Initial Study/ Mitigated Negative Declaration

133 & 149 Fairchild Drive Rowhouse Project

City File Number: 133-14-PUD

Prepared by the

CITY OF MOUNTAIN VIEW

February 5, 2015

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

133 & 149 Fairchild Drive Rowhouse Project

PREPARED FOR

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A. EXECUTIVE SUMMARY

Project Title	133 & 149 Fairchild Drive Rowhouse Project City File Number: 133-14-PUD
Lead Agency Contact Person and Phone Number	Scott Plambaeck, AICP, Senior Planner City of Mountain View Community Development Department (650) 903-6306
Date Prepared	February 5, 2015
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940 Gina Hamilton, Senior Planner Andrea Edwards, Senior Biologist/Certified Arborist
Project Location	133 & 149 Fairchild Drive (Assessor's parcel numbers 160-07-003 and 160-07-004) City of Mountain View, Santa Clara County, California
Project Sponsor Name and Address	Dividend Homes Inc. 385 Woodview Avenue, Suite 100 Morgan Hill, CA 95037
General Plan Designation	Medium-High Density Residential (26-35 units per acre)
Zoning	P(32) Evandale Area Precise Plan

Summary Project Description and Location

The proposed project is the demolition of a recreational vehicle (RV) park (30 spaces), one mobile home, the RV park office, two single-family homes, an eight-unit motel, and a small commercial business, and the construction of 35 attached rowhouse units at 133 and 149 Fairchild Drive in the City of Mountain View (City). The proposed project also includes the removal of seven heritage trees, construction of related utility and infrastructure improvements, and the dedication of 0.27 acres of the project site to the City for future development by the City as a neighborhood park. The 1.85-acre project site is located in the eastern portion of the City and is bordered by Fairchild Drive and U.S. Highway 101 to the north, Evandale Avenue to the south, and existing development immediately to the east and west.

Environmental Factors Potentially Affected

The initial study evaluated the environmental effects of the proposed project in each of the resource areas as identified below. The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

- ✓ None with Mitigation

The identified impacts are presented in a summarized format in Section E. Table S-1, with the full text of mitigation measures. The full text of the environmental setting, project analysis, impacts and the mitigation measures can be found in Section D, Evaluation of Environmental Impacts.

Determination

On the basis of this initial evaluation:

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

Scott Plambaeck, Senior Planner Date

List of Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos-Containing Materials
BAAQMD	Bay Area Air Quality Management District
CAP	2010 Clean Air Plan
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CO_2	Carbon Dioxide
DPM	Particulate Emissions from Diesel Fueled Engines
DU	Dwelling Unit
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
GGRP	Greenhouse Gas Reduction Program
GHG	Greenhouse Gases
gpd	Gallons per Day
HRA	Health Risk Assessment
ITE	Institute of Traffic Engineers
LID	Low Impact Development
LOS	Level of Service
MEW	Middlefield-Ellis-Whisman Superfund Site
mgd	Million Gallons per Day
MT CO2e	Metric Tons of Carbon Dioxide Equivalent Emissions
MVGBC	Mountain View Green Building Code
NOx	Nitrous Oxides
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
P(32)	Evandale Area Precise Plan Zoning District

PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter 2.5 micrometers or less
PM_{IO}	Particulate Matter 10 microns or less
POS	City of Mountain View General Plan, Chapter 6: Parks, Open Space, and Community Facilities
PPV	Peak Particle Velocity
ROG	Reactive Organic Gases
sf	Square Foot
SMaRT	Sunnyvale Materials Recovery and Transfer
STC	Sound Transmission Class
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminant
TCE	Trichloroethene
USACE	U.S. Army Corps of Engineers
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
Water Board	San Francisco Regional Water Quality Control Board
µg/m3	Micrograms per Cubic Meter

B. Introduction and Background

Environmental Setting

The 1.85-acre project site is located one quarter mile east of State Route 85 and directly south of U.S. Highway 101 in the eastern portion of the City. Figure 1, Location Map, presents the location of the site. The project site is bordered by Fairchild Drive to the north, Evandale Avenue to the south, and multi-family complexes and the 18-unit Fairchild Drive Residential Rowhouse project (currently under construction) on the adjacent parcels to the west located between the project site and Tyrella Avenue. As part of the adjacent Fairchild Drive Residential Rowhouse Project, all structures on the adjacent parcels to the west have been removed. The other surrounding land uses include townhouses to the south and multi-family residential to the east.

Figure 2, Aerial Photograph, presents an aerial photograph of the project site and its environs. The project site consists of two Assessor's parcels: 160-07-003 and 160-07-004. Existing development on the site consists of 30 RV spaces, one mobile home, two single-family homes, the RV park office, an eight-unit motel, and a small commercial business. The existing RV park operations are primarily residential, similar to long-term rental units, with some transient space available on the site. The motel units are currently vacant and the RV parking spaces are rented to owner-occupied RVs. RV space rental may be month to month or fewer than 30 consecutive days.

According to the Phase I Environmental Site Assessment (ESA) prepared for the proposed project (Light, Air and Space Construction 2014), all buildings currently on the project site were constructed at various points in time between 1948 and 1968. Vegetation on the site consists of ornamental landscaping and 22 ornamental tree species. Of the trees present on the site, 10 are considered heritage trees, either due to their size or species (Marneau 2014). Figure 3, Site Photographs, illustrates representative views of the project site and its setting from nearby vantage points along Evandale Avenue and Fairchild Drive.

The project site is located in proximity to the Middlefield-Ellis-Whisman (MEW) Superfund site. The MEW site is the subject of ongoing remediation and monitoring by the U.S Environmental Protection Agency (EPA) for, among other things, trichloroethene (TCE) in groundwater and the potential for vapor intrusion in nearby buildings. Figure 4, MEW Superfund Site, presents the location of the project site relative to the MEW regional shallow TCE groundwater contamination plume. Three EPA grab groundwater sample locations are adjacent to the project site along Evandale Drive, and numerous other groundwater sample locations are in proximity to the project site, including along Evandale Avenue. (A grab sample is a single sample taken at a specific time that represents a snapshot of conditions at that time.) The locations of these grab groundwater sample locations and discussion of related hazards is presented in Section D.8, Hazards and Hazardous Materials, of this initial study.

