to the neighbors whose properties abut the new landscaping. Leaf blowers and other such high decibel equipment, shall not be used before 9:00 a.m. (We would like this added to what Jeff proposed in 2008 (or whatever condition on this topic the City is currently considering). We have witnessed a school gardener (wearing protective gear) spraying an herbicide on the parkway outside the Monterey Gate, right where the storm drains take water that then flows to the bay. In addition, such chemicals may reach creek, if use is not prohibited.)

13. Temporary Buildings and Storage Containers. No additional storage containers or temporary buildings shall be allowed on campus at any time, unless expressly approved by the City of Albany as part of design review or a building permit. As a condition of approval of the use of shipping containers or temporary building, a fixed date for removal must be established. While in use, square footage of temporary buildings and storage containers shall count towards total square footage allowed in the Master Plan. (Construction trailer and portable rest rooms associated with an active construction project are not subject to this condition.) No additional storage containers or temporary buildings shall be allowed to be used as classroom facilities or to free up other space that could be converted to classroom facilities, except as needed arising from an emergency, such as fire or natural disaster. (We want to make sure that this does not become a way to add classroom space.)

14. Refuse & Recycling Enclosures. No refuse or recycling enclosures shall be situated in view of neighboring properties. All enclosures shall be kept rodent and odor free. (This wasn't addressed in Jeff's 2008 proposal. We assume whatever you normally have on this subject will be sufficient, but we added this just in case.)

15. Parking of School-owned Vehicles. The location of parking spaces reserved for School-owned vehicles shall take into consideration the appearance from neighboring properties or the public right-of-way and shall be screened or landscaped. (A term like 'where practical' is too subjective, so we removed it.)

16. Noise Generation. Current restrictions on noise imposed by the city or the School, including noise from the gym and the athletic field, shall remain in force. Final plans for the Music Building shall include noise attenuation features designed by an accredited acoustical engineer in order to reduce the potential for noise from the building to be heard from outside. The design shall direct any noise potentially leaving the building inward, toward campus, not outward toward the neighborhood. Use of metal baseball bats and repetitive whistle use shall be prohibited during the summer break. (Goal CHS4 in the Community Health and Safety Element of the Albany General Plan (page 99) says: "Prevent exposure of Albany citizens to unacceptable noise levels and alleviate noise exposure problems where feasible." On the same page, noise is broadly defined as unwanted sound. The repetitive sound of whistles and the pinging of balls off the metal bats is so annoying it drives people indoors. You said we should ask for what we want,

and what we really want is to get rid of those bats altogether, but we can't help being reasonable here, since the bats are a fact of life in high school baseball these days. So we tolerate the bats during the school year, but would like some protection against this noise during the summer, when the teams normally have no games or practices. There is great concern over the inadequacy of the sound study completed for the Music Building, so we have offered some language to offer neighbors some protection should we be correct. We do not want a repeat of what happened when the gym was built in 1994, when windows were opened for ventilation and the sound poured out onto the neighbors, despite mitigation measure N-2 (in Res. 94-37). We assume you will actually be delineating the current restrictions on noise in the new CUP, since it will supersede the old one, so we just added the reminder in line one.)

17. Use of Music Building. The Music Building shall not be used for performances. It shall only be used Monday through Friday between the hours of 8:00 a.m. and 6:00 p.m. during the school year. It shall not be used during the summer. We were told that the building was not intended to be used for performances, so we would like to codify that and give it hours that comport with the restrictions on the field, since both are about protecting the neighborhood from noise.

18. Director of Community Relations (DCR). The Applicant shall appoint a person to act as a primary point of contact and as Director of Community Relations (DCR). The DCR shall develop a list of procedures and protocols to track and respond in a timely manner (defined as immediately to within a week, depending on the nature of the complaint/concern) to complaints/concerns about the School's operations. These name of the DCR and the procedures and protocols shall be submitted to the City of Albany Planning and Zoning staff for review and approval within one month of the approval date of this Conditional Use Permit. In addition, the DCR shall institute a hotline for reporting complaints. The hotline must be staffed throughout the duration of any Special Event (see Condition XX, in this document Condition 6), Major Event (see Condition XX, in this document Condition 20), major athletic event, or any event that extends beyond 9:00 pm until all students and guests have departed, the neighborhood has been cleared, and the campus is closed. Attending staff shall take immediate appropriate action to address problems reported when contacted. The telephone number of the DCR and hotline shall be provided and prominently displayed in the School calendar mailed to neighbors, as well as prominently posted on the School website. (This idea comes from Head Royce, which seems to have improved community relations quite a bit with its implementation.)

19. Neighborhood Liaison Committee. The School shall create a Neighborhood Liaison Committee in order to resolve conflicts and maintain communications between the school and the surrounding neighborhoods. The Committee shall include the Director of Community Relations and the Transportation Coordinator, and members of the Peralta Park Neighborhood Association (PPNA) representing and selected by residents of Monterey Ave., Albina/Hopkins Ct., and Posen/West/Beverly/Ventura. Representatives of other streets may be added if PPNA deems it necessary. The Committee shall meet at least twice a year to discuss issues. However, the Committee

shall hold additional meetings as recommended by the neighborhood participants, or fewer if all parties agree. In no case shall there be less than one meeting per year. The Independent Monitor shall participate in the neighborhood liaison committee meetings. (Since we have had trouble getting anyone from the school to sit down and talk to us face to face, having the requirement of an ongoing dialogue seems essential to us.)

