

CEQA Compliance Checklist

2300 West El Camino Real Hotel Project



April 2017

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	2300 West El Camino Real Hotel Project	FILE NUMBER: 33-16-PCZA
SITE ADDRESS:	2300 West El Camino Real Mountain View, CA	APN(s): 148-36-012
APPLICANT:	BPR Properties Mountain View, LLC 953 Industrial Avenue Palo Alto, California, 94303	PHONE: (650) 223-6711
PROPERTY OWNER:	BPR Properties Mountain View, LLC	
Previously Certified EIRs:		
<ul style="list-style-type: none"> – <i>El Camino Real (ECR) Precise Plan EIR</i> (2014), SCH #: 2014032002 – <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR</i> (2012) SCH #: 2011012069 		
PROJECT DESCRIPTION SUMMARY: The project proposes to develop a four-story, 157-room, 77,601 square foot hotel with one level of underground parking on a 0.97-acre site, located at 2300 West El Camino Real in Mountain View. The project would demolish the existing hotel development on-site.		
ENVIRONMENTAL SETTING: The site is located on APN 148-36-012 and is bordered by multi-family residential uses to the north, a vacant commercial building to the east, West El Camino Real to the south, and commercial and multi-family residential uses to the west.		
<p>The site is currently developed with a 31,072 square foot hotel with 71 rooms, an outdoor pool, basement and ground-level parking. The existing hotel is comprised of two buildings. The eastern building is two stories in height and the western building is three stories at the northern portion and two stories at the middle and southern portions.</p>		
DETERMINATION: This Initial Study determined that the proposed project would result in either no impact or a less than significant impact as addressed in the El Camino Real Precise Plan (ECR Precise Plan) Environmental Impact Report (EIR certified in November 2014), ECR Precise Plan Initial Study (August 2014) and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR (2030 General Plan EIR). The project complies with the California Environmental Quality Act (CEQA), since hotel uses at the proposed intensity on the site were analyzed in the ECR Precise Plan EIR and ECR Precise Plan Initial Study.		

(ADDITIONAL / NO ADDITIONAL IMPACT FINDING): The proposed project is in compliance with the California Environmental Quality Act (CEQA). This Initial Study was prepared pursuant to CEQA Guidelines, and found that with implementation of the ECR Precise Plan standards and guidelines, standard City Conditions of Approval, state regulations, mitigation measures identified in the ECR Precise Plan EIR, ECR Precise Plan Initial Study, and the 2030 General Plan EIR, and Operational Improvements, the proposed hotel development would not result in any new environmental impacts beyond those previously evaluated and disclosed in the EIRs and Initial Study.

Prepared by: Diana Pancholi, Assistant Planner **Date:** April 3, 2017
Community Development Department

All referenced documentation is available for Public Review at the City of Mountain View, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.

HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The ECR Precise Plan EIR (November 2014) and ECR Precise Plan Initial Study (August 2014) evaluated the environmental impacts of the ECR Precise Plan. The Initial Study was used to focus the EIR and evaluated the environmental issues that had no impact, a less than significant impact, or a less than significant impact with mitigation, and were not considered significant and unavoidable in the 2030 General Plan EIR. A focused EIR (i.e., the ECR Precise Plan EIR) was completed for transportation and circulation, air quality, and noise, since the impacts of these areas were considered significant and unavoidable with 2030 General Plan buildout.

The ECR Precise Plan is a City-initiated Precise Plan for the area identified in the 2030 General Plan EIR as the El Camino Real Change Area and residential areas adjacent to the change area. The ECR Precise Plan updated and consolidated four Precise Plans, several Planned Community Districts, along with areas zoned *Commercial/Residential-Arterial* and *R3 (Multiple-Family Residential)* into a single ECR Precise Plan zoning district [*P(38) El Camino Precise Plan*] under Section 36.22 of the City's Municipal Zoning Ordinance.

The ECR Precise Plan was developed to provide a pedestrian-oriented, multi-modal corridor with better connections and services for the surrounding neighborhoods, which is consistent with the 2030 General Plan vision for the area. The ECR Precise Plan includes planning priorities, development regulations, and an implementation strategy for the 268 acres and 3.9-mile segment of the El Camino Real that runs through Mountain View. The ECR Precise Plan area includes nearly all parcels immediately fronting on El Camino Real, as well as some additional parcels adjacent to the corridor. The Mountain View City Council certified the ECR Precise Plan EIR and approved the ECR Precise Plan project in November 2014. The City approved the ECR Precise Plan Initial Study in August 2014 as part of the EIR process.

PROJECT DESCRIPTION

Existing Site Conditions: The 0.97-acre site is currently developed with a 31,072 square foot hotel with 71 rooms, an outdoor pool, basement and ground-level parking. The existing hotel is comprised of two buildings. The eastern building is two stories in height and the western building

is three stories at the northern portion and two stories at the middle and southern portions.

The site is bordered by multi-family residential uses to the north, a vacant commercial building to the east, West El Camino Real to the south, and commercial and multi-family residential uses to the west. A regional map and a vicinity map of the site are shown on Figures 1 and 2; an aerial photograph of the project site and the surrounding area is shown on Figure 3.

Proposed Project: The project proposes to demolish the existing hotel development and develop a four-story, 157-room, 77,601 square foot hotel. The new hotel would include an outdoor courtyard area and a parking garage with ground and basement level parking stalls.

The proposed hotel would be a “U”-shaped building, with the open side to the north and a landscaped courtyard at the ground level. The first floor of the hotel would include a lobby, fitness and spa area, commercial/restaurant space, and a patio area with outdoor seating. The outdoor courtyard area would include a fire pit and seating area.

The proposed building height would be a maximum of 50 feet. The project proposes a 10-foot setback from all floors of the proposed building to the edge of the sidewalk on West El Camino Real, 15-foot side yard setbacks from the building to the property line of the adjacent commercial buildings, and a 25-foot rear setback from the ground floor of the proposed hotel to the property line of the adjacent multi-family residential building to the north. The rear yard setback distances from the second and fourth floors of the proposed hotel would range from 25 to 45 feet.

A conceptual site plan is shown on Figure 4, and proposed building elevations and perspectives are shown on Figures 5 and 6.

General Plan and Zoning

The General Plan land use designation of the site is *Mixed Use Corridor*, which allows commercial, lodging, office and multi-family residential uses, and building heights of up to four stories.

The site is zoned *P(38) - ECR Precise Plan*. Under the ECR Precise Plan, the proposed project is considered a Tier 1 development, which is defined as a new development consistent with the Tier 1 floor area ratio (FAR) and height outlined in the Plan’s development standards, which may be approved by the City Council, following recommendation by the Environmental Planning Commission through a Major Planned Community Permit. Under the ECR Precise Plan, the project site is designated *Medium Intensity Corridor*. The *Medium Intensity Corridor* designation allows new hotel, mixed-use, and residential developments to have a maximum FAR of 1.85 and a height of four stories or 55 feet if the developments have lot areas of 15,000 square feet or greater, are adjacent to multi-family neighborhoods, and contribute to public benefits. The proposed project would have an FAR of 1.82.