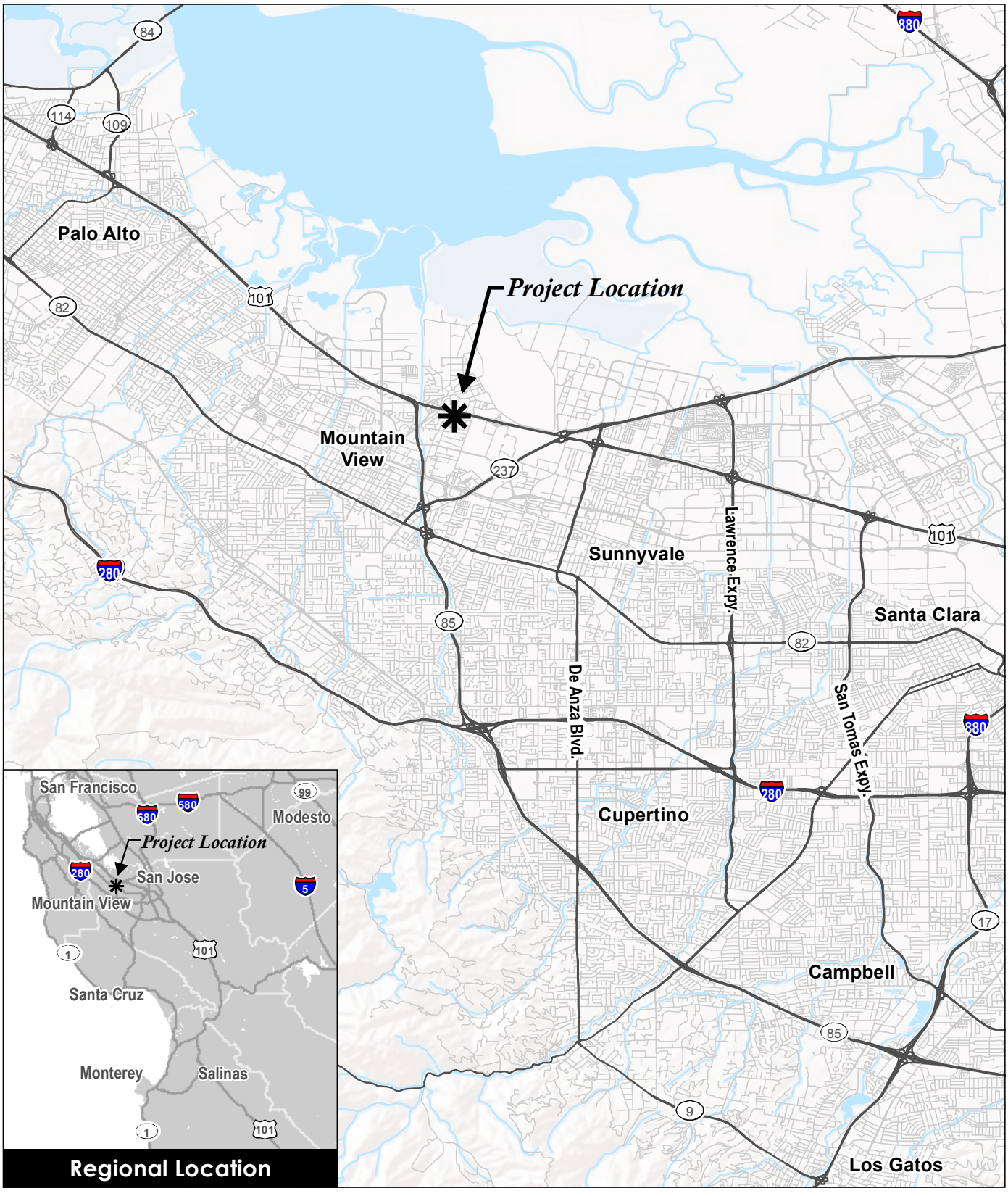

Figure 1

Location Map

133 & 149 Fairchild Drive Rowhouse Project

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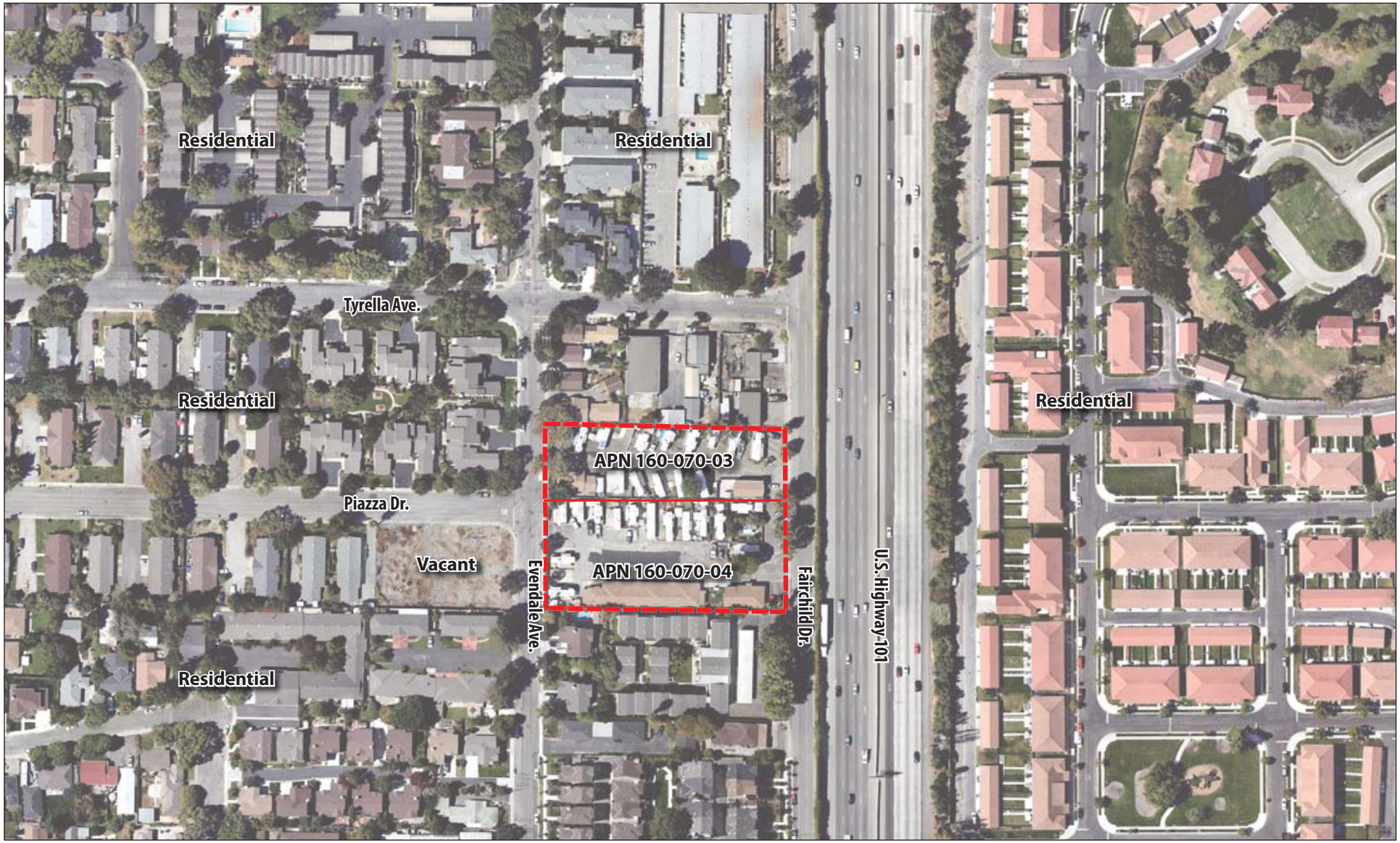

0 200 feet

Legend

Project Boundary — Parcel Line

Source: Google Earth 2011

Figure 2

Aerial Photograph

133 & 149 Fairchild Drive Rowhouse Project

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1 View west on Fairchild Drive

2 View east on Fairchild Drive

3 View of and through project site, looking south toward Evandale Avenue

4 View east from the project site

5 View west on Evandale Avenue

6 View on Evandale Avenue, near Evandale Avenue and Piazza Drive

Source: Google Earth 2011

Figure 3

Site Photographs

133 & 149 Fairchild Drive Rowhouse Project

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0 2,000 feet

Source: Environmental Protection Agency 2014

Figure 4

MEW Superfund Site

133 & 149 Fairchild Drive Rowhouse Project

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Regulatory Setting

On July 10, 2012, the City Council adopted the 2030 General Plan (General Plan), a comprehensive update to the 1992 General Plan. As part of the 2030 General Plan, the City of Mountain View also adopted a Greenhouse Gas Reduction Program (GGRP). The 1.58-acre project site is designated as Medium-High Density Residential (26-35 units per acre) in the City's General Plan and is located within Area B of the P(32) Evandale Area Precise Plan zoning district (City of Mountain View 1997) (hereinafter referred to as "P(32)"). Area B of P(32) references the R-3 (Multi-family Residential) zoning district use and development standards and provides additional guidance and standards for integrating redevelopment into the larger Whisman residential neighborhood. The proposed project is consistent with the General Plan land use designation and residential zoning densities for the project site.

P(32) principles and objectives are as follows:

1. Strengthen the sense of neighborhood within the area and integrate it into the larger Whisman residential community;
2. Encourage residential redevelopment of the nonresidential and lower-density residential sites existing in 1997;
3. Provide incentives for the preservation and construction of low-and moderate-income housing; and
4. Ensure that new residential development is protected from freeway noise.

C. Description of Project

The proposed project is the demolition of a 30-space RV park, one mobile home, the RV park office, two single-family homes, a vacant eight-unit motel, and a small commercial business, and the construction of 35 attached rowhouse units at 133 and 149 Fairchild Drive in the City of Mountain View. The proposed project includes the dedication of approximately 0.27 acres of the project site to the City for future development by the City as a neighborhood park. The proposed project design, internal circulation, and landscaping would be integrated with the adjacent approved 111-121 Fairchild Drive Residential Rowhouse project. For the purposes of this analysis, the proposed project is the second phase (Phase II) of the previously approved project (hereinafter referred to as "Phase I") on the adjacent parcels to the west. See Background, below, for more information.

According to the site plan for the proposed project (dated August 25, 2014), the proposed project consists of seven individual rows of attached dwelling units: one row with six units, five rows with five units each, and one row with four units. One row would be adjacent to Evandale Avenue; two rows adjacent to Fairchild Drive; and four rows in the central portion of the project site fronting a common area in the center of the parcel.

The proposed residential design consists of three-story dwelling units in each row with front doors facing existing and proposed roadways, and at-grade garages at the rear of each unit on the interior of the project site. The proposed project includes 56 garage parking spaces and 15 uncovered parking spaces. Proposed landscaping includes the central common open space located in the center of the project site. A copy of the full plan set is included as Appendix A.

Access to the project site would be provided through the previously approved Phase I project roadways, which connect to Tyrella Avenue. Existing multiple-access points to the site from Fairchild Drive and Evandale Avenue would be eliminated. The proposed project would extend the Phase I private roadways on to the site to provide access to all proposed garages and on-site parking. As shown in Figure 5, the proposed private roadway (Street A) would be in a U-shape. Street A would run generally east-west and would connect with the internal roadways on the adjoining Phase I parcel.

The proposed project includes the removal of eight regulated trees to accommodate new construction, including seven trees protected by the City's Heritage Tree Ordinance (Marneau 2014).

The proposed project would increase the population on the project site. The approximate population on the site (as of November 2014) is 50 persons (Scott Plambaeck, pers. com., January 16, 2015). Using California Department of Finance (2014) estimates of 2.37 persons-per-household in Santa Clara County, the proposed project would provide housing opportunities for an estimated 83 persons, thus potentially increasing the site population by approximately 33 persons as compared to 50 persons under current conditions.

Background

On January 21, 2014, the City of Mountain View Planning Commission/City Council adopted a mitigated negative declaration and approved an application (454-12-PUD) made by the same project proponent for a similar development (Phase I) on the parcels located between the project site and Tyrella Avenue. The proposed access, design, and infrastructure improvements for the proposed project (Phase II) would be integrated with the previously approved project. Figure 5, Proposed Site Plan, presents the layout of the proposed development and illustrates its integration with the previously approved Phase I circulation and landscape plan.

The project applicant acquired the project site after the Phase I application was approved by the City in 2014.

Other Public Agencies Whose Approval is Required

No approvals from agencies other than the City of Mountain View are required for the proposed project.

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Source: Dividend Homes 2014

Figure 5

Proposed Site Plan

133 & 149 Fairchild Drive Rowhouse Project

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D. EVALUATION OF ENVIRONMENTAL IMPACTS

Approach to Analysis

CEQA and CEQA Guidelines

Public Resources Code section 21083.3 and its parallel CEQA Guidelines provision, Section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, General Plan, or community plan policies for which an environmental impact report ("EIR") was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified.

If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact. A "no" answer in the following checklist does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and adequately addressed in the prior environmental documents approved for the zoning action, General Plan, or community plan.

Proposed Project

The proposed project is consistent with the development densities in the *Mountain View 2030 General Plan* (2012), for which an EIR has been certified. The project-specific environmental concerns associated with the proposed project are the impacts to trees, cultural resources, noise, and hazardous air emissions associated with U.S. Highway 101, and potential safety impacts associated with the project site's proximity to a hazardous materials site. In addition, because the proposed project would contribute additional vehicles to Tyrella Avenue, this initial study includes a discussion of the environmental effects of the proposed project's contribution to cumulative traffic conditions that would result from the implementation of both projects. This discussion is presented in Section 16, Transportation/Traffic of this initial study.

The proposed project includes the dedication of 0.27 acres of the project site to the City for future development by the City as a neighborhood park. Specific design and construction scheduling for the future park are not known at this time. However, unless otherwise specified, analyses of construction- and operations-related impacts in this initial study include consideration of future development of the park. Mitigation measures identified herein would apply to the entire project, including future construction and operation of the park. Upon consideration of design and construction plans for the park, the City should review the analyses, impacts, and mitigation measures presented herein to determine whether additional environmental review would be required.

Notes

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

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

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

4. "Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, "Earlier Analyses," may be cross-referenced).

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

   a. "Earlier Analysis Used" identifies and states where such document is available for review.

   b. "Impact Adequately Addressed" identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.

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

6. Checklist references to information sources for potential impacts (e.g., General Plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.

7. "Supporting Information Sources" A source list is attached, and other sources used or individuals contacted are cited in the discussion. Sources from the source list that were used in each discussion are also referenced numerically in parentheses following each question in the checklist.

8. This is the format recommended in the CEQA Guidelines as amended January 2011.

9. The explanation of each issue identifies:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Have a substantial adverse effect on a scenic vista? (1-3,7)	❑	❑	❑	✓
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (1-3,6,7)	❑	❑	❑	✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings? (1-5,7,9,10)	❑	✓	❑	❑
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (1-5,8,11)	❑	❑	✓	❑

Comments:

a/b. The project site is relatively flat and is located within a developed, urban area of the City. As indicated by Figure 3, Site Photographs, the site is visible from public streets: Fairchild Drive and Evandale Avenue. A large sound wall obstructs views of the project site from U.S. Highway 101. Impacts to scenic resources and visual character of the City resulting from development consistent with the General Plan were analyzed in the General Plan EIR. The proposed project is not located within a scenic vista identified in the General Plan, the General Plan EIR, or in the P(32). The project site is not located within a scenic corridor identified by the Department of Transportation (Caltrans) State Scenic Highway Program. There are no visually distinctive geographic features such as rock outcroppings on the project site, and the buildings on the site are not included on the City's list of Historic Resources, as identified in the General Plan EIR. The project site is located within an area identified in the General Plan EIR as having primary views to the mountains south of the City; however, due to its location, immediately south of U.S. Highway 101, the development of the proposed project would not obstruct these views. Therefore, no impacts to scenic resources would occur as a result of the proposed project.

c. The immediate vicinity of the project site includes multi-family complexes, the previously approved 18-unit rowhouse project under construction on parcels between the project site and Tyrella Avenue, townhouses to the south across Evandale Avenue, and

multi-family residential immediately to the east. Fairchild Drive borders the site to the north and U.S. Highway 101 is just north of Fairchild Drive. A rowhouse development similar in scale to the proposed project is located further to the east on the north side of Evandale Avenue.

The proposed project would permanently alter the visual character of the project site from an RV park, single-story residential, motel, and commercial/small office buildings to a contemporary three-story residential complex and a small City park. Development in the vicinity of the project site consists of single- and multi-family residential, including two- and three-story single- and multi-family homes adjacent to the eastern boundary of the project site, across Evandale Avenue, and the previously approved Phase I adjacent to the western boundary of the project site. Based on the proposed site plans (included as Appendix A), the proposed architectural massing, design, and layout of the project is consistent with other similar developments along Fairchild Drive and Evandale Avenue to the south, including the surrounding neighborhood and Phase I of the project.

