PROPOSED MITIGATED NEGATIVE DECLARATION

FOR THE 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

September 21, 2017

ENVIRONMENTAL DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Hazards and Hazardous Materials		Public Services
	Agriculture Resources	X	Hydrology/Water Quality		Recreation
X	Air Quality		Land Use/Planning	X	Transportation/ Traffic
X	Biological Resources		Mineral Resources		Utilities/Service Systems
X	Cultural Resources	X	Noise		Mandatory Findings of Significance
X	Geology/Soils		Population/Housing		Greenhouse Gas Emissions

DETERMINATION: On the basis of this initial evaluation:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	**X**
I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.	

Robert Clark, MVWSD **Date**

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TABLE OF CONTENTS

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
ADWF	average dry weather flow
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
CARB	California Air Resources Board
CO	carbon monoxide
CO2E	carbon dioxide equivalent
GHG	greenhouse gas
gpd	gallons of wastewater per day
LOS	level of service
mgd	million gallons per day
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
O_3	ozone
PM_{10}	particulate matter less than 10 microns
$PM_{2.5}$	particulate matter less than 2.5 microns
RWQCB	Regional Water Quality Control Board
SCH	State Clearinghouse
SFBAAB	San Francisco Bay Area Air Basin
SFBRWQCB	San Francisco Bay Regional Water Quality Control Board
SO_x	sulfur dioxide
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
TMDL	Total Maximum Daily Load
VOC	volatile organic compound
WWTP	Wastewater Treatment Plant

I. INTRODUCTION

This proposed Mitigated Negative Declaration (MND) has been prepared by the Mountain View Whisman School District (MVWSD or District), 750-A San Pierre Way, Mountain View, CA 94043, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). It provides documentation to support the conclusion that the Proposed New Slater School Campus Project, with mitigation identified herein, would not cause a potentially significant impact to the physical environment. The proposed site is located within the existing Slater School and Park site, in the City of Mountain View, in Santa Clara County.

This MND includes the location of the Project site, Project sponsor's objectives, and a detailed description of the proposed Project. The Environmental Checklist Form included as Appendix G of the CEQA Guidelines serves as the basis for the environmental evaluation contained in the Initial Study. The IS portion examines the specific potential Project-level physical environmental impacts that may result from the construction and operation of the proposed new and replacement facilities at the existing school sites. Mitigation measures have been identified to reduce any potentially significant impacts that would otherwise occur with development and operation of the new facilities to a less-than-significant level.

The District will serve as the "lead agency" (the public agency that has the principal responsibility for carrying out and/or approving a Project) for the proposed Project. The governing board of the District is responsible for ensuring that the environmental review and documentation meet the requirements of CEQA. The IS and the proposed adoption of a Mitigated Negative Declaration are subject to review and comment by responsible agencies and the public during a statutory public review period (30 days). Any necessary revisions will be incorporated in the Final MND.

Should the District approve the Project, it will be required to file a "Notice of Determination" for posting by the County Clerk and the State Clearinghouse. The filing of the notice and its posting starts a 30-day statute of limitations on court challenges to the CEQA review of the Project.

Organization of the IS/MND

This document is organized into the following sections:

SECTION I – INTRODUCTION: Provides background information about the Project name, location, sponsor, and the date this Initial Study was completed.

SECTION II – PROJECT DESCRIPTION: Includes a Project background and detailed description of the proposed Project.

SECTION III – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION IV – INITIAL STUDY CHECKLIST AND DISCUSSION: Reviews the proposed Project and states whether the Project would have potentially significant environmental effects.

SECTION V – MANDATORY FINDINGS OF SIGNIFICANCE: States whether environmental effects associated with development of the proposed Project are significant, and what, if any, added environmental documentation may be required.

SECTION VI – REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the IS/MND.

II. PROJECT DESCRIPTION

Project Name and File Number:	New Slater School Campus Project
Project Location:	220 North Whisman Road, City of Mountain View. APN # 160-51-001.
Project Applicant and Lead Agency Contact:	Mountain View Whisman School District Dr. Robert Clark, Chief Business Officer 750-A San Pierre Way Mountain View, CA 94043 (650) 526-3500
General Plan Designation:	Public/Institutional (Parks, Schools, City Facilities)
Zoning:	Public Facility (PF)
Project Approvals:	MVWSD approval of new Slater School Campus. Review of facilities by Division of the State Architect for structural safety, fire and life safety, and ADA accessibility. City of Mountain View approval of curb-cut.
Date Initial Study Completed:	September 21, 2017

PROJECT DESCRIPTION

Project Location

The existing Kenneth N. Slater School is located on an 8.84-acre site in the southeastern part of the City of Mountain View, in Santa Clara County as shown on the Regional Map and Vicinity Map (Figure 1). The property is bordered by North Whisman Road on the East, the existing former Slater School and Gladys Avenue on the north, multi-family residences and private roads accessing a multi-family residential complex on the south and west. The property is rectangular in shape and approximately 8.84 acres in size. Access to the Project site is from the existing driveway on North Whisman Road. Regionally, the site is accessed from US Highway 101, and Highway 85 and 237, via East Middlefield Road and Central Expressway.

Surrounding Land Uses

The Slater School campus is surrounded by multiple-family residential uses directly adjacent to the existing school buildings and playfield to the west and south, and single- and multiple-family residences to the north, across Gladys Avenue. Single-family residences also exist across north Whisman Road from the field and existing buildings. Single- and multiple- family residential uses,

and municipal uses, including a City corporation yard, fire station/training facilities, and solar energy plant, are across from the leased (day care) school property. An old orchard and a shopping center are located along North Whisman Road to the northeast of the site, while the remaining surrounding area is predominantly residential.

Existing Site Conditions and Land Uses

The Project site currently contains the former Slater School buildings, (now a private daycare facility under long-term lease by MVWSD), the existing Slater Preschool (proposed for relocation to the Stevenson School campus), Santa Clara County Special Education portable buildings, and a large playfield (Slater Park). The existing facilities house approximately 25 students and 10 staff.

The existing school buildings (leased daycare buildings [former Slater Elementary School], Slater Preschool, and County special education) dominate the northern two-thirds of the site, and the southern third is the existing Slater School Park playfield. The former Slater school buildings are permanent structures, while the buildings on the proposed Project site are portables. There are 26 parking spaces on the Project site, including two handicapped spaces.

Rows of tall trees line the North Whisman Road, northern, and western edges of the site. The site is fenced with a chain-link fence. There is security lighting near the existing buildings on the site. School hours for the elementary schools are 8:30am to 3:10pm, with some teachers and custodial staff on site from about 7am until about 10pm. Preschool hours are 8am to 4:30pm. Public use of the park/playfield is permitted during non-school hours, until sunset.

The site is nearly level. The existing school buildings and their uses are described below and shown on Figure 2.

Former Slater School Facilities. The former Slater Elementary School was closed in 2005. The existing permanent school buildings at the site are currently leased for a private day-care center. This is a long-term lease and is not expected to change. The lease is covers the north end of the site from roughly the north edge of the parking lot on North Whisman Road following the fence-line around the play yard and enclosing the southern-most classroom wing. It is bounded on the north by Gladys Ave and on the east by North Whisman Road. The portables and playfields to the south are the area that is proposed for the new Slater School.

The District's unleased portion of the overall Slater site is about 5.02 acres and houses seven portable classroom buildings. Three (24-foot by 40-foot) 960 square foot (SF) classrooms, one (30-foot by 32-foot) classroom, one (36-foot by 40-foot) 1,440 SF classroom, one (60-foot by 32-foot) 1,920 SF office/classroom building and one (60-foot by 40-foot) 2,400 SF office/ classroom building. The 1,440 SF and the 2,400 SF buildings are currently operated by the County Office of Education. The remaining buildings comprise the MVWSD’s Special Needs Preschool.

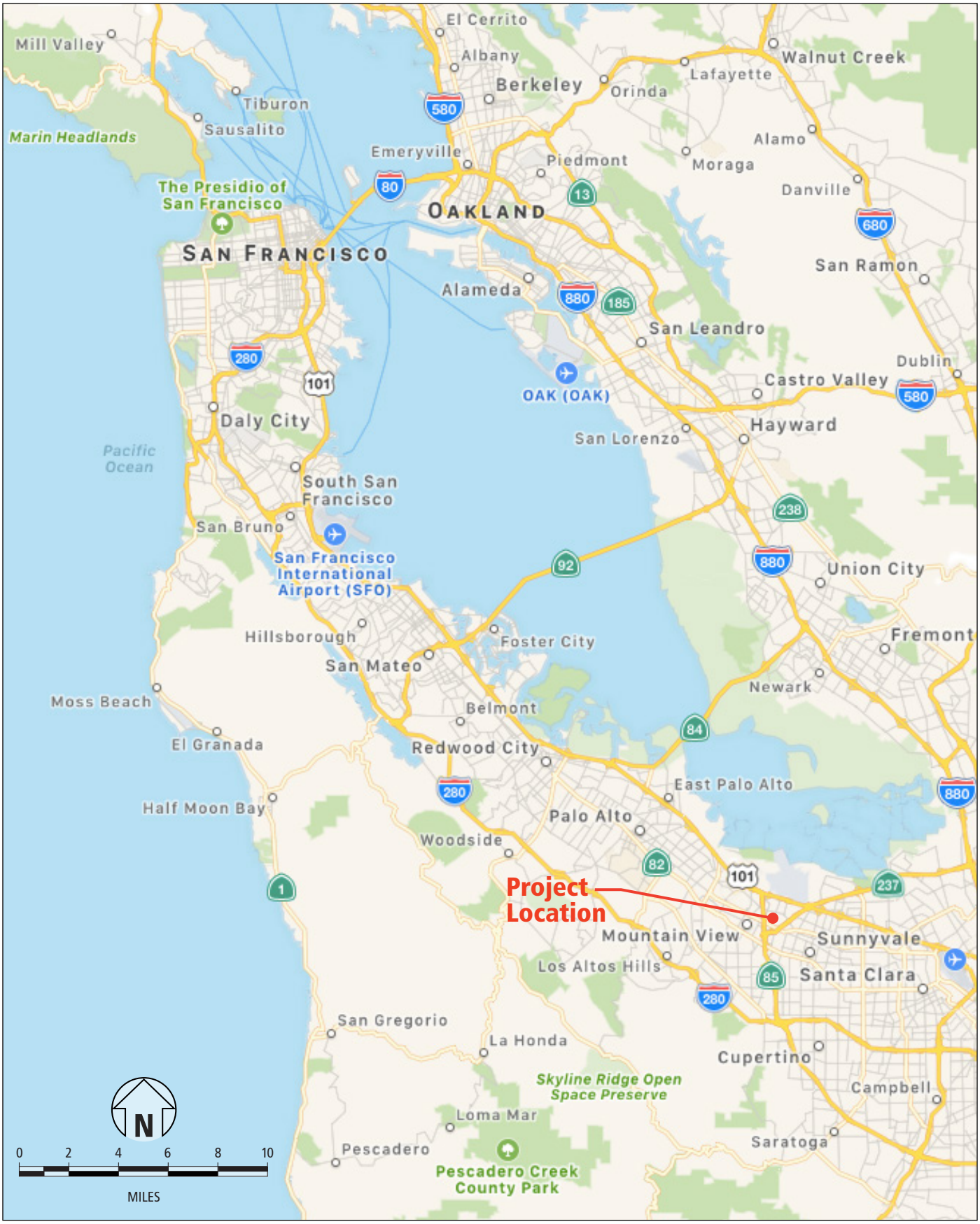

Figure 1

Regional Location

Source: Grassetti Environmental and TomTom Maps

Figure 2

Existing Site Uses and Project Site Boundary

Source: Grassetti Environmental and TomTom Maps

The existing Slater School Park is operated by the City of Mountain View, and occupies about 3.5 acres of the overall approximately 5-acre Project site.

Proposed New Development

The proposed new Project site plan is described below and shown on Figure 3. All seven existing buildings would eventually be removed from the unleased, 5-acre, portion of the site. The County buildings would be removed in Phase I, in the Spring of 2018, and the District Preschool would be removed in the Summer of 2019.

The site would be developed with one- and- two-story buildings housing 21 classrooms and 4 toilet rooms. The two-story classroom buildings would be approximately 72 feet by 40 feet, and 156 feet by 40 feet; both would be approximately 24-feet tall at the ridge. Three of the classrooms would be "flex" classrooms in 960 SF portable buildings on concrete foundations. Additionally, there would be a +/- 6,228 SF multi-use room with a ridge height of approximately 32 feet. The Project also would include a 2,880 SF administration building (72 feet by 40 feet, and approximately 14 feet in height) and a 2,880 SF library (72 feet by 40 feet, and approximately 14 feet in height). Total new building footage would be 39,908 SF, compared to the existing 9600 SF of building space. The new school would have a capacity of 450 students, with approximately 25 staff, including includes approximately 72 kindergarten students, and teaching staff.

The total site development would be 27,000 SF of building footprint. 17,500 SF of concrete paving, 54,300 SF of asphalt paving, 112,000 SF (2.57 acres) of play fields, and 9,000 SF of landscaped area. The play fields would continue to be used by the public when not in school use.

A pick-up / drop-off loop and parking lot would be constructed along the eastern frontage. The entry drive would align with Pacific Drive. The parking lot would contain approximately 48 parking spaces.

The Project would include landscaping. Approximately 20 trees would be removed for construction.

Leased Day Care Facility. This facility's buildings and uses would remain unchanged.

Grading and Earthwork. The preliminary Project grading scheme results in an estimated balance of earthwork of 4,000 cubic yards of cut and 4,000 cubic yards of fill. This assumes the sports fields are natural turf and not synthetic. If they are synthetic, the amount of cut (and therefore off-haul) increases by about 2,000 cubic yards. Minimal topographic changes would occur, and the site would remain essentially flat.

Drainage. A Drainage Plan has been prepared for the overall site. Under that Plan, all stormwater would be routed to a proposed bioswale for treatment, infiltration, and evaporation. There would likely be a new storm drain connection for overflow drainage from the Project site to

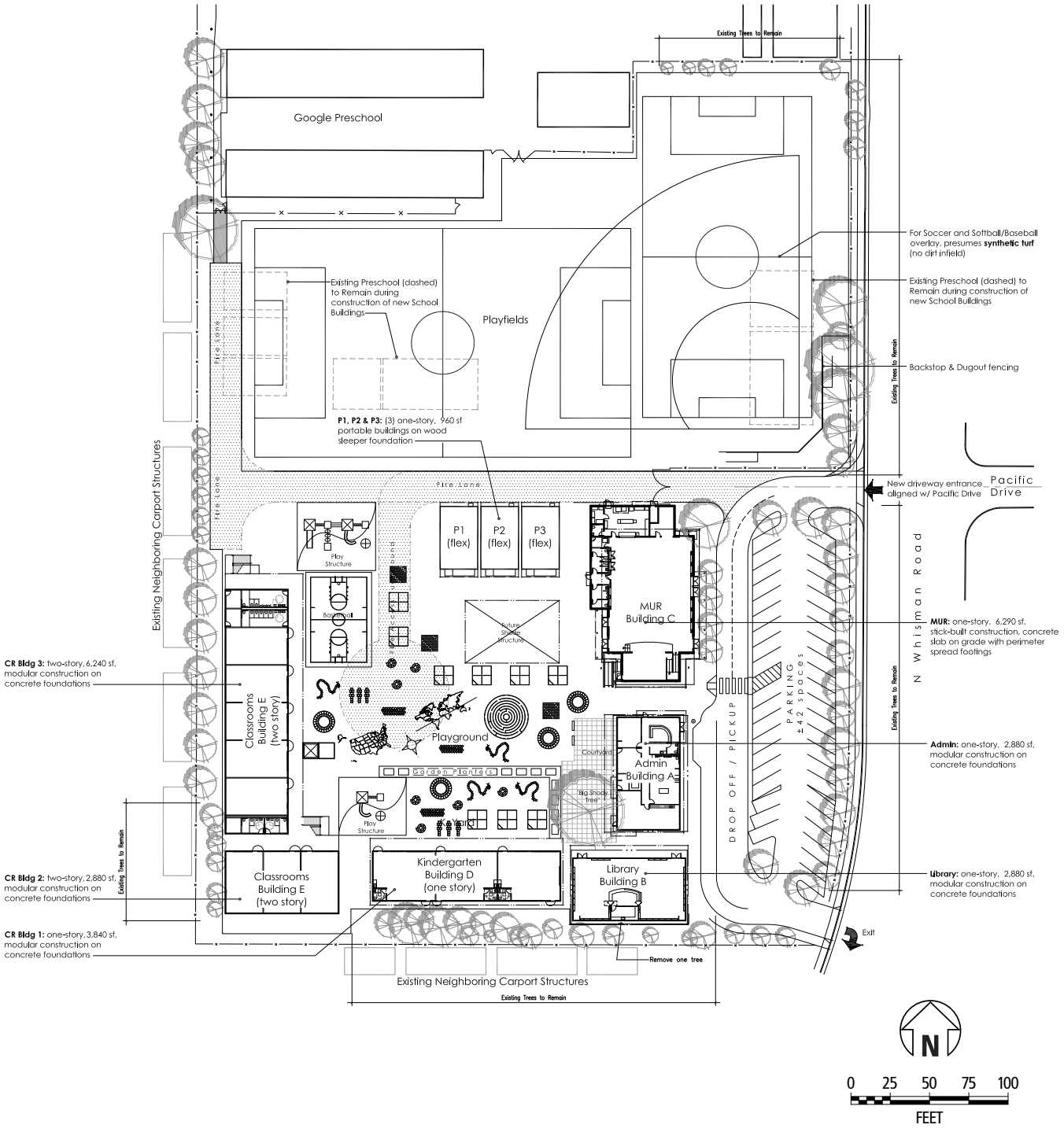

Figure 3

Proposed Site Plan

Source: Dreiling Terrones Architecture, Inc.

the existing City system in North Whisman Road. The preliminary stormwater treatment plan results in an estimated 117,000 square feet of new impervious surface being created, requiring 4,700 square feet of bio-retention treatment area. Peak flows would not exceed existing park site conditions.

Schedule and Phasing

This Project would require multiple phases and activities as described below:

Phase I would be the site development work. The County-owned portable classrooms along North Whisman Road would be removed (and possibly relocated to another District site). The site would be cleared and grubbed and the soil would be processed as recommended by the Project geotechnical engineer. Site utilities, including storm drain, sanitary sewer, domestic water, fire suppression water and natural gas piping, would be installed. Site electrical and telecommunications infrastructure would be installed in underground conduits. Final grades would be established for building pads, playgrounds and site paving. This work is anticipated to start in April of 2018 and continue through July 2018.

Phase II would be the construction/installation of modular buildings. The modular classrooms, toilet rooms, administration and library buildings would be installed from August 2018 through December 2018. The multi-use room would be of conventional construction, and is anticipated to be built from April 2018 through May 2019.

Phase III is the relocation of the current District Special Education Preschool and construction of the new playground and artificial turf playfields. This work is scheduled to take place between May 2019 and October 2019.

The New Slater Elementary School is slated to open in August 2019, and the field will open for use in October 2019.

Equipment Use: Equipment used during construction would vary by phase, but would include excavators, backhoes, dump trucks, graders, compactors, water trucks, and similar equipment.

Construction Hours: Typical construction hours would be 7am to 4:30 pm, weekdays.

Construction Laydown Areas. Construction laydown areas would be as follows: initially along North Whisman Road in the location of the future parking lot. During parking lot construction, the laydown area would shift west into the future school courtyard area.

Land Use Entitlements and other Agency Approvals

MVWSD Approvals

The District is a local agency with independent discretionary authority over the site's land use for classroom purposes. The District would take approval actions for the Project at a noticed Board of Trustees Meeting.

Other Agency Approvals

The Project would require the following approvals from other agencies:

- City of Mountain View Grading Permit, if required.
- Regional Water Quality Control Board, San Francisco Bay Region, Construction Stormwater Pollution Prevention Plan and Permit.
- Division of the State Architect review of construction plans.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

No tribal requests for consultation have been received by the District from tribes traditionally or culturally affiliated with the project area.

III. INITIAL STUDY CHECKLIST

The initial study checklist recommended by the CEQA Guidelines is used to describe the potential impacts of the proposed Project on the physical environment.

