December 2022 | Initial Study/Mitigated Negative Declaration

PROPOSITION 51 MARE ISLAND TECHNOLOGY ACADEMY RENOVATION

Griffin Technology Academy

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PLACEWORKS

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Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ABAG	Association of Bay Area Governments
afy	acre-feet per year
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMP	best management practices
CAFE	corporate average fuel economy
CalEEMod	California Emission Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CBC	California Building Code
CCA	Community Choice Aggregation
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	construction general permit
CGS	California Geologic Survey
CH_4	methane
CIP	capital improvement program
CMP	congestion management program
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DSA	Division of the State Architect

Abbreviations and Acronyms

DTSC	Department of Toxic Substances Control
EDR	Electronic Database Review
EIR	environmental impact report
EOP	emergency operations plan
EPA	United States Environmental Protection Agency
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zone
FTA	Federal Transit Administration
GEHA	geological and environmental hazards assessment
GHG	greenhouse gases
gpd	gallons per day
GTA	Griffin Technology Academies
GVRD	Greater Vallejo Recreation District
GWh	gigawatt hours
HCP	habitat conservation plan
HI	hazard index
HRA	health risk assessment
IPCC	Intergovernmental Panel on Climate Change
IS	initial study
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LCFS	low-carbon fuel standard
LOS	level of service
LRA	local responsibility area
MBTA	Migratory Bird Treaty Act
MCE	Marin Clean Energy
MEIR	maximum exposed individual receptor
mgd	million gallons per day
MITA	Mare Island Technology Academy includes both the Mare Island Technology Academy, a charter school for middle school students, and MIT Academy, a charter school for high school students
MMRP	mitigation monitoring reporting program

Abbreviations and Acronyms

MND	mitigated negative declaration
MS4	municipal separate storm sewer systems
MTC	Metropolitan Transportation Commission
N_2O	nitrogen dioxide
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NWIC	Northwest Information Center
O_3	ozone
OCP	organochloride pesticides
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OSHA	United States Occupational Safety and Health Administration
Pb	lead
PDA	priority development area
PEA	preliminary environmental assessment
PG&E	Pacific Gas and Electric
PM	particulate matter
PRD	permit registration documents
PS	Public and Semi-Public
PPD	pounds per day
ppm	parts per million
PPV	peak particle velocity
RMS	root mean square
ROG	reactive organic gas
RPS	renewable portfolio standard
RTP/SCS	regional transportation plan / sustainable communities strategy
SAB	State Allocation Board
SB	Senate Bill
SCL	Solano County Library
SCTA	Solano County Transportation Authority

Abbreviations and Acronyms

SF_6	sulfur hexafloride
SFBAAB	San Francisco Bay Area Air Basin
SO_2	sulfur dioxide
SR	state route
SRA	or state responsibility area
SSMP	sewer system management plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
USDOT	United States Department of Transportation
USGS	United States Geological Survey
UWMP	urban water management plan
VCUSD	Vallejo City Unified School District
VDECS	verified diesel emissions control strategy
VFD	Vallejo Fire Department
VFWD	Vallejo Flood and Wastewater District
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
VPD	Vallejo Police Department

1. Introduction

1.1 PROJECT OVERVIEW

Griffin Technology Academy (GTA) proposes the renovation of the Mare Island Technology Academy campus (MITA or MITA campus), which includes both the Mare Island Technology Academy, a charter school for middle school students, and MIT Academy, a charter school for high school students, which are both located on the same campus. Collectively, the two charter schools are referred to as "MITA." The MITA campus is located at 2 Positive Place in Vallejo, California. The MITA campus is bound by Corcoran Avenue to the north, Rainier Avenue to the east, Mini Drive to the west and Olympic Avenue and the District property occupied by ELITE Public Schools to the south. The campus is split into two sections by Positive Place, a private drive. The project site encompasses approximately 11 acres of the approximately 14-acre MITA campus.

The proposed project would renovate the charter school's existing campus by demolishing the existing buildings and portable buildings at the southern portion of the site. The proposed project involves the construction of two-story classrooms buildings, science building, administration building, multipurpose building, gymnasium, soccer field, and other outdoor play fields. Site improvements would also include on-site parking, improved vehicle circulation, landscaping, walkways, and other amenities. The proposed project includes the construction of a total of 45 classrooms. All of the existing campus' portable classrooms, except for three, have not been approved by the Division of the State Architect (DSA). All new facilities will meet current state building standards. The construction of the proposed project would occur over two phases in order to maintain enough facilities to operate the educational program. The proposed project would not increase the student capacity of the school. The proposed project, including all proposed facilities, supporting improvements, and associated discretionary actions that comprise the project, is considered in this Initial Study.

MITA is a charter school authorized by the Vallejo City Unified School District (VCUSD or District) and operated by Griffin Technology Academy, a non-profit public benefit corporation. The District owns the project site, and MITA operates the school under a long-term lease agreement with the District. With the District's approval, MITA applied for and was awarded four charter school facility grants by the Office of Public School Construction under the State of California's Charter School Facilities Program.

As owner of the property, the District will serve as lead agency for requirements relating to the California Environmental Quality Act (CEQA). As GTA also has approval authority over the proposed project, but is not the lead agency, GTA serves as a responsible agency under CEQA.

1.2 PURPOSE OF CEQA AND THE INITIAL STUDY

CEQA (California Environmental Quality Act; Public Resources Code Section 21000 et seq.) requires that before a lead agency[1] makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about and consider the project's potential environmental impacts, inform members of the public about the project's potential environmental impacts and provide them an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

Vallejo City Unified School District — in its capacity as lead agency pursuant to CEQA Guidelines Section 15050 — is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions and subsequent development associated with the proposed project would have a significant impact on the environment. As part of the project's environmental review, the District authorized preparation of this Initial Study in accordance with the provisions of CEQA Guidelines Section 15063. Pursuant to Section 15063, purposes of an Initial Study are to:

- Provide the lead agency information to use as the basis for deciding whether to prepare an environmental impact report (EIR) or negative declaration.
- Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration.
- Assist in the preparation of an EIR if one is required.
- Facilitate environmental assessment early in the design of a project.
- Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment.
- Eliminate unnecessary EIRs.
- Determine whether a previously-prepared EIR could be used with the project.

As further defined by Section 15063, an Initial Study is prepared to provide the District with information to use as the basis for determining whether an environmental impact report (EIR), Negative Declaration, or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

[1] Pursuant to Public Resources Code Section 21067, lead agency refers to the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.

In its preparation of this Initial Study, the District determined that the Initial Study has been prepared to support the adoption of an MND. An MND is a written statement by the lead agency that briefly describes the reasons why a project that is not exempt from the requirements of CEQA will not have a significant effect on the environment and, therefore, does not require preparation of an EIR (CEQA Guidelines Section 15371). The CEQA Guidelines require preparation of an MND if the Initial Study prepared for a project identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a significant effect on the environment. (CEQA Guidelines Section 15070[b]).

The District has considered the information contained in this Initial Study in its decision-making processes. Although the Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and analysis of the District.

1.3 PROJECT LOCATION

The project site is located at 2 Positive Place within the northern portion of City of Vallejo in Solano County. The City of Vallejo is located adjacent to the Napa River and Carquinez Strait. The City is approximately 21 miles northeast of City of San Francisco and approximately 7 miles south of the City of Napa (See Figure 1, *Regional Location*).

As shown in Figure 2, *Local Vicinity,* the project site is approximately 0.6 mile east of State Route 29 (SR-29), approximately 0.5 mile north of State Route 37 (SR-37), and approximately 1.4 miles west of Interstate 80 (I-80). The campus is bound by Corcoran Avenue to the north, Rainier Avenue to the east, Mini Drive to the west and Olympic Avenue and District property occupied by ELITE Public Schools to the south. Positive Place, a private drive, separates the eastern and western portions of the campus, and an existing offsite baseball diamond with surface parking is located to the south of the Omega Building (a one-story recreational building formerly occupied by the Continentals of Omega Boys and Girls Club). The project site is approximately 11 acres of the approximately 14-acre MITA campus. The project site and MITA campus are within the 28.45-acre Assessor Parcel Number (APN) 006-801-1070 (Solano 2021). Regional access to the project site is from SR-29, SR-37, and I-80, and local access is by the surrounding streets and street grid.

1.4 ENVIRONMENTAL SETTING

1.4.1 Existing Land Use

The MITA campus is currently developed with the Mare Island Technology Academy, a charter school for middle school students, and MIT Academy, a charter high school students, which co-locate on the same campus. The Mare Island Technology Academy and MIT Academy (collectively referred to as "MITA") are charter schools within the Vallejo City Unified School District and serve up to 980 middle school and high school students. The 2021-2022 enrollment is at 836 students, including 352 middle school students and 484 high school students (CDE 2022a; CDE 2022b). As discussed above, Positive Place traverses the project site. As

shown in Figure 3, *Aerial Photograph*, the eastern portion of the project site consists of temporary portables, surface parking, a hardscaped basketball court, paved walking paths, and undeveloped, disturbed land. The western portion of the project site contains temporary portables, the Omega Building (currently vacant), and undeveloped but disturbed land. The project site also includes temporary portables that are located just south of the new construction area, to the west of the offsite baseball field. Existing conditions can be seen in Figures 4a through 4c. Figure 4a, *Aerial View with Photograph Location*, shows the locations of each of the photographs; Figure 4b, *Existing Conditions (Project Site),* shows the existing conditions onsite, and Figure 4c, *Existing Conditions (Surrounding Area),* shows the existing conditions in the surrounding area.

1.4.2 Surrounding Land Use

As shown in Figure 3, the project site is surrounded by educational facilities, agricultural uses, residential, and community uses. The Loma Vista Elementary School and Loma Vista Farm to the east; single-family residential neighborhoods to the north; the District property occupied by ELITE Public Schools and single-family residential neighborhoods to the south; and the Vallejo Fire Department Station #25, District property (former Griffin Academy Campus) and a community church to the west. Setterquist Park is located further south from the project site along Mini Drive. An existing offsite baseball diamond and its surface parking lot is located along Positive Place, south of the Omega Building.

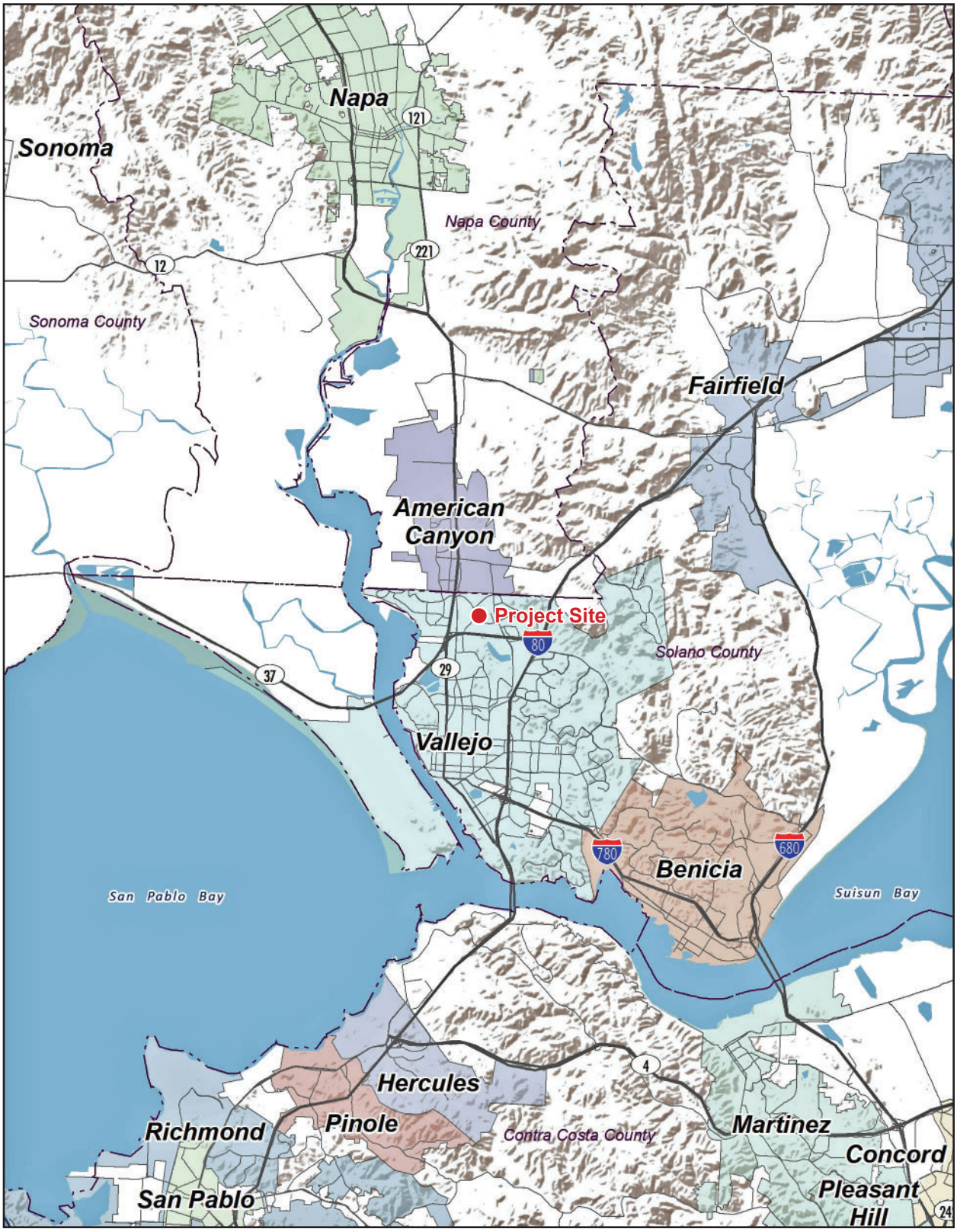
1.4.3 Existing Zoning and General Plan Land Use Designations

The project site is currently zoned "Public and Semi-Public" (PS) with a corresponding General Plan land use designation of Public Facilities and Institutions. Properties surrounding the project site are zoned for PS; Residential Low Density; Residential Medium Density; Parks, Recreation, and Open Space (Vallejo 2022a). The surrounding properties have General Plan land use designations of Public Facilities and Institutions; Parks, Recreation and Open Space;[2] Primarily Single Family;[3] and Mix of Housing Types[4] (Vallejo 2022b).

On March 25, 2020, the District adopted Resolution No. 2906, exempting from local zoning ordinance the MITA campus, specifically the properties at 1 Positive Place and 2 Positive Place.

[2] The Public Facilities and Institutions and the Parks, Recreation and Open Space designations correspond with the properties zoned Public Facilities.
[3] The Primarily Single Family designation corresponds with the properties zoned Low Density Residential.
[4] The Mix of Housing Types designation corresponds with the properties zoned Medium Density Residential.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.

0 3
Scale (Miles)

Source: ESRI, 2019

1. Introduction

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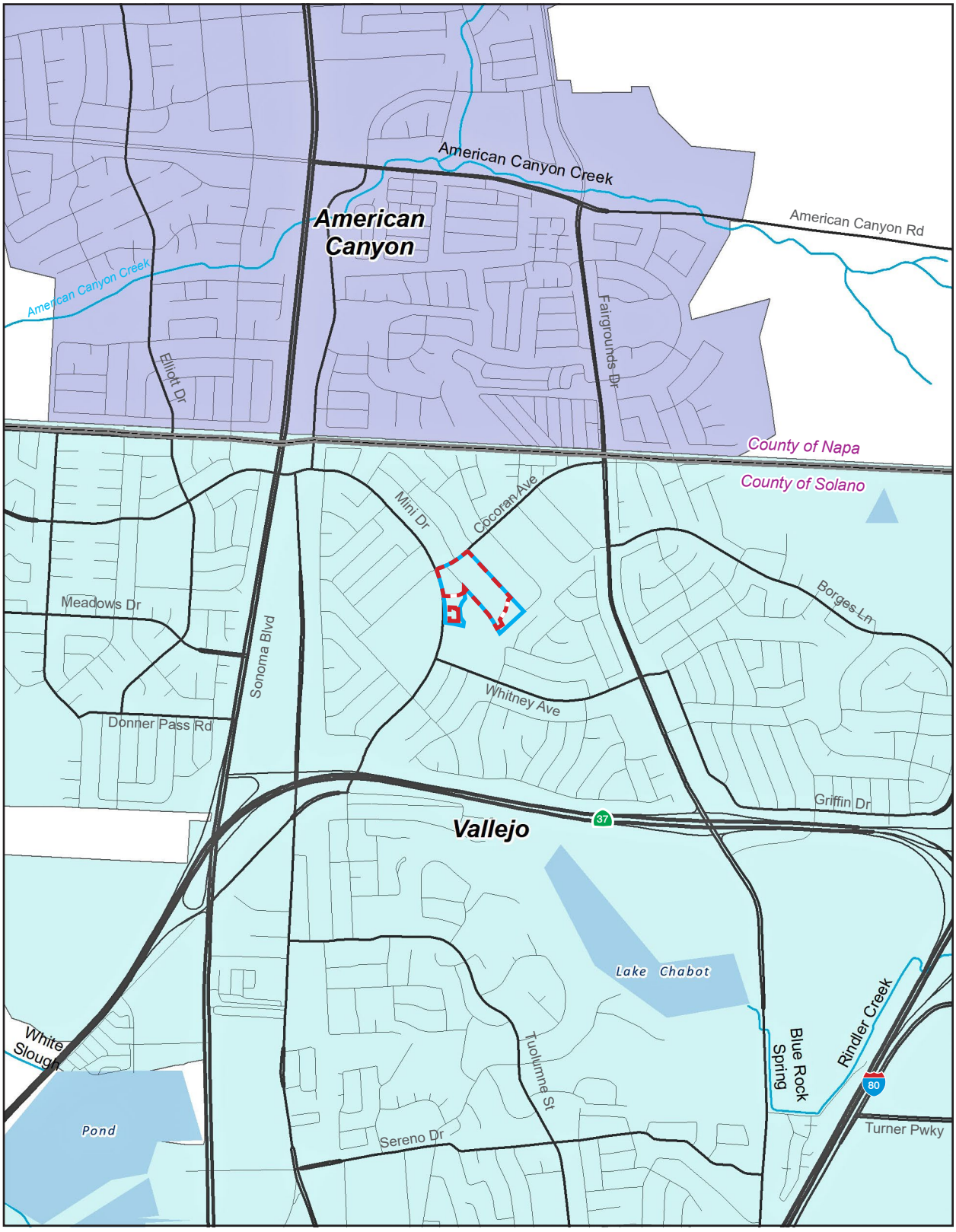
Figure 2 - Local Vicinity



Campus Boundary Project Site

Note: Unincorporated county areas are shown in white.

Source: ESRI, 2019

0 2,000
Scale (Feet)

1. Introduction

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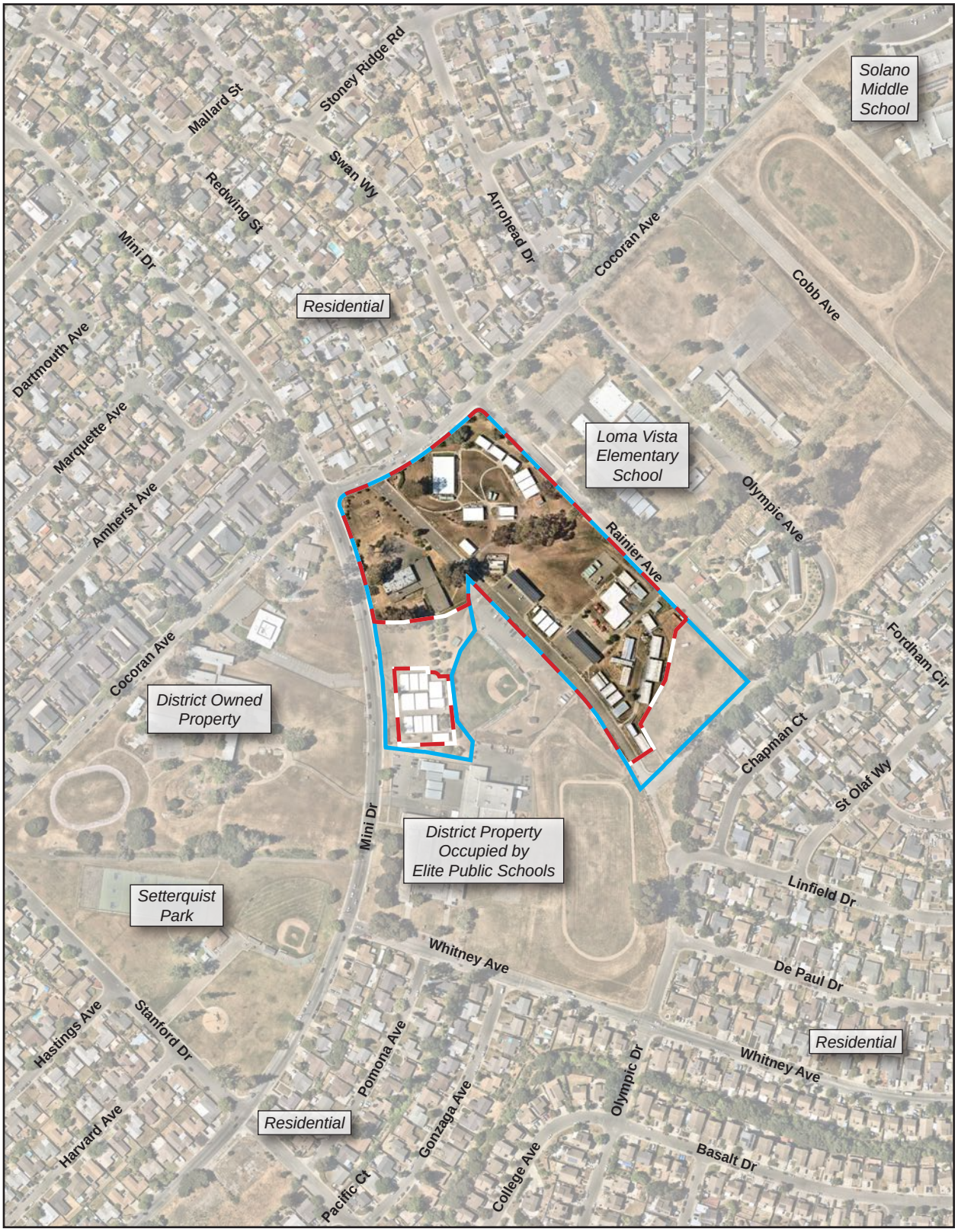
Figure 3 - Aerial Photograph



Campus Boundary

Project Site

0 400

Scale (Feet)

Source: Nearmap, 2022

1. Introduction

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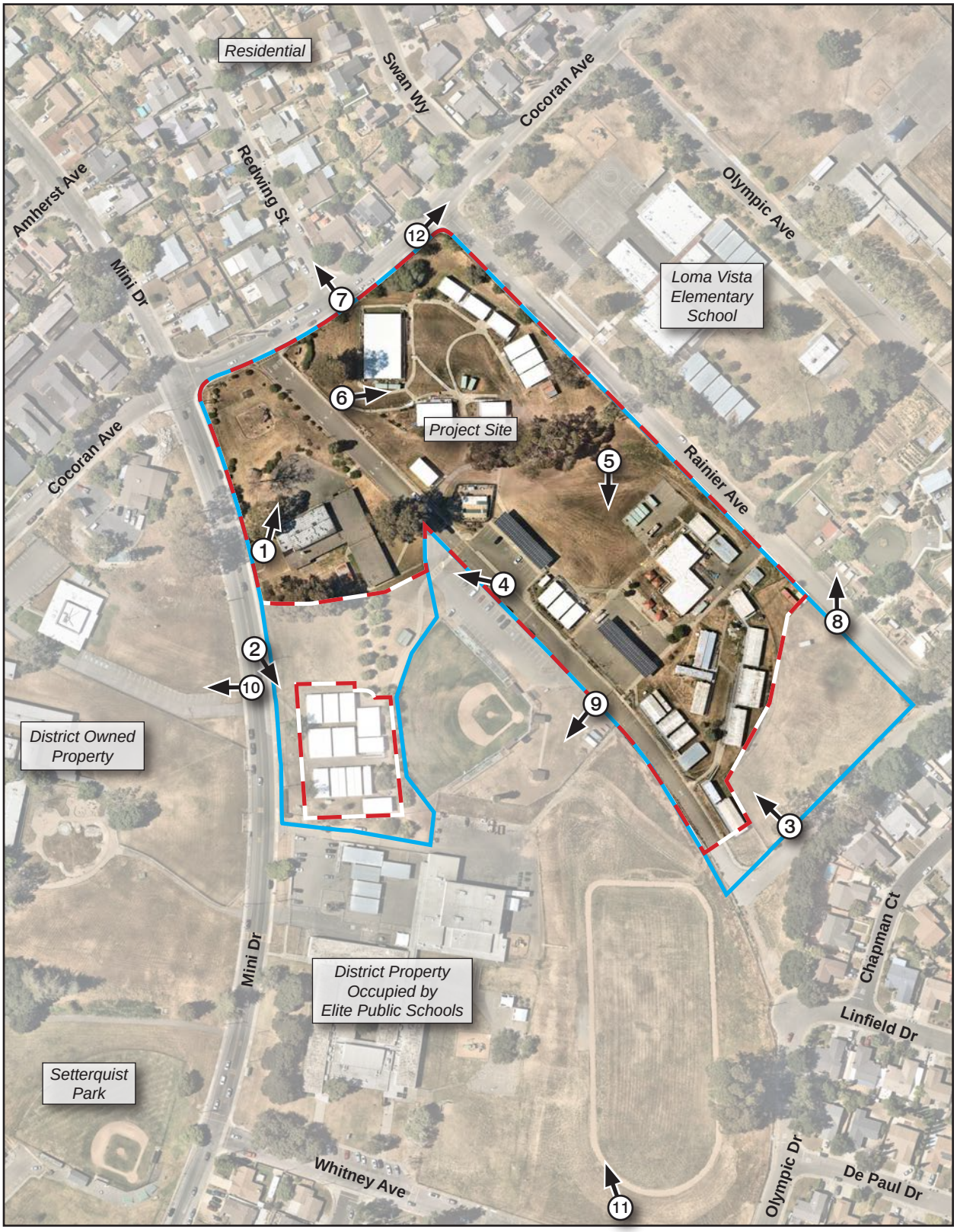
Figure 4a - Aerial View with Photographic Locations