The effects to the City's visual character resulting from future development consistent with General Plan land use designations were studied in the General Plan EIR, which did not identify significant impacts to the City's visual character. As noted in the General Plan EIR discussion, the General Plan contains numerous policies designed to protect and enhance visual character. Policy LUD 6.1 ensures new development in or near residential neighborhoods is compatible with existing neighborhood character. Policy Action LUD 6.1.2 requires buffering, screening, or other measures to ensure new multi-family or commercial development is compatible with adjacent single-family neighborhoods and homes. Policy LUD 9.1 and Policy Action LUD 9.1.1 ensure that new development includes sensitive height and setback transitions to existing development through adherence to precise plans, design guidelines, and zoning standards. The EIR determined that compliance with these policies and action items would reduce the visual impacts of future development to less than significant.

In addition to the General Plan policies, design standards for new residential development on the project site are contained within the P(32) Section IV.C, which calls for the preservation and enhancement of the positive visual experience of the built environment, appropriate transitions between different land uses, and preservation of neighborhood character. The Planned Unit Development Permit and Development Review Permit process also requires compliance with the City's Rowhouse Guidelines (2005) to ensure that new development and landscaping is integrated with existing neighborhoods by maintaining an appropriate scale and pattern of development.

The proposed site plan, architectural massing, design, materials, landscaping plans are subject to design review and to conditions of approval intended to ensure compatibility with the existing and planned visual character of the neighborhood. The plans are reviewed by the Development Review Committee, which provides recommendations to the Zoning Administrator for review, and the Zoning Administrator provides recommendations to the City Council for a final decision on the permits.

Project-related impacts to trees relative to their value as biological resources are discussed in Section D.4, Biological Resources. However, heritage trees are considered scenic resources. Individual specimens, usually due to size and age characteristics within a defined visual context, may serve as highly identifiable visual focal points within a given setting. Mature trees also contribute cumulatively to the visual character of the urban forest. The City has adopted a number of policies, guidelines, and city code provisions to protect individual heritage trees and the visual character of the urban forest. Removal or a significant change in the visual characteristics of a heritage tree would be considered a significant environmental impact. The General Plan notes that Mountain View's Heritage Tree Ordinance ensures that trees are protected or replaced when removal is unavoidable.

The trees on the project site were assessed by a certified arborist in early 2014. The results of the assessment are presented in the report: Certified Arborist's Tree Inventory & Pre-Construction Report (Morneau 2014). As shown on page 6 of the arborist's report, the proposed project has the potential to either directly or indirectly impact 25 trees that are located on or adjacent to the project site. Of these trees, 10 are protected because they are heritage trees as defined by the Mountain View City Code section 32.23. To accommodate the proposed project, eight trees would be removed, including seven trees that qualify as potential heritage trees due to their size (48 inches or greater trunk diameter) and one additional regulated street tree. A copy of the arborist report is included as Appendix B.

To meet its stated goal to "Highlight and minimize impacts to significant natural features such as heritage trees", Rowhouse Guidelines (2005) Guideline 7.4.5, Tree Preservation, encourages preservation and protection of existing "healthy and heritage trees". The P(32) and the Rowhouse Guidelines require replacement tree plantings and include design standards and placement criteria for street trees. City Code Chapter 32, Article II contains provisions for the treatment and preservation of heritage trees, and requires an approved building permit prior to the removal of any heritage tree, and other standards and performance criteria to preserve and protect the quality of the urban forest. Heritage trees removed from the site are required to be replaced by the planting of two 24-inch boxed specimen trees, subject to the review and approval of the City.

The arborist report evaluated the overall condition of the trees on and immediately adjacent to the site and found that nearly all of them are in various stages of decline either from advanced age or poor structure. The report concurs with the proposed removal of the protected trees due to their poor health. The report also includes recommendations for the protection and preservation of remaining trees on the site and off-site in proximity to construction areas to reduce indirect impacts from project activities that would impair the health and structural stability of the trees. The arborist's recommendations are included as "Tree Preservation Guidelines" stipulated in Section 4 (Pre-Construction Maintenance Notes) and Section 5 (Tree Protection Measures) of the arborist report, which is required to be implemented by Mitigation Measure BIO-2 in Section D.4, Biological Resources.

Implementation of Mitigation Measure BIO-2 in addition to compliance with the provisions of the City Code, the Rowhouse Guidelines, and P(32) polices as discussed in this section, would reduce the individual and cumulative visual impacts of the loss of the heritage trees on the site to a less-than-significant level. No additional mitigation is required.

d. The proposed project would include new lighting consistent with the proposed three-story rowhouses, landscaping, and the interior roadway (where none presently exist) and nighttime safety lighting in the park, if constructed, and would contribute to a cumulative increase in overall lighting and glare that would result from development associated with General Plan buildout. The General Plan EIR determined that development consistent with the General Plan would result in a cumulative impact resulting from increased sources of light and glare. The EIR concluded that implementation of Policy LUD 9.6 and its related policy action items (EIR Mitigation Measure VIS-1) would reduce the impacts of increased light and glare from new development to a less-than-significant level.

Pursuant to the General Plan, all proposed lighting would be evaluated for consistency with city code standards and design compatibility through the City's Development Review process. A lighting plan, including photometric contours, manufacturer's specifications on the fixtures and mounting heights, is required as part of the building permit application, in accordance with Section 8.252(i) of the Mountain View City Code, indicating that the lighting will not create off-site glare. As such the proposed project would not create substantial new sources of light and glare on the site. Therefore, the impact is less than significant.

The General Plan EIR found that increased levels of light and glare from General Plan buildout could compromise daytime and nighttime views, which would be a potentially significant cumulative impact. The EIR concluded that implementation of adopted light

standards, code regulations, standard mitigation measures, and/or development conditions would minimize off-site light and glare from new development, and individual project contributions to cumulative visual character would be less than significant.

Summary of Impacts and Mitigation Measures

Impact: The proposed project has the potential to negatively affect heritage trees either by their direct removal or construction activities in proximity to the trees. The removal of heritage trees is considered a significant visual impact.

Mitigation Measure

Implementation of Mitigation Measure BIO-2 (refer to Section D.4, Biological Resources) in addition to compliance with the Mountain View General Plan policies, the Rowhouse Design Guidelines, provisions of the P(32), and the City's standard conditions of approval for the protection and replacement of heritage trees, would reduce impacts to visually significant heritage trees to a less-than-significant level.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, 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. Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (12)	❑	❑	❑	✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (2,4,34)	❑	❑	❑	✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (1,2,4)	❑	❑	❑	✓
d. Result in the loss of forest land or conversion of forest land to non-forest use? (1,4)	❑	❑	❑	✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (1,2)	❑	❑	❑	✓

Comments:

a-e. The project site is developed and located in an established urban area within the City of Mountain View that is zoned for residential and neighborhood commercial uses. The project site is identified as "Urban and Built up Land" on the California Department of Conservation's *Santa Clara County Important Farmlands Map 2010* (2011). There are no Williamson Act parcels on the site. The project site and vicinity is zoned for residential uses. Therefore, the proposed project would not conflict with the provisions of the Williamson Act or agricultural zoning, and no impacts to agricultural, forest land, or lands zoned for commercial timber, would occur as a result of the project. No further analysis is required.

3. AIR QUALITY

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

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Conflict with or obstruct implementation of the applicable air quality plan? (1,2,14,17,41)	❑	❑	✓	❑
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (2,13,15,16)	❑	✓	❑	❑
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? (2,13,15,16)	❑	❑	✓	❑
d. Expose sensitive receptors to substantial pollutant concentrations? (2,8,27)	❑	✓	❑	❑
e. Create objectionable odors affecting a substantial number of people? (8)	❑	❑	✓	❑

Comments:

a. The Bay Area Air Quality Management District (hereinafter "Air District") is responsible for monitoring emissions and developing air quality plans for the San Francisco Bay area. In October 2010, the Air District adopted the 2010 Clean Air Plan (CAP). The CAP provides a comprehensive plan to improve Bay Area air quality and protect public health and the climate by reducing emissions of harmful pollutants and greenhouse gases. In addition to greenhouse gases, the primary categories of pollutants addressed in the CAP are ground-level ozone and its key precursors, ROG and NOx; particulate matter: primary $PM_{2.5}$, as well as precursors to secondary $PM_{2.5}$; and air toxics. The CAP also includes Energy and Climate Control Measures which are designed to reduce ambient concentrations of criteria pollutants and reduce emissions of CO_2. Implementation of these measures should promote energy conservation and efficiency in buildings throughout the community, promote renewable forms of energy production, reduce the "urban heat island" effect by increasing reflectivity of roofs and parking lots, and promote the planting of (low-VOC emitting) trees to reduce biogenic

emissions from trees, lower air temperatures, provide shade and absorb air pollutants. As part of the 2030 General Plan, the City of Mountain View also adopted a Greenhouse Gas Reduction Program (GGRP). A discussion of the proposed project's consistency with the GGRP is included in Section D.7, Greenhouse Gas Emissions.

The CAP is based upon Association of Bay Area Governments (ABAG) population projections. Generally, a project that is consistent with regional population forecasts typically is also consistent with the region's CAP. According to the General Plan EIR, the General Plan projected population increase of 88,570 reflects a 19.9 percent increase in population by 2030. This population growth is approximately 1.3 percent lower than ABAG's projections of 21.1 percent growth between 2010 and 2030. The proposed project would contribute to the City's increase population on the project site by increasing the number of residential units on the site from 33 to 35. Using California Department of Finance estimates of 2.37 persons-per-household in Santa Clara County, the proposed project would provide housing for an estimated 83 persons. The approximate population on the site (as of November 2014) is 50 persons (Scott Plambaeck, pers. com. January 16, 2015).

The proposed project is consistent with the General Plan residential densities for the project site. Therefore, the proposed project is generally consistent with the CAP. However, the General Plan EIR analysis of consistency with the CAP determined that additional General Plan policies were required to comply with the Air District's feasible control measures (particularly those related to goods movement and the heat island effect), which would contribute to a cumulatively considerable net increase in criteria air pollutants. The movement of goods is related primarily to non-residential uses and is not applicable to the proposed project.

The proposed project would contribute to localized heat island effects by increasing the intensity of structures on the project site. The General Plan EIR determined that implementation of Policy LUD 10.9 (Sustainable roofs) would reduce the heat island effect of new and existing development and provide other ecological benefits, consistent with the CAP; thus, reducing the cumulative impacts of General Plan buildout to less than significant. The proposed project would not contribute to the impact identified in the EIR and is subject to compliance with the General Plan policies. Therefore, the proposed project would not conflict with or obstruct implementation of the Air District's CAP.

b. The proposed project would replace an existing 30-space RV park, one mobile home, two single-family residences, and a small commercial business on the site with residential uses and would increase the number of residences on the site from 33 to 35. Stationary source emissions are most often associated with industrial and certain commercial uses and mobile source emissions are most often associated with residential use.

Operational and Area Source Emissions

The General Plan EIR identified significant and unavoidable direct and indirect mobile source emissions impacts resulting from growth consistent with the General Plan that would increase vehicle miles traveled at a rate greater than anticipated population growth; therefore, the City of Mountain View adopted a Statement of Overriding Considerations when they adopted the General Plan, concluding that the benefits of implementing the General Plan outweighed the significant adverse impacts associated with the increase in vehicle emissions. An increase in vehicle miles traveled also contributes to greater congestion on roadways and the generation of mobile source emissions. The proposed project would contribute to the impacts identified in the General Plan EIR.