I. Aesthetics

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			**X**	

a, b) There are no formally designated scenic vistas in the Project area, and no unique or notable scenic vistas are visible from either the school grounds, nearby residences or their vicinity. There are no rock outcroppings, historic buildings, or scenic highways in the Project area. The Project would thus have **no impact** on scenic vistas or scenic resources.

c) The Project site is in a developed single- and multiple-family residential area with one-and-two story houses and multi-family structures, with some larger commercial and institutional (fire station and City corporation yard) buildings across North Whisman Road The neighborhood is characterized by moderately good visual quality, with mature street tree plantings and moderate visual intactness and visual unity. View corridors to unique or large-scale natural or dramatic scenic features are absent within the Project viewshed.

A row of tall pine trees lines the North Whisman Road frontage of the site, and a row of mature redwoods lines the western edge of the site. The site is visible from adjacent residential streets, sidewalks, and homes on North Whisman Road, Gladys Avenue, and two-story residences directly adjacent to the site to the east and south. Typical views of the site are presented in Figures 4 through 7, below.

Figure 4: View of Project Site from North Whisman Road

Figure 5: View of Existing Slater School Buildings (to be removed)

Figure 6: View to the West Across the Site

Figure 7: View to the North Across the Site

Residents across North Whisman Avenue from the school have views of existing school buildings, parking lot, the large field, and landscaped areas. These views would be affected by the proposed Project, with up to 10 of the tall pines lining North Whisman Road being removed and a reduction of the field and increase in buildings on the site. Two new access driveways and a parking lot would be built on the site's North Whisman Road frontage. Because the buildings would be similar in scale and design to other buildings in the area, and because replacement street trees would be installed as part of the Project landscape plan, this impact would not be significant.

Views from the rear windows of upper floors of multi-family residences on adjacent to the site would be changed to include less open field area and more school buildings. However, the views from residences to the west are currently partially screened by existing trees along the site perimeter, which would continue to screen the site with the proposed Project (see Figure 6). A row of new trees would be planted to on the site's northern edge, which would help to screen views of the new buildings from upper floors of buildings to the north (see Figured 6 and 7). Views of the existing preschool and special education portables would be replaced by views of the new playfields. Therefore, the overall visual character of the site would not be substantially diminished by the Project

Based on the above analysis, the impact to the area's views and visual quality would be **less than significant.**

d) The Project would include security lighting at the new buildings, however this lighting would be shielded and replace existing lighting at the site. Impacts would not be significant when compared to existing school site and street lighting in the Project area. No field lighting is proposed. Therefore, light and glare impacts would be **less than significant**.

II. Agricultural and Forestry Resources

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

a-e) The Project site is fully developed and located in a developed urban area of the City of Mountain View. The site is designated Public Facility and adjacent to an existing school. The Project site contains no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, active agricultural operations, or forest resources. The loss of the 20 trees to be removed as part of the Project is not considered to be a loss of forest lands because the trees are landscaping and not a commercial forest. Therefore, there would be **no impact** related to agricultural and forestry resources.

III. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Background

The Project site is located in the Bay Area's Santa Clara Valley climatic sub-region. The air pollution potential of the Santa Clara Valley is high. High summer temperatures, stable air, and mountains surrounding the valley combine to promote ozone formation. In addition to the many local sources of pollution, ozone precursors from San Francisco, San Mateo, and Alameda counties are carried by prevailing winds southward into the Santa Clara Valley. In addition, on summer days, when vertical dispersion is limited by warmer air aloft (i.e., a temperature inversion), ozone can be recirculated by southerly drainage flows in the late evening and early morning and by the prevailing northwesterly winds in the afternoon. A similar recirculation pattern occurs in the winter, affecting levels of carbon monoxide and particulate matter generated by motor vehicles, fireplaces/woodstoves, etc. This diurnal movement of the air up and down the valley increases the ambient levels of pollutants significantly.

Pollution sources in the Santa Clara Valley are numerous and diverse, with a high concentration of pollutant-emitting industries at the northern end (Silicon Valley). Also, the

Santa Clara Valley's large population and many work-site destinations generate large volumes of motor-vehicle traffic and give it the highest air-pollutant emissions from mobile sources of any sub-region in the Bay Area.

The northern, Bay-fronting areas of Santa Clara County are crossed by major freeways, state highways and high-volume arterial roadways, and they contain dense concentrations of stationary industrial/commercial air pollution sources. But these major sources become relatively sparse in the largely residential areas north of downtown Mountain View where the Project site is located. Sections of Highways 101, 237 and 85 surround the site to the north, east and west, respectively, but all are 1000 feet or more distant. There are two stationary sources of air pollutants that operate under a Bay Area Air Quality Management District (BAAQMD) permit within 1000 feet of the Project site.

The BAAQMD maintains a number of air quality monitoring stations, which continually measure the ambient concentrations of major air pollutants throughout the Bay Area. The closest such monitoring station to the Project site is the San Jose – Jackson Street station, about ten miles to the southeast, where violations of both the ozone and particulate standards have been recorded in recent years (see Table AQ-1).

The Bay Area is currently designated “nonattainment” for state and national (1-hour and 8-hour) ozone standards, for the state PM_{10} standards, for state and national (annual average and 24-hour) $PM_{2.5}$ standards, and “attainment” or “unclassifiable” with respect to ambient air quality standards for other pollutants.

Many other chemical compounds, generally termed toxic air contaminants (TACs), pose a present or potential hazard to human health through airborne exposure. A wide variety of sources, both stationary (e.g., dry cleaning facilities, gasoline stations, and emergency diesel-powered generators) and mobile (e.g., motor vehicles, construction equipment), emit TACs. The health effects associated with TACs are quite diverse. TACs can cause long-term health effects (e.g., cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage) and/or short-term acute effects (e.g., eye watering, respiratory irritation, running nose, throat pain, and headaches). In the Bay Area, the majority of the estimated carcinogenic/chronic health risk can be attributed to relatively few airborne compounds, the most important being particulate matter from diesel-fueled engines (DPM). The BAAQMD has identified DPM as being responsible for about 80 percent of the cumulative cancer risk from all airborne TAC exposures.

TABLE AQ-1: SAN JOSE – JACKSON STREET STATION AMBIENT AIR QUALITY MONITORING SUMMARY

Pollutant	Air Quality Standard	Maximum Concentrations and Number of Days Standards Exceeded		
		2014	2015	2016
Ozone				
Maximum 8-hour concentration (ppm)		66	81	66
# Days 8-hour national and California standard exceeded	70 ppb	0	2	0
Nitrogen Dioxide				
Maximum 1-hour concentration (ppb)		58	49	51
# Days 1-hour California standard exceeded	180 ppb	0	0	0
# Days 8-hour national standard exceeded	100 ppb	0	0	0
Suspended Fine Particulates ($PM_{2.5}$)				
Maximum 24-hour concentration ($\mu g/m^3$)		60.4	49.4	22.6
# Days national 24-hour standard exceeded	35 $\mu g/m^3$	2	2	0

Notes:
$\mu g/m^3$ = micrograms per cubic meter ppb = parts per billion. N/A = indicates that data are not available
Source: BAAQMD Annual Bay Area Air Quality Summaries http://www.baaqmd.gov/about-air-quality/air-quality-summaries

Study Methodology and Significance Criteria

The air quality analyses addressing the Initial Study air quality checklist items above were performed using the methodologies and significance thresholds recommended in *CEQA Air Quality Guidelines* (BAAQMD, May 2012).[1] The criteria air pollutants evaluated are: carbon monoxide (CO), reactive organic compounds (ROG) and nitrogen dioxide (NO_2) (both being precursors to ozone formation), particulate matter equal to or less than 10 micrometers (inhalable particulates or PM_{10}), particulate matter equal to or less than 2.5 micrometers (fine particulates or $PM_{2.5}$). Health risks associated with Project-specific and cumulative exposures to DPM are also evaluated.

According to the *CEQA Air Quality Guidelines*, any Project would have a significant potential for causing/contributing to a local air quality standard violation or making a cumulatively

[1] The Air District's June 2010 adopted thresholds of significance were challenged in a lawsuit. Although the BAAQMD's adoption of significance thresholds for air quality analysis has been subject to judicial actions, the Mountain View Whisman School District (MVWSD) has determined that BAAQMD's *Proposed Thresholds of Significance* (May 2010) provide substantial evidence to support the BAAQMD recommended thresholds. Therefore, the MVWSD has determined the BAAQMD recommended thresholds are appropriate for use in this analysis.

considerable contribution to a regional air quality problem if its criteria pollutant emissions would exceed any the following thresholds during construction or operation as presented in Table AQ-2.

TABLE AQ-2: CEQA AIR QUALITY SIGNIFICANCE THRESHOLDS FOR CRITERIA AIR POLLUTANT EMISSIONS

Pollutant	Construction Average Daily (lbs./day)	Operational	
		Average Daily (lbs./day)	Maximum Annual (tons/year)
Reactive Organic Gases (ROG)	54	54	10
Oxides of Nitrogen (NO_x)	54	54	10
Inhalable Particulate Matter (PM_{10})	82 (exhaust)	82	15
Fine Inhalable Particulate Matter ($PM_{2.5}$)	54 (exhaust)	54	10
$PM_{10}/PM_{2.5}$ (Fugitive Dust)	BMPs[a]	N/A	N/A

Notes: BMPs = Best Management Practices
N/A = Not Applicable

[a] If BAAQMD Best Management Practices (BMPs) for fugitive dust control are implemented during construction, the impacts of such residual emissions are considered to be less than significant.

Source: Bay Area Air Quality Management District, *2010 May, Proposed Thresholds of Significance*.

The *CEQA Air Quality Guidelines* establish a relevant zone of influence for an assessment of Project-level and cumulative health risk from TAC exposure to an area within 1,000 feet of a Project site. Project construction-related or Project operational TAC impacts to sensitive receptors within the zone that exceed any of the following thresholds are considered significant:

- An excess cancer risk level of more than 10 in one million, or a non-cancer hazard index greater than 1.0.
- An incremental increase of greater than 0.3 micrograms per cubic meter (μg/m3) for annual average $PM_{2.5}$ concentrations.

Cumulative impacts from TACs emitted from freeways, state highways or high volume roadways (i.e., the latter defined as having traffic volumes of 10,000 vehicles or more per day or 1,000 trucks per day), and from all BAAQMD-permitted stationary sources sources within the zone to sensitive receptors within the zone that exceed any of the following thresholds are considered cumulatively significant:

- A combined excess cancer risk levels of more than 100 in one million.
- A combined non-cancer hazard index greater than 10.0.
- A combined incremental increase in annual average $PM_{2.5}$ concentrations greater than 0.8 $\mu g/m^3$.

a) The BAAQMD adopted its 2010 *Bay Area Clean Air Plan* (CAP) in accordance with the requirements of the California Clean Air Act (CCAA) to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter and air toxics (TACs) in a single integrated plan and establish emission control measures to be adopted or implemented. The primary goals of the 2010 Bay Area CAP are to attain/maintain air quality standards and to reduce population exposure to air pollutants and protect public health in the Bay Area.

Compliance with BAAQMD-approved CEQA thresholds of significance is one condition for determining that a Project would be consistent with all adopted CAP control measures and would not interfere with the regional attainment of CAP goals. Also, the Project's purpose would be to construct a new elementary school on the site of a portion of a former MVWSD elementary school (now leased and operating as a daycare facility). Thus, the Project would accommodate the existing and future educational needs of Mountain View's residents and does not have the potential to substantially affect local or regional housing, employment, and/or population Projections within the City or the Bay Area, which are the bases of the CAP emission control strategies. The Project would not have significant and unavoidable air quality impacts because it meets all BAAQMD CEQA thresholds (as addressed in the Item b discussion below). This impact would be **less than significant**.

b) ***Project Construction-Related Impacts***

Project construction activities are expected to commence in 2018 and be completed for all Project components by the end of 2019. Project construction would generate temporary emissions of criteria pollutants in equipment exhaust and fugitive dust from equipment and material movement. The *CEQA Air Quality Guidelines* recommend quantification of construction-related exhaust emissions and comparison of those emissions to the CEQA significance thresholds. Thus, the CalEEMod model (California Emissions Estimator Model, Version 2016.3.1) was used to quantify construction-related emissions of criteria pollutants.

The *CEQA Air Quality Guidelines* require a number of construction Best Management Practices (BMPs) to control fugitive dust. Thus, the following measures must be implemented by the Project construction contractor:

> ***BAAQMD Required Dust Control Measures*:** The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved surfaces shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- A publicly visible sign shall be posted with the telephone number and person to contact at the MVWSD regarding dust complaints. This person shall respond and take corrective action with 48 hours. The BAAQMD's phone number shall also be included to ensure compliance with applicable regulations.

BAAQMD Regulation 8, Rule 3 for Architectural Coatings: Emissions of volatile organic compounds (VOC) due to the use of architectural coatings are regulated by the limits contained in Regulation 8: Organic Compounds, Rule 3: Architectural Coatings (Rule 8-3). Rule 8-3 was revised to include more stringent VOC limit requirements. The revised VOC architectural coating limits, which went into effect on January 1, 2011, was Projected to result in a 32 percent reduction of VOC emissions in the Bay Area associated with architectural coating applications.

- The construction contractor shall use paints and solvents with a VOC content of 100 grams per liter or less for interior and 150 grams per liter or less for exterior surfaces.

Table AQ-3 provides the estimated air-pollutant emissions for all Project phases from construction equipment, haul/delivery trucks and worker commute vehicles. Project construction phases would overlap and the daily construction emissions shown for each phase in Table AQ-3 include the emissions from the other phases that would occur concurrently with it; comparisons with the BAAQMD CEQA significance thresholds also are shown. With the exception of ROG emissions associated with application of architectural coating during the final stages of Project modular building placement/construction, daily emissions of criteria air pollutants from construction activities would be below the CEQA significance thresholds.

TABLE AQ-3: PROJECT CONSTRUCTION CRITERIA POLLUTANT EMISSIONS (AVERAGE POUNDS PER DAY)

Construction Phase/ Duration	ROG	NOx	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
Site Development/ April-August 2018	1.0	10.2	0.6	0.6
Modular Buildings/ August 2018-November 2018	**58.3**	14.5	0.7	0.7
Multi-Use Room/ April 2018-May 2019	13.2	14.5	0.7	0.7
Remove Portables-Construct Playfields/ May-October 2019	0.3	3.5	0.2	0.2
Significance Thresholds	**54**	**54**	**82**	**54**
Significant Impact Prior to Mitigation?	**Yes**	**No**	**No**	**No**
Significant Impact After Mitigation?	**No**	**No**	**No**	**No**

The CalEEMod model default settings specify that all architectural coatings would be applied during the final stages of construction of the modular buildings of the sizes and types proposed for the Project school (i.e., during the 5 work days of the last week of construction). Even with coatings meeting the BAAQMD regulation requirements (i.e., ROG content of 100 grams per liter for interior surfaces and 150 grams per liter for exterior surfaces), the maximum daily ROG emissions from the modular buildings' finishing would exceed the 54 lbs./day BAAQMD threshold (even more so if the finishing of the Multi-Use Room [MUR] were to occur simultaneously). These potentially significant impacts would be reduced to **less-than-significant** levels by implementation of the following mitigation measure:

> **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 and MUR 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 Operational Impacts

CalEEMod was also used to estimate Project operational air pollutant emissions (i.e., those emitted by its motor vehicle use, space and water heating, maintenance equipment etc.) in the year 2020 after the Project is complete. The CalEEMod emission estimates are based on model-specified land use type (i.e., "elementary school") and Project-specific size (for the modular buildings and MUR as given in the Project Description).

Estimated net new operational daily and annual emissions from the Project elementary school based on the proposed school buildings floor areas are presented in Table AQ-4. Only the Project's net new air pollutant emissions would count against the CEQA thresholds of significance. The estimated total Project net new operational emissions would be below the thresholds for all pollutants. Thus, the Project's operational air pollutant emissions would be mitigated to a **less-than- significant** level.

TABLE AQ-4: PROJECT OPERATIONAL CRITERIA POLLUTANT EMISSIONS (POUNDS PER DAY)

Project Component	ROG	NOx	PM_{10}	$PM_{2.5}$
Slater Elementary School				
Modular Buildings	1.4	2.8	2.0	0.6
Multi-Use Room	0.3	0.6	0.5	0.1
Net New Emissions	1.7	3.4	2.5	0.7
Existing Leased On-site Preschool (no Project changes)				
Net New Emissions	0.0	0.0	0.0	0.0
Existing On-site MVWSD Preschool (relocated to Stevenson Elementary School site)				
Net New Emissions	0.0	0.0	0.0	0.0
Total Project				
Net New Emissions	**1.7**	**3.4**	**2.5**	**0.7**
Significance Thresholds	**54**	**54**	**82**	**54**
Significant Impact?	**No**	**No**	**No**	**No**

TABLE AQ-5: PROJECT OPERATIONAL CRITERIA POLLUTANT EMISSIONS (TONS PER YEAR)

Project Component	ROG	NOx	PM_{10}	$PM_{2.5}$
Slater Elementary School				
Modular Buildings	0.21	0.36	0.26	0.07
Multi-Use Room	0.05	0.08	0.06	0.02
Net New Emissions	0.25	0.44	0.31	0.09
Existing Leased On-site Preschool (no Project changes)				
Net New Emissions	0.0	0.0	0.0	0.0
Existing On-site MVWSD Preschool (relocated to Stevenson Elementary School site)				
Net New Emissions	0.0	0.0	0.0	0.0
Total Project				
Net New Emissions	**0.25**	**0.44**	**0.31**	**0.09**
Significance Thresholds	**10**	**10**	**15**	**10**
Significant Impact?	**No**	**No**	**No**	**No**

c) As discussed in Item b above, Project-related emissions would be reduced to below the BAAQMD significance thresholds with mitigation. As discussed in Item d below, cumulative TAC impacts would be below the BAAQMD cumulative risk/hazard thresholds. Therefore, the Project would not make cumulatively considerable contributions to the Bay Area's regional problems with ozone or particulate matter, nor to regional health risk/hazard. Thus, cumulative emission impacts would be **less than significant**.

d) Ambient Toxic Air Contaminants (TAC) concentrations produced by Project and other significant local TAC sources within 1000 feet of a Project site are considered substantial if they exceed the CEQA health risk thresholds at sensitive receptors within this zone. Land uses around the Project site are entirely residential.

Project Construction-Related TAC Impacts

Cancer risk is the lifetime probability of developing cancer from exposure to carcinogenic substances. Following health risk assessment (HRA) guidelines established by California Office of Environmental Health Hazard Assessment (OEHHA) and the BAAQMD in *Recommended Methods for Screening and Modeling Local Risks and Hazards*, incremental cancer risks were estimated by modeling local DPM concentrations using the SCREEN3 dispersion model and applying established toxicity factors to those concentrations. The maximum cancer risk from Project construction DPM on the closest residential receptor

(across North Whisman Road) would be 1.36 per million. The maximum cancer risk from Project construction DPM on the closest on-site daycare receptor would be 1.19 per million. Thus, the cancer risk due to Project construction activities would be below the BAAQMD threshold of ten per million and **less than significant**.

Adverse health impacts unrelated to cancer are measured using a hazard index (HI), which is defined as the ratio of the Project's incremental TAC exposure concentration to a published reference exposure level (REL) as determined by OEHHA. If the HI is greater than 1.0, then the impact is considered to be significant. The non-cancer reference exposure level for DPM as determined by OEHHA is 5 $\mu g/m^3$. The non-cancer HI from Project construction DPM at the closest residential and daycare receptors would be 0.035, well below the BAAQMD threshold of one and **less than significant**.

The modeled maximum annual $PM_{2.5}$ concentration from DPM emitted during Project construction at the closest residential and daycare receptors would be 0.175$\mu g/m^3$, below the BAAQMD threshold of 0.3 $\mu g/m^3$ and **less than significant.**

Project Operational TAC Impacts

After it is operational, the Project would not include substantial stationary TAC emission sources nor add substantial mobile TAC emission sources (i.e., by BAAQMD definition, daily incremental traffic volumes of 10,000 or greater) to local streets. Thus, the incremental cancer risk, non-cancer hazard and $PM_{2.5}$ from Project operations would be less than significant.

Cumulative TAC Impacts

The *CEQA Air Quality Guidelines* method for determining cumulative TAC health risk requires the tallying of risk from Project sources and all permitted stationary sources and major roadways within 1,000 feet of a Project site and adding them for comparison with the cumulative health risk thresholds.