Source: Nearmap, 2022

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Figure 4b - Onsite Photographs

1 View 1: From the west side of the project site, looking north towards the north side of the project site.

2 View 2: From Mini Drive, looking southeast towards the project site (area to be demolished).

3 View 3: From Olympic Avenue, looking northwest towards the south side of the project site.

4 View 4: From Positive Place, looking west towards the west side of the project site.

5 View 5: From the east side of the project site, looking south towards the south side of the project site.

6 View 6: From Positive Place, looking east towards the north side of the project site.

Source: PlaceWorks, 2022

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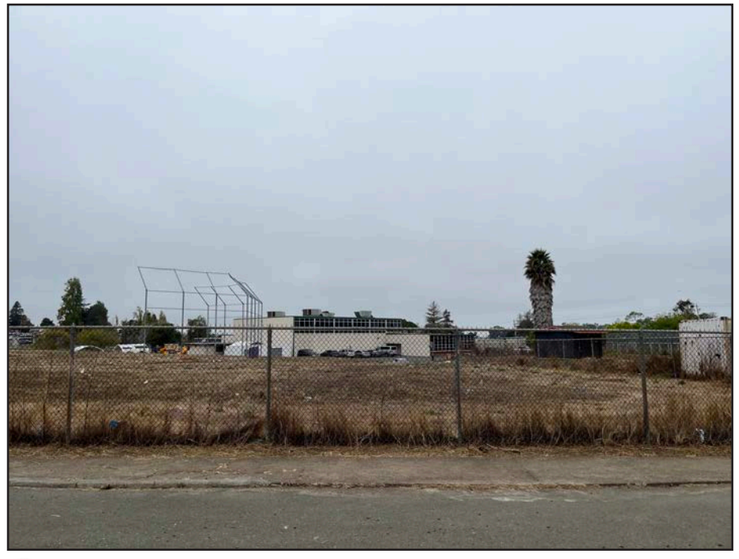
Figure 4c - Surrounding Area Photographs

7 View 7: From Corcoran Avenue, looking northwest, towards the residential uses to the north of the project site.

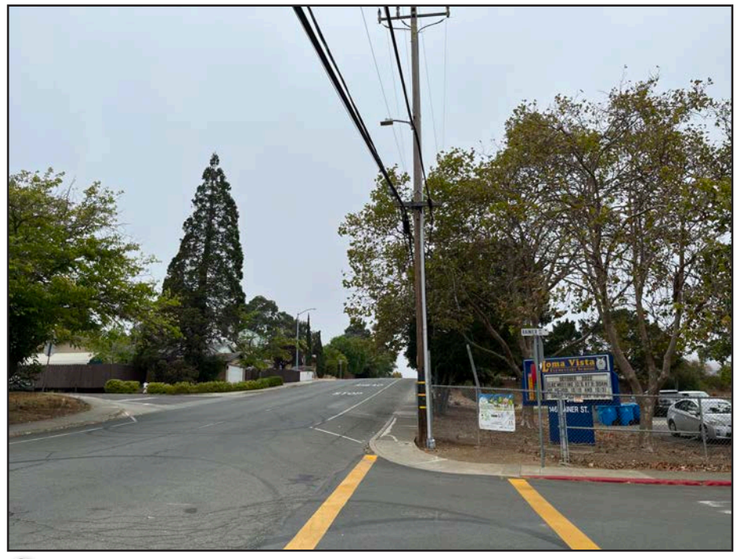
8 View 8: From Rainier Avenue, looking north towards Loma Vista Farm.



9 View 9: From Positive Place, looking southwest towards the district property to the south of the project site.

10 View 10: From Mini Drive, looking west toward Calvary Community Church.

11 View 11: From Whitney Avenue, looking north towards the District property south of the project site.



12 View 12: From the intersection of Corcoran Avenue and Rainier Avenue, looking northeast along Corcoran Avenue with residential uses to the north of Corcoran Avenue and Loma Vista Elementary School to the south of Corcoran Avenue.

Source: PlaceWorks, 2022

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1.5 PROJECT DESCRIPTION

1.5.1 Proposed Project

Mare Island Technology Academy, a middle school, and MIT Academy, a high school, are public charter schools both located on the same campus (MITA campus) in the City of Vallejo and chartered by the Vallejo City Unified School District. The project site is owned by the Vallejo City Unified School District, and Griffin Technology Academies (applicant) operates MITA and the MITA campus under a long-term lease.

With approval of the District, the Charter School applied and received funding for four Charter School Facility grants from the Office of Public School Construction through the State of California's Charter School Facilities Program. The funding applications consisted of an approval for the Mare Island Technology Academy Middle School for 20 new classrooms, including a modernization funding application to rehabilitate or replace one old existing portable classroom. In addition, funding applications were approved for the MIT Academy High School to construct 25 classrooms, including a modernization funding application to rehabilitate or replace two existing old portables.

Education Code Section 17070.50 requires the California Department of Education (CDE) review and approve new construction plans for school facility projects funded by the State Allocation Board (SAB). Approvals are also required from the Department of Toxic Substances Control to ensure the project site is safe from contaminated soils, and from the Division of the State Architect (DSA) to ensure the building designs meet all structural, fire and life safety, and other requirements.

The existing MITA campus's portable classrooms, except for three, have not been approved by the DSA. All portable classrooms will be replaced with newly constructed, DSA-approved classrooms and support facilities as described below.

The proposed project would renovate the MITA's existing campus, demolish 61,745 square feet of existing buildings onsite and regrade the project site. The proposed project involves the construction of 80,002 square feet of new buildings including two-story classroom buildings, science building, administration building, multipurpose building, gymnasium, soccer field, and other outdoor play fields. Lighting of outdoor sports facilities is not proposed. The proposed project would construct a total of 45 classrooms. Site improvements will also include on-site parking, improved vehicle circulation, landscaping, walkways, and other amenities. No community use of the school facilities is anticipated. See Figure 5, *Site Plan*. All new facilities will meet current state building standards.

The eastern portion of the project site (east of Positive Place) would include five two-story classroom buildings (Buildings B, C, F, G, and H) with 48,525 square feet, a 4,699 sq. ft. science building (Building E), a 4,553 sq. ft. administration building (Building D), a 9,668 multipurpose building (Building J), outdoor play areas and quads, soccer field, and supporting uses. Two drop-off/pick-up zones would be provided on the eastern side of the project site. The main drop-off/pick-up zone would be located along the east side of Positive Place for MITA students and a secondary drop-off/pick-up zone would be provided on the west side of Rainier Avenue. Parking would be provided in one parking lot along the east side of Positive Place.

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The western portion of the project site (west of Positive Place) would be developed with a parking lot, 12,575 sq. ft. gymnasium building (Building J) and supporting uses.

The proposed project also includes the demolition of the 12 portable buildings to the west of the offsite baseball field. No new construction would occur on this portion of the project site. See "Area to be demolished, no new construction" in Figure 5, *Site Plan*.

1.5.1.1 STUDENT ENROLLMENT

The MITA campus has an existing capacity of 980 students, and the proposed project would not increase the enrollment capacity of MITA, as shown in Table 1, *Existing and Projected Enrollment*.

Table 1 Existing and Projected Enrollment

School	School Year					
	2020-21[1]	2021-22[2]	2022-23[3]	2023-24[3]	2024-25[3]	2025-26[3]
Mare Island Tech Academy (Middle School)	326	352	420	420	420	420
MIT Academy (High School)	446	484	560	560	560	560
Total	**772**	**836**	**980**	**980**	**980**	**980**

Source: CDE 2022a; CDE2022b
[1] Provided by the District
[2] CDE Enrollment estimates
[3] Maximum enrollment allowed per the charter petition.

1.5.1.2 ACCESS AND CIRCULATION

The proposed circulation plan for MITA routes all vehicles to enter campus from Corcoran Avenue onto Rainier Avenue with cars making a right onto Olympic Avenue and a right turn onto Positive Place.

Vehicles accessing the school may enter the area only through Rainier Avenue from Corcoran Avenue, which runs as a one-way street (SE-bound) north of campus to Olympic Avenue. Access to Positive Place from Corcoran Avenue will be restricted during pick up and drop off time periods. Access to Positive Place from Corcoran would be maintained for non-drop off/pick up times to provide access to the parking area for the offsite baseball diamond.

A loading/unloading area for high school students would be provided on the east side of the project site on Rainier Avenue. To load/unload students at the high school, vehicles would turn right into the driveway, load/unload, and proceed back onto Rainier Avenue via a right turn out of the loading area. To exit the area, or to load/unload students at Loma Vista, vehicles would turn left at Olympic Avenue, which is a one-way street (NW-bound) that provides access back to Corcoran Avenue.

A loading/unloading area for middle school students would be provided on the east side of the project site on the east side of Positive Place. To load/unload students at the middle school, vehicles would turn right into the driveway, load/unload, and exit from a separate driveway.

Left turns from Positive Place onto Corcoran Avenue would be prohibited. Therefore, visitors wanting to drive northbound on Corcoran Avenue may exit right out of the parking lot and turn right onto Corcoran Avenue. Those wanting to drive southbound on Corcoran Avenue towards Mini Drive must turn left out of the driveway and proceed to Olympic Avenue to exit the area at the intersection of Olympic Avenue and Corcoran Avenue.

Rainier Avenue provides the only access from Corcoran Avenue during morning and afternoon drop- off/pick-up times. Access to Positive Place would be restricted with cones or other traffic control devices.

Outside of pick up and drop off times, Positive Place can open for two-way traffic.

The proposed circulation plan would provide these benefits:

- All loading/unloading activities would occur on the right side of the road, limiting pedestrian-vehicle conflicts.
- Restricting access from Corcoran Avenue to Positive Place would simplify the circulation and prevent vehicle turn conflicts at the driveways.
- Restricting left turns out from Positive Place onto Corcoran Avenue would prevent left turning vehicles from causing excess delay for exiting vehicles because left turns may be blocked by vehicle queues from the intersection of Mini Drive and Corcoran Avenue. The Olympic Avenue and Corcoran Avenue intersection is all-way stop controlled and located further from the Corcoran Avenue and Mini Drive intersection making egress easier. This would more easily allow for left turns onto Corcoran Avenue for vehicles leaving the drop-off/pick-up areas.

Vehicles accessing the Loma Vista Elementary School loading zone would also enter on Rainier Avenue and load/unload on the left side of Olympic Avenue. This is an existing condition that would continue.

The existing sign at Rainier Avenue/Olympic Avenue would be modified to direct Loma Vista Elementary School to the left.

1.5.1.3 PROJECT PHASING

The proposed project would occur in two phases to maintain enough facilities to operate the educational program during construction.

High school students would be temporarily housed on the northern part of the campus at 2 Positive Place where the future soccer field would be constructed. Middle school students would temporarily occupy existing portable classrooms on the south side of the campus as well as existing classrooms at the District's 425 Corcoran campus, next to the project site. The first phase of the proposed project is the demolition of existing vacant structures, and construction of all buildings. Once the buildings are complete, the high school and middle school students will move into the new buildings.

1. Introduction

The second phase of the project is the demolition of structures on the northern part of campus and the construction of the soccer field and associated areas. Demolition of the 12 portable buildings to the west of the offsite baseball field would occur in this phase.

The school will be open and operational during construction. A list of construction buildings and improvements to be constructed under each phase is provided below. Figure 6, *Project Phasing*, shows the location of the two phases.

Phase 1: New Construction

- Demolition of all classrooms on the south side of 2 Positive Place and the Omega Building at 1 Positive Place (see Figure 6, *Project Phasing*)
- Removal of athletic equipment, shade structures, and playground
- Construction of:
    - All classroom buildings
    - Administration building (Building D)
    - MPR building (Building A)
    - Quad
    - Outdoor theater seating area
    - Student drop off area
    - Staff parking area
    - Site grading and landscaping
    - Gymnasium and parking lot

During construction of Phase 1, high school students would occupy the existing portable classrooms on the north side of 2 Positive Place. Middle school students would occupy existing portable classrooms at 1 Positive Place and at a school site at 425 Corcoran Avenue.

Once Phase 1 is completed, middle and high school students would occupy the newly constructed buildings, and Phase 2 would commence.

Phase 2: Outdoor Sports Field

- Demolition of all classrooms on the northern side of 2 Positive Place (15 classrooms, offices, bathrooms) and the 12 portable buildings to the west of the offsite baseball field (see Figure 6, *Project Phasing*)
- Construction of the sports field (soccer) and related site improvements

1.5.2 DISCRETIONARY ACTION REQUESTED

A discretionary action is an action taken by a government agency (for the proposed project, the government agency is the Vallejo City Unified School District) that calls for an exercise of judgment in deciding whether to approve a project. The District is the lead agency under CEQA and has the principal approval authority over the Project. Following is a list of the discretionary actions and approvals required for project implementation.

- Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, Vallejo City Unified School District
- Title 5, California Code of Regulations, Findings, Vallejo City Unified School District
- Project Approval, Griffin Technology Academies
- Plan Approval, California Department of Education
- Site Approval, No Further Action, California Department of Toxic Substances Control
- Road, drainage, utilities, signage improvements, encroachment permits, City of Vallejo

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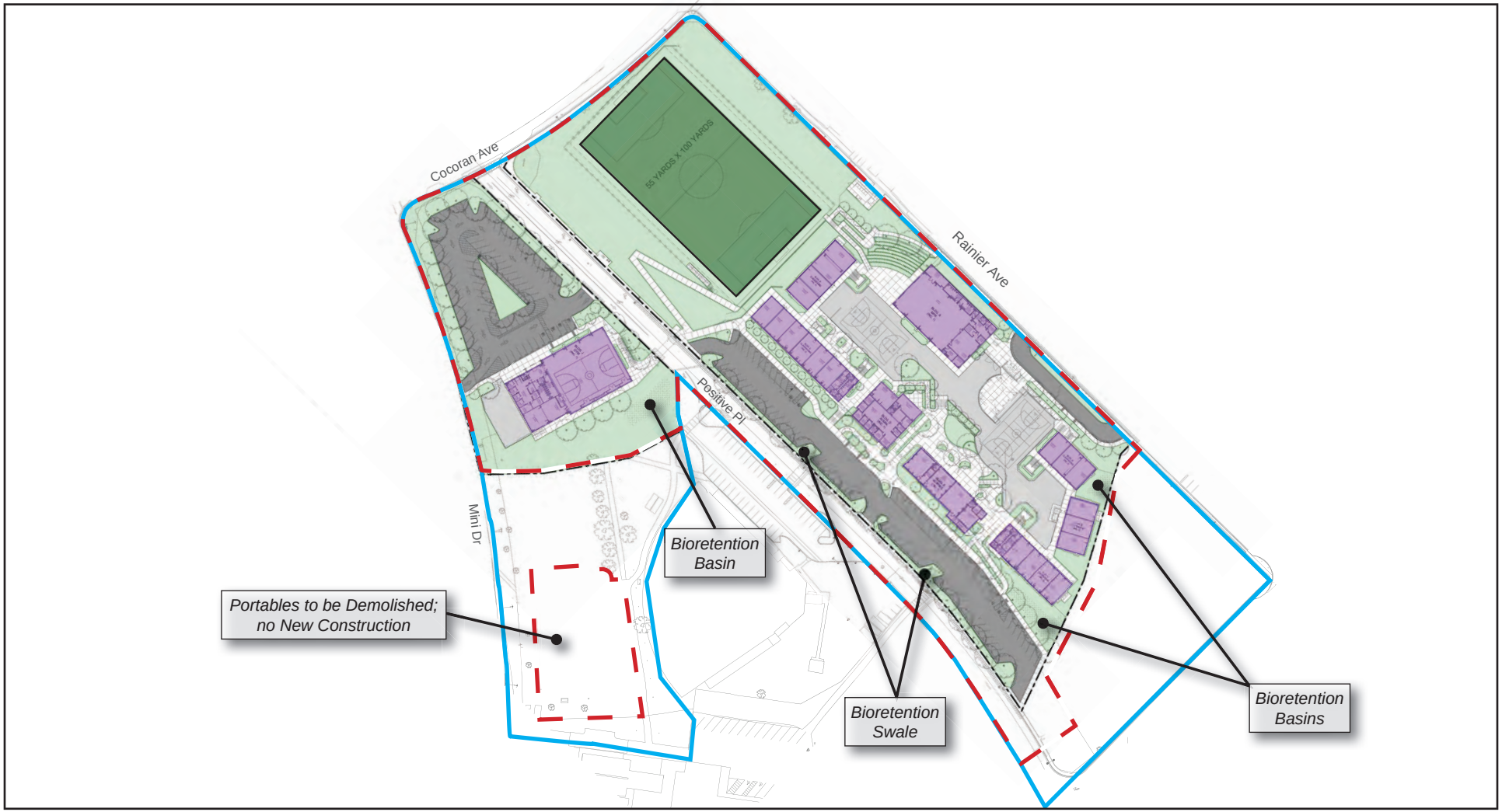
Figure 5 - MIT Academy Site Plan



Source: AEDIS Architecture, 2022.

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Figure 6 - MIT Academy Project Phasing

Source: AEDIS Architecture, 2022.

1. Introduction

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1.5.2.1 MITIGATED NEGATIVE DECLARATION

As stated in Section 1.2, *Purpose of CEQA and the Initial Study*, the District determined that this Initial Study has been prepared to support the adoption of an MND. The MND and accompanying Initial Study would be appropriate for providing the necessary environmental documentation and clearance for the proposed project and all related subsequent activities.

1.6 INCORPORATED BY REFERENCE

The information in this Initial Study is based, in part, on the following documents that include the project site or provide information addressing the general project area or use:

- **Propel Vallejo General Plan 2040.** The City's General Plan 2040 provides a comprehensive, long-range vision for the City's land use policies and is the City's primary tool to guide physical change within its City limits.
- **City of Vallejo General Plan 2040 and Sonoma Boulevard Specific Plan Draft and Final Environmental Impact Report.** The EIR addresses the potential impacts of implementing the City's General Plan through the year 2040. The EIR found significant and unavoidable impacts related to air quality, noise and transportation.
- **City of Vallejo Municipal Code**. The City's Municipal Code regulates activities within the City, including development (Title 12), zoning (Title 16), and land planning (Title 17), within the City.[5]

[5] On March 25, 2020, the District adopted Resolution No. 2906, exempting from local zoning ordinance the MITA campus, specifically the properties at 1 Positive Place and 2 Positive Place.

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2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** Proposition 51 Mare Island Technology Academy Renovation Project

2. **Lead Agency Name and Address:**
   Vallejo City Unified School District
   655 Walnut Avenue
   Vallejo, CA 94592

3. **Contact Person and Phone Number:**
   Mitchell Romao, Assistant Superintendent
   707.556.8921 x50064

4. **Project Location:** The project is located at the MITA campus located at 2 Positive Place in the City of Vallejo within Solano County. The campus is bound by Corcoran Avenue to the north, Rainier Avenue to the east, Mini Drive to the west and Olympic Avenue and District property occupied by ELITE Public Schools to the south. The campus is split into two sections by Positive Place, a private driveway. The project site encompasses approximately 11 acres of the roughly 14-acre MITA campus.

5. **Project Sponsor's Name and Address:**
   Griffin Technology Academies
   2 Positive Place
   Vallejo, California 94589

6. **General Plan Designation:** Public and Semi Public (PS).

7. **Zoning:** Public Facilities and Institutions

8. **Description of Project:**
   The existing campus consists of portable classrooms; all except three have not been approved by the Division of the State Architect (DSA). The proposed project includes the construction of a total of 45 classrooms. The proposed project would also include the construction of science building, administration building, multipurpose building, gymnasium, soccer field, and other outdoor hard tops. Site improvements will also include on-site parking, improved vehicle circulation, landscaping, walkways, and other amenities. All new facilities will meet current state building standards. The construction of the proposed project would occur over two phases in order to maintain enough facilities to operate the educational program. The proposed project would not increase capacity of the school. Development of the project would require the following discretionary actions: (1) Adoption of the Mitigated Negative Declaration and Mitigated Negative Declaration; (2) Title 5, California Code of Regulations, Findings; (3)

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Project Approval; (4) Plan Approval; (5) Site Approval, No Further Action; (6) Road, drainage, utilities, signage improvements, encroachment permits.

9. Surrounding Land Uses and Setting:
The project site is surrounded by educational facilities, agricultural uses, residential, and community uses. The Loma Vista Elementary School and Loma Vista Farm to the east; single-family residential neighborhoods to the north, the District property occupied by ELITE Public Schools and single-family residential neighborhoods to the south; and the Vallejo Fire Department Station #25, District property (former Griffin Academy campus) and a community church to the west. Setterquist Park is located further south from the project site along Mini Drive.

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):
City of Vallejo
Bay Area Air Quality Management District
San Francisco Bay Regional Water Quality Control Board
Department of Toxic Substances Control
California Department of Education

11. 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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The proposed project would be subject to AB 52, which requires that tribes that are interested in consulting submit or have submitted a general request letter to the lead agency to consult under AB 52 on projects requiring the preparation of a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report. One tribe, The Confederated Villages of Lisjan, submitted a notification request to the District pursuant to AB 52. The District sent out AB 52 consultation invitation letters to five Native American Tribes provided by the Native American Heritage Commission on November 2, 2022. The District did not receive a response to the AB 52 consultation invitation letters. The District followed up with The Confederated Villages of Lisjan and Yocha Dehe Wintun Nation; however, no consultation has taken place.

2.2 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	☐ Agriculture / Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☒ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

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.

☐ 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.

Patrick Mat. Roman — *Signature*

Dec. 12, 2022 — *Date*

Asst. Supt., Operations VCUSD

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

2. Environmental Checklist

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3. Environmental Analysis

This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
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) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The City of Vallejo offers many panoramic views from hilltops and elevated roadways, including views of "San Pablo Bay, Mare Island Strait, the waterfront, Sulphur Springs Mountain, the Vaca Mountains, White Slough, the Napa River Wetlands, Sky Valley, and the city itself" (Vallejo 2017). The General Plan further discusses the need to protect important views and encourage attractive development within view of the freeways. Policy NBE-1.5 states, "Scenic Vistas. Protect and improve scenic vistas, including views from Interstate 80 and State Route 37 in Vallejo." Furthermore, the City has established residential view district zoning regulations in residential neighborhoods in the hills of Vallejo (pursuant to Vallejo Municipal Code Section 16.213, Residential View District). The purpose of the residential view district is to preserve panoramic views and visual resources from neighborhoods with the residential view district designation.

The project site is in a developed area and views within the project site vicinity are largely constrained by existing development (up to two stories), landscaping and vegetation. Additionally, existing buildings on-site range between one and two stories (e.g. the Omega building is two stories). Intermittent and partial views of hillsides

can be seen in the distance looking northeast along public rights-of-way adjacent to the project site (including along Mini Drive, Corcoran Avenue and Positive Place). No significant or unobstructed views of the hillsides exist in the vicinity of the project site. Due to the project site's distance from the waterfront along with existing development and vegetation in between, no views of the waterfront, San Pablo Bay, Mare Island Straight, White Slough, and the Napa River Wetlands can be seen from the project site.

Additionally, the project site is approximately 1.4 miles west of Interstate (I) 80 and approximately 0.5 mile north of State Route (SR) 37. Due to the project site's distance from SR-37 and existing development and vegetation in between, no views of the project site can be seen from SR-37. Views of the City of Vallejo and distant views of the project site area can be seen from the I-80. The project site is not within a residential view district (Vallejo 2022a).