Trip generation by land use identified by the Institute of Traffic Engineers was used to estimate the average number of daily vehicle trips that would be generated by the proposed project. Vehicle trip generation rates for Campground/RV Park land uses are based on the transient occupancy turnover and vacancies for short term (less than 30 days) uses. However, since the existing RV park operations are primarily residential, similar to long-term rental units, the existing land uses can be expected to generate traffic similar to a mobile home park. Trip generation rates for existing land uses are shown in Table 1, Trip Generation Rates (Existing Land Uses), below. For the existing uses on the site, the trip generation data identifies a total of 131 vehicle trips per day.

The trip rates for the proposed project would generate approximately 203 vehicle trips per day, and the park would generate approximately one vehicle trip per day, on average. (This type and size of park is expected to be a neighborhood-serving park, and it is anticipated that most users will live within walking distance.) Therefore, the proposed project would result in an average of approximately 204 trips per day. This change would resulting in a net increase in estimated average daily vehicle trips of 73 trips per day over the estimated 131 existing trips per day. The net increase in estimated average daily vehicle trips includes approximately 16 vehicle trips during the AM peak hour and approximately 19 vehicle trips during the PM peak hour, which reflects an additional 5 vehicle trips during each peak hour period. (AM and PM peak hours represent morning and afternoon/evening commute times when traffic is typically at its peak volume). Trip generation rates for proposed land uses are shown in Table 2, Trip Generation Rates (Proposed Land Uses), below.

Table 1 Trip Generation Rates (Existing Land Uses)

Land Use	# of Units	Trips Per Unit	Total Trips (per land use)
RV spaces[1]	30	3.38	101
Mobile Home	1	3.38	3
Single-family residence	2	9.52	19
Office	1[2,3]	3.70	4
Commercial	1[3,4]	3.70	4
Total Trips			**131**

Source: Institute of Traffic Engineers, Trip Generation Manual, 9th Edition. 2012

Note: [1] Uses trip generation rates for mobile home park.
[2] Assumes one (1) employee for the RV park.
[3] Units for office and commercial spaces = number of employees.
[4] Assumes one (1) employee for Angle Systems, Inc.

Table 2 Trip Generation Rates (Proposed Land Uses)

Land Use	# of Units/ Acreage	Trips Per Unit	Total Trips (per land use)
Single-family residence[1]	35	5.81	203
Park[2]	0.27	1	1
Total Trips			**204**

Source: Institute of Traffic Engineers, Trip Generation Manual, 9th Edition. 2012

Note: [1] Uses trip generation rates for townhouses.
[2] Vehicle trips for the proposed City park based on acreage.

The potential for project-related mobile source emissions to result in significant impacts was compared to the Air District's *BAAQMD CEQA Air Quality Guidelines* ("CEQA Guidelines"). The CEQA Guidelines were updated by the Air District in June 2010 to include references to thresholds of significance, which were then updated again in May 2011. However, on March 5, 2012, the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the thresholds. The court did not determine whether the thresholds were valid on their merits, but found that the adoption of the thresholds was a project under CEQA and the court issued a mandate ordering the Air District to set aside the thresholds and cease

dissemination of them until the Air District has complied with CEQA. This initial study analysis considers both the May 2011 Air District CEQA Guidelines and the Air District's previously-adopted 1999 thresholds.

The BAAQMD 1999 CEQA Guidelines identified projects likely to result in a significant air quality impact, for which an air quality impact analysis must be prepared, as projects that generate more than 2,000 vehicle trips per day. Mobile emissions from a project that generates fewer trips than the standard is considered by the Air District to have a less than significant impact on air quality. The proposed project would generate a net increase of approximately 73 vehicle trips per day from existing conditions; therefore, direct impacts to air quality, resulting from the proposed project's vehicle emissions would be less than significant under the 1999 thresholds.

The Air District's *2011 BAAQMD CEQA Guidelines*, Table 3-1, Criteria Air Pollutants and Precursors and GHG Screening Level Sizes, utilizes a threshold based upon the number of residential units and their related emissions. In general, criteria pollutant and precursor emissions from a condominium or townhouse project that has fewer than 78 dwelling units are considered less than significant by the Air District. The proposed 35-unit rowhouse project is well below the pre-screening threshold. Additionally, the proposed project would eliminate stationary source emissions generated by activities associated with the existing small-scale industrial uses (generators, compressors, and other combustion engine equipment) and the proposed project would be constructed to meet current building code and Title 24 energy efficiency requirements. Therefore, although the proposed project would contribute to cumulative and area-wide increase in criteria air pollutants, the impact of this contribution would be less than significant.

For these reasons, operational and area-source impacts to air quality resulting from the proposed project are less than significant both individually and cumulatively.

Site Preparation and Construction Emissions

Site preparation and construction activities would include demolition of the existing buildings, grading, and construction of the proposed buildings, future City park, and related site improvements. These project activities would generate dust and equipment exhaust emissions that would contribute to airborne particulate emissions, including PM_{10} emissions, for which the air basin is in nonattainment. Emissions generated during site preparation and construction are considered "short term" because they would be limited to the actual periods of site development and construction. Short-term emissions are typically generated by the use of heavy equipment, the transport of materials, and site preparation and construction employee commute trips. Typical construction equipment includes dump trucks, scrapers, bulldozers, compactors, and front-end loaders.

Emissions from typical construction equipment are accommodated in the emissions inventories of state- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone ambient air quality standards. The proposed project is not expected to require the use of non-typical construction equipment and therefore, would not have a significant impact on the attainment and maintenance of ozone ambient air quality standards.

Fine particulate matter with a diameter of 10 micrometers or less (PM_{10}) and ultrafine particles ($PM_{2.5}$) are pollutants of greatest concern with respect to construction activities. The Air District CEQA Guidelines for analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures (Basic Construction Mitigation Measures) rather than detailed quantification of emissions.

Dust and exhaust emissions from construction associated with future development of uses consistent with the General Plan were studied in the General Plan EIR, which identified potentially significant impacts resulting from exposure to construction exhaust and particulate emissions. The EIR concluded that implementation of General Plan Policy INC 20.6 and Policy Action 20.6.14, which require standard mitigation measures and development conditions for dust, particulate, and exhaust control standard measures for demolition and grading activities in compliance with the Air District's CEQA Guidelines would reduce short term construction-related impacts to a less-than-significant level.

Implementation of the following mitigation measure, which implements General Plan Policy INC 20.6 and Policy Action 20.6.14, would reduce the project's construction emissions to a less-than-significant level:

Mitigation Measure

AQ-1. The following Air District Basic Construction Mitigation Measures shall be incorporated into all future construction documents, prior to issuance of a demolition permit:

a. All exposed surfaces (e.g., parking areas, staging areas, soil stockpiles, graded areas, and unpaved access roads) shall be watered two times per day;

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered;

c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;

d. All vehicle speeds on unpaved roads shall be limited to 15 mph;

e. All paved surfaces and sidewalks to be paved shall be completed as soon as possible. Pavement surfaces shall be laid as soon as possible after grading unless seeding or soil binders are used;

f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 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;

g. 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; and

h. Post a publicly visible sign with the contractor's telephone number and person to contact at the regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number will also be visible to ensure compliance with applicable regulation.

Implementation of this mitigation measure shall be the responsibility of project site developers.

Implementation of Mitigation Measure AQ-1, which includes effective and comprehensive control measures, would reduce construction-related impacts from PM_{10}, $PM_{2.5,}$ and equipment exhaust emissions to a less-than-significant level.

c. The Bay Area is classified as a nonattainment area for both the federal eight hour and state one hour ozone standards although a request for reclassification to attainment of the federal standard is currently being considered by the U.S. EPA. As noted previously, the region also does not meet the state standards for particulate matter (PM). The Air District monitors air quality at various locations throughout the Bay Area including Sunnyvale, Redwood City, and San Jose.

As stated in the Air District's 2011 CEQA Guidelines (page 2-1), in developing thresholds of significance for air pollutants, the Air District considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The proposed project would contribute ozone and PM_{10} emissions for which the air basin is in nonattainment. However, as noted previously, the proposed project emissions would not exceed the Air District's 1999 or 2010 pre-screening levels, and would not result in cumulatively considerable emissions impacts that are greater than those studied and adequately addressed by the certified General Plan EIR.

d. The Air District defines sensitive receptors as facilities where sensitive receptor population groups such as children, the elderly, and acutely and/or chronically ill persons are likely to be located. These land uses include residences, schools, child care centers, retirement homes, convalescent homes, hospitals, and medical clinics. There are no schools, hospitals, or other institutional facilities within one quarter-mile of the project site. The nearest sensitive receptors to the project site are existing residential uses on the east, south, and west. Due to the location of sensitive receptors in proximity to the project site, the proposed project may result in local exposures to construction-related dust and equipment exhaust, which would be a potentially significant impact. Implementation of Mitigation Measure AQ-1 would reduce this impact to a less-than-significant level.

Exposure to Toxic Air Contaminants

The General Plan EIR identified significant impacts from exposing sensitive receptors to substantial pollutant concentrations under existing and cumulative conditions. The EIR determined that implementation of Policy 20.710 and Policy Action 20.710.1 (EIR Mitigation Measure AIR-5) would ensure protection of sensitive receptors and the public from substantial pollutant concentrations by requiring, among other items, health risk assessments, emissions analysis, and risk reduction plans in accordance with the Air District's recommended procedures for sensitive land uses, and development of mitigation measures and conditions of project approval in compliance with Air District standards. A Community Health Risk Assessment prepared by Illingworth and Rodkin (2014) assesses the health risks associated with exposure to TACs (diesel particulate matter and $PM_{2.5}$) generated by vehicle emissions on U.S. Highway 101, nearby stationary sources, and from project-related construction emissions. A copy of the Community Health Risk Assessment is included as Appendix C.

The proposed project would expose sensitive receptors to unacceptable levels of mobile-source TAC emissions generated by traffic on U.S. Highway 101, and to airborne lead and asbestos from demolition of the existing buildings on the site. According to the Phase I ESA prepared for the project site, the existing buildings on the site may contain lead-based paint and/or asbestos-containing-materials. Lead based paint and asbestos become friable when disturbed during activities such as demolition. Additionally, as noted in the environmental setting, the project site is located within the MEW groundwater monitoring area for trichloroethene (TCE). Recent groundwater sampling conducted near the project site found unacceptable levels of TCE in samples collected near the project site, and recent monitoring conducted by the EPA found unacceptable levels of TCE vapor in several homes within the MEW remediation area in proximity to the project site. The impacts associated with exposures to lead and TCE are discussed in Section D.8, Hazards and Hazardous Materials.

Asbestos-Containing Materials (ACM). The Air District oversees hazardous air emissions in the City of Mountain View. All friable (crushable by hand) ACMs or nonfriable ACMs subject to damage must be abated prior to demolition in accordance with applicable requirements. Friable ACMs must be disposed of as an asbestos waste at an approved facility. Nonfriable ACMs may be disposed of as nonhazardous waste at landfills that will accept such wastes. Workers conducting asbestos abatement must be trained in accordance with Occupational Safety and Health Administration requirements. The Air District must be notified at least ten working days prior to commencement of renovation or demolition involving the removal of regulated ACM. In addition, Section 19827.5 of the California Health and Safety Code prohibits local agencies from issuing demolition permits until an applicant has demonstrated compliance with asbestos notification requirements pursuant to the National Emissions Standards for Hazardous Air Pollutants.