A database of major roadways and permitted stationary emissions sources and their health risks is available online from the BAAQMD through the *Roadway Screening Analysis Calculator* (April 2015) and the *Stationary Source Risk & Hazard Analysis Tool* (May, 2012). Two such stationary emission sources and one major roadway (i.e., having daily traffic volumes greater than 10,000) are located within 1,000 feet of the Project site. Their health risk impacts to local sensitive receptors are shown in Table AQ-6. Thus, cumulative TAC impacts would be **less than significant**.

TABLE AQ-6: CUMULATIVE TAC SOURCES AND IMPACTS TO LOCAL RECEPTORS

BAAQMD Source #	Facility	Address	Cancer Risk	Hazard Index	PM2.5 Concentration
From Permitted Stationary TAC Sources*					
14230	City of Mountain View Fleet Services (Emergency Diesel Generator)	231 North Whisman Road	0.00	0.00	0.00
G8702	Rotten Robbie (Motor Vehicle Fueling Station)	310 North Whisman Road	22.52	0.037	----
From Major Roadways**					
North Whisman Road			9.75	----	0.231
Project Emission Source					
Project Construction (as estimated at the maximum exposed existing residential receptor east of North Whisman Road opposite the Project site			1.36	0.035	0.175
Total Cumulative Impacts			**33.63**	**0.072**	**0.406**
Cumulative Significance Thresholds			**100**	**10**	**0.8**
Cumulatively Significant Impact?			**No**	**No**	**No**

* The tabulated stationary source cancer risks, hazard indexes, and $PM_{2.5}$ concentrations are the maximum values at a location 25 feet from the source. At the location of the closest residential receptor, risks, hazards and concentrations would be substantially reduced from the above values because of the greater distance between sources and receptor.

** The BAAQMD Roadway Screening Analysis Calculator provides the tabulated cancer risk, hazard index, and $PM_{2.5}$ concentration from North Whisman Road at the closest residence about 25 feet to the east of the closest travel lane.

e) The BAAQMD's significance criteria for odors are subjective and are based on the number of odor complaints generated by a Project. Generally, the BAAQMD considers any Project with the potential to frequently expose members of the public to objectionable odors to cause a significant impact. With respect to the proposed Project, diesel-fueled construction equipment exhaust would generate odors. However, these emissions typically dissipate quickly and would be unlikely to affect a substantial number of people. Post-construction odors from the site's educational uses would be minimal. Therefore, odor impacts associated with construction and operation of the Project would be **less than significant**.

f) The BAAQMD's significance criteria for odors are subjective and are based on the number of odor complaints generated by a Project. Generally, the BAAQMD considers any Project with the potential to frequently expose members of the public to objectionable odors to cause a significant impact. With respect to the proposed Project, diesel-fueled construction equipment exhaust would generate odors. However, these emissions typically dissipate quickly and would be unlikely to affect a substantial number of people. Post-construction

odors from the site's educational uses would be minimal. Therefore, odor impacts associated with construction and operation of the Project would be **less than significant**.

IV. Biological Resources

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

a) Special-Status Wildlife Species

The Project site is in a developed condition and does not contain any natural habitats, noise and activity levels on the site are high due to school activities and regular use of the athletic field, the site is in an urban area and is isolated from open space/natural habitats;

these factors limit the potential for special-status species to occur. However, special-status birds have the potential to occur on trees on and adjacent to the Project site. The active nests of most native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). Various common bird species, including raptors (e.g., Cooper's hawk), could nest in the trees on the site. Therefore, in the absence of avoidance measures, active nests of birds protected by the Migratory Bird Treaty Act and California Fish and Game Code could be disturbed by tree removal or by construction-related noise. The implementation of Mitigation Measure BIO-1, below, would reduce the impact to protected bird nests to **a less-than-significant** level.

The Project site is located on a developed school and office campus site, and there are no natural habitats present in the proposed construction area. The construction boundary includes an existing sports field, basketball courts, an asphalt-paved parking lot, and landscaped areas. Most special-status plant species known from the Project area are associated with salt marsh, serpentine, woodland, or grasslands habitats; these or other natural habitat types are not present on the Project site. Given the absence of suitable habitat, no special-status plant species are expected to occur. There would be **no impact** on special-status plant species.

b) Sensitive plant communities are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of Projects. These communities may or may not contain special-status species or their habitat. The most current version of CDFW's *List of California Terrestrial Natural Communities* indicates which natural communities are of special-status given the current state of the California classification. As previously discussed, the Project site consists of an existing developed site. Therefore, no sensitive plant communities are present and the Project would have **no impact** to riparian habitats or other sensitive biological communities.

c) Wetlands, creeks, streams, and permanent and intermittent drainages are subject to the jurisdiction of the U.S. Army Corps of Engineers (ACOE) under Section 404 of the Federal Clean Water Act (CWA). The California Department of Fish and Wildlife (CDFW) also generally has jurisdiction over these resources, together with other aquatic features that provide an existing fish and wildlife resource pursuant to Sections 1602-1603 of the California Fish and Game Code. The CDFW asserts jurisdiction to the outer edge of vegetation associated with a riparian corridor. There are no wetlands or water habitats on the site. Therefore, the Project would have **no impact** to wetlands or other water habitats.

d) Wildlife corridors are described as pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or manmade obstacles such as urbanization. The Project site is located in an urban area and is bordered on all side by dense development. Therefore, the Project does not link areas of open space and would not serve as part of a wildlife movement corridor. Given the above, the proposed Project would not substantially interfere with the local

or regional movement of wildlife species. Therefore, the Project would have a **less than significant impact** to wildlife movement.

e) Mountain View's City Code Chapter 32, Article II, defines a "Heritage Tree" as any tree that has a trunk with a circumference of forty-eight inches (48") or more measured at fifty-four inches (54") above natural grade. Multi-trunk trees are measured just below the first major trunk fork. In addition, three species, *quercus* (oak), s*equoia* (redwood) or *cedrus* (cedar) are considered "Heritage" if they have a circumference of twelve inches (12") measured at fifty-four inches (54") above natural grade. Some of the approximately 20 trees proposed for removal may be of a size and species that would normally be covered by this Ordinance. The proposed Project would conflict with the City's tree protection ordinance. However, the District has adopted a zoning exemption resolution for this site, which eliminates the requirement to comply with the Ordinance. Biological resources impacts of this tree removal (potential impacts to nesting birds from construction) are addressed in Item (a), above, and would be mitigated to a **less-than-significant** level by Mitigation Measure BIO-1, below. Aesthetic impacts of the proposed tree removal would be less-than-significant because street trees would be replaced, as described in item I (c), above.

f) The Project site is not located within the boundaries of a habitat conservation plan or a natural community conservation plan; therefore, the Project would not conflict with any habitat plans and there would be **no impact**.

Mitigation Measures

***Mitigation Measure BIO-1*:** Wherever 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 construction during the nesting season ceases for more than 10 days or moves to a new locale on the site, nesting bird surveys shall be conducted prior to the restart of work.

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.

V. Cultural Resources

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		**X**		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	
d) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		
e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

a) The Project site has been fully disturbed by the previous construction of the existing schools and fields on the site. Buildings to be removed as part of the Project are all of recent, modular

construction. None are listed on the City of Mountain View's historic buildings register, which includes Federal, state, and local historic resources. The overall site itself has no historical significance. Therefore, the Project would have **no impact** to historic resources.

b) As described in a), above, the site has been previously developed and disturbed. However, there remains a possibility that earthmoving activities may uncover evidence of Native American use and/or occupation of the area. Mitigation Measure CUL-1, below, would reduce any impacts to such resources to a **less-than-significant** level.

c) Because the Project has been heavily disturbed by past grading and construction activities and is located on relatively recent sediments, the likelihood of the Project adversely affecting paleontological resources is very low. Therefore, this impact would be **less than significant.**

d) The site has been fully developed since the 1960's and therefore it is unlikely that any human remains exist. However, the possibility exists that subsurface construction activities may encounter previously undiscovered human remains. Mitigation Measure CUL-2 would reduce this impact to a **less-than-significant** level.

e) There are no National Register or California Register-eligible historic resources, or any other known historic or cultural resources on the site.

Mitigation Measures

***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 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.

***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 discovery or recognition of any human remains, Public Resource Code Section 5097.98 must be followed. Once Project-related ground disturbance begins and if there is 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 Santa Clara 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 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.

VI. Geology and Soils

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)				**X**
ii) Strong seismic ground shaking?		**X**		
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?			**X**	
b) Result in substantial soil erosion or the loss of topsoil?		**X**		
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		**X**		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		**X**		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**

A geotechnical investigation for the Project site was prepared by Cleary Consultants (Cleary Consultants 2017a). Results of the Cleary study is summarized in responses to specific checklist questions below. The full study is available for review at the District offices.

a.i, ii, iii, iv) The City of Mountain View is in a region characterized by active faults and strong seismic activity. The site is located about 7.6 miles northeast of the San Andreas Fault, 11.6.1miles southwest of the Hayward Fault, and 14.4 miles southwest of the Calaveras Fault. In addition, the site is located about 4.7 miles northeast of the potentially active Monta Vista-Shannon Fault, and approximately 0.7 miles southwest, 1.1 miles southwest, and 1.5 miles northeast

of the inferred/buried/concealed traces of the Palo Alto, Sam Jose, and Stanford Faults, respectively. Maximum earthquake intensities on these faults range from magnitude 8.1 (on the Richter Scale) for the San Andreas Fault to magnitude 6.5 for the Monta Vista-Shannon Fault.

Data presented by the Working Group on California Earthquake Probabilities (2008) estimates the chance of one or more large earthquakes (Magnitude 6.7 or greater) in the San Francisco Bay region within the next 30 years to be approximately 63 percent. Therefore, strong seismic shaking is anticipated at the site during the Project lifetime.

There are no known active or potentially active faults crossing the site, and the site is not within a current Alquist-Priolo Earthquake Fault Zone (ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sp/Sp42.pdf). Therefore, the risk of fault rupture at the site is low (Cleary 2017a).

Soil borings indicate the site is underlain by layers of clayey sand, gravelly sand, clayey gravelly sand, and silty clays interspersed at the drilled depths of up to 100 feet. Groundwater levels are estimated at approximately 22 feet below the surface, with a conservative “high groundwater depth” of 16 feet used for liquefaction analysis (Cleary 2017a).

Liquefaction is a ‘liquefying’ of the ground under strong seismic shaking. Liquefaction occurs in water-saturated, loose, granular soils (such as sandy soils). The site is shown as within a potential liquefaction hazard zone on the California Seismic Hazard Zones Map, Mountain View Quadrangle. Cleary’s investigation for the site calculated that a theoretical liquefaction-induced settlement of approximately 5.5 inches could occur at the site, with 2.25 inches of differential settlement possible over a distance of 50 feet across the site. Foundations designed to resist liquefaction damage have been recommended for all Project buildings. With proper foundation design, Cleary concluded that risk of liquefaction damage to buildings would be low. Cleary also concluded that seismically induced soil densification hazards to proposed buildings would be very low. (Cleary 2017a)

Clearly also evaluated other potential site seismic hazards, including soil lurching, landsliding, and lateral spreading, and determined them to be unlikely because of the site’s very gentle gradient and absence of free vertical faces. (Cleary 2017a). Impacts of ground cracking and sand boils would be reduced to a **less-than-significant** level by use of the proposed spread-footing foundations. (Cleary 2017a).

Impacts associated with seismic shaking and associated ground failure issues can be reduced to a **less-than-significant** level by proper engineering and construction in accordance with the provisions of the Uniform Building Code and with other site stabilization, drainage, and, foundation design methods, as detailed in the Cleary reports (see Mitigation Measure GEO-1).

The Project site is nearly level, so landslide hazards would be minimal.

b) The preliminary Project grading scheme results in an estimated balance of earthwork of 4,000 cubic yards of cut and 4,000 cubic yards of fill. This assumes the sports fields are natural turf and not synthetic. If they are synthetic, the amount of cut (and therefore off-haul) increases by about 2,000 cubic yards. Minimal topographic changes would occur, and the site would remain essentially flat.

Site grading could result in some soil erosion. However, the site is nearly level and all construction practices would be in accordance with the State of California UBC Title 24, 2013 and measures to control soil erosion found in the general construction activities non-point source storm-water permit (See Hydrology section of this IS). The RWQCB requires that Best Management Practices be incorporated into Projects to reduce wind and water erosion (see detailed discussion of Stormwater Pollution Prevention Plan BMPs) in Hydrology and Water Quality section. These measures would reduce this potential impact to a **less-than-significant** level.

c) See responses to items aii, iii, and iv, above. This impact would be **less than significant.**

d) The upper soils are considered to have low-to-moderate expansion characteristics (Cleary 2017a). Mitigation Measure GEO-1, below, would eliminate any hazards associated with potentially expansive soils to a level that is **less than significant**.

e) The Project would not use septic tanks or other on-site land disposal systems. Therefore, **no impact** would result from any such systems at the site.

Mitigation Measure

Mitigation Measure GEO-1: The applicant shall comply with all of the site preparation and foundation/building design recommendations in the Cleary Consultants geotechnical and foundation studies for the site (Cleary Consultants 2017a). The geotechnical consultant for each Project 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. Pads and pavement subgrades shall be treated to reduce the effects of soil expansion. The geotechnical studies also shall be reviewed by the California Geological Survey (CGS), and any CGS recommendations shall be incorporated into the final Project plans.

VII. Greenhouse Gas Emissions

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

Background

Greenhouse gases (GHGs) are atmospheric gases that capture and retain a portion of the heat radiated from the earth after it has been heated by the sun. The primary GHGs are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), ozone, and water vapor. While GHGs are natural components of the atmosphere, CO_2, CH_4, and N_2O, are also emitted from human activities and their accumulation in the atmosphere over the past 200 years has substantially increased their concentrations. This accumulation of GHGs has been implicated as the driving force behind global climate change.

Human emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with organic decay processes in agriculture, landfills, etc. Other GHGs, including hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, are generated by certain industrial processes. The global warming potential of GHGs are typically reported in comparison to that of CO_2, the most common and influential GHG, in units of "carbon dioxide-equivalents" (CO_2e).[2]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, increased forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The California Air Resources Board (CARB) estimated that in 2011 California produced 448 million gross metric tons of CO_2e, or about 535 million U.S. tons. CARB found that

[2] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

transportation is the source of 37.6 percent of the state's GHG emissions, followed by industrial sources at 20.8 percent and electricity generation (both in-state and out-of-state) at 19.3 percent. Commercial and residential fuel use (primarily for heating) accounted for 10.1 percent of GHG emissions.

In the San Francisco Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the San Francisco Bay Area's 95.8 million metric tons of CO_2e emitted in 2007. Electricity generation accounts for approximately 16 percent of the San Francisco Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine-county San Francisco Bay Area Air Basin. As part of that role, the BAAQMD has prepared *CEQA Air Quality Guidelines* that provide CEQA thresholds of significance for operational GHG emissions from land use Projects (i.e., 1,100 metric tons of CO2e per year, which is also considered the definition of a cumulatively considerable contribution to the global GHG burden and, therefore, of a significant cumulative impact), but has not defined thresholds for Project construction GHG emissions. The *CEQA Air Quality Guidelines* methodology and thresholds of significance have been used in this Initial Study's analysis of potential GHG impacts associated with the Project.

a) The CalEEMod (California Emissions Estimator Model, Version 2016.3.1) model was used to quantify GHG emissions associated with Project construction and operation. The estimated construction GHG emissions are 184 metric tons of CO2e, for which there is no BAAQMD CEQA significance threshold, but this total is far less than the operational GHG threshold of 1,100 metric tons of CO2e per year.

Estimated net new operational annual emissions of GHG from the Project are presented in Table GHG-1. The estimated Project net new operational GHG emissions would be below the GHG significance threshold. Thus, Project's construction GHG emissions would be **less than significant**.

TABLE GHG-1: PROJECT OPERATIONAL GREENHOUSE GAS EMISSIONS (METRIC TONS PER YEAR)

Project Component	CO2	CH4	N2O	CO2e
Slater Elementary School				
Net New Emissions	426.2	0.6	0.0	441.2
Existing Leased On-site Preschool (no Project changes)				
Net New Emissions	0.0	0.0	0.0	0.0
Existing On-site MVWSD Preschool (relocated to Stevenson Elementary School site)				
Net New Emissions	0.0	0.0	0.0	0.0
Total Project				
Net New Emissions	**426.2**	**0.6**	**0.0**	**441.2**
Significance Thresholds				**1100**
Significant Impact?				**No**

b) The California Global Warming Solutions Act - Assembly Bill 32 (AB 32, 2006) requires that State GHG emissions be lowered to 1990 levels by 2020—a 25 percent reduction statewide with mandatory caps for significant GHG emission sources. AB 32 mandated the development of discrete early actions to reduce GHG while preparing a Climate Change Scoping Plan in order to identify how best to reach the 2020 goal. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), the California Appliance Energy Efficiency regulations, the California Renewable Energy Portfolio standard, changes in the motor vehicle corporate average fuel economy (CAFE) standards, and other early action measures that would ensure the state is on target to achieve the GHG emissions reduction goals of AB 32.

The Sustainable Communities and Climate Protection Act (SCCPA, 2008) supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning, setting regional targets for GHG emissions reductions from passenger vehicle use, with the goal of fostering more sustainable communities. Each of California's metropolitan planning organizations (which in the Bay Area is the Metropolitan Transportation Commission) must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). Once adopted, the RTP guides the transportation policies and investments for the region

The Project would not conflict with the goals of AB 32 or the SCCPA. After Project implementation, its GHG emissions from increased motor vehicle trips would be partially offset by the lesser GHG emissions from the more efficient electrical and heating/cooling systems in the new buildings than the older systems, which were not required to meet current energy efficiency standards. Thus, it would have a **less than significant** impact.

VIII. Hazards and Hazardous Materials

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?				**X**
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing in the Project area?				**X**
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				**X**

a) Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the construction contractor would be required to implement a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the Project site. Therefore, no significant impacts would occur during construction activities.

In addition, the proposed Project would not be a large-quantity user of hazardous materials. Small quantities of hazardous materials would likely be used on site, including cleaning solvents (e.g., degreasers, paint thinners, and aerosol propellants), paints (both latex- and oil-based), acids and bases (which are included in many cleaners), disinfectants, herbicides, and fertilizers. These substances would be stored in secure areas and would comply with all applicable storage, handling, usage, and disposal requirements. The potential risks posed by the use and storage of these hazardous materials are limited primarily to the immediate vicinity of the materials. Any transport of these materials would be required to comply with various federal and state laws regarding hazardous materials transportation.

In summary, the proposed Project would not create a significant hazard to the public or the environment from routine transport, use, or disposal of hazardous materials and impacts would be **less than significant**.

b) An Environmental Soil Screening Test was performed on site soils by Cleary Consultants, Inc. (Cleary 2017b). As part of this study, eight samples in the upper 12-18 inches of site soils were tested for heavy metals, hydrocarbons, pesticides and PCBs. Sampling found very low levels of Benz(a)anthracene, Benzo(b)fluoranthene, Benzo(a)pyrene, Indeno(1,2,3-c,d)pyrene, and Dibenz(a,h)anthracene in one of the eight samples, and low levels of motor oil range organics in one of the eight samples. The results indicated that all of the other contaminants were either below Environmentally Significant Levels (ESLs), within the range of expected background metal concentration for soils in Santa Clara County, or non-detectable. The soils would be generally classified as “non-hazardous” based on State of California criteria.

The buildings on the site are portables and no demolition is proposed. Therefore, risk of contamination from upset would be **less than significant**.

c) The proposed Project site is located on existing playfields/courts, a paved parking lot, and areas currently used for modular buildings. The existing preschool and special education portable buildings would be removed from the site prior to the start of construction activities.