Development of the proposed project would construct 45 classrooms, administration building, gymnasium building, multipurpose building, supporting infrastructure, outdoor play areas and fields, and landscaping. Classrooms would be up to two-stories in height. Development of the project site would be similar to and consistent with the height, scale and massing of surrounding developments and would contribute to the urban views that characterize the City. While construction of new, two-story buildings onsite may further constrain views of the hillsides to the northeast, as discussed above, no significant or unobstructed viewsheds of the hillsides exist in the vicinity of project site. Development of the proposed project would not hinder significant views. Since the proposed project would be similar to the existing development in the vicinity of the project site, development of the proposed project would not substantially alter views of the project site area from I-80. Therefore, the proposed project would not substantially create substantial adverse effect of scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. Caltrans identifies two highways within Vallejo as eligible for designation: State Route (SR) 37 and SR-29 (Caltrans 2022). Furthermore, the City of Vallejo's General Plan identifies "State Route (SR) 37 within Vallejo from Highway 29 west is eligible for designation as a State Scenic Highway" (Vallejo 2017). SR-29 is the closest eligible freeway to the project site, and is located approximately 0.36 mile west. No officially designated freeway exists near the project site. Due to existing development and vegetation between the project site and the SR-29, the project site cannot be seen from SR-29. The project site does contain a number of large trees, which are considered to be a scenic resource, however, these trees are not within a state scenic highway. Additionally, the project site has been previously developed and does not contain scenic resources including rock outcroppings and historic buildings. Therefore, a less than significant impact would occur, and no mitigation measures are required.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. For an incorporated city, "urbanized area" means the city that either by itself or, in combination with two contiguous incorporated cities, has a population of at least 100,000 persons. The

City of Vallejo has a population of approximately 124,886 persons (US Census 2021). Therefore, the project site is in an urbanized area as defined by CEQA Guidelines 15191(m)(1).

The proposed project is a charter school under the authority of the Vallejo City Unified School District and is not subject to local regulations[6]. However, this IS/MND considers the City's policies to assess whether the proposed project would result in significant impacts to aesthetics. The City's General Plan and Zoning Code provide regulations that guide scenic quality. The project site is located in an urbanized area on a site that is zoned for Public and Semi-Public with a corresponding General Plan Land Use designation of Public Facilities and Institutions. The proposed project would be consistent with the existing zoning and General Plan land use designations onsite. The project site is currently developed with the MITA campus and the proposed project would redevelop the existing school on its existing site. The project site is not within a residential view district and the proposed project would not conflict with applicable zoning policies. As shown in Table 2, *Consistency with General Plan Goals and Policies,* the proposed project would be consistent with applicable General Plan goals and policies related to aesthetics.

Table 2 Consistency with General Plan Goals and Policies

Policy	Consistency Discussion
Goal NBE-1 Beautiful City. Preserve and enhance the natural, historic, and scenic resources that make Vallejo special.	
Policy NBE-1.5 Scenic Vistas. Protect and improve scenic vistas, including views from Interstate 80 and State Route 37 in Vallejo.	**Consistent.** The proposed project would develop a school campus to replace existing school facilities. Development of the proposed project would be visually similar to existing development onsite and surrounding community. The proposed project would also landscape the project site. As discussed in Section 3.1(a) above, the project site would result in a less than significant impact related to views from Interstate 80. The project site is not visible from SR-37. Therefore, development of the proposed project would project vistas, including views from Interstate 80.
Policy NBE-1.8 Urban Forest. Encourage planting of street trees and landscaping to beautify the city, encourage walking and biking, and create a stronger sense of identity.	**Consistent.** The proposed project would redevelop the existing MITA campus with new classroom and facilities. In addition, the proposed project would incorporate landscaping, walking paths, and outdoor spaces (such as quad area and outdoor theater seating area) throughout the project site.
Policy NBE-1.13 Community Preservation. Encourage high standards of property maintenance and rapid abatement of conditions contributing to blight.	**Consistent.** The project site is currently developed with the portable classrooms that are not State approved. The proposed project would renovate MITA's existing campus with new classrooms and facilities. The proposed project would be well landscaped and maintained.
Goal NBE-2 A Place Where People Want to Be. Establish Vallejo as an attractive place to live, work, shop, and enjoy time off.	
Policy NBE-2.3 Inviting, Compatible Design. Promote attractive development that is compatible with surrounding uses.	**Consistent.** The proposed project would be well designed and landscaped to meet the needs of MITA and to be compatible with adjacent uses. For example, the proposed buildings on site would

[6] On March 25, 2020, the District adopted Resolution No. 2906, exempting from local zoning ordinance the MITA campus, specifically the properties at 1 Positive Place and 2 Positive Place.

	be one to two stories, which is consistent with the surrounding neighborhood and existing buildings onsite.

Source: Vallejo 2017.

As discussed in this section, the proposed project would not conflict with the zoning designation on site and would be consistent with regulations governing scenic quality. The proposed project would result in a less than significant impact.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Nighttime illumination and glare impacts are the effects of a development's exterior lighting upon adjoining uses and areas. Light reflecting off passing cars and large expanses of glazing (i.e., glass windows) or other reflective surfaces can also generate glare. Excessive light and/or glare can impair vision, cause annoyance, affect sleep patterns, and generate safety hazards for drivers. Daytime glare is caused by sunlight reflecting off of reflective surfaces such as parked cars and cars traveling on adjacent roadways, light-colored building material, and windows.

Existing sources of light onsite include security/building lighting, parking lot lights, and light emanating from windows. Existing sources of glare onsite include existing buildings onsite, parked cars, and cars traveling along adjacent roadways. Existing sources of light in the surrounding community include vehicle headlights, streetlights, security lights, and residential lighting (both exterior lighting and light emanating from windows). Existing sources of daytime glare in the surrounding community include vehicles parking and traveling on existing roadways, light-colored building material, and windows.

The proposed project would increase the number of buildings at the project site compared to existing conditions and would construct new outdoor spaces and walkways which would introduce new sources of light and glare. The proposed project would not increase the student capacity of the school, and as such, light and glare generated from parked vehicles and vehicles traveling to and from the school are expected to remain the same as existing conditions. Although the proposed project would introduce new light and glare sources to the area, the new light and glare sources would be similar to existing conditions and to neighboring uses. Considering the existing sources of light and glare in the surrounding area and currently onsite, the amount and intensity of lighting proposed on-site would not be substantially greater or different from existing lighting in the surrounding area. Therefore, light and glare from the proposed project would be less than significant.

3.1.1 Cumulative Impact Discussion

A cumulative impact would be considered significant if, taken together with past, present and reasonably foreseeable projects in the area, it would result in a substantial contribution to an adverse effect with respect to any environmental standard. The nature of the visual influence of physical development is such that multiple projects would contribute to a cumulative aesthetic impact only when located proximate to one another.

Similar to the proposed project, cumulative projects' contribution to light and glare would be evaluated, and the project would implement any required mitigation measures to reduce its light and glare impacts. Since both

the proposed project and any cumulative project would be required to be consistent with policies and regulations regarding aesthetics, the proposed project and cumulative projects would not combine to create a cumulative impact. Therefore, cumulative impacts would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. **In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**					
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

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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?

No Impact. The project site is mapped as "Urban and Built-Up Land" on the California Important Farmland Finder (DOC 2016). Therefore, the project site does not include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is currently developed with the MITA and does not contain any agricultural uses on site. Development of the proposed project would not convert mapped farmland to a non-agricultural use, therefore no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is not zoned for agricultural uses. The project site is zoned "Public and Semi Public," which does not allow for agricultural uses (Vallejo 2022a). The project site is developed with the MITA and does not contain active farmland or other agricultural uses. As such, the proposed project would not conflict with an existing zone for agricultural use or conflict with a Williamson Act contract. No impact would occur, and no mitigation measures are required.

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))?

No Impact. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (California Public Resources Code § 12220(g)). Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees" (California Public Resources Code § 4526).

The project site is currently developed with the MITA and does not contain any forest land or timberland production. The project site is not zoned for timberland production and would not conflict with existing zoning or cause the rezoning of forest land or timberland. As such, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is located within an urbanized area within the City of Vallejo. The project site is currently developed with the MITA. Development of the proposed project would not result in the loss of forest land or the conversion of forest land to non-forest use, therefore no impact would occur.

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?

No Impact. An approximately 5-acre farm, called the Loma Vista Farm, is located across Rainier Avenue from the project site. Development of the proposed project would renovate the school campus with new buildings

and facilities and would not conflict with the Loma Vista Farm. Both the project site and the surrounding area are identified as "Urban and Built-Up Land" (DOC 2016). Development of the proposed project would not increase student capacity at the school. Therefore, the proposed project would not involve other changes to the existing environment that could result in the conversion of Farmland or forest land to non-agricultural or non-forest uses, respectively. No impact would occur.

3.2.1 Cumulative Impact Discussion

The proposed project and its surrounding area are urbanized and on lands identified as "Urban and Built-Up Land" (DOC 2016). Since no agricultural land, including forest land, exist on site, the proposed project would not contribute to cumulative impact related to agricultural resources.

3.3 AIR QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X		
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Discussion

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A and the Health Risk Assessment (HRA) memo can be found in Appendix B.

Air Pollutants of Concern

Criteria Air Pollutants

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the National and California Clean Air Act, respectively. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate

matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, all of them except for ROGs are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The San Francisco Bay Area Air Basin (SFBAAB), which is managed by the Bay Area Air Quality Management District (BAAQMD or Air District), is nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS. BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO_X, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard, contribute substantially to an existing or projected air quality violation, or substantially contribute to health impacts.

Toxic Air Contaminants

In addition to criteria air pollutants, both the State and federal government regulate the release of TACs. The California Health and Safety Code define a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code Section 7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency, acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. BAAQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SFBAAB to achieve National and California AAQS. In April of 2017 BAAQMD adopted its 2017 Clean Air Plan, which is a regional and multiagency effort to reduce air pollution in the SFBAAB. Regional growth projections are used by BAAQMD to forecast future emission levels in the SFBAAB. For the Bay Area, these regional growth projections are provided by the Association of Bay Area Governments (ABAG) and transportation projections are provided by the Metropolitan Transportation Commission (MTC) and are partially based on land use designations in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections.

The proposed project would involve renovating the existing MITA campus, by constructing new educational buildings and outdoor sport areas, quad, and theater seating, and improving onsite circulation, parking, landscaping, and walkways. The proposed project is not considered a regionally significant project under CEQA Guidelines Section 15206 that would affect regional vehicle miles traveled (VMT) and warrant intergovernmental review by ABAG and MTC. The scope and nature of the project would not increase student capacity on campus, and therefore the proposed project would not directly result in any additional new population or housing growth beyond what was analyzed for the City or regional planning efforts (*Plan Bay Area*) through 2050, which is the basis of the 2017 Clean Air Plan projections.

Furthermore, as discussed under Section 5.6, *Greenhouse Gas Emissions*, implementation of the proposed project would be consistent with BAAQMD's best management practices and with the Vallejo Climate Action Plan (CAP). The BAAQMD emissions thresholds were established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed project would not exceed these thresholds, the proposed project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants. Therefore, the proposed project would not conflict with or obstruct implementation of the 2017 Clean Air Plan and impacts would be considered less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact with Mitigation Incorporated. This section analyzes potential impacts related to air quality that could occur from a combination of the proposed project with other past, present, and reasonably foreseeable projects within the SFBAAB. The SFBAAB is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS. Any project that produces a significant project-level regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Due to the extent of the area potentially impacted by cumulative plus project emissions (the SFBAAB), a project's contribution to a cumulative impact is cumulatively considerable when project-related emissions exceed the BAAQMD emissions thresholds.

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO_x, PM_{10}, and $PM_{2.5}$. Development projects below the significance thresholds would not generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM_{10} and $PM_{2.5}$) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities on site would vary daily as construction activity levels change. Construction activities associated with the project would result in emissions of ROG, NOx, CO, PM_{10}, and fine $PM_{2.5}$.

3. Environmental Analysis

Construction Exhaust Emissions

Analysis of construction emissions is based on the preliminary construction duration and equipment mix for two phases as provided by the applicant. The proposed project would result in demolition, demolition debris hauling, site preparation and hauling, grading and soil import, building construction, utilities infrastructure, athletic field installation, paving, architectural coating, and finishing and landscaping that would occur in two phases near existing single-family homes at the existing MITA campus. A quantified analysis of the proposed project's construction emissions was conducted using the California Emissions Estimator Model (CalEEMod) Version 2022.1. based on information provided by the applicant team. The two construction phases will approximately last 26 months and is assumed to begin in Summer 2023 and end in August 2025.

Potential construction-related air quality impacts are determined by comparing the average daily criteria air pollutants emissions generated by the proposed project-related construction activities to the BAAQMD significance thresholds in Table 3, *Construction-Related Criteria Air Pollutant Emissions Estimates*. Average daily emissions are based on the annual construction emissions divided by the total number of active construction days. As shown in these tables, criteria air pollutant emissions from construction equipment exhaust would not exceed the BAAQMD average daily thresholds and impacts from project-related construction activities to the regional air quality would be less than significant.

Table 3 Construction-Related Criteria Air Pollutant Emissions Estimates

	Average Daily Criteria Air Pollutants (lbs/day)[1, 2]					
Phase	**VOC**	**NO_x**	**Exhaust PM_{10}**	**Fugitive PM_{10}[2]**	**Exhaust $PM_{2.5}$**	**Fugitive $PM_{2.5}$[2]**
Phase 1	3	9	<1	1	<1	<1
Phase 2	<1	2	<1	<1	<1	<1
Weighted Average Daily Emissions[3]	3	8	<1	1	<1	<1
BAAQMD Average Daily Project-Level Threshold	54	54	82	BMPs	54	BMPs
Exceeds Average Daily Threshold?	**No**	**No**	**No**	**N/A**	**No**	**N/A**

Source: CalEEMod Version 2022.1. Table 2.1 Emissions Summary

Notes: Emissions may not total to 100 percent due to rounding. BMP = Best Management Practices; N/A = not applicable; Reactive Organic Gases = ROG; Nitrogen Oxides = NO_X, Coarse Inhalable Particulate Matter = PM_{10}; Fine Inhalable Particulate Matter = $PM_{2.5}$

1 Construction phasing and equipment mix are based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

2 Includes implementation of BMPs for fugitive dust control required by BAAQMD, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping.

3 Weighted average daily emissions are based on the total average daily construction emissions for Phase 1 and Phase 2 and weighted based on the total number of construction days (574 days for Phase 1 and 65 construction days for Phase 2) for a total number of construction days of 639 workdays.

Construction Fugitive Dust

Ground disturbing activities during construction would generate fugitive dust (PM_{10} and $PM_{2.5}$). The amount of dust generated during construction would be highly variable and is dependent on the amount of material being disturbed, the type of material, moisture content, and meteorological conditions. If uncontrolled, PM_{10}

and $PM_{2.5}$ levels downwind of actively disturbed areas could possibly exceed State standards. BAAQMD considers all impacts related to fugitive dust emissions from construction to be less than significant with implementation of BAAQMD's best management practices shown in Mitigation Measure AQ-1.

Mitigation Measure

AQ-1 The Griffin Technology Academies shall require the project's construction contractor to comply with the following best management practices for reducing construction emissions of fugitive dust (PM_{10} and $PM_{2.5}$) as required by the Bay Area Air Quality Management District Revised California Environmental Quality Act Air Quality Guidelines.

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt/sand).
- Limit vehicle traffic speeds on unpaved roads to 15 miles per hour.
- Vegetative ground cover shall be planted in disturbed areas as soon as possible and watered appropriately until the vegetation is established.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.
- All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

3. Environmental Analysis

Operational Impacts

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). The primary source of long-term criteria air pollutant emissions generated by the proposed project would be emissions produced from project-generated vehicle trips. The MITA campus has an existing enrollment capacity of 980 students. The proposed project would not result in an increase in students nor vehicle trips. Furthermore, according to the BAAQMD *CEQA Air Quality Guidelines* (2017), a school would need to have 2,390 students or more in order to exceed the BAAQMD daily pounds per day or annual tons per year project level threshold. Therefore, the proposed project would not create a cumulatively considerable contribution to the nonattainment designations of the SFBAAB. In addition, the new buildings would be more energy efficient than the existing structures and would be built to achieve the latest Title 24 Building and Energy Efficiency Standards, potentially resulting in air quality benefits compared to operation of the existing school facilities. Overall, project-related operation activities to the regional air quality would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated. Development of the proposed project could expose sensitive receptors to elevated pollutant concentrations. Unlike the construction emissions shown above in Table 3 under criterion (b), described in pounds per day (PPD), localized concentrations refer to an amount of pollutant in a volume of air ($\mu g/m^3$) and can be correlated to potential health effects.

Construction Risk and Hazards

The proposed project would elevate concentrations of TACs and $PM_{2.5}$ in the vicinity of sensitive land uses during construction activities. A Preliminary Environmental Assessment (PEA) Report was conducted to include sampling for and analysis on naturally occurring asbestos (PlaceWorks 2022). The PEA assessed for potential impacts to the existing soil from lead-based paint and organochlorine pesticides (OCPs) from termiticides due to the historic buildings and current structures located within the project area. Based on the assessment, none of the existing soil samples had lead concentrations above the regulatory Department of Toxic Substances Control (DTSC) screening levels for lead and OCPs. Therefore, there was no hazardous soil content that could affect sensitive receptors during project construction.

The BAAQMD has developed *Screening Tables for Air Toxics Evaluation During Construction* (2017) that evaluate construction-related health risks associated with residential, commercial, and industrial projects. According to the screening tables, the nearby residences and schools are closer than the distance of 100 meters (328 feet) that would screen out potential health risks; and therefore, could be potentially impacted from the proposed construction activities. The nearest sensitive receptors to the project site include the adjacent single-family residences to the north, east, west, and south. Consequently, a site-specific construction health risk assessment (HRA) of TACs and $PM_{2.5}$ was prepared (see Appendix B of this Initial Study).

The United States Environmental Protection Agency (USEPA) AERMOD, Version 21112, dispersion modeling program was used to estimate excess lifetime cancer risk, chronic non-cancer hazard index for non-carcinogenic risk, and the $PM_{2.5}$ maximum annual concentrations at the nearest sensitive receptors. The results of the

construction analysis, prior to the implementation of mitigation measures, are shown in Table 4, *Unmitigated Construction Risk Summary*.

Table 4 Unmitigated Construction Risk Summary

Receptor	Project Level Risk[1, 2]		
	Cancer Risk (per million)	Chronic Hazards	$PM_{2.5}$ ($\mu g/m^3$)
MEIR – Off-site Community Garden (Outdoor Elementary School)	70.61	0.09	0.43
MEIR – Off-site Daycare Patron	24.89	0.02	0.11
MEIR – Off-site Resident	18.62	0.02	0.10
MEIR – On-site MITA Student	25.55	0.14	0.72
MEIR – Off-site Middle School Student	1.53	0.01	0.05
MEIR – Off-site Elementary School Student	17.70	0.08	0.42
MEIR – Off-site High School Student	5.79	0.04	0.16
BAAQMD Significance Thresholds	10	1.0	0.3
Exceeds Threshold?	**Yes**	**No**	**Yes**

Notes: micrograms per cubic meter = $\mu g/m^3$; $PM_{2.5}$ – fine particulate matter

[1] Construction phasing are based on the preliminary information provided by the applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

[1] Includes implementation of BMPs for fugitive dust control required by the Air District as mitigation (Mitigation Measure AQ-1), including watering disturbed areas a minimum of 2 times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping.

Source: OEHHA, 2015 and Lakes AERMOD View, Version 21112.

The results of the HRA are based on the maximum sensitive receptor concentration over a 26-month construction exposure period for off-site and on-site receptors.[7] Risk is based on the updated Office of Environmental Health Hazard Assessment (OEHHA) *Guidance Manual for Preparation of Health Risk Assessments* (2015):

- Cancer risk for the maximum exposed individual receptor (MEIR), which would be the community garden south of the site, from unmitigated construction activities related to the project were calculated to be approximately 71 in a million and would exceed the 10 in a million significance threshold. The calculated total cancer risk for the off-site residents and daycares incorporates the individual risk for infant and

[7] The 2015 Office of Environmental Health Hazard Assessment Air Toxics Hot Spots Program Guidance Manual identified that exposure duration has changed from 70 years to 30 years for operational risk to residents; however, the risk is still averaged over a 70-year lifetime.

childhood exposures into one risk value. In addition, the incremental cancer risks for students at MITA campus were also calculated to be greater than the 10 in a million significance threshold.

- For non-carcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than 1 for all off-site sensitive receptors from the project. Therefore, chronic non-carcinogenic hazards would not exceed acceptable limits.

- The highest construction exhaust $PM_{2.5}$ annual concentration of 0.72 µg/m^3 at the MEIR locations (i.e., on-site students) were all calculated to be greater than the 0.3 µg/m^3 significance threshold.

Consequently, prior to mitigation, cancer risk and $PM_{2.5}$ impacts to off-site and on-site receptors would be significant as the project would expose sensitive receptors to substantial concentrations of air pollutant emissions during construction. As such, Mitigation Measure AQ-2 (see below), which would require the use of Tier 4 Final certified construction equipment for engines rated 25 horsepower and greater, would be necessary to reduce impacts during construction to less than significant levels. Construction risks and $PM_{2.5}$ concentrations experienced at MEIR locations with implementation of Mitigation Measure AQ-2 are displayed in Table 5, *Mitigated Construction Risk Summary*.

Table 5 Mitigated Construction Risk Summary

Receptor	Project Level Risk[1, 2]		
	Cancer Risk (per million)	Chronic Hazards	$PM_{2.5}$ (µg/m^3)
MEIR – Off-site Community Garden (Outdoor Elementary School)	9.88	0.03	0.17
MEIR – Off-site Daycare Patron	3.54	0.01	0.04
MEIR – Off-site Resident	2.67	0.01	0.04
MEIR – On-site MITA Student	3.58	0.06	0.28
MEIR – Off-site Middle School Student	0.22	<0.01	0.02
MEIR – Off-site Elementary School Student	2.49	0.04	0.16
MEIR – Off-site High School Student	0.82	0.01	0.06
BAAQMD Significance Thresholds	10	1.0	0.3
Exceeds Threshold?	**No**	**No**	**No**

Notes: micrograms per cubic meter = µg/m^3; $PM_{2.5}$ – fine particulate matter

[1] Construction phasing are based on the preliminary information provided by the applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

[1] Includes implementation of BMPs for fugitive dust control required by the Air District as mitigation (Mitigation Measure AQ-1), including watering disturbed areas a minimum of 2 times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping.

Source: OEHHA, 2015 and Lakes AERMOD View, Version 21112.

As shown above, cancer risk for the maximum impacted MEIR from project-related construction emissions after mitigation was calculated to be 9.88 in a million and 0.28 $\mu g/m^3$ maximum annual $PM_{2.5}$ concentration would be below the BAAQMD's significance thresholds and impacts would be less than significant after mitigation.

Mitigation Measure

AQ-2 Construction contractors shall, at minimum, use equipment that meet the United States Environmental Protection Agency's (EPA) Tier 4 Final emissions standards for off-road diesel-powered construction equipment of 25 horsepower, unless it can be demonstrated that such equipment is not commercially available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 Final engines similar to the availability for other large-scale construction projects in the city occurring at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction and (ii) geographic proximity to the project site of Tier 4 Final equipment. Where such equipment is not commercially available, as demonstrated by the construction contractor, Tier 3 equipment retrofitted with a California Air Resources Board's Level 3 Verified Diesel Emissions Control Strategy (VDECS) shall be used. This requirement shall apply to all activities (e.g., foundation, pile driving, vertical construction) related to construction of the proposed project.

In addition, the following shall also be completed:

- Prior to construction, the project engineer shall ensure that all construction (e.g., grading and building) plans clearly show the requirement for EPA Tier 4 Final emissions standards for construction equipment of 25 horsepower or more.
- The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.
- To the extent that equipment is available and cost-effective, contractors shall use electric, hybrid, or alternate-fueled off-road construction equipment.
- Contractors shall use electric construction tools, such as saws, drills, and compressors, where grid electricity is available.
- Construction contractors shall ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Operation Phase Community Risk and Hazards

Types of land uses that typically generate substantial quantities of criteria air pollutants and TACs include industrial (stationary sources), manufacturing, and warehousing (truck idling) land uses. These types of major

air pollutant emissions sources are not included as part of the proposed renovation of the existing school campus. The proposed project would not include stationary sources that emit TACs and would not generate a significant amount of heavy-duty truck trips (a source of diesel particulate matter [DPM]). Therefore, the proposed project would not expose sensitive receptors to substantial concentrations of air pollutant emissions during operation, and impacts would be less than significant.

Carbon Monoxide (CO) Hotspots

Areas of vehicle congestion have the potential to create pockets of carbon monoxide (CO) called hotspots. These pockets have the potential to exceed the State 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm. The proposed project would not conflict with the Solano County Transportation Authority (SCTA) *Congestion Management Program* (CMP) (2019) because it would not hinder the capital improvements outlined in the CMP or alter regional travel patterns. SCTA's CMP must be consistent with MTC's/ABAG's *Plan Bay Area 2050* (2021). An overarching goal of the regional *Plan Bay Area 2050* is to concentrate development in areas where there are existing services and infrastructure rather than locate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, VMT, and associated GHG emissions reductions. The existing school is already located nearby roadways, transit, and pedestrian routes. In addition, the proposed improvements to the school would serve the existing student population, and therefore be consistent with the overall goals of the MTC/ABAG's *Plan Bay Area 2050*.