20. Event Management. The number of non-athletic events that exceed the capacity of on-site parking shall be limited to eight per school year, and such events shall be referred to as Major Events. The school shall designate a staff person as the school’s Events Coordinator, responsible for preparing and distributing to all employees/contractors written procedures regarding the scheduling of evening and weekend events. The Events Coordinator shall ensure that the number of events on a given evening or weekend does not cause an exceptional amount of traffic or cause the capacity of the parking lots to be exceeded. Should the number of events on a given evening or weekend cause the capacity of the parking lots to be exceeded, the accumulation of events shall be referred to as a Major Event and treated as such by the Events Coordinator and Transportation Coordinator. No Major Event shall be scheduled to occur simultaneously with a major athletic event that is expected to exceed the capacity of the parking lots.

The Events Coordinator shall:

- a. Limit both Special and Major Events to functions that are directly related to the school’s educational mission;
- b. Provide advance notice to neighbors of Special and Major Events and major athletic events;
- c. Prevent students and guests from congregating outdoors in parking areas or public rights of way within hearing distance of nearby residences after evening and weekend events;
- d. Convey to Major and Special Event visitors, as well as major athletic event visitors, the procedures established in the TDM regarding traffic and parking.
- e. The Events Coordinator shall be responsible for staffing the hotline established by the DCR.

(We have added this section in order to have one person responsible for handling all problems associated with large and/or after hours school events. We have made the Director of Community Relations responsible for establishing all the procedures and setting up the hotline for reporting problems, and for handling those that occur day-to-day. We have had a discussion with Herman Shum and Mark Headley about the subject of visitors to school being prime parking offenders, so we think they should be receptive to this type of approach.)

21. Traffic and Parking Management. In order to “assure that the standards for traffic and parking are being met and that impacts to the surrounding neighborhoods are minimized to the greatest extent feasible,” and to ~~“ensure that not more than thirty percent of SMCHS students, faculty, and staff drive to school in any given school year,”~~ as provided in Albany City Council Resolution No. 94-37 mitigation measure TCP-6, the School shall retain a qualified Transportation Consultant within 30 days of approval of this CUP based upon a scope of work approved by the City Planning and Engineering Departments. Prior to

commencement of the first semester following this approval, the consultant shall develop a Parking and Transportation Demand Management program (TDM) and a Traffic and Parking Handbook (Handbook) containing strategies, incentives and specific programs to streamline the flow of traffic, reduce traffic related conflicts and impacts, and optimize on-site parking usage. The TDM shall prioritize the reduction of parking demand and single occupancy vehicle travel in favor of modes of travel to the campus such as walking, bicycling/skate-boarding, car/van-pooling and mass transit on a permanent on-going basis ~~in order to achieve the thirty percent mandate~~. The Handbook (see Condition XX, **22 in this document**) shall include a contract (Contract) confirming that the employee/contractor, student, and parent/guardian has received a copy of and understands the Handbook and the penalties for its violation, and agrees to abide by its terms and procedures as a condition of employment or enrollment. The Contract shall also require employees/contractors, students, and parents/guardians to state their anticipated mode of transportation to and from campus, and to provide the license plate numbers of all household vehicles, regardless of the intended mode of transportation. ~~[This idea comes from either Bentley or Head Royce (we can't remember). With the exception of the reference to City Council Resolution 94 37 and the 30% target, we think it's pretty solid. However, Donna is doing a very detailed analysis of how students and staff arrive at school, and preliminary indications are that this 30% requirement may be neither practical nor achievable. She hopes to have that analysis completed and to you by Monday 8/20.]~~

~~Strike outs show the changes that have been made to the condition since the version that was sent to you on Friday. We have removed the reference to 30% because it is counterintuitive and too high a hurdle to be reasonably achievable, and the neighbors recognize that setting conditions that are destined to be violated serves no one's purpose and will only harden and prolong possible conflicts. If all kids and staff were able to carpool five to a car, it would only take 136 vehicles to get them all to campus, which would be quite acceptable. Though we know that would not be possible, the point is that it is the number of cars coming, not the number of people in them, that matters. This will be further addressed in Condition 28.]~~

22. Development of Parking and Transportation Demand Management Program (TDM) and Traffic and Parking Handbook (Handbook). The transportation consultant shall meet and consult with the Neighborhood Liaison Committee in developing the TDM and Handbook and provide the final draft for the Committee's comments prior to submittal for a public hearing before the City of Albany Transportation and Safety Commission. The TDM shall be reviewed and updated yearly or more frequently based upon results of the monitoring process. Updates and revisions shall follow the above procedures. ~~(This is part of the implementation of Condition 21 above.)~~

23. Transportation Coordinator. Prior to the commencement of the first semester following the approval of this Conditional Use Permit, or within one month of approval if said approval occurs mid-term, a Transportation Coordinator responsible for enforcement and implementation of the provisions of the TDM shall be appointed by the School. ~~(This is part of the implementation of Condition 21 above.)~~

24. Traffic Monitors. The Transportation Coordinator shall retain traffic monitors or assign them from the SMCHS community to oversee morning and afternoon school commute traffic and after school events. The traffic monitors shall be responsible for facilitating traffic and enforcing the rules of conduct included in the Handbook and TDM. Morning monitors shall stay in place until the school day begins. Traffic monitors shall be provided with colored safety vests. The traffic monitors shall report violators of the driving and parking rules to the Transportation Coordinator. (This is part of the implementation of Condition 21 above.)

25. Communication of Rules. Within 30 days of the first semester following approval of the TDM and the Handbook, the Transportation Coordinator shall meet with each staff and faculty employee or School contractor as well as each student and his/her parent or guardian, and provide them with the Traffic and Parking Handbook, which shall also be made available on the school's website. The Transportation Coordinator shall describe the rules and policies of the Handbook including detailed explanation of "good-neighbor rules," pick-up/drop-off procedures, and penalties for violation. As a condition of employment or enrollment, employees/contractors, students, and parents/guardians of each student shall be provided and required to sign the Contract referred to in Condition XX (22 in this document). The Transportation Coordinator shall be required to submit an affidavit to the City of Albany Planning Director within 45 days of the first semester following approval of the TDM and the Handbook indicating full compliance with this contracting procedure.