The day-care center in the Former Slater school would continue to operate during construction, as described in the Project Phasing portion of the Project Description. Implementation of the proposed Project would not result in emission of hazardous materials or wastes that would pose a serious health risk to school activities (see also the discussion of health risks in the Air Quality section of this IS, above). There are no significant or extraordinary conditions associated with the Project that would result in the release of hazardous or acutely hazardous materials, substances, or waste. Therefore, the Project would have **a less-than-significant** impact.

d) The Project site is not on the Cortese List of hazardous materials sites. There are no contaminated sites in the vicinity of the school, however a listed contaminated site (Intel Corp.; a Federal Superfund site) exists at North Whisman Road and Middlefield Road, about 1100 feet north of the site. (http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?) accessed March 30, 2017). As described in item b, above, site soils up to 18 inches below the ground surface do not show signs of substantial contamination. Therefore, the site is not considered subject to substantial hazardous materials contamination, and any health impacts from local contamination would be **less than significant**.

e) Moffett Federal Airfield is located approximately 0.5 miles to the northeast of the Project site. The Mineta San Jose Airport is located about 6.5 miles to the southeast of the site. The Project site is within the Santa Clara County Airport Land Use Commission's Comprehensive Land Use Plan for Moffett Federal Airfield (SCCALUC 2012). The proposed Project would be compatible with airport land uses because it would not extend into the protected air space, would not create aviation safety hazards for persons residing or working in the Project vicinity, and would not be subject to airport noise issues. Therefore, it would have **no impact**.

f) The Project is not located in the vicinity of a private airstrip. Therefore, there would be **no impact** associated with safety hazards from such airstrips.

g) The re-development of the existing school site does not include new roads or uses that would interfere with the City's emergency response or evacuation plans. The Project would be designed to facilitate emergency traffic through and around the site, in accordance with the City of Mountain View's Fire Department development standards. During construction, emergency routes would remain open and emergency response plans would not be affected. The impact would be **less than significant.**

h) The Project site is surrounded by densely developed urban uses. These areas are not subject to wildland fires and the Project would have **no impact** associated with wildland fires.

IX. Hydrology and Water Quality

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

a, c, d, f) Under Section 402 of the Clean Water Act, the U.S. EPA has established regulations through the National Pollution Discharge Elimination System (NPDES) stormwater program to control stormwater discharges, including those associated with construction activities. The NPDES stormwater permitting program regulates stormwater quality from construction sites.

The State Construction General Permit (CGP) requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and the use of appropriate best management practices (BMPs) for erosion control and spill prevention during construction. Dischargers whose Projects disturb one or more acres of soil or whose Projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the CGP for Discharges of Stormwater Associated with Construction Activity (CGP Order 2009-0009-DWQ). Stormwater treatment requirements for Mountain View are established by San Francisco Regional Water Quality Control Board order R2 2009-0074, NPDES Permit No CAS612008, adopted October 14, 2009.

The Project site is relatively flat with a very gentle slope towards the northeast. The site is comprised of a mostly impervious surface school/parking lot site, and a large open grassy play field. Runoff from the site flows to existing storm drains in North Whisman Road. The City of Mountain View is part of the Santa Clara Valley Urban Pollution Prevention Program.

Development of the proposed Project would require disturbance and light grading of much of the approximately 5-acre site, as described in the Project Description. Approximately 8000 CY of material would be graded on the site. Minimal topographic changes would occur, and the site would remain essentially flat.

During construction activities, there would be a potential for surface water to carry sediment from on-site erosion and small quantities of pollutants into the City's stormwater system and, ultimately, San Francisco Bay. Soil erosion may occur along Project boundaries during construction in areas where temporary soil storage may be required. Small quantities of pollutants may enter the storm drainage system, potentially degrading water quality.

Construction of the proposed Project also would require the use of gasoline and diesel-powered heavy equipment. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would be used during construction. An accidental release of any of these substances could degrade the water quality of the surface water runoff and add additional sources of pollution into the drainage system.

The proposed Project would be required to comply with the CGP. The District would be required to develop and implement a SWPPP that identifies appropriate construction BMPs in order to minimize potential sedimentation or contamination of storm water runoff generated from the Project site. The SWPPP would identify the risk level for erosion and sedimentation and how much monitoring of potential pollutants is required. Implementation of a SWPPP as required would ensure that the construction of the proposed Project would not violate any water quality standards or waste discharge requirements and reduce potential impacts to a less-than-significant level, as described in Mitigation Measure HYD-1.

As required under State Water Resources Control Board Order No. R2 2009-0074, the City of Mountain View requires regulated Projects, such as this one, to prepare a Stormwater Control Plan (SWCP) in accordance with the Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Handbook and other similar guides. The SWCP must include post-construction stormwater treatment measures such as bio-retention facilities and source controlled BMPs. The SWCP must also address ongoing maintenance of those facilities.

Prior to the issuance of grading permits or building permits (whichever occurs first), the Project would be required to obtain coverage under the State Construction General Permit (NPDES General Permit for Stormwater Discharges Association with Construction Activity (Order 2009-0009 DWQ) by preparing a Stormwater Pollution Prevention Plan (SWPPP) and submitting it along with a notice of intent, to the San Francisco Bay RWQCB. The SWPPP shall identify a practical sequence for BMP implementation and maintenance, site restoration, contingency measures, responsible parties, and agency contacts. The SWPPP would include but not be limited to the following elements:

- Temporary erosion control measures would be employed for disturbed areas.
- No disturbed surfaces would be left without erosion control measures in place during the winter and spring months. Cover disturbed areas with soil stabilizers, mulch, fiber rolls, or temporary vegetation.
- Sediment would be retained on site by a system of sediment basins, traps, or other appropriate measures. Drop inlets shall be lined with filter fabric/geotextile.
- The construction contractor would prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains. This may include locating construction-related equipment and processes that contain or generate pollutants in a secure area, away from storm drains and gutters, and wetlands; parking, fueling, and cleaning all vehicles and equipment in the secure area; designating concrete washout areas; and preventing or containing potential leakage or spilling from sanitary facilities.
- BMP performance and effectiveness would be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the RWQCB to determine adequacy of the measure.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover would be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

The total site development would be 27,000 SF of building footprint. 17,500 SF of concrete paving, 54,300 SF of asphalt paving, 112,000 SF (2.57 acres) of play fields, and 9,000 SF of landscaped area. Construction of the proposed Project would increase impervious surface coverage on the Project site by approximately 117,000 SF (2.3 acres) because much of the existing playfield would be converted from pervious surfaces to paved and built-up areas.

Potentially contaminated runoff from the new impervious areas would occur, but these would be minimal given the proposed school use and minimal increase in parking areas. All site runoff would be directed to a 4700 SF system of bioswales on the site, which would filter out water pollutants; there would be no new connections to the existing City of Mountain View storm drain system.

Implementation of the Construction General Permit requirements described above, as well as Mitigation Measures HYD-2 and HYD-3, below, would reduce the other water quality impacts described above to a **less-than-significan**t level.

b) The proposed Project would be served with potable water supplied by the San Francisco Public Utilities Commission (SFPUC), which supplies about 87% of Mountain View's water, and the Santa Clara Valley Water District, which supplies about 10% of the City's water Local groundwater supplies about 3% of the City's water. (http://www.mountainview.gov/depts/pw/services/water/sources.asp). The Project would slightly increase water demand due to the new preschool, however much of that use would be transferred from the existing preschool at the Slater School campus, and would not represent a net increase in water demand. In addition, irrigation water would be decreased with the reduction in the playfield and landscaped areas from the Project. No groundwater wells or other supplies would be required. Therefore, the proposed Project would not contribute to depletion of groundwater supplies and **no impact** would occur to groundwater.

e) As discussed in Item a) above, the Project would increase impervious surfaces and runoff on the site. The preliminary stormwater treatment plan for the Project results in an estimated 117,000 square feet of new impervious surface being created, requiring 4,700 square feet of bio-retention treatment area. Under that Plan, all stormwater would be routed to a proposed 4700 SF bioswale system for treatment, infiltration, and evaporation. Overflow drainage from the bioswale system would be directed to the existing City stormwater system in North Whisman Road at two existing connection points. Peak flows would not exceed existing peak site conditions. The District would notify the City of any proposed increase of stormwater discharges to the existing storm drain system. Therefore, impacts to runoff would be **less than significant**.

g, h) The Federal Emergency Management Agency's Flood Insurance Rate Map indicates that the Project site is not located within a 100-year flood hazard area; therefore, **no impact** would

occur (FEMA, Flood Insurance Rate Map, Santa Clara County, CA, Map No 06085C0037H, effective May 18, 2009).

i) The Project site is not located in a dam failure inundation zone, as depicted on Figure 17.4.2.2.7, Dam Failure of the Santa Clara County Hazard Mitigation Plan (March 28, 2012). Therefore, the proposed Project would have **no impact** related to exposing people or structures to risks associated with levee or dam failure.

j) Seiches and tsunamis are seismically induced large waves of water. The Project site is approximately one mile inland from the San Francisco Bay and is not mapped as within a tsunami run-up zone (Tsunami Inundation Map for Emergency Planning State of California – Mountain View Quadrangle, July 31, 2009). Similarly, mudflows are not a concern in this area of the City because of its gentle slope. Therefore, the proposed Project would have **no impact** to future residents relative to inundation by seiche, tsunami or mudflow.

Mitigation Measures

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 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.

X. Land Use and Planning

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				**X**
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				**X**
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**

a) The Project site is currently used for a preschool, Santa Clara Department of Education Special Education facilities, and associated parking lots and playfields. The Project would intensify educational uses on the site by constructing the new elementary school, and would not alter the land uses mix or otherwise divide any communities. Therefore, the Project would result in **no impact.**

b) The City of Mountain View's 2030 General Plan Land Use Map (City of Mountain View 2012) designates the entire site as Public/Institutional. Zoning is PF (Public Facility). City of Mountain View Zoning Map, 2008, accessed March 30, 2017 (http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990). Public schools intended to serve the immediately surrounding neighborhoods are a permitted use in the PF zoning district (per Mountain View Municipal Code, Section 36.34.45(d)). The proposed uses are consistent with these designations. Therefore, the Project would have **no impact** with respect to plan conformance.

c) The Project site is not located within the boundaries of a habitat conservation plan or a natural community conservation plan; therefore, the Project would not conflict with any habitat plans and there would be **no impact**.

XI. Mineral Resources

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

Impact Discussion

a, b) The Project site is designated Public/Institutional in the City of Mountain View's General Plan and consists of an urban parcel developed with school facilities and playfields. The site is not identified in the City's General Plan as a site containing mineral resources that would be of local, regional, or statewide importance; therefore, the Project is not considered to have any impacts on mineral resources (Mountain View 2012). The Project site does not contain any known mineral deposits or active mineral extraction operations. Therefore, there would be **no impact** to mineral resources.

XII. Noise

Would the Project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?			**X**	
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?		**X**		
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?			**X**	
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?				**X**

Background

Sound is created when vibrating objects produce pressure variations that move rapidly outward into the surrounding air. The more powerful the pressure variations, the louder the sound perceived by a listener. The decibel (dB) is the standard measure of loudness relative to the human threshold of perception. Noise is a sound or series of sounds that are intrusive, objectionable or disruptive to daily life. Many factors influence how a sound is perceived and whether it is considered disturbing to a listener; these include the physical characteristics of sound (e.g., loudness, pitch, duration, etc.) and other factors relating to the situation of the listener (e.g., the time of day when it occurs, the acuity of a listener's hearing, the activity of the listener during exposure, etc.). Environmental noise has many documented undesirable effects on human health and welfare, either psychological (e.g., annoyance and speech interference) or physiological (e.g., hearing impairment and sleep disturbance).

The Project site and vicinity were surveyed and noise measurements were taken during the afternoon of May 11, 2017, a weekday when both the on-site MVWSD preschool and leased daycare facility were in use, as shown in Table Noise-1. On and near the Project site, the major contributor to ambient noise levels was motor vehicle traffic on North Whisman Road, a high-volume arterial roadway that is adjacent to the entire eastern Project site boundary. Outdoor activity by preschool/daycare children was minimal during the survey, nor was there any activity on the existing athletic fields in Slater School Park. Residential areas surround the Project site and would be the sensitive receptors most likely affected by any increased noise from the new school and relocated playfields. The streets surrounding the site (other than North Whisman Road) carry low traffic volumes.

TABLE NOISE-1: ON-/NEAR-SITE DAYTIME NOISE MEASUREMENT DATA AND SURVEY OBSERVATIONS

Measurement Location	**L_{min}**	**L_{90}**	**L_{eq}**	**L_{10}**	**L_{max}**	**Observations**
Location #1 Slater School Park athletic field, near west boundary with residential backyards Begin 13:24	44.8	46.1	48.2	49.5	52,5	No play on Park athletic field during survey; traffic on North Whisman Road is the dominant influence on average and peak ambient noise levels.
Location #2 Sidewalk east of North Whisman Road, south of Pacific, near existing residential. Begin 13:42	46.8	49.8	64.2	68.7	75.5	Traffic on North Whisman Road is the dominant influence on average and peak ambient noise levels; frequent passing cars produce noise peaks in upper 60s-low 70s dB.
Location #3 Sidewalk north of Gladys, midblock, near existing residential. Begin 13:56	46.2	47.6	56.7	59.5	68.4	Traffic on Gladys is the dominant influence on average and peak ambient noise levels; occasional passing cars produce noise peaks in mid 60s dB.

The unit of measurement for table entries is the **decibel (dB)**, the standard measure of a sound's loudness relative to the human threshold of perception. Decibels are said to be **A–weighted (dBA)** when corrections are made to a sound's frequency components during a measurement to reflect the known, varying sensitivity of the human ear to different frequencies. The **Equivalent Sound Level (L_{eq})** is a constant sound level that carries the same sound energy as the actual time–varying sound over the measurement period. **Statistical Sound Levels - L_{min}, L_{90}, L_{10} and L_{max}** - are the minimum sound level, the sound level exceeded 90 percent of the time, the sound level exceeded ten percent of the time and the maximum sound level, respectively; all as recorded during the measurement periods, which for all cases above was ten minutes.

The noise analysis conducted for this Initial Study applied the noise exposure guidelines and control policies identified in the Noise Element of the City of Mountain View's *2030 General Plan* (Adopted July, 2012) and the restrictions imposed by the City's *Code of Ordinances* (Chapter 8, Article VI, Section 8.70.1 - Construction Noise). The Noise Element's *Outdoor Noise Environment Guidelines* (Table 7-1 in that document) provide the basis for City decisions on allowing new noise sources in areas with existing noise-sensitive land uses or new noise-sensitive land uses in areas with high existing or expected future noise exposure levels. In residential areas and on school sites, daily average noise levels less than 60 dBA are considered "Normally Acceptable;" thus, no noise mitigations are needed if noise levels are and would remain in this range. However, daily average noise levels in the 60-70 dBA range are considered "Conditionally Acceptable" in residential and school areas and may motivate additional noise insulation features (e.g., fresh air supply systems or air conditioning to allow closed windows to lower interior noise levels) in affected buildings before new developments can proceed.

The City of Mountain View's *Code of Ordinances* places the following restrictions on noise from construction activities:

> *"No construction activity shall commence prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or holidays unless prior written approval is granted by the building official. The term 'construction activity' shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours."*

The Project construction hours would comply with this regulation, which also can serve as guidance for both determining impact significance and developing mitigation measures.

Impact Discussion

a) According to the Noise Element's *Noise Contours 2030* (see Figure 7.3 in that document), the 24-hour average noise levels in Slater School Park and at the existing single- and multi-family residential uses fronting North Whisman Road north, east and south of the site are likely in the Conditionally Acceptable range (i.e., 60-70 dBA) for residential areas and school sites, and would remain so through the year 2030.

Survey observations confirm that motor vehicle traffic on North Whisman Road is the dominant influence on local noise levels. Short-term noise measurements taken during the survey found that off-commute-peak average daytime noise levels are in the mid-60s dBA at the existing residences fronting North Whisman Road and are substantially lower (i.e., mid 40s to mid 50s dBA) in the westernmost parts of Slater School Park (i.e., near the Park's western boundary with existing residential) and along the low-volume local streets in the surrounding residential areas (e.g., Gladys Avenue) (see Table Noise-1). These measured

levels are consistent with the information displayed in the Noise Element contour map, which are computer model estimates based on expected future traffic volumes on Mountain View's main local roadways.[3]

Exposure of students to existing noise levels is discussed herein. Exposure of nearby residents to noise generated by the new school is discussed in Item c), below.

Daytime noise levels along the North Whisman Road sidewalk area were measured at 64 dBA. By FTA methodology, this corresponds to 62 dBA daily average. The closest school building would be setback 100 feet or more from North Whisman Road. Therefore, the outdoor daily average noise levels at the school would be further reduced. *Protective Noise Levels* (EPA, 1974) recommends that for noise-sensitive uses other than residential (i.e., offices, schools, etc.) the interior daily average be kept below 45 dBA to avoid annoyance and interference with indoor activities. Standard acoustical insulation for a building of the type proposed for the school has an outdoor-to-indoor noise level reduction of at least 25 dBA with windows closed (according to EPA). So, school exterior spaces at the setback would have Normally Acceptable noise levels and the interior levels will meet EPA standards.

The existing on-site sports fields, preschool and daycare facilities, and the surrounding residential uses are compatible with City standards at current noise levels. This would continue to be the case when the existing on-site uses are replaced by the Project elementary school and playfields. Noise from increased outdoor student activities associated with the new elementary school and playfields, and from increased Project motor vehicle traffic would not be great enough to shift overall noise exposure to unacceptable levels under General Plan standards (these incremental impacts are discussed below in Subsections c and d).

Thus, post-Project noise levels at the nearest residential uses would remain within established standards and be **less than significant.**

b) There are no policies or standards in the Noise Element for avoiding/reducing structural damage or annoyance from vibration impacts. However, it is most common for government agencies to rely on assessment methodologies, impact standards and vibration-reduction strategies developed by the Federal Transit Agency (FTA) in *Transit Noise and Vibration Impact Assessment*. According to the FTA, limiting vibration levels to 94 vibration decibels (VdB, a measure of vibration intensity similar to the dB for noise) or less would avoid structural damage to wood and masonry buildings (which are typical of most residential structures), while limiting vibration levels to 80 VdB or less at residential locations would avoid significant annoyance to the occupants.

[3] According to Federal Transit Administration (FTA) guidelines for estimating daily average noise levels from short-term noise measurements, the daily average is about two dBA less than the daytime hourly average (FTA 2006, Appendix D).

The most vibration-intensive piece of construction equipment is a pile driver, but no pile driving will be required for the Project. Other types of construction equipment are far less vibration-intensive. Heavily loaded trucks or tracked earth-moving equipment could pose a damage or annoyance threat if they would regularly and often come within 25 feet of a vibration-sensitive receptor during construction. But the closest existing residential uses (i.e., single-and multi-family homes east of North Whisman Road, and south and west of the Project site boundary) are 50-100 feet or more from the nearest Project construction sites (this buffer zone being provided by Whisman Road and the access roads and parking areas of the southern/western residential areas). Thus, the Project's construction vibration impact severity would be **less than significant.**

c) After Project completion, noise levels on and near the Project site will be affected by noise sources introduced by the Project, including increased motor vehicle activity in the new on-site arrival/departure/parking area and along site access roads, increased outdoor instruction/play activity by the elementary school, and sports activity on the relocated playfields.

Since there is no elementary school on site at present, noise monitoring conducted at the MVWSD Stevenson Elementary School during the morning arrival period in February 2017 was used to characterize the noise level increase expected near the arrival/departure/parking area of the new Slater Elementary School. Stevenson School student capacity is approximately 450 students, which is similar to the proposed Slater School student capacity. At the Stevenson School, noise levels during the peak morning arrival period increased by about two dBA at residential receptors just across the local street from the Stevenson School's entry driveway. However, the Stevenson School is located in a much quieter residential neighborhood with traffic volumes on all adjacent local streets much lower than those on North Whisman Road. Since the morning noise background levels on and around the planned new Slater School parking area are substantially higher than the Stevenson background, arrival activity at Slater would have a lesser effect on local noise background levels. Further, the nearest residential receptors to Slater are more distant from the activity area (i.e., about 100 feet at Slater versus about 40 feet at Stevenson) and they also experience higher existing background noise levels due to North Whisman Road traffic. Thus, the Project arrival motor vehicle noise level increments would not noticeably increase background levels at the closest residential receptors. This impact would be **less than significant**.

According to the Project traffic study, motor vehicle AM peak hour traffic volumes would increase by about ten percent on North Whisman Road. According to FTA traffic noise modeling methodology, if these proportional volume increases were applied to daily average traffic volumes, it would increase daily average traffic noise levels by less than one dBA along Whisman Road. The FTA defines a one-dBA increase as the significance criterion for peak hourly and daily traffic noise (FTA 2006, Chapter 3, Table 3-3) at school receptors and residential receptors, respectively, currently exposed to daily average noise levels in the 60-

70 dBA range. Thus, increases in Project-related motor vehicle noise levels along the adjacent Project site access roads would be **less than significant**.