The Air District CEQA Guidelines state that buildings constructed prior to 1980 often include building materials containing asbestos. Airborne asbestos fibers pose a serious health threat and the demolition, renovation, or removal of asbestos-containing building materials. If the existing on-site buildings contain asbestos, demolition could result in the release of asbestos into the air. This is a potentially significant impact. Implementation of the following mitigation measures would reduce the risks of ACM exposure to workers and nearby sensitive receptors during demolition of the existing buildings on the site to a less-than-significant level.

Mitigation Measures

AQ-2a. Prior to the issuance of a building permit, the project applicant shall conduct sampling and testing of existing buildings to determine the extent and presence of ACM in all buildings on the site.

Implementation of this mitigation measure is the responsibility of the project applicant.

AQ-2b. Prior to the commencement of demolition activities on the site, the applicant shall consult with Air District Enforcement to determine permit requirements based upon the results of site-specific testing and sampling. Removal of asbestos-containing building materials is subject to the limitations of District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing.

Implementation of this mitigation measure is the responsibility of the project applicant.

AQ-2c. All demolition activities shall be undertaken in accordance with CalOSHA standards contained in Title 8 of the California Code of Regulations CCR Section 1529 to protect workers from exposure.

Implementation of this mitigation measure is the responsibility of the project applicant.

Implementation of Mitigation Measures AQ-2a - AQ-2c would reduce the impacts of ACM exposure to a less-than-significant level.

Diesel Particulate Matter and $PM_{2.5}$. According to the Community Health Risk Assessment, the proposed project has the potential to temporarily expose sensitive receptors at existing residential uses on the east, south, and west to diesel particulate matter and $PM_{2.5}$ emissions during construction. The Community Health Risk Assessment emissions and dispersion modeling revealed that estimated diesel particulate matter and $PM_{2.5}$ emissions would be greatest at the apartments near the eastern boundary of the project site. Estimated annual $PM_{2.5}$ concentrations would reach 0.22 ug/m^3; however, this concentration is less than the Air District's threshold of 0.3 ug/m^3 for annual $PM_{2.5}$ concentrations.

The Community Health Risk Assessment reports that the non-cancer hazard index for diesel particulate matter would be 0.02, which is below the Air District threshold of 1.0. The maximum cancer risk from exposure to diesel particulate matter for residential children near the site is estimated at 18.8 in one million and the residential adult cancer risk would be less than one in one million. The Air District threshold for maximum acceptable cancer risk for diesel particulate matter is 10 in one million. Therefore, construction of the proposed project would expose children residing at the apartments near the eastern boundary of the project site to an unacceptable cancer risk from construction emissions. This is a significant impact. However, the Community Health Risk Assessment also notes that implementation of Construction Best Management Practices (as presented in Mitigation Measure AQ-1 f. and g.), in addition to the following mitigation measure, would reduce the child cancer risk from diesel exhaust emissions, to 6.3 in one million, which is below the threshold of 10 in one million, and therefore, less than significant.

Mitigation Measure

AQ-3. Use of newer, retrofitted or alternatively powered construction equipment to minimize emissions shall be used in construction of the project. Such equipment selection would include the following:

All diesel-powered construction equipment larger than 50 horsepower and operating on site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period diesel particulate matter emissions to reduce the predicted cancer risk below the thresholds. Such measures may be the use of alternative powered equipment (e.g., LPG powered forklifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the lead agency.

The applicant shall ensure that this requirement is included on all construction bid documents, prior to issuance of a demolition permit.

Implementation of this mitigation measure is the responsibility of the project applicant.

Implementation of Mitigation Measure AQ-3, in addition to Mitigation Measure AQ-1, would reduce impacts from exposure to construction equipment diesel particulate matter and $PM_{2.5}$ emissions to a less-than-significant level.

U.S. Highway 101 TAC Exposure. Dispersion modeling conducted as part of the Community Health Risk Assessment determined that the maximum cancer risk associated with vehicle diesel particulate matter and $PM_{2.5}$ emissions on U.S. Highway 101 is 39.4 per million, which is substantially greater than the Air District acceptable risk threshold of 10 per million. The Community Health Risk Assessment results indicates that cancer risks across the site would exceed the threshold, with the lowest risk, 17.6 per million, occurring near the south end of the project site. The non-cancer health hazard index was computed as 0.02 ug/m^3, which is below the Air District threshold of 1.0. The Community Health Risk Assessment determined that estimated average annual $PM_{2.5}$ concentrations on the project site would range from 0.37 ug/m^3 to 0.82 ug/m^3, with the lower concentrations near the south end of the project site. The Air District significance threshold for $PM_{2.5}$ is an annual average concentration greater than 0.3 μg/m^3.

The Community Health Risk Assessment conservatively assumed long-term residential exposures, including nearly continuous exposures of 70 years for residences. The Air District has developed exposure assumptions for typical types of sensitive receptors. Park users for parks are not normally considered sensitive receptors since park use is intermittent and relatively short-term and cancer risk is assessed relative to long-term exposure. Therefore, the Community Health Risk Assessment did not evaluate potential effects on future users of the park. The Community Health Risk Assessment also notes that several published studies have indicated that the presence of sound walls and vegetation have been shown to lower harmful concentrations of roadway emissions through increased dispersion of particles. However, the report notes that sufficient data is not available to quantify potential reductions due to the existing sound wall along Fairchild Drive.

For residential uses, the Air District recommends the installation and maintenance of mechanical air filtration systems on either a unit-by-unit basis or through a centralized building ventilation system to reduce pollutant concentrations in building interiors. Unit-by-unit systems would include individual air intake and exhaust ducts to provide independent ventilation of each unit.

The Community Health Risk Assessment recommends the use of a combination of MERV13 and MERV16 air filtration systems to reduce diesel particulate matter and $PM_{2.5}$ particulates in indoor areas to the extent that the proposed project would meet the Air District's cancer risk and particulate concentration thresholds. However, the report also notes that the technology is relatively new. The Community Health Risk Assessment notes that preliminary review of the recommended filtration systems by the California Air Resources Board indicates substantial reductions in particulate concentrations including $PM_{2.5}$ (on the order of 80 percent to 90 percent or better) provided the filters are adequately maintained, and monitored for effectiveness.

The overall effectiveness calculations should take into effect time spent outdoors. The Community Health Risk Assessment notes that U.S. EPA reports that people, on average, spend 90 percent of their time indoors. Assuming two hours of outdoor exposure plus one hour of open windows (calculated as outdoor exposure) per day, the overall effectiveness of the recommended filtration systems would be about 50 percent for MERV 13 and about 75 percent for MERV16 systems without consideration of additional mitigating effects of the sound wall or vegetative barrier. A 75 percent reduction would reduce cancer risks by 29.55 cases per million in new units with the maximum exposure. The resultant cancer risk would be 9.85 cases per million for that location on the site, which is below the Air District threshold of 10 cases per million.

A ventilation system with MERV 13 filtration would be necessary to reduce, by 50 percent, cancer risk to less-than-significant levels for areas where cancer risk is between 10 and 20 per million. For areas with the cancer risk above 20 per million, the MERV 16 system would be required.

Combined with the sound wall and a new vegetative barrier, a system with MERV13 filtration could achieve a 60 percent reduction and be used for units that have excess cancer risk up to 25 per million. A more efficient filtration system would be required for cancer risks that exceed 25 per million. A ventilation system with MERV 16 filters would result in cancer risk of less than 10 per million where outdoor cancer risk is predicted to be 40 to 50 per million or less. It may be possible to utilize a MERV 14 or MERV 15 ventilation system, but those systems were not evaluated by the Community Health Risk Assessment.

$PM_{2.5}$ concentrations would also be reduced with the ventilation system that uses a MERV 13 filter or greater.

The estimated average annual $PM_{2.5}$ concentrations on the project site would range from 0.37 ug/m^3 to 0.82 ug/m^3, with the lower concentrations near the south end of the project site. A properly installed and operated ventilation system with MERV16 filters

would reduce $PM_{2.5}$ concentrations on the project site so that maximum $PM_{2.5}$ concentration levels of 0.82 ug/m^3 would be reduced to 0.16 µg/m3 or less and the use of MERV13 filters would reduce $PM_{2.5}$ concentrations of 0.65 µg/m3 or less, to below the significance threshold of 0.3 µg/m3.

Implementation of the following mitigation measures would reduce the long term operational impacts of increased cancer risks from diesel particulate matter exposure and unacceptable concentrations of $PM_{2.5}$ to a less-than-significant level.

Mitigation Measure

AQ-4. The project shall include the following measures to minimize long-term toxic air contaminant (TAC) exposure for new residences, prior to issuance of an occupancy permit.

a. Install air filtration in residential or other buildings that would include sensitive receptors that have predicted $PM_{2.5}$ concentrations above 0.3 µg/m3 or excess lifetime cancer risk of 10.0 per million or greater. Air filtration devices shall be rated MERV 13 or higher, depending on the calculated impact at the site (see Figures 2 and 3 of the Community Health Risk Assessment). At minimum, MERV 13 systems are required for portions of the site with cancer risks between 10 and 20 persons per million.

b. To ensure adequate health protection to sensitive receptors, a ventilation system shall meet the following minimum design standards (Department of Public Health City and County of San Francisco, 2008):

1. *A MERV-13, or higher, rating that represents a minimum of 80 percent efficiency to capture small particulates;*
2. *At least one air exchange(s) per hour of fresh outside filtered air;*
3. *At least four air exchange(s) / hour recirculation; and*
4. *At least 0.25 air exchange(s) per hour in unfiltered infiltration.*

As part of implementing this measure, an ongoing maintenance plan for the buildings' HVAC air filtration system shall be required. Recognizing that emissions from air pollution sources are decreasing, the maintenance period shall last as long as significant excess cancer risk or annual $PM_{2.5}$ exposures are predicted. Subsequent studies could be conducted to identify the ongoing need for the ventilation systems as future information becomes available.

c. The project proponent shall ensure that lease agreement(s) and other property documents and Covenants, Conditions and Restrictions include provisions that require the following actions.

1. Cleaning, maintenance, and monitoring of the affected buildings for air flow leaks;

2. New owners and tenants are provided information on the ventilation system; and

3. Fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

d. Prior to building occupancy, the project proponent shall hire an authorized air pollutant consultant verify the installation of all necessary measures to reduce toxic air contaminant (TAC) exposure.

e. A properly maintained vegetative barrier along the site boundary nearest the freeway could further reduce particulate concentrations, including DPM.

Implementation of this mitigation measure is the responsibility of the project applicant.

Implementation of Mitigation Measure AQ-4 would reduce the impacts associated with future residents' health risks and exposures to diesel particulate matter and $PM_{2.5}$ to a less-than-significant level.

e. Construction activities may result in some odors; however, the impact would be minimal and short-term in duration, therefore the impact is less than significant.

Summary of Impacts and Mitigation Measures

Impact: Proposed construction activities would include demolition of the existing buildings, grading, and construction of the proposed buildings and related site improvements. These project activities would generate dust and equipment exhaust emissions that would contribute to airborne particulate emissions, including PM_{10} emissions, for which the air basin is in nonattainment.

Mitigation Measure

AQ-1. The following Air District Basic Construction Mitigation Measures shall be incorporated into all future construction documents, prior to issuance of a demolition permit:

a. All exposed surfaces (e.g., parking areas, staging areas, soil stockpiles, graded areas, and unpaved access roads) shall be watered two times per day;

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered;

c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;

d. All vehicle speeds on unpaved roads shall be limited to 15 mph;

e. All paved surfaces and sidewalks to be paved shall be completed as soon as possible. Pavement surfaces shall be laid as soon as possible after grading unless seeding or soil binders are used;

f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 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;

g. 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; and

h. Post a publicly visible sign with the contractor's telephone number and person to contact at the regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number will also be visible to ensure compliance with applicable regulation.

