City of East Palo Alto

KIPP Esperanza High School
Supplemental Mitigated Negative Declaration

SCH#2010062078

Prepared for
City of East Palo Alto
Department of Community and Economic Department
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East Palo Alto, CA 94303

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1. INTRODUCTION

1.1 LEAD AGENCY

The City of East Palo Alto (City) has assumed the lead agency role under the California Environmental Quality Act (CEQA) and is responsible for preparing this environmental review document for the proposed KIPP Esperanza High School project ("proposed project", or "project"). This document has been prepared in conformance with CEQA (California Public Resources Code ["PRC"] §21000 et seq.), the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq. ("CEQA Guidelines"), and the rules, regulations, and procedures for the implementation of CEQA.

CEQA requires all public agencies to consider the environmental consequences of projects for which they have discretionary authority. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15378[a]).

1.2 SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION

Pursuant Section 21166 (c) of the California Public Resources Code and Section 15163 of the CEQA Guidelines, the Lead Agency determined that a supplemental evaluation is warranted because there is new information of substantial importance – and/or significant changes in existing environmental conditions - related to the proposed action that could result in potentially significant impacts. For this reason, a Supplemental Mitigated Negative Declaration, or SMND, has been prepared for the KIPP Esperanza High School. This SMND is intended to "supplement" the previously prepared Mitigated Negative Declaration (State Clearinghouse No. 2010062078) adopted in August 2010.

Pursuant to CEQA, a supplement to an adopted CEQA document is appropriate when only minor additions or changes would be necessary to make the previous document adequately apply to the project in the changed situation. In this case, the project's additional classroom units and related increased enrollment results in only minor additions to the project and associated mitigation measures. As such, only the description of the project changes and a summary of the resulting analysis are being circulated for public review (CEQA Guidelines Section 15163 (d)). When considering approval of the project, the lead agency must consider the original environmental document, as revised by this supplemental information.

This SMND has been released and will be available for a 30-day public review and comment period from February 5, 2021 to March 8, 2021. The deadline for submitting comments on the SMND is 5 p.m. on March 8, 2021.

1.3 PROJECT BACKGROUND

The current owner of the properties at 1039 and 1063 Garden Street is College for Certain, LLC., an affiliate of Aspire Public Schools. Aspire purchased the two properties in 2010 (totaling 2.6 acres), demolished the existing structures and constructed a school facility containing approximately 29,400 square feet of classroom and administrative space and an approximately 9,000 square foot gymnasium space. The construction was completed in two phases and was approved through the DSA (Division of State

Architect). Phase I was closed (completed) by the DSA in January 2013 and Phase 2 was closed by the DSA in February 2018. The school has operated as Aspire East Palo Alto Phoenix Academy, a public charter middle and high school, for the past several years. The existing school was designed for 411 students with 30 teachers/staff members serving grades 6-12.

A Mitigated Negative Declaration (MND) for the East Palo Alto Phoenix Academy was adopted in August, 2010. The Lead Agency for the original MND at that time was Oakland Unified School District due to OUSD's affiliation with Aspire Public Schools, with the City of East Palo Alto serving as a responsible agency. The City has assumed lead agency status in this case because the Conditional Use Permit now sought by the applicant is a discretionary approval to be considered by the City, and the project sponsor will now be KIPP Bay Area Public Schools.

2. PROJECT DESCRIPTION

2.1 Project Location

The project is located on two parcels (APN 063-341-130 and 063-341-150), at the physical address of 1039 and 1063 Garden Street, approximately mid-block between Clarke Avenue and Pulgas Avenue. The site is located within Section 12 of Township 5 South, Range 3 West, MDBN and is shown on the Palo Alto USGS 7.5-minute quadrangle map. See **Figure 1, Project Location**.

2.2 Surrounding Land Uses

The project site is surrounded on three sides by existing single-family residential development. Immediately north of the school site are two vacant parcels accessed from Runnymede Street. At the center of the site is a separately owned parcel currently used as the Canaan Church Prayer Center. This lot is not a part of the project. Surrounding land uses are similar to those analyzed in 2010.

2.3 Project Changes/Current Proposal

The project site is now developed with the previously approved school (Phoenix Academy), permitted for 411 students grades 6-12. The school is currently operating below full capacity, serving middle school students only. The property has a General Plan and zoning designation of Public/Institutional, consistent with the existing use as a school.

The project sponsor, KIPP Bay Area Public Schools, is proposing to purchase the subject property and operate a public charter high school (KIPP Esperanza High School) ultimately serving up to 650 students in grades 9-12. The school is planning to open in August 2020 with 180 students and will expand enrollment to 650 over a four-year period. There would be 16 full time employees when the school opens and 44 at full enrollment. Four additional classrooms (approximately 4,000 square feet) are proposed to be added during this timeline to accommodate the additional student population (Phase 2). For analysis purposes, this document assumes full buildout of Phase 2 classrooms as proposed.