Operation of the Slater School would also be accompanied by noise from on-site outdoor play and instruction activities that could affect nearby residential receptors. The Slater School's classroom/library/administrative buildings would surround its main outdoor activity area and substantially inhibit off-site noise propagation. Measurements at the Lomitas Elementary School in Atherton, which, like the proposed Project, is in a residential neighborhood, showed ambient noise levels of 45-50 dBA. This is very similar to the level measured on the Slater site near the west boundary with residential land uses. During recess, when the children came out and played, noise levels went up to 55-60 dBA. According to the Federal Highway Administration (FHWA) "Best Practices for Calculating Estimated Shielding for Use in the RCNM," "If a building stands between the noise source and receptor and completely shields the noise source, use [a] 15 dBA [attenuation factor]". That reduction, applied to noise from activities in the outdoor "courtyard" areas in the proposed new Slater School, would completely offset the noise increase. Therefore, noise from that source would be less than significant. Noise impacts to the nearest existing residential areas would be further attenuated by distance (i.e., the closest are 200-300 feet from the center of the main outdoor student activity area within the school campus).

Project plans call for building the new Slater School on the site of the Park's existing athletic fields and constructing new athletic fields on a more central part of the site just north of the school. All forms of outdoor athletic activity occasionally produce noise events audible to spectators and off-site receptors close to the fields. The level and frequency of such events produced by sports play were observed and measured at Callahan Field near Crittenden Middle School during an inter-school softball game (September 2016). Noise from athletic activity (e.g., player calls, crowd cheers, "ping" sounds from aluminum bats, etc.) produced occasional noise peaks in the upper 60s dBA to low 70s dBA at field-side, but noise peaks from motor vehicle traffic passing on Middlefield Road (which has daily traffic volumes similar to North Whisman Road) adjacent to the field were consistently more frequent and louder than those from softball play. Noise from athletic activity at the new Slater Park fields would be most perceptible in the outdoor areas (but not likely indoors if windows are closed) of the residential receptors closest to and west of the Project site, but much less so in the residential areas to the east across North Whisman Road because of their higher traffic background noise and greater distance from the fields. Sports-related noise intrusions would decrease in the residential areas south of Slater Park once the new school replaces the existing athletic fields and the locus of sports activity moves north. Also, the Project would not include large-capacity spectator seating facilities nor add a public-address system.

Thus, on-site activity noise would not be a substantial source of disturbance or nuisance to the School's residential neighbors. This impact would be **less than significant**.

d) During Project construction, nearby residents would be exposed to outdoor noise levels noticeably higher than the daily average and peak noise levels they currently experience. The FHWA Roadway Construction Noise Model (RCNM) (FHWA, 2006) was used to estimate the maximum and average outdoor noise levels during the construction that the closest residences would experience, as presented in **Table NOISE-3**. [4]

TABLE NOISE-3: MODELED CONSTRUCTION NOISE LEVELS AT THE CLOSEST RESIDENTIAL USES TO THE PROJECT SITE

Distance from Area of Construction Activity (feet)	**Average Construction Daytime Noise Level** L_{eq} (dBA)	**Maximum Construction Daytime Noise Level** Lmax (dBA)
50	82	85
100	76	79
200	70	73
400	64	67
Source: Federal Highway Administration, Roadway Construction Noise Model (RCNM).		

Daily average outdoor noise levels that would be experienced at the closest residential uses (at 100-200 feet distant from the Project construction sites) due to Project construction activities could rise to levels occasionally disruptive to normal speech and tranquility outdoors. Indoor residential receptors would not be significantly affected by construction noise assuming windows are closed. This impact could be **potentially significant**. Implementation of Mitigation Measure NOISE-1, which complies with, and exceeds, the construction requirements in the City's Noise Ordinance, would reduce temporary outdoor incremental construction noise impacts to a **less-than-significant** level by limiting the hours of construction to daytime hours, and minimizing the noise from the loudest sources through muffling, location, and other methods.

e) The Project site is about a mile southwest of Moffett Federal Airfield. The noise contour map included in the City Noise Element (Figure 7.2 in that document) show that the Project site is within Moffett Federal Airfield's Airport Influence Area, but outside its 60 dBA daily average noise contour. This supports the Project noise survey findings that, although aircraft noise is occasionally audible on and near the Project site, given the context of North Whisman Road's influence on the Project site's existing noise background, it would not expose people to excessive noise levels, and would be **less than significant**.

[4] All pieces of equipment operating at any one time during the construction of a particular Project component will not have comparable noise impacts at any one place. The noise impact of the closest piece of equipment to a receptor is dominant and only a limited number of additional equipment can operate effectively in close proximity to the closest piece. The FTA recommends that construction noise impacts be estimated using a 2-3 piece working group of equipment characteristic of a particular Project's construction type or phase. In this case, a truck, a backhoe, and a crane were used as characteristic of school construction.

Mitigation Measures

***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 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 disturbance coordinator who shall be responsible for responding to complaints about noise 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 schedule shall also be distributed to the surrounding residences.
- In accordance with the City 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 MVWSD requests permission for Saturday work and it is granted by the City of Mountain View.

XIII. Population and Housing

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				**X**
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**

a) The proposed new school facilities would not directly increase the population because there is no housing component, and would not indirectly increase housing (through increased demand) because it would accommodate anticipated increased enrollment from approved and proposed residential Projects and would not, in itself, generate any new demand. The site and surrounding areas are fully developed with urban land uses and the Project would replace, expand, and upgrade existing similar land uses on the site; therefore, it would not induce new development on nearby lands, and **no impact** would occur.

b, c) The Project site is currently a school facility, and development of the proposed school-related Projects would have **no impact** with respect to displacing existing housing or people.

XIV. Public Services

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Fire protection?			**X**	
b) Police protection?			**X**	
c) Schools?			**X**	
d) Parks?			**X**	
e) Other public facilities?			**X**	

a) The City of Mountain View Fire Department (MVFD) provides fire protection and emergency medical services for the Project site. The nearest MVFD station (Station No. 4) is located at 229 North Whisman Road, across the street from the Project site. Most of the MVFD firefighters have special skills including, but not limited to, rescue systems, confined space, and hazardous materials. The MVFD currently provides fire protection to the existing school facilities on the site and would continue to provide service to the proposed new, replacement and upgraded facilities. The new facilities would be required to meet current fire protection standards, and its design plans would be reviewed by the Division of the State Architect for fire and life safety provisions. Full emergency access to the field and trail would be provided. The Project would result in the addition of about 425 students and 30 additional staff to the site compared with existing conditions. Because the Project would not substantially alter the existing land uses on the site, and because the new buildings would meet current building and fire codes, the Project would not result in a significant increase in the demand for fire protection services. The Mountain View Fire Department has stated that the Department would continue to provide service to the campus (Letter from Juan Diaz, Fire Chief, City of Mountain View to Robert Clark, MVWSD, July 12, 2017). This impact would be **less than significant**.

b) and this impact would be **less than significant**.

c) The City of Mountain View Police Department (MVPD) provides police protection services for the Project site. The MVPD station is located at 1000 Villa Street, approximately 0.75 miles west of the Project site. The MVPD has 116 sworn officers and responds to over 45,000 calls annually (http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=17257, accessed

September 28, 2016). The MVPD currently provides police protection to the existing school facilities on the site and would continue to provide service to the proposed new and upgraded/modernized school and District Office facilities. The Project plans would be reviewed by the Division of the State Architect for safety provisions. Approximately 30 additional workers and an additional 425 students would be present on the site. Full emergency access to the site would be provided. The addition of these preschool students and staff to a site already used as schools would not result in an increased demand for police protection services. The Mountain View Police Department has stated that the Department would continue to provide service to the campus (Letter from Max Bossel, Police Chief, City of Mountain View to Robert Clark, MVWSD, July 12, 2017). This impact would be **less than significant**.

d) The proposed facilities would not increase the population or otherwise increase demands for school services. It would increase school capacity to meet anticipated enrollment. As described in the Project Description, above, the Project would be phased to minimize disruption to existing school operations on the site. Therefore, the Project would have **a less-than-significant** impact to schools.

d, e) As described above, the proposed Project would not result in an increase in residents and therefore, would not increase demand for any parks facilities. Use of the existing playfield would be temporarily curtailed during various construction phases, but would resume on the new fields when construction is complete. The Project would eliminate the existing large field on the site. The Project would include new soccer fields to partially replace the field lost to school construction. Because the school would include replacement fields and public use would still be permitted after school hours, it would have **a less-than-significant impact** to recreational facilities.

No other public facilities would be required by the proposed Project. Therefore, there would be a **less-than-significant impact** to parks and other facilities.

XV. Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?			**X**	
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

a, b) As described in response to questions d and e), above, the Project would reduce the size of, and relocate, the existing fields on the site, but would retain their basic uses and utility. It also would increase use of the facilities by children at the new school. The Project would include new fields to partially replace the fields lost to school construction. Because the school would include replacement fields and public use would still be permitted after school hours, it would have **a less-than-significant impact** to recreational facilities.

XVI. Transportation/Traffic

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

a, b) PHA Transportation Consultants (PHA) conducted a traffic study of the Project in May 2017 (PHA 2017). That report is included as Appendix A to this Initial Study and its findings are summarized below. The purpose of the study was to evaluate the potential traffic impact of the proposed Project.

As proposed, access to and from the site would be via two driveways at North Whisman Road, one inbound and one outbound. The inbound driveway will align with Pacific Drive, forming a four-way intersection. The exit driveway will be located about 250 feet further south.

The proposed school is expected to generate 202 peak-hour trips (111 inbound and 91 outbound) during the morning drop-off times and 135-afternoon peak-hour trips (57 inbound and 69 outbound) during the afternoon pick-up times. The study analyzes 6 key street intersections controlling traffic flows near the Project site during the school peak times to identify their current performance and whether or not they have adequate capacity to accommodate Projected traffic from the new Slater School.

The City of Mountain View considers LOS A through D as acceptable conditions for most City streets, and requires mitigation for impacts to signalized intersections with LOS ratings below LOS D. For non-signalized intersections, when the minor approaches operate at LOS E or worse, signal warrant analyses must be conducted to evaluate if signalization is needed. For regionally significant intersections (those included in the Santa Clara Valley Transportation Authority's Congestion Management Plan [CMP]), the City follows the LOS policy of the Transportation Authority, which considers LOS A through E acceptable for CMP intersections. None of the study intersection are designated CMP intersections. (Sayed Fakhry, Traffic Engineer, City of Mountain View, email to Pang Ho, PHA, July 31, 2017).

Study results indicate most of the intersections currently operate at acceptable Levels-of-Service (LOS) C or better (see Table TRA-1). With the addition of the proposed new Slater School traffic, most study intersections would continue to operate at the same LOS, with small increases in delays (See Table TRA-2). Traffic movements from Pacific Drive would operate at LOS D during the morning school peak time, assuming traffic is controlled by a stop-sign at Pacific Drive. Because these LOS's would be not be below the applicable significance thresholds, no mitigation is required. If a traffic signal were installed, the intersection would operate at LOS A in both morning and afternoon school peak hours.

Table TRA-1: Current (2017) Conditions Intersection Traffic LOS Summary

Study Intersections		Traffic Control	Study Periods	Current Conditions	
				Delays	LOS
1	N. Whisman Road & East Middlefield Road	Signal	AM	26.1	C
			PM	25.8	C
2	N. Whisman Road & Gladys Avenue	Signal	AM	12.0	B
			PM	6.9	A
3	N Whisman Road & Pacific Avenue-Special Ed. Bldg. Driveway[1]	SSS	AM	22.5	C
			PM	13.2	B
4	N. Whisman Road & Multi-family Access Driveway	SSS	AM	0.0	A
			PM	0.0	A
5	N. Whisman Road & Whisman Station	Signal	AM	21.4	C
			PM	19.8	B
6	N. Whisman Road & Proposed Slater School Exit Driveway[2]	N.A.	AM	N.A.	N.A.
			PM	N.A.	N.A.

PHA Transportation Consultants evaluated intersection delays and LOS based on traffic counts conducted in mid-February 2017
SSS= Side-Street-Stop
[1]Evaluated as a 4-way off-set intersection. The Special Education building driveway would move further south to align with Pacific Drive under Project conditions
[2] Proposed new school exit driveway.

Table TRA-2: Project-Condition Study Intersection Traffic LOS Summary

Study Intersections		Traffic Control	Study Periods	Current (2107) Conditions		Project Conditions		Significant Impacts
				Delays[3]	LOS	Delays	LOS	
1	N. Whisman Road & East Middlefield Road.	Signal	AM	26.1	C	26.7	C	No
			PM	25.8	C	26.0	C	No
2	N. Whisman Road & Gladys Avenue	Signal	AM	12.0	B	12.7	B	No
			PM	6.9	A	7.8	A	No
3	N Whisman Road & Pacific Avenue-Special Ed. Bldg. Driveway[1]	SSS	AM	22.5	C	27.4	D	No
			PM	13.2	B	16.4	C	No
4	N. Whisman Road & Multi-family Access Driveway	SSS	AM	0.0	A	0.0	A	No
			PM	0.0	A	0.0	A	No
5	N. Whisman Road & Whisman Station	Signal	AM	21.4	C	22.6	C	No
			PM	19.8	B	20.2	C	No
6	N. Whisman Road & Proposed Slater School Exit Driveway[2]	SSS	AM	N.A.	N.A.	10.6	B	No
			PM	N.A.	N.A.	10.3	B	No

Notes:
Traffic count conducted on February14, 2017
Signal=Traffic Signal Light
SSS=Side-Street-Stop
AWS=All-Way-Stop
[1]If signalized, the LOS would be A with 2.8 second delays for the morning and 2.0 for the afternoon
[3] Delays in seconds

Parking and On-site Circulation

The proposed school would include a drop-off/pick-up loop and a parking lot with 42 parking spaces. These should be adequate to provide for the 25 school staff parking needs, with 17 spaces left for visitors most days. However, it may be short when special events are held as parking is not permitted along the school frontage on North Whisman Road; this occasional shortfall is not considered a significant impact. The traffic report suggests that the District also may consider making arrangements for special-event share-use of the private preschool parking lot, which has about 70 parking spaces and would be available after 6 p.m.,

Cumulative Impacts

According to data obtained from the City of Mountain View website, there are eight approved Projects in the Moffett/Whisman area that are not yet built. However, based on the locations and size of the listed cumulative projects (no large projects would be located near the proposed new school), they would not have the potential to substantively change levels of service on the six study intersections.

c) Moffett Federal Airfield is located approximately 2 miles to the northeast of the Project site. The Mineta San Jose Airport is located about 7 miles to the southeast of the site. The Project site is within the Santa Clara County Airport Land Use Commission's Comprehensive Land Use Plan's (CLUP) "Airport Influence Area" for Moffett Federal Airfield, but is not within an Airport Safety Zone (SCCALUC 2012). The proposed Project would be compatible with airport land uses because it would not create aviation safety hazards for persons residing or working in the Project vicinity, and would not be within the 65dBA or greater Aircraft Noise Contours as shown in the CLUP. Therefore, it would have **no impact**.

d) 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).

e) The circulation plan has been designed to allow 40-foot fire trucks to the new school. The City of Mountain View Fire Department and the Division of the State Architect would review the Project plans for adequacy of emergency access. Any temporary lane closures would be subject to City of Mountain View review approval. Therefore, the Project would include adequate emergency access to the site and surrounding area. Impacts would be **less than significant**.

f) Three Santa Clara Valley Transportation Authority (VTA) lines (routes 32 and 120) run along West Middlefield Road, about two blocks from the site. A free shuttle runs along North Whisman, directly serving the site. The Project would not change any bus stops serving the schools on the site.

While North Whisman Road has bike lanes and pedestrian sidewalks in both directions near the Project site, there were limited pedestrian and bicyclist activities in the area between Gladys Avenue and Whisman Station Drive. Currently, there is a pedestrian path leading to the site from Gladys Avenue via the private preschool parking lot. The Project would continue to provide this access, although the location of the path may be relocated slightly. Most of the pedestrians observed were dog walkers, joggers and public transit patrons walking to and from bus stops.

The Mountain View General Plan includes the following relevant policies regarding alternative transportation:

> *MOB 3.3: Pedestrian and bicycle crossings.* Enhance pedestrian and bicycle crossings at key locations across physical barriers.
>
> *MOB 3.4: Avoiding street widening.* Preserve and enhance citywide pedestrian connectivity by limiting street widening as a means of improving traffic flow.
>
> *MOB 3.5: Walking and bicycling outreach.* Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement Projects and programs.
>
> *MOB 4.1: Bicycle network.* Improve facilities and eliminate gaps along the bicycle network to connect destinations across the city.
>
> *MOB 4.2: Planning for bicycles.* Use planning processes to identify or carry out improved bicycle connections and bicycle parking.
>
> *MOB 4.3: Public bicycle parking.* Increase the amount of well-maintained, publicly accessible bicycle parking and storage throughout the city.
>
> *MOB 6.1: Safe routes to schools.* Promote Safe Routes to Schools programs for all schools serving the city.
>
> *MOB 6.2: Prioritizing Projects.* Ensure that bicycle and pedestrian safety improvements include Projects to enhance safe accessibility to schools.
>
> *MOB 6.3: Connections to trails.* Connect schools to the citywide trail systems.
>
> *MOB 6.4: Education.* Support education programs that promote safe walking and bicycling to schools.

Because the Project would maintain existing bus, bicycle and pedestrian access, it would not conflict with any of the above adopted plans, policies, or programs that address alternative transportation, and this impact would be **less than significant**.

Mitigation Measures

***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 multi-family 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.

XVII. Utilities and Service Systems

Would the Project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				**X**
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				**X**
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?			**X**	
e) Result in a determination by the wastewater treatment provider which serves the Project that it has adequate capacity to serve the Project's Projected demand in addition of the provider's existing commitments?			**X**	
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?			**X**	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			**X**	

Background

North Whisman Road is a major corridor for utility services for the City of Mountain View. There are major water, sanitary sewer, and storm drain utility service lines in Whisman Road that can be used to service the proposed school. For water, there is a 12" diameter and a 21" diameter main. For sanitary sewer, there is a 12" diameter main. For storm drain, there is a 27" diameter main.

a ,b, e) The City of Mountain View would provide wastewater collection services for the proposed Project. Wastewater from the City's service area is treated at the Palo Alto Wastewater Treatment Plant. The proposed Project would remove the existing preschool and add a new 450-student elementary school. Wastewater generated from the site would be about

11,250 gallons/day[5]. The actual increase in wastewater would be less than this due to removal of wastewater generated by the existing preschool and County Education Department buildings. The Project wastewater generation would not require expansion of either sanitary sewer mains or the Wastewater Treatment Plant. The City would require an engineering study to evaluate the adequacy of the wastewater collection system in the project area, based on the proposed building area, building uses, and student/staff population. Any needed improvements resulting from the analysis may need to be constructed as part of the proposed Project. (Letter from Jacqueline Solomon, Assistant Public Works Director, City of Mountain View, to Dr. Robert Clark, MVWSD, August 2, 2017). The District would assure that all required wastewater improvements are implemented prior to the school becoming operational. Therefore, the Project would have a **less-than-significant impact** to wastewater conveyance or treatment facilities.

c) Stormwater runoff from the Project site would be directed through pipes and bio-retention into existing City of Mountain View storm drain system. As described in the Hydrology section, above, the Project would minimally increase runoff from the site, resulting in **less-than-significant impacts** to storm drainage.

d) The proposed Project would be served with potable water supplied by the San Francisco Public Utilities Commission (SFPUC), which supplies about 87% of Mountain View's water, and the Santa Clara Valley Water District, which supplies about 10% of the City's water Local groundwater supplies about 3% of the City's water. (http://www.mountainview.gov/depts/pw/services/water/sources.asp). The Project would not substantially increase overall water demand on the site because increased water use from the new Slater School would be fully or mostly offset by the decreased irrigation associated with the substantial reduction in landscaped/irrigated areas on the site. The City would require an engineering study to evaluate the water supply infrastructure serving the Project, based on the proposed building area, building uses, and student/staff population. Any needed improvements resulting from the analysis may need to be constructed as part of the proposed Project. (Letter from Jacqueline Solomon, Assistant Public Works Director, City of Mountain View, to Dr. Robert Clark, MVWSD, August 2, 2017). The District would assure that all required potable water improvements are implemented prior to the school becoming operational. Therefore, the Project would have a **less-than-significant impact** on water use.

f, g) Recology Mountain View provides solid waste and recycling collection services to the commercial and residential customers in the City of Mountain View. Solid waste collection and recycling services for residents and businesses in Mountain View are provided by

[5] www.pollutioncontrolsystem.com/Uploads/files/SEWAGE%2520FLOW%2520RATE%2520ESTIMATING%2520GUIDE%2520Feb05(1).doc Assumes generation of 25 gpd/student x 450 additional students. This is a worst-case estimate because many of the "new" students would be relocating from the existing Slater preschool, and therefore not increasing wastewater generation in Mountain View.