Prior to the beginning of each subsequent school year, these same procedures shall be followed with all freshmen, transfer students, and their parents/guardians. The Transportation Coordinator shall follow these procedures with all new employees/contractors immediately upon their hiring. Ongoing staff/faculty, students, and parents/guardians shall be required to renew their Contracts within the first two weeks of every semester. The Transportation Coordinator shall be required to submit an affidavit to the City of Albany Planning Director indicating full compliance with this contracting procedure within 30 days of the beginning of each semester.

The data concerning modes of transportation of each employee/contractor and student shall be compiled and provided to the Independent Monitor to facilitate review of School performance in adhering to the traffic and parking management goals and Use Permit conditions.

(This is part of the implementation of Condition 21 above.)

26. Managing Major Events. The TDM shall include provisions for Major Events when the on-site parking is not sufficient for the number of guests expected. Measures may include shuttle or valet services and/or off-site over-flow parking options. Traffic monitors shall be positioned during overflow events to intercept and direct traffic to over-flow parking off-site locations prior to its entering Albina and Posen Avenues or Hopkins Court once on-site spaces are

occupied. Written copies of overflow parking agreements with the owners of the overflow parking lots shall be submitted for the review and approval of the City Attorney prior to the commencement of each school term. Special over-flow events may not take place in the absence of approved over-flow mitigation measures. (This is part of the implementation of Condition 21 above.)

27. Traffic and Parking Management Handbook. The Traffic and Parking Management Handbook shall contain written instruction on the rules of conduct and visual guides such as maps of approved routes and pick-up/drop-off times and locations for students and for visitors for events on campus. The Handbook shall also incorporate, but not be limited to, the following measures, which shall be considered conditions of approval:

- a. Prohibit parking by students or employees on the following streets surrounding campus: Albina Ave., Hopkins Ct., Hopkins St., Monterey Ave., Beverly Pl., Ventura Ave., West Pl., Ordway St., and Peralta Ave., and in front of residences on Posen Ave.
- b. Prohibit use of Hopkins Ct. for any commuting or other School-related traffic.
- c. Prohibit students from driving off campus during the lunch hour.
- d. Violations of parking and traffic rules, whether by the student, student family, or employee/contractor, shall result in progressive discipline, including fines, suspension, and expulsion of the student or termination of employment of employee/contractor.
- e. Consider double parking at or near any pick up/drop off location a violation of parking and traffic rules and procedures.
- f. Consider U-turns on Posen and Monterey a violation of parking and traffic rules and procedures.

Re: c. Certainly the expansion of the cafeteria should be to serve students during the school day. Therefore there should no longer be a need for students to exit campus at noon. This will have a beneficial environmental as well as neighborhood effect. Students wishing to eat off campus would continue to have the option of supporting the local neighborhood businesses.

~~**28. Parking and Transportation Demand Management Program (TDM).** (We are not sending you this Condition now. It is the focus of the analysis being conducted by Donna referred to in Condition 21 above.)~~

28. Parking and Transportation Demand Management Program (TDM). The TDM shall incorporate, but not be limited to, the following, which shall be considered conditions of approval:

- a. The total number of private vehicles allowed to deliver students and employees/contractors to the School on school days, either singly or in carpools, shall be capped at 325 in the school year 2013-14, and shall be reduced by a minimum of 5% each year thereafter until the goal of 250 vehicles is reached. The goal of 250 vehicles must be reached in a maximum of 5 years. If this goal is not reached by the beginning of school year 2018-19, the School will immediately institute a private shuttle service in order to fulfill the requirement of this CUP.
- b. The School shall secure and require use of the bus zone on Monterey at Hopkins St. (or a suitable alternative, as determined by the Transportation Consultant) as a morning drop

off location in order to reduce traffic on Albina. If AC Transit approval is not secured or an alternative not found, the School shall establish a drop off zone at North Berkeley BART and institute a shuttle to campus. The entrance to the School at the end of Albina, or any other spot along Albina or Hopkins Ct., shall be discontinued as a drop-off location by no later than the start of school year 2013-14.

c. Develop procedures for conveying to Major and Special Event visitors, as well as major athletic event visitors, written instruction on the rules of conduct and visual guides such as maps of approved parking around the St. Mary's campus. The Transportation Coordinator is charged with seeing that all visitors comply with parking provisions of the CUP, the California Vehicle Code, and any City of Albany or City of Berkeley ordinances. Responsibility for resolving any violations rests with St. Mary's.

d. The School shall continue the use of the Monterey Gate as a pedestrian only entrance/exit.

e. The license plate numbers or other descriptions of violators of the above measures or other TDM and Handbook provisions shall be reported to the Transportation Coordinator for enforcement and discipline.

f. Develop procedures to monitor and control speeding on Albina Avenue and to provide for reporting violations to the Transportation Coordinator.

g. Develop procedures for implementing progressive discipline, including fines, suspension, and expulsion of students or termination of employment of employees/consultants for violations of traffic and parking rules.

[Re: a. As mentioned in Condition 21 above, traffic congestion is caused by the number of cars coming into the area, not the number of people they are carrying. Our focus, therefore, is to reduce the number of private vehicles coming to campus, whether parking or dropping off. We have analyzed figures from the March 17, 2005 Korve Engineering study, which includes arrival modes of transportation for the years 2003 and 2005, and from the December 9, 2008 SMCHS letter from Jeanne Loughman to Jeff Bond which covers the same information for 2008. The 2008 data does not include a breakdown between those who carpool and park versus those who carpool and are dropped off, but we didn't concern ourselves with this since parking capacity is limited and is therefore controlled by the school.