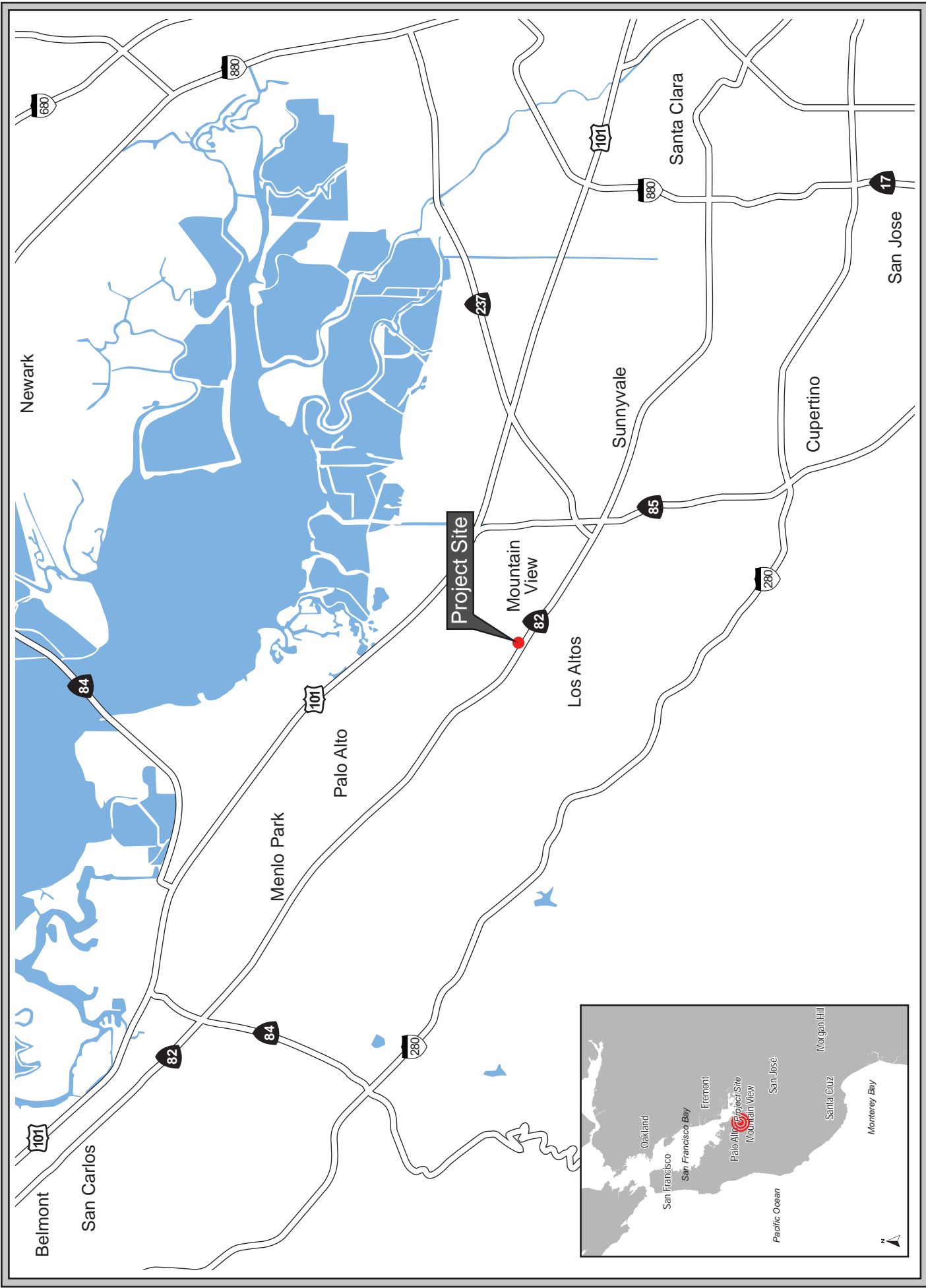


FIGURE 1

REGIONAL MAP

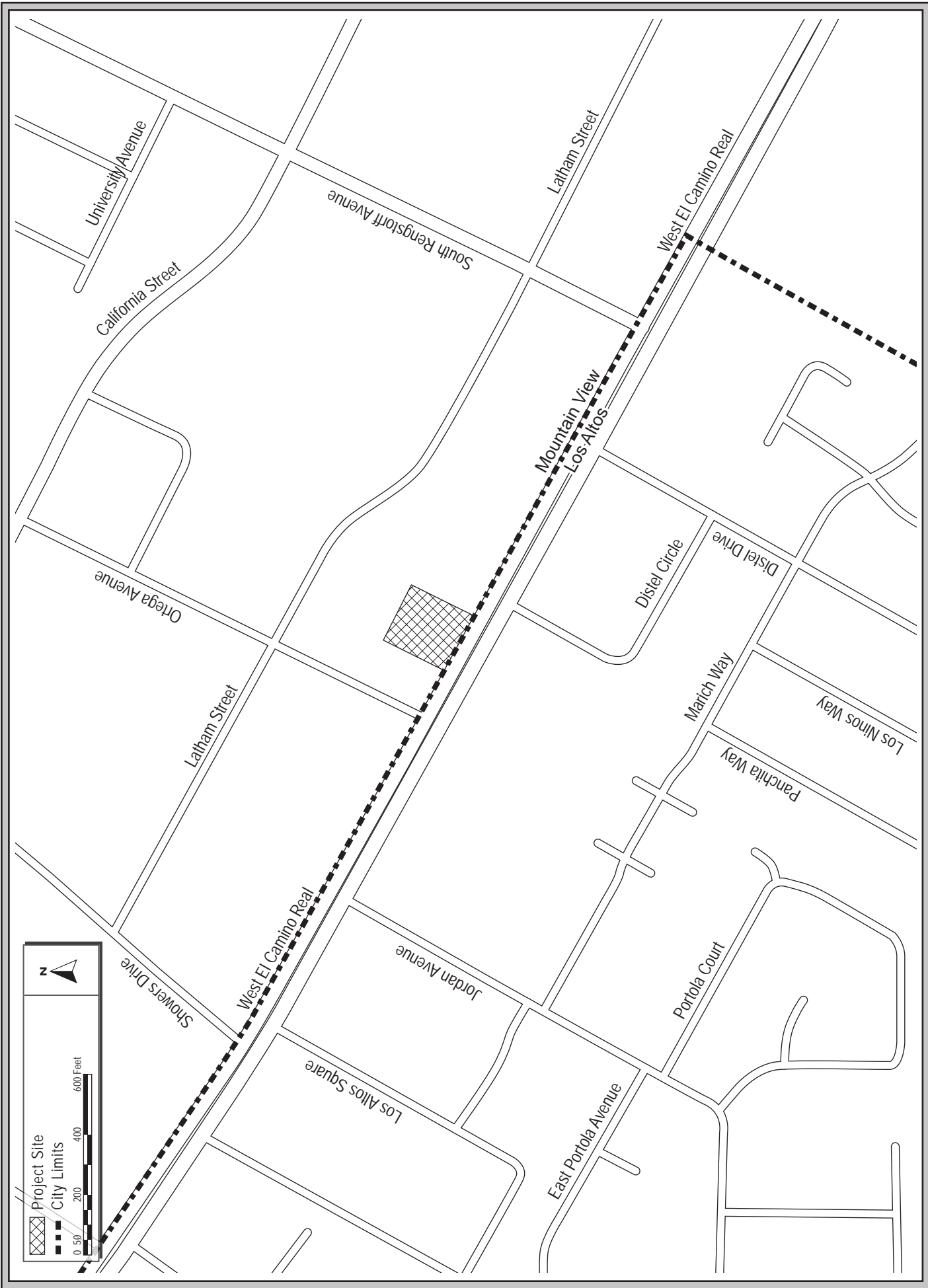


FIGURE 2

VICINITY MAP

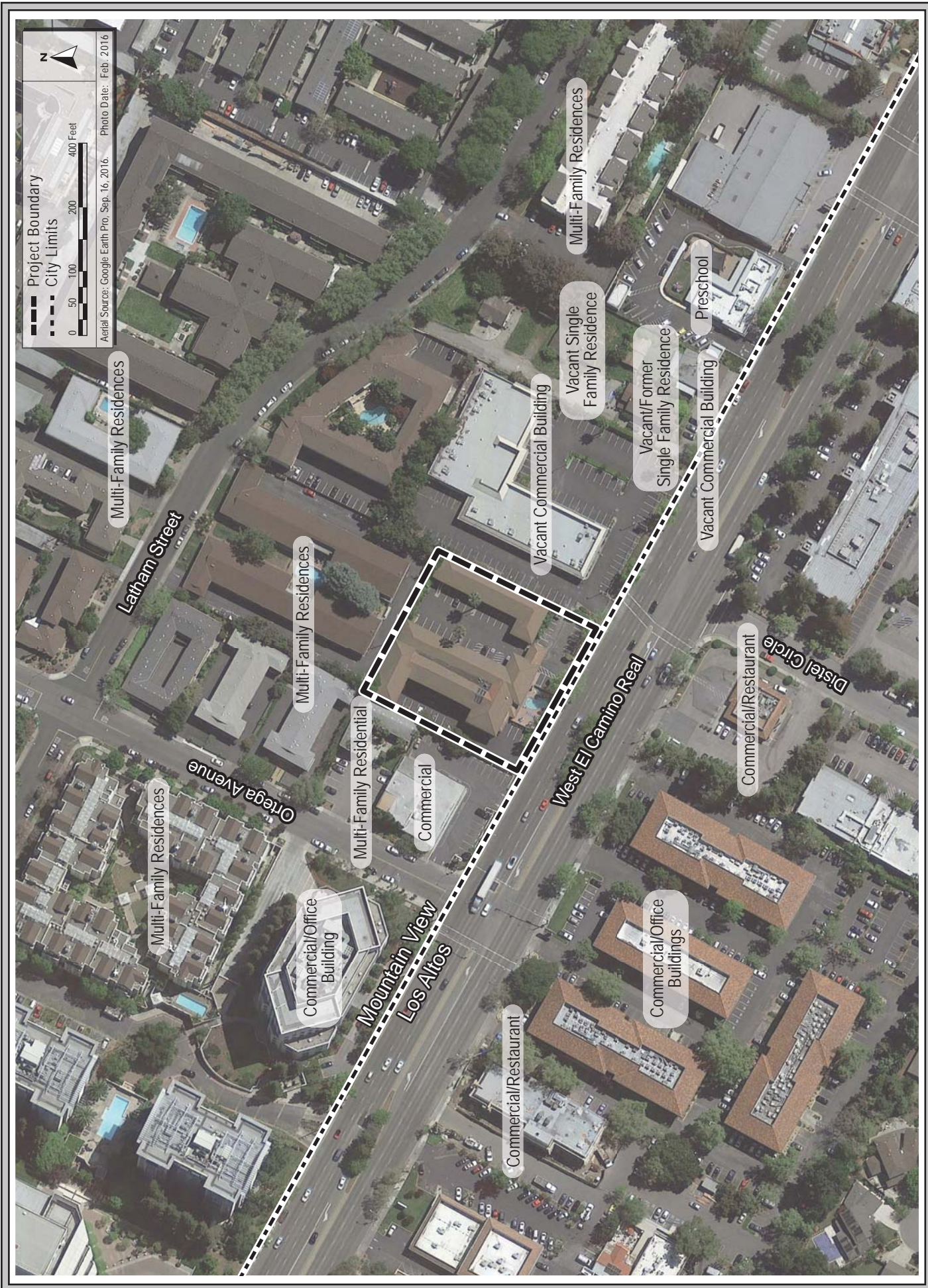
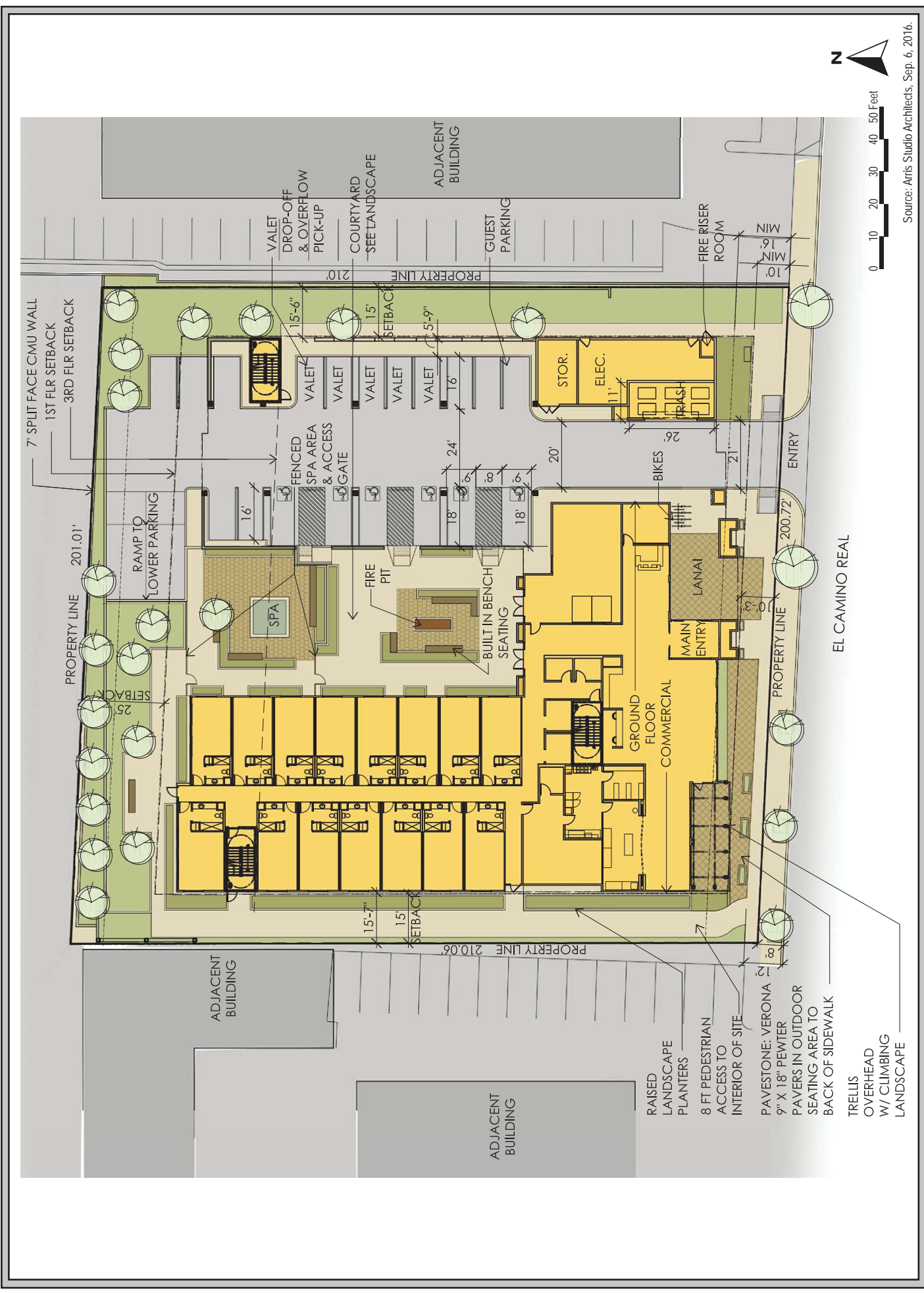


FIGURE 3

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES



Source: Arris Studio Architects, Sep. 6, 2016.

FIGURE 4

CONCEPTUAL SITE PLAN



FRONT ELEVATION AT EL CAMINO REAL



WEST ELEVATION

Source: Arris Studio Architects, Jan. 17, 2017.



Perspective at El Camino Real

Perspective at Courtyard

Source: Arris Studio Architects, Jan. 17, 2017.

BUILDING PERSPECTIVES

FIGURE 6

Access, Circulation, and Parking

The proposed project would provide a total of 140 parking stalls, including 19 stalls on the ground level and 121 stalls on the basement level (i.e., below-grade level). The project would also provide four bicycle spaces (racks) on the ground level.

A new 20-foot wide two-way driveway to the site would be constructed on West El Camino Real and would provide access to the proposed building's parking garage (both basement and ground-level parking). The ramp to the lower parking level would be located at the rear of the property. The drive aisles in the parking garage would be 24 feet wide.

A new pedestrian pathway would be constructed on the western edge of the site and would be accessed via West El Camino Real. The pathway would provide pedestrian access to the building interior and courtyard area. Pedestrians would also access the building interior via the main entrance on West El Camino Real.

Heritage Trees

The site contains five Heritage trees as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). The project proposes to remove one Heritage tree, relocate two Heritage trees to the eastern portion of the site, and retain two Heritage trees (in place).

Approximately 25 new trees, including Brisbane box, Chinese evergreen elm, goldenrain, crepe myrtle, London plane, and scarlet oak, and additional landscaping is proposed to be planted on the project site. Trees would be planted in accordance with the replacement ratios described in the City of Mountain View Municipal Code. New landscaping would include street trees bordering the project site.

Demolition and Construction

The project would demolish the existing hotel, parking, pavement, and swimming pool, and would remove one Heritage tree. The project proposes to remove approximately 12,000 cubic yards of soil and debris from the site and would import 1,000 cubic yards of soil. Project demolition and construction would take approximately 17 months to complete.

Green Building and Emissions Reduction Features

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to Leadership in Energy and Environmental Design (LEED) Silver and Mandatory Measures of the 2013 California Green Building Code (CALGreen) for new non-residential buildings greater than 25,000 square feet. The project would meet LEED Silver and Mandatory CalGreen requirements. The project would include drought tolerant landscaping, designated parking for low emitting vehicles, and plumbing fixtures that reduce indoor water use.

COMPARISON WITH APPROVED PROJECT

Build-out of the approved ECR Precise Plan would include hotel, mixed-use, commercial/office and residential developments. The 2300 West El Camino Real Hotel Project proposes an approximately 77,601 square foot hotel development, which would represent an increase of approximately 46,530 square feet over the existing hotel development, consistent with the ECR Precise Plan. The site is located within the *Medium Intensity Corridor* area of the ECR Precise Plan, and the project proposes the type, mass, and scale of development envisioned in the ECR Precise Plan. The proposed project complies with the standards and guidelines in the adopted ECR Precise Plan.

APPROVALS REQUIRED

The proposed hotel development would require approval from the Mountain View City Council. The project is subject to the City's site-specific design review process, and would require the following City permits:

- Provisional Use Permit
- Heritage Tree Removal Permit
- Major Planned Community Permit
- Building Permit
- Demolition Permit

ENVIRONMENTAL CONCLUSION

The proposed project is in compliance with CEQA. This Initial Study prepared pursuant to CEQA Guidelines found that with the implementation of the ECR Precise Plan standards and guidelines, standard City Conditions of Approval, state regulations, and mitigation measures identified in the ECR Precise Plan EIR, ECR Precise Plan Initial Study and the 2030 General Plan EIR, the proposed 77, 601 square foot hotel project would not result in any new environmental impacts beyond those previously evaluated and disclosed in the EIRs and Initial Study.