With the project, the campus would continue to operate as a public educational facility. However, compared to the existing school campus and permitted operations, the requested CUP would result in the following changes to the existing condition and campus plan:

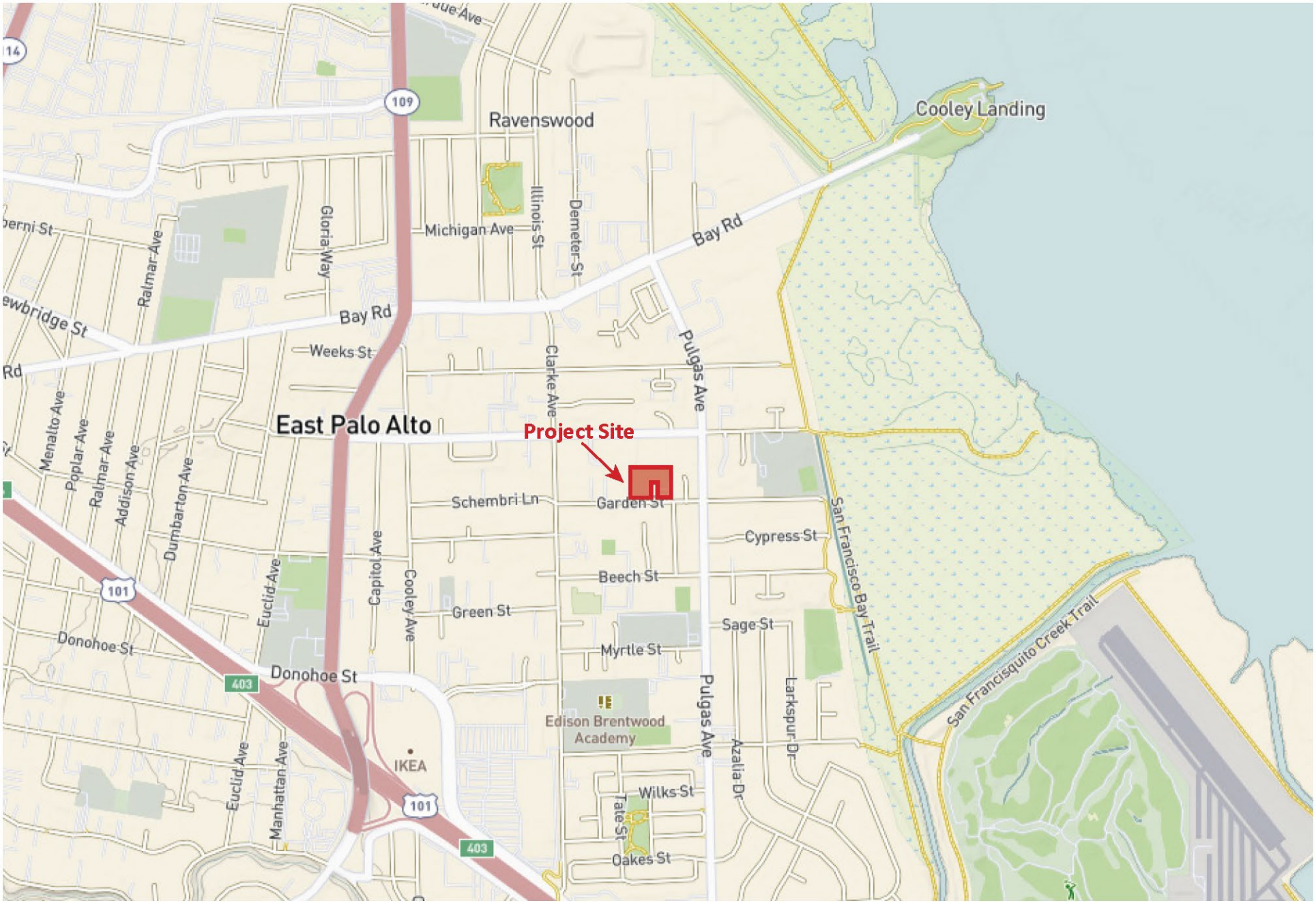
- Interim (Phase 1) use of the existing East Parking Lot as an outdoor all-weather basketball court.
- Ultimate (Phase 2) construction of four new classrooms (including 2 restrooms and outdoor gathering space) to replace the interim basketball court use. New building area would total 4,000 square feet, or a less than 10 percent increase over existing square footage.
- Change in total parking inventory from 68 to 52 spaces.
- Incidental changes to building colors/painting.
- Net increase of up to 239 high school students above current facility capacity.
- Incorporation of transportation mitigation measures including:
    - Bussing of students

- Subsidized Transit Passes
- Bicycle Racks
- Commute Assistance Center

The school would operate from 7:30 AM to 6:00 PM with occasional evening and weekend meetings and sessions, with outdoor activities throughout the day. Basic access and circulation through the campus would remain the same as it functions today.