Furthermore, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact. Implementation of the proposed project would not increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (see Section 3.17, *Transportation*) (BAAQMD 2011). Project implementation would not increase student capacity or increase trips after buildout. As a result, the proposed project would not exceed traffic at the intersections that would lead to a potential CO impact. Thus, localized air quality impacts related to mobile-source emissions would be considered less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that "no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property." Construction and operation of the renovated school would not generate odors that would affect a substantial number of people.

The type of facilities that are typically considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical

manufacturing, and food manufacturing facilities. School uses are not associated with foul odors that constitute a public nuisance.

During construction activities on the project site, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they are anticipated to be diluted to well below any level of air quality concern. Therefore, project-related odor impacts during construction would be less than significant.

3.3.1 Cumulative Impact Discussion

A project that exceeds BAAQMD's significance criteria in the context of emissions from all other development projected within the entire Air Basin would cumulatively contribute to impacts.

As described above, the proposed project would not have a significant long-term operational phase impact. However, during construction, without incorporation of fugitive dust control measures required by BAAQMD, construction activities associated with the proposed project could potentially result in significant regional short-term air quality impacts. Mitigation Measure AQ-1 would ensure that required fugitive dust control measures are implemented to control project-related fugitive dust generated during construction activities. Therefore, the proposed project's contribution to cumulative air quality impacts would be less than significant with mitigation.

As previously discussed, construction of the proposed project would result in exposing on-site and off-site sensitive receptors to substantial concentrations of pollutants. Mitigation Measure AQ-2 would be required to reduce cancer risk and $PM_{2.5}$ concentrations at the MEIR locations to below the BAAQMD's significance thresholds. In addition, the BAAQMD recommends that a cumulative health risk assessment be prepared for projects to incorporate nearby TAC sources within 1,000 feet of the proposed project. For a cumulative assessment, the BAAQMD recommends that TAC emissions from highways, high-volume roadways, rail corridors, and permitted stationary sources within 1,000 feet of the project be considered and the cumulative cancer risk, hazard index (HI), and $PM_{2.5}$ concentration at the MEIR be compared against the significance thresholds of 100 in one million, 10 HI, and 0.8 $\mu g/m^3$, respectively. As there are no highways, high-volume roadways, rail corridors, or permitted stationary sources within 1,000 feet of the project site, no nearby TAC emissions would be added to those being generated by project construction for purposes of a BAAQMD-recommended cumulative health risk assessment. As such, the proposed project's construction emissions after implementation of Mitigation Measure AQ-2 would be less than the cumulative health risk significance thresholds, and this impact would not be cumulatively considerable.

3. Environmental Analysis

3.4 BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
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, 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 state or federally protected wetlands (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

Would the project:

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?

Less Than Significant Impact with Mitigation Incorporated. The project site is the existing MITA campus and is currently developed with buildings, paved surfaces (such as walking paths and parking lots), sport fields, the Omega Building, and undeveloped disturbed land. According to the City's General Plan 2040 EIR, the vegetative plant cover at the project site is identified as "Urban." Urbanized areas have "low to poor wildlife habitat value due to replacement of natural communities, fragmentation of remaining open space areas and parks, and intensive human disturbance" (Vallejo 2016). The project site and surrounding area are outside of any federally designated critical habitat (USFWS 2022a). The project site and surrounding area are not located within the range for special-status plant species. The project site contains a number of trees onsite that could be removed by the proposed project, see Table 6, *Onsite Trees,* below. As shown in Table 6, *Onsite Trees,* the trees onsite are not state or federally listed endangered, threatened, or rare plants.

Table 6 Onsite Trees

Tree Species [Common (Scientific)]	Quantity	Listing	
		State Listed	Federally Listed
London Plan (Platanus acerifolia)	5	No	No
Japanese Zelkova (Zelkova serrata)	3	No	No
Acacia	1	No	No
Raywood (Fraxinus oxycarpa)	4	No	No
Glossy privet (Ligustrum lucidum)	1	No	No
Blue Gum (Eucalyptus globulus)	10	No	No
Chinese Juniper (Juniperus chinensis)	4	No	No
Chinese Pistache (Pistachia chinensis)	1	No	No
Crape Myrtle (Largerstroemia indica)	2	No	No
Fremont Cottonwood (Populus fremontii)	1	No	No
Carob (Ceratonia siliqua)	1	No	No
Coast Live Oak (Quercus agrifolia)	2	No	No

Source: CDFW, 2022.

The project site is within the range of two special-status wildlife species, the Callippe Silverspot Butterfly and Burrowing Owl (Vallejo 2016). However, the project site is disturbed, which precludes the potential for any rare plants or larval host plants for species like Callippe Silverspot Butterfly. While it is unlikely that Burrowing Owls exist onsite since the site is disturbed, the proposed project would implement mitigation measure BIO-1 to ensure that any construction impacts to Burrowing Owls are less than significant. Therefore, with the implementation of mitigation measure BIO-1, implementation of the proposed project would not have a substantial adverse effect on habitat nor candidate, sensitive, or special status species. A less than significant impact would occur.

Mitigation Measure

BIO-1 The applicant shall have a preconstruction survey 30 days prior to construction for burrowing owls within the project site conducted by a qualified biologist. The survey shall be conducted consistent with the guidelines provided by the Staff Report on Burrowing Owl Mitigation (CDFW 2012) or most recent published guidance from the California Department of Fish and Wildlife (CDFW). If burrowing owls are found on the project site, no clearing or development shall be allowed within 250 feet of any burrow determined to be occupied by owls during the breeding season (i.e., February 1 to August 31) or within 160 feet of any burrow determined to be occupied by owls during the nonbreeding season (i.e., September 1 to January 31). If occupied burrows must be destroyed, no destruction of burrows shall occur during the breeding season. Burrows may be destroyed during the nonbreeding season, but only if all burrowing owls have been passively relocated more than 160 feet outside of the project site consistent with the guidance in the Staff Report on Burrowing Owl Mitigation (CDFW 2012).

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The project site is the existing MITA, and is currently developed with portable classrooms, paved surfaces (such as walking paths and parking lots), sport fields, the Omega Building, and undeveloped disturbed land. The vegetation community onsite is classified as "Urban" and no wetlands or critical habitat exist onsite or in the vicinity of the project site (Vallejo 2016, USFWS 2022a). Based on a review of the National Wetlands Inventory, no riparian exists onsite or in the vicinity of the project site (USFWS 2022b). Therefore, the proposed project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community, and no impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As discussed in Checklist Question 3.4(b), the project site and surrounding area are classified as "Urban" (Vallejo 2016) and the project site is currently developed with the MITA campus. No wetlands exist onsite or in the vicinity of the project site (USFWS 2022b). Therefore, the proposed project would not have a substantial adverse effect on protected wetlands, and no impact would occur.

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?

Less Than Significant Impact with Mitigation Incorporated. Construction of the proposed project would occur in an area of land cover classified as "Urban" and in a previously disturbed site that currently operates at the MITA. As discussed under Checklist Questions 3.4(b) and 3.4(c), the project site does not contain any creeks or aquatic habitats that would support fish. The project site does contain trees and disturbed, undeveloped portions that include trees and other vegetation that can be used by nesting birds. However, nesting birds are protected by the Migratory Bird Treaty Act (MBTA) which governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests (US Code, Title 16, Sections 703–712). The MBTA prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. The United States Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. Compliance with the existing California Department of Fish and Wildlife regulations and implementation of mitigation measure BIO-2 below would ensure that impacts remain less than significant to nesting and migratory birds.

Mitigation Measure

BIO-2 If project construction-related activities take place during the nesting season (January through August), preconstruction surveys for nesting birds and raptors (birds of prey) within the existing trees onsite, which would be removed during construction, shall be conducted by a

qualified biologist 14 days prior to the commencement of the tree removal or site grading activities. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of construction-related activities, an adequate protective buffer zone shall be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds and a minimum of 200 feet for raptors. The distance shall be determined by a qualified biologist based on the site conditions (topography, if the nest is in a line of sight of the construction, and the sensitivity of the birds nesting). Additional protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance, and proximity to existing development. The nest site(s) shall be monitored by a qualified biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s).

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The proposed project is a charter school project and is under the authority of the Vallejo City Unified School District. As discussed above, the proposed project includes a number of trees onsite that could be removed during construction; none of the trees onsite are protected species. The proposed project is not subject to Vallejo Municipal Code regulating tree removal and protection (Section 16.504.07 Tree Protection Vallejo Municipal Code). Development of the proposed project would comply with applicable federal and state regulations protecting biological resources, such as the MBTA. Therefore, a less than significant impact would occur with compliance with state and federal regulations.

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?

No Impact. The project site is not within an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other local, regional, or state HCP. However, the project site is located within the boundaries of the Solano Multispecies HCP, which is currently under development (SCWA 2012). The Solano Multispecies HCP is being developed to support the issuance of a Section 10(a)1(B) incidental take permit under the Federal Endangered Specific Act of 1973. The purpose of the Solano Multispecies HCP is to promote conservation of biological diversity and preservation of endangered species and their habitat while recognizing private property rights, economic health, and ongoing maintenance and operation of public and private facilities and is proposed to cover 37 species (SCWA 2012). The Solano Multispecies HCP has not been adopted yet. Additionally, the project site is already developed with school uses and the proposed project would redevelop the site with school uses. Therefore, the proposed project would result in no impact to any HCP or NCCP.

3.4.1 Cumulative Impact Discussion

The potential impacts of a project on biological resources tend to be site-specific, and the overall cumulative effect would be dependent on the degree to which significant vegetation and wildlife resources are protected on a particular site. This includes preservation of well-developed native vegetation. Environmental review of specific development proposals in the vicinity of the project site would ensure that important biological resources are identified, protected, and properly managed, and to prevent any significant adverse development-related impacts. Adherence to relevant Federal, State, and local policies and actions would ensure identification and protection of sensitive biological resources, and adequate mitigation and resource agency authorization where potential impacts exist for a project. The impact would be less than significant.

3.5 CULTURAL RESOURCES

This section is based in part on the following technical study:

- *Cultural Resources Study for the Mare Island Technology Campus Replacement Project, Vallejo, Solano County, California*, Tom Origer & Associates, October 26, 2021.

The Cultural Resources Study is contained in Appendix C to this IS/MND.

Methodology

Native American Contact

A Sacred Lands File search request was submitted to State of California's Native American Heritage Commission (NAHC), and the NAHC responded on June 18, 2020. Tom Origer & Associates also contacted five Native American individuals and groups to inform them of their firm's involvement on the project.

Archival Research Procedures

Archival research included examination of the library and project files at Tom Origer & Associates. This research is meant to assess the potential to encounter archaeological sites and built environment within the study area. Research was also completed to determine the potential for buried archaeological deposits.

A review was completed of the archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC) at Sonoma State University, Rohnert Park on July 27, 2020. Sources of information included but were not limited to the current listings of properties on the National Register of Historic Places, California Historical Landmarks, California Register of Historical Resources, and California Points of Historical Interest as listed in the Office of Historic Preservation's (OHP) *Historic Property Directory* (2012) and the *Built Environment Resources Directory* (2021).

The OHP has determined that structures in excess of 45 years of age could be important historical resources, and former building and structure locations could be important archaeological sites. Archival research included an examination of 19th and 20th century maps and aerial photographs to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area.

Ethnographic literature that describes appropriate Native American groups, county histories, and other primary and secondary sources were reviewed.

A buried site model was used to predict the project site's sensitivity for buried archeological sites. A location is considered to have highest sensitivity if the landform dates to the Holocene, has a slope of five percent or less, is within 150 meters of fresh water, and 150 meters of a confluence. Note: the Holocene Epoch is the current period of geologic time, which began about 11,700 years ago, and coincides with the emergence of human occupation of the area. A basic premise of the model is that archaeological deposits will not be buried within landforms that predate human colonization of the area. Calculating these factors using the buried site model, a location's sensitivity will be scored on a scale of 1-10 and classed as follows: lowest (<1); low (1-3); moderate (3-5.5); high (5.5-7.5); highest (>7.5).

Field Survey Procedures

An intensive field survey was completed on August 6, 2020. Approximately 5.5 hours were spent in the field. Surface examination consisted of walking in 10-15-meter transects. Ground visibility ranged from good to poor, with vegetation, asphalt, and buildings being the primary hindrances. Hoes were used, as needed, to clear patches of vegetation so that the ground surface could be inspected.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The project site is currently developed with the portable classrooms and associated facilities that comprise the MITA. The western portion of the project site is also developed with a two-story building that previously housed the Continentals of Omega Boys and Girls Club.

Archival research found that the project site had not been previously subjected to a cultural resources study. Eight studies have been conducted within a quarter mile of the project site. According to the Cultural Resources Study, there are no recorded resources within the project site and no resources documented within a quarter mile of the project site. The property at 555 Corcoran Avenue (Omega Building) was listed on the Historic Property Directory with a 6Y designation. This designation means that the property was evaluated for its

importance on the National Register of Historic Places but had not been evaluated for its eligibility for inclusion on the California Register. The building was found ineligible for inclusion on the National Register of Historic Places and the State Historic Preservation Officer concurred with this finding.

A review of 19th and 20th century maps do not show any buildings within the study area until the construction of the Chabot Terrace neighborhood which began in April of 1942 and was completed in March of 1943. A review of aerial photos and topographic maps indicates that a recreation building was constructed within the study area between 1942 and 1945. In the early 2000s several portable buildings were placed throughout the study area (Tom Origer & Associates 2021).

The field survey findings yielded the following observations:

- Portables A-G and H-Z: Because the portables are approximately 20 years old, they will not be described further.

- Old Gymnasium (Omega Building): The recreational building is wood-framed and has a roughly L-shaped plan. Part of the building is two stories tall, and the remainder is single-storied. The roof of the two-story portion of the building is flat and the single-story portion has a very shallow gable. Windows are primarily aluminum, one-over-one, double-hung sashes arranged in long rows at both the lower and upper levels. The building is clad in horizontal, lapped siding and sheets of plywood.

The majority of the buildings on the MITA campus are temporary-use, modular units. Portables A-G and H-Z were installed sometime between 1993 and 2002 based on aerial imagery from Google Earth, and the EV Portables were installed sometime in 2016 based on aerial imagery from Google Earth. The Omega building was built sometime in the 1940s. The portable buildings present within the study area do not have the potential to be eligible for inclusion on the California Register. They lack antiquity, have no distinctive characteristics, and no ties with important persons or events relating to the City of Vallejo. The Cultural Resources Report determined that the recreational building, Omega Building, is not eligible for inclusion on the California Register and can be released for demolition.

The project site is not identified as a historic resource (OHP 2022; NPS 2022). Additionally, the City's General Plan, Map NBE-2, Historic Resources, does not identify historic resources near the project site (Vallejo 2017). Since the project site does not contain historical resources, the proposed project would result in no impact and no mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. The project site has been previously developed and currently operates as the MITA. According to the Cultural Resources Report, there are no reported ethnographic sites within one mile of the project site. Based on landform age, environmental setting, and the sensitivity analysis for buried sites, the project site was determined to have a low potential for buried archaeological site. The geology of the project site dates to the Pleistocene Epoch, which predates human arrival and occupation of the area, and is over 800 feet away from a water source. Additionally, no archaeological

sites were observed during the field survey conducted by Tom Origer & Associates (Tom Origer & Associates 2021). Therefore, it is unlikely that archeological resources would be found during construction of the proposed project. Nevertheless, development of the proposed project would involve grading and earthwork activities for redevelopment of the MITA. Therefore, the potential exists to unearth previously undiscovered archeological resources.

Since the potential exists to unearth archeological resources that meet the criteria of CEQA Guidelines Section 21084.1 or Section 15064.5, construction of the proposed project could cause a significant impact to unknown archeological resources pursuant to CEQA Guidelines Section 15064.5. Incorporation of Mitigation Measure CUL-1 would ensure that impacts to archeological resources would be less than significant.

Mitigation Measure

CUL-1 If archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds (§15064.5 [f]). Prehistoric archaeological site indicators include obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire-affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. There are no known human remains on the project site. However, the potential to unearth unknown human remains during earthwork activities associated with the construction of the proposed project may occur. The policies and actions identified in Section 3.5(b) above would reduce potential environmental impacts related to the disturbance of any human remains, including those interred outside of formal cemeteries. Additionally, the proposed project would be required to comply with the National Historic Preservation Act, American Indian Religious Freedom Act, Native American Graves and Repatriation Act, and the California Health and Safety Code, which generally require that any ground-disturbance must cease in the event of accidental discovery or disturbance to human remains during construction activities. In the event of accidental discover of human remains, California Health and Safety Code section 7050.5 and CEQA Guidelines Section 15064.5I require that there be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent human remains. These regulations require the Solano County Coroner to be contacted and to make a determination as to whether an investigation into the cause of death is required and whether the remains are Native American. If the remains are determined to be Native American, the Coroner shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). The NAHC shall identify the person(s) it believes to be the most likely descended, and the most likely descended may make recommendations for regarding proper treatment and burial, which would be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines. Compliance with state codes and guidelines would ensure that the proposed project's potential disturbance of human remains is less than significant.

3.5.1 Cumulative Impact Discussion

Cumulative impacts would occur when a series of actions leads to the loss of a substantial type of site, building, or resource. For example, while the loss of a single historic structure may not be significant to the character of the neighborhood or streetscape, continued loss of such resources on a project-by-project basis could result in a cumulative significant impact. However, similar to the project, any cumulative projects would be required to comply with existing federal and state regulations.

As there are no historic structures and no known archaeological resources, paleontological resources, or human remains within the project site, and the project site is outside adopted historic districts, construction of the project would not create, nor contribute to a cumulative impact on cultural resources. Additionally, the existing federal and state regulations and policies described throughout this chapter serve to protect any undiscovered cultural resources. Continued compliance with these regulations would prevent impacts; therefore, a less-than-significant cumulative impact would occur.

3.6 ENERGY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. Construction activities use energy from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew and vendors. The operation of the proposed educational buildings would use energy for cooling, heating, lighting, and landscape equipment, and for vehicle trips to and from the educational uses. As discussed in Section 3.17, *Transportation*, the proposed project would generate a daily VMT per Service Population of 11.7 and 12.6 for the middle school and high school components, respectively, which is well below existing City of Vallejo VMT per capita (26.0). Thus, the proposed project would not result in a significant VMT impact.

Construction

Construction of the proposed project would require energy use to power the construction equipment. The energy use would vary during different phases of construction—the majority of construction equipment during demolition and grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline.

Construction activities would be subject to applicable regulations such as anti-idling measures and limits on duration of activities, thereby reducing energy consumption. For example, to limit wasteful and unnecessary energy consumption from transportation, the construction contractors would minimize nonessential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9, which limits nonessential idling of diesel-powered off-road equipment to five minutes. In addition, construction trips would not result in unnecessary use of energy since the project site is served by major regional freeway systems (CA-29 and SR-37) that provide the most direct routes from various areas of the region. Electrical energy would be supplied by Marin Clean Energy (MCE) and available for use during construction from existing power lines and connections, precluding the use of less efficient generators. Lastly, all construction equipment would cease operating upon completion of project construction.

There are no unusual characteristics that would directly or indirectly cause construction activities to be any less efficient than would occur elsewhere (restrictions on equipment, labor, types of activities, etc.). Therefore, the construction associated with the proposed project would not be a wasteful, inefficient, or unnecessary use of energy. Impacts would be less than significant.

Operation

Operation of the proposed project would create new demand for electricity and natural gas, but would maintain the same baseline for transportation energy use. Operational use of energy would include heating, cooling, and ventilation of the educational buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; as well as indoor and outdoor lighting.

The proposed project would be required to comply with the California Green Building Standards Code (CALGreen), Title 24, Part 11, which establish planning and design standards for sustainable site development. The 2019 Building Energy Efficiency Standards applies to any project that is proposed to begin construction on or after August 2020. The 2022 CALGreen standards will become effective January 2023 and will supersede the 2019 CALGreen standards. In compliance with the latest building standards, the proposed buildings would be designed to be more energy efficient than the existing buildings. Furthermore, the proposed project would also retain the two solar canopies onsite, and the solar canopies would be covering the proposed parking lot area, which will aid in reducing electricity demand of non-renewable energy. Since the project is in conceptual

design phase, Section 3.19 introduces site design best management practices (BMPs) that could be incorporated into the proposed project's design. These include planting mostly native and drought-tolerant plants in landscaping plans to conserve water and save energy. The new buildings constructed to the standards identified above would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

In terms of transportation energy, the renovated MITA would serve the local population within nearby surrounding communities and as stated in Section 1.1, *Project Overview*, of this IS/MND, student capacity would not increase after buildout. As further discussed in Section 3.17, *Transportation*, the daily VMT per service population are expected to remain well below the City's average for VMT per capita (26.0). Thus, vehicle miles traveled would remain the same as baseline levels and operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Accordingly, impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The *Vallejo Climate Action Plan* (CAP) is a strategic planning document that identifies sources of GHG emissions within the City's boundaries, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents measures to reduce emissions from the energy, transportation and land use, water, solid waste, and green infrastructure sectors (Vallejo 2012). A project consistency with the adopted energy reduction measures is shown in Table 7, *Vallejo Climate Action Plan Consistency Matrix*.

Table 7 Consistency with the City of Vallejo Climate Action Plan

Applicable Strategies	Consistency with Applicable Strategies
Energy Use	
E-2. Building Standards Require all new development to meet the minimum California Title 24 and California Green Building Standards Code requirements, as amended, and encourage new development to exceed the minimum requirements.	**Consistent:** The proposed project would be built to meet the latest Building Energy Efficiency Standards and CALGreen. The proposed project would not conflict with implementation of this strategy.
Renewable Energy	
RE-1. Renewable Energy Installations Support the installation of small-scale renewable energy systems including solar photovoltaic, solar thermal, and wind, river current, and tidal energy conversion systems.	**Consistent:** The proposed project will utilize Marine Clean Energy (MCE) CCA for all electrical needs, which provides at a minimum 60 percent of carbon-free renewable energy and 39 percent carbon-free energy. MCE's base energy product (Light Green) already meets SB 100's 2030 RPS targets by eleven years ahead and the carbon-free renewable energy is projected to rise to 70 percent by 2030. Additionally, the proposed project is 100 percent electric and would be consistent with the City's vision for carbon neutral energy. The proposed project would also retain the two solar canopies that would cover the proposed parking lot area, which will provide continue to contribute renewable energy.

Source: Vallejo 2012

As shown in Table 7, the proposed project would not conflict with CAP strategies related to renewable energy and energy efficiency. As identified in the table, the proposed project would be built to the current 2019 Building and Energy Efficiency Standards and CALGreen. Accordingly, impacts would be less than significant.

3.6.1 Cumulative Impact Discussion

The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of MCE and PG&E. Other similar development projects would generate increased electricity and natural gas demands in the nearby area. Additionally, the renovated MITA would serve the local population within nearby surrounding communities and student capacity would stay consistent so transportation-related fuel usage would not increase. As shown in Section 3.17, *Transportation*, the proposed project's VMT is well within Vallejo VMT per capita. Moreover, all projects within the MCE and PG&E service areas would be required to comply with the latest Building Energy Efficiency Standards and CALGreen, which would contribute to minimizing wasteful energy consumption. Therefore, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

3.7 GEOLOGY AND SOILS

This section is completed based on the following technical reports:

- *Mare Island Technology Academy Renovation Geological and Environmental Hazards Assessment Report* (GEHA), PlaceWorks, dated June 2020. The GEHA is contained in Appendix D to this IS/MND.
- *Geologic Hazards Assessment and Geotechnical Engineering Study: Mare Island Technology Academy* (Geotechnical Report), Earth Systems Pacific, dated November 11, 2020. The Geotechnical Report is contained in Appendix E to this IS/MND.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause 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	

3. Environmental Analysis

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic 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 direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Would the project:

a) Directly or indirectly cause 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.

No Impact. A review of the California Geological Survey (CGS) Fault Activity Map of California, no active faults are known to have been mapped within the boundaries of the project site. Additionally, based on a review of City of Vallejo General Plan 2040, there are no known active faults on or immediately adjacent to the site and they map the project site in an area. The nearest active fault to the project site is the West Napa Fault located approximately 0.56-mile north of the project site (PlaceWorks 2020). Therefore, no impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The San Francisco Bay Area is a seismically active region. Ground shaking from earthquakes along active faults in the region could cause injury to people and damage to property at the project site. The closest significant regional active faults that could produce earthquakes that affect the project site, include the West Napa fault, the Hayward-Rodgers Creek fault (approximately 11.2 miles west of the project site), the Calaveras fault (approximately 26.3 miles southeast of the project site), and the San Andreas fault (approximately 29.1 miles west of the project site). The USGS has identified that there is a 72 percent chance of a strong earthquake (magnitude greater than 6.7) occurring in the San Francisco Bay area for the period 2014 to 2044 (Earth Systems Pacific 2020).