Appendices Following Checklist:

Appendix A:	Air Quality Report
Appendix B:	Arborist Report
Appendix C:	Geotechnical Report
Appendix D:	Hazardous Materials Reports
Appendix E:	Noise Assessment
Appendix F:	Site Specific Transportation Analysis Parking and Transportation Demand Management Plan
Appendix G:	Utility Impact Study

Other referenced documents and correspondence are available for review at the City of Mountain View, Community Development Department, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.

ENVIRONMENTAL CHECKLIST

COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

The purpose of the checklist is to evaluate the categories in terms of any “changes” or “new information” that may result in a changed environmental impact evaluation. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no relevant change in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document.

Overriding considerations were adopted with the certification of an EIR that accepted the possibility of certain impacts regardless of whether mitigations could reduce them to a less than significant level. Thus, certain environmental categories might be answered with a “no” in the checklist because the proposed project does not introduce changes that would result in a modification to the conclusion of the EIR Findings Document.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

A. Where Impact was Analyzed in Prior Environmental Documents

This column provides a reference to the pages of the other environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

B. Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the proposed project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

C. Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases of the severity of a previously identified significant impact. A “yes” answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

D. Any New Information of Substantial Importance Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information

is only relevant if it “was not known and could not have been known with reasonable diligence at the time of the previous EIR.” To be relevant in this context, such new information must show one or more of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration that might change the nature of analysis of impacts or the specifications of a mitigation measure.

If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered.

If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew.

If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

E. Prior Environmental Document Mitigations Implemented or Address Impacts.

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether other environmental documents provide mitigations to address effects in the related impact category. If NA is indicated, a previous environmental document and this environmental checklist conclude that the impact does not occur with this project and, therefore, no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or that has already been implemented.

Standard Mitigation Measures

Applicable Standard Mitigation Measures are listed under each environmental category.

EIR Mitigation Measures

Applicable mitigation measures from previous EIRs that apply to the changes or new information are referenced under each environmental category.

Special Mitigation Measures

If changes or new information involve new impacts, special mitigations will be listed which will be included as project conditions to address those impacts.

ENVIRONMENTAL CHECKLIST

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
1. AESTHETICS. Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 11-12	No	No	No	N/A
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 12	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Draft General Plan FEIR (2011) (pp. 576-577) Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 12 ECR Precise Plan (2014) pp. 24,28	No	No	No	N/A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 13	No	No	No	N/A

Discussion:

The project site contains a two- to three-story, 71-room hotel with basement and surface level parking. The site is surrounded by two- to three-story multi-family residential uses to the north, a vacant (former commercial) building to the west, West El Camino Real to the south, and commercial and multi-family residential uses to the east.

The El Camino Real (ECR) Precise Plan EIR disclosed that planned development under ECR Precise Plan, including the proposed addition of a four story, 157-room hotel development within the ECR Precise Plan area would not result in a significant impact to aesthetic resources. The ECR Precise Plan is organized into six different corridor character areas, each with distinct urban form and character. The proposed project is within the *Medium-Intensity Corridor* and is consistent with the character area's development standards. The *Medium-Intensity Corridor* designation allows new hotel projects that are adjacent to multi-family neighborhoods to have a maximum floor area ratio (FAR) of 1.85 and a maximum height of four stories or 55 feet in height, if the projects contribute to public benefits.

The facades of the proposed hotel would be comprised of concrete, wood-based horizontal paneling, and metal balconies. The maximum height of the proposed building would be 49 feet tall.

1a. The 2030 General Plan does not identify specific scenic vistas within the City of Mountain View. Scenic views of the Santa Cruz Mountains to the south and west, and views of other natural features such as the Bay and Mount Diablo to the northeast, Mission Peak and Stevens Creek to the east are available throughout the City. Due to blocked views from existing vegetation and urban development (including the existing hotel on the project site) in the ECR Precise Plan area, views of the Santa Cruz Mountains are partially available, including views from the multi-family development immediately to the north of the site on Latham Street. There are no other scenic views from the project area.

The proposed four-story hotel development would not block existing views of the hills to the south of the site substantially more than the existing hotel; these views are currently only available intermittently from the multi-family development to the north. Since the 2030 General Plan does not identify specific scenic vistas within the City, and views of the hills to the south are currently blocked by existing development and vegetation, implementation of the proposed project would not result in a significant impact to scenic vistas.

1b. There are no officially designated state scenic highways in the ECR Precise Plan area, nor is the El Camino Real area visible from a state scenic highway. The closest state-designated scenic highway is Interstate 280, from San Bruno to the San Mateo County/Santa Clara County border, approximately six miles northwest of the project site. The project site is not located on a scenic view corridor. The proposed project, which is within the El Camino Real area would, therefore, not damage scenic resources within a state scenic highway.

Based on the Arborist Report for the proposed project (Appendix B), one existing Heritage tree, a Chinese elm tree with an 81-inch trunk circumference, is proposed for removal. This tree is in fair condition; however, its current location is not suitable for the long-term health of the tree, as the tree is leaning into a utility pole and lines. The tree is not native to the area and is not considered a scenic resource. The remaining four Heritage trees present would be retained and/or relocated on the site.

In accordance with the City's policies, tree protection guidelines would be implemented during construction to protect the trees to be preserved on the project site. The project site does not contain rock outcroppings or other scenic resources. For these reasons, the project would result in a less than significant impact to scenic resources on-site and in the project area.

1c. The proposed project is consistent with General Plan policies designed to protect and enhance visual character of the project area. The project would implement Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways, and Policy LUD 9.1, which ensures that new development includes sensitive height and setback transitions. In compliance with Policy LUD 9.1 and ECR Precise Plan development standards, the rear yard setback distances from the second and fourth floors of the proposed hotel would range from 25 to 45 feet. The City's development review process, which includes the City Zoning Administrator and the Development Review Committee, would ensure that the architecture and urban design of the proposed development would protect the City's visual environment.

The proposed project would be consistent with the development standards and guidelines, including building massing and frontage guidelines for the *Medium-Intensity Corridor* outlined in Chapter 2 of the ECR Precise Plan, to ensure the proposed development fits the planned form and character of the area.

As described in the ECR Precise Plan EIR, the proposed development would provide additional infill development and streetscape improvement within the El Camino Real area. The proposed development would not affect areas with a high degree of scenic value (e.g., a concentration of historic structures, natural lands, or single-family residential neighborhoods). For these reasons, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.

1d. The proposed project is consistent with General Plan Policy LUD 9.6, which would minimize the amount of light and glare from the project's new lighting sources. The proposed project would also comply with the following City Standard Condition of Approval related to lighting, as listed below:

Standard Condition of Approval:

- **LIGHTING PLAN:** The applicant shall submit a lighting plan with the application for building permit. This plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. The design and location of outdoor lighting fixtures shall ensure there will be no glare and light spillover to surrounding properties. The lighting plan submitted with building permit drawings must be approved by the Zoning Administrator prior to building permit submittal.

With implementation of the standard conditions of approval and Policy LUD 9.6, the proposed project would not result in a significant light or glare impact.

Conclusion: The proposed hotel development project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>2. AGRICULTURE AND FORESTRY RESOURCES.</p> <p>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 Department 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.</p> <p>Would the project:</p>					
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?	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
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	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
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?	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
<p><u>Discussion:</u></p> <p>2a-e. Based on the El Camino Precise EIR completed in 2014, there are no areas within the ECR Precise Plan area that are designated by the California Resources Agency as farmland of any type (e.g., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). The project site is not comprised of designated farmland. The project site is not subject to a Williamson Act Contract or considered a timberland resource. No land adjacent to the project site is designated or used as farmland or timberland. Additionally, the proposed project would not convert forestland to non-forestry uses.</p> <p><u>Conclusion:</u> The proposed hotel development project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>3. AIR QUALITY.</p> <p>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</p> <p>Would the project:</p>					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Draft ECR Precise Plan EIR pp. 118-120	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Draft ECR Precise Plan EIR pp. 120-125	No	No	No	N/A
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Draft ECR Precise Plan EIR pp. 122	No	No	No	N/A
d. Expose sensitive receptors to substantial pollutant concentrations?	Draft ECR Precise Plan EIR pp. 122-127	No	No	No	Yes
e. Create objectionable odors affecting a substantial number of people?	Draft ECR Precise Plan EIR pp. 127	No	No	No	N/A

The discussion in this section is based in part on the “2300 W. El Camino Real Hotel Construction TAC Assessment, Mountain View, CA,” prepared by *Illingworth & Rodkin, Inc.*, in September, 2016. This report is attached to this checklist as Appendix A.

Discussion:

The project site is currently developed with two hotel buildings, surface parking, and a swimming pool. Air pollutant emissions generated from operations of the site are primarily generated from vehicle trips. The closest sensitive receptors to the project site are the multi-family residences immediately to the west of the site.

3a. The proposed project would comply with the Bay Area 2010 Clean Air Plan air quality control measures. The project would comply with transportation and mobile source control measures by providing pedestrian access to transit stops (i.e., bus routes), which ultimately reduces vehicle trips and vehicle miles travelled (VMT). Consistent with the conclusions of the ECR Precise Plan EIR, the proposed project development would not disrupt or hinder the implementation of any Clean Air Plan control measures and would ultimately be consistent with the Clean Air Plan.

3b-c. Based on the conclusions of the ECR Precise Plan EIR transportation analysis, the number of daily vehicle trips generated under the 2030 Cumulative Conditions (without implementation of the ECR Precise Plan) is equivalent to the daily trips generated under the 2030 Cumulative Plus Project Conditions (includes the implementation of the ECR Precise Plan). The analysis concluded that daily vehicle trips would not increase at a greater rate than service population growth, due to the proposed mix of uses which would promote walkability and use of alternate modes of transportation. The proposed project trips are within the total trips generated by buildout of the ECR Precise Plan. Since the number of vehicle trips would not increase with the implementation of the ECR Precise Plan when compared to the cumulative conditions, the implementation of the ECR Precise Plan would not result in a significant contribution to local criteria air pollutant emissions.

The BAAQMD CEQA Air Quality Guidelines conclude that a project would result in a less than significant impact to localized carbon monoxide concentrations if the project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The ECR Precise Plan traffic analysis shows that the heaviest (PM) peak hour traffic volumes, for all turning movements, at the nearest evaluated intersections, El Camino Real/Ortega Avenue (140 feet west of the site) and El Camino Real/Rengstorff Avenue (1,075 feet east of the site) would total approximately 5,500 and 6,500 vehicles, respectively, under the 2030 Cumulative Plus Project Scenario. The proposed project would contribute a total of 83 net new PM peak hour trips, distributed across at all study intersections. The project, therefore, would not increase traffic volumes at any intersection to more than 44,000 vehicles per hour and would result in a less than significant local carbon monoxide impact. Consistent with the ECR Precise Plan EIR conclusions, the project would not result in a cumulatively considerable contribution to local criteria pollutant emissions.

BAAQMD CEQA Air Quality Guidelines identify the size of land use projects that could result in significant air pollutant emissions. For operational impacts, the BAAQMD screening size for hotels is 489 rooms and for construction impacts, the screening size is 554 rooms. The proposed 157-unit room

hotel would be below the BAAQMD significance thresholds for operational and construction emissions. Consistent with the conclusions of the ECR Precise Plan, implementation of the project would, therefore, not result in a cumulatively considerable contribution to regional criteria air pollutants.

The ECR Precise Plan EIR concluded that implementation of the ECR Precise Plan would be in conformance with the Bay Area 2010 Clean Air Plan, which is the region's plan for attaining criteria pollutant air quality standards, and accounts for future cumulative regional growth. Consistency with the Clean Air Plan ensures that implementation of the ECR Precise Plan would not result in a cumulative considerable net increase of any criteria pollutant. Although the San Francisco Bay Area is considered a nonattainment area for the ozone and PM_{2.5} under the National Ambient Air Quality Standards (NAAQS) and a nonattainment area for ozone, PM₁₀ and PM_{2.5} at the state level, the project would not substantially contribute to the regional concentrations of these pollutants.

3d. Construction Toxic Air Contaminant (TAC) Emissions Impacts on Nearby Sensitive Receptors:

Given the proximity of residential uses (i.e., sensitive receptors) in and adjacent to the Precise Plan area, the ECR Precise Plan EIR identified a potentially significant air quality impact to sensitive receptors (**Impact AIR-1**) from construction emissions of dust and diesel exhaust. **Mitigation Measure AIR-1** in the Precise Plan EIR requires that new development projects under the Precise Plan with residences within 1,000 feet of the site complete a construction health risk assessment to assess emissions from construction prior to the issuance of building permits.

A construction TAC health risk assessment was completed for the proposed project by *Illingworth & Rodkin*, to assess the impacts of project construction emissions on nearby sensitive receptors, specifically the residences north and west of the project site, and the Montessori Childcare Center east of the site. The maximum-modeled diesel particulate matter (DPM), particulate matter under 2.5 microns (PM_{2.5}) concentrations and cancer risk occurred at a multi-family residence immediately to the west of the project site.