Between 2003 and 2008 St. Mary's was able to decrease the number of private vehicles transporting students and employees/contractors to campus from 445 to 369. It did so in this manner: decreased the number of students/faculty/staff arriving singly by private vehicle from 49% to 39%; increased its percentage of carpoolers from 34% of total students/faculty/staff to 39%; and increased its percentage of arrival by other means (walking, bicycle, bus, and BART) from 17% of total students/faculty/staff to 23%. All of these combined to reduce the vehicle traffic by 74 automobiles, some of which would have required both a trip into the campus and then back away from it (on Albina) as students were dropped off. Neighbors on all sides of the campus have noted and applauded this reduction. However, it is not enough.

Though the last available data was presented in 2008, the School has been able to maintain this lower level of impact and, in truth, has probably been able to reduce it further. Based on the assumption that the starting point in 2012 is, indeed, lower than 369 private vehicles arriving at campus daily, we have established what we believe is a necessary and, more importantly, achievable goal for the school: reducing the number of vehicles to 250 (which, we note, is more than the goal in City Council Resolution 94-37 would have allowed).

It is important to also note that, of all the traffic influences in the corridor surrounding St. Mary's, the School alone has the ability to establish procedures to limit any impact. Since it is likely that general congestion will increase, not decrease, over time, it is incumbent upon the school to reduce its impact in every way it can, to help preserve the character of the neighborhood.

The backup data supporting the figures used in this explanation are attached.

Re: b. Without this provision, which will result in a reduction of traffic on Albina, we are likely to oppose the new parking lot since it will add traffic to that street.

Re: c,e,f,g. A continuing problem has been resolving traffic and parking problems as they occur. St. Mary's usually tells residents to just call the police or a tow company, which neighbors are hesitant to do and takes too long anyway. We have pushed to have them use their PA system to announce license plate numbers, so problems can be resolved quickly. We are anxious to be out of the business of having to resolve, on our own, the problems caused by visitors to campus. It seems obvious that these should be handled by St. Mary's personnel.]

29. Parking. All current on- and off-campus parking restrictions imposed by the city or SMCHS shall remain in force. This includes the prohibition of diagonal parking on Posen. The school shall hire a monitor to assure that students not authorized to drive to school are not doing so. The license plate numbers of violators shall be reported to the Transportation Coordinator, who will consider the action a violation of traffic and parking rules.

The addition of 24 parking spaces included in the current application, together with existing parking spaces on campus, is expected to satisfy the Zoning Ordinance requirement for student, employee, and Brothers parking on campus. Therefore, the 44 additional spots on Posen previously allowed to satisfy city parking requirements shall no longer be considered campus parking to satisfy those requirements. (St. Mary's has stated its reason for the additional parking to be to satisfy Albany's code requirement for on campus parking. If the Posen spots are still considered as part of the SMCHS parking lots, the result would be an expansion of the size of a Major Event, from 163 cars coming to campus to 195. The significance of this expansion is that it allows a 20% increase in the number of cars that could come to campus without being considered a major event. It also would allow for a significant expansion of the number of students who would be allowed to drive to campus. This clearly appears to be St. Mary's intent, since they say in

the application: “With the additional 44 spaces available on Posen adjacent to the school property, this will increase the total parking available to accommodate school-related demand to 195.” In a time when it is so significant to reduce reliance on automobiles, it would be highly irresponsible to enable this expansion. Considering the 44 spots on Posen in the St. Mary’s baseline also lays the groundwork for satisfying Albany’s parking requirement for a future expansion of enrollment.)

30. Annual Report Process. The School shall prepare and submit an annual report summarizing construction management, event management, transportation management plan, and athletic field usage. The athletic field portion of the annual report shall comply with the conditions of approval of the Athletic Field Renovation Project. The Planning and Zoning Commission shall hold a public hearing on the annual report, at which time it may impose additional conditions or withdraw and void entitlements previously granted the project. The purpose of the public hearing is to receive public comment on School operations and impacts during the prior year to ensure that the school is operating consistent with its conditional use permit and other City requirements. The Planning and Zoning Commission may change annual reports and hearings to biennial if it finds that the School has operated in substantial compliance with the approved Conditional Use Permit and other operating parameters for five consecutive years. If it is later found to be non-compliant, the requirement for annual reports and hearings must be reestablished. (This started from Jeff’s proposed conditions. We just added in the five years part at the end to ensure that someone couldn’t say that the school had done fine one year and conclude that that was good enough.)

31. Independent Monitor. At the School’s expense, the City of Albany shall retain an independent Compliance Monitor to report on compliance with and effectiveness of the School’s implementation of project conditions and impact avoidance programs. The Compliance Monitor shall have the authority to require the school to provide information necessary to determine whether it is complying with the conditions of approval, but may not rely solely on the school as the source of information. The Monitor shall provide monthly reports to the City during the first year of the use permit and quarterly thereafter if the Monitor finds the School to be in full compliance with the project approval conditions and impact avoidance strategies at the end of that first year. The Monitor’s report shall include, but not be limited to, the School’s enforcement of the transportation, traffic, and parking rules and the effectiveness of the TDM, after school events management, noise controls and adherence to operational hours. The Monitor must be available to observe traffic and parking during any hours of operations including day, evening and special events. Copies of the Monitor’s reports to the City shall be sent to the School and the PPNA. The monitor shall also attend and report at the annual public hearing. (This is necessary since the City doesn’t have resources to monitor compliance.)

32. Transportation. The School shall also implement the following transportation related goals, measures, and programs, which shall be incorporated into the TDM.