The main geologic concern at the project site is the potential for strong seismic shaking during a moderate to large earthquake on the Maacama-West Napa-Franklin-Calaveras fault system, the San Andreas fault, or the Hayward-Rodgers Creek fault system. Such events could produce large peak ground accelerations at the project site and cause strong to violent shaking at the project site. Development of the proposed project would be required to comply with the California Building Code (CBC), including seismic design parameters. In addition, since the proposed project is a school site, California Geological Survey (CGS) and Division of State Architects (DSA) will ensure that the buildings are sufficiently designed to withstand ground shaking. Compliance with the CBC would ensure that impacts are less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction refers to loose, saturated sand, or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based upon three main contributing factors: 1) cohesionless, granular soils having relatively low densities (usually of Holocene age); 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking.

Based on liquefaction hazard mapping in the City of Vallejo General Plan 2040, the project site is in an area with low susceptibility for liquefaction. Therefore, the proposed project would not directly or indirectly cause potential substantial adverse effects related to liquefaction, and no impact would occur (PlaceWorks 2020).

iv) Landslides?

No Impact. Landslides are a type of erosion in which masses of earth and rock move down slope as a single unit. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors. These factors are usually present in combination and include steep slopes, condition of rock and soil materials, the presence of water, formational contacts, geologic shear zones, and seismic activity. Groundwater was first encountered in two of the test borings at 18 and 24 feet below the ground surface. The published historic groundwater level is about 6 to 15 feet bgs (Earth Systems Pacific 2020).

The project site is not within or immediately adjacent to a landslide zone. The Relative Landslide Susceptibility Map for the Cordelia – Vallejo Area maps the project site within an area that is modified by grading. Therefore, the project will not expose people to adverse effects associated with landslides and no impact would occur (PlaceWorks 2020).

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed or dissolved, and removed from one place and transported to another. Precipitation, running water, waves, and wind are all agents of erosion. Activities associated with development may accelerate erosion within an urban area, which can cause damage by undermining structures, blocking storm sewers, and depositing silt, sand, or mud in roads and tunnels. The project site contains relatively flat terrain, which decreases the project's potential to accelerate erosion Additionally, the proposed project does not contain any subterranean levels and would not require extensive excavation, which would mean that soils would

not be exposed to erosion impacts. In addition, because the proposed project encompasses an area of more than one acre, the proposed project would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. These include the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Monitoring Program. The SWPPP for the proposed project would describe minimum and advanced construction best practices for, among other things, erosion control at the site. Therefore, the proposed project would not result in a substantial soil erosion of loss of topsoil, and a less than significant impact would occur.

c) Be located on a geologic 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?

Less Than Significant Impact. The project site is relatively flat, and as discussed above, is not located within an area subject to landslides and liquefaction. The subsurface profile is predominantly fine-grained soils which overlie shale and sandstone bedrock which are not subject to liquefaction. Therefore, the potential for surface effects related to liquefaction and lateral spreading is low (Earth Systems Pacific 2020). The proposed project would be required to comply with the CBC would minimize the adverse effects of unstable earth materials. Further, since the project site is a school site, CGS and DSA will ensure that the buildings are sufficiently designed to withstand unstable soils. A less than significant impact would occur.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils swell when they become wet and shrink when they dry out, resulting in the potential for cracked building foundations and in some cases, structural distress of the buildings themselves. In each case, minor to severe damage to overlying structures is possible. Based on information from the United States Department of Agriculture Natural Resources Conservation Services maps, the soil beneath the proposed expansion site is reported as Dibble clay loam soil which has a moderate potential be an expansive soil. However, since the site is a school site, CGS and DSA will ensure that the buildings are sufficiently designed for the condition. Therefore, the project will not expose people or the new school buildings to adverse effects associated with expansive soils, and a less than significant impact would occur (PlaceWorks 2020).

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project is located within an urbanized area within the City of Vallejo. The proposed project would connect to existing sewer lines in the vicinity of and the project site. No septic tanks or alternative waste water disposal system is proposed for the proposed project, and no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. As with archaeological resources, the project site has been previously developed, and new ground disturbing activities are unlikely to unearth paleontological

resources. Nevertheless, while fossils are not expected to be discovered during project construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Unknown fossils encountered during excavation could be inadvertently damaged. Implementation of Mitigation Measure GEO-1 would ensure that impacts to unknown paleontological resources is less than significant.

Mitigation Measure

GEO-1 In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the finding under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project based on the qualities that make the resource important. The excavation plan shall be submitted to the Griffin Technology Academies for review and approval prior to implementation.

3.7.1 Cumulative Impact Discussion

Similar to the proposed project, cumulative projects located in a seismically active region of California would be expected to be impacted by similar geological hazards as the proposed project. As such, the proposed project, and cumulative projects would be required to comply with the CBC. Additionally, proposed school projects, including the proposed project, would be subject to review by the CGS and DSA which will ensure that the buildings are sufficiently designed to withstand geological hazards. Compliance with the CBC, CGS and DSA review, along with the implementation of erosion best management practices under the SWPPP would result in a less than significant cumulative impacts associated with geologic hazards, soil erosion, and loss of top soil.

3.8 GREENHOUSE GAS EMISSIONS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
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	

3. Environmental Analysis

Discussion

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[8]

Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis. Black carbon emissions are not included in the GHG analysis because the California Air Resources Board (CARB) does not include this pollutant in the state's Assembly Bill (AB) 32/ Senate Bill (SB) 32 inventory and treats this short-lived climate pollutant separately. A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix B-1 to this Initial Study.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact with Mitigation Incorporated. A project does not generate enough GHG emissions on its own to influence global climate change; therefore, this Section measures the project's contribution to the cumulative environmental impact associated with GHG emissions. For projects where there is no applicable GHG reduction plan, cumulative GHG emissions impacts are based on the state's GHG reduction goals for development projects identified by BAAQMD adopted in April 2022 *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans* (Justification Report) (2022).

Development of the proposed project would contribute to climate change through direct and indirect emissions of GHG from the construction activities needed to implement the project, which would generate a short-term increase in GHG emissions, as well as a long-term increase in GHG emissions from on-road mobile sources, energy use, area sources, water use/wastewater generation, and solid waste disposal. As identified in the Justification Report, short-term construction activities are one-time emissions that would not substantially contribute to GHG emissions impacts.

For operational phase impacts, BAAQMD identified in their Justification Report that projects that implement the following Best Management Practices (BMPs) would contribute their fair share of what will be required to

[8] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

achieve the state's long-term climate goals, as shown in Table 8, *Consistency Analysis with BAAQMD's GHG Best Management Practices*. The proposed project is consistent with the land uses covered under the BAAQMD GHG Justification Report; and therefore, if the project implements the BMPs identified BAAQMD then GHG emissions impacts would be considered less than significant. As shown in this table the proposed project is consistent with BAAQMD's GHG Best Management Practices with the exception of implementation of the Voluntary Tier 2 standards for Electric Vehicle (EV) charging spaces under CALGreen; and therefore, impacts to the environment would be potentially significant. With implementation of Mitigation Measure GHG-1, the proposed project would provide the required 36 EV charging stations; and therefore, the proposed project would implement the BMPs identified in the Justification Report. Impacts would be less than significant with mitigation incorporated.

Table 8 Consistency Analysis with BAAQMD's GHG Best Management Practices

Sector	Consistency Analysis
Buildings	
a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).	**Consistent**. The proposed middle school and high school buildings would not have any natural gas appliances or propane plumbing installed within the buildings.
b. The project will not result in any wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.	**Consistent.** The proposed buildings would be built to comply with the most current CALGreen Building Code requirements and building efficiency standards to reduce unnecessary energy consumption.
Transportation	
a. Achieve compliance with electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.	**Not Consistent**. CALGreen subsection A5.106.5.3.2, Tier 2 EV charging, Table A5.106.5.3.2 requires a that parking lots or structure with 151-200 parking spaces require 36 EV capable charging spaces. The proposed project would have a total of 158 parking spaces; and therefore, to comply with the voluntary Tier 2 standards of CALGreen the proposed project would be required to have 36 EV capable charging spaces. The proposed project would install 16 EV-ready stalls. Therefore, the proposed project would not comply without implementation of Mitigation Measure GHG-1.
b. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:	**Consistent.** As identified in the Section 3.17, *Transportation*, the City of Vallejo CEQA Transportation Impact Analysis Guidelines or the Office of Planning and Research (OPR) do not have specific guidelines for analyzing impacts from charter schools. However, the service population metric was used to consider the trips for both employees and students accessing the project site. The daily VMT per service population for MITA middle school and MITA high school is below the existing City of Vallejo VMT per capita (26.0 VMT per service population). Therefore, the VMT per service population under cumulative conditions would be similar or less than the baseline conditions and would not have a significant impact on VMT under SB 743.

Source: BAAQMD 2022

3. Environmental Analysis

Mitigation Measure

GHG-1 The Griffin Technology Academy shall comply with the California Green Building Standards Code (CALGreen) voluntary Tier 2 non-residential provisions for electric vehicle (EV) charging stations. Plans shall identify the number of EV parking spaces with chargers that meet the CALGreen Tier 2 standards. The District shall verify their installation prior to issuing an occupancy permit.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The following discusses project consistency with applicable plans adopted for the purpose of reducing GHG emissions, which include CARB's Scoping Plan, the Metropolitan Transportation Commission's (MTC)/Association of Bay Area Association of Government's (ABAG) Plan Bay Area 2050, and Vallejo's Climate Action Plan (CAP). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's Climate Change Scoping Plan (Scoping Plan) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under Assembly Bill (AB) 32, Senate Bill (SB) 32, and Executive Order (EO) B-55-18. The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts. CARB recently released the 2022 Scoping Plan to address measures to achieve the State's carbon neutrality goals under EO B-55-18.[9]

Statewide strategies to reduce GHG emissions in the 2017 Climate Change Scoping Plan include: implementing SB 350, which expands the RPS to 50 percent by 2030 and doubles energy efficiency savings; expanding the Low Carbon Fuel Standards (LCFS) to 18 percent by 2030; implementing the Mobile Source Strategy to deploy zero-electric vehicle buses and trucks; implementing the Sustainable Freight Action Plan; implementing the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons to 40 percent below 2013 levels by 2030 and black carbon emissions to 50 percent below 2013 levels by 2030; continuing to implement SB 375; creating a post-2020 Cap-and-Trade Program; and developing an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG

[9] The State recently passed AB 1279 in September 2022, which set a GHG emissions reduction goal of 85 percent below 1990 levels by 2050 and carbon neutrality by 2045. However, the Draft 2022 Scoping Plan does not reflect this new legislation.

emissions reduction goals of AB 32, SB 32, and EO B-55-18. In addition, new buildings are required to comply with the current Building Energy Efficiency Standards and CALGreen. The proposed project would comply with these GHG emissions reduction measures since they are statewide strategies. The proposed project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32, SB 32, and EO B-55-18 were adopted. Therefore, impacts would be less than significant.

Plan Bay Area

Plan Bay Area 2050, the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS) that identifies the sustainable vision for the Bay Area (ABAG/MTC 2020). To achieve MTC's/ABAG's sustainable vision for the Bay Area, the *Plan Bay Area 2050* land use concept plan for the region concentrates the majority of new population and employment growth in the region in Priority Development Areas (PDAs). PDAs are transit-oriented, infill development opportunity areas within existing communities. An overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth to outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions.

While the project site is not located in a PDA, the proposed project would redevelop the existing campus with newer, more energy efficient buildings. As discussed in Section 3.14, *Population and Housing*, the proposed renovations to the existing school campus would not generate population growth and would not increase the student enrollment. Therefore, the proposed project would be consistent with the overall goals of the MTC/ABAG's *Plan Bay Area 2050* and the impact would be less than significant.

Vallejo's Climate Action Plan

The City of Vallejo Climate Action Plan (CAP) was adopted on March 2012 (Vallejo 2012). The CAP provided emissions forecasts for 2020 and 2035, and established GHG emissions targets for years 2020 and 2035 consistent with AB 32. The CAP identified state and local measures to reduce GHG emissions and quantified GHG reductions associated with these measures. A consistency analysis with the proposed project to the applicable policies in the CAP is shown in Table 9, *Consistency with the City of Vallejo Climate Action Plan.* As identified in the table below, the proposed project would be consistent with the strategies in the City of Vallejo CAP, and impact would be less than significant.

3. Environmental Analysis

Table 9 Consistency with the City of Vallejo Climate Action Plan

Applicable Strategies	Consistency with Applicable Strategies
Energy Use	
E-2. Building Standards Require all new development to meet the minimum California Title 24 and California Green Building Standards Code requirements, as amended, and encourage new development to exceed the minimum requirements.	**Consistent:** The proposed project would be built to meet the latest Building Energy Efficiency Standards and CALGreen. The proposed project would not conflict with implementation of this strategy.
Renewable Energy	
RE-1. Renewable Energy Installations Support the installation of small-scale renewable energy systems including solar photovoltaic, solar thermal, and wind, river current, and tidal energy conversion systems.	**Consistent:** The proposed project will utilize Marine Clean Energy (MCE) CCA for all electrical needs, which provides at a minimum 60 percent of carbon-free renewable energy and 39 percent carbon-free energy. Available carbon-free renewable energy is projected to rise to 70 percent by 2030, which exceeds the SB 100's 2030 RPS targets by 11 years. Additionally, the proposed project is 100 percent electric and would be consistent with the City's vision for carbon neutral energy. The proposed project would also retain the two solar canopies. The solar canopies would cover parking lot area, and would continue to provide more renewable energy.
Transportation and Land Use	
TDM-3. Bicycle and Pedestrian Travel Expand and link the network of pedestrian and bicycle paths and facilities through preparation of a Bicycle and Pedestrian Master Plan, with the goal of increasing the bicycle and pedestrian mode share 20% by 2035.	**Consistent:** The proposed project would not interfere with the existing Class I, Class II, and Class III bicycle routes near the project site. In April 2020, the Solano County Transportation Authority (SCTA or SolTrans) completed the Solano County Active Transportation Plan to consolidate several SCTA efforts (including Safe Routes to School) to provide countywide priorities and program guidance to make walking and bicycling more comfortable throughout the county. Part of SCTA efforts include planning additional bicycle routes near the project site, which would provide for a safer and healthier circulation system for non-motorized vehicles.
TDM-7. Commute Behavior Reduce emissions from commute travel to and from schools and workplaces.	**Consistent:** The proposed project is located near five bus routes (1, 2, 5, 7a, and Red Line) provided by the SolTrans transit system. Furthermore, the STA is planning additional bicycle routes near the project site and the location is easily accessed through existing regional transportation network.
Optimized Travel	
OT-4. Zero Emission Vehicle Stations Provide electric vehicle charging stations.	**Consistent:** The proposed project will provide 16 EV-ready stalls on site.
Solid Waste	
W-4. Development Standards for Recycling and Composting Require waste diversion and use of recycled materials in new development.	**Consistent:** The proposed project would comply with CALGreen Section 5.408.1.1, which requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential operations would be recycled and/or salvaged for reuse. Hazardous waste would be disposed of only at facilities permitted to receive them in accordance with local, state, and federal regulations.
Water and Wastewater	

Table 9 Consistency with the City of Vallejo Climate Action Plan

W-2. Development Standards for Water Conservation Require water conservation in all new buildings and landscapes.	**Consistent:** The proposed project would comply with mandatory non-residential measures outlined in Division 5.3, Water Efficiency and Conservation, of CALGreen to reduce indoor water use and site irrigation conservation. In addition, multiple bioretention basins on the project site will help reduce stormwater impacts to the City's storm drain system.
Offroad Equipment	
OR-2. Construction Equipment Reduce emissions from heavy-duty construction equipment by limiting idling and utilizing cleaner fuels, equipment, and vehicles.	**Consistent:** The proposed project would minimize nonessential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9, which limits nonessential idling of diesel-powered off-road equipment to five minutes

Source: Vallejo 2012

3.8.1 Cumulative Impact Discussion

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts under Impact GHG-1 are not project-specific impacts to global warming, but the proposed project's contribution to this cumulative impact. As discussed above, implementation of the project would be consistent with BAAQMD's best management practices and with the Vallejo CAP. In addition, the proposed buildings would replace the older structures with more energy efficient structures that achieve the latest Building and Energy Efficiency Standards and water efficiency standards in order to decrease GHG emissions. Therefore, project-related GHG emissions and their contribution to GHG emissions impacts would be cumulatively considerable, and GHG emissions impacts would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

This section is based in part on the following technical report:

- Mare Island Technology Academy Renovation Geological and Environmental Hazards Assessment Report (GEHA), PlaceWorks, dated June 2020. The GEHA is contained in Appendix D to this IS/MND.
- Mare Island Technology Academy Renovations Preliminary Environmental Assessment (PEA) Equivalent, PlaceWorks, dated October 2022. The PEA Equivalent report is contained in Appendix F-1 and Appendix F-2 to this IS/MND.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

3. Environmental Analysis

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 § 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 or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact. Construction of the proposed project would require small amounts of hazardous materials, such as vehicle fuels, lubricants, grease, and transmission fluids in construction equipment, and paints and coatings. The handling, use, transport, and disposal of hazardous materials by the construction phase of the project would comply with existing regulations of several agencies—the Environmental Protection Agency (EPA), California Division of Occupational Safety and Health (Cal/OSHA), US Occupational Safety and Health Administration (OSHA), and US Department of Transportation (USDOT).

Operation of the proposed project would transport, use, store, and dispose of small amounts of hazardous materials typical of school facilities, such as cleaning and maintenance supplies (cleaners, gasoline, paint, and pesticides) and chemicals used for educational purposes (such those in science labs). The proposed project is a school development and would use cleaners and other chemicals in relatively small quantities, which is not typically considered hazardous materials that could result in a significant hazard to the public or the environment.

All on-site activities during construction and operation would be required to adhere to federal and state regulations for the handling, transport, and disposal of hazardous materials. With the exercise of normal safety

practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

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?

Less Than Significant Impact. The project site currently operates as the MITA campus. As discussed in the GEHA prepared for the proposed project, there are no aboveground water or fuel storage tanks nor petroleum, high pressure natural gas, or chemical pipelines within a 1,500-foot radius of the project site. Additionally, based on a review of the information from Environmental Data Resources, the GEHA determined that there is no evidence that a hazardous materials release or threatened release have occurred on the project site or in the vicinity of the project site. The project site is surrounded by residential uses, vacant land, and a number of commercial plots. No significant hazard from hazardous materials is expected at the project site. The project site is approximately 1.5 miles west/southwest of a small serpentine outcropping; there are three ridges and two drainages between the project site and the outcropping. The two drainages between the outcrop and project site do not drain toward the project site (PlaceWorks 2022). Moreover, the PEA Equivalent Report reviewed selected regulatory agency databases for documented environmental concerns on the site, or near the site; the listings for the site do not indicate that a spill or release occurred. Impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The proposed project includes the construction and operation of the MITA campus. The project site currently operates as the MITA campus, and the proposed project would modernize the existing campus. In addition, the project site is approximately 450 feet southwest from Loma Vista Elementary School (located at 146 Rainier Avenue), adjacent to the ELITE public schools to the south, and approximately 0.25 miles southwest from Widenmann Elementary School (located at 1025 Corcoran Avenue). As discussed under Threshold 3.9(a), construction and operation of the proposed project would handle small amounts of hazardous materials typical of construction activities and those used in the operation of school facilities. The use, transport, and storage of such hazardous materials would be required to comply with all applicable state and federal regulations that would ensure the proper handling of such materials.

As discussed under Threshold 3.9(b), there are no aboveground water or fuel storage tanks nor petroleum, high pressure natural gas, or chemical pipelines within a 1,500-foot radius of the project site, and there is no evidence that a hazardous materials release or threatened release have occurred on the project site. The project site is approximately 1.5 miles west/southwest of a small serpentine outcropping; there are three ridges and two drainages between the project site and the outcropping. The two drainages between the outcrop and project site do not drain toward the project site. No significant hazard from hazardous materials is expected at the project site. Therefore, impacts would be less than significant.

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?

Less Than Significant Impact. California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

Five environmental lists were searched for hazardous materials sites on the project site:

- GeoTracker. State Water Resources Control Board (SWRCB 2022)
- EnviroStor. Department of Toxic Substances Control (DTSC 2022)
- EJScreen. US Environmental Protection Agency (EPA 2022a)
- EnviroMapper. US Environmental Protection Agency (EPA 2022b)
- Solid Waste Information System (SWIS). California Department of Resources Recovery and Recycling (CalRecycle 2022)

The project site is not listed on any of the five databases above. Additionally, PlaceWorks utilized the Electronic Database Review (EDR) to complete the environmental records review, and found that the project site was not listed on any of the databases (PlaceWorks 2022). Therefore, the proposed project would not create a hazard to the public because of a hazardous materials site pursuant to Government Code § 65962.5.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest public airports to the project site are the Napa County Airport (approximately five miles north of the project site) and the Oakland International Airport (approximately 30 miles south of the project site). The project site is not located within an airport land use plan for the Napa County Airport nor the Oakland International Airport. The project site is not within two miles of a public airport or public use airport. Therefore, no impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would have a significant impact if it would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City of Vallejo and County have adopted separate but consistent plans. The 2015 Vallejo Emergency Operations Plan provides guidance for City response to extraordinary emergencies associated with natural disasters, technological

incidents and nuclear defense operations. In the City of Vallejo, the Vallejo Police Department assumes incident command of evacuation operations (Vallejo Pipes 2015). The Solano County Emergency Operations Plan (EOP) addresses the County's planned response to extraordinary emergency situations associated with natural, technological, and human caused emergencies and disasters within or affecting Solano County (Solano County 2017). The EOP aims to facilitate multi-jurisdictional and interagency coordination in response to emergency situations; the EOP also serves to interface with applicable local, state, and Federal contingency plans. Neither Plan has designated evacuation routes.

As discussed in Section 3.17, *Transportation*, to address emergency and fire access needs, the site improvements would be required to be designed in accordance with all applicable CDE and the City of Vallejo Fire Department design standards for emergency access. These characteristics, and compliance with applicable federal, state, and local regulations, would reduce the project's potential to interfere with adopted emergency operations plans to a less-than-significant level.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. As discussed in Section 3.20, *Wildfire*, the project site nor the surrounding community are located within a Very High Fire Hazard Severity Zone. The closest area designated as a very high fire hazard severity zone is located in the City of Martinez, approximately 10.4 miles away (CAL FIRE 2022). Development of the proposed project would comply with all applicable local and state building guidelines. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildfires and no impact would occur.

3.9.1 Cumulative Impact Discussion

With respect to hazardous materials in the environment, effects are generally limited to site-specific conditions due to the fact that exposure typically is dependent on proximity to the source of the hazardous material. The proposed project includes the renovation and operation of a middle school and high school campus. As discussed under Threshold 3.9(d), the proposed project is not listed as a hazardous material site, and no hazardous material sites exist in the vicinity of the proposed project.

The proposed project and cumulative projects would require small amounts of hazardous materials, such as cleaning solutions, paint, and gasoline, that are typically used during construction and operation. The use of these materials would be required to comply with regional, state, and federal regulations for the handling, use, transport, and storage of such materials. Similar to the proposed project, cumulative projects would be required to prepare evacuation and safety plans that would be required to comply with the City of Vallejo Fire Department design standards for emergency access.

Therefore, construction of the proposed project along with cumulative projects would not result in a significant cumulative impact.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			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 or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) 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; or			X	
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Urban runoff from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash, and sediment. This runoff can flow directly into local streams or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats.

The construction and operational phases of the proposed project could have the potential to impact water quality. Construction activities may impact water quality due to sheet erosion of exposed soils. Operational-related activities of the proposed project (e.g., runoff from parking areas, solid waste storage areas, and

landscaped areas) would generate pollutants that could adversely affect the water quality of downstream receiving waters if effective measures are not used to keep pollutants out of and remove pollutants from urban runoff. The following is a discussion of the potential impacts that the construction and operational phases of the proposed project could have on water resources and quality.

Construction Activities

Clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP; 2009-0009-DWQ) as amended by 2010-0014-DWQ and 2012-0006-DWQ. The CGP requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that incorporates Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The State Water Resource Control Board (SWRCB) mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the project applicant must file Permit Registration Documents (PRDs) with the SWRCB, which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations. The construction contractor is required to maintain a copy of the SWPPP on-site at all times and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls to mitigate potential pollutant sources. These include, but are not limited to:

- Erosion controls (e.g., earth dikes and swales, mulching, slope drains, compost blankets)
- Sediment controls (e.g., silt fence, sediment trap, sandbag or straw bale barriers)
- Tracking controls (e.g., stabilized construction entrance/exit, tire wash)
- Nonstorm water management (e.g., dewatering practices, vehicle and equipment cleaning)
- Materials and waste management (e.g., material storage, hazardous waste management, soil management)
- Good housekeeping practices

Submittal of the PRDs and implementation of the SWPPP and its associated BMPs throughout the construction phase of the proposed project will address anticipated and expected pollutants of concern due to construction activities. The proposed project would comply with all applicable water quality standards and waste discharge requirements.

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Operational Phase

Once the proposed project has been constructed, urban runoff could include a variety of contaminants that could impact water quality. Runoff from buildings and parking lots typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

The Vallejo City Unified School District is not regulated under the County municipal separate storm sewer systems (MS4) permit, and the Phase II Small MS4 permit for K-12 school districts and community colleges has not yet been issued by the SWRCB. In the interim, the proposed project is required to comply with the post-construction performance standards under the SWRCB's CGP. The performance standards specify runoff reduction requirements for all sites not covered by Phase I or Phase II MS4 permits to minimize and mitigate stormwater runoff impacts. The following is a discussion of site-design, source-control, and treatment-control BMPs that could be incorporated into the proposed project. At this phase of the planning process, detailed design drawings have not yet been developed and the project is in the conceptual design phase.