Recology Mountain View (formerly known as Foothill Disposal). Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José, which is contracted to the City until 2021. Kirby Canyon had a remaining capacity of over 16,000,000 cubic yards, as of July 31, 2015 (http://www.calrecycle.ca.gov/SWFacilities/Directory/43-AN-0008/Detail/). Additional small quantities of waste may be transported to other landfills within the area by private contractors.

The proposed Project would slightly increase waste generated on the site, but this increase would be partially offset due to the relocation of most of the preschool activities from another site within the City. There would be a one-time generation of solid wastes from site clearing and tree removal. Trees would be salvaged for lumber, if they are of appropriate size and species, and smaller or non-lumber trees, and tree limbs would be chipped or composted. Soil removed from the site would likely be reused in other construction Projects or as daily landfill cover. No building demolition is proposed (existing portables would be removed/relocated), and a small amount of paving would be removed and recycled to the extent feasible with the remainder disposed of at a sanitary landfill, consistent with state and federal requirements for each waste stream. As discussed above, the Kirby Canyon landfill has adequate capacity for wastes generated by the Project. Therefore, solid waste impacts would be **less than significant**.

V. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?			X	
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	
d) Does the Project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?			X	

a) The proposed tree removal could affect nesting habitat of special-status birds. This impact is mitigated to a **less-than-significant** level by mitigation measures in the Biological Resources section of this IS. The site is unlikely contain any known historic resources or prehistoric resources, as discussed above in Section V. Cultural Resources. Compliance with the mitigation measures for the unearthing of any unknown cultural resources would ensure all potential impacts associated with cultural resources would be reduced to a **less-than-significant** level.

b) The proposed Project would not result in cumulative impacts that could be cumulatively considerable and potentially affect the general public and the environment. According to data obtained from the City of Mountain View website, there are eight approved Projects in the Moffett/Whisman area that are not yet built. However, given the good traffic service levels in the study area, study area intersections should be able to adequately handle the added traffic from these Projects plus Project traffic. In addition, the Project's contribution to traffic is not expected to substantially affect cumulative noise, or air quality in the study area or region. It should be noted that this Initial Study already addresses the cumulative impacts of the various proposed school-related Projects proposed for the overall site. Therefore, overlapping cumulative effects of the proposed Project with the other approved Projects would be **less than significant**.

c) The proposed Project would not generate a substantive increase in long-term air pollutant emissions and greenhouse because it would not add substantial numbers of new workers or visitors to the site, beyond those already envisioned in the City's General Plan. Construction emissions would not be considered great enough to directly or indirectly have an adverse effect on residents living in the area, and mitigation measures would reduce any such emissions to less than significant levels. The Project's hazards to human health and safety would be less than significant, as described in Section VIII of this Initial Study. The impact is considered **less than significant.**

d) As described in this document, long-term environmental effects of the Project would be less than significant. The site already houses school and related facilities and would continue to do so with the Project, so long-term environmental values of the site would not be substantially altered compared to existing conditions. This impact would be **less than significant**.

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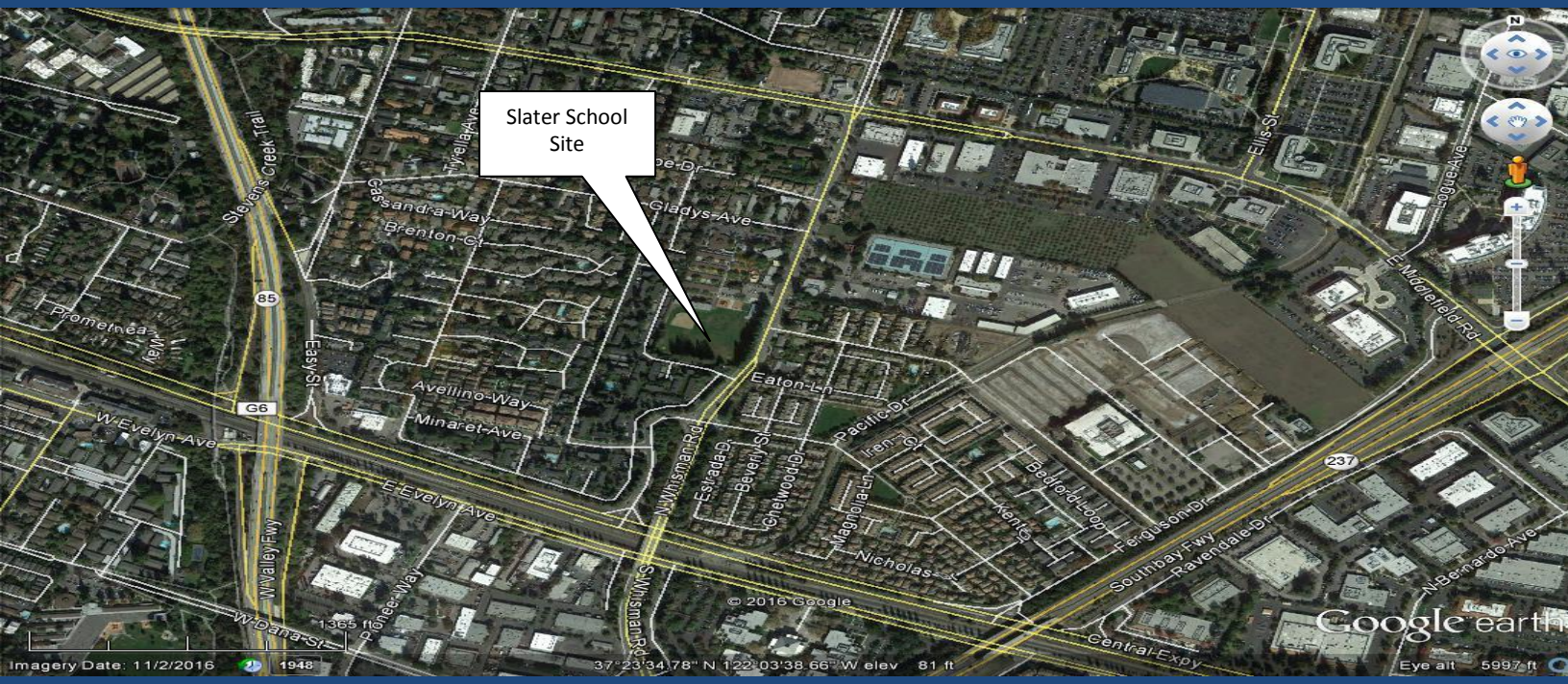
APPENDIX A: TRAFFIC REPORT

Slater Elementary School Traffic Study

For
Mountain View
Whisman School District
September 21, 2017



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Slater Elementary School Traffic Study

For
Mountain View
Whisman School District
August 2017

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TABLE OF CONTENTS

Executive Summary

PHA Transportation Consultants conducted this traffic study to evaluate the potential traffic and parking impacts of the proposed new Slater Elementary School at North Whisman Road. The Project calls for construction of a new Slater School which ceased operation in the early 2000's and is now used as a leased daycare. The proposed new school will have a capacity for 450 students and 25 staff. As proposed, access to and from the site would be via two driveways at North Whisman Road, one inbound and one outbound. The inbound driveway will align with Pacific Drive, forming a four-way intersection. The exit driveway will be located about 250 feet further south. The proposed school would include a drop-off/pick-up loop and a parking lot with 42 parking spaces.

Traffic Study Findings

The proposed school is expected to generate 202 peak-hour trips (111 inbound and 91 outbound) during the morning drop-off times and 135-afternoon peak-hour trips (57 inbound and 69 outbound) during the afternoon pick-up times. The study analyzes 6 key street intersections controlling traffic flows near the project site during the school peak times to identify their current performance and whether or not they have adequate capacity to accommodate projected new Slater School traffic.

Study results indicate most of the intersections currently operate at acceptable Levels-of-Service (LOS) C or better. With the addition of the proposed new Slater School traffic, most study intersections would continue to operate at the same LOS, with small increases in delays. Traffic movements from Pacific Drive would operate at LOS D during the morning school peak time, assuming traffic would be controlled by a stop-sign at Pacific Drive. Assuming a traffic signal is installed, the intersection will operate at LOS A for both morning and afternoon school peak hours. In any event, whether the intersection is signalized or controlled by a stop sign, a high-visibility pedestrian crosswalk needs to be installed along with "SCHOOL XING" marking and signs.

The spacing between the school exit driveway as proposed and the existing multi-family driveway is about 75 apart and is at a curve, may present a sight distance concern. As such, vegetation between the two driveways needs to be reduced and kept low (below three feet high) to provide a clear line of sight between the two driveways.

The proposed school is expected to serve a significant number of students from the residential neighborhoods along and near Gladys Avenue. Adding an access point along Gladys Avenue would reduce traffic on North Whisman Road and the proposed drop-off and pick-up loop. Currently, there is a pedestrian path leading to the site from Gladys Avenue via the private preschool parking lot. This would also provide another opportunity for student drop-off and pick-up. More details of this access are discussed in the recommendation section of the report.

Parking and On-site Circulation

The 42 parking spaces as shown on the Project site plan should be adequate to provide for the 25 school staff parking needs, with 17 spaces left for visitors most days. However, it may be short when special events are held as parking is not permitted along the school frontage on North Whisman Road. The District may consider making arrangements for special-event share-use of the private preschool parking lot, which has about 70 parking spaces and would be available after 6 p.m.

1. Introduction

1.1 Project Description and Study Purpose

PHA Transportation Consultants (PHA) conducted a traffic study for Mountain View Whisman School District (MVWSD) in April 2017 to evaluate the potential traffic and parking impacts for restoring the former Slater Elementary School on Whisman Road. The project site is bounded by North Whisman Road on the East, the existing former Slater School and Gladys Avenue on the north, multi-family complex, residences on the south and west. The proposed school is expected to have a capacity for 450 students and 25 staff. The Project site is approximately five acres. Access to and from the site would be via two proposed driveways on North Whisman Road, one for inbound traffic and one outbound. Regionally, the site can be accessed from East Middlefield Road, US Highway 101, and Highway 85 and 237, via East Middlefield Road and Central Expressway. Figure 1 shows the Project site location.

1.2 Current Site Conditions and Project Background

The former Slater School encompassing the site was closed in the early 2000's. The proposed school site (Project site) is a portion of the old Slater campus excluding the old school buildings, and currently contains a parking lot, the existing Slater Preschool, Santa Clara County Special Education portable buildings, and a large playfield. The current preschool has approximately 25 students and 10 staff members. The leased private daycare adjacent to the site (in the former Slater School buildings) has about 280 children. The Slater Pre-school and the Santa Clara County Special Education facilities are to be relocated to the Stevenson School site at Montecito Avenue, while the private daycare will remain at its current location. Access to the leased private daycare is via two driveways on Gladys Avenue, access to the current Slater Pre-school and the Special Education buildings are via a driveway on North Whisman Road, just north of Pacific Drive.

1.3 Proposed New Slater School Development

According to plans provided by MVWSD, all existing buildings would eventually be removed from the un-leased, portion of the site. The site would be developed with 2-story modular buildings housing 18 classrooms and 4 toilet rooms. The classroom buildings would be approximately 132 feet by 40 feet. The project also would include a 6,228 SF multi-use room, a 2,880 SF administration building, and a 2,880 SF library. A pick-up/drop-off loop and parking lot would be constructed along the eastern frontage. The entry drive would align with Pacific Drive. The parking lot would contain approximately 42 parking spaces. In addition, the proposed school includes two soccer fields. Figure 2 shows the proposed school site plan.

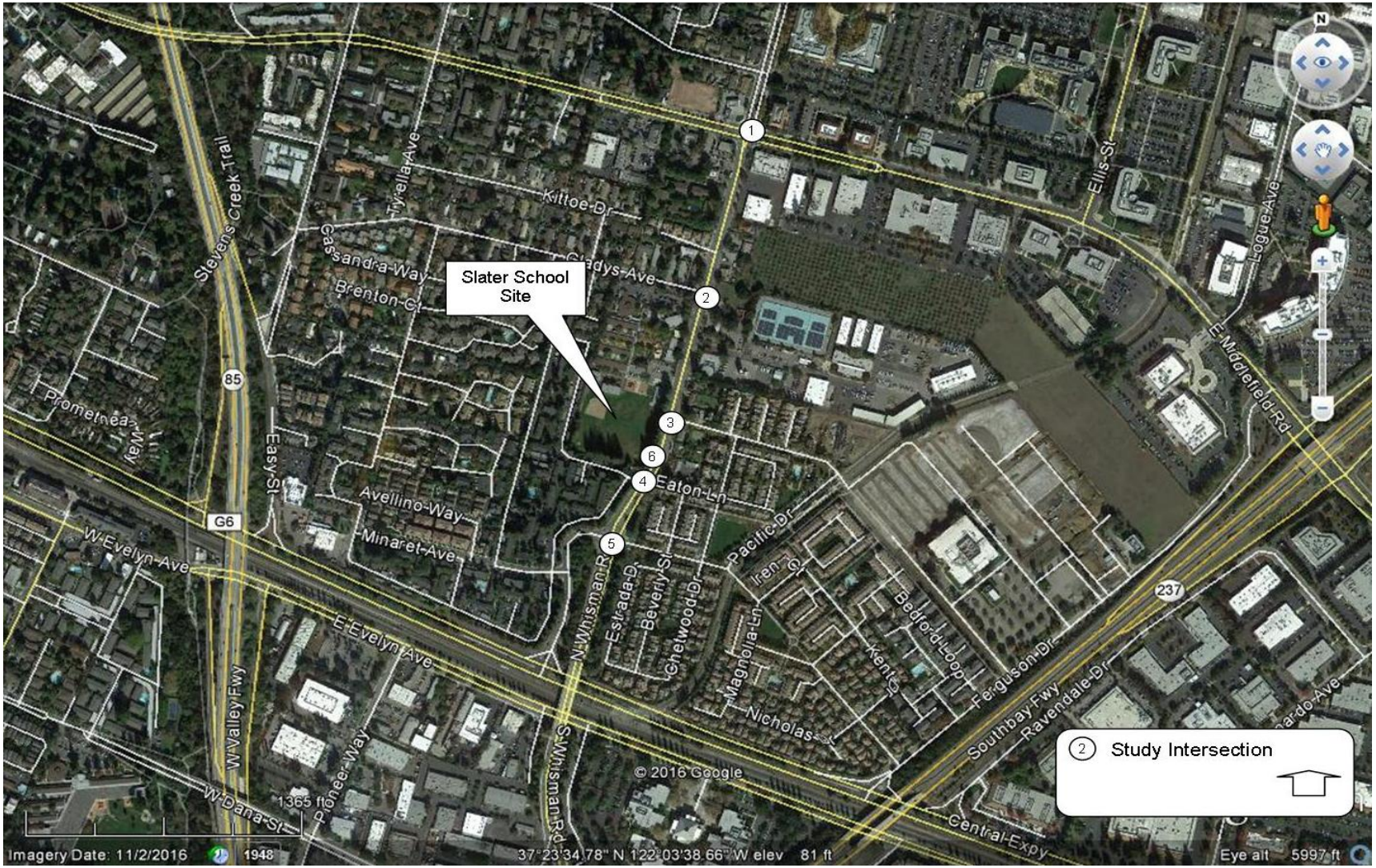

Figure 1 Project Study Area
Slater Elementary School Traffic Study-Mountain View

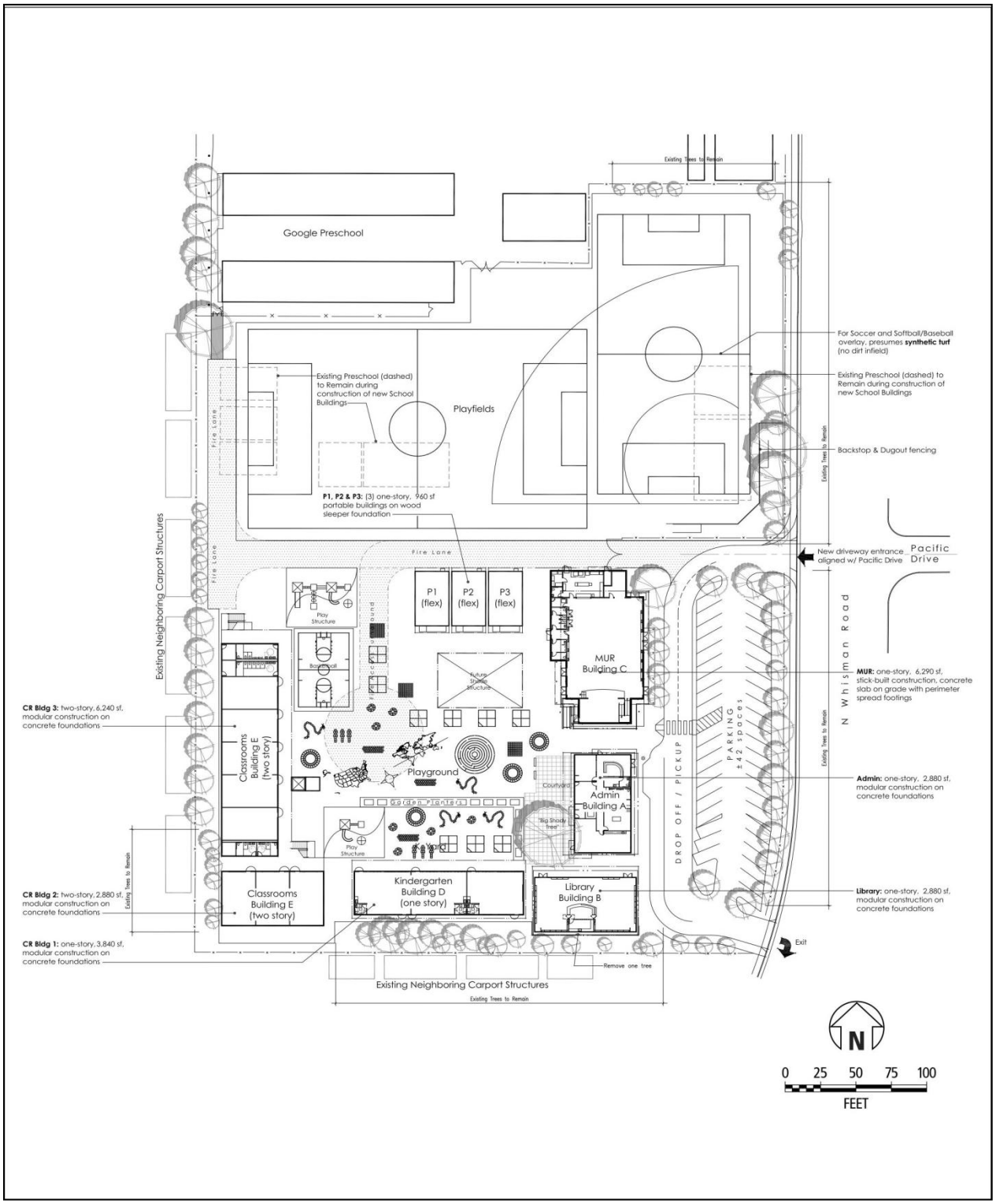

Figure 2 Proposed Project Site Plan
Slater Elementary School Traffic Study-Mountain View

1.4 Scope of Study

The study scope, designed to identify the potential Project impact on area traffic circulation, was developed after consultation at a meeting with School District staff and City of Mountain View staff in late 2016. Specifically, the study evaluates the Project trip generation, distribution, and the impact of the Project traffic on six (6) street intersections and site access points near the Project (school) site for existing conditions and project conditions. Below is a list of the study intersections and a description of the study scenarios.

Study Intersections

1. North Whisman Road/East Middlefield Road. (Signalized)
2. North Whisman Road/Glad's Avenue (Signalized)
3. North Whisman Road/Pacific Drive (Offset w/Side-Street-Stop Control)
4. North Whisman Road/Proposed School Exit (Side street Stop Control @ Driveway)
5. North Whisman Road/Multi-family Complex Driveway (Side-Street-Stop control)
6. North Whisman Road/Whisman Station(Signalized)

Traffic Study Scenarios

1. Existing Conditions:
   This scenario evaluates current traffic conditions based on field collected traffic counts to establish a baseline. This scenario includes traffic to and from the existing preschool, Santa Clara Special Education facilities, and the leased preschool.

2. Existing-plus-Project Conditions
   This scenario examines Project impact under current condition traffic and the traffic resulting from the proposed Slater Elementary School.