- a. Provide discounted transit passes, commuter checks, and bicycle subsidies to all students and employees/contractors;
- b. Increase AC Transit service to the School. It shall maintain the minimum level of bus ridership per AC Transit's requirements, 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 AC Transit's minimum ridership level;
- c. Increase carpooling in order to achieve a minimum of 75% of the students and employees/contractors arriving by car doing so in carpools. This requirement must be met in even annual increments ~~within five years of the approval of this CUP~~ by the beginning of school year 2018-19;
- d. Increase bicycle commuting;
- e. Should the School fail to achieve the limitation on number of ~~students and employees/contractors driving to school~~ private vehicles allowed to deliver students and employees/contractors to the School on school days, either singly or in carpools, within the time limit allowed, it shall establish its own transportation system to achieve the required results.

(Much in this section started from Jeff's list. However, we found many of the items to be inexact, with no method of determining their efficacy. In Condition 25 of this document the independent monitor is charged with evaluating the transportation data gathered by the school and reviewing it for compliance. We modified Jeff's item k. to provide a consequence for failing to meet the requirements of this section. We consider this approach important as a long term planning tool since we know that traffic in this area will only get worse over the years covered by this application, and it is incumbent upon the school to begin being part of the solution rather than part of the problem. The strikeouts are to show you the changes that were made to this condition to bring it into conformance with the language of Condition 28, which you are only now receiving.)

33. Compliance Plan.

- a. Within thirty (30) days following project approval and prior to the beginning of each subsequent school year until final completion of the total project, the project applicant shall submit a conditions compliance matrix to the Planning and Building Departments that lists each condition of approval, the City agency or division responsible for review, and how/when the project applicant has met or intends to meet the conditions. Ongoing conditions will specify a date for the document or compliance plan to be submitted, as applicable. The applicant shall notify Planning and Zoning and Building Services Directors within one month if a deadline listed on the Matrix has or will be missed. The Director of City Planning, in his/her sole discretion, may refer review of compliance with the conditions of Approval to the Planning Commission.
- b. Prior to issuance of a building permit, SMCHS shall submit a site security and safety plan to assure that grading and construction activities are adequately secured during off-work hours.
- c. Prior to issuance of the certificate of occupancy, a final inspection shall occur that verifies that all landscaping and on and off-site improvements are completed in accordance with the Conditions of Approval, or that cash, an acceptably rated bond, a certificate of deposit, an irrevocable standby letter of credit or other form of security (collectively "security"), acceptable to the City Attorney, has been posted to cover all

costs of any unfinished work related to landscaping and public improvements plus 25 percent. For purposes of these Conditions of Approval, a certificate of occupancy shall mean a final certificate of occupancy, not temporary or conditional, except as the City determines may be necessary to test utilities and services prior to issuance of the final certificate of occupancy.

d. Prior to issuance of the certificate of occupancy, a parking and traffic management plan must be submitted that includes the traffic mitigation measures pursuant to the conditions in this document.

(We know that this is pretty boilerplate. We only put it in because we didn't see it in Jeff's original draft.)

34. Procedure for Amendments to the Conditional Use Permit. Minor changes of a technical nature to the CUP may be approved by the Community Development Department utilizing public notice requirements of the Planning and Zoning Code. Refinements to specific projects approved by this CUP may be considered pursuant to Design Review procedures or Planned Unit Development procedures contained in the Planning and Zoning Code. The following changes, though not an exclusive list, shall be considered amendments or revisions to the Conditional Use Permit, and shall be subject to the appropriate level of CEQA review and Planning and Zoning Commission approval:

- a. Any changes in the approved use;
- b. Any changes in enrollment;
- c. Any increase in number of after hour, weekend, or off day events;
- d. Any changes in negotiated agreements, including those with neighbors or any neighborhood association;
- e. Any construction of new buildings or structures or the enclosure of portions of existing buildings or structures allowing increased floor area;
- f. Installation of temporary buildings, except as described in Condition XX (13 in this document) for use in construction;
- g. Any changes in size or location or general function or use of buildings;
- h. Any changes in location and amount of parking;
- i. Any changes in the internal automobile circulation system; or
- j. Any changes in vehicle or pedestrian access from nearby streets onto or off of campus, (Because Jeff didn't include any definition for the word "substantive" in his Nov. 18, 2008 version of this condition for the 2008 application, this represents a significant wording change. It is important that we know that, at a minimum, these items cannot be changed administratively.)

35. Severability. Approval of the project would not have been granted but for the applicability and validity of each and every one of the specified conditions and mitigation, and if any one or more of such conditions and mitigations is found to be invalid by a court of competent jurisdiction this Approval would not have been granted without requiring other valid conditions and mitigations consistent with achieving the same purpose and intent of such Approval.

36. Vesting and Expiration. The issuance of this CUP shall be vested upon the initiation of substantial construction in furtherance of the projects described in the

2011 application for use permit. This CUP shall expire ___ years after approval of the CUP if substantial construction is not initiated. Prior to the expiration of the CUP, the School may request annual extensions to the CUP, which will be subject to Planning and Zoning Commission review and approval. New CEQA review will be required on any project component unless substantial construction has begun on that component within 10 years of approval of this CUP (It is important that St. Mary's not be allowed to rely on CEQA review from 2011 for projects that are yet unbuilt in 2022.)