Site Design BMPs

Site design BMPs would be incorporated into the project's design to reduce the potential impacts on surface and groundwater quality. These may include, but are not limited to:

- Maximizing pervious areas and minimizing directly connected impervious areas
- Using on-site ponding areas (i.e., at-grade detention basins)
- Constructing hardscape with permeable materials and implementing hydrologically functional landscape design.
- Incorporating trees, open space, and landscaping to mitigate urban heat island impacts.
- Including mostly native plants and drought-tolerant plants in landscaping plans.
- Using effective irrigation systems to minimize water usage.

Source Control BMPs

Source control BMPs effectively minimize the potential for typical urban pollutants to contact stormwater, thereby limiting water quality impacts downstream. Source control BMPs would be incorporated into the proposed project and implemented throughout the operation of the campus. These BMPs could include the following:

- Educational materials related to urban runoff provided to all employees, students, and staff.
- Inspection and maintenance of site BMPs—catch basins, grate inlets, etc.
- Providing storm drain stenciling or signage on all storm drain inlets and catch basins.
- Properly designing and inspecting all trash storage areas, loading docks, outdoor storage areas, and outdoor work areas on a regular basis.

Treatment Control BMPs

The proposed project has been designed to avoid and/or minimize impacts to hydrology and water quality by creating bioretention basins to treat stormwater prior to discharge into the City's storm drain system. The preliminary treatment control BMPs are as follows:

- A bioretention swale in the parking lot east of Positive Place. The bioswale will run the length of the parking lot fronting Positive Place (See Figure 5, *MIT Academy Site Plan*).
- Three bioretention basins: One southeast of the proposed gymnasium building, one southeast of Building H, and one to the southwest of building F (See Figure 5, *MIT Academy Site Plan*).

Furthermore, as part of the statewide mandate to reduce trash in receiving waters, the proposed project would adhere to the requirements of the SWRCB Trash Amendments. The requirements include the installation and maintenance of full-capture trash screening devices at curb inlets, grate inlets, and catch basin inlets. The trash screening devices must be certified by the SWRCB.

With the implementation of the BMP features described above, as well as compliance with State, County, and local regulations and code requirements, the proposed project would have a less than significant impact on surface or groundwater quality during the operational phase.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The project site is over the Napa-Sonoma Valley groundwater basin. The City of Vallejo Water Department would provide water to the project site. The City's water supplies are derived from four general surface water sources: the Sacramento River, Lake Berryessa, Wild Horse Creek, and the Upper Suisun Creek. The City does not have any groundwater supply sources and has no present intent to develop groundwater supplies in the foreseeable future (Vallejo 2021). Therefore, project development would not deplete groundwater supplies.

Furthermore, the project site is not in or near a groundwater recharge area/facility, nor does it represent a source of groundwater recharge.

Therefore, the proposed project would not substantially interfere with groundwater supplies or recharge. Impacts to groundwater supplies would be less than significant and no mitigation measures are necessary.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed project would increase impervious surfaces, which in turn would increase stormwater runoff and peak discharges with the potential to cause erosion and siltation. The proposed project would not involve the alteration of any natural drainage channels or any watercourse.

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The project drainage would include bioretention basins and swales and a new on-site storm drain system to connect to the City's existing storm drain in Positive Place.

Most of the potential erosion and siltation impacts would occur during the construction phase (e.g., grading, clearing, excavating, and cut-and-fill activities) of the proposed project. During construction, the project site would be cleared of vegetation in preparation for grading, which would expose loose soil to potential wind and water erosion. If not controlled, the transport of these materials to local waterways would temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles into local waterways. As previously stated, the project would be required to submit PRDs and a SWPPP to the SWRCB for approval prior to the commencement of construction activities. The SWPPP would describe the BMPs to be implemented during the project's construction activities, including:

- Minimize disturbed areas of the site.
- Preserve existing vegetation to the maximum extent practicable.
- Revegetate exposed areas as quickly as possible.
- Install on-site sediment basins to prevent off-site migration of erodible materials, as needed.
- Install velocity dissipation devices at outlets of sediment basins.
- Implement dust control measures, such as silt fences and regular watering of areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures along the site, such as silt fences or gravel bag barriers.

The operational phase of the project would contain a number of features to reduce the impact of erosion and siltation. The site design, source control, and treatment control BMPs for the operational phase are described in Section 3.10.a. Implementation of the project's proposed construction phase and operational phase BMPs would therefore ensure that erosion and siltation impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. The proposed project would increase impervious surfaces, which in turn could increase stormwater runoff, result in higher peak discharges, and create the potential for nuisance flooding in areas without adequate drainage facilities.

The proposed project would not involve the alteration of any natural drainage or watercourse. With the implementation of site BMPs including bioretention basins and swales, the amount of stormwater runoff reaching the City's storm drain system would be similar to existing conditions. Since the site BMPs would be designed to collect and detain peak runoff flows, the project would not substantially increase the rate or amount of surface runoff in a manner that would cause flooding. Therefore, impacts related to stormwater drainage and flooding are less than significant.

iii) 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?

Less Than Significant Impact. As stated in Section 3.10.ii, an increase in impervious surfaces with development of the proposed project could result in increases in stormwater runoff, which in turn could exceed the capacity of the existing or planned storm drain systems.

The proposed project would install bioretention basins and swales that would treat stormwater prior to discharge to the City's existing drainage system and potentially reduce peak flows. The bioretention systems would treat and infiltrate stormwater and discharge excess water from the bioretention systems to the existing City storm drain beneath Positive Place. Therefore, the amount of stormwater runoff diverted to the City's storm drain system would not exceed the discharge rates under existing conditions and the capacity of the storm drain system would not be exceeded. The proposed project would not create substantial additional sources of polluted runoff. During the construction phase, the proposed project would be required to prepare a SWPPP that includes erosion controls, thus limiting the discharge of pollutants from the site. During operation, the proposed project would implement BMP measures that minimize the amount of stormwater runoff and associated pollutants.

With implementation of these measures, the project would not substantially increase the rate or amount of stormwater runoff in a manner that would cause flooding. Therefore, stormwater runoff would not exceed the capacity of existing or planning storm drain facilities.

iv) Impede or redirect flood flows?

No Impact. The project site is not within a Federal Emergency Management Agency (FEMA) 100-year flood hazard zone (FEMA 2014) and not within a dam inundation zone (DWR 2021). Therefore, there would be no impact to flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As noted in Section 3.10.c.iv, above, the project site is site is not in a 100-year flood zone and is not in the dam inundation zone. The project site is not at risk of inundation by flooding or dam failure.

A seiche is an oscillating surface wave in a restricted or enclosed body of water, generated by ground motion, usually during an earthquake. Seiches are of concern for water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water The project site is approximately 1 mile from Lake Chabot and miles from 1.3 miles from Napa River. However, the project site is located outside of the 100-year flood zone for both water bodies. Therefore, the project site would not be at risk from flooding due to seiches from either Lake Chabot or Napa River due to distance from the school site. Therefore, impacts due to a seiche are considered less than significant.

Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The proposed project is approximately

27 miles inland from the Pacific Ocean. Therefore, the site is outside the tsunami hazard zone and would not be affected by a tsunami.

Based on the preceding, the proposed project would not risk release pollutants as the result of floods, tsunami, or seiche. Therefore, there would be no impacts.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The proposed project would not conflict or obstruct with implementation of a water quality control plan or a sustainable groundwater management plan. The project construction would be subject to the Statewide CGP and implementation of BMPs specified in the SWPPP. This would minimize the potential for erosion or siltation impacts to occur that could impact receiving waters. Also, the installation of BMPs would improve the water quality of stormwater by physical filtration of sediment and solids and biological activity to remove pollutants. Therefore, the project would comply with the San Francisco Bay Basin Plan.

Additionally, the project site is in the Napa-Sonoma Valley groundwater basin. The groundwater basin is categorized as very low priority by the Department of Water Resources (DWR 2022). Very low priority groundwater basins do not need to adopt sustainable groundwater management plans. Additionally, as substantiated in Sections 3.10.a and b, above, the proposed project would not violate any water quality standards and will not decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, the proposed project would have no impacts.

3.10.1 Cumulative Impact Discussion

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. The cumulative impact area considered for this project is the Tulucay Creek-Frontal San Pablo Bay Estuaries Watershed.

As with the proposed project, future projects in the City and within the Tulucay Creek-Frontal San Pablo Bay Estuaries Watershed would be required to comply with the MS4 permit, the SWRCB's Construction General Permit, respective municipal codes, and ordinances that control runoff and regulate water quality. New projects would be required to demonstrate that stormwater volumes could be managed by downstream conveyance facilities and would not induce flooding. A comprehensive Stormwater Control Plan would be prepared that incorporates these BMPs into the project. New projects or redevelopment projects would be required to submit SWPPPs and Stormwater Control Plans to minimize the potential hydrology and water quality impacts associated with future development.

The proposed project would mitigate potential water quality and hydrology impacts by incorporating site design elements that do not allow significant increases in peak flows and allow for filtration or removal of pollutants prior to off-site discharge. Also, a detailed hydrology/hydraulics report would be prepared and submitted to the City to ensure that off-site flooding would not occur and that the City's storm drain system has the capacity to accept overflow runoff from the project site. Therefore, the project's contribution to cumulative hydrology impacts is considered less than significant.

3.11 LAND USE AND PLANNING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Would the project:

a) Physically divide an established community?

No Impact. The project site is currently developed with the MITA campus. The proposed project would renovate and construct new school facilities for the MITA campus. The proposed project would occur on the same site as the existing school, and proposed improvements would not occur outside of the school boundaries. Therefore, the proposed project would not physically divide an established community and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. As discussed in Subsection 1.4.3, *Existing Zoning and General Plan Land Use Designations*, the project site is currently zoned Public and Semi Public with a corresponding General Plan land use designation of Public Facilities and Institutions. The project site currently functions as MITA and the use of the site is consistent with the existing zoning and General Plan land use designation. The proposed project would renovate the existing MITA campus with new classrooms, science building, administration building, multipurpose building, gymnasium, soccer field, other outdoor play fields, landscaping, vehicle circulation, and walking paths. The proposed project would be consistent with the existing zoning and General Plan land use designations for the project site. The proposed project would therefore not conflict with any land use plan, policy or regulation and a less than significant impact would occur.

3.11.1 Cumulative Impact Discussion

Cumulative impacts would occur if development associated with the proposed project together with cumulative growth would physically divide an existing community or conflict with applicable land use plans, policies, or regulations or with an adopted conservation plan. The proposed project is under the jurisdiction of Vallejo City Unified School District and is exempt from local regulations. The project site currently operates as a school campus, and would continue to do so after project implementation. Therefore, the proposed project would not alter the existing land use and zoning designations onsite. Other development projects within the City of Vallejo

would be required to be consistent with the General Plan and other applicable local policies. Therefore, cumulative impacts would be less than significant regarding land use and planning.

3.12 MINERAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a 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

Would the project:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The project site and the surrounding vicinity are not within an area with known mineral resources, known as MRZ-4 zone (DOC 2013). MRZ-4 zones are areas where available information is inadequate for assignment to any other MRZ category. Additionally, no oil wells or oil and gas fields exist on the project site or the surrounding vicinity (DOC 2022b). Therefore, the development of the proposed project would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state. No impact would occur.

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?

No Impact. As discussed under Checklist Question 3.12(a), the project site and the surrounding vicinity are not located within an area identified as containing mineral resources or oil fields (DOC 2013; DOC 2022b). The project site and the surrounding area are not used for mineral, oil, or gas extraction. No impact would occur.

3.12.1 Cumulative Impact Discussion

Impacts to mineral resources is site specific, and since the project site does not contain mineral resources or oil fields, a significant cumulative impact would not occur.

3.13 NOISE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or 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

This section is based in part on the following technical report:

- Noise Impact Assessment for the Mare Island Technology Academy Project, ECORP Consulting, Inc. (ECORP), dated October 2022. The Noise Analysis is contained in Appendix G to this IS/MND.

Fundamentals of Noise and Environmental Sound

Addition of Decibels

The decibel (dB) scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted (dBA), an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be three dB higher than one source under the same conditions. For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by three dB). Under the decibel scale, three sources of equal loudness together would produce an increase of five dB.

Sound Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB (dBA) for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dBA for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces

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like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dBA per doubling of distance is normally assumed. For line sources, an overall attenuation rate of three dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about five dBA, while a solid wall or berm generally reduces noise levels by 10 to 20 dBA. However, noise barriers or enclosures specifically designed to reduce site-specific construction noise can provide a sound reduction 35 dBA or greater. To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the "line of sight" between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

In exterior noise environments of 65 dBA CNEL or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable in noise environments less than 75 dBA CNEL with proper wall construction techniques following California Building Code methods, the selections of proper windows and doors, and the incorporation of forced-air mechanical ventilation systems.

Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in Leq) and the average daily noise levels/community noise equivalent level (in Ldn/CNEL). The Leq is a measure of ambient noise, while the Ldn and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- Equivalent Noise Level (Leq) is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- Day-Night Average (Ldn) is a 24-hour average Leq with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.4 dBA Ldn.

- Community Noise Equivalent Level (CNEL) is a 24-hour average Leq with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

The A-weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about ±1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within about ±1 to 2 dBA.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL or Ldn is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

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Fundamentals of Environmental Groundborne Vibration

Sources of earthborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or manmade causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage. For human response, however, an average vibration amplitude is more appropriate because it takes time for the human body to respond to the excitation (the human body responds to an average vibration amplitude, not a peak amplitude). Because the average particle velocity over time is zero, the RMS amplitude is typically used to assess human response. The RMS value is the average of the amplitude squared over time, typically a 1- sec. period.

Table 2-2 of the Noise Analysis (see Appendix G) displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high-noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. For instance, heavy-duty trucks generally generate groundborne vibration velocity levels of 0.006 PPV at 50 feet under typical circumstances, which as identified in Table 2-2 of the Noise Analysis (see Appendix G) is considered very unlikely to cause damage to buildings of any type. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment.

Existing Ambient Noise Environment

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. The nearest off-site sensitive receptors to the project site are residences across Corcoran Avenue, north of the

project site, and Loma Vista Elementary School across Rainier Avenue, east of the project site, both approximately 50 feet distant.

The most common and significant source of noise in Vallejo is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., residential, educational, and commercial) that generate stationary-source noise. MITA campus is operating with grades sixth through 12th. The project site surrounded mainly by residential and educational land uses. The ambient recorded noise levels range from 48.9 to 52.5 dBA Leq near the project site and 63.8 dBA directly adjacent to the project site.

ECORP conducted a long-term (6-hour) noise measurement directly adjacent to the project site during active school hours on October 6, 2022. This long-term noise measurement site is representative of typical existing noise exposure on the project site during a typical school day. Additionally, ECORP conducted four short-term noise measurements (15-minutes) in the areas surrounding the project site on the afternoon of October 7, 2022, while school was in session. These short-term noise measurements are representative of typical existing noise exposure within and immediately adjacent to the project site during the daytime. The ambient recorded noise level during the span of the long-term noise measurement was 63.8 dBA. The ambient recorded noise levels range from 48.9 to 52.5 dBA Leq over the course of the four short-term noise measurements taken in the project vicinity. Refer to Appendix G for more information about noise monitoring.

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact with Mitigation Incorporated.

Onsite Construction Noise

Construction noise associated with the proposed project would be temporary and would vary depending on the specific nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavation, paving). Noise generated by construction equipment, including earth movers, pile drivers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

Stationary equipment would be used in Phase 1 (Building Construction and Paving and Architectural Coating) and Phase 2 (Construction). Project construction would take place on weekdays between the hours of 7:00 AM and 4:00 PM. The proposed renovations would occur over two phases in order to maintain enough facilities to operate the educational program. The nearest off-site receptors to the project site are the residences across

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Corcoran Avenue, north of the project site, and Loma Vista Elementary School across Rainier Avenue, east of the project side, both at a distance of approximately 50 feet.

The majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the project site and at various distances from sensitive receptors. Therefore, the analysis employs the FTA guidance by all construction equipment simultaneously from the center of the project site, which in this case is approximately 255 feet from the nearest sensitive receptor (residences across Corcoran Avenue). The anticipated short-term construction noise levels generated for the necessary equipment is shown in Table 10, *Construction Average (dBA) Noise Levels at Nearest Receptors*.

Table 10 Construction Average (dBA) Noise Levels at Nearest Receptors

Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor (dBA L_{eq})	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Phase 1			
Demolition – Mobile Equipment	73.0	*80*	No
Site Preparation – Mobile Equipment	73.5	*80*	No
Grading – Mobile Equipment	73.1	*80*	No
Building Construction – Mobile Equipment	73.6	*80*	No
Building Construction – Stationary Equipment	63.5	*65*	No
Paving & Architectural Coating – Mobile Equipment	72.4	*80*	No
Paving & Architectural Coating – Stationary Equipment	59.5	*65*	No
Phase 2			
Demolition – Mobile Equipment	72.3	*80*	No
Site Preparation – Mobile Equipment	73.5	*80*	No
Grading – Mobile Equipment	73.1	*80*	No
Construction – Mobile Equipment	73.6	*80*	No
Construction – Stationary Equipment	63.5	*65*	No

Source: ECORP 2022

Notes: Construction equipment used during construction provided by PlaceWorks. Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of project site, which is 255 feet from the nearest receptor, the residences across Corcoran Avenue. Due to the rectangular shaped project site Loma Vista Elementary School is further in distance. Phase 1 paving and architectural coating are assumed to occur simultaneously.
L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or night.

As shown in Table 10, during construction activities, no individual or cumulative piece of construction equipment would exceed the City's mobile or stationary construction noise standards. It is noted that construction noise was modeled on a worst-case basis. It is very unlikely that all pieces of construction

equipment would be operating at the same time for the various phases of project construction as well as at the point closest to residences. While no noise standard would be exceeded by construction, Mitigation Measure NOI-1 would reduce potential noise impacts.

Mitigation Measure

NOI-1 The following measures shall be applied to the project during construction:

- All construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
- All stationary construction equipment will be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- As applicable, shut off all equipment when not in use.
- Equipment staging shall be located in areas that create the greatest distances between construction-related noise/vibration sources and sensitive receptors surrounding the project site.
- Jackhammers, pneumatic equipment, and all other portable stationary noise sources will be directed away from occupied classrooms to the extent possible. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and the nearest off-site residences. The shielding should be without holes and cracks.
- No amplified music and/or voice will be allowed on the construction site.

Offsite Construction Worker Trips

Project construction would result in additional traffic on adjacent roadways over the period that construction occurs. The maximum number of construction workers traveling to and from the project site during a single construction phase would not be expected to exceed 81 daily trips in total (56 construction worker trips, 13 vendor trips and 12 haul trips). A doubling of traffic on a roadway could result in an increase of 3 dB. The project site is accessible from Corcoran Avenue which accommodates 5,261 average daily trips. The project construction would not result in a doubling of traffic, and therefore, its contribution to existing traffic noise would not be perceptible. Construction is temporary and these trips would cease upon completion of the project. Impacts would be less than significant.

Operational Activities

Project Land Use Compatibility

The City of Vallejo uses the land use compatibility table presented in the Nature and Built Environment Element, which provides the City with a tool to gauge the compatibility of new land users relative to existing noise levels. This table identifies normally acceptable, conditionally acceptable, normally unacceptable and

clearly unacceptable noise levels for various land uses, including those proposed by the project. In the case that the noise levels identified at the project site fall within normally acceptable levels presented in the General Plan, the project is considered compatible with the existing noise environment.

According to the General Plan, a normally acceptable noise level for uses such as the proposed project is under 70 dBA CNEL. The Noise Analysis indicated that the long-term ambient recorded noise measurement directly adjacent to the project site measures 63.8 dBA over the course of a school day. As this noise level falls below the normally acceptable noise standard of 70 dBA CNEL, the project site is considered an appropriate noise environment for the proposed project. The project site is currently an existing school and is predominantly surrounded by education facilities and residential land uses. Therefore, the proposed project would be compatible with the existing noise environment. Impacts would be less than significant.

Operational Traffic Noise

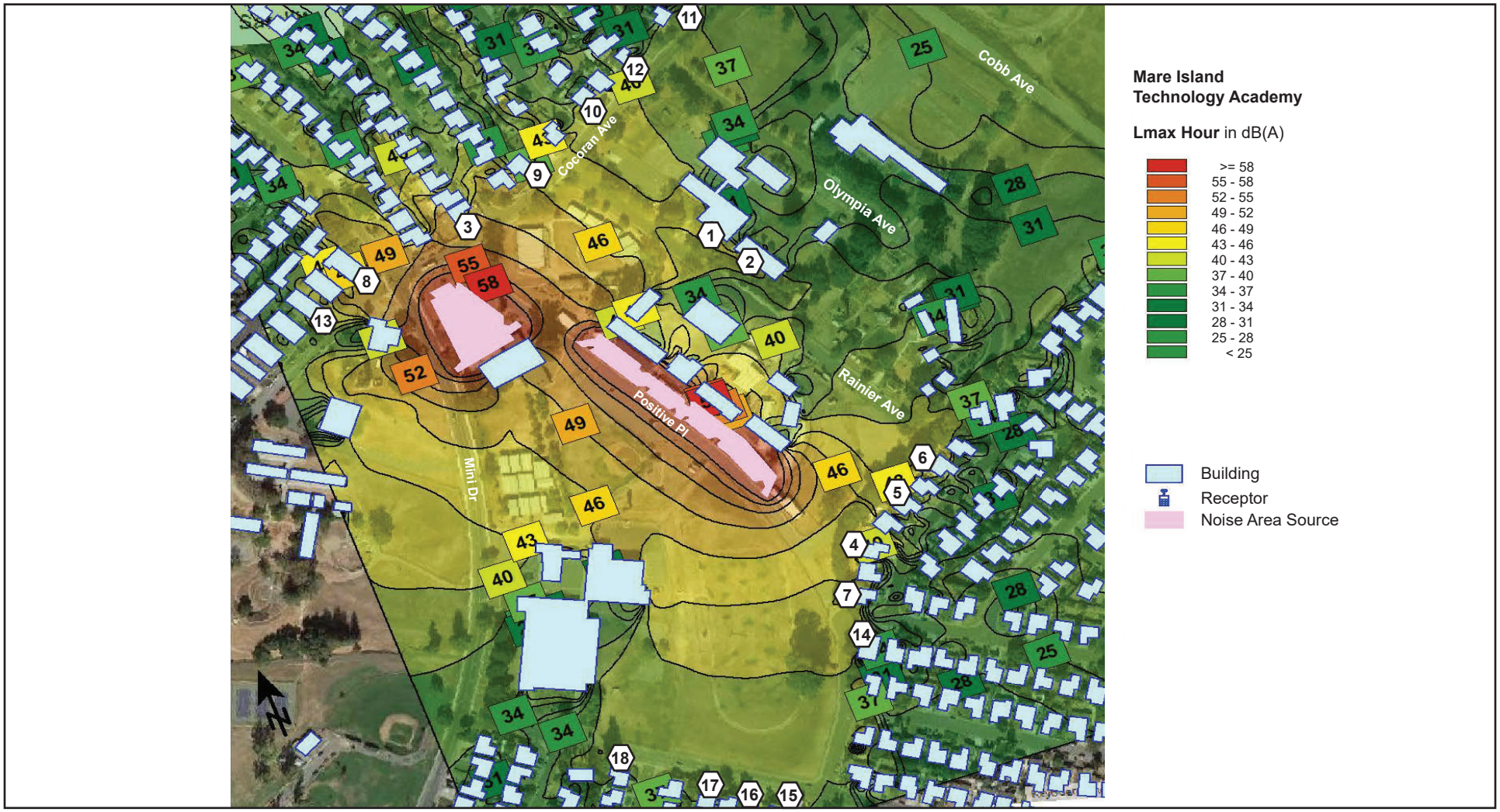
As the proposed project does not anticipate increasing the number of students or staff at the school, there would be no increase over existing conditions to the number of operational trips generated by the proposed project. Impacts would be less than significant.

Operational Noise

The proposed project would not increase the number of students or staff attending the school. Although the project site currently operates as an existing school, the reconfiguration of the site could potentially result in a change in the ambient noise environment in a manner that results in an impact to noise-sensitive receptors in the vicinity. Two scenarios were modeled to account for the main noise producing activities onsite—school drop off/pick up and lunch/recess.

Table 11, *Modeled Operational Daytime Noise Levels,* shows the predicted project noise levels for each scenario at 18 noise-sensitive locations in the project vicinity. These 18 noise-sensitive locations represent nearby residences and Loma Vista Elementary School located east of the project site across Rainier Avenue. Figure 7, *Noise Levels – School Drop-Off/Pick-Up Activity,* and Figure 8, *Noise Levels – Lunch/Recess Activity,* show the noise levels at the nearest sensitive noise receptors for both scenarios.

