ADDENDUM

MITIGATED NEGATIVE DECLARATION

PROPOSED NEW SLATER SCHOOL CAMPUS PROJECT

Prepared for:

Mountain View Whisman School District
750-A San Pierre Way
Mountain View, CA 94043

Prepared by:

Grassetti Environmental Consulting
7008 Bristol Drive
Berkeley, CA 94705

Date: March 2019

1. Introduction

The Final Mitigated Negative Declaration (MND) for the Proposed New Slater School Campus Project was adopted by the Mountain View Whisman School District (District) Board of Trustees on October 5, 2017. The Final MND included a mitigation for flashing lights at the crosswalks at the crossing of North Whisman Road and Pacific Drive/school access driveway. At the request of the City of Mountain View, the District is proposing to replace the flashing lights at this crosswalk with a four-way stop-light signal. This Addendum to the Final MND addresses the traffic and safety impacts associated with this change to the proposed project.

1.1 CEQA Guidelines for Preparing an Addendum

The CEQA Guidelines identify the decision-making process the District should use to determine the type of CEQA document appropriate for this modification to the Final MND (§15164(b) and §15162). The CEQA Guidelines (§15164(a)) specify that the lead agency shall prepare an addendum to a previously adopted Mitigated Negative Declaration if only minor technical changes or additions are necessary, or none of the conditions described in Section 15162 calling for preparation of a subsequent Negative Declaration have occurred. According to Section 15162, a subsequent Negative Declaration is not required for the Project unless the District determines, based on substantial evidence in light of the whole record, one or more of the following conditions are met:

- Substantial changes are proposed to the Project which will require major revisions to the Final MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects
- Substantial changes occur with respect to the circumstances under which the Project is undertaken which will require major revisions to the Final MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final MND was adopted shows any of the following:
  - The Project will have one or more significant effects not discussed in the Final MND;
  - Significant impacts previously examined in the Final MND will be substantially more severe than shown in that document;
  - Mitigation measures or Project alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant impacts on the environment, but the District declined to adopt the mitigation measure or alternative; or

- Mitigation measures or Project alternatives which are considerably different from those analyzed in the Final MND would substantially reduce one or more significant impacts on the environment, but the District declined to adopt the mitigation measure or alternative.

1.2 Assessment of Crosswalk in Final MND

The Final MND described and assessed the crosswalk impact as follows:

> *The school exit driveway as proposed and the existing multi-family driveway are about 75 feet apart and the exist driveway is at a curve, which may present a sight distance concern, as the required sight distance at 30 mph is 200 feet. Motorists exiting from the school may not have sufficient reaction and braking time to avoid vehicles exiting from the multi-family complex driveway. Mitigation Measure TRA-1, below, which would require all vegetation between the two driveways to be cut and maintained below three-feet tall to provide a clear line of sight and include a right-turn-only sign, would reduce this potentially significant impact to a less-than-significant level.*
>
> *Traffic at the new site access could pose a hazard to pedestrians. This potential impact can be reduced to a less-than-significant level by installing a high-visibility pedestrian crosswalk needs to be installed along with "SCHOOL XING" marking and signs (See Mitigation Measure TRA-1, below).*
>
> ***Mitigation Measure TRA-1:** The District shall incorporate the following measures into the Project plans:*
>
> - *Install high –visibility crosswalk and "SCHOOL XING" signs at the entrance driveway.*
> - *Cut-back tress and other vegetation between the exit driveway and the multifamily complex driveway to under 3-feet high to provide a clear line of sight.*
> - *Install a "RIGHT-TURN ONLY" sign at the exit driveway. Extend the raised median further north to preclude school traffic from making left-turns from the driveway onto North Whisman Road.*

With incorporation of the above mitigation measures, which were adopted by the District at the time of project approval, the impact was determined to be ***less than significant***.