37. Storm Water Management. The Project Applicant shall obtain from the City of Berkeley all necessary development and land subdivision permits for the portions of the storm water management systems that are located within the City of Berkeley. The property occupied by the storm water retention pond shall either a) grant and record a permanent drainage easement to the School including sufficient dry land service access for the entire storm water retention system, b) be merged with the School site, or c) incorporate permanent restrictions and requirements for the maintenance of the storm water retention system into the property title in a form approved by the Albany and Berkeley City Attorneys. Copies of all deeds, dedications and City of Berkeley approvals and permits, as applicable, shall be submitted to the Albany Director of Community Development for inclusion in the file prior to the issuance of any grading or building permits for any portion of this project. The storm water management system shall be completed prior to or at the same time as the construction of the first building project. (This condition is critical, because St. Mary's has proposed that the rain garden water retention area needed to satisfy water runoff requirements be located partly on a piece of property situated in Berkeley, not in Albany, and that parcel is not part of the campus. Without a recorded easement to ensure that the obligation of that property runs with the land, Albany cannot be assured that the proposed arrangement to address water runoff will continue perpetually to provide the water retention services proposed.)

38. Athletic Field Renovation Project. The conditions of approval associated with the Athletic Field Renovation Project approved by the Planning and Zoning Commission on October 16, 2007 shall remain in full force and effect and shall be incorporated into the new CUP. St. Mary's shall develop and implement a plan to ensure that all school personnel are familiar with the field conditions and are held accountable for following them. (PPNA's experience with the school is that compliance has been spotty at times, with specific coaches violating the agreement day after day, even after the school has been alerted to the problem. We can send you a string of emails between Michael Tompkins and Peter Imperial where Pete says, rather explicitly, that the school can't anticipate when someone will break a rule and so can't be held accountable when violations occur. This was in response to a problem after someone who was not instructed on the rules was put in charge of the field, which seems to us to have been a problem that could easily have been anticipated and avoided.)

We did not bother with most boilerplate items, which the city will automatically impose for the health, safety, and general welfare of the public. We concentrated on those things that apply to our neighborhood specifically. At least, that's what we tried to do!

SUMMARY - MODES OF TRANSPORTATION

Stated as a Percentage of Total Enrollment and Faculty/ Staff
(Totals do not always equal 100% due to rounding)

<u>Mode</u>	<u>Students</u>			<u>Faculty/Staff</u>			<u>Total</u>		
	<u>2003</u>	<u>2005</u>	<u>2008</u>	<u>2003</u>	<u>2005</u>	<u>2008</u>	<u>2003</u>	<u>2005</u>	<u>2008</u>
Walk	4%	11%	3%	10%	12%	7%	5%	11%	3%
Bike	<1%	<1%	2%	2%	1%	8%	<1%	1%	3%
ACTran	2%	<1%	8%	0%	0%	1%	1%	1%	7%
BART	11%	5%	11%	2%	4%	3%	11%	5%	10%
Car	83%	86%	77%	88%	83%	82%	84%	86%	77%
-w/1, prkg	16%	4%	?	82%	67%	?	22%	11%	*
-w/1, do	30%	39%	?	2%	1%	?	27%	35%	*
-cp, prkg	17%	22%	?	2%	15%	?	16%	21%	**
-cp, do	20%	21%	?	2%	0%	?	18%	17%	**
(w/1=car with only the driver or only a passenger staying on campus; prkg = parking; do = drop off; cp = carpool)									
Total carpooling	37%	43%	42%	4%	15%	10%	34%	38%	39%

*39% of students/faculty/staff arrived singly by car; breakdown between those parking and those being dropped off not available

**39% of students/faculty/staff arrived by carpool; breakdown between those parking and those being dropped off not available. (NOTE: This figure differs from the one shown on the Dec. 9, 2008 SMCHS letter from Jeanne Loughman to Jeff Bond. The SMCHS figure is stated as a percentage of those arriving by car, whereas our figure is stated as a percentage of total arrivals.

Stated in Absolute Numbers***

<u>Mode</u>	<u>2003</u>	<u>2005</u>	<u>2008</u>	<u>2003</u>	<u>2005</u>	<u>2008</u>	<u>2003</u>	<u>2005</u>	<u>2008</u>
Alone	276	258	206	59	54	53	343	312	265
Carpool	<u>89</u>	<u>103</u>	<u>102</u>	<u>3</u>	<u>5</u>	<u>8</u>	<u>102</u>	<u>108</u>	<u>106</u>
TOTAL CARS	356	361	308	62	59	61	445	420	371

***Rather than using the number of respondents in each of the years presented as the base, we have extrapolated the percentages to the total number of students/faculty/staff expected to be approved with the 2011 Application's CUP, which has more meaning as we try to calculate actual neighborhood impact. Therefore, the base number to which we have applied the percentages listed in the first chart

above is 680, representing 600 students and 80 faculty/staff. To calculate the number of carpool cars coming to campus, we assumed 2.5 people arriving per car. The calculation for 2008, for instance, was:
493 (total number arriving by car) - 246 (total carpoolers) = 247 (total arriving singly by car)
246 (total carpoolers) divided by 638 (total number of people surveyed) = 39%
247 (total arriving singly by car) divided by 638 (total number of people surveyed) = 39%
680 people coming to campus in 2012 and on X 39% (arriving singly) = 265
680 people coming to campus (as above) X 39% (arriving in carpools) = 265 divided by 2.5 per car = 106
265 + 106 = 371 total cars.