Construction of the new Phase 2 classroom facilities would entail limited site preparation, removal and disposal of existing hard surfaces, construction staging, connection to existing utilities and foundation setting. The classroom construction would consist of modular buildings, similar to the existing buildings on the site. These buildings are prefabricated and assembled off site, moved to the site for final assembly, and attached to the foundation. This construction type limits the construction time, amount of traditional construction equipment and material staging required.

The new classroom unit locations are shown in **Figure 2, Campus Plan Phase 2**.



Source: USGS, 2020

Figure 1: Project Location

KIPP Esperanza High School
Supplemental Mitigated Negative Declaration

Not to scale

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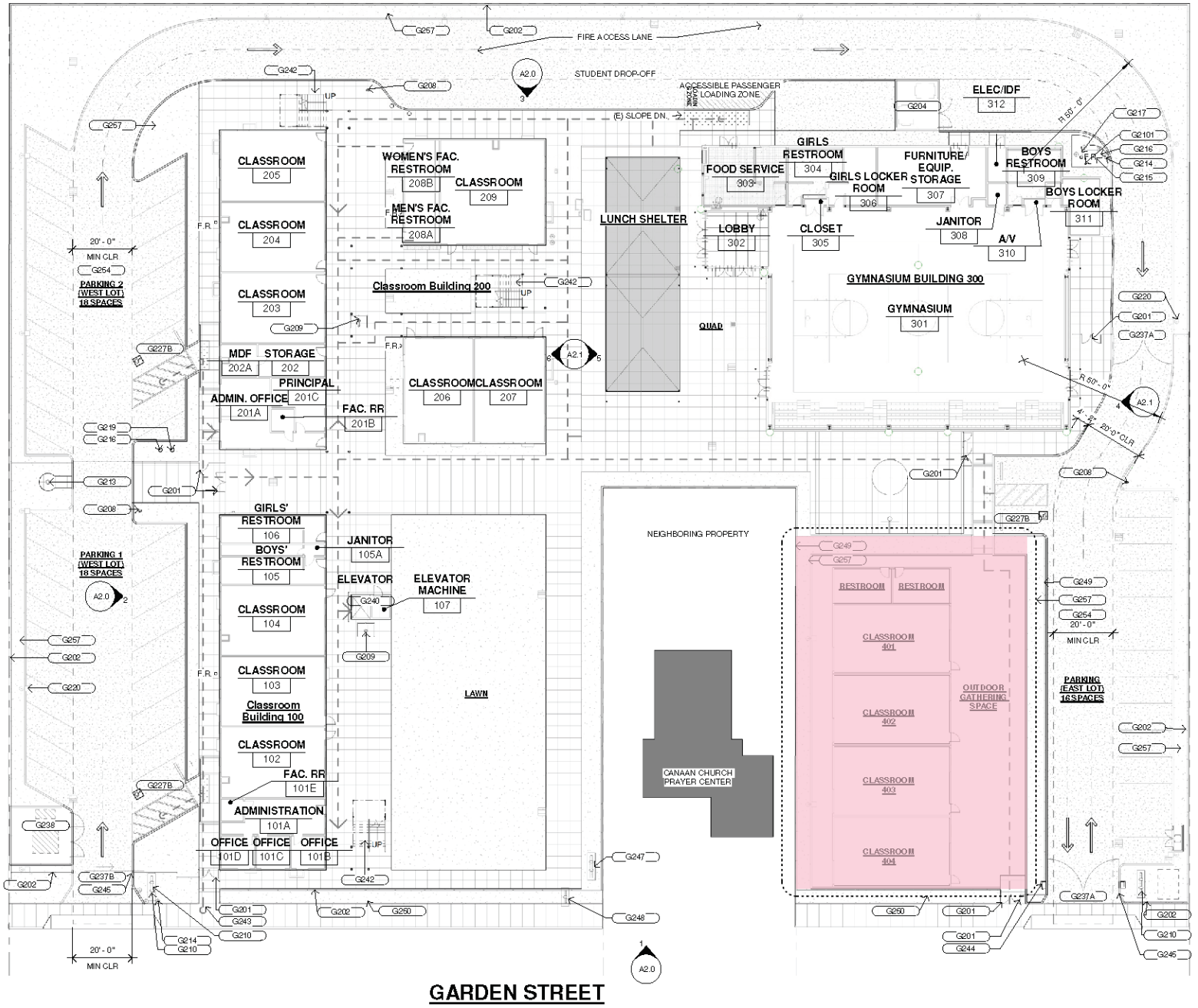