Additionally, the Final MND studied the level of service (LOS) of traffic at the intersection of North Whisman Road/Pacific Avenue/School Driveway (Intersection number 3 on Table TRA-2), and found the intersection with the new school to be at LOS C, which is considered "acceptable" by the City of Mountain View.

1.3. Proposed Changes to the Intersection

The project modifications include installation of the four-way signal system, installation of painted left-turn pockets, installation of new handicapped-accessible curb ramps, and modifications to the median strip associated with the turning pockets. The signals would replace the previously approved pedestrian-activated flashing light system included in the 2007 Final IS/MND. The school driveway and curbcut have not changed in any substantive way from those described in the 2017 document.

1.4. Assessment of Proposed Signalization of Crosswalk

PHA Transportation Consultants has reviewed the proposed change in signalization of the crosswalk from a flashing light system (referred to in the Final MND as a "high-visibility pedestrian crosswalk") to a four-way stop-light controlled intersection, and prepared a new LOS analysis of the intersection (PHA, February 20, 2019 Memo to Richard Grassetti, Grassetti Environmental Consulting). The PHA analysis is included as Attachment A to this Addendum.

The PHA Assessment concluded:

- The median island from North Whisman Station will be extended to a point further north of the proposed exit driveway and should be able to preclude school traffic from making turning left turns. This is consistent with our recommendation.
- The improvement plan shows a traffic signal would be installed at the North Whisman Road/Proposed School Driveway intersection instead of the Final MND's recommended pedestrian activated signal "Rectangular Rapid Flash Beacon" (RRFB). Additionally, the intersection will be widened to provide left-turn lanes in both directions at North Whisman Road. This will further improve student pedestrian safety, as well as added safety for left-turning vehicles into the school driveway and Pacific Drive, and reduce vehicle delays from Pacific Drive without creating queuing problem. The following Table 1 shows the intersection traffic LOS (operation) and potential vehicle queues at the intersections comparing the Current (2017) Conditions, Project Condition with Rectangular Rapid Flash Beacon (RRFB) Pedestrian Signal, and the Project Condition with a traffic signal and left-turn lanes:

As shown in Table 1, the overall operation of the intersection would improve slightly with the signalization compared with the operations described in the Final MND. In both cases, it would be less than significant. PHA also included a recommendation for Mountain View Fire Department review of the proposed median treatment to assure adequate fire truck egress and ingress to the nearby fire station. Minor modification to the proposed median treatment may occur as a result of those consultations. Any such modifications would not substantially affect the PHAS intersection analyses. The signalization project also eliminates the need to the High-Visibility crosswalk included in the IS/MND's Mitigation TRA-1.

Table 1: Proposed North Whisman Road/School Driveway Project Conditions Traffic Operation

AM School Peak Hour	**W/Pedestrian Beacon**				**W/ Traffic Signal + left-Turn lanes**			
	VC	Delay	VQ	LOS	VC	Delay	VQ	LOS
NB left turn traffic	0.08	2.6	1	A	0.43	14.6	1	B
NB thru traffic	0.20	0.0	1	A	0.24	3.4	4	A
NB right-turn traffic	0.20	0.0	0	A	0.00	0.0	0	A
SB left turn traffic	0.00	0.2	1	A	0.02	18.0	1	B
SB thru traffic	0.17	0.17	0	A	0.23	5.4	2	A
SB right-turn traffic	0.17	0.0	0	A	0.00	0.0	0	A
WB all traffic	0.21	27.0	1	D	0.19	10.7	1	B
Overall				**A**				**A**
PM School Peak Hour	VC	Delay	VQ	LOS	VC	Delay	VQ	LOS
NB left turn traffic	A	2.7	1	A	0.32	12.8	1	B
NB thru traffic	A	0.0	0	A	0.10	2.3	1	A
NB right-turn traffic	A	0.0	0	A	0.00	0.0	0	A
SB left turn traffic	A	0.0	0	A	0.02	16.0	1	B
SB thru traffic	A	0.1	0	A	0.16	3.6	2	A
SB right-turn traffic	A	0.0	0	A	0.00	0.0	1	A
WB all traffic	C	17.2	1	C	0.06	14.0	1	B
Overall				**A**				**A**

VC: Volume to Capacity Ratio, Delay: Vehicle delay in seconds, VQ: 95th percentile vehicle queues, LOS: Level-of-Service. The above analysis is conducted using SYNCHRO Computer Software.