The results of the assessment for project construction show that the maximum residential incremental infant cancer risk at the maximally exposed individual (MEI) receptor (i.e., a multi-family residence to the west of the site) would be 67.5 in one million, and the maximum incremental child cancer risk at the Montessori Childcare Center would be 2.3 in one million. At the MEI receptor, the project would have a significant impact with respect to community risk caused by project construction activities, since cancer risk is above the single-source BAAQMD thresholds of 10 per million.

At the MEI receptor, the maximum-modeled annual PM_{2.5} concentration was 0.4 micrograms per cubic meters ($\mu\text{g}/\text{m}^3$), which is above the single-source threshold of 0.3 $\mu\text{g}/\text{m}^3$, and the DPM concentration was 0.2 $\mu\text{g}/\text{m}^3$. The maximum computed hazardous index (HI) based on this DPM concentration was 0.04, which is lower than the BAAQMD significance criterion of a HI greater than 1.0.

Implementation of the following Standard Conditions of Approval and Operational Improvement Measures **AIR-1.1 to 1.3** would reduce the impact of the project's construction emissions to a less than significant.

Standard Conditions of Approval:

BASIC AIR QUALITY CONSTRUCTION MEASURES: The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate, such as:

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

The City will require the additional conditions, in conformance with the BAAQMD Guidelines for construction measures:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure-1 from the ECR Precise Plan EIR requires individual projects to modify construction equipment usage, as necessary, to ensure that equipment use would not result in significant TAC impacts to sensitive receptors or concentrations above BAAQMD thresholds.

Operational Improvement Measures: Per the direction included in the El Camino Precise Plan EIR, implementation of the following measures will reduce the impacts of construction emissions on nearby sensitive receptors:

- **AIR-1.1:** All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, the US EPA particulate matter emissions standards for Tier 2 engines or equivalent.

- **AIR-1.2:** All diesel-powered portable equipment (i.e., aerial lifts, air compressors, concrete saws, generators, and forklifts) operating on the site for more than two days shall meet US EPA particulate matter emissions standards for Tier 4 engines or equivalent.
- **AIR-1.3:** Upon the City's approval, the applicant could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds, including the use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel).

Implementation of the above Standard Conditions of Approval would reduce fugitive dust emissions by over five percent. Operational Improvement Measures **AIR-1.1 - 1.3** would further reduce emissions. With the implementation of the Standard Conditions of Approval and Operational Improvements, construction exhaust emissions would be reduced by over 96 percent. The implementation of these measures would reduce the annual PM_{2.5} concentration to 0.03 µg/m³, which is less than the single source significance threshold of 0.3 µg/m³. This would correspondingly reduce cancer risks below 2.2 chances per million, which is below the BAAQMD threshold of greater than 10.0 per one million for cancer risk. Implementation of the above Standard Conditions of Approval and Operational Improvements would, therefore, reduce the impact of project construction emissions on sensitive receptors to less than significant.

The project would not result in significant cumulative construction impacts from the combined vehicle emissions on El Camino Real and the project construction. TAC concentrations, cancer risks, and non-cancer risks from the combined sources would be below BAAQMD's cumulative source thresholds.

Operational Impacts: The proposed project is a typical hotel development and would not result in significant air pollutant emissions during operations.

The ECR Precise Plan EIR identified a potentially significant air quality impact (**Impact AIR-2**) for projects that include new sensitive receptors near TAC sources. Hotel uses are not considered sensitive receptors. Given that the proposed project is a hotel development and would not result in new sensitive receptors, the proposed project would not result in a significant impact from exposure to existing TAC sources.

3e. The ECR Precise Plan EIR did not identify a significant odor impact, and the proposed project would also not create objectionable odors.

Conclusion: The proposed hotel development project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
4. 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 Game or U.S. Fish and Wildlife Service?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 23	No	No	No	N/A
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 Game or US Fish and Wildlife Service?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 23	No	No	No	N/A
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 24	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 24	No	No	No	N/A
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 24-25	No	No	No	N/A
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 25-26	No	No	No	N/A

The discussion in this section is based in part on the Arborist Report prepared by *Donald W. Cox* in May 2013, which is attached to this checklist as Appendix B.

Discussion:

The project site is located on West El Camino Real, and contains a hotel development, pavement, and landscaping. The site contains five non-native Heritage trees as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). Other trees on-site are not protected by the City due to their small trunk sizes. The Heritage trees on the project site include two pin oak trees with trunk circumferences ranging from 66 to 72-inches, one 82-inch Chinese elm tree, and two 60-inch Mexican fan palm trees. The Chinese elm tree is in fair condition (poor growing conditions limit health of the tree), the oak trees are in fair to good condition, and the palm trees are in good condition.

The project proposes to remove the Chinese elm tree, relocate the palm trees to the eastern border of the site, and retain the oak trees in place. The project proposes to plant approximately 25 trees on the project site, including Brisbane box, Chinese evergreen elm, goldenrain, crepe myrtle, London plane, and scarlet oak. Trees would be planted in accordance with the replacement ratios described in the City of Mountain View Municipal Code, and would include new landscaping and street trees bordering the project site.

4a. The project site is developed and contains no natural habitat. The project site is more than 0.8 miles west of Permanente Creek and approximately two miles west of Stevens Creek. Most wildlife species that use developed habitats are generalists that have adapted to human-modified habitats, although what species are present vary depending on the types and diversity of vegetation in the urbanized area. There are no rare or sensitive species using the developed habitat on the site. Because there are no changes proposed to or within the vicinity of creeks, special-status species using these creeks such as steelhead, California red-legged frog, and western pond turtle would not be affected by implementation of the proposed project, and the project would not result in a new impact to special-status species.

4b-c. The project site does not contain and is not adjacent to riparian habitat. The project would, therefore, have a less than significant impact on riparian habitat and other sensitive natural communities identified in the ECR Precise Plan EIR and by the California Department of Fish and Wildlife or US Fish and Wildlife Service. There are no wetlands on or adjacent to the site and, therefore, the project would not have an impact on federally protected wetlands.

4d. As disclosed in the ECR Precise Plan EIR, apart from the riparian corridors of Permanente and Stevens Creeks, the vicinity of the ECR Precise Plan is not an important area for wildlife movement. There are no riparian habitats on or adjacent to the site and, therefore, the project would not interfere with the movement of wildlife or migratory fish. The project would have a less than significant impact on the movement of native or migratory wildlife species or established native resident or migratory wildlife corridors.

The ECR Precise Plan EIR identified a potential impact to active bird nests protected by the Migratory Bird Treaty Act and California Fish and Game Code if vegetation removal occurs during the nesting season (approximately March through August).

Based on General Plan Action LUD 10.2.2, and the ECR Precise Plan EIR, the following standard conditions of approval will be required of the project to protect nesting birds. With implementation of these measures, the proposed hotel development project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR.

Standard Conditions of Approval:

- **PRE-CONSTRUCTION NESTING BIRD SURVEY:** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet for active nests -- with particular emphasis on nests of migratory birds -- if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project biologist, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

4e. Construction of the project would require the removal of one Heritage tree, and the project would plant new trees to replace the tree to be removed. In accordance with the Mountain View Tree Preservation Ordinance, a tree removal permit would be obtained prior to the removal of Heritage trees. The project would comply with the Heritage Tree Ordinance, and accompanying tree replacement and maintenance requirements as conditions of approval, as described below. For these reasons, the project would not conflict with any local policies or ordinances protecting Heritage trees.

Standard Conditions of Approval:

- **IMPLEMENTATION:** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.
- **REPLACEMENT:** The applicant shall offset the loss of each Heritage tree with a total of 10 replacement trees. Each replacement tree shall be no smaller than 24 inches and shall be noted on the landscape plan as Heritage replacement trees.
- **SECURITY BOND:** The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.
- **RELOCATION:** Tree(s) numbered “4” in the arborist report prepared by Donald W. Cox, and dated May 13, 2015, shall be relocated to another location on-site as identified in the approved site and landscape plans.

With implementation of these standard conditions of approval and compliance with the Mountain View Heritage Tree Ordinance, the proposed project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR.

4f. The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV) Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The ECR Precise Plan area, including the project site, is located outside the SCV Habitat Plan area, and the project site is not within a SCV Habitat Plan expanded study area for burrowing owl conservation.

Nitrogen deposition contribution estimates to impacts on serpentine habitat in Santa Clara County were made as a part of the development of the SCV Habitat Plan. The SCV Habitat Plan accounts for the indirect impacts of nitrogen deposition (existing and future) from all sources, both inside and outside the Habitat Plan area, and identifies measures to conserve and manage serpentine areas over the term of the SCV Habitat Plan, such that cumulative impacts to this habitat and associated special-status species would not be significant and adverse. For these reasons, the project would not conflict with an adopted habitat conservation plan.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
5. CULTURAL RESOURCES. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 27,28, 30	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 28, 29, 31,32	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 29, 32	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 33	No	No	No	N/A
<p><u>Discussion:</u></p> <p>Areas that are near natural water sources, (e.g., riparian corridors) in the ECR Precise Plan area have a high potential to contain prehistoric archaeological deposits and associated human remains. Permanente Creek, approximately one mile east of the project site, and Stevens Creek, approximately two miles east of the site, are the only watercourses that flow through the ECR Precise Plan area. The ECR Precise Plan EIR did not identify any direct impacts to these watercourses.</p>					

With regards to paleontological resources, there have been no recorded fossils discovered within the City of Mountain View; two fossils were discovered within two miles of the City's sphere of influence (which is outside of Mountain View's City limits). In Mountain View, the presence of geological formations known to contain fossils indicates that the ECR Precise Plan area and project site could have moderate paleontological sensitivity.

The existing hotel buildings and pool were constructed in 1981. The project would include demolition of the existing buildings and pool, and the construction of a 157-room hotel development.

5a. As stated in the ECR Precise Plan EIR, in order for a potential resource to be considered historic, it generally must be 50 years or older and: listed in, or determined eligible for listing in, the California Register of Historical Resources by the State Historical Resources Commission; listed in a local register of historical resources or identified as significant in a survey meeting the requirements of Public Resource Code (PRC) Section 5024.1(g); or formally recognized by a lead agency as constituting a historical resource. Given that the age of the existing hotel buildings and associated structures are less than 50 years of age, are not associated with important events or persons in the past, and do not have distinct architectural characteristics, the existing buildings are not eligible for listing on the California or National Register of Historic Resources, nor does the project site qualify for the Mountain View Register of Historic Resources.

For these reasons, neither the project site nor the buildings on-site are considered historic resources within the criteria of the California Register of Historical Resources or the City of Mountain View Ordinance for the Preservation of Historical Resources. The demolition of the existing buildings and associated structures would not result in a significant impact to historic resources.

5b-d. In compliance with 2030 General Plan policies and actions, the City has reviewed the most recent cultural resources information to determine if known archaeological and paleontological sites underlie the project site. Based on the City's review, the City has determined that no known historic archaeological or paleontological resources are not located on or within one-quarter mile of the site. Although it is unlikely that buried historic or prehistoric archaeological and paleontological resources are present on the site, it is possible for these resources to be encountered during excavation or construction, consistent with the ECR Precise Plan EIR conclusions. The project would implement the City's standard conditions of approval related to the discovery of pre-historic or historic period archaeological resources and human remains (in compliance with 2030 General Plan Policies LU-1.5 and LU-11.6), should they be encountered on the site.

With incorporation of the following standard conditions of approval, the proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR.

Standard Conditions of Approval: If archaeological resources or human remains are discovered on-site during ground-disturbing activities, the following standard conditions of approval would reduce the project's impacts on these resources to a less than significant level. The following conditions were identified in the ECR Precise Plan EIR, and would be applicable to the proposed project:

- **CONSTRUCTION PRACTICES AND NOTICING: DISCOVER OF ARCHAEOLOGICAL RESOURCES** - If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil (“midden”) containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.
- **CONSTRUCTION PRACTICES AND NOTICING: DISCOVERY OF HUMAN REMAINS** - In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City’s Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City’s Community Development Director.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
6. GEOLOGY AND SOILS.					
Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 37-38	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 38	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that	Draft ECR Precise Plan EIR,	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Appendix A, Initial Study (2014) pp. 38-39				
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 38-39	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 38-39	No	No	No	N/A

The discussion in this section is based on the Geotechnical Engineering Investigation Report completed by *BAGG Engineers, Inc.* in February 2015. This report is attached to this checklist as Appendix D.

Discussion:

The proposed project would include the expansion of the existing hotel’s basement level and would require excavation to a depth of 16 feet below ground surface. The proposed hotel building would be four-stories in height with a single level of below-grade parking.

Based on the February 2015 subsurface investigation to a depth of approximately 45.5 feet below ground surface, the project site is underlain by alluvial sediments which consist of very stiff sandy lean clays to very dense clayey sands overlying very dense, well graded sand and gravel, underlain by clayey sand and/or sandy lean clay. Groundwater was encountered beneath the site at 36 feet below ground surface during the site investigation. The historical high water table in the site vicinity is reported to be about 20 feet below grade. The near-surface soils consist of clay and have a high

expansion (shrinkage/swelling) potential. The project site is within a seismically active region. Based on a liquefaction potential analysis of the site's soils, the potential for liquefaction to occur at the site is low to very low.