LEGEND

Project

1 CAMPUS PLAN- POTENTIAL EXPANSION
1"=20'-0"

Source: KIPP Bay Area Public Schools Project Application Materials, 2020

Figure 2: Campus Plan Phase 2

KIPP Esperanza High School
Supplemental Mitigated Negative Declaration

Not to scale

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3. COMPARATIVE ANALYSIS

The purpose of this section is to identify the relative changes in potential environmental effects that could occur with construction and operation of the campus facilities as proposed. This analysis also reflects changes to CEQA and the CEQA Guidelines that have occurred since the previous project approval and adoption of the original IS/MND.

This analysis notes if prior mitigation measures remain applicable, if prior mitigation has been satisfied and/or is no longer applicable, or if new or substitute mitigation measures are required.

3.1 Aesthetics

Summary of Original Impacts and Mitigation Measures
All original impacts related to scenic vistas, scenic resources, and visual character were found to be less than significant. Impacts related to additional light and glare were determined to be less than significant with mitigation incorporated.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. The construction of the new classrooms will not change the original conclusions, and the original mitigation measures 1-1 and 1-2 addressing lighting sources and intensity, remain applicable to the project and additional classroom units. The project is subject to these measures and is consistent with the City's Development Standards for Public Institutional uses per Chapter 18.16.030 of the City Municipal Code. Per City Code, the maximum allowed height within Public Institutional zones is two stories or 26 feet, whichever is greater. The new classrooms will be prefabricated with a similar architectural style and be similar in height (23' 9") to the existing buildings on site. As such, the classrooms will be consistent with the current standards and the visual character of the area. No new mitigation measures are warranted.

3.2 Agriculture and Forestry Resources

Summary of Original Impacts and Mitigation Measures
There were no impacts related to these resources, because the project is a developed, urban area.

Are There Changes in Analysis Caused by the Current Proposal?
No changes and no mitigation warranted.

3.3 Air Quality

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that the original project would not conflict with applicable air quality plans, would not result in cumulatively considerable increases in pollutants, or result in significant odors. However, construction impacts related to dust and particulates were determined to be less than significant with mitigation incorporated.

Are There Changes in Analysis Caused by the Current Proposal?
Yes. As the project would construct approximately 4,000 square feet of additional classroom area, the original mitigation measures 3-1 and 3-2 addressing dust control and low-VOC coatings remain applicable to the expansion.

Updated air quality modeling was conducted to quantify potential increases in construction and operational emissions created by ground disturbance and changes in traffic volumes with the additional student population. As the original (larger) project did not trigger significance thresholds, it is assumed that this smaller proposal and addition to the school would have even fewer construction and operational emissions by comparison. This assumption has been confirmed with the modeling results in **Appendix A**.

Based upon the updated traffic study for the project (**Appendix B**), the air quality modeling results conclude that the emissions from additional vehicle trips associated with the expansion do not trigger current thresholds for stationary or mobile source emissions.

Existing construction mitigation for dust control remains valid, but no further mitigation is warranted. It should be noted that construction emissions were evaluated independent of the 2010 construction emissions, because the original school has been built and the temporary impact from that construction has run its course. Mobile source emissions, however, have been analyzed to measure the net increase in emissions from the changes and increase in student population as measured in 2010. The air quality modeling concluded that this increase, both on its own and combined with the high school's worst-case operations, remains less than significant. No thresholds of significance have been triggered, no sensitive receptors would be subject to substantial pollutant concentrations, and the project will produce no objectionable odors.

3.4 Biological Resources

Summary of Original Impacts and Mitigation Measures
Due to the urban conditions of the site and general lack of biological resources, all issues related to biological resources, special status species, wetlands and habitat were found to have either no impact or less than significant impacts from construction of the original school project. No mitigation was necessary.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. The site conditions are now fully developed with the original school project, and the additional classrooms and other incidental project details will not change the original conclusions. No mitigation is warranted.

3.5 Cultural Resources

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded with evidence that no historic or archaeological resources were present at the project site. However, mitigation measures 5-1 and 5-2 were required to address the possibility of inadvertent discovery of historic or prehistoric resources during construction.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. While the site is now fully developed with the original school project, construction of the new classrooms may require some surface grading for new foundations. As such, the existing mitigation measures remain applicable to the current proposal. But no additional mitigation measures are required.