1.4. Conclusions

The proposed replacement of the MND's pedestrian activated flashing light system with full signalization of the intersection would not have any potentially significant impacts were fully evaluated and found to not result in any new or increased impacts compared to those described in

the Final MND. Therefore, the use of an Addendum to the Final MND is appropriate for this minor project modification.

ATTACHMENT A: PHA Transportation Consultants February 20, 2019, Assessment of Proposed Signalization Modifications

PHA Transportation Consultants

2711 Stuart Street Berkeley CA 94705
Phone (510) 848-9233
Email: Pangho1@yahoo.com

2/20/2019

Richard Grassetti
GECONS
Via Email

Re: Slater Elementary School

Dear Richard,

In response to your request, we have reviewed the conceptual improvement plan for the North Whisman Road and the proposed Slater School Access Driveway intersection. The review is to ensure the current improvements are consistent with the recommendation in the traffic study we prepared in 2017.

In the 2017 traffic study, we made 3 recommendations:

1. Extend the North Whisman median island from North Whisman Station further south to preclude future school traffic from making left-turns on to North Whisman Road to travel north. The purpose of this is to reduce conflicts and potential for collision.

2. Install a pedestrian activated signal "Rectangular Rapid Flash Beacon" (RRFB) at proposed school access driveway at North Whisman Road, plus a high visibility for school-zone pedestrian crosswalk along with "SCHOOL XING "signs at the intersection to provide for student pedestrians. The current (2017) traffic volume and pedestrian volumes would not satisfy the minimum requirement for signalization, as such, we did not recommend signalization for the intersection.

3. Cut back vegetation between the existing multi-family complex driveway at North Whisman Road and the proposed school exit driveway. The purpose of this is to improve sight distance and safety for motorists exiting from the driveways.

Our review of the improvement plan prepared by U&R indicated that:

1. The median island from North Whisman Station will be extended to a point further north of the proposed exit driveway and should be able to preclude school traffic from making turning left turns. This is consistent with our recommendation.

2. The improvement plan shows a traffic signal would be installed at the North Whisman Road/Proposed School Driveway intersection instead of the recommended pedestrian activated signal "Rectangular Rapid Flash Beacon" (RRFB). Additionally, the intersection will be widened to provide left-turn lanes in both directions at North Whisman Road. This will further improve student pedestrian safety, as well as added safety for left-turning vehicles into the school driveway and Pacific Drive, and reduce vehicle delays from Pacific Drive without creating queuing problem. The following Table 1 shows the intersection traffic LOS (operation) and potential vehicle queues at the intersections comparing the Current (2017) Conditions, Project Condition with Rectangular Rapid Flash Beacon (RRFB) Pedestrian Signal, and the Project Condition with a traffic signal and left-turn lanes:

Table 1 N. Whisman Road/School Driveway
Project Conditions Traffic Operation

AM School Peak Hour	**W/Pedestrian Beacon**				**W/ Traffic Signal + left-Turn lanes**			
	VC	Delay	VQ	LOS	VC	Delay	VQ	LOS
NB left turn traffic	0.08	2.6	1	A	0.43	14.6	1	B
NB thru traffic	0.20	0.0	1	A	0.24	3.4	4	A
NB right-turn traffic	0.20	0.0	0	A	0.00	0.0	0	A
SB left turn traffic	0.00	0.2	1	A	0.02	18.0	1	B
SB thru traffic	0.17	0.17	0	A	0.23	5.4	2	A
SB right-turn traffic	0.17	0.0	0	A	0.00	0.0	0	A
WB all traffic	0.21	27.0	1	D	0.19	10.7	1	B
Overall				**A**				**A**
PM School Peak Hour	VC	Delay	VQ	LOS	VC	Delay	VQ	LOS
NB left turn traffic	A	2.7	1	A	0.32	12.8	1	B
NB thru traffic	A	0.0	0	A	0.10	2.3	1	A
NB right-turn traffic	A	0.0	0	A	0.00	0.0	0	A
SB left turn traffic	A	0.0	0	A	0.02	16.0	1	B
SB thru traffic	A	0.1	0	A	0.16	3.6	2	A
SB right-turn traffic	A	0.0	0	A	0.00	0.0	1	A
WB all traffic	C	17.2	1	C	0.06	14.0	1	B
Overall				**A**				**A**

VC: Volume to Capacity Ratio, Delay: Vehicle delay in seconds, VQ: 95th percentile vehicle queues, LOS: Level-of-Service. The above analysis is conducted using SYNCHRO Computer Software.

3. We recommended cutting back the vegetation between the existing multi-family driveway and the proposed school exit driveway to provide a clear line of sight. This is not clear in the improvement plans and should be confirm.

Further, there is a fire station on the east side of N. Whisman Road just north of the subject intersection, the improvement plans should confirm that the median treatment between the proposed school driveway-Pacific Driveway would not preclude the full access for fire engines to and from the station.

Based on a subsequent telephone conversation with U&R engineers, they confirmed that they will make sure that the vegetation between the school exit driveway and residential driveway just south of will be cutback to provide a clear line of sight and the median between the proposed signal and Glad's Avenue is a striped median would not affect fire engine access in both directions.

I have attached copies of the intersection traffic operation analyses based on a pedestrian beacon and a traffic signal. Please contact me if you have any questions.

Regards,

Pang Ho

Attachment: Traffic operation calculation sheets showing V/C, Delays, Vehicle queue, and LOS for scenario with a Pedestrian Beacon and A Traffic Signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	12	11	16	44	609	14	3	330	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92	0.50
Hourly flow rate (veh/h)	0	0	0	13	12	17	88	662	15	3	359	112
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			11.0			11.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
vC, conflicting volume	992	1314	275	1071	1363	379	491			697		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	92	91	97	92			100		
cM capacity (veh/h)	159	138	699	154	129	600	1051			880		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	42	419	346	183	291
Volume Left	0	13	88	0	3	0
Volume Right	0	17	0	15	0	112
cSH	1700	206	1051	1700	880	1700
Volume to Capacity	0.00	0.21	0.08	0.20	0.00	0.17
Queue Length (ft)	0	19	7	0	0	0
Control Delay (s)	0.0	27.0	2.6	0.0	0.2	0.0
Lane LOS	A	D	A		A	
Approach Delay (s)	0.0	27.0	1.4		0.1	
Approach LOS	A	D				

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	53.6%	ICU Level of Service	A	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	2	6	1	28	265	14	2	320	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92	0.50
Hourly flow rate (veh/h)	0	0	0	2	7	1	56	288	15	2	348	58
Pedestrians		20			20			20			20	
Lane Width (ft)		12.0			12.0			11.0			11.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
vC, conflicting volume	682	836	243	626	858	192	426			323		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	98	100	95			100		
cM capacity (veh/h)	299	276	734	334	269	792	1111			1213		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	10	200	159	176	232
Volume Left	0	2	56	0	2	0
Volume Right	0	1	0	15	0	58
cSH	1700	304	1111	1700	1213	1700
Volume to Capacity	0.00	0.03	0.05	0.09	0.00	0.14
Queue Length (ft)	0	2	4	0	0	0
Control Delay (s)	0.0	17.2	2.7	0.0	0.1	0.0
Lane LOS	A	C	A		A	
Approach Delay (s)	0.0	17.2	1.5		0.0	
Approach LOS	A	C				