Implementation of this mitigation measure shall be the responsibility of project site developers.

Implementation of Mitigation Measure AQ-1, which includes effective and comprehensive control measures, would reduce construction-related impacts from PM_{10} and equipment exhaust emissions to less than significant.

Impact: The proposed project could expose sensitive receptors to Asbestos Containing Materials (ACM) from demolition of the existing buildings on the site. If the existing on-site buildings contain asbestos, demolition could result in the release of asbestos into the air. Implementation of the following mitigation measures would reduce the risks of ACM exposure to workers and nearby sensitive receptors during demolition of the existing buildings on the site to a less-than-significant level.

Mitigation Measure

AQ-2a. Prior to the issuance of a building permit, the project applicant shall conduct sampling and testing of existing buildings to determine the extent and presence of ACM in all buildings on the site.

Implementation of this mitigation measure is the responsibility of the project applicant.

AQ-2b. Prior to the commencement of demolition activities on the site, the applicant shall consult with the Air District Enforcement to determine permit requirements based upon the results of site-specific testing and sampling. Removal of asbestos-containing building materials is subject to the limitations of District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing.

Implementation of this mitigation measure is the responsibility of the project applicant.

AQ-2c. All demolition activities shall be undertaken in accordance with CalOSHA standards contained in Title 8 of the California Code of Regulations CCR Section 1529 to protect workers from exposure.

Implementation of this mitigation measure is the responsibility of the project applicant. Implementation of Mitigation Measures AQ-2a - AQ-2c would reduce the impacts of ACM exposure to a less-than-significant level.

Impact: The proposed project has the potential to temporarily expose sensitive receptors at residences located to the east, south and west boundaries of the site to TAC (DPM and $PM_{2.5}$) emissions generated during construction activities on the site. The HRA emissions and dispersion modeling revealed that estimated DPM and $PM_{2.5}$ emissions would be greatest at the apartments near the eastern boundary of the project site. The DPM exposure is equivalent to an increased cancer risk of 18.8 in one million and the residential adult cancer risk would be less than one in one million. The Air District threshold for maximum acceptable cancer risk for DPM is 10 in one million. Therefore, construction of the proposed project would expose children residing at the apartments near the eastern boundary of the project site to an unacceptable cancer risk from construction emissions.

Mitigation Measure

AQ-3. Use of newer, retrofitted or alternatively powered construction equipment to minimize emissions shall be used in construction of the project. Such equipment selection would include the following:

All diesel-powered construction equipment larger than 50 horsepower and operating on site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent. Note that the construction contractor could use

other measures to minimize construction period diesel particulate matter emissions to reduce the predicted cancer risk below the thresholds. Such measures may be the use of alternative powered equipment (e.g., LPG powered forklifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the lead agency.

The applicant shall ensure that this requirement is included on all construction bid documents, prior to issuance of a demolition permit.

Implementation of this mitigation measure is the responsibility of the project applicant.

Implementation of Mitigation Measure AQ-3, in addition to Mitigation Measure AQ-1, would reduce impacts from exposure to project-related construction DPM and $PM_{2.5}$ emissions to a less-than-significant level.

Impact: The proposed project would expose sensitive receptors to unacceptable levels of mobile-source TAC (DPM and $PM_{2.5}$) emissions generated by traffic on U.S. Highway 101. The estimated cancer risks for exposure of the site to these mobile-source DPM emissions is 39.4 per million, which is substantially greater than the Air District's acceptable risk threshold of 10 in one million. The estimated average annual $PM_{2.5}$ concentrations on the project site would range from 0.37 ug/m^3 to 0.82 ug/m^3, which is greater than the Air District's threshold of 0.3 ug/m^3 for annual $PM_{2.5}$ concentrations. Therefore, the proposed project has the potential to expose new residents to unacceptable cancer risks from DPM exposure and to unacceptable $PM_{2.5}$ concentrations, which is a significant impact.

Mitigation Measure

AQ-4. The project shall include the following measures to minimize long-term toxic air contaminant (TAC) exposure for new residences, prior to issuance of an occupancy permit.

a. Install air filtration in residential or other buildings that would include sensitive receptors that have predicted $PM_{2.5}$ concentrations above 0.3 μg/m3 or excess lifetime cancer risk of 10.0 per million or greater. Air filtration devices shall be rated MERV 13 or higher, depending on the calculated impact at the site (see Figures 2 and 3 of the Community Health Risk Assessment). At minimum, MERV 13 systems are required for portions of the site with cancer risks between 10 and 20 persons per million.

b. To ensure adequate health protection to sensitive receptors, a ventilation system shall meet the following minimum design standards (Department of Public Health City and County of San Francisco, 2008):

1. *A MERV-13, or higher, rating that represents a minimum of 80 percent efficiency to capture small particulates;*
2. *At least one air exchange(s) per hour of fresh outside filtered air;*
3. *At least four air exchange(s) / hour recirculation; and*
4. *At least 0.25 air exchange(s) per hour in unfiltered infiltration.*

As part of implementing this measure, an ongoing maintenance plan for the buildings' HVAC air filtration system shall be required. Recognizing that emissions from air pollution sources are decreasing, the maintenance period shall last as long as significant excess cancer risk or annual $PM_{2.5}$ exposures are predicted. Subsequent studies could be conducted to identify the ongoing need for the ventilation systems as future information becomes available.

c. *The project proponent shall ensure that lease agreement(s) and other property documents and Covenants, Conditions and Restrictions include provisions that require the following actions.*

1. *Cleaning, maintenance, and monitoring of the affected buildings for air flow leaks;*
2. *New owners and tenants are provided information on the ventilation system; and*
3. *Fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.*

d. *Prior to building occupancy, the project proponent shall hire an authorized air pollutant consultant verify the installation of all necessary measures to reduce toxic air contaminant (TAC) exposure.*

e. *A properly maintained vegetative barrier along the site boundary nearest the freeway could further reduce particulate concentrations, including DPM.*

Implementation of this mitigation measure is the responsibility of the project applicant.

Implementation of Mitigation Measure AQ-4 would reduce the impacts associated with future residents' health risks and exposures to DPM and $PM_{2.5}$ to a less-than-significant level.

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (7,21)	❑	✓	❑	❑
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (7,21)	❑	❑	❑	✓
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, filing, hydrological interruption, or other means? (7,21)	❑	❑	❑	✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (7,21)	❑	❑	❑	✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1,4,9,7,21, 38)	❑	✓	❑	❑
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? (1,21,39)	❑	❑	❑	✓

Comments:

This initial study analysis was prepared by EMC Planning Group senior biologist/certified arborist, Andrea Edwards, and is based on a site visit/biological reconnaissance survey, review

of the project description, and an arborist's report prepared for the proposed project (Appendix B). The project site contained developed areas with several non-native mature ornamental trees, and did not support natural plant communities or wildlife habitats.

a. **Special-Status Species.** Due to the lack of natural plant communities and wildlife habitats at the developed project site, special-status species database searches were not warranted. Any special-status species known to occur in the region are not expected to occur at the project site due to lack of suitable habitat. However, protected nesting birds have potential to occur in the ornamental trees present on and adjacent to the site as discussed below.

Non-native, landscaped ornamental trees present on and adjacent to the project site provide potentially suitable nesting habitat for common breeding birds. Construction noise and tree removal associated with implementation of the proposed project would have the potential to impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code. If protected bird species are nesting on or adjacent to the site during the nesting season (February through August), then noise-generating construction activities or tree removal could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. As such, the following mitigation measure shall be implemented:

Mitigation Measure

BIO-1. To avoid impacts to nesting birds, the project applicant will attempt to schedule noise-generating construction activities and tree removal outside of the nesting bird season. The nesting bird season is February 1 to August 31. If the project applicant determines that construction must occur during the nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction/tree removal. This survey shall be conducted no more than 7 days prior to the initiation of disturbance activities during the early part of the nesting season (February through April) and no more than 30 days prior to the initiation of disturbance activities during the late part of the nesting season (May through August).

If no active nests are present within 250 feet of construction or tree removal, then activities can proceed as scheduled. However, if an active nest is detected during the survey within 250 feet of construction or tree removal, then the establishment of a protective buffer zone from each active nest (typically 250 feet for raptors and 75 feet for other species) shall be clearly delineated or fenced until the juvenile bird(s) have fledged (left the nest), unless the biologist determines that construction noise/tree removal would not impact the active nest.

Implementation of this mitigation measure shall be the responsibility of the project applicant.

Implementation of mitigation measure BIO-1 would reduce the proposed project's potential significant impacts to nesting birds to a less-than-significant level.

b. **Sensitive Natural Communities.** The project site does not contain riparian habitat or other sensitive natural communities; therefore no sensitive natural communities would be impacted by the proposed project.

c. **Wetlands/Waterways.** The project site does not contain federally protected wetlands or waterways; therefore no federally protected wetlands or waterways would be impacted by the proposed project. No impacts to wetland or waterway resources within the jurisdiction of the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), or Regional Water Quality Control Board (RWQCB) would occur.

d. **Wildlife Movement.** Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. The project site is developed with urban uses and is surrounded by development, not by wildlife habitats or natural open space areas. The site does not function as a wildlife movement corridor or nursery site; therefore project implementation would have no impacts to wildlife movement corridors or use of native wildlife nursery sites.

e. **Local Biological Resource Policies/Ordinances.** The City of Mountain View General Plan, Chapter 6: Parks, Open Space, and Community Facilities (POS), includes Policy POS 12.1, which requires the protection of heritage trees as an ecological and biological resource. In addition, the City of Mountain View City Code Chapter 32, Section 32.23 defines and protects any:

> …"Heritage Tree" that has a trunk with a circumference of forty-eight inches (48") or more measured at fifty-four inches (54") above natural grade. Multi-trunk trees are measured just below the first major trunk fork. Three species, quercus (oak), sequoia (redwood) or cedrus (cedar) are considered "Heritage" if they have a circumference of twelve inches (12") measured at fifty-four inches (54") above natural grade.

Additionally, the City of Mountain View City Code Chapter 32, Section 32.20, states that it is unlawful to damage or destroy a street tree or shrub without a permit. A Heritage Tree Removal Permit is valid for up to two (2) years from date of issue. After the tree(s) is removed, the owner is typically required to plant a new 24-inch box tree(s) or pay an in-lieu fee of two hundred fifty dollars ($250) to the City of Mountain View for each tree removed. These funds are used to plant new trees in City parks, medians, and public areas.

New development that removes heritage trees and/or street trees is subject to compliance with the above policies and the City's standard conditions of approval identified in the City Code. According to the arborist report, seven regulated heritage trees and one additional regulated street tree present on or immediately adjacent to the project site would be removed by the proposed project. The regulated trees proposed for removal are shown in Table 3, Regulated Heritage and Street Trees Proposed for Removal, below.