In addition, the study also reviews the area street layout, traffic control around the school site and the proposed site plan, and analyzes the layout and the following areas that are critical to the safe and efficient operation of the school:

- Drop-off and pick-up lane operations
- Driveway access, on-site circulation, and parking
- Traffic controls for the proposed school access driveway and configuration
- Potential U-turn vehicle traffic
- Need for additional access points
- Potential unsafe traffic conditions due to Project design features
- Cumulative projects and impacts

1.5 Study Methodologies and Procedures

To assess the potential traffic impact of the proposed Project, PHA first conducted traffic surveys in the study area to identify current study-area traffic volumes, circulation patterns, and traffic operations (Levels-of-Service) to establish a baseline traffic condition. Secondly, PHA identified the amount of traffic the proposed Slater School would generate, and re-evaluated traffic operations near the school site with the added school traffic. This step determined whether or not the existing streets have the capacities to accommodate the added Project traffic and distinguished the impact of the proposed Slater school from other traffic sources. Finally, PHA evaluated the Project site plan for adequacy of the proposed access driveway reconfiguration, on-site circulation, parking, pedestrian access and safety near the Project site.

2. Study Area Description

2.1 School Descriptions

The proposed Slater Schools would be a public elementary school providing K-5 education to area residents. The school is expected to have a capacity for 450 students and a staff of 25 staff. The capacity will also include approximately 72 pre-school students. Elementary school hours will be from 8:30 a.m. to 3:10 p.m. and the Preschool hours will be from 8 a.m. to 4:30 p.m.

2.2 Site Access and Study Area Description

According to the preliminary project site plan, vehicle access to and from the proposed school site will be via one entrance driveway and one exit driveway on North Whisman Road. The entrance driveway would be aligned with Pacific Drive to form a four-way intersection, and the exit driveway would be located just north of the existing multi-family complex driveway. Regional access to the site is provided via US Highway 101, Highway 85 and 237, East Middlefield Road and Central Expressway.

North Whisman Road is a four-lane arterial road connecting East Middlefield Road, Central Expressway, and Highway 237. Land use near the Project site is mostly residential, except near the intersection with East Middlefield Road, where land uses include a mixture of retail, commercial, and office.

The posted speed limit on North Whisman Road in the area is 35 mph. There are bike lanes in both directions near the school site. On-street parking is not permitted on the west side of the street south of Gladys Avenue but is permitted at selected locations on the east side of the street. PHA conducted traffic surveys in February and March 2107 near the periphery of the proposed Project site to identify daily travel patterns in the area. Results indicated that North Whisman Road near the project site carries about 11,500 vehicles per day (VPD) on weekdays, Gladys Avenue carries about 2,600 VPD, and Pacific Drives carries about 400 VPD. These volumes are low in relation to the design capacities of these streets but are consistent with area land use patterns. Figure 3 shows daily traffic volumes in the area.

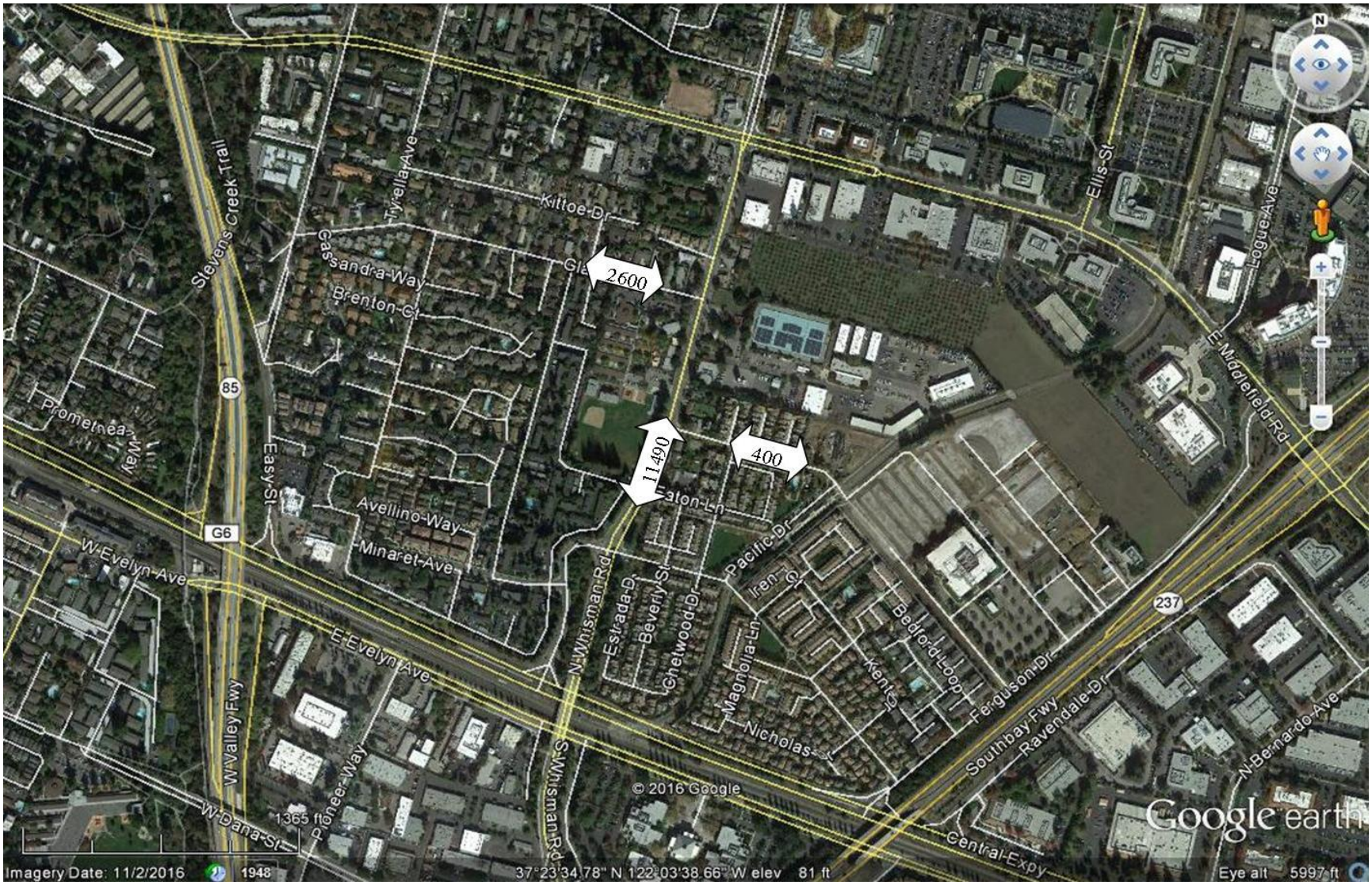

Figure 3 Daily Traffic Volumes near the Project Site
Slater Elementary School Traffic Study-Mountain View

3. Current Traffic Conditions

PHA conducted peak hour traffic counts for study intersections and access points in February 2017. Traffic counts and surveys were conducted on a typical Tuesday during school drop-off and pick-up times, 7:30 - 9:00 a.m. and 2:30 - 4:00 p.m., respectively, to capture area traffic patterns during school drop-off and pick-up times.

3.1. Traffic Levels-of-Service (LOS) Analysis Methodology and Evaluation

This traffic study focuses on the evaluation of intersection operation and capacity because intersections control traffic flows. Study intersection traffic LOS in the study area was evaluated and ranked with the traffic LOS ranking scale. LOS is a qualitative measurement of traffic operation and flow characteristics; LOS A represents free flow conditions with little to no delays. LOS E represents conditions at capacity, and LOS F represents over saturation with excessive delays. From the traffic engineering standpoint, LOS A thru D is considered acceptable conditions while LOS E and F warrant further investigation for improvement and mitigation.

The study uses two sets of LOS calculation methods for the intersection capacity analysis; one for signalized intersections and the other for non-signalized intersections.

For signalized intersections, traffic LOS is determined based on the average delay per vehicle for the intersection as a whole. For non-signalized intersections with all-way-stop controls, traffic LOS is also determined based on the average vehicle delays for the intersection as a whole. For non-signalized intersections with side-street-stop control, traffic LOS is determined based on the average vehicle delay for approaches controlled by stop signs at minor street approaches. Through traffic movements on major street approaches would normally operate at LOS A (or B for the left-turn movements from the major street) and are not the determining factor intersection LOS.

Table 1 shows the LOS ranking criteria and their relationships to traffic conditions for both signalized and non-signalized intersections as discussed in the latest Highway Capacity Manual. The City of Mountain View considers LOS A through D as acceptable conditions and would require mitigation for signalized intersection with LOS ratings below LOS D. For non-signalized intersection, the City would require signal warrant analyses to evaluate signalization needs when a minor street approach is projected to operate at LOS E or worse.

Table 1Traffic Operation (LOS) Ranking Criteria

Signalized Intersections (HCM 2000 Methodology)	
LOS	**Control Delays per Vehicles in Seconds**
A	0.0-10.0
B	10.1-20.0
C	20.1-35.0
D	35.1-55.0
E	55.1-80.0
F	>80.0
Non-signalized Intersections (HCM2000/2010 Methodology)	
LOS	**Control Delays per Vehicle in Seconds**
A	0.0-10.0
B	10.1-15.0
C	15.1-25.0
D	25.1-35.0
E	35.1-50.0
F	>50.0

Source: Highway Capacity Manual 2000. Control delay includes delays of initial deceleration, move-up-time in the queue, stops, and re-acceleration. Calculated LOS is for minor street approaches. Major street traffic movements would operate at LOS A, as they do not have traffic control.

3.2. Study Intersection Traffic Operation Analysis

3.2.1 Intersection LOS Summary

The LOS analysis results indicated that all of the study intersections currently operate at LOS C or better for both a.m. and p.m. school peaks. This means traffic generally moved well in the study area with minimal delay. Field observation also indicated that there was little traffic traveling to and from the existing Santa Clara County Special Education and District preschool driveway, Pacific Drive, and the multi-family complex driveway just south of the proposed school site. Table 2 summarizes current study intersections LOS and delays. Figure 4 shows the current school peak-hour traffic volumes at study intersections.

Table 2 Current (2017) Conditions Intersection Traffic LOS Summary

	Study Intersections	Traffic Control	Study Periods	Current Conditions	
				Delays	LOS
1	N. Whisman Road & East Middlefield Road	Signal	AM	26.1	C
			PM	25.8	C
2	N. Whisman Road & Gladys Avenue	Signal	AM	12.0	B
			PM	6.9	A
3	N Whisman Road & Pacific Avenue-Special Ed. Bldg. Driveway[1]	SSS	AM	22.5	C
			PM	13.2	B
4	N. Whisman Road & Multi-family Access Driveway	SSS	AM	0.0	A
			PM	0.0	A
5	N. Whisman Road & Whisman Station	Signal	AM	21.4	C
			PM	19.8	B
6	N. Whisman Road & Proposed Slater School Exit Driveway[2]	N.A.	AM	N.A.	N.A.
			PM	N.A.	N.A.

PHA Transportation Consultants evaluated intersection delays and LOS based on traffic counts conducted in mid-February 2017
SSS=Side-Street-Stop
[1]Evaluated as a 4-way off-set intersection. The Special Ed building driveway will move further south to align with Pacific Drive under project conditions
[2] Proposed school exit driveway currently not existed.

3.2.2 Pedestrian and Bicycle Activities

While North Whisman Road has bike lanes and pedestrian sidewalks in both directions near the project site, there were limited pedestrian and bicyclist activities in the area between Gladys Avenue and Whisman Station Drive. Most of the pedestrians observed were dog walkers, joggers and public transit patrons walking to and from bus stops.

Figure 4 Current (2017) Conditions School Peak-Hour Traffic Volumes
Slater Elementary School Traffic Study-Mountain View

3.2.3 Roadway Signing, Stripping, Traffic Controls and Safety

Since the Proposed project is a school, PHA conducted a traffic safety review of the two streets bordering the proposed school site to identify roadway signing and stripping for traffic safety.

North Whisman Road is a four-lane arterial road between East Middlefield Road and Whisman Station Drive. It is striped with a dual solid-yellow line in the middle signifying "NO PASSING". Bike lanes are provided on both sides on the road. On-street parking is not permitted on the west side of the street along the frontage of the Project site between Gladys Avenue and Whisman Station Drive. On-street parking is also restricted on the east side except at selected locations. Traffic on North Whisman Road at its intersections with East Middlefield Road, Gladys Avenue, and Whisman Station is controlled by traffic signals along with pedestrian crosswalks. There are "SCHOOL XING" markings and signs on Whisman Road near Gladys Avenue. The posted speed limit along the section between East Middlefield Road and Whisman Station Drive is 35 mph.

Gladys Avenue is a two-lane residential street providing access to and from residential areas west of North Whisman Road and the private daycare at the southwest corner of North Whisman Road and Gladys Avenue intersection. The street is striped with dual solid-yellow lines for "NO PASSING". There are "SCHOOL XING" markings near the private daycare, plus pedestrian crosswalk at the intersection with Whisman Road and at James. Drive and Ada Avenue further west of Whisman Road. On-street parking is permitted on both sides of the street. The posted speed limit is 25 mph.

PHA researched traffic collision records for the Mountain View obtained from the State Department of California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) for the past three years (1/1/2015-12/31/2016). Results indicated that there were 14 reported collisions along North Whisman Road, 5 near Central Expressway, 5 near the intersection of E. Middlefield Road, 2 near Whisman Station Drive, and 2 north of East Middlefield Road. There were no reported collisions along Gladys Avenue and Pacific Avenue.

4. Proposed New Slater School (Project) Traffic Impacts

The proposed school site is about 5 acres (the unleased portion of the former Slater School site). The current Santa Clara County Special Education building, the Slater Preschool, and all other existing building on the site will be removed. The site would be developed with a 2-story building housing with 18 classrooms, along with a multi-use room, an administration building, and a library. A pick-up/drop-off loop and parking lot would be constructed along the eastern frontage. The parking lot would provide approximately 42 parking spaces. Access to and from the school would be via an entry driveway to be aligned with Pacific Drive and an exit driveway located further south near the southern border of the site.

4.1 "Project" Traffic Generation and Distribution

Based on survey rates obtained from the latest ITE (Institute of Transportation Engineers) Trip Generation Manual, the proposed new Slater School is expected to generate 202 peak-hour trips (111 inbound, 91 outbound) during the morning drop-off times and 126 p.m. peak-hour trips (57 inbound, 69 outbound) during the afternoon pick-up times. These new trips are added to the study area intersections for further evaluation of intersection LOS. The resulting intersection LOS rankings indicate whether or not the study intersection can accommodate the added traffic, and the impact of the added traffic can be identified by comparing the LOS rankings and intersection delays between the current traffic condition scenario and the project traffic condition scenario.

Table 3 summarizes the estimated trips from the proposed Project along with a comparison with the trip generation from current uses on the site. Trip estimates include staff, visitors, and parent (student) trips. The directional traffic distribution assumptions are estimated based on the current traffic count, circulation, and area land use patterns. As an elementary school, the school is likely to serve students from the nearby residential neighborhoods. Figure 5 shows the directional distribution of the Project traffic.

Table 3 "Project" Trip Generation Analysis

Current and Proposed Uses	Student (Staff)	School AM Peak- Hour Trips			School PM Peak-Hour Trips			Average Daily Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Slater Preschool – current	25	11	9	20	10	11	21	55	55	110
Santa Clara special Ed building- current	(10)	10	0	10	0	10	10	15	15	30
Current Total Based on ITE Rates		21	9	30	10	21	31	70	70	140
Current Total Observed at the site	25 (15)	28	23	51	8	18	26	N.A.	N.A.	N.A.
Proposed Slater Elementary School	**450**	**111**	**91**	**202**	**57**	**69**	**135**	**291**	**291**	**582**
(based on ITE rates)										

ITE Trip Generation Manual (9th Edition)
Rates for elementary school (ITE 520):
Weekday daily rate 1.29/Student, 50% in, 50% out, am peak hour rate,0.45/student, 0.55% in, 45% out, school pm peak hour rate, 0.30/student, 45% in, 55% out
School pm peak rates are not based on adjacent street rates, but rates for the generator with minor modification.

Rates for pre-school (ITE 565):
Weekday daily rate 4.3/Student, 50% in, 50% out, am peak hour rate 0.80/student, 53% in, 47% out, pm peak hour rate 0.81/student, 47% in, 53% out

Rates for Santa Clara County Special Education building office:
Based on the assumption of one inbound and one outbound trip per employee, and half of the employees go out for meeting and or lunch once daily.
The above trip estimates include staff, visitors, and parent (student) traffic.
Exiting traffic from the site was not subtracted from the project scenario traffic analysis to assume conservatively high traffic conditions.

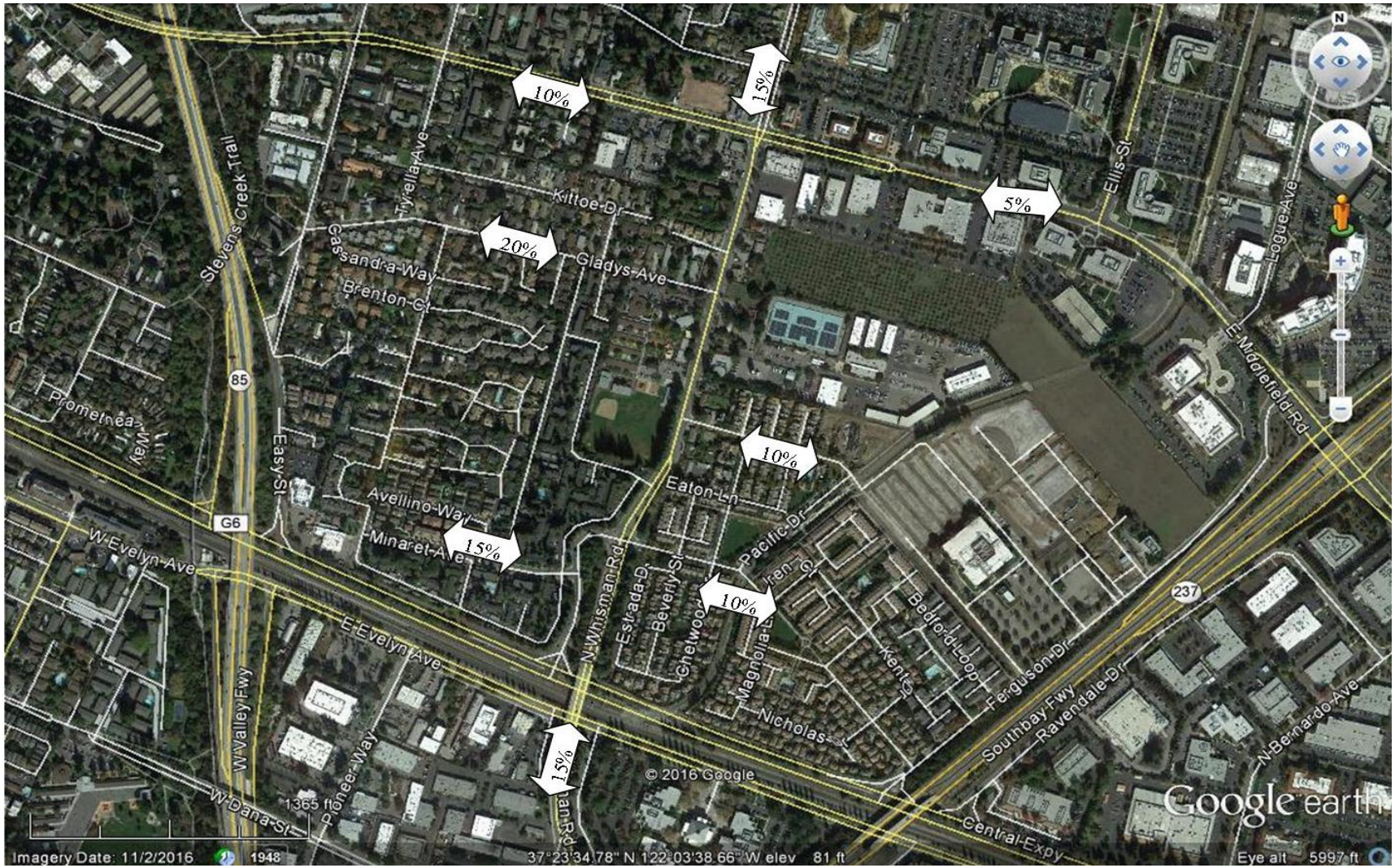

Figure 5 Project Traffic Directional Distribution Assumptions
Slater Elementary School Traffic Study-Mountain View

4.2 "Project Conditions" Traffic LOS Analysis

Table 4 shows the Project Condition traffic LOS and delays in comparison with the current traffic LOS. Figure 6 shows the Project Condition traffic volumes during school peakhours. As shown, LOS at most of the study intersections would remain unchanged with only a second or two of added delays with the added traffic. This means the proposed Slater Elementary School would have an insignificant impact on study intersection operations.