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	30.8%	ICU Level of Service	A	

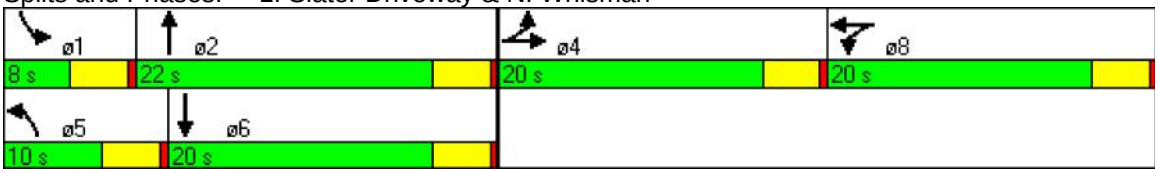
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	1863	0	0	1707	0	1711	3406	0	1711	3249	0
Flt Permitted					0.985		0.950			0.950		
Satd. Flow (perm)	0	1863	0	0	1694	0	1672	3406	0	1681	3249	0
Satd. Flow (RTOR)					17			3			55	
Volume (vph)	0	0	0	12	11	16	44	609	14	3	330	56
Confl. Peds. (#/hr)				20		20	20		20	20		20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92	0.50
Adj. Flow (vph)	0	0	0	13	12	17	88	662	15	3	359	112
Lane Group Flow (vph)	0	0	0	0	42	0	88	677	0	3	471	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	10.0	22.0	0.0	8.0	20.0	0.0
Total Split (%)	29%	29%	0%	29%	29%	0%	14%	31%	0%	11%	29%	0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)					7.9		7.4	48.4		4.7	37.5	
Actuated g/C Ratio					0.12		0.12	0.81		0.07	0.63	
v/c Ratio					0.19		0.43	0.24		0.02	0.23	
Uniform Delay, d1					16.6		26.7	2.9		30.7	4.2	
Delay					10.7		14.6	3.4		18.0	5.4	
LOS					B		B	A		B	A	
Approach Delay		0.0			10.7			4.7			5.5	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)					0		16	0		1	13	
Queue Length 95th (ft)					23		26	87		6	57	
Internal Link Dist (ft)		49			73			179			136	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 59.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 5.2 Intersection LOS: A

Intersection Capacity Utilization 40.4% ICU Level of Service A

Splits and Phases: 1: Slater Driveway & N. Whisman



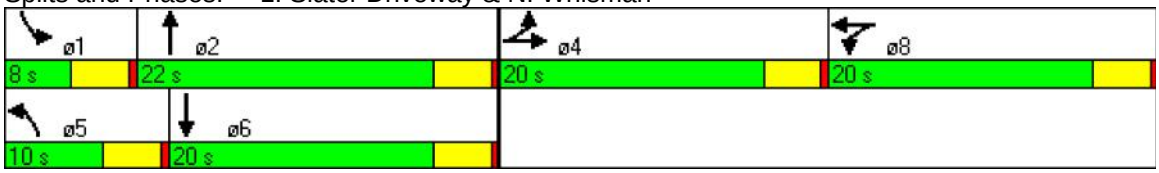
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	1863	0	0	1811	0	1711	3387	0	1711	3319	0
Flt Permitted					0.990		0.950			0.950		
Satd. Flow (perm)	0	1863	0	0	1802	0	1668	3387	0	1661	3319	0
Satd. Flow (RTOR)					1			7			25	
Volume (vph)	0	0	0	2	6	1	28	265	14	2	320	29
Confl. Peds. (#/hr)				20		20	20		20	20		20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92	0.50
Adj. Flow (vph)	0	0	0	2	7	1	56	288	15	2	348	58
Lane Group Flow (vph)	0	0	0	0	10	0	56	303	0	2	406	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	10.0	22.0	0.0	8.0	20.0	0.0
Total Split (%)	29%	29%	0%	29%	29%	0%	14%	31%	0%	11%	29%	0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)					7.3		7.7	63.7		4.9	54.0	
Actuated g/C Ratio					0.09		0.10	0.89		0.06	0.75	
v/c Ratio					0.06		0.32	0.10		0.02	0.16	
Uniform Delay, d1					32.2		33.2	1.7		36.5	2.9	
Delay					14.0		12.8	2.3		16.0	3.6	
LOS					B		B	A		B	A	
Approach Delay		0.0			14.0			3.9			3.7	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)					0		17	0		1	11	
Queue Length 95th (ft)					10		18	26		5	45	
Internal Link Dist (ft)		49			73			179			136	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 71.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 3.9 Intersection LOS: A