3.6 Energy

Summary of Original Impacts and Mitigation Measures
This category of the CEQA Guidelines Appendix G (Initial Study Checklist) did not exist when the original MND was adopted. Impacts are considered significant if a project would: result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation; or, conflict with or obstruct a state or local plan for renewable energy or efficiency.

Are There Changes in Analysis Caused by the Current Proposal?
Yes. Energy impacts were not previously analyzed or quantified based on the requirements at the time. However, considering the small size and footprint of the proposed school expansion, use of modular construction, bussing and TDM measures, and incorporation of energy efficient features required of new construction, the additional four classrooms would not represent a wasteful, inefficient or unnecessary consumption of energy resources. Energy use is considered less than significant.

3.7 Geology and Soils

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that geologic hazards and risks related to ground rupture, seismic shaking, landslides expansive soils and/or use of septic tanks presented either no impact or less than significant impacts. However, seismic-related ground failure (including liquefaction) and the potential for soil erosion during construction were found to be potentially significant and required mitigation. Mitigation Measures 6-1 and 6-2 were required, essentially directing the project to conform to recommendations of a site-specific geotechnical analysis. These measures fully mitigated geotechnical issues.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. Any new construction such as the classroom unit would also need to comply to past and updated geotechnical recommendations, as well as all current state and local building codes. Construction activity is also required to minimize erosion consistent with current stormwater quality requirements. Given the small scale of new construction, application of existing mitigation and conformance with all applicable ordinances and codes, no new mitigation measures are required.

3.8 Greenhouse Gas Emissions

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that the original project would not conflict with applicable greenhouse gas plans or policies, nor generate GHG emissions in significant quantities. Emissions and related impacts were found to be less than significant.

Are There Changes in Analysis Caused by the Current Proposal?
Yes. Due to evolving regulations and methods for analyzing GHG emissions, updated modeling was conducted to comparatively measure changes in operational emissions created by changes in traffic volumes with the additional student population. As the original (larger) project did not trigger significance thresholds in 2010, it is assumed that this smaller proposal would have even fewer (less than significant) construction emissions.

The GHG modeling results (**Appendix A**) conclude that GHG emissions from classroom construction and vehicle trips – from the current proposal and combined with the prior project - do not trigger current thresholds for stationary or mobile source emissions. No further mitigation is required.

3.9 Hazards and Hazardous Materials

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that the original project would result in less than significant or no impact with respect to the use or transport of hazardous materials, emission of hazardous materials, airport safety, emergency response or wildfire. However, the study did identify a potentially significant effect associated with the exposure of construction workers or students to environmental contamination. To address this issue, mitigation measures were applied as conditions of approval to the project.

Mitigation Measures 8-1 and 8-2 required proper demolition, remediation and disposal of identified hazardous substances and soils at the site, while measure 8-3 required proper abandonment of onsite water wells. Mitigation Measures 8-4 and 8-5 also address demolition and disposal of hazardous materials, specifically lead paint and asbestos. With implementation of these measures, the original project was found to have a less than significant impact on the environment.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. The adopted mitigation measures were imposed based on the original site conditions and rural residential structures at the site at the time. The site has since been cleared and disposed of debris in accordance with these measures, and the school facilities have been permitted and constructed. For this reason, Mitigation Measures 8-1 and 8-3 are no longer applicable to the current action. Measure 8-2, requiring the proper disposal of shallow surficial debris, is still applicable if the site is scrapped for future classroom foundations. Measures 8-4 and 8-5 have already been satisfied, as the demolition has already occurred. No additional mitigation is warranted.

3.10 Hydrology and Water Quality

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that the original project would have no impacts or less than significant impacts regarding waste discharge requirements, groundwater supplies, drainage patterns (relative to streams, rivers and flooding), and flood risk. The only potentially significant effects were related to the potential for increased erosion, and the capacity of the existing storm drain system to accept increased flows from impervious surfaces.

Mitigation Measures 9-1 and 9-2 required the project to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) consistent with existing construction permitting requirements, and to comply with the NPDES permit in effect. With implementation of these measures, the District found that

potential impacts from erosion and stormwater quality and quantity would be mitigated to a less than significant level.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. As the prior project has been constructed, the majority of site work (and related effects) has already occurred. In comparison, the new classroom units will have minor effects of less than one acre. Nonetheless, Mitigation Measures 9-1 and 9-2 should remain in effect as standard conditions to ensure that all site work remains in compliance with current permit requirements. No additional mitigation is warranted.

The language of the CEQA Guidelines Appendix G checklist relative to hydrology has been modified and rearranged somewhat since 2010. However, the general issue areas remain the same and the project as proposed would not cause any new effects based on current language.