6a. As disclosed in the ECR Precise Plan EIR, the project site is located in a seismically active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map. While no active faults are known to cross the project site and fault rupture is not anticipated to occur, ground shaking on the site could damage structures and threaten future occupants of the proposed development.

To avoid or minimize potential damage from seismic shaking and liquefaction, the proposed project would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines in the current (2013) California Building Code. Specific recommendations contained in the geotechnical engineering investigation report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division, in accordance with the standard conditions of approval listed below. Implementation of the standard conditions of approval and General Plan Policies would reduce the impacts of seismically induced ground shaking and liquefaction on the project and reduce the risk of loss, injury or death.

The project would not be subject to substantial slope instability or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Therefore, the impact of landslides on the project would be less than significant.

The project would implement General Plan Policies PSA 4.2, PSA 5.1, and PSA 5.2 and associated General Plan Actions to reduce the impacts of geologic hazards on future site occupants. Compliance with the California Building Code, General Plan policies, and the City's standard conditions of approval, will ensure that geologic impacts related to implementation of the proposed project would be less than significant.

With incorporation of the following standard condition of approval, the proposed hotel project would not result in a new or substantially increased geologic impact compared to the ECR Precise Plan EIR.

Standard Condition of Approval:

In accordance with Action PSA 4.2.6 of the 2030 General Plan, the following standard condition of approval shall be implemented to reduce the impacts of expansive soils, seismic, and seismic-related hazards (e.g., liquefaction, lateral spreading and differential settlement) on the site to a less than significant level:

- **GEOTECHNICAL REPORT:** The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) *Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards*, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented

as part of the project. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for backdraining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

6b. Given the site and site area's flat topography, the proposed project would not be subject to substantial erosion. Therefore, the project would not expose people or structures to significant erosion-related hazards.

6c-d. Surficial soils with a high expansion potential occur on-site, which can cause heaving and cracking of slabs-on-grade, pavements, and structures on shallow foundations. Although the potential for liquefaction, liquefaction-induced lateral spreading, and differential settlement to occur at the site is low, given the proximity (within 10 miles) of seismically active faults, seismic ground shaking could result in seismic-related hazards. Implementation of Mountain View standard conditions of approval would reduce the impacts of expansive soils, seismic and seismic-related hazards to a less than significant level.

6e. The project would connect to City sewer lines along El Camino Real. Septic tanks or alternative wastewater disposal systems for the disposal of wastewater are not proposed. Therefore, septic tanks or alternative wastewater systems would have no impact on the project area's soils.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
7. GREENHOUSE GAS EMISSIONS.					
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 43 and 44	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 43 and 44	No	No	No	N/A
<p><u>Discussion:</u></p> <p>Greenhouse gas (GHG) emissions from the site’s current operations are primarily generated from vehicle trips to and from the project site. The existing hotel operations generate approximately 175 daily vehicle trips.</p> <p>7a.-b. The ECR Precise Plan EIR concluded that all future projects, including the proposed project, that are consistent with the Mountain View Greenhouse Gas Reduction Program and the 2030 General Plan would result in a less than significant greenhouse gas impact.</p> <p>The proposed project complies with the City of Mountain View Greenhouse Gas Reduction Measures that meet the requirements listed in the ECR Precise Plan EIR. The proposed project would comply with applicable GGRP Mandatory Measures, including Measure E-1.7, which requires new non-residential projects to exceed state Title 24, Part 6 energy standards by 10 percent.</p> <p>Additionally, a Transportation Demand Management (TDM) Program is proposed to reduce the number of vehicle trips and emissions generated by the proposed project. This program includes the following measures:</p> <ul style="list-style-type: none"> • The proposed hotel management/ownership would purchase an annual Santa Clara Valley Transportation Authority (VTA) Eco Pass, or an equivalent dollar amount on an alternative 					

transit pass desired, for hotel employees and guests for the life of the project. One Eco Pass or alternative transit pass would be available for each room and for each employee who requests one.

- A monthly transportation subsidy would be provided for each employee who rides a bicycle, walks, or carpools to work three or more days a week.
- Free shuttle service would be offered to and from the Mineta San José International and San Francisco International Airport and the proposed hotel. These services would be offered either directly by the hotel management/ownership or via an arrangement with Uber, Lyft, taxi or other private passenger services.
- The proposed hotel management/ownership would administer an employee commute survey twice a year.
- As a condition of approval, the applicant would be required to join the Mountain View Transportation Management Association (TMA). The applicant would maintain the ongoing membership with the Mountain View TMA for the life of the project.

The proposed project also meets the City of Mountain View's Green Building Code (GBC) requirement for non-residential developments with lot sizes of greater than 25,000 square feet. The project would meet LEED Silver and Mandatory CalGreen requirements. The project would include drought tolerant landscaping, designated parking for low emitting vehicles, and plumbing fixtures that reduce indoor water use.

Construction of the proposed project would be a temporary condition and would not result in a permanent increase in GHG emissions that would interfere with the implementation of the City's GGRP or state laws. Construction of the project would, therefore, not result in a cumulatively considerable contribution to GHG emissions.

The project site is not within the areas that would be affected by projected sea level rise under either an eight-inch sea level rise scenario or a 55-inch sea level rise scenario. The project would not conflict with plans, policies, or regulations for reducing GHG emissions adopted by the California Air Resources Board (CARB), the Bay Area Air Quality Management District (BAAQMD) or the City of Mountain View.

Conclusion: The proposed hotel development project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8. 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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 48-49	No	No	No	N/A
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 49	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 49-50	No	No	No	N/A
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 50-51	No	No	No	N/A
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	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014)	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Page 52				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 52	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 52-53	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 53	No	No	No	N/A

This discussion in this section is based in part on the Phase I Environmental Site Assessment completed by *AEI Consultants* in April 2016. This report is attached as Appendix D of this Initial Study.

Discussion:

Existing Setting and Background: From the late 1930's until the late 1940's, the site consisted of agricultural land and an associated shed/outbuilding. From 1948 to 1956, the site was developed with a motel. From 1968 to 1980, the site was developed with a motel and smaller commercial structures that

were occupied by various commercial tenants, including a tool sharpening shop, retail businesses, and a distribution center. In 1981, the current hotel buildings were constructed and have been occupied since.

The project site is surrounded by multi-family residential uses to the north, a vacant commercial building to the east, West El Camino Real, a restaurant and office buildings to the south, and commercial and multi-family residential uses to the west.

The vicinity of the project site was historically agricultural, residential and commercial from the late 1930's to the mid-1950's. The current multi-family residences to the north and commercial and multi-family residences to the west were constructed in the late 1960's. The commercial uses to the south were constructed by 1982. The surrounding land uses have not significantly changed since the early 1980's.

A search and review of regulatory databases, containing sites that have contaminated or have a potential to contaminate the project area, was completed in April 2016.

On-Site Contamination Sources: The project site was not identified in the regulatory databases reviewed. The project site was, however, used for agricultural purposes up to the 1940's. Based on the project site's former use, the project site could have residual contamination of agricultural chemicals, such as pesticides, herbicides and fertilizers.

Off-Site Contamination Sources: Based on a regulatory database review of surrounding properties, three properties were considered to have a potential to contaminate the project site. Two of these properties, located at 2320 El Camino Real and 5000 West El Camino Real, are not considered an environmental concern due to lack of documentation of a chemical release or cleanup of the previous release.

One property was considered an environmental concern for the project site. This property is located at 2290 West El Camino Real, immediately east of the project site, and is listed on the Drycleaner, Voluntary Cleanup Program (in the Envirostor database), and Resource Conservation and Recovery Act (RCRA) Small Quantity Generator regulatory databases. Tetrachloroethene (PCE) and trichloroethene (TCE) were found in soil vapor above regulatory action levels at both 2290 and 2300 West El Camino Real (the project site).

In July 2015, soil vapor samples were collected at the eastern and southeastern parking lots of the project site. A Remedial Action Workplan (RAW) was completed by *Geosolve, Inc.* for the 2290 West El Camino Real dry cleaner release case and approved by DTSC in March 2016. To reduce soil vapor concentrations to below regulatory clean up goals at the former dry cleaner property and the project site, a soil vapor extraction (SVE) system was installed in the vacant 2290 West El Camino Real building in April 2016. Two vapor extraction wells and two vapor monitoring wells were installed at the project site in July 2016. Pipes connect the project site's vapor extraction wells to the SVE system. The pipes carry vapor drawn from the on-site extraction wells to a treatment unit that is a part of the adjacent SVE system.

Soil vapor testing was completed at the project site by *GeoSolve, Inc.* in December 2016 and January 2017 to determine if the cleanup goals established in the DTSC-approved Remedial Action Workplan (RAW), were met at the project site and the adjacent 2268-2290 El Camino Real property. On February 22, 2017, *Geosolve* submitted a soil vapor extraction remediation status report, which included the sampling results, to DTSC. The report concluded PCE and TCE concentrations beneath the adjacent project site have met the cleanup/removal goals at depths ranging from 20 to 30 feet below ground surface. Elevated concentrations of PCE and TCE were, however, detected at depths ranging from seven to 15 feet below ground surface. The RAW includes a contingency measure to consider the project site's development plans if removal goals are not met.

Based on the conclusions of the remediation status report, DTSC issued a letter on March 9, 2017, which disclosed that since the project would include soil excavation of 18 feet below ground surface for the underground parking level, the shallow soil impacted by elevated concentrations of PCE and TCE would be removed. Soil vapor intrusion would, therefore, not be considered a hazard to future residents.

The following condition of approval shall be implemented by the applicant prior to excavation of the underground parking level:

- A Soil Management Plan shall be submitted to DTSC for approval before excavation of the subterranean parking garage.

In March 2017, DTSC approved the removal of the SVE system including soil vapor extraction and monitoring wells from the adjacent property and from the project site.

8a., b. The ECR Precise Plan EIR concluded that projects that comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard City conditions of approval would reduce the potential for hazardous materials impacts to existing residents and businesses in and near the plan area to a less than significant level. The proposed hotel project would comply with the cleanup and development requirements under the direction of the DTSC and City of Mountain View, and for this reason would not result in a new or substantially increased significant impact.

The ECR Precise Plan EIR found that all future development projects will be required to comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard conditions of approval related to hazardous materials and hazardous waste. Future projects that demonstrate consistency with these regulations, policies, and conditions of approval would reduce potential impacts associated with contaminated soils, groundwater, and hazardous building materials, to a less than significant level.

The project site is impacted by a chemical release at the adjacent former dry cleaner business. Elevated concentrations of PCE and TCE in were discovered in shallow soils of the parking lot of the site. In addition to the above cleanup actions, the following 2030 General Plan policies, standard conditions of approval, and requirements of the DTSC would apply to the project.

2030 General Plan Policies: Based on the ECR Precise Plan EIR, the following 2030 General Plan policies would apply to the proposed project:

POLICY INC 18.1: Contamination prevention. Protect human and environmental health from environmental contamination.

ACTION INC 18.1.6: Shallow groundwater. Monitor shallow groundwater quality and ensure it meets or exceeds state and federal requirements.

POLICY INC 18.2: Contamination Clean-up. Cooperate with local, state, and federal agencies that oversee environmental contamination and clean-up activities.

ACTION INC 18.2.1: Upgrades within contaminated areas. Develop and implement appropriate safety procedures and standards for replacement or upgrades to City infrastructure within contaminated areas identified by oversight agencies.

ACTION INC 18.2.2: Inter-agency coordination. Provide local information and other assistance to state, regional, and federal agencies that oversee cleanup of groundwater contamination in Mountain View.

ACTION INC 18.2.4: Vapor intrusion. Monitor and address soil quality and incidences of vapor intrusion.

POLICY PSA 3.4: Oversight agencies. Work with local, state and federal oversight agencies to encourage remediation of contamination and protection of public and environmental health and safety.

ACTION PSA 4.2.6: Hazardous materials contamination. Adopt and periodically update a set of standard mitigation measures and development conditions to reduce the potential for contamination associated with hazardous materials related to areas adjacent to highways or previously used for agriculture or industrial uses.

Standard Conditions of Approval: City of Mountain View standard conditions of approval that would apply to the proposed project include (but are not limited to), the following:

DISCOVERY OF CONTAMINATED SOILS: If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) contractor will place any stockpiled soil in

areas shielded from prevailing winds; and (f) contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

TOXIC ASSESSMENT: A toxic assessment report shall be prepared and submitted as part of the building permit application. The applicant must demonstrate that hazardous materials do not exist on the site, or that construction activities and the proposed use of this site are approved by: the City of Mountain View Hazardous Materials Division of the Fire Department; the State Department of Toxic Substances Control; and any Federal agency with jurisdiction. No building permits will be issued until each agency and/or department with jurisdiction has released the site as clean or an approved site toxics mitigation plan has been approved.

Additional measures may be required by DTSC through implementation of the Remedial Action Workplan, including preparation of a Health and Safety Plan.

Prior to occupancy of the proposed hotel, the applicant shall implement the following condition of approval:

Condition of Approval

- The applicant shall complete indoor air sampling at the hotel, to ensure indoor air quality meets state regulations for the proposed use, prior to occupancy.