Intersection Capacity Utilization 28.2% ICU Level of Service A

Splits and Phases: 1: Slater Driveway & N. Whisman



AMENDED MITIGATION MONITORING AND REPORTING PROGRAM – NEW SLATER SCHOOL CAMPUS PROJECT
MAY 8, 2019

When adopting a Mitigated Negative Declaration, the CEQA Guidelines [Section 15074(d)] require that Lead Agencies adopt a program for reporting on or monitoring the changes that it has required in the project or made a condition of approval to mitigate or avoid significant environmental effects.

This monitoring program for mitigation measures identified by the Mitigated Negative Declaration includes:

1. A list of mitigation measures with a space for the completion date,
2. The full text of the mitigation measures, and
3. Monitoring details, including: 1) agency responsible for implementation, 2) timing of implementation and monitoring, and 3) monitoring verification.

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
AIR QUALITY						
Construction ROG Emissions	***Mitigation Measure AQ-1:*** Project ROG emissions from architectural coating application shall be reduced to 54 lbs./day or less through the implementation of any of the following measures or some combination thereof as required: • Stretch out the architectural coating applications phases for the school's modular buildings to two weeks or more, and assure that the finishing phases for the modular buildings do not overlap; • Use architectural coatings with a lower VOC content than BAAQMD regulations require; and/or • Use building components that have had their surfaces factory-finished and so reduce the need for on-site painting or finishing with ROG-containing paints. Prior to the beginning of Project construction, final plans shall be submitted for MVWSD approvals that demonstrate attainment of the BAAQMD 54 lbs. /day limit on VOC emissions during construction.	Project construction contractor	MVWSD Project Manager	To be incorporated into final project plans and schedule, as applicable.		

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BIOLOGICAL RESOURCE						
Effects of Tree Removal on Nesting Special Status Species	***Mitigation BIO-1.*** If possible, tree removal should occur during the period of September 1 to January 31, which is outside of the nesting season. If construction activities and/or tree removal would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (typically February through August in the project region), a pre-construction survey for nesting birds shall be conducted by a qualified biologist within two weeks of the commencement of construction activities. If active nests are found in areas that could be directly affected or are within 200 feet of construction and would be subject to prolonged construction-related noise, a no disturbance 50-foot buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged.	MVWSD Construction contractor	MVWSD Project Manager	Condition of construction contract; field verify implementation during grading and/or construction		

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CULTURAL RESOURCES						
Project Impact on Archaeological Resources	***Mitigation Measure CUL-1:*** If potentially significant historic resources are encountered during subsurface excavation activities for the project area, all construction activities within a 100-foot radius of the resource shall cease until a qualified archaeologist determines whether the resource requires further study. The District shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. If the resource is determined to	MVWSD Construction contractor	MVWSD Project Manager	Condition of construction contract; field verify implementation during grading and/or construction		

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	be significant under CEQA, the District and a qualified archaeologist shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan for the resource. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resources Information System), and provide for the permanent curation of the recovered materials.					
Potential Disturbance of Buried Human Remains.	***Mitigation Measure CUL-2:*** If previously unknown human remains are encountered during construction activities, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed: In the event of an accidental discovery or recognition of any	MVWSD Construction contractor	MVWSD Consultant	Condition of construction contract; field verify implementation during grading and/or construction		