Table 3 Regulated Heritage and Street Trees Proposed for Removal

Tree Number	Tree Species	Trunk Circumference (inches)	Regulated Protection Type
14	Siberian Elm (*Ulmus pumila*)	87.9	Heritage tree
28	Italian Stone Pine (*Pinus pinea*)	69.1	Heritage tree
31	Black Walnut (*Juglans nigra*)	135.0	Heritage tree; street tree
32	Glossy Privet (*Ligustrum lucidum*)	60.3	Heritage tree
34	Schwedler Norway Maple (*Acer platanoides 'Schwedleri'*)	36.7	Street tree
41	Sweet Gum (*Liquidambar styraciflua*)	58.1	Heritage tree; street tree
42	Glossy Privet (*Ligustrum lucidum*)	76.9	Heritage tree
43	Glossy Privet (*Ligustrum lucidum*)	59.7	Heritage tree

Source: Morneau, Ray. Certified Arborist's Tree Inventory & Pre-Construction Report. February 7, 2014 and July 1, 2014.

Tree health/overall condition was evaluated in the arborist report, assessing each tree's overall vigor, recent growth, insects/diseases, and structural defects; the condition rating varied from very poor to good. In general, the scattered ornamental trees in this developed residential setting offer minimal, low quality wildlife habitat that could support potential nesting of common, disturbance-tolerant bird species. However, the proposed removal of regulated heritage and street trees will require City approval.

In addition to the direct loss of heritage trees on the project site, the proposed project may affect the health and structural integrity of retained heritage trees adjacent to the site along Evandale Avenue and Fairchild Drive. Indirect effects of site preparation and excavation activities within root zones and building construction within the tree canopies could lead to tree decline and/or failure. The project arborist has therefore developed detailed Tree Preservation Guidelines to protect the retained heritage trees located adjacent to the site.

Removal of heritage trees or causing the decline and/or failure of remaining heritage trees due to project-related activities would be a significant impact. Implementation of the following mitigation measures would reduce project-related impacts to protected trees to a less-than-significant level. In order to comply with local tree protection regulations, the following mitigation measures shall be implemented:

Mitigation Measures

BIO-2. Heritage trees removed from the project site shall be replaced based on a 2:1 ratio with 24-inch box specimens. Additional new trees may be required by the City to replace the other trees to be removed on the site. Prior to tree removal, the species and location of replacement trees shall be approved by the City of Mountain View Arborist and Zoning Administrator.

Implementation of this mitigation measure shall be the responsibility of the project applicant.

BIO-3. Prior to initiation of construction, to reduce the impact of construction on trees remaining on the site and trees adjacent to the site, a report prepared by a qualified arborist detailing tree protection and preservation measures shall be prepared for the project. This report shall detail care necessary for trees remaining on the site before, during, and after construction. The arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented.

The tree protection measures listed in the arborist's report shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. No materials may be stored within the drip line of any tree on the project site.

Implementation of this mitigation measure shall be the responsibility of the project applicant.

Implementation of mitigation measures BIO-2 and BIO-3 would reduce significant impacts to regulated trees to a less-than-significant level.

f. **Conservation Plans.** The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV Habitat Plan), which encompasses a study area of 519,506 acres (or approximately 62 percent of Santa Clara County), was adopted by participating agencies in January 2013 and took effect in October 2013. The newly created Santa Clara Valley Habitat Agency is charged with implementing the Plan. The area for which development activities are covered by the plan is located south and east of the City of Mountain View, primarily within the Llagas/Uvas/Pajaro, Coyote Creek, and Guadalupe Watersheds. The SCV Habitat Plan was developed through a partnership

between Santa Clara County, the cities of San Jose, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service (USFWS) and CDFW.

The 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 species of concern identified in the SCV Habitat Plan include, but are not limited to, the California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana draytonii*), western burrowing owl (*Athene cunicularia hypugea*), Bay checkerspot butterfly (*Euphydryas editha bayensis*), and a number of species endemic to serpentine grassland and scrub. Projects and activities of the jurisdictions in Santa Clara County which are not Permittees, such as the City of Mountain View, are not covered under the SCV Habitat Plan.

There are two aspects of the SCV Habitat Plan that may be issues for future development and redevelopment in Mountain View. These issues are described below.

1. Expanded SCV Habitat Plan Area for Burrowing Owl Conservation

   In addition to the area covered by the SCV Habitat Plan noted above, an expanded study area for burrowing owl conservation was identified to the north and west in portions of the cities of San Jose, Santa Clara, Mountain View, Milpitas, and Sunnyvale; in Fremont in Alameda County; and in a small portion of San Mateo County. The expanded study area for burrowing owl conservation that falls outside of the primary SCV Habitat Plan study area is 48,464 acres in size and includes areas north of U.S. Highway 101 within the City of Mountain View. The allowable activities covered by the SCV Habitat Plan in this expanded study area are limited only to conservation actions for western burrowing owl. The project site is not located within the expanded study area for the western burrowing owl conservation.

2. Indirect Impacts to Sensitive Serpentine Habitats Identified in the SCV Habitat Plan

   The USFWS has identified critical habitat for the federally listed threatened Bay checkerspot butterfly (73 FR 50406) south of U.S. Highway 101 and Yerba Buena Road in the City of San Jose. The conservation of critical habitat is considered essential for the conservation of a federally listed species. Critical habitat for the Bay checkerspot butterfly occurs on nutrient-poor serpentine or serpentine-like grasslands that support at least two of the three butterfly's larval host plants:

California plantain (*Plantago erecta*), dense flower owl's clover (*Castilleja densiflora*), and purple owl's clover (*Castilleja exserta*). Non-native grasses have been reported to increase in these habitats, crowding out the native forbs needed by the Bay checkerspot butterfly, due to increased nitrogen deposition from human sources.

Nitrogen deposition contribution estimates in Santa Clara County were made as a part of the development of the SCV Habitat Plan (Appendix E of the SCV Habitat Plan). Approximately 46 percent of nitrogen deposition on habitat areas of concern for the base years (2005-2007) was estimated to come from existing development and traffic generated locally within the SCV Habitat Plan study area. The remainder of Santa Clara County (which includes the City of Mountain View) was estimated to contribute a substantially smaller amount (17 percent of the nitrogen deposition) while the other eight Bay area counties account for about 11 percent. Nitrogen deposition modeling completed for future years (2035 and 2060) as a part of the SCV Habitat Plan process assumed that urban and rural development in the County and broader San Francisco Bay Area is expected to increase air pollutant emissions due to an increase in passenger and commercial vehicle trips and other new industrial and non-industrial sources.

The closest serpentine grasslands to the project site that are covered by the SCV Habitat Plan are located in the Silver Creek Hills and Coyote Ridge in the Edenvale, Evergreen, and San Felipe Planning Areas of San Jose. The Silver Creek Hills and Coyote Ridge are approximately 18 and 25 miles southeast of the project site, respectively. A conservation strategy in the SCV Habitat Plan includes collection of fees within the SCV Habitat Plan area based upon the generation of new vehicle trips to fund acquisition and management of serpentine grasslands in the Coyote Ridge area. The goal of this strategy is to improve the viability of existing Bay checkerspot butterfly populations, increase the number of populations, and expand the geographic distribution to ensure the long-term persistence of the species in the SCV Habitat Plan area.

A nexus study was completed for the SCV Habitat Plan to assist with identifying appropriate fees to fund measures in the SCV Habitat Plan. The nitrogen deposition fee was calculated based on SCV Habitat Plan costs related to mitigating the impacts of airborne nitrogen deposition from covered activities in the SCV Habitat Plan area. A nexus study of impacts and/or appropriate contributions from projects or jurisdictions outside the SCV Habitat Plan area was not included in the study, as these projects outside the SCV Habitat Plan are not covered activities nor are these jurisdictions participating as Local Partners.

As described in the SCV Habitat Plan, funding to implement the conservation strategy of the Plan will come from a number of different sources, including the previously noted fees on private development and public infrastructure, conservation actions by various agencies, and state and federal funding. In general, non-fee funding sources identified in the Plan's funding strategy will contribute to the conservation needs of the Plan (i.e., the contribution to species recovery). The funding strategy provides for the full and successful implementation of the SCV Habitat Plan related to sensitive serpentine habitat and the Bay checkerspot butterfly, and does not rely on contributions from cities outside of the SCV Habitat Plan area (Willdan Financial Services. *Santa Clara Valley Habitat Plan Development Fee Nexus Study.*.

Summary of Impacts and Mitigation Measures

Impact: Construction noise and tree removal associated with implementation of the proposed project would have the potential to impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code. If protected bird species are nesting on or adjacent to the site during the nesting season (February through August), then noise-generating construction activities or tree removal could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, which would be a significant impact. In order to comply with nesting bird protection regulations, the following mitigation measure shall be implemented:

Mitigation Measure

BIO-1. To avoid impacts to nesting birds, the project applicant will attempt to schedule noise-generating construction activities and tree removal outside of the nesting bird season. The nesting bird season is February 1 to August 31. If the project applicant determines that construction must occur during the nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction/tree removal. This survey shall be conducted no more than 7 days prior to the initiation of disturbance activities during the early part of the nesting season (February through April) and no more than 30 days prior to the initiation of disturbance activities during the late part of the nesting season (May through August).

If no active nests are present within 250 feet of construction or tree removal, then activities can proceed as scheduled. However, if an active nest is detected during the survey within 250 feet of construction or tree removal, then the establishment of a protective buffer zone from each active nest (typically 250 feet for raptors and 75 feet for other species) shall be clearly delineated or fenced until the juvenile bird(s) have fledged (left the nest), unless the biologist determines that construction noise/tree removal would not impact the active nest.

Implementation of this mitigation measure shall be the responsibility of the project applicant.

Implementation of mitigation measure BIO-1 would reduce the proposed project's impacts to nesting birds to a less-than-significant level.

Impact: According to the arborist report, seven regulated heritage trees and one additional regulated street tree present on and immediately adjacent to the project site would be removed by the proposed project. Mountain View City Council approval of the proposed project, and adoption of the associated Mitigated Negative Declaration, would also approve the removal of the proposed regulated trees, and further permitting and review by the City Arborist and Parks Manager would not be required. In order to comply with local tree protection regulations, the following mitigation measures shall be implemented:

Mitigation Measures

BIO-2. Heritage trees removed from the project site shall be replaced based on a 2:1 ratio with 24-inch box specimens. Additional new trees may be required by the City to replace the other trees to be removed on the site. Prior to tree removal, the species and location of replacement trees shall be approved by the City of Mountain View Arborist and Zoning Administrator.

Implementation of this mitigation measure shall be the responsibility of the project applicant.

BIO-3 Prior to initiation of construction, to reduce the impact of construction on trees remaining on the site and trees adjacent to the site, a report prepared by a qualified arborist detailing tree protection and preservation measures shall be prepared for the project. This report shall detail care necessary for trees remaining on the site before, during, and after construction. The arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented.

The tree protection measures listed in the arborist's report shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. No materials may be stored within the drip line of any tree on the project site.

Implementation of this mitigation measure shall be the responsibility of the project applicant.

Implementation of mitigation measures BIO-2 and BIO-3 would reduce potentially significant impacts to regulated trees to a less-than-significant level.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5? (1,2,29)	❑	✓	❑	❑
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (2,29)	❑	✓	❑	❑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (2)	❑	❑	✓	❑
d. Disturb any human remains, including those interred outside of formal cemeteries? (29)	❑	✓	❑	❑

Comments:

a/b/d. General Plan Policy LUD 11.1 encourages historic preservation of structures and cultural resources listed in the Mountain View Register of Historic Resources, the California Register of Historic Resources or the National Register of Historic Places. Archaeological resources may also qualify as historic resources. Impacts to cultural resources resulting from the development of uses consistent with the General Plan were studied in the General Plan EIR. The EIR analysis relied in part on the conclusions of the 2006 Citywide Historic Properties Survey that identified significant historic resources and known archaeological resources within the City. A list of the City's historically significant properties and potentially historically significant archaeological resources is presented in the General Plan EIR Table IV.K-1: Recorded Cultural Resources Within the Planning Area.