The proposed hotel project will comply with the cleanup and development requirements and conditions of approval under the direction of the City of Mountain View and the DTSC, and for this reason would not result in a new or substantially increased hazardous materials impact.

8c. The proposed project does not propose child care or school uses. The nearest school to the project site is a preschool located at 2246 West El Camino Real, approximately 350 feet east of the site. The applicant proposes to construct a hotel building, which would not be a substantial emitter of hazardous materials or hazardous waste, following construction. Coordination with the DTSC during implementation of the site cleanup plan (RAW) will ensure that hazardous materials would not impact nearby sensitive uses during construction. With the implementation of standard conditions of approval for air quality construction measures (refer to Section 3. *Air Quality* in this Initial Study), the hazardous emissions would not impact nearby sensitive receptors.

8d. The project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or environment. As disclosed in the above discussion, the project site has been impacted by the 2290 West El Camino Real chemical release. Remedial action is occurring at the project site to reduce the concentrations of hazardous chemicals meet cleanup goals and the impacts of hazardous chemicals on future construction workers and hotel occupants to a less than significant level.

8e., f. The project site is not within the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP's) airport influence area, which is an area surrounding the Moffett Airfield Airport that is affected by noise, height, and safety considerations. Since the project site is not within the AIA, future hotel occupants would not be subject to aircraft hazards.

8g. The proposed project would not interfere with an adopted Mountain View emergency response or evacuation plan.

8h. The project site, and the greater ECR Precise Plan area, are not adjacent to wildland areas.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
9. HYDROLOGY AND WATER QUALITY.					
Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 59-66	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 61-62	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 62-64	No	No	No	N/A
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 62-64	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
amount of surface runoff in a manner which would result in flooding on- or off-site?					
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 64-65	No	No	No	N/A
f. Otherwise substantially degrade water quality?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 65	No	No	No	N/A
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 65-66	No	No	No	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 65-66	No	No	No	N/A
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 66	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	Draft ECR Precise Plan EIR,	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
	Appendix A, Initial Study (2014) Page 66				

Discussion:

Existing Setting: The elevations of the project site vary between approximately 75 feet to 85 feet above mean sea level. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map,¹ the project site lies within Flood Zone X. Flood Zone X consists of areas of 0.2 percent chance flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood.

Stormwater from the site would be collected via new 18-inch storm drains and catch basins and would be directed to the City’s stormwater system, eventually flowing to the San Francisco Bay. The project proposes to reduce stormwater runoff by incorporating stormwater treatment techniques, such as raised and flow-through planters. These project elements are proposed to reduce the amount of runoff entering the storm drain system and the San Francisco Bay.

The project would prepare a Storm Water Pollution Prevention Plan (SWPPP), which would include erosion and sedimentation control measures to prevent sediment, loose soils, and contaminants from leaving the site and entering the storm drain system, thereby reducing the quantity of stormwater runoff during and post construction. Additionally, best management practices and monitoring of runoff before and after storms would be implemented by the project.

9a. The proposed project would be required to comply with standard conditions of approval, based on Regional Water Quality Control Board requirements, to reduce water quality impacts during construction. These include the State of California Construction General Stormwater Permit and the Municipal Regional Permit. The project would not result in new or greater impacts to water quality standards or waste discharge requirements than those identified in the ECR Precise Plan EIR.

9b. The depth to groundwater level at the site ranges from 20 to 36 feet below ground surface. The project proposes to excavate to a depth of 16 feet below ground surface. The proposed project would

¹ FEMA Flood Insurance Rate Map Number 06085C0038H, May 2009.

not deplete groundwater supplies or interfere with groundwater recharge. The project does not propose groundwater pumping, and is not in a groundwater recharge area designated by the Santa Clara Valley Water District. For these reasons, the project would not affect groundwater recharge.

9c, d. The project proposes hotel uses within an existing urban area, on a site that is currently developed with a hotel. The proposed project would not alter the drainage pattern of the area or substantially increase runoff, resulting in flooding on or off site. The project would implement stormwater treatment facilities, in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements and the Mountain View conditions of approval that are referenced in the ECR Precise Plan. The project would not result in new or substantially increased impacts than those described in the ECR Precise Plan EIR.

9e, f. The project currently consists of 38,455 square feet of impervious surfaces and 3,685 square feet of pervious surfaces (i.e., landscaping). Construction of the proposed project would result in 35,600 square feet of impervious surfaces, a reduction of approximately seven percent below the site's current condition. Since impervious surfaces at the site would decrease after the project is constructed, the amount of stormwater runoff from the site would also decrease. Additionally, the project would comply with the applicable Mountain View conditions of approval listed in the ECR Precise Plan EIR for stormwater facilities. With implementation of the required stormwater standards, the project would not result in new or substantially increased impacts than those described in the ECR Precise Plan EIR.

9g-i. The proposed project site is not located in a FEMA flood hazard zone, and is not within the areas that would be affected by projected sea level rise. Based on the location of the project outside of these flood zones, the project would not expose people or structures to risk from flooding, or otherwise result in a significant impact from flooding.

9j. According to the ECR Precise Plan EIR, the ECR Precise Plan area, including the project site, is not subject to inundation from seiches, tsunamis, or mudflow, and no policies or actions are needed to further reduce this impact.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
10. LAND USE AND PLANNING. Would the project:					
a. Physically divide an established community?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 67-68	No	No	No	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 68	No	No	No	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 68	No	No	No	N/A
<p><u>Discussion:</u></p> <p>10a. The ECR Precise Plan EIR did not identify a significant impact from land use compatibility issues, since the land uses proposed as part of the ECR Precise Plan zoning do not represent substantially different uses than the existing residential and commercial uses in the area, and the Precise Plan does not propose large infrastructure projects that could physically divide the established community. The ECR Precise Plan seeks to enhance mobility within existing neighborhoods and to assist in the expansion of the multi-modal transportation system. The proposed project would be consistent with the site's current land</p>					

use (i.e., hotel development) and the future land use and intensity analyzed in the ECR Precise Plan EIR. For these reasons, the project would not result in a land use compatibility impact.

10b. The ECR Precise Plan EIR did not identify any significant impacts from a conflict with applicable land use plans, policies, and regulations. The proposed hotel project is consistent with the site's *Mixed Use Corridor* General Plan land use designation and the current (*P-38*) *ECR Precise Plan* zoning.

The ECR Precise Plan encourages intensification along El Camino Real, good design, and better connections with surrounding areas – all objectives of the Grand Boulevard Initiative. The proposed hotel project would intensify the uses on the site and, therefore, would not conflict with ECR Precise Plan.

For these reasons, the proposed hotel project would not result in new or greatly increased land use conflicts than described in the ECR Precise Plan EIR.

10c. The ECR Precise Plan area is not located within any approved local, regional, or state conservation plan. Therefore, the proposed hotel project within the ECR Precise Plan area will have no impact on approved conservation plans, and no mitigation measures are required.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
11. MINERAL RESOURCES.					
Would the Project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 69	No	No	No	No
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 69	No	No	No	No
<p><u>Discussion:</u></p> <p>11a-b. Based on the ECR Precise Plan EIR and the State of California maps of aggregate resources, there are no minerals or aggregate resources of statewide importance located within Mountain View. There are no natural gas, oil, or geothermal resources identified in or adjacent to Mountain View and there are no locally-important mineral resources identified by the 2030 General Plan. The project site would not result in the loss of mineral resources.</p> <p><u>Conclusion:</u> The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
12. NOISE. Would the project result in:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?	Draft ECR Precise Plan EIR, (2014) pp. 143-145	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Draft ECR Precise Plan EIR, (2014) pp. 145-146	No	No	No	Yes
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft ECR Precise Plan EIR, (2014) pp. 146-147	No	No	No	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft ECR Precise Plan EIR, (2014) pp. 147-148	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Draft ECR Precise Plan EIR, (2014) Page 140	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Draft ECR Precise Plan EIR, (2014) Page 140	No	No	No	N/A

Discussion:

The discussion in this section is based in part on the “2300 West El Camino Real Hotel Project Environmental Noise and Vibration Assessment, Mountain View, California,” prepared by *Illingworth & Rodkin, Inc.* in October 2016. This report is attached to this checklist as Appendix E.

Existing Setting: A noise monitoring survey was performed at the site by *Illingworth & Rodkin* from September 1 to 6, 2016. The monitoring survey included one long-term noise measurement and four short-term noise measurements. The noise environment at the site and in the surrounding areas results primarily from vehicular traffic along West El Camino Real and Latham Street. Aircraft associated with Moffett Federal Airfield also affects the noise environment at the project site.

Long-term noise measurement LT-1 was made at the southernmost boundary of the project site, approximately 70 feet northeast of the centerline of West El Camino Real. Hourly average noise levels at this location typically ranged from 64 to 71 dBA L_{eq}^2 during the day and from 55 to 68 dBA L_{eq} at night. The day-night average noise level from September 1 to 6, 2016 ranged from 69 to 71 dBA L_{dn} .

Short-term noise measurements ST-1, ST-2, ST-3, and ST-4 were completed on September 1, 2016 in ten-minute intervals starting at 11:30 a.m. and concluding at 1:00 p.m. ST-1 was made at the main parking lot of the existing 2300 West El Camino Real building, north of the lobby. The ten-minute average noise level measured at ST-1 was 53 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 55 dBA L_{dn} . ST-2 was made at the front of the parking lot of the existing hotel building, approximately 90 feet from the centerline of West El Camino Real. The ten-minute $L_{eq(10)}$ measured at ST-2 was 64 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 66 dBA L_{dn} . ST-3 was made at the north end of the parking lot adjacent to Ortega Avenue, approximately 220 feet from the

² A-weighted sound level (dBA) is the most common method used in California to characterize sound. L_{eq} = energy-equivalent sound/noise descriptor.

centerline of West El Camino Real. The ten-minute $L_{eq(10)}$ measured at ST-3 was 56 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 59 dBA L_{dn} . ST-4 was made to the north of the existing hotel, on Latham Street. The ten-minute $L_{eq(10)}$ measured at ST-4 was 59dBA $L_{eq(10)}$, and the estimated day-night average noise level was 62 dBA L_{dn} .³ Table 1 summarizes the short-term noise measurements on site.

Noise Measurement Location (Date, Time)	Measured Noise Level, dBA						Calculated L_{dn} , dBA
	L_{max}	$L(1)$	$L(10)$	$L(50)$	$L(90)$	$L_{eq(10)}$	
ST-1: Approximately 255 feet from centerline of West El Camino Real (9/1/2016, 11:30 - 11:40 a.m.)	61	58	55	52	50	53	55
ST-2: Approximately 90 feet from centerline of West El Camino Real (9/2/2016, 11:50 a.m. - 12:00 p.m.)	74	70	67	64	60	64	66
ST-3: Approximately 220 feet from centerline of West El Camino Real (9/1/2016, 12:10 - 12:20 p.m.)	65	63	58	56	53	56	59
ST-4: On Latham Street, approximately 275 feet north of the southern boundary of site (9/1/2016, 12:50-1:00 p.m.)	75	70	64	49	43	59	62

12a. Stationary Equipment Noise: According to the City’s Municipal Code, stationary equipment noise from any property must be at or below 55 dBA L_{eq} during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.) and at or below 50 dBA L_{eq} during nighttime hours (i.e., between 10:00 p.m. and 7:00 a.m.) as measured at nearby residential land uses. The proposed project would include mechanical equipment such as heating, ventilation, and air conditioning systems. Mechanical equipment would be placed on the rooftop of the proposed hotel, with setbacks of 20 feet from the building’s edges.

The rooftop mechanical units would produce noise levels that range from approximately 57 to 59 dBA L_{eq} at a distance of 15 feet. With mechanical equipment setbacks of at least 20 feet and the shielding provided by the building and roof-top parapet wall, operational noise levels at the shared property lines would be below 50 dBA L_{eq} . In all cases, the estimated noise levels produced by the operation of mechanical equipment associated with the project would not exceed the City’s nighttime noise level standards.

Construction Noise: Assuming that all construction activities for the proposed project are limited to the allowable hours specified in the City’s Municipal Code, which are between 7:00 a.m. and 6:00 p.m. Monday through Friday, noise generated by construction activities would be exempt from the stationary equipment noise limits of 55 dBA L_{eq} during the day and 50 dBA L_{eq} at night. Construction activities for the proposed project would not occur on weekends or holidays, as specified in the Municipal Code.

³ L_{dn} = Day/Night Average Sound Level

Based on this analysis, the project would not expose persons or generate noise levels in excess of standards. For these reasons, no mitigation measures are required to reduce noise impacts, and the project would not result in a new or substantially increased significant impact than those described in the ECR Precise Plan EIR.

12b. The ECR Precise Plan EIR identified a potentially significant construction impact from short-term vibration impacts on nearby sensitive land uses (**Impact NOISE-1**). As disclosed in the ECR Precise Plan EIR, **MM NOISE-1** will be implemented for all new projects in the ECR Precise Plan area. Since high vibration generating construction activities, such as pile-driving, are not proposed for the project, the following measures in **MM NOISE-1** would apply to the project:

- The project contractor shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clam shell or chisel drops).
- The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.