3.11 Land Use and Planning

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that land use impacts of the original school were less than significant, as schools are allowed within residential zoning districts. No specific mitigation measures were required related to land use.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. Mitigation measures addressing land use compatibility (related to noise and light and glare) have either been constructed or remain applicable to the current proposal, as identified within this SMND. As the project would incorporate additional, similar classroom units, no additional mitigation is warranted.

3.12 Mineral Resources

Summary of Original Impacts and Mitigation Measures
The adopted MND found no impacts at the site relative to mineral resources. No mitigation was required.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. The site is now developed and there are no mineral resources present. No mitigation is warranted.

3.13 Noise

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that all aspects of operational noise from the new school – created by the school itself as well as mobile noise sources from additional traffic – would be less than significant because new noise sources would not trigger the City's noise thresholds. There would be no sources of vibration and no impacts from airport noise.

The MND did identify potentially significant – although temporary – increases in noise levels from construction of the original project. Mitigation Measure 12-1 was adopted to minimize noise emanating from construction equipment.

Are There Changes in Analysis Caused by the Current Proposal?
Yes. Construction of the additional classroom units would result in slight increases in noise caused by temporary construction activity, as quantified in an updated Acoustical Analysis (**Appendix C**). However, compared to construction of the original school, impacts from the current proposal would be significantly lower due to the smaller scale of the buildings and shorter duration of the construction activity required. In addition, the construction methods to be uses – prefabrication off site with final assembly on-site – limits the amount of time and equipment needed to erect the new classroom units. Considering that the original impacts were found to be less than significant with mitigation measure 12-1, this smaller project component would also be less than significant, as confirmed by the analysis in Appendix C. Mitigation measure 12-1 would remain applicable. As the original project is constructed, predicted noise levels would not contribute to or amplify previously experienced noise levels.

In terms of mobile noise sources from additional traffic trips to and from the school, the Acoustical Analysis analyzed the addition of 1,060 additional trips on project area roadways. No significance thresholds would be triggered by the project, resulting in less than significant effects. New stationary sources of noise, mechanical equipment, parking areas and school operations were also found to be less than significant as noise would be maintained below established thresholds.

3.14 Population and Housing

Summary of Original Impacts and Mitigation Measures
The adopted MND found that impacts related to population growth and the potential for displacement of housing and/or people were less than significant. This finding was based on the fact that the school project would not introduce a new residential population and would remove only one home from the residential housing stock. No mitigation was required.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. The school facility has been constructed and is currently operational. The current proposal for additional classroom units and an increase in student population would have no effect on population levels or housing units. No additional mitigation is required.

3.15 Public Services

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that original school project would have no impacts related to schools, parks and other public facilities, as it would not generate demand for these services. The MND did conclude, however, that the project would result in incremental increases in police and fire protection services to ensure site security and adequate water flows for fire protection. Mitigation measure 14-1 was applied to the project to ensure site security during construction. Measure 14-2 addressed the installation of fire hydrants and water distribution consistent with current building and fire codes. Implementation of these measures resulted in less than significant impacts.

Are There Changes in Analysis Caused by the Current Proposal?

No changes. As the school campus is now constructed, mitigation measure 14-1 is no longer necessary because the site is now occupied and secured with fencing. The applicant has also received confirmation from Menlo Park Fire Protection District that the proposal is consistent with the existing school and existing life/safety requirements that have been implemented. While new construction of the additional classroom units must conform to all current building and fire codes and plan checks, no new environmental impacts would occur, and no further mitigation is required.

3.16 Recreation

Summary of Original Impacts and Mitigation Measures
The adopted MND found that project impacts related to park usage or expansion of park and recreation facilities would have no impact or less than significant impacts, as the school would not result in physical deterioration of existing facilities or cause the need for new facilities. No mitigation was required.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. The additional classroom units will not change the previous conclusions of the MND. No further mitigation is warranted.

3.17 Transportation

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that new traffic generated by the original school project would not significantly conflict with existing circulation plans and policies, conflict with the applicable congestion management program (level of service standards), cause changes in air traffic patterns, or negatively affect emergency access or public transit policies.

The only potentially significant impact identified was related to potential “design hazards”, specifically, site circulation, parking and bicycle/pedestrian safety associated with the new school. Although parking is not (and was not in 2010) a topic in Appendix G of the CEQA Guidelines, the District nonetheless included information on parking relative to the City’s parking requirements. The adopted MND required mitigation measures 16-1 and 16-2 regarding parking space dimensions and internal measures (signage and/or speed humps) to reduce vehicle speeds. Mitigation measure 16-3 required Garden Street frontage improvements to improve safety.

Implementation of these measures effectively reduced impacts to a less than significant level based on the original project proposal. No operational (LOS) impacts were found to be significant.