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	human remains, Public Resource Code Section 5097.98 must be followed. Once project-related ground disturbance begins and if there is accidental discovery of human remains, the following steps shall be taken: • There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Napa County Coroner's Office is contacted to determine if the remains are Native American and if an investigation into cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the most likely descendant (MDL) of the deceased Native American. The MDL may make recommendations to the landowner or the person responsible for the					

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	excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.					
GEOLOGY AND SOILS						
Potential Fault Rupture, Ground Shaking, and Ground Failure Impacts.	***Mitigation Measure GEO-1:*** The applicant shall comply with all of the site preparation and foundation/building design recommendations in the Cleary Consultants Geotechnical Study Report for the site (Cleary Consultants 2017a). The geotechnical consultant shall review and approve all geotechnical aspects of the project construction and grading plans (i.e., site preparation and grading, site drainage improvements, and design parameters for foundations, retaining walls, street pavement, and driveway) to ensure that their recommendations have been properly incorporated. The geotechnical study also shall be reviewed by the California Geological Survey (CGS), and any CGS	MVWSD Project Manager	MVWSD Project Manager; Cleary Consultants, Inc.	Prior to submittal of final design plans to Division of the State Architect		

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	recommendations shall be incorporated into the final project plans.					
HYDROLOGY AND WATER QUALITY						
Impacts on Water Quality.	***Mitigation Measure HYD-1:*** Prior to the issuance of grading permits for the proposed project, the project engineers shall prepare a Stormwater Control Plan. The Stormwater Control Plan shall identify pollution prevention measures and practices to prevent polluted runoff from leaving the project site. ***Mitigation Measure HYD-2:*** The District shall maintain in perpetuity the post-construction BMPs listed in the Stormwater Operations and Management Plan. The owner shall make changes or modifications to the BMPs to ensure peak	MVWSD Project Manager	MVWSD Project Manager	Prior to submittal of final design plans to Division of the State Architect		

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	performance. The owner shall be responsible for costs incurred in operating, maintaining, repairing, and replacing the BMPs. The owner shall conduct inspection and maintenance activities and complete annual reports.					
NOISE						
Impact of Construction Noise.	***Mitigation Measure NOISE-1***: The following Best Management Practices shall be incorporated into the construction documents to be implemented by the Project contractor: • Provide enclosures and noise mufflers for stationary equipment, shrouding or shielding for impact tools, and barriers around particularly noisy activity areas on the site. • Use quietest type of construction equipment whenever possible, particularly air compressors. • Provide sound-control devices on equipment no less effective than those	MVWSD Contractor	MVWSD	Condition of construction contract; field verify implementation during grading and/or construction		

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	provided by the manufacturer. • Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors. • Prohibit unnecessary idling of internal combustion engines. • Require applicable construction-related vehicles and equipment to use designated truck routes when entering/leaving the site. • MVWSD shall designate a noise (and vibration) disturbance coordinator who shall be responsible for responding to complaints about noise (and vibration) during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site. Copies of the project purpose, description and construction					

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	schedule shall also be distributed to the surrounding residences. • In accordance with the City of Mountain View Code of Ordinances, Project construction shall be allowed on weekdays between the hours of seven a.m. and six p.m., and be prohibited on Sundays and holidays. Work on Saturdays shall be allowed provided that the Mountain View Whisman School District requests permission for Saturday work and it is granted by the City of Mountain View.					
TRAFFIC						
Crosswalk Safety on North Whisman Road.	***Mitigation Measure TRA-1:*** The District shall incorporate the following measures into the Project plans: • Cut-back tress and other vegetation between the exit driveway and the multi-family complex driveway to under 3-feet high to provide a clear line of sight.					

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	• Install a "RIGHT-TURN ONLY" sign at the exit driveway. Extend the raised median further north to preclude school traffic from making left-turns from the driveway onto North Whisman Road.					