SAINT MARY'S COLLEGE HIGH SCHOOL
EXISTING AND PROPOSED CLASSROOMS

		Current		Proposed		Changes	Note
Cronin Hall		classrooms	8	classrooms	9	+1	1
	501	890	sf	890	sf		
	502	890	sf	890	sf		
	503	935	sf	1250	sf		
	504	940	sf	640	sf		
	505	925	sf	790	sf		
	510	1240	sf	780	sf		
	511	635	sf	760	sf		
	515	740	sf	640	sf		
	516	closed -570	sf	840	sf		
		<i>TOTAL 1045</i>		<i>1450</i>			
St. Joseph's Hall		classrooms	2	classrooms	2		
	800	770	sf	770	sf		
	810	740	sf	740	sf		
		<i>TOTAL 1510</i>					
Shea Center		classrooms	2	classrooms	2		
	101	1140	sf	1140	sf		
	102	1140	sf	1140	sf		
		<i>TOTAL 2280</i>					
Pavilion (Band Room)		classrooms	1	classrooms	0	-1	2
	Band Room	1920	sf				
		<i>TOTAL 1920</i>					
Murphy Hall		classrooms	8	classrooms	8		
	210	682	sf	682	sf		
	212 Physics	1406	sf	1406	sf		
	214 Chemistry	1406	sf	1406	sf		
	220	695	sf	695	sf		
	222	682	sf	682	sf		
	224	695	sf	695	sf		
	226 Biology	1406	sf	1406	sf		
	228 Biology	1406	sf	1406	sf		
		<i>TOTAL 8338</i>					
Frates Memorial		classrooms	8	classrooms	8		
	311	970	sf	970	sf		
	313	1035	sf	1035	sf		
	315	1035	sf	1035	sf		
	317	970	sf	970	sf		
	321	970	sf	970	sf		
	323	1044	sf	1044	sf		
	325	1044	sf	1044	sf		
	327	970	sf	970	sf		
		<i>TOTAL 8738</i>					
Music Building				classrooms	2	+2	
	Instrumental Music			2250			
	Vocal Music			1700			
				<i>TOTAL 3950</i>			
Total "Classrooms"			29		31	2	
	1	Reactivate Classroom closed by City					
	2	Demolish for music building					
		21 February, 2012					

TOTAL 24321

31636

INCREASE of 2315 =

space for 13 students
(2315 + 175)

**SAINT MARY'S COLLEGE HIGH SCHOOL
MASTER PLAN FACILITIES AND PHASING**

October 1, 2008

	CLASSROOMS			BUILDING AREA		
	Existing	New	Total	Existing	New	Over All Total
CURRENT FACILITIES (2008)						
Vellesian Hall (1959)	0			3,900 SF		
Gymnasium (1948)	0			9,880 SF		
Cronin Hall (1952, 59)	9			10,077 SF		
Cronin Hall - Locked Classroom (2005)	-1					
Saint Joseph's Hall (1956)	2			16,980 SF		
Band Pavilion & Snack Bar	1			2,380 SF		
Snack Bar locked (2005)						
Shea Student Center (1977)	2			9,630 SF		
Murphy Hall Science Building (1986)	8			10,450 SF		
Gymnasium/Auditorium (1995)	0			21,310 SF		
Frates Memorial Hall (2002)	8			9,100 SF		
sub-Total	29		29	93,707 SF		93,707 SF
ATHLETIC FIELD RENOVATION - Summer and Fall 2008						
Athletic Field Renovation						
Bleacher replacement						
Field Maintenance/Storage Building					1,400 SF	
Demolish Snack Bar, Demolished (2008)				-460 SF		
sub-Total	0		29	-460 SF	1,400 SF	94,647 SF
MASTER PLAN FACILITIES & PHASING				(Sequence determined by available funding.)		
1 PERFORMING ARTS MUSIC BUILDING, ATHLETIC FACILITIES & STUDENT CENTER						
Demolish Band Pavilion	-1			-1,920 SF		
A. Performing Arts Music Facilities						
• Replace Band Room		1			2,200 SF	
• New Choral Room		1			1,500 SF	
• Practice Rooms					1,700 SF	
• Offices					700 SF	
• Dressing & Storage					1,000 SF	
B. Athletic Facilities						
• Training Rm Addition					1,000 SF	
• Classroom; dance, practice		1			1,000 SF	
C. Student Center Renovation						
• Kitchen renovation and expansion					1,400 SF	
sub-Total	-1	3	31	-1,920 SF	10,500 SF	103,227 SF
D. Multi Use Facility (Performing Arts Project - probable second phase)						
• Upper Level Multi-use Room: Toilets, Storage					9,000 SF	
• Lower Level Maintenance Shop					2,000 SF	
Student Activities Storage					500 SF	

**SAINT MARY'S COLLEGE HIGH SCHOOL
MASTER PLAN FACILITIES AND PHASING**

October 1, 2008

	CLASSROOMS			BUILDING AREA		
	Existing	New	Total	Existing	New	Over All Total
Performing Arts Storage					1,000 SF	
Shea Center Storage					1,000 SF	
General School Storage					500 SF	
Parent Association & Booster Storage					500 SF	
sub-Total		0	31		14,500 SF	117,727 SF
2 ST. JOSEPH'S HALL RENOVATION & EXPANSION, INCLUDING SEISMIC UPGRADE						
Interior Demolition	-2			-16,980 SF		
Upgrade & expansion						
• 3rd Floor - Administrative Offices					12,000 SF	
• 2nd Floor - Reception					2,500 SF	
• 2nd Floor - Library & Classrooms		2			9,000 SF	
• 1st Floor - Facilities & Support					5,000 SF	
sub-Total	-2	2	31	-16,980 SF	28,500 SF	129,247 SF
3 CHAPEL						
sub-Total		0	31		4,000 SF	133,247 SF
4 CLASSROOM BUILDING & PARKING LOT						
• Upper Floor - 4 classrooms		4			5,000 SF	
• Main Floor - 4 classrooms		4			5,000 SF	
• Lower level - Gallery & Classroom		1			1,800 SF	
• Demolition of Vellesian Hall	0	0		-3,900 SF		
sub-Total		9	40	-3,900 SF	11,800 SF	125,627 SF
OTHER RENOVATION NEEDS						
9a - Convert Classrooms @ Murphy	-2					
9b - Cronin Seismic and Classroom Renovation						
• Reactivate existing classroom		1				
• Convert Classrooms		-1				
9c - Convert Classrooms @ Shea	-2					
sub-Total	-4	0	36			
TOTAL	22	14	36	70,447 SF	70,700 SF	141,147 SF
			Total	Existing To Remain	New	Total

Note: Refer to Master Plan Summary for project descriptions.