Figure 7 - Noise Levels - School Drop-Off/Pick-Up Activity



Source: ECORP Consulting, Inc., 2022.

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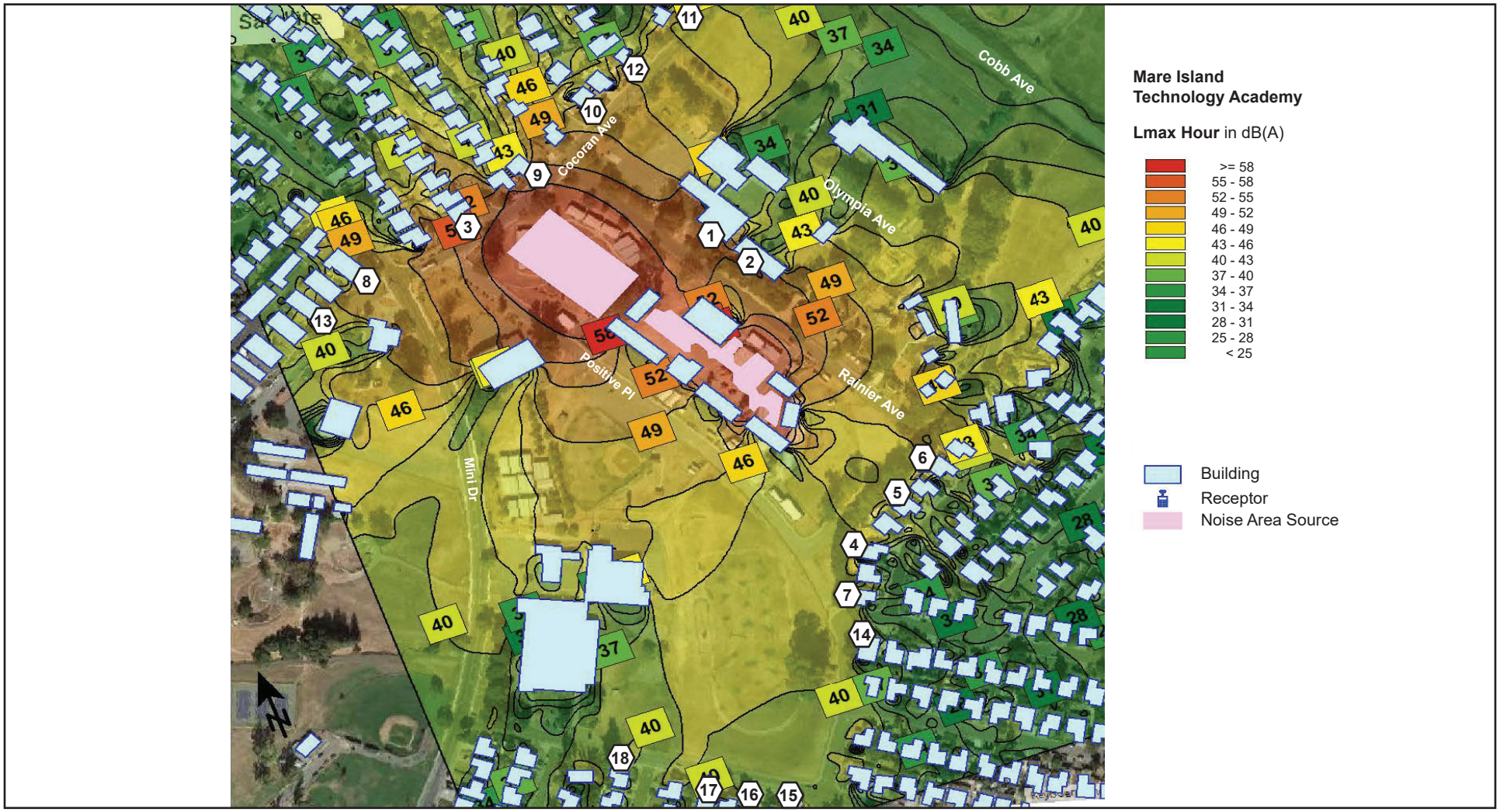
Figure 8 - Noise Levels - Lunch/Recess Activity



Source: ECORP Consulting, Inc., 2022.

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Table 11 Modeled Operational Daytime Noise Levels

Location	Modeled Operational Noise: School Drop Off/Pick Up Activity (dBA L_{eq})	Modeled Operational Noise: Lunch/Recess Activity (dBA L_{eq})	City Daytime Exterior Noise Standards (dBA L_{eq})	Exceed Daytime Exterior Standard?
#1 (Loma Vista Elementary School)	43.9	56.9	*65*	No
#2 (Loma Vista Elementary School)	42.5	55.9	*65*	No
#3	51.8	58.5	*60*	No
#4	45.8	47.7	*60*	No
#5	45.2	48.6	*60*	No
#6	42.3	48.2	*60*	No
#7	44.1	46.9	*60*	No
#8	48.8	52.5	*60*	No
#9	45.4	57.8	60	No
#10	41.3	51.5	*60*	No
#11	36.8	45.5	*60*	No
#12	39.5	48.9	*60*	No
#13	45.2	50.7	*60*	No
#14	40.6	44.8	*60*	No
#15	39.2	43.3	*60*	No
#16	39.4	42.9	*60*	No
#17	39.4	43.7	*60*	No
#18	39.9	44.1	*60*	No

Source: ECORP 2022

As shown in Table 11, project operational noise would not exceed the maximum noise level standards at any of the nearest noise-sensitive receptors during school drop off/pick up or lunch/recess. Impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increase in groundborne vibration levels attributable to the project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers would be necessary during project construction. Vibration decreases rapidly

with distance, and it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to sensitive receptors.

The City of Vallejo does not regulate or have a numeric threshold associated with construction vibrations. Consistent with FTA recommendations for calculating construction vibration, construction vibration was measured from the center of the project site. The nearest structure of concern to the construction site, with regard to groundborne vibrations, are the residences across Corcoran Avenue approximately 255 feet from the project site center. Table 12, *Construction Vibration Levels at 255 Feet,* shows the expected project-related vibration levels at a distance of 255 feet.

Table 12 Construction Vibration Levels at 255 Feet

Receiver PPV Levels (in/sec)[1]					Peak Vibration	Threshold	Exceed Threshold?
Larger Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Pile Driver	Vibratory Roller			
0.003	0.002	0.001	0.006	0.007	0.007	*0.2*	No

Source: ECORP 2022

Notes:

[1] Based on the Vibration Source Levels of Construction Equipment included in this Table. Distance to the nearest structure of concern is approximately 255 feet measured from the project site center.

As shown in Table 12, vibration as a result of onsite construction activities on the project site would not exceed 0.3 PPV at the nearest structure. Therefore, onsite project construction would not exceed the recommended threshold. Impacts would be less than significant.

Operational Vibration

The proposed project would not include the use of any large-scale stationary equipment that would result in excessive vibration levels. Therefore, the proposed project would not result in operational groundborne vibration impacts. Impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or 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?

No Impact. The project site is approximately 4.5 miles north of the Napa County Airport. The project site is not located within an airport land use plan and is not within two miles of an airport. No impact would occur.

3.13.2 Cumulative Impact Discussion

A cumulative impact would be considered significant if the project, taken together with past, present, and reasonably foreseeable projects in the project vicinity, would result in a substantial increase in noise. The

proposed project includes the renovation of an existing school campus and would not increase the enrollment capacity onsite nor would it change the uses on the site. Therefore, proposed project would not contribute to a cumulative impact.

3.14 POPULATION AND HOUSING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?				X

Would the project:

a) Induce substantial unplanned 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)?

No Impact. The proposed project would renovate the existing MITA campus with new buildings and facilities as discussed in Section 1.5, *Project Description*. Construction of the project would not increase the existing student capacity of the school, and therefore, would not generate population growth. The proposed project does not include the construction of new homes or businesses and would not extend road and other infrastructure offsite. The proposed project would not directly or indirectly result in unplanned population growth. Therefore, no impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site currently operates as a middle school and high school campus. The project site does not contain any housing units. Therefore, the construction of the proposed project would not displace any existing people or housing units, which could necessitate the construction of replacement housing elsewhere. No impact would occur.

3.14.1 Cumulative Impact Discussion

A cumulative impact would be considered significant if the project, taken together with past, present, and reasonably foreseeable projects in the project vicinity, would result in substantial unplanned growth or the displacement of people or housing units. The proposed project includes the renovation of an existing school

campus and would not increase the enrollment capacity onsite. Therefore, proposed project would not contribute to a cumulative impact.

3.15 PUBLIC SERVICES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project:				
a) 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 public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

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 public services:

a) Fire protection?

Less Than Significant Impact. The Vallejo Fire Department (VFD) would provide fire protection and emergency services to the project site. The VFD consists of 108 employees across four division, including administration, suppression, training, and prevention (Vallejo 2022c). The Suppression division contains 99 firefighters, firefighter-paramedics, engineers, captains, and battalion chiefs. The VFD operates six fire stations across the City of Vallejo (Vallejo 2022c). Fire Station 25 is the closest fire station to the project site, located at 595 Mini Drive, directly across the street from the project site and would service the proposed project.

As discussed in Section 3.14, *Population and Housing*, the proposed project would not result in unplanned population growth. Development of the proposed project would not increase student enrollment nor capacity of MITA. Because the proposed project would not increase student enrollment nor induce population growth, the proposed project would not require new or physically altered fire protection facilities, construction of which could cause significant environmental impacts. As such, the proposed project would result in a less than significant impact to fire protection services.

b) Police protection?

Less Than Significant Impact. The Vallejo Police Department (VPD) would provide police protection services to the proposed project. The VPD is comprised of two divisions—Code Enforcement Division and Communications Division (VPD 2022). The VPD station is located at 111 Amador Street, approximately 3.4 miles south of the project site.

As discussed under Section 3.15(a) above, the proposed project would not induce population growth nor increase student enrollment or capacity. Therefore, the proposed project would not generate a new demand for police protection services. The proposed project would not require new or physically altered police protection facilities, construction of which could cause significant environmental impacts. As such, the proposed project would result in a less than significant impact to police protection services.

c) Schools?

Less Than Significant Impact. The proposed project includes the construction and renovation of the MITA, which is a charter school within the Vallejo City Unified School District. An evaluation of the proposed project's potential impacts to the environment during construction and operation is provided within this IS/MND. Furthermore, the proposed project would not result in increased student enrollment nor population growth and would not necessitate new or physically altered school facilities beyond the proposed project. A less than significant impact would occur related to school facilities.

d) Parks?

Less Than Significant Impact. Parks in the City is managed by the Greater Vallejo Recreation District (GVRD). The GVRD manages approximately 407 acres of public parks space (which includes 20 neighborhood parks, 10 community parks, six special purpose parks, an Olympic-size swimming pool, and four community centers) and maintains over 1,000 acres of public land (GVRD 2022a). Table 13, *Parks Near the Project Site*, summarizes the park facilities, their amenities and size near the project site.

Table 13 Parks Near the Project Site

Park	Location	Distance from the Project Site (approx.)	Size (Approx.)	Amenities
Setterquist Park	300 Stanford Drive	0.08 miles	10 acres	Playgrounds, baseball diamond, tennis courts, open space
North Vallejo Community Park	1121 Whitney Avenue	0.35 miles	10 acres	Ball field, basketball courts, multi-use fields, picnic tables, playgrounds, restrooms
Borges Park	498 Borges Lane	0.71 miles	3 acres	Multi-use fields, picnic tables, playgrounds, walking trails
Crest Ranch Park	Gateway & Nicole Way	0.84 miles	11 acres	Ball fields, barbeques, basketball courts, horseshoe pits, multi-use fields, picnic tables, playgrounds, reservable area, restroom, soccer field, walking tails
Delta Meadows Park	841 Jack London Drive	1.1 miles	4 acres	Basketball courts, picnic tables, playgrounds, walking trails

Source: GVRD 2022b.

As discussed under Section 3.15(a) above, the proposed project would not induce population growth nor increase student enrollment or capacity. Additionally, the proposed project includes enhanced sports facilities, which are available for public use after school hours and subject to the Civic Center Act. Therefore, the proposed project would not generate a new demand for parks and would not require new or physically altered parks, construction of which could cause significant environmental impacts. As such, the proposed project would result in a less than significant impact to parks.

e) Other public facilities?

Less Than Significant Impact. Solano County Library (SCL) provides library services to the City of Vallejo. SCL operates 10 branch libraries throughout the County. Two branch libraries are located within the City of Vallejo, including the Vallejo John F. Kennedy Library at 505 Santa Clara Street (approximately 3.4 miles south of the project site) and Vallejo Springstowne Library at 1003 Oakwood Avenue (approximately 3.4 miles south of the project site) (SCL 2022).

As discussed under Section 3.15(a) above, the proposed project would not induce population growth nor increase student enrollment or capacity. Therefore, the proposed project would not generate a new demand for libraries facilities or services. The proposed project would not require new or physically altered libraries facilities, construction of which could cause significant environmental impacts. As such, the proposed project would result in a less than significant impact to libraries.

3.15.1 Cumulative Impact Discussion

The proposed project would not result in new residents as it would not increase the enrollment capacity of the MITA. Therefore, the proposed project and cumulative projects would not combine to result in population growth, which may increase the demand for public services. The proposed project would not result in a cumulatively considerable impact, and cumulative impacts related to public services would be less than significant

3.16 RECREATION

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial 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) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. In addition to the park facilities, the GVRD manages and maintains four facilities and centers (GVRD 2022c). In addition to the park facilities near the project site discussed in Section 3.15(d), the North Vallejo Community Center is approximately 0.35 mile from the project site (at 1121 Whitney Avenue). The North Vallejo Community Center provides meeting rooms and two banquet rooms. Additionally, the GVRD operates 1,000 acres of public space. In addition, the City's General Plan, Map CP-4, Cultural and Recreational Facilities*,* identifies Loma Vista Farm as a recreational facility (Vallejo 2017). Loma Vista Farm is located across the street (Rainier Avenue) from the project site at 150 Rainier Avenue.

Similar to Section 3.15(d) above, the proposed project would not induce population growth nor increase student enrollment or capacity. Additionally, the proposed project includes enhanced sports facilities, which are available for public use after school hours and subject to the Civic Center Act. Therefore, the proposed project would not generate an increased demand for existing neighborhood and regional parks and other recreational facilities and would not result in substantial physical deterioration of such facilities nor cause deterioration to accelerate. The proposed project would result in a less than significant impact to recreation.

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?

No Impact. The proposed project includes the construction and renovation of the existing MITA campus. The proposed project does not include the development of recreational facilities; however, it includes the development of sport fields for academic and school sport use that are available for public use after school hours and subject to the Civic Center Act. All proposed sport fields and outdoor spaces are a part of the MITA campus and would be developed on the project site as part of the proposed project. As such, the construction of such sport fields and outdoor spaces are evaluated in this IS/MND. The proposed project would not induce population growth nor increase student enrollment or capacity. No demand for facilities offsite is created by the proposed project. Therefore, no impact would occur.

3.16.1 Cumulative Impact Discussion

Similar to the cumulative impact discussion for 3.15, *Public Services*, the proposed project would not induce population growth and would not increase the existing enrollment capacity of the MITA. Additionally, the proposed project would provide sport facilities onsite such as the sports field and gymnasium. Therefore, the proposed project and the cumulative projects would not combine to result in population growth, which may increase the demand for recreational facilities and services. The proposed project would not result in a cumulatively considerable impact, and cumulative impacts related to recreation would be less than significant.

3.17 TRANSPORTATION

This section is completed based on the following technical reports:

Memorandum: Griffin School Academies Traffic Analysis, Kittleson & Associates, dated October 27, 2021. The Traffic Analysis is contained in Appendix H to this IS/MND.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The proposed project includes the renovation of the existing MITA in the City of Vallejo. Since all improvements would be made within the existing site and along private streets with no planned changes to the existing circulation system, the proposed project would not cause conflicts with proposed programs or plans to improve the circulation system for all users including transit passengers, vehicles, bicyclists, and pedestrians. The primary ordinances and policies addressing the circulation system in the area are from the City of Vallejo's General Plan. Table 14, *Consistency with General Plan Goals and Policies Related to Transportation,* provides a consistency analysis with the City's General Plan's three overarching transportation goals. The proposed project would be required to comply with applicable provisions of the Vallejo Municipal Code. Additionally, as further discussed under Threshold 3.17(c), the proposed project would be required to comply with the California Department of Education (CDE) guidelines for site design and circulation and City of Vallejo Fire Department's design standards which are imposed on project developments by the State and City's Fire Department during the building plan check and development review process. Since the proposed project would not make off-site improvements that would conflict with planned programs and plans and would also not conflict with policies governing the local circulation system, the proposed project would not conflict with programs, plans, and ordinances addressing the circulation system, and a less than significant impact would occur.

Table 14 Consistency with General Plan Goals and Policies Related to Transportation

Policy	Consistency Discussion
Goal MTC-1 Regional Transportation Hub. Make Vallejo a regional transportation hub for people and goods	***Consistent.*** The proposed project does not interfere with the City of Vallejo's goal to be a regional transportation hub. The project site is situated near local and regional transit lines, with first- and last-mile bicycle and pedestrian connections on surrounding local streets. The location is easily accessed through the existing regional transportation network, with close proximity to freeways, state routes, and arterial roadways.
Policy MTC-1.1 Regional Transit Connections. Enhance regional transit service for residents, employees, and visitors.	
Policy MTC-1.2 Transit Ridership. Increase regional transit and ferry ridership to and from Vallejo, particularly by commuters and visitors.	
Policy MTC-1.3 First/Last Mile Connections. Provide enhancements to the local transit network that make it easier and more convenient to use regional transit.	
Policy MTC-1.4 Regional Transportation Planning. Ensure that Vallejo is well connected to road, rail, air, and maritime systems in support of both mobility and local economic development.	
Policy MTC-1.5 Regional Trail Network. Continue to participate in efforts to complete the regional trail network through Vallejo.	***Consistent.*** The proposed project is not located along a trail and therefore would not limit access to local and regional trail network.
Policy MTC-1.6 Public Access. Promote public access to open space and trails.	
Goal MTC-2 Mobile Community. Enhance local transportation options and maintain a safe, convenient, and sustainable local transportation system.	***Consistent.*** The project site is near several other schools (Loma Vista Elementary School, Widenmann Elementary School, Solano Middle School, Dan Mini Elementary School) and community facilities (Setterquist Park, North Vallejo Family Resource Center), and would encourage trip chaining as parents would be able to drop-off or pick-up students from multiple schools and community facilities located near the proposed project. Its neighborhood context also allows for a wide range of travel modes to and from school.
Policy MTC-2.1 Safety First. Prioritize pedestrian, bicycle, and automobile safety over traffic flow.	
Policy MTC-2.2 Education. Promote safety programs to educate all road users about risks and responsibilities.	
Policy MTC-2.3 Emergency Response Routes. Ensure adequate emergency vehicle access in all areas of Vallejo.	
Policy MTC-2.4 Citywide Mobility. Maintain a transportation network that provides mobility for all ages and abilities and for all areas of the community.	
Policy MTC-2.5 Street Classification System. Maintain a street classification system that establishes user mode priorities and associated performance standards for each type of street.	
Policy MTC-2.6 Pavement Condition. Improve street pavement condition in Vallejo, prioritizing neighborhood corridors and arterials.	
Policy MTC-2.7 Complete Streets. Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders.	
Policy MTC-2.8 Transportation Demand Management. Decrease dependence on single-occupant vehicles by increasing the attractiveness of other modes of transportation.	
Policy MTC-2.9 Local Transit. Encourage increased local transit ridership to work, school, shopping, and recreation.	
Policy MTC-2.10 Senior and Limited Mobility Population. Encourage provision of a variety of transportation services for seniors and community members with limited mobility.	
Policy MTC-2.11 Sustainable Transportation. Ensure that circulation improvements can be operated and maintained within existing and future resource limitations.	
Policy MTC-2.12 Resource Efficiency. Facilitate use of emerging vehicle technology to help reduce vehicle miles travelled and greenhouse gas emissions.	

Table 14 Consistency with General Plan Goals and Policies Related to Transportation

Policy	Consistency Discussion
Policy MTC-2.13 Alternative Fuel Vehicles. Utilize alternative fuel vehicles as much as feasible.	
Goal MTC-3 Interconnected Community. Improve connections within and between Vallejo's neighborhoods for all travel modes.	***Consistent.*** While most of the policies under this goal are directed toward the City of Vallejo, the proposed project would support and not hinder the implementation of the policies. The City of Vallejo leads roadway and circulation improvements in the City, for example, the City is planning additional bicycle routes near the project site, which would provide for a safer and healthier circulation system for non-motorized vehicles. The proposed project does not prevent these improvements from being implemented and would increase the usage of these facilities as more students access the project site. Additionally, the proposed project itself is to make site improvements within the boundaries of the project site that include improved vehicle circulation, walkway, and other amenities to facilitate multimodal travel.
Policy MTC-3.1 Coordinated Transportation Planning. Ensure that improvements to the transportation network support a land use pattern that connects the community and facilitates travel among Vallejo's neighborhoods.	
Policy MTC-3.2 Local Transit. Encourage improvements in citywide transit service that directly connect major destinations in Vallejo, including commercial districts, job centers, and projected growth areas.	
Policy MTC-3.3 Corridors. Attract development to key "main streets" that will catalyze use by the community.	
Policy MTC-3.4 Walking, Biking, and Rolling. Expand the local bicycle and trail network to provide safe, healthy, attractive options for non-motorized travel among destinations in Vallejo, including for wheelchair users.	

Source: Vallejo 2017.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact.

CEQA Significance Criteria

The proposed project's impact is not considered significant unless it would:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guideline section 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d) Result in inadequate emergency access.

Significance criteria "b" is related to the implementation of vehicle miles traveled (VMT) as the primary performance metric. The City of Vallejo CEQA Transportation Impact Analysis Guidelines published in July 2020 (Guidelines) do not have specific guidelines related to charter schools. Additionally, the Office of Planning and Research (OPR) had not developed specific guidelines for analyzing impacts from charter schools. However, the use of VMT efficiency metrics for home based and work-based trips have been recommended by OPR and within the Guidelines for other land use types. For this analysis, a service population metric is used to consider trips for both employees and students combined since these are the two groups primarily accessing

the Project. This VMT per service population was then compared to the City of Vallejo VMT/capita. VMT/capita was used as the comparison because there is insufficient data to calculate VMT/service population for all schools in the City. Since most trips to a school are home-based trips as students are transported to/from school, VMT/capita is the most similar comparison available.

Consistent with the City of Vallejo Guidelines, the threshold of significance is set at no increase in VMT which aligns with the City's goal of holding new development VMT generation at or below citywide VMT generation levels. Therefore, a significant impact to VMT would occur if the project would:

- Result in the VMT per service population (students plus employees) exceeding the VMT per capita within the City of Vallejo which is 26.0 VMT per resident[10].

VMT Analysis

An analysis was conducted to quantify the VMT per service population (students and employees) for each school. Student and employee home address data were provided by the applicant team. The distribution of existing student enrollment among the middle and high schools is provided in Table 15, *Student Enrollment and Total Service Populations*. All 116 employees were included in the service population for MITA since this provides a larger dataset of trip lengths when calculating VMT.

Table 15 Student Enrollment and Total Service Populations

School Name	Grade Served	Student Enrollment	Total Service Population
MITA Middle School	6-8	435	551
MITA High School	9-12[1]	562	678

1.Expected to serve grades 9-12 by 2024-2025 school year

Discussion

As shown in Table 16, *VMT Per Service Population,* the daily VMT per service population for the middle school and high school is below the existing City of Vallejo VMT per capita (26.0). The values determined for the middle school and high school are expected to remain stable so that the VMT per service population under cumulative conditions would be similar or less than the numbers reported in Table 15 for baseline conditions. Therefore, the project is not anticipated to result in a significant impact related as a result of VMT.

[10] City of Vallejo CEQA Transportation Impact Analysis Guidelines, July 2020, Table 1

3. Environmental Analysis

Table 16 VMT Per Service Population

School Name	Average Trip Length (miles)	Trip Generation Rate[1]	Total Service Population	Daily VMT	Daily VMT/Service Population[2]
MITA Middle School	4.73	2.48	551	6,467.6	11.7
MITA High School	5.07	2.48	678	8,530.6	12.6

Source: Kittelson & Associates, Inc. 2021
1.Trip generation rate from Institute of Transportation Engineer's (ITE) Trip Generation, Land Use code 536 for private school K-12
2. Daily VMT per service population = (average trip length (miles) X Daily Trips)/(Total Service Population)

Conclusion

The VMT per service population (employees and students) for MITA were calculated to be below the City average with the middle school VMT per service population being 11.7 and the high school VMT per service population being 12.6. Since the MITA is below the City average VMT per capita (26.0), the proposed project does would be a less than significant impact based on VMT.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed project includes the renovation of the MITA campus with modernized facilities. The project site currently operates as the MITA and operation of the proposed project would continue this use. Therefore, the operation of the proposed project does not represent an incompatible use. The proposed project is not proposing to make off-site improvements to the local transportation network that would result in sharp curves, dangerous intersections, or other hazards. The proposed project's circulation plan would further limit pedestrian-vehicle conflicts and vehicle-turn conflicts by providing all loading/unloading activities will occur on the right side of the road, restricting access from Corcoran Avenue to Positive Place, and restricting left turns out from Positive Place onto Corcoran Avenue.