Based on recommendations in the noise assessment for the project, heavy vibration-generating construction equipment, such as vibratory rollers or clam shovel drops, will be prohibited within 20 feet of any adjacent sensitive land use. The implementation of these measures would reduce the impact to less than significant, and the project would not result in a new or substantially increased significant vibration impact.

12c. Project Traffic Noise: Project traffic data was provided for the noise analysis attached as Appendix F. Based on this analysis, the proposed project would result in an increase in permanent noise levels of approximately one dBA L_{dn} , which would not represent a substantial permanent noise level increase at the nearby noise-sensitive receptors. The noise impacts from stationary equipment are described in 12.a, and would also not result in a permanent increase in noise levels.

For these reasons, no mitigation measures to reduce project traffic noise are required, and the project would not result in a new or substantially increased significant noise impact than described in the ECR Precise Plan EIR.

12d. Temporary Construction Noise: Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. Where noise from construction activities exceeds 60 dBA L_{eq} and exceeds the ambient noise environment by at least five dBA L_{eq} at noise-sensitive uses in the project vicinity for a period exceeding one year, the impact would be considered significant.

Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often result in lower construction

noise levels at distant receptors. Once construction moves indoors, minimal noise would be generated at off-site locations.

Construction of the proposed project is expected to last approximately 20 months. Construction activities would include demolition, site preparation, grading/excavation, trenching, building construction, paving, and architectural coating. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

The range of levels for the site preparation phase includes any potential overlap with the demolition phase. Construction on the interior of the parking garage and hotel start before the exterior building construction is completed; likewise, exterior building construction of the hotel and paving on the project site overlaps with the interior building construction phase.

Noise levels would exceed 60 dBA L_{eq} at each of the noise-sensitive land uses and would at times exceed 70 dBA L_{eq} at the commercial land uses opposite El Camino Real. Noise levels estimated for each construction phase would exceed ambient conditions by five dBA or more at the multi-family residences to north, east and west of the site. Since construction noise is expected to exceed 60 dBA L_{eq} and exceed ambient levels at the nearby sensitive receptors by more than five dBA L_{eq} for a period of more than one year, this could be a significant impact.

Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction material, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life.

The following City of Mountain View Standard Conditions of Approval to reduce construction noise would be incorporated as part of the proposed project:

Standard Conditions of Approval:

- **CONSTRUCTION NOISE REDUCTION:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties:
 - Comply with manufacturer's muffler requirements on all construction equipment engines.
 - Turn off construction equipment when not in use, where applicable.
 - Locate stationary equipment as far as practical from receiving properties.
 - Use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible.
 - Shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.

- **WORK HOURS:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday, unless prior approval is granted by the Chief Building Official. At the discretion of the Chief Building Official, the general contractor or the developer may be required to erect a sign

at a prominent location on the construction site to advise subcontractor and material suppliers of the working hours. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/or suspension of building permits.

- **NOTICE OF CONSTRUCTION:** The applicant shall notify neighbors within 300 feet of the project site of the construction schedule in writing, prior to construction. A copy of the notice and the mailing list shall be submitted prior to issuance of building permits.
- **DISTURBANCE COORDINATOR:** The project applicant shall designate a “disturbance coordinator” who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site.

The implementation of the City’s Conditions of Approval and the construction best management practices outlined above would reduce construction noise levels emanating from the site to minimize disruption and annoyance. With the implementation of these controls, as well as the Municipal Code limits on allowable construction hours, and considering the relatively short duration of the noise generating construction period, the substantial temporary increase in ambient noise levels would be less than significant.

12 e., f. Moffett Federal Airfield is a joint civil-military airport located approximately three miles northeast of the project site. According to the Moffett Federal Airfield Airport Land Use Plan, 2022 Aircraft Noise Contour, the project site does not fall within the airport influence area and is located outside the 60 dBA CNEL noise contour. Noise from aircraft would not substantially increase ambient noise levels at the project site, and interior noise levels resulting from aircraft would be compatible with the proposed project.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
13. POPULATION AND HOUSING.					
Would the Project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 71-73	No	No	No	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 73	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 73	No	No	No	N/A
<p><u>Discussion:</u></p> <p>The project would demolish the existing hotel 71-room hotel and construct a new 157-room hotel. There are currently 20 employees at the project site.</p> <p>Implementation of the ECR Precise Plan would add approximately 880 jobs to the ECR Precise Plan area by 2030, as described in the ECR Precise Plan EIR. The project would generate 28 employees, which is eight more than the current amount, out of the 880 new employees planned for the ECR Precise Plan area.</p> <p>13a: The project is consistent with the ECR Precise Plan’s development assumptions; the project would not induce substantial population growth beyond the projections in the ECR Precise Plan EIR.</p>					

Population growth from the proposed project would be consistent with the ECR Precise Plan's and General Plan's support for transit-oriented development along transit corridors and redevelopment, in accordance with Policy LUD 21.1. The proposed project would result in an increase of eight employees at the site and, therefore, would not directly induce substantial population growth.

The proposed project is located in a developed area served by existing infrastructure. The project would not extend roads or utilities or result in improvements to infrastructure that would indirectly result in substantial population growth.

13b-c: There is no existing housing or residents on the project site. The project would, therefore, not result in the displacement of housing or residents on-site. Given that no residents or housing are on the project site, the project would not require replacement housing elsewhere. For these reasons, the project would not result in significant impacts residents or housing.

Conclusion: The proposed hotel development project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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14. PUBLIC SERVICES.

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

Fire protection?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 81-82	No	No	No	N/A
Police protection?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 82-84	No	No	No	N/A
Schools?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 84-86	No	No	No	N/A
Parks?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 86	No	No	No	N/A
Other public facilities?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 86	No	No	No	N/A

Discussion:

Fire protection and emergency medical services would be provided to the site by the City of Mountain View Fire Department (MVFD). The MVFD has a response time goal of six minutes from dispatch for a first-in fire engine to arrive at a structure fire scene. The MVFD operates out of five stations and has 86 full-time personnel. The nearest fire station to the project site is Station 3, located at 301 North Rengstorff Avenue, approximately 0.8 miles northeast of the site.

Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of approximately 90 sworn and 45 non-sworn personnel. The MVPD is located at 1000 Villa Street (approximately 1.25 miles east of the site) and has a response time goal of four minutes for high priority calls.

As disclosed in the ECR Precise Plan EIR, the project site is within the Mountain View Whisman School District and Mountain View Los Altos High School District.

Given the urban character of the ECR Precise Plan area, there are no public parks within the boundaries of this area. The nearest park to the project site is Klein Park, located 850 feet north of the site at the corner of Ortega Avenue and California Street. The City's library services are provided by the Mountain View Public Library, located at 585 Franklin Street, approximately 1.25 miles east of the site.

14. Public Services

Consistent with the ECR Precise Plan EIR, development of the proposed hotel would incrementally increase the use of public facilities.

Fire Protection: The MVFD would provide the ECR Precise Plan area, including the project site, with fire protection and emergency medical services. The proposed hotel development is consistent with the growth projected in the ECR Precise Plan and 2030 General Plan, and the MVFD does not anticipate the need to construct a new fire station or add to its current daily staffing to accommodate buildout of the project. For these reasons, the proposed development's incremental demand for fire services would not result in the need to expand or construct new fire facilities. The project would comply with General Plan Policies PSA 1.1 and PSA 3.1, which are intended to reduce impacts to emergency response times by ensuring adequate fire staffing and minimizing property damage, injuries, and loss of life due to fire. The proposed hotel development would not substantially impact the provision of fire protection and rescue response, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the proposed project would have a less than significant impact on fire services and facilities.

Police Services: The proposed hotel would be designed and constructed in conformance with current codes and reviewed by the City of Mountain View to ensure appropriate design for safety.

Development associated with the proposed project is consistent with the projections of the ECR Precise Plan and 2030 General Plan. The proposed project would intensify development and increase the number of hotel occupants and employees, which may result in an increase in the number of calls to the MVPD requesting emergency assistance. The proposed project would comply with General Plan Policies PSA 1.1, PSA 2.1, PSA 2.2, and PSA 2.3, which are intended to reduce impacts to emergency response times. The proposed project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. As disclosed in the ECR Precise Plan EIR, implementation of the ECR

Precise Plan (including the proposed project) could require the addition of a new emergency operations center and two sworn officers resulting in the need for additional vehicles, equipment and facilities. Since the proposed development was accounted for in the ECR Precise Plan EIR, the project's incremental demand for police services would not result in the need to expand or construct new police facilities beyond what was disclosed in the ECR Precise Plan EIR.

Parks: The City has approximately 1,000 acres of parks and open space land. The project site is located within the San Antonio Planning Area of the City of Mountain View *2014 Parks and Open Space Plan*. Klein Mini-Park, Rengstorff Park, and Del Medio Park are the only open space facilities located in this planning area. The proposed project would generate 28 employees, which adds eight new employees to the project site. Future employees may use the nearby park and trails during breaks or after work. Given the small increase in the number of future hotel employees on-site, employees are unlikely to place a major physical burden on the existing parks. Future employees would use the proposed hotel's outdoor central courtyard area which would reduce impacts on existing recreational facilities. For these reasons, the project would not have a significant impact on existing park and recreational facilities.

Schools and Other Public Facilities (Libraries): Given that the project would not construct new residences, the project would not generate students. For this reason, the project would not impact existing schools. The project proposes hotel uses and would not impact the City's existing libraries.

Conclusion: The proposed hotel development project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
15. 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?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 88-90	No	No	No	N/A
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?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 88-90	No	No	No	N/A
<p><u>Discussion:</u></p> <p>The City of Mountain View currently owns approximately 1,000 acres of parks and open space facilities. The ECR Precise Plan area, including the current project site, is located within the San Antonio Planning Area of the City of Mountain View <i>2014 Parks and Open Space Plan</i>. Parks located within this planning area include Rengstorff Community Park at 201 South Rengstorff Avenue (approximately 0.4 miles northeast of the site), Del Medio Mini-Park located at 380 Del Medio Avenue (approximately 0.8 miles northwest of the site), and Klein Mini-Park located 850 feet north of the site, at the corner of Ortega Avenue and California Street. Given the urban character of the ECR Precise Plan area, there are no public parks within the boundaries of this area.</p> <p>15a. The proposed project would generate a total of 28 employees. The small increase of employees (eight additional employees) accommodated by the proposed project may incrementally increase the use and demand for park facilities in the City, since future employees of the project may utilize the existing neighborhood parks and open space amenities. Given the small number of additional employees generated by the proposed project, these employees would not major physical burden on the existing parks. Consistent with the consistent with ECR Precise Plan EIR conclusions, existing neighborhood and regional parks would not be subject to substantial physical deterioration associated with the proposed</p>					

increase in employees, since sufficient parkland and open space is available to serve existing and new workers. Additionally, the project would include a central courtyard area with outdoor seating, which may reduce the use of existing park facilities by future hotel employees. For these reasons, the project would not result in significant physical deterioration of existing park and recreational facilities.

15b. Given that the proposed project is consistent with the conclusions of the ECR Precise Plan EIR, existing parks are adequate to accommodate the project's employees and implementation of the proposed project would not require the expansion of existing recreational facilities, nor would the project require the construction of new facilities beyond what is planned in the ECR Precise Plan. The project would, therefore, not result in the construction and/or expansion of recreational facilities that would adversely affect the environment.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
16. TRANSPORTATION/TRAFFIC.					
Would the project:					
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	No	No	No	N/A
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	No	No	No	N/A
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Draft ECR Precise Plan EIR, (2014) Page 140	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	N/A	N/A	N/A	N/A
e. Result in inadequate emergency access?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	No	No	No	N/A
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	No	No	No	No

Discussion: The discussion in this section is based on the *Hexagon Transportation Consultants, Inc.’s* “Site Specific Traffic Analysis (SSTA), 2300 W. El Camino Real Hotel Development Project” prepared in September 2016 and *Kott Planning Consultants, LLC’s* “2300 West El Camino Real Parking Requirements and Provision and Transportation Demand Management (TDM) Plan” prepared in March 2016. This report is attached to this checklist as Appendix F.

The ECR Precise Plan EIR did not identify a significant impact to traffic and transportation from the buildout of the Precise Plan area. The SSTA was prepared to determine if the 2300 West El Camino Real Hotel project would have new or substantially more severe impacts, new mitigation, or there are new circumstances not previously disclosed in the certified ECR Precise Plan EIR.