Are There Changes in Analysis Caused by the Current Proposal?
Yes. Changes have occurred in recent years with respect to existing traffic conditions, as well as the regulatory environment by which projects are analyzed under CEQA.

In 2018, the California state legislature, in approving SB 743, directed the Office of Planning and Research to develop guidelines for assessing transportation impacts based on vehicle miles traveled, or VMT. In response to SB 743, the California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines) were significantly amended regarding the methods by which lead agencies are to evaluate a project’s transportation impacts. As described in CEQA Guidelines Section 15064.3(a):

> *Generally, vehicle miles travelled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.*

This section of the Guidelines continues to set forth the criteria for analyzing transportation impacts, acknowledging that lead agencies will need to adjust to these new requirements and providing ample flexibility about how such an analysis would be conducted. As of this writing, land use agencies across California are working to develop their own "thresholds" for measuring VMT in order to comply with these changes in CEQA. The City of East Palo Alto recently adopted their own thresholds, which were used in the current proposal's Transportation Analysis (**Appendix B**).

The VMT analysis requirement is in place now, and all land use agencies must apply the "VMT analysis methodology" by July 1, 2020. In fact, a December 2019 court of appeal decision (*Citizens for Positive Growth & Preservation v. City of Sacramento*), ruled that automobile delay (as measured solely by roadway capacity or traffic congestion using the traditional Level of Service or LOS methodology) cannot constitute a significant environmental impact under CEQA. Moreover, this decision applied to an EIR that was certified in 2015. With this decision, the courts were clear: congestion-based LOS analysis is no longer the recognized standard of review (except for informational and disclosure purposes), and lead agencies need to now adopt new thresholds and evaluate changes in VMT as caused by a project. Over the past year, lead agencies preparing CEQA documents have been in a transitional period as they begin to implement the new VMT analysis requirements.

The reason for these changes, in short, is to acknowledge that traditional operational or engineering solutions to traffic congestion that focus on accommodating the automobile – such as roadway widening – lead to unintended consequences. Inefficient land use, more miles traveled, exacerbated air pollutant and greenhouse gas emissions and secondary effects of constructing roadway projects are part of the rationale behind SB 743. The state has therefore taken a bold step to pivot away from automobile-centered land planning, and to promote planning decisions and other trip reduction measures intended to reduce reliance on individual automobile trips in the course of daily living.

Understanding how the local roadway network functions from an engineering standpoint is still critical to local land use agencies to monitor traffic flow, identify safety issues, establish fees and manage congestion. However, for the purposes of evaluating environmental impacts under CEQA, the new regulations have removed congestion from the range of required subjects analyzed within CEQA documents. In a similar way, and for different reasons, parking requirements were removed from the CEQA Guidelines several years ago.

Although this portion of the SMND contains a VMT analysis and has been prepared based on these new requirements, additional information regarding the project's trip generation and predicted trip distribution on the roadway network is provided as well. However, this analysis is provided for informational purposes only, as additional delay – to an intersection or roadway segment – can no longer be considered a significant impact under CEQA.

VMT Analysis Results

The VMT analysis conducted for the project concluded that, with the implementation of the project's Travel Demand Management (TDM) measures, the VMT generated by the proposed school employees and students would be at least 28 percent below the existing city-wide average home-based work/home-based school daily VMT of 21.93 miles per employee/student. The expected high percentage of students that would walk or bike to school would further reduce the VMT. Thus, the school is expected to comply with the City's VMT policy, which requires a minimum 15 percent reduction below the city-wide average. For this reason, the project's VMT impact under current CEQA standards is less than significant.

Local Operations Analysis Results

The local operations analysis identifies that the project's 1,060 daily trips (the net trips above existing operations) would cause or contribute to an adverse effect at five study intersections. In the cumulative condition, the project would adversely effect operations at an additional 20 intersections. As identified in the analysis, these effects can be addressed through a combination of enhanced TDM measures (additional bussing to reduce peak hour trips) and contributing fair share payment to a series of roadway and intersection improvements to improve levels of service and to reduce congestion. These specific roadway and intersection improvements (see **Appendix B**) have already been identified as needed to implement the Ravenswood 4 Corners TOD Specific Plan and other specific development projects.

It is important to note that General Plan Transportation Policy 7.2 specifically calls for updating the City's Level of Service (LOS) policies to reflect current CEQA (VMT) requirements. As such, the City has anticipated VMT as the new standard of review, and policies that pertain to LOS as a performance standard are no longer considered applicable.

The payment of applicable fees and fair share contributions would be condition of the project, but as explained previously, would not represent mitigation for impacts as recognized by CEQA.