The design of the proposed internal drive aisles, access driveways, and other circulation improvements would be required to adhere to the California Department of Education (CDE) guidelines for site design and circulation, and City of Vallejo Fire Department's design standards which are imposed on project developments by the State and City's Fire Department during the building plan check and development review process. Compliance with CDE's established design standards and implementation of signage and pedestrian circulation features would ensure that hazards due to design features would not occur and that the placement of the circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the project site. The proposed project's driveways would be designed and constructed to ensure adequate access, distance between driveways, and line of sight. Therefore, a less than significant impact would occur.

d) Result in inadequate emergency access?

Less Than Significant Impact. Factors such as number of driveway access points, roadway widths, and proximity to fire stations determine whether a project provides sufficient emergency access. To address

emergency and fire access needs, the site improvements would be required to be designed in accordance with all applicable CDE and the City of Vallejo Fire Department design standards for emergency access (e.g., minimum lane width and turning radius). For example, the driveways would be designed to meet the minimum width requirements of City of Vallejo Fire Department to allow for the passing of emergency vehicles. Since adequate emergency access will be required per the local fire code and the site plans reviewed by the local fire officials as part of the design review, the proposed project is not anticipated to result in inadequate emergency vehicle access. Therefore, the proposed project would have a less than significant impact.

3.17.1 Cumulative Impact Discussion

Similar to the proposed project, construction and operation of any related project would be required to be consistent with local, regional and state goals and policies. As discussed above, the proposed project is consistent with local and state transportation plans and policies (such as the General Plan and the SB 743), and therefore would not result in a cumulative impact.

3.18 TRIBAL CULTURAL RESOURCES

This section is based in part on the following technical study:

- *Cultural Resources Study for the Mare Island Technology Academy and Griffin Academy Project, Vallejo, Solano County, California*, Tom Origer & Associates, October 26, 2021.

The Cultural Resources Study is contained in Appendix C to this IS/MND.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		**X**		

a) 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

Less Than Significant Impact with Mitigation Incorporated. As discussed in Section 3.5, *Cultural Resources*, the property at 555 Corcoran Avenue (Omega Building) was listed on the Historic Property Directory with a 6Y designation. This designation means that the property was evaluated for its importance on the National Register of Historic Places but had not been evaluated for its eligibility for inclusion on the California Register. The building was found ineligible for inclusion on the National Register of Historic Places and the State Historic Preservation Officer concurred with this finding.

Additionally, as indicated in Section 3.5, *Cultural Resources,* no known archeological resources or Native American remains are located on the project site. As part of the Cultural Resources Study, a Sacred Lands File search request was sent to the Native American Heritage Commission (NAHC). NAHC responded on June 18, 2020, and the results of their Sacred Lands File review did not indicate the presence of sacred sites within the project site. As further discussed under Section, 3.5, *Cultural Resources*, no archeological sites were found within the project site, and the project site has a low potential for buried resources.

However, development of the proposed project could unearth previously unknown archeological resources and human remains. Therefore, although no known tribal cultural resources have been identified on the project site, the proposed project has the potential to disturb subsurface deposits possessing traditional or cultural significance to Native American or other descendant communities. With implementation of mitigation measure CUL-1, included in Section 3.5, *Cultural Resources*, potential impacts to tribal cultural resources would be less than significant.

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.

Less than Significant Impact with Mitigation Incorporated. AB 52 took effect July 1, 2015 and requires inclusion of a new section in CEQA documents titled "Tribal Cultural Resources," which include heritage sites. Under AB 52, a tribal cultural resource is defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources, or the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a tribal cultural resource.

AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on the tribal cultural resource and define mitigation to protect them. Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. The tribe then has 30 days of receiving the notification to respond if it wishes to engage in consultation. The lead agency must initiate consultation within 30 days of receiving the request from the tribe. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

AB 52 requires that tribes interested in consulting submit or have submitted a general request letter to the lead agency to consult under AB 52 on projects requiring the preparation of a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report. The Confederate Villages of Lisjan submitted a consultation request letter to the District pursuant to AB 52.

Tom Origer and Associates contacted five Native American individuals and groups provided by the NAHC to inform them of their involvement with the proposed project. This contact does not constitute consultation with tribes. These five Native American individuals and groups include:

- Cortina Rancheria-Kletsel Dehe Band of Wintun Indians
- Guidiville Indian Rancheria
- The Confederated Villages of Lisjan
- United Auburn Indian Community of the Auburn Rancheria
- Yocha Dehe Wintun Nation

Leland Kinter, the Tribal Historic Preservation Officer from the Yocha Dehe Wintun Nation, responded on July 1, 2020. The Tribe indicated that they would like to initiate a formal consultation with the lead agency and have requested information including the project timeline, detailed project information, and the latest cultural study for the proposed project.

The District invited tribes to consult pursuant to AB 52 to all tribes on NAHC's list (listed above) on November 2, 2022. The District did not receive a response to the invitation letter. The District followed up with The Confederated Villages of Lisjan and Yocha Dehe Wintun Nation; however, no consultation has taken place.

The project site is currently developed, and project construction work would occur within the boundaries of the project site. No extensive subterranean earthwork is proposed, therefore, the probability of encountering tribal cultural resources is low. Nevertheless, in the event that unearthed tribal cultural resources are uncovered during ground-disturbing activities, the District will comply with CEQA Guidelines Section 15064.5, which provides that work in the area of a discovery shall be suspended until a

qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate avoidance and/or recovery. In the event that tribal cultural resources are inadvertently discovered, the proposed project would implement Mitigation Measure TCR-1. With the implementation of Mitigation Measure TCR-1, the proposed project would not adversely affect the significance of a tribal cultural resource. Impacts would be less than significant with mitigation incorporated.

Mitigation Measure

TCR-1 If tribal cultural resources are inadvertently discovered during ground disturbing activities for this project, the following procedures will be carried out for treatment and disposition of the discoveries:

- Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed.
- All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist. If the resources are Native American in origin, the proper Tribe(s) will retain it/them in the form and/or manner the Tribe(s) deems appropriate, for educational, cultural and/or historic purposes.
- If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Work may continue on other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.
- Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

3.18.2 Cumulative Impact Discussion

Each related cumulative project would be required to comply with CEQA Guidelines Section 15064.5, which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources. Additionally, each cumulative project would be required to comply with AB 52 and incorporate identified mitigation measures. Therefore, any discoveries of tribal cultural resources caused by the proposed project or cumulative projects would be mitigated to a less than significant level. The proposed project impacts would not be cumulatively considerable.

3.19 UTILITIES AND SERVICE SYSTEMS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. Following is a discussion of the proposed project's potential impacts on water, wastewater treatment or storm water drainage, electric power, or telecommunications facilities. The proposed project does not involve the use of natural gas.

3. Environmental Analysis

Water Supply Facilities

The proposed project's water services would be provided by the City of Vallejo's water department. The City provides water services to two geographically distinct service areas: the City of Vallejo jurisdictional limits and adjacent unincorporated areas, and an area in the unincorporated western part of Solano County and southern Napa County. The City also serves water supplies to Travis Air Force Base, the City of American Canyon, and other areas outside the City limits. The City's water supplies are derived from the following four general surface water sources:

- Sacramento River watershed, including a contract with Solano County Water Agency for State Water Project water supplies.
- Solano Project from the Putah Creek watershed, which includes Lake Berryessa
- Wild Horse Creek watershed through Lake Madigan, Lake Frey
- Upper Suisun Creek watershed through Lake Curry (a proposed future source).

All water supplies derived from these sources are collectively managed in order to best meet the City's demands in different areas under changing hydrological, regulatory, and operational conditions, with each supply having unique provisions that impact their utility under varying regulatory and hydrological conditions. The City does not use recycled or groundwater water supplies in its service area.

The population within the City's service area has continued to grow and as of 2020 was about 125,000. Population in the City's water service areas is expected to increase to over 150,000 by 2045. The City estimates that water demands in its service area for normal years would increase from approximately 28,111 acre-feet per year (afy) in 2025 to approximately 31,892 afy in 2045. The City's water supply is projected to increase from 35,820 afy in 2025 to 38,780 afy in 2045 for a normal year. Therefore, the City projects that it would have a residual capacity of 7,709 afy of water in 2025 and a residual capacity of 6,888 afy of water in 2045 (Vallejo 2021).

Water demand estimates for the existing uses onsite and proposed uses under the proposed project are included in Table 17, *Water Demands, Existing and Proposed*. As shown in the table, existing uses have a total water demand of 5,768 gpd. The proposed project would have a water demand of 16,146 gpd. Therefore, the proposed project would result in an increase of 10,378 gpd (11.6 afy) of water demand.

Table 17 Water Demands, Existing and Proposed

Scenario	Outdoor Irrigated Area (SF)	Outdoor Water Use (gpd)	Building Area (SF)	Indoor Water Use Rate (gpd/SF)	Indoor Water Use (gpd)	Total Water Use (gpd)
Existing Uses						
Total Water Demand	7,800[1]	211[2]	61,745	0.09[3]	5,557	5,768
Proposed Uses						
School Facilities	269,403	8,944[4]	80,020	0.09[3]	7,202	16,146
Net Increase	-	8,733	-	-	1,645	10,378

Source: CAPCOA 2017; DWR, 2017; Vallejo, 2017.
Notes: SF = square feet; gpd = gallons per day
[1] Landscaped square footage estimated from Google Maps.
[2] DWR's Water Budget Workbook for New and Rehabilitated Non-Residential Landscapes was used to calculate the maximum allowed water allowance (MAWA). It was assumed that half the landscaped areas had overhead irrigation and half had drip-irrigation. An annual precipitation of 21.01 inches per year and a reference evapotranspiration (Eto) of 40.72 inches per year were used per the City's Water Management Plan.
[3] CAPCOA rate for "High School" used.
[4] Soccer fields are considered Special Landscape Areas and the 49,500 SF for the soccer field is inputted as such in the DWR worksheet. It is also conservatively assumed that all proposed landscaping would be irrigated with an overhead system. The MAWA is shown in the table.

The City estimates that it will have sufficient water supplies to meet proposed growth in its service area for normal, single-dry, and multiple-dry years and the proposed project's net increase in water demand is nominal in comparison to the City's residual capacity. Therefore, project development would not require the construction of new or expanded water treatment facilities. No significant impacts would occur, and no mitigation measures are necessary (Vallejo 2021).

Wastewater Treatment Facilities

Vallejo Flood and Wastewater District (VFWD) provides all wastewater collection, treatment, and disposal services for the City of Vallejo and in the unincorporated areas served by the City's water department. VFWD owns 436 miles of sewer mains and operates 36 wastewater pump stations and a wastewater treatment plant. The wastewater treatment plant treats flow averaging approximately 10 million gallons per day (mgd). The plant has a dry weather capacity of 15.5 mgd and a wet weather capacity of 60 mgd (Vallejo, 2021, San Francisco RWQCB 2017). Therefore, the wastewater treatment plant has a dry weather residual capacity of about 5.5 mgd.

The net increase in wastewater generation for the proposed project is assumed to be 95 percent of the increase in indoor water use. The proposed project results in a net increase of indoor water demand of 1,645 gpd. Therefore, the proposed project would generate a net increase in wastewater generation of about 1,563 gpd. The amount of wastewater that would be generated is less than one percent of VFWD's wastewater treatment plant's total remaining daily treatment capacity. Therefore, project development would not require the construction of new or expanded wastewater treatment facilities. No significant impacts would occur, and no mitigation measures are necessary.

3. Environmental Analysis

Stormwater Drainage Facilities

See response to Section 3.10.c.iii, above. As substantiated in this section, impacts would be less than significant, and no mitigation measures are necessary.

Electrical

Electricity would be supplied by PG&E and Marin Clean Energy through the PG&E grid. Total mid-electricity consumption in PG&E's service area is forecast to decrease by approximately 21,608 GWh between 2018 and 2030 (CEC 2020). PG&E forecasts that it will have sufficient electricity supplies to meet demands in its service area; and the electricity demand due to project development is within the forecast increase in PG&E's electricity demands. Therefore, project development would not require PG&E to obtain new or expanded electricity supplies.

Furthermore, the project would be required to comply with energy efficiency standards set forth by Title 24 of the California Administrative Code and the Appliance Efficiency Regulations. The project would also comply with CALGreen requirements related to energy and water conservation. These measures will decrease electricity and gas consumption.

Therefore, the proposed project would not result in a substantial increase in electrical service demands. PG&E would not need to expand their supply and transmission facilities to handle the demand generated by the proposed project. Additionally, the proposed project would not generate any natural gas demands. Therefore, impacts would be less than significant.

Telecommunication Facilities

The proposed project would include onsite connections to telecommunication services. The construction-related impacts associated with these improvements are analyzed throughout this Initial Study as part of the project development. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The City's 2020 Urban Water Management Plan found that the portfolio of water resources available to the City is reliable and adequate to meet existing and projected demands over the next 20 years, as substantiated above in Section 3.19.a.

Furthermore, development of the proposed project would be required to comply with the provisions of CALGreen, which contains requirements for indoor water use reduction and site irrigation conservation. Specifically, project development would be required to adhere to mandatory non-residential measures outlined in Division 5.3, Water Efficiency and Conservation, of CALGreen, including those of Sections 5.303, Indoor Water Use, and 5.304, Outdoor Water Use.

Based on the preceding, there are adequate water supplies to meet the water demands of the proposed project and project development would not require the City to obtain new or expanded water supplies. Therefore, impacts on water supplies due to project development would be less than significant.

c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As substantiated above in Section 3.19.a, there is existing wastewater treatment capacity in the region for estimated project wastewater generation. In addition, the proposed project would not increase student enrollment nor staff. Project development would not require construction of new or expanded wastewater treatment facilities. Therefore, impacts would be less than significant.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. In 2020, approximately 87 percent of the municipal solid waste landfilled from the City was disposed of at the Potrero Hills Landfill (CalRecycle 2019a). Capacity and disposal data for the landfill is shown in Table 18, *Landfill Capacity*. As shown in the table, the landfill has a residual capacity of 1,362 tons per day.

Table 18 Landfill Capacity

Landfill	Current Remaining Capacity (tons) [1]	Maximum Daily Disposal Capacity (tons)	Average Daily Disposal, 2021 (tons) [2]	Residual Daily Disposal Capacity (tons)	Estimated Close Date
Potrero Hills Landfill	13,872,000	4,330	2,968	1,362	2048

Sources: CalRecycle 2019b, 2019c.

[1] A Volume-to-Weight conversion rate of 2,000 lbs/cubic yard (1 tons/cubic yard) for "Compacted - MSW Large Landfill with Best Management Practices" is used as per CalRecyle's 2016 Volume-to-Weight Conversion Factors https://www.epa.gov/sites/production/files/201604/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fnl.pdf.

[2] Average daily disposal is calculated based on 300 operating days per year. The facility is open six days per week, Monday through Saturday, except certain holidays.

Based on the building square footages, the proposed project is estimated to generate a net increase of about 128 pounds of solid waste per day, as shown in Table 19, *Net Increase in Solid Waste Generation*. However, the proposed project would not increase student enrollment nor staff.

Table 19 Net Increase in Solid Waste Generation

Scenario	Square Feet	Solid Waste Generation, pounds per day[1]	
		Per square foot	Total
Existing Conditions			
School Buildings	61,745	0.007	432
Proposed Conditions			
School Buildings	80,020	0.007	560
		Net increase	**128**

Source: CalRecycle 2019d.
[1]CalRecylce rate for "School" used.

As demonstrated in Table 17, there is adequate landfill capacity for the proposed project's forecasted solid waste, and project development would not require additional landfill capacity at the landfill serving the City. The total amount of solid waste expected to be generated under the proposed project would be minimal compared to the total permitted daily maximum solid waste tonnage per day of the landfill serving the City.

Additionally, CALGreen Section 5.408.1.1 requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. The proposed project would comply with these established standards.

Based on the preceding, impacts on landfill capacity would be less than significant and no mitigation measures are necessary.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Solid waste would be generated during construction and operation of the proposed project. The proposed project would comply with all regulations pertaining to solid waste, such as the California Integrated Waste Management Act and local recycling and waste programs. The proposed project would comply with all applicable laws and regulations and make every effort to reuse and/or recycle the construction debris that would otherwise be taken to a landfill. Section 5.408 of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Hazardous waste, such as paint used during construction, would be disposed of only at facilities permitted to receive them in accordance with local, state, and federal regulations. The proposed project would comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal. Therefore, impacts would be less than significant.

3.19.1 Cumulative Impact Discussion

This section analyzes potential impacts to utilities that could occur from the proposed project in combination with other projects in the surrounding area.

The water supply for the City is anticipated to meet 100 percent of the demand through 2045, and in drought years the City would implement demand reduction measures as appropriate. The City's 2020 Urban Water

Management Plan (UWMP) accounts for projected water demand based on development that is in conformance with the land use designation in the City's General Plan. Therefore, the UWMP accounts for cumulative impacts to water supply. Any large future projects would need to prepare water supply assessments per Senate Bill 610. The requirement for a water supply assessment is to substantiate whether the public water system's total projected water supplies during a 20-year projection will meet the projected water demand associated with the project, in addition to the water system's existing and planned future uses. Additionally, future development would comply with the provisions of CALGreen, which contains requirements for indoor water use reduction and site irrigation conservation. Therefore, cumulative impacts regarding water utilities would be less than significant.

The VFWD has a residual capacity at its wastewater treatment of 5.5 mgd and plans for upgrades and continued maintenance and repair of its sewage system through its Sewer System Management Plan (SSMP) and Capital Improvement Program (CIP). SSMPs are required by the SWRCB and need to be updated every five years. The goal of VFWD's SSMP is to implement BMPs focusing on system cleaning, maintenance, and repair, perform comprehensive and continuous condition assessment of the sewer system, and repair, rehabilitate, or replace lines that cannot be effectively maintained through the Capital Improvement Program. VFWD's CIP addresses proper management and protection of infrastructure assets, includes a time schedule for implementing short- and long-term projects, and contains a schedule for developing the funds needed for the implementation of the capital improvement plan. Therefore, cumulative impacts regarding wastewater utilities would be less than significant.

The analysis of cumulative storm drainage impacts considers future development within the City. All new development within the City would require conformance with State and local policies that would reduce hydrology and infrastructure construction impacts to less than significant levels. Any new development would be subject to City policies and ordinances, design guidelines, zoning codes, and other applicable City requirements that reduce impact to stormwater drainage facilities. More specifically, potential changes related to stormwater flows, drainage, impervious surfaces, and flooding would be minimized by the implementation of stormwater control measures, retention, and low impact development measures. The City's Public Works Department would review and approve all potential stormwater infrastructure projects and ensure that they meet the City's design standards. In addition, all projects must comply with the Chapter 12.41, *Stormwater Management and Discharge Control,* of the City's municipal code. Therefore, the proposed project in combination with past, present, and future projects would result in a less-than-significant cumulative impact with respect to stormwater infrastructure.

The cumulative impact for solid waste is considered in the context of estimated growth in the area served by the Potrero Hills. While the proposed project would contribute to an increase in the cumulative demand for solid waste disposal, the increase represents a small percentage (less than 1 percent) of existing solid waste transported to the Potrero Hills Landfill. The proposed project, in addition to other projects in the surrounding area, would be served by a landfill with permitted capacity and would comply with federal, State, and local statutes and regulations related to solid waste. Accordingly, the proposed project cumulative impacts to solid waste would be less than significant.

The area considered for cumulative impacts to electricity supplies and facilities is PG&E's service area. Forecast total electricity supply for the service area is identified above. Other projects would increase electricity demands. Electricity demand forecasts are based on climate zones; economic and demographic growth forecasts from Moody's Analytics, IHS Global Insight, and the California Department of Finance; forecast electricity rates; effects of reasonably foreseeable energy efficiency and energy conservation efforts; anticipated partial electrification of portions of the transportation sector, including increasing adoption of light-duty plug-in electric vehicles, demand response measures, such as electricity rates that increase during high-demand times of day, and effects of climate change (CEC 2016). It is anticipated that electricity demands by most other projects would be accounted for in the above-referenced demand forecasts. Other projects would be subject to independent CEQA review, including analysis of impacts to electricity supplies. Implementation of all feasible mitigation measures would be required for any significant impacts identified. Cumulative impacts would be less than significant, and proposed project impacts would not be cumulatively considerable.

While the project adds electric demands to existing facilities, PG&E has indicated that it has available power and gas to supply the area as planned, including all future development within the City's General Plan 2040, resulting in less than significant effects to cumulative impacts related to electrical facilities. Furthermore, telecommunication services currently exist to serve the project site. Other projects would be subject to independent CEQA review, including analysis of impacts to electricity and telecommunications. Therefore, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

3.20 WILDFIRE

Wildland fire protection in California is the responsibility of either the local government, state, or the federal government. State Responsibility Areas (SRA) are the areas in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. SRA are recognized by the Board of Forestry and Fire Protection as areas where CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention.

Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model, which is a science-based and field-tested model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior, as the basis for evaluating fire hazard in LRAs. The LRA hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. The City of Vallejo Fire Department currently provides fire protection and emergency medical services to the City of Vallejo.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High in an LRA. The nearest FHSZ in the SRA is a Moderate FHSZ approximately 0.8-mile northeast of the project site. The nearest FHSZ in the LRA is a VHFHSZ is located approximately 10.4 mile south of the project site.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				**X**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project site is not located within or near a state responsibility area for wildfire nor lands classified as very high fire hazard severity zones (FHSZ) (CAL FIRE 2022). The closest state responsibility area (SRA), which has a high fire hazard classification, is approximately 0.8-mile northeast from the project site. The closest area designated as a very high fire hazard severity zone is located in the City of Martinez, approximately 10.4 miles away (CAL FIRE 2022). CAL FIRE determined that Solano County does not have very high fire hazard severity zones within local responsibility areas (CAL FIRE 2022). Additionally, the City's General Plan, Map NBE-4, Wildfire Risk Areas, shows that the project site is outside of a fire hazard area (Vallejo 2017). The project site is located within an urbanized area and is not within or near a very high fire hazard zone. The City of Vallejo has prepared an Emergency Operations Plan (EOP) which describes planned responses to extraordinary emergency situations associated with natural disasters, technological emergencies, and war emergencies affection the City (Vallejo 2015). The proposed would not conflict with the EOP; the surrounding roadways would continue to provide emergency access to the project site and surrounding properties during construction and operational activities. To address emergency and fire access needs, the site improvements would be required to be designed in accordance with all applicable CDE and the City of Vallejo Fire Department design standards for emergency access. Therefore, no impact would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The existing school campus is in an urban area, and there is no wildland susceptible to wildfire on or near the site. Furthermore, CAL FIRE does not classify any adjacent areas as a Very High FHSZ. Project development would not place people or structures at risk from wildfire. No impact would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The campus is in an urban area surrounded by development. The campus improvements would not require the installation of new infrastructure that may exacerbate fire risk. No impact would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The campus is surrounded by development with flat topography. There are no vegetated slopes susceptible to wildfire in the surrounding area. Therefore, the proposed project would not result in result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

3.20.1 Cumulative Impact Discussion

The project site is not located within or near a state responsibility area for wildfire, and is not within very high fire hazard severity zone (Cal Fire 2022). CAL FIRE determined that Solano County does not have very high fire hazard severity zones within local responsibility areas (Cal Fire 2022). Neither the project site nor the surrounding area are within a very high fire hazard severity zone. Therefore, the proposed project would not contribute to a cumulative impact.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

a) Does the project have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated. As discussed above in Section 3.4, *Biological Resources,* and Section 3.5, *Cultural Resources*, while it is unlikely that Burrowing Owls exist onsite since the site is disturbed, the proposed project would implement mitigation measure BIO-1 to ensure that any construction impacts to Burrowing Owls are less than significant. Therefore, with the implementation of mitigation measure BIO-1, implementation of the proposed project would not have a substantial adverse effect on habitat nor candidate, sensitive, or special status species. Additionally, it is unlikely that archeological resources would be found during construction of the proposed project. Nevertheless, development of the proposed project would involve grading and earthwork activities for redevelopment of the project site; thus, the potential exists to unearth previously undiscovered archeological resources. Incorporation of Mitigation Measure CUL-1 would ensure that impacts to archeological resources would be less than significant.

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.)

Less Than Significant Impact. The potential for cumulative impacts occurs when the independent impacts of a given project are combined with the impacts of related projects in proximity to the project site that would create impacts that are greater than those of the project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project. As analyzed throughout this IS/MND, any construction or operational-related impacts would either be less than significant or mitigated to a less than significant level. As demonstrated in this analysis, there would be no long-term significant operational impacts. As such, there is no contribution to cumulative impacts from the proposed project. Additionally, based on the relatively small and localized scale of this proposed project, and that no other cumulative projects are identified in the area, the proposed project

would not result in impacts that are individually limited but cumulatively considerable. Therefore, there would be no cumulative impacts and no mitigation is required.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. As shown in the analyses throughout this IS/MND, the proposed project would not result in environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there would be no impact.

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