Areas indicated are usable areas; they do not include exterior covered areas, toilets, or mechanical.

LONG RANGE CONSIDERATIONS

Brothers Hospitality Facility at Brothers Residence

2,000 SF

involves being dropped off or being part of a carpool. Most faculty and staff drove alone and parked on campus. The "Other" category includes carpools that park off-campus.

While the percentage driving alone or arriving via BART decreased, the percentage of walking, "carpool and park on campus", and "drop off one passenger" increased. The percentage arriving by bus remained the same. Approximately 34 percent of all respondents arrived on campus by carpooling in 2003. This increased to 38 percent in 2005, indicating some success in efforts to encourage carpooling. The number of students who are dropped off has increased by nine percent. During the before school peak period (between 7:00am and 8:30am), number of vehicles on the adjacent city streets (Albina Avenue and Posen Avenue) has decreased slightly (approximately 20 vehicles). The school survey in 2005 showed that 62 percent of drivers who drop-off one student before school do so on their way to work.

TABLE 14: MODE OF TRANSPORTATION – ARRIVAL

Mode	Students		Faculty & Staff		Total	
	2003	2005	2003	2005	2003	2005
Drive Alone	16%	4%	82%	67%	22%	11%
Walk	4%	11%	10%	12%	5%	11%
Bus	2%	<1%	0%	0%	1%	1%
Bike	<1%	<1%	2%	1%	<1%	1%
BART	11%	5%	2%	4%	11%	5%
Carpool & park on campus	17%	22%	2%	15%	16%	21%
Carpool & drop off	20%	21%	2%	0%	18%	17%
Drop off one passenger	30%	39%	2%	1%	27%	35%
Other*	0%	7%	0%	0%	0%	6%
Total	100%	100%	100%	100%	100%	100%

* "Other" denotes respondents who do not have school-issued parking permits for parking on campus or on Posen Street and who drive alone or carpool to school and park in public streets beyond the streets designated for no student parking.

As shown in Table 15 the majority of students, faculty and staff leave the school in automobiles. More students take the bus or BART in the afternoon than in the morning. This is done by students who are dropped off in the morning, but not picked up in the afternoon. The total percentage of driving alone, bus, BART and walking have decreased while percentage of pick-up one passenger has increased. During the after school peak period (between 2:00pm and 3:30pm), the number of vehicles observed on the adjacent city streets (Albina Avenue and Posen Avenue) has decreased by approximately 120 vehicles. The school survey in 2005 showed that 47 percent of drivers who pick-up one student after school do so on their way home from work. These statistics are consistent with the observed and surveyed shift towards later departures from school.



SAINT MARY'S COLLEGE HIGH SCHOOL

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December 9, 2008

To: Jeff Bond
City of Albany

From: Jeanne Loughman

A quick mode of transportation survey was conducted on December 4, 2008. The chart below is a tabulation of the returned surveys.

Mode	Student		Staff		Total	
	Number	Percent	Number	Percent	Number	Percent
Walk	16	2.9%	5	6.5%	21	3.3%
Bike	13	2.3%	6	7.8%	19	3.0%
AC Transit	43	7.7%	1	1.3%	44	6.9%
BART	59	10.5%	2	2.6%	61	9.6%
Car	430	76.6%	63	81.8%	493	77.3%
Total Responses	561	100.0%	77	100.0%	638	100.0%
Total Who Carpool*	238	55.3%	8	12.7%	246	49.9%

* The percentage figures in this line are of those who indicated they arrive by car.

PROPOSED FINDINGS

1. Because dense residential neighborhoods directly abut the campus on three sides with only Posen Street separating the campus from residences on the fourth side, the Commission finds that enrollment at the School is at saturation point for its location and any permanent increase above 600 students is neither necessary, desirable, nor compatible with the neighborhoods surrounding the School.
2. The Commission finds that the size, intensity and location of the Brothers Residence is neither necessary, desirable, nor compatible with the neighborhood, because it would expand and modify an existing but nonconforming use in the Public Facility district in which the School is located.
3. The Commission finds that off-site impacts associated with after school, summer, weekend and off-hour events at the School are currently at their maximum acceptable level and no new or additional after school, summer, weekend or off-hour events are necessary, desirable, or compatible with the neighborhoods surrounding the School, nor can they be appropriately accommodated on the site without adversely affecting the public health, safety and convenience.
4. The Commission finds the cap of classroom space at 31,636 square feet provided in this CUP is sufficiently within the range set for private schools in the National Association of Independent Schools (NAIS) standard relied on by the School for 600 students. That standard states: "Even if current class sizes are restricted to 15-20, figure on 25 per class times 30 square feet per pupil per self-contained classroom (i.e., 750-900 square feet per classroom), as a general rule of thumb." Therefore, at the low end the School needs 23,250 sq. ft., and at the high end 27,900 sq. ft. This cap, therefore, provides 3736 sq. ft. in excess of the high end, which the Commission finds to be ample.
5. The Commission finds that weddings, funerals, and memorials are not curricular functions of the School.
6. As the School generates 97 percent of the traffic on Albina Avenue, according to the 2005 Korve Traffic Study (pg. 11) relied upon by the School, its current level adversely affects the public health, safety, and convenience. The Commission therefore finds that a reduction in School generated traffic is necessary, desirable, and compatible with the neighborhood.