16a-b. Intersections: The trips generated by the proposed uses were estimated using the average trip generation rates for hotels (Land Use Code 310). Trips associated with the existing uses on the project site were subtracted from the road system to calculate the net new project trips. The trips generated by the existing buildings on the site were obtained from driveway counts completed on Tuesday, August 16, 2016. Based on the driveway counts, the existing uses on-site generate 24 trips during the AM peak hour and 11 trips during the PM peak hour. The proposed new hotel development is estimated to generate 1,108 net daily vehicle trips, with 59 net trips during the AM peak hour and 83 net trips during the PM peak hour.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Mountain View and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak-hour traffic conditions for three signalized intersections (El Camino Real/Ortega Avenue, El Camino Real/Distel Drive, and El Camino Real/South Rengstorff Avenue) and one unsignalized intersection (El Camino Real/Distel Circle). Project impacts at signalized intersections were identified on the basis of the applicable level of service standards. The City of Mountain View does not have an adopted level of service standard for unsignalized intersections. Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities, and transit, were determined on the basis of engineering judgment. Roadway traffic operations were evaluated for the peak AM and PM commute hours during a typical midweek day during the morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak periods at three signalized and one unsignalized study intersections.

The results show that under existing, existing plus project, background, and background plus project conditions, the three signalized study intersections are expected to operate at LOS C or better during both peak hours, and project traffic at the three signalized intersections would not result in a new significant impact.

- **Signal Warrant:** At the unsignalized intersection of El Camino Real and Distel Circle (two-way stop), the worst stop-controlled approach is expected to experience substantial delays corresponding to LOS E or F during the PM peak hours under background plus project conditions. The level of service analysis at the intersection of El Camino Real and Distel Circle was supplemented with an assessment of the need for signalization of the intersection. The analysis showed that the traffic volumes on the minor stop-controlled approaches would not satisfy the signal warrant under background plus project conditions. Based on the significance criteria applied to unsignalized intersections, the project impact on this intersection would be less than significant. The presence of nearby traffic signals creates gaps in the traffic flow on El Camino Real that facilitate turns from northbound Distel Circle and U-turns from El Camino Real eastbound. Furthermore, alternative travel paths are available that allow for left turns onto El Camino Real at a nearby signalized intersection.
- **Turn-Pocket Queuing Analysis:** The westbound left-turn queues on El Camino Real at Ortega Avenue are projected to be less than the available storage capacity during the AM and PM peak hours under all scenarios. The left-turn pocket on eastbound El Camino Real at Distel Circle has approximately 100 feet of storage capacity, which is adequate for about four vehicles. The queuing analysis shows that the existing left-turn storage would be adequate under all scenarios during both AM and PM peak hours.

For these reasons, the proposed hotel project would not result in new or greatly increased intersection impacts than those described in the ECR Precise Plan EIR, would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and would not conflict with the Santa Clara County Congestion Management Program.

16c. The proposed project would be consistent with the ECR Precise Plan EIR, and would not result in a change in air traffic patterns.

16d. All vehicular circulation would occur within the building's surface and basement level parking garage; there are no surface roadways on the site. The driveway on El Camino Real would be a two-way full-access driveway and would be adequate to serve the project. To ensure that adequate sight distance is available to drivers that exit the project driveway, no on-street parking would be allowed between the project driveway and the western driveway of the adjacent building to the east. The project would have adequate vehicular circulation and would comply with the City's drive aisles, driveway, and parking standards.

The proposed project would be consistent with the ECR Precise Plan EIR, and would not substantially increase hazards due to a design feature or incompatible land uses.

16e. The proposed project would be consistent with the ECR Precise Plan EIR, and would not result in inadequate emergency access.

16f. Bicycles and Pedestrians. The project is expected to generate new bicycling and walking trips throughout the day. The existing sidewalks and pedestrian paths have good connectivity and would provide pedestrians with safe routes to all of the surrounding land uses in the area. The volume of bicycle trips generated by the project would not require new off-site bicycle facilities.

The parking garage would include four bicycle storage spaces for hotel employees or guests. The proposed bicycle parking complies with the City's standards for hotels.

Transit. The project would have a less than significant impact on transit travel times. The average number of new riders generated by the project would be less than one per bus. Therefore, the project would have a less than significant impact on the existing transit services.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
17. UTILITIES AND SERVICE SYSTEMS.					
Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 97-98	No	No	No	N/A
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 97-98	No	No	No	Yes
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 98-99	No	No	No	Yes
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 99	No	No	No	N/A
e. 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	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 99	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
addition to the provider's existing commitments?					
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 100	No	No	No	No
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 100	No	No	No	No

Discussion: The discussion in this section is based in part on the “2300 W. El Camino Real Hotel Development, Utility Impact Study,” prepared by *Schaaf & Wheeler* in September 2016. This report is attached to this checklist as Appendix G.

17a. Mountain View is under the jurisdiction of the RWQCB, and City compliance with state and federal laws, statutes, and regulations is required. As with the rest of the City, projects within the ECR Precise Plan area must comply with programs and RWQCB regulations that regulate wastewater treatment requirements. For these reasons, development under the ECR Precise Plan, including the proposed project, would not exceed wastewater treatment requirements.

17b. The ECR Precise Plan EIR identified a potentially significant utility impact (**Impact UTL-1**) from potential impacts to existing water and/or wastewater infrastructure, since new development could require upsizing or improvements to nearby infrastructure. Mitigation Measure **MM UTL-1** requires a project-specific study when new development is proposed, to identify any impacts to the water and wastewater systems adjacent to and downstream of project sites. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water and/or wastewater infrastructure, as necessary. With implementation of this measure, the ECR Precise Plan is not anticipated to result in a significant impact to water delivery and sanitary sewer infrastructure.

A water and sewer utility capacity study was prepared for the proposed project (Appendix H), which identified existing deficiencies in water and sewer infrastructure of the project area, and analyzed the estimated project contributions and demands on the system. Based on this study, the project's impacts on the water delivery and sanitary sewer systems would be within the amount anticipated by the ECR Precise Plan EIR, and the project would not result in a new or greatly increased impact on these facilities. The project will be required to contribute to a funding program for capital improvements to the water delivery and sanitary sewer systems.

17c. The ECR Precise Plan EIR identified a potentially significant utility impact (**Impact UTL-2**) from potential impacts to stormwater infrastructure, since new development could require upsizing or improvements to nearby infrastructure. For new developments, Mitigation Measure **MM UTL-2** requires a project-specific analysis of stormwater infrastructure adjacent and downstream of the project sites to identify any impacts to the system. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary. With implementation of this measure, the ECR Precise Plan was not anticipated to result in a significant impact to stormwater infrastructure.

The proposed project would decrease impervious surfaces on the project site and, therefore, stormwater runoff from the project would decrease. The project would, therefore, not increase demand on the City's on the City's stormwater system. The impacts on the stormwater system would be within the amount anticipated by the ECR Precise Plan EIR, and the project would not result in a new or greatly increased impact on these facilities.

17d. The ECR Precise Plan EIR found that sufficient water supplies would be available for future development under the Precise Plan. The current proposed project is consistent with the development envisioned under the Precise Plan, and would be required to implement standard City water conservation measures as conditions of approval. The project would not result in a new or greatly increased impact to water supply.

17e. The ECR Precise Plan EIR did not identify a significant impact to wastewater treatment capacity from buildout of the Precise Plan. The current proposed project is consistent with the development envisioned under the Precise Plan, and would not result in a new or greatly increased impact to wastewater treatment capacity.

As a condition of approval, the proposed project will be responsible for a proportionate share (capacity basis) of the facilities that will be built to increase the capacity of the system pipeline serving the project, as determined by the City of Mountain View Department of Public Works, and based on the findings of the report prepared for the project by *Schaaf & Wheeler* in September 2016 (Initial Study Appendix G). The proposed project will only be accountable for its incremental flow increase, as the existing flows on the parcel have been accounted for in the City's Sewer Master Plan.

17f., g. With compliance with standard City ordinances, conditions of approval and General Plan policies to reduce solid waste, the project would be consistent with applicable solid waste regulations

and would not result in a new or greatly increased impact to landfill capacity.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
18. MANDATORY FINDINGS OF SIGNIFICANCE.					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?	Draft ECR Precise Plan EIR, (2014)	No	No	No	N/A
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)?	Draft ECR Precise Plan EIR, (2014)	No	No	No	Yes

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Draft ECR Precise Plan EIR, (2014)	No	No	No	Yes
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Discussion:

18a. Biological resources and cultural resources are discussed in Sections 4 and 5 of this checklist. The project would not result in substantial impacts to these resource areas.

18b. The potentially cumulatively considerable impacts are discussed below. Refer also to the individual sections of this checklist, above.

Cumulative Air Quality Impacts: The proposed hotel project is consistent with the ECR Precise Plan EIR and the 2010 Bay Area Clean Air Plan, and, therefore would not result in a cumulatively considerable impact on the region’s air quality. With the implementation of standard measure to reduce construction impacts, the project would not make a cumulatively considerable contribution to a construction air quality impact.

Cumulative Biological Resources Impacts: The proposed project and other development in the ECR Precise Plan area would comply with standard conditions of approval that would reduce impact to biological resources. Therefore, the implementation of the proposed hotel project would not result in cumulatively considerable biological resources impacts.

Cumulative Greenhouse Gas Emissions Impacts: The Mountain View Greenhouse Gas Reduction Program (GGRP) is consistent with the goals of AB 32 and meets all of the standards consistent with the requirements of qualified GHG Reduction Strategies. Therefore, consistent with CEQA Guidelines, all future projects that are consistent with the adopted GGRP and 2030 General Plan, including the proposed hotel project in the ECR Precise Plan area, would not have a cumulatively considerable impact related to GHG emissions.

Cumulative Hazardous Materials Impacts: Hazardous materials source issues are generally site-specific and would not contribute to impacts associated with other contaminated sites in Santa Clara County. Therefore, the implementation of the proposed hotel project would not result in a cumulatively considerable hazards and hazardous materials impact.

Hazardous materials source issues are generally site-specific, although the project site is impacted by the TCE and PCE from a dry cleaner chemical release next door at 2290 West El Camino Real. Redevelopment of the project site would not make a cumulatively considerable contribution to hazardous materials impacts associated with other contaminated sites in Santa Clara County. Therefore, the implementation of the proposed hotel project would not result in a cumulatively considerable hazards and hazardous materials impact.

Cumulative Hydrology and Water Quality Impacts: The ECR Precise Plan, along with other new developments in Mountain View, may place structures in flooding hazard areas that could result in cumulative flooding impacts. Through compliance with existing state and federal regulations and General Plan policies, the proposed hotel project would not result in a cumulatively considerable flooding impact. By complying with existing regulations for stormwater volume and quality and General Plan policies relating to water quality, the proposed hotel development in the ECR Precise Plan area would not result in a cumulatively considerable hydrological or water quality impact.

Cumulative Land Use Impacts: The proposed project would be consistent with the ECR Precise Plan standards and guidelines for site design and land use compatibility, and 2030 General Plan policies to reduce significant land use impacts. Therefore, the proposed hotel development would not result in a cumulatively considerable land use impact.

Cumulative Noise Impacts: The ECR Precise Plan EIR disclosed that noise level increases along local roadway segments, due to ECR Precise Plan buildout, would not be perceptible compared to existing noise levels from traffic on El Camino Real. The ECR Precise Plan's contribution to the cumulative noise environment would, therefore, be less than significant. The proposed hotel development would result in slightly increased noise levels, as a part of the overall ECR Precise Plan development. Through compliance with all applicable General Plan policies and City conditions of approval, the proposed project would minimize noise impacts, and would not result in any new or greater impacts than were previously identified in the ECR Precise Plan EIR.

Cumulative Transportation and Traffic Impacts: The ECR Precise Plan EIR did not identify a significant cumulative impact from traffic and transportation following buildout of the plan. Since the proposed hotel development is consistent with the Precise Plan, it would not result in a significant cumulative impact.

Cumulative Utilities Impacts:

- **Water Supply:** According to the 2015 Urban Water Management Plan, the City's available potable and non-potable water supplies are expected to be sufficient to meet demands of existing uses and future uses under a Normal Year scenario through 2040. For this reason, implementation of the ECR Precise Plan would not make a significant cumulative contribution to impacts on water supply, and cumulative water supply impacts would be less than significant. Since the proposed hotel project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.
- **Wastewater Services:** Implementation of the Draft General Plan would generate additional wastewater treatment demand for the entire service area. As described in the 2030 General Plan EIR, the Palo Alto RWQCP, which serves surrounding communities such as Los Altos, Los Altos Hills, and Palo Alto, has sufficient capacity for current dry and wet weather loads and for future load projections, and there are no plans for expansion of the plant. Therefore, implementation of the ECR Precise Plan, together with the 2030 General Plan build-out, would not make a significant cumulative contribution to impacts on wastewater treatment demand, and cumulative wastewater impacts would be less than significant. Since the proposed hotel

project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.

- **Stormwater and Solid Waste:** The ECR Precise Plan EIR did not identify a significant cumulative impact to stormwater or solid waste facilities, and since the proposed hotel project is consistent with the Precise Plan, it would also not make a contribution to a significant cumulative impact.

18c. The ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Emissions EIR evaluated impacts to humans, including aesthetic and visual resources, air quality, geology and soils, noise, hazardous materials, public services and recreation, population and housing, mineral resources, hydrology and water quality, and utility and service-system impacts. The proposed hotel project would contribute to the same impacts identified in the previous EIRs; however, the addition of this development would not result in any new impacts.

Conclusion: The proposed hotel project would not result in a new or substantially increased environmental impact compared to the ECR Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

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