For the Project Condition, the proposed school entrance driveway intersection would operate at LOS D and C for the Pacific Drive approach for a.m. and p.m. school peak-hours respectively, evaluated based on the assumption of one inbound lane, aligned with Pacific Drive, controlled by a stop sign at Pacific Drive. If signalized, the intersection would operate at LOS A for both a.m. and p.m. school peak-hours. The proposed exit driveway would operate at LOS B for both a.m. and p.m. school peaks assuming a single exit lane, controlled by a stop sign and with right-turn only.

It should be noted that while the proposed school will have minimal impacts on study intersections in the area, the close spacing between proposed school exit and the existing multi-family driveway (about 75 feet apart based on estimates measured from the Google Earth aerial photo), could present a sight-distance concern.

Table 4 Project-Conditions Study-Intersection Traffic LOS Summary
Slater Elementary School Traffic Study-Mountain View

	Study Intersections	Traffic Control	Study Period	Current (2107) Conditions		Project Conditions		Significant Impact
				Delays[3]	LOS	Delays	LOS	
1	N. Whisman Road & East Middlefield Road.	Signal	AM	26.1	C	26.7	C	No
			PM	25.8	C	26.0	C	No
2	N. Whisman Road & Gladys Avenue	Signal	AM	12.0	B	12.7	B	No
			PM	6.9	A	7.8	A	No
3	N. Whisman Road & Pacific Avenue-Special Ed. Bldg. Driwy[1]	SSS	AM	22.5	C	27.4	D	No
			PM	13.2	B	16.4	C	No
4	N. Whisman Road & Multi-family Access Driveway	SSS	AM	0.0	A	0.0	A	No
			PM	0.0	A	0.0	A	No
5	N. Whisman Road & Whisman Station	Signal	AM	21.4	C	22.6	C	No
			PM	19.8	B	20.2	C	No
6	N. Whisman Road & Proposed Slater School Exit Driveway[2]	SSS	AM	N.A.	N.A.	10.6	B	No
			PM	N.A.	N.A.	10.3	B	No

Notes:
Traffic count conducted on February14, 2017
Signal=Traffic Signal Light
SSS=Side-Street-Stop
AWS=All-Way-Stop
[1]If signalized, the LOS would be A with 2.8 second delays for the morning and 2.0 for the afternoon
[3] Delays in seconds

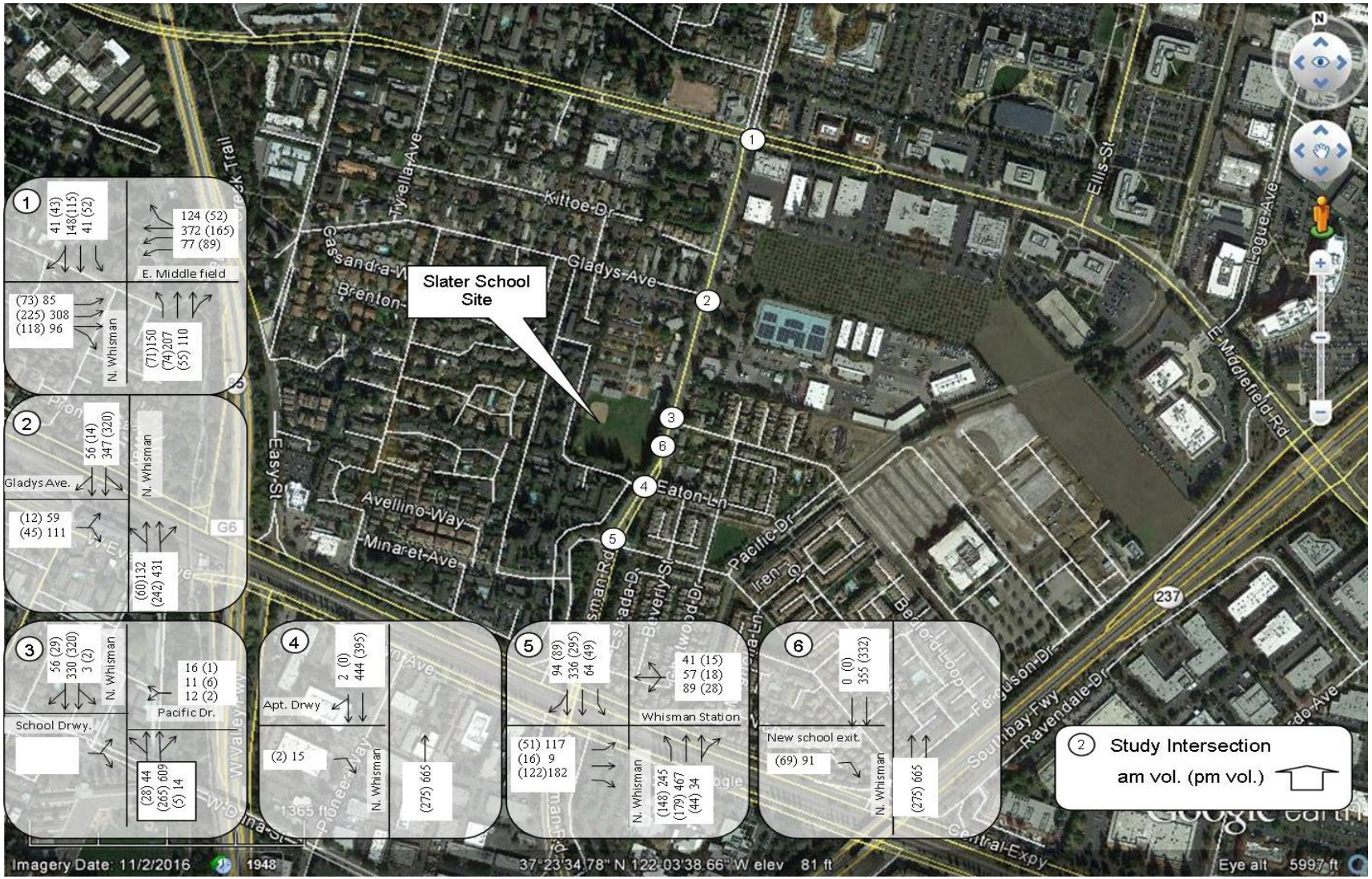

Figure 6 Current (2017) Conditions-plus-Project-Conditions School Peak-Hour Traffic Volumes
Slater Elementary School Traffic Study-Mountain View

4.3 Drop-off and Pick-up Traffic

According to the Project site plan, the site will provide a drop-off and pick-up loop, a drive aisle (escape lane), and a parking lot along the Project's eastern (North Whisman Road) frontage. School traffic will enter from the entrance driveway across from Pacific Drive or turn left into the parking lot, and exit through the exit driveway located near the southern edge of the site onto North Whisman Road. This arrangement would provide adequate internal circulation for the site. Based on estimates from the Google Earth aerial, the drop-off/pick-up lane as proposed appears to be less than250 feet long.

According to studies conducted by Texas Transportation Institute for elementary schools with about 500 students, the ideal drop-off/pick-up lane should be between 400 and 750 feet long. According to surveys conducted by North Carolina Transportation Department, the ideal length for drop-off/pick-up lanes should be between 1.65 feet per student. Surveys conducted by the engineering firm of "Hatch Mott MacDonald" for five elementary schools in California, the average length should be between 1.6 and 2.0 feet per enrolled student. In view of these survey studies, the proposed drop-off/pick-up lane may be short. Table 5 summarizes these studies' recommended drop-off/pick-up lane lengths.

Table 5 Recommended Drop-off/Pick-up Lane length
Slater Elementary School Traffic Study-Mountain View

	Student Population	Recommended
North Carolina Transportation Department	450	742.5 feet (1.65 feet/student)
Texas Transportation Institute	Less than 500	400-750 feet
Hatch Mott MacDonald	between 430 and 700	720- 900 feet (1.6-2.0 feet/student)

Source: North Carolina Transportation Department website, Texas Transportation institute, and an undated paper published in early 2010's by Keith B. Higgins with the firm of Hatch Mott MacDonald.

4.4 Driveway Access, Parking, and On-site Circulation

The one-lane inbound entrance driveway and one-lane outbound exit driveway would provide adequate site access and internal circulation.

The proposed parking lot as shown in the site plan would provide 42 angled parking stalls. This should be adequate for the estimated 25 teachers and staff member with 17 spaces left for

visitors and delivery vehicles. Larger delivery vehicles such as Fed Ex and UPS trucks could use the drop-off/pick-up lane during off-peak times. The current preliminary site plan does not have dimensions. The designs and dimensions for the parking stalls, drop-off/pick-up lane width, driveway aisles, driveway widths and turning radius need to follow City design standards.

The 42 parking stalls on the site should be able accommodate school parking needs for most school days; it may not be able to accommodate parking needs during special event days such as back-to-school nights, open days, and concerts. This could be a problem since on-street parking is not permitted along the school frontage on North Whisman Road for overflow parking.

4.5 Access Driveway Traffic Control

Assuming a side-street- stop sign control at Pacific Drive, the proposed entrance driveway at the intersection with North Whisman Road and Pacific Drive would operate at LOS D and C for a.m. and p.m. school peak hours for traffic coming out from Pacific Drive, while traffic on Whisman Road would operate at LOS A as vehicles travelling on Whisman Road would not have to stop or yield.

The peak traffic volumes at the intersection would not satisfy the minimum “Peak-Hour-Volume” Warrant requirements for signalization. However, installing a traffic signal at the intersection would provide an added protection for traffic traveling to and from Pacific Drive. Based on the school traffic distribution analysis, students from the Whisman Station area would attend the proposed Slater School. A pedestrian activated signal “Rectangular Rapid Flash Beacon” (RRFB) could also be considered for the intersection as an alternative. In any event, a high-visibility for school zones pedestrian crosswalk along with “SCHOOL XING “signs should be added to the intersection whether or not a traffic signal is installed.

4.6 Vehicle U-turn Traffic

The implementation of the school will create U-turn traffic at the southbound direction of the North Whisman Road/Whisman Station Drive intersection, as about 50% of the school traffic exiting from the driveway will need to make a U-turn to go back to the north. The southbound left-turn lane measures more than 200 feet long should be able to accommodate the estimated U-turn traffic demand. The proposed school exit driveway appears to be located near the end of the raised median and the striped median extension on North Whisman Road. Exiting school traffic may be tempted to make a left-turn from the driveway. To prevent exiting school traffic from making leftturns on North Whisman Road, an“RIGHT-TURN ONLY” SIGN or markings should be installed at the driveway and the raised median should be extended further north beyond the location of the school exit driveway.

4.7 Need for Additional Access Point

The proposed school is expected to serve students from the residential neighborhoods along Gladys Avenue. As such, it would be beneficial to add another school access point at Gladys Avenue to provide these students a direct access to the new school. Currently, there is a pedestrian path leading to the school site from Gladys Avenue via the private daycare parking lot. Maintaining this path as a pedestrian access would allow parents to park on Gladys Avenue and walk their young students to new school without having to drop-off or pick-up at the new school entrance driveway. This will reduce traffic on North Whisman Road and in the drop-off and pick-up lane. It is also suggested that MVWS D consider requesting the City implement a painted green curb on the south side of Gladys Avenue next to the private daycare parking lot to provide for drop-off and pick- up traffic. The green curb could be restricted between 30 and 60 minutes during the school pickup and drop-off hours. The specific lengths for school parking restrictions could be determined jointly between the District and the City.

4.8 Potential Hazard from Driveway Locations

The location of the school exit driveway as proposed and the existing driveway for the multi-family complex may be too close together for safety (about 75 feet apart based on estimates from Google Maps). Motorists exiting from the school may not have sufficient reaction and braking time to avoid vehicles exiting from the multi-family complex driveway. As such, all vegetation between the two driveways must be cut and maintained below three-feet tall to provide a clear line of sight.

4.9 Cumulative Project Traffic Impact

According to data obtained from the City of Mountain View website, there are eight approved projects in the Moffett/Whisman area that are not yet built. Some of these approved developments may have an impact on North Whisman Road traffic operations when they are built and occupied. Table 6 shows the types and the locations of these approved developments.

Of these approved development projects, development #65 and #66 would likely have a direct impact on the study area intersections, particularly on the North Whisman Road and Pacific Drive intersection. Developments #63 and #64 would also likely have an impact on the East Middlefield Road and North Whisman Road intersection. However, given the good traffic service levels in the study area, study area intersections should be able to handle the added traffic from these projects.

Table 6 Summary of Approved Projects
Slater Elementary School Traffic Study-Mountain View

28	The Quard/Lovewell, 369 North Whisman Road	2 office buildings with 71ksf and 110ksf respectively.
63	Hetch-Hetchy Property, 450 North Whisman Road	37 unit rowhouse
64	DeNardi Homes, 186 East Middlefield Road	8 condo units
65	167 North Whisman Road	2 single family homes
66	Antenna Farm, Pacific Drive	16 small single family homes
67	Pulte Homes, 100, 420-430 Ferguson Drive	198 row-house and a public park
68	EFL Development 500 Ferguson Drive	394 apartments, 300 SF commercial

Source: City of Mountain View Planning Department website

5. Conclusions and Recommendations

The proposed Slater School, as proposed will add 202 a.m. and 135 p.m. peak-hour trips to the study area and will not cause unacceptable traffic conditions. All of the study intersections and vehicle turning movements will operate at LOS D or better with or without the proposed school traffic. However, PHA recommends the following mitigation and suggestions to address safety issues due to the layout of the project site and to enhance the overall functionality of the project site.

Mitigation

1. Install high –visibility crosswalk and "SCHOOL XING" SIGNS AT the entrance driveway.
2. Cut-back tress and vegetation between the exit driveway and the multi-family complex driveway to under 3-feet high to provide a clear line of sight.
3. Install "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.

Other Recommendations

In addition to the above project mitigation, PHA recommends the following measures and design consideration to enhance the project traffic flow and safety around the school site.

1. Special-event parking:
   As discussed above, the 42 parking stalls provided on the site should be adequate for most school days but may be short when special events are held. As on-street parking is not permitted on North Whisman Road along the school frontage, MVWSD may want to discuss share-use of the private daycare's parking lot at the corner of the North Whisman Road/Gladys Avenue with the leasee. The day care lot has about 70 parking spaces and should be available after 6 p.m.

2. Drop-off/pick-up traffic operations:
   The drop-off and pick-up lane, about 250 feet long as proposed, may be short for school with 450 students. In most cases, school traffic does not spread throughout the entire peak-hour but rather concentrates during a 15-minute window. Consequently, parents are likely to use the circulation aisle (escape-lane) and the parking lot during the drop-off and pick-up times to drop-off and pick-up their students. Since the entrance to the parking lot is quite close to the school entrance driveway, there is a possibility that traffic entering the parking lot could backup traffic onto the rightlane and bikelane on North Whisman Road. Further, when exiting traffic merges from the drop-off lane, circulation aisle and the parking lot could also create a point of conflict at the exit driveway. As such, the school should monitor such situations and assign school staff to direct traffic and help parents with drop-off and pick-up as conditions require. Using

school buses could also be considered to reduce traffic demand during the drop-off and pick-up time.

3. If the school entrance driveway is signalized, and assuming that an outbound lane is provided (not clear from the site plan), school traffic could exit from the same driveway, through the parking lot. This may require reversing the direction of the parking stall angles. There are several advantages for this. First, it will take full advantage of the traffic signal at the driveway and make the traffic signal more cost effective. Second, it will reduce a conflict point on North Whisman Road and eliminate the potentially unsafe condition due to the close spacing between the school exit driveway and the existing multi-family driveway. This will also eliminate a merge point near the exit driveway as proposed and provide a long distance to store queuing vehicle via the parking lot drive aisle. The exit driveway as proposed could be used for emergency access.

APPENDIX B: COMMENTS AND RESPONSES ADDENDUM

COMMENTS AND RESPONSES

APPENDIX B

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: September 2017

Introduction

The Proposed Mitigated Negative Declaration (MND) for the Proposed New Slater School Campus Project was circulated for public and agency review from August 17 through September 18, 2017. The Final MND has been revised to address the one comment received. This Appendix B to the Final MND includes the comment received and a discussion of how the environmental issue raised in the comment do not disclose a potentially significant environmental impact.

Comments were received from the following organization:

- City of Mountain View Public Works Department Letter, September 18, 2017.

This letter is included at the end of this appendix.

City of Mountain View Public Works Department September 18, 2017 Comment Letter

The City of Mountain View expressed concern regarding vehicle and pedestrian safety with respect to the proposed North Whisman Road crossing. The City has requested that the District work with the City to evaluate and implement appropriate traffic control at this crossing.

Response

As discussed in Section XVI of the MND, vehicle and pedestrian safety was fully analyzed. The MND noted that the sight distance between the proposed school exit and multifamily driveways could be too short and potentially cause a significant safety impact, but identified Mitigation Measure TRA-1 to prohibit interfering vegetation and install a right-turn-only sign. With this mitigation, the sightline impact would be less than significant. (p. 66.) Further, the MND disclosed that the new site access could potentially be a pedestrian safety hazard; identified mitigation of installing a pedestrian crosswalk with a pedestrian activated signal (i.e., a rectangular rapid flashing beacon), “SCHOOL XING” markings, and signs; and concluded that the mitigation would reduce the pedestrian safety impact to less than significant (pp. 66, 68, Appendix A, p. 20.)

The traffic volume on N. Whisman Road is just over 10,000 vehicles per day. This low volume contributes to safety. Additionally, the vehicle and pedestrian conditions at Stevenson and Theuerkauf Schools are similar to the mitigated project and have proven not to be a significant safety risk to either vehicles or pedestrians. No further analysis or mitigation is required. Thus, the project would not create a potentially significant vehicle or pedestrian safety impact.

In order to cooperate with City but not as mitigation, the District will work with the City’s Public Works Department to support desired traffic control.

CITY OF MOUNTAIN VIEW

PUBLIC WORKS DEPARTMENT
500 Castro Street • Post Office Box 7540 • Mountain View • California • 94039-7540
650-903-6311 • Fax 650-962-8503

September 18, 2017

Dr. Robert Clark, Chief Business Officer
Mountain View Whisman School District
750-A San Pierre Way
Mountain View, CA 94043

Subject: Proposed Mitigated Negative Declaration (MND) for the Proposed New Slater School Campus Project

Dear Dr. Clark:

The City of Mountain thanks the Mountain View Whisman School District (District) for the opportunity to comment on the Proposed Mitigated Negative Declaration for the Proposed New Slater School Campus Project.

Our letter of August 2, 2017 discusses the City's input regarding utility services for storm drainage, sewer and water services to the site. Thank you for incorporating those comments into the MND.

We have reviewed the Proposed MND and the attached Traffic Study. While we can agree that the Level of Service Analysis shows that the school traffic will not have a significant impact at the newly created four way intersection, we are concerned about vehicle operational safety and the safety of the children and residents that will be using this crossing to access the school and park facilities. The City of Mountain View is committed to providing safe access to schools and encouraging parents and children to bike or walk to school to reduce vehicle traffic around schools. Further study and discussion about the appropriate traffic control at the North Whisman Road/Pacific Drive intersection is needed and we look forward to working with the District to determine the appropriate solution.

If you have any questions or need additional information, please contact, Jacqueline Solomon, Assistant Public Works Director/City Engineer at jacqueline.solomon@mountainview.gov or (650)903-6311.

Sincerely,

Jacqueline A Solomon

Jacqueline Andrews Solomon, P.E.
Assistant Public Works Director/City Engineer
City of Mountain View

cc: CM, PWD, TE, PCE-Au, STE, ZA, f/c

APPENDIX C: MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM – NEW SLATER SCHOOL CAMPUS PROJECT

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.		

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
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		

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
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		

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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		

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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					

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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		

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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		

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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		

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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					

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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: • Install high –visibility crosswalk and "SCHOOL XING" signs at the entrance driveway. • Cut-back tress and other vegetation between the exit driveway and the multi-family complex					

Identified Impact	Related Mitigation Measure	MONITORING			VERIFICATION	
		Implementation Entity	Monitoring and Verification Entity	Timing Requirements	Signature	Date
	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.					