As Garden Street and internal circulation improvements have been constructed, mitigation measures 16-2 and 16-3 are no longer applicable to the current project.

Safety Improvements

Based on the TIA's findings in **Appendix B**, the project would result in increased bicycle, pedestrian and drop-off traffic in the immediate vicinity of the school. This increased activity and concentration of multi-modal traffic with the classroom expansion could result in localized conflicts and vehicle queueing lengths that could pose safety concerns. To address these issues, the following mitigation measure is proposed as a condition of project approval:

MM TRA-1 The project shall implement the following improvements concurrent with project construction:

- New sidewalk on the north side of Garden Street between Clark Avenue and the project site.
- Crosswalks with ADA-compliant curb ramps at Pulgas Avenue/Garden Street (north approach) and Clark Avenue/Garden Street (north and east approaches). Crosswalks

should be yellow due to their proximity to the school and marked with yellow longitudinal liens parallel to traffic flow.

- The eastern driveway should be limited to outbound only traffic during the peak drop-off and pick-up periods in order to reduce conflicts for vehicles exiting after dropping off or picking up students. It would function as a two-way driveway during the mid-day for visitor use. Staff should monitor the eastern driveway during peak periods to ensure its proper use and to prevent parents from using the eastern parking lot as a student drop off or pick up area.

- The student loading zone shall be lengthened to the maximum possible distance to prevent queues from extending on Garden Street.

- Appropriate signage, striping and/or traffic attendants shall be provided to discourage drivers from disrupting the flow of traffic into and out of the site during peak drop-off and pick-up times as specified in the TIA.

These measures would reduce potential hazards and conflicts to a less than significant level.

3.18 Tribal Cultural Resources

Summary of Original Impacts and Mitigation Measures
The adopted MND addressed tribal cultural resources within the Cultural Resources section. Recent changes to the CEQA Guidelines have separated these discussions to recognize specific resources unique to local tribes. The only impact identified was the potential for inadvertent discovery of cultural, including tribal cultural, resources. Mitigation measures were provided to address that potential. With mitigation, potential impacts were considered less than significant.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. The site has been fully developed with the existing school. The location of the future classroom units has been previously disturbed and would be set with a new foundation during construction. Although only shallow excavation work would be required, the existing mitigation measures would remain applicable during construction, consistent with all applicable codes and regulations. No further mitigation is warranted.

3.19 Utilities and Service Systems

Summary of Original Impacts and Mitigation Measures
The adopted MND concluded that impacts related to storm drain facilities, water supplies, wastewater treatment capacity, and solid waste – would be less than significant for the original school project. The single impact considered potentially significant was the need to resize the potable water and sewer lines serving the project site. Mitigation measures 17-1 and 17-2 required the project to pay fair share contributions toward upgrading the existing lines. The original MND documented and analyzed the environmental effects of that construction. With contributions toward those improvements, impacts to utility and service systems were considered less than significant.

Are There Changes in Analysis Caused by the Current Proposal?

Yes. The school site has been constructed and is currently operational. Compared to existing utility and service demands, the additional students and 4,000 square feet of additional classroom units – including two bathrooms – will result in an incremental, but insignificant, increase to potable water and wastewater flows originating at the project site. As the project will result in additional square footage, mitigation measures 17-1 and 17-2 shall remain in effect, with fair share calculated based on project size. Fair share contribution for the school expansion and line upgrades will ensure that this impact remains less than significant. If these improvements have recently been made, this obligation will no longer be required.

3.20 Wildfire

Summary of Original Impacts and Mitigation Measures
Wildfire was not a distinct subject of analysis when the original MND was prepared. This subject was addressed under Hazards and Hazardous materials. No impacts were identified or mitigation required based on the urbanized nature of the project area.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. There remains no impact or risk of wildfire or impact to emergency evacuation plans at this location.

3.21 Mandatory Findings of Significance

Summary of Original Impacts and Mitigation Measures

(a) Impacts on Biological and Cultural Resources. The adopted MND concluded that impacts were less than significant with mitigation incorporated and with the implementation of standard cultural resource conditions addressing inadvertent discovery of resources during construction.

(b) Cumulative Effects. The adopted MND concluded that potential environmental effects of the project would be reduced to a less than significant level with the proposed mitigation measures. With mitigation, none of these impacts would be considered cumulatively considerable.

(c) Adverse Effects on Human Health. The adopted MND concluded that the original school project would not involve any other potential adverse effects on human beings, either directly or indirectly.

Are There Changes in Analysis Caused by the Current Proposal?
No changes. As demonstrated in this SMND, the current proposal including additional students and 4,000 square feet of additional classroom space will not significantly change the conclusions of the prior analysis addressing these mandatory findings.

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