The proposed project includes demolition of all buildings on the site and excavation and trenching activities to install new footings, foundations, and utilities. As noted in the 2014 Phase I ESA prepare for the proposed project, several, if not all, of the buildings on the site are historic-era buildings likely constructed more than 50 years ago; however, none of the buildings on the site were identified in the 2006 study as historically significant resources and are not included on the City, state or national registers. Therefore, no impacts to designated significant historic resources would result from proposed demolition of the existing buildings on the site.

According to the General Plan EIR analysis, 56 recorded cultural resources, including ten recorded archaeological sites (one with human remains) are located within the City of Mountain View sphere of influence. The EIR also reports that there are no fossil or paleontological sites recorded within the City's sphere of influence (p. 459). The EIR identified the presence of one unverified record, C-1512, on or near the project site: "The site is described as "a charmstone located behind the automotive machine-shop near the intersection of Tyrella Avenue and Fairchild Street with concentrations of shell in a midden matrix not far to the south.'" The EIR reports that the C-1512 site record is on file at the Northwest Information Center at Sonoma State University, but no other information about this site or its significance was available (p. 461).

The EIR determined that development of uses consistent with the General Plan could result in significant impacts to archaeological deposits that qualify as historical resources or archaeological resources under CEQA, but also concluded that implementation of the following General Plan policies and action items (EIR Mitigation Measure CULT-1) would reduce these impacts to a less-than-significant level:

Policy LUD 11.5: Archaeological and paleontological site protection. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.

> Policy ACTION LUD 11.5.1: Review Historic Property Directory List. Prior to approval of development permits for projects that include ground-disturbing activities, City staff shall review the most recent and updated Northwest Information Center list: Historic Property Directory for the County of Santa Clara, to determine if known archaeological and paleontological sites underlie the proposed project. If it is determined that known cultural resources are within ¼ mile of the project site, the City shall require the project applicant to conduct a records search at the Northwest Information Center (NWIC) at Sonoma State University to confirm whether there are any recorded cultural resources within or adjacent to the project site. Based on that research, the City shall determine whether field study by a qualified cultural resources consultant is recommended.
>
> Policy ACTION LUD 11.5.2: Pre-construction cultural resource surveys. Should City staff determine that field study for cultural resources is required, the project applicant shall have a cultural resource professional meeting the Secretary of the Interior's Standards in history and/or archaeology conduct a pre-construction survey to identify significant cultural resources – including archaeological sites, paleontological resources, and human remains – in the project site and provide project-specific recommendations, as needed. Coordination with local Native American communities should be done when significant cultural resources and remain remains are identified as part of pre-approval site analysis.

The proposed project includes excavation and has the potential to have a significant impact on archaeological deposits associated with the unverified archaeological record C-1512, which may be present on the project site.

Since the General Plan EIR analysis already identified the presence of a reported archaeological deposit on the site, an archaeological survey was conducted as part of the environmental review of the Phase I project site in compliance with Policy Action LUD 11.5.1. The records search conducted for the adjacent Phase I project parcel (ARM 2013) included the project site and the surrounding area. The 2013 records search revealed that that there were no previously recorded historical resources within the project area, and there are four previously recorded historical resources located within a 1/8-mile radius of the project area. The 2013 report indicates that the project area lies within a region that is sensitive for prehistoric archaeology because it was occupied by the Ohlone or Costañoan group of Native Americans at the time of historic contact with Europeans. In addition to the records search, geoarchaeological test bores conducted in 2013 on the adjacent property at 111 Fairchild Drive resulted in the discovery of buried prehistoric deposits (labeled C-1512 by ARM).

Based on the results of the 2013 records search and geoarchaeological boring analysis conducted on the adjacent Phase I site, a site-specific field survey of the project site was conducted by William Self Associates (WSA), archaeological consultants. Since the majority of the project site is covered with an asphalt surface WSA determined that a conventional archaeological pedestrian survey would be non-productive and recommended additional site-specific geoarchaeological testing to assess the potential that evidence of C-1512, or similar sites, may be present in the subsurface of the project parcel.

WSA conducted subsurface geoarchaeological testing at the project site on September 5, 2014. A total of 10 bore locations were sampled in four-foot increments. All core samples were extracted in clear vinyl tubes that were two inches in diameter; all bores were drilled to depths of 12 feet below ground surface. According to the *Final Archaeological Testing Report 133-149 Fairchild Drive Mountain View, California* prepared by WSA (October 2014), no evidence of prehistoric archaeological deposits or artifacts were encountered in the geoarchaeological testing. The archaeological report is on file at City of Mountain View Community Development Department.

Native American consultation was also conducted as part of WSA's preliminary assessment and auger program. On September 8, 2014, WSA sent letters to a list of Native American representatives identified by the Native American Heritage Commission, requesting comment on this project. No responses to the consultation request were received.

The results of the geoarchaeological testing on the project site indicate that there is a low probability that intact prehistoric archaeological deposits are present in any portion of the project site that would be impacted by the project. However, the evidence for prehistoric deposits discovered on the Phase I parcels suggest that there could be limited prehistoric deposits buried on the project site that were not encountered during the geoarchaeological testing program. Therefore, monitoring during ground disturbance activity, which would require stopping all earth-disturbing activities should significant resources be encountered, would reduce to a less-than-significant level, any project-related potential impacts to significant subsurface archaeological resources, if present on the site.

Implementation of the following mitigation measures would reduce potential project-related impacts to subsurface archaeological resources to a less-than-significant level.

Mitigation Measures

CR-1a. Prior to the onset of site preparation and excavation, a qualified professional archaeologist shall be hired at the applicant's expense to act as the project archaeologist and monitor all earth-disturbing activities including, but not limited to, grading, trenching and demolition and construction excavation. Archaeological monitoring shall be carried out in two phases as follows:

1. *Phase 1 shall consist of monitoring during earthmoving activities for demolition.*
2. *Phase 2 shall consist of archaeological monitoring during construction excavation for the proposed project.*

CR-1b. At the completion of the Phase I monitoring, and prior to the onset of construction excavation, the project archaeologist shall prepare and submit to the Zoning Administrator, a letter report summarizing field finds and making a recommendation on the possible need for archaeological mitigation excavation and/or continued monitoring of construction excavation. The report shall identify temporary and permanent curation facilities for any materials that may be recovered during monitoring and/or archaeological mitigation excavation (data recovery). This measure shall be implemented at the applicant's expense.

CR-1c. If individual artifacts and/or intact archaeological features are discovered at any time during site preparation and excavation activities, work shall be halted at a minimum of 165 feet (50 meters) from the find and the area shall be staked off. The following measures shall be implemented under the direction of the project archaeologist and at the applicants' expense, including, but not limited to the following:

1. *Procedures for Discovery of Artifacts. During the course of earthmoving activities, any individual artifacts (prehistoric or historic) noted by the archaeological monitor will be collected and stored for further analysis. Temporary cessation of*

excavation may be necessary for the efficient and safe retrieval of these materials. Work may be allowed to proceed elsewhere on the site with approval from and under the direction of the project archaeologist, while the find is evaluated.

2. *Procedures for Discovery of an Intact Archaeological Features/Deposit. During the course of earthmoving activities should an intact archaeological feature/deposit be discovered, excavation and construction activities may be halted for the purpose of identifying and mapping the material, and find-specific mitigation recommendations will be discussed with the project representative. These recommendations may include sampling, or salvage recovery of the archaeological material if appropriate for the protection of the resource.*

3. *Procedures for Archaeological Mitigation Excavation. Archaeological mitigation excavation may be required in the event that previously undiscovered significant archaeological artifacts or intact features are encountered during the archaeological monitoring of earth-disturbing demolition and construction activities. This would consist of the excavation of a volumetric sample of an archaeological deposit based on the total proposed earthmoving activities. Both mechanical and hand excavation/screening are considered appropriate in order to execute an archaeological mitigation plan. Placement of the excavation areas is based on available archival background data, field observations, and suggested locations by project representatives. Mechanical and/or hand excavation would be conducted at the discretion of the project archaeologist using standard archaeological techniques.*

   Laboratory Methods. Scientific analysis will be performed on any resources recovered from the archaeological monitoring for this project following basic laboratory operations. Any artifacts and archaeological features found during construction shall be removed, cleaned, or stabilized/conserved, and catalogued in accordance with professional curation practices.

   Curation. Upon completion of the monitoring program, and submittal of the final report of findings, cultural materials recovered during monitoring and data recovery shall be appropriately curated.

CR-1d. The project applicant shall include mitigation measures CR-1a – CR-1c on all construction and bid documents for the project.

CR-1e. The project archaeologist shall prepare at the applicant's expense, a final report documenting and synthesizing all data collected from the above mentioned measures. The report shall include recording and analysis of materials recovered, conclusions, and any additional recommendations. The project archaeologist shall submit the report to the Zoning Administrator and shall file the report with the California Historical Resources File System, Northwest Information Center (CHRIS/NWIC) at Sonoma State University.

Implementation of these mitigation measures would reduce project-related impacts to subsurface archaeological resources to a less-than-significant level.

There remains the possibility that unknown buried archaeological resources, including human remains, could be uncovered during site excavation. Destruction of any previously undiscovered archaeological resources, including human remains, would be a significant impact. The stipulations outlined in California state law for Native American burials will be followed upon the possible discovery of skeletal material during the course of construction monitoring, and data recovery (Chapter 1492, Statutes of 1982). The intent of the California state law is to protect Native American burials, isolated and disarticulated human remains, and associated cultural materials found during the course of an undertaking. It also serves to insure proper analysis prior to their final disposition. Implementation of the following mitigation measure would reduce potential accidental impacts to human remains to a less-than-significant level.

Mitigation Measure

CR-2a. In the event of the discovery of human remains during construction, construction activities within 30 feet of the find shall be halted for evaluation by a qualified archaeologist. 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 human and of Native American origin, the Most Likely Descendent (MLD) assigned by the Native American Heritage Commission (NAHC) shall recommend techniques of removal and procedures for reburial.

Associated grave goods and soil samples will be analyzed per agreement with the Most Likely Descendent. Diagnostic artifacts such as projectile points, shell beads, and ground stone artifacts will be studied and illustrated for the final report. Radiocarbon dating and obsidian hydration and sourcing may be undertaken if suitable samples are present.

Reinternment of human remains will be performed in concordance with California law. The MLD will be consulted as to procedural detail. The location and procedures of this undertaking will be recorded by the project archaeologist. This information will be included in the final report required by mitigation measure CR-1e, or if necessary, as an addendum to the report.

CR-2b. The project applicant shall include mitigation measure CR-2a on all construction and bid documents for the project.

c. The General Plan EIR determined that there are no recorded fossil deposits within the City's sphere of influence (p. 462). Additionally, no unique geologic surface features were observed on the project site during the site visit by the consultant. The presence of unique geologic features or subsurface paleontological resources on the site is unlikely

due to the underlying geology of the project site and given its historic use for agriculture production and other site disturbance from its subsequent development with urban uses. Therefore, no impacts to paleontological resources or unique geologic features, would occur.

Summary of Impacts and Mitigation Measures

Impact: Implementation of the proposed project could result in impacts to significant archaeological resources during proposed earth-disturbing site preparation, demolition, excavation and construction activities. Implementation of the following mitigation measures would reduce project-related impacts to significant archaeological resources to less than significant.

Mitigation Measure

CR-1a. Prior to the onset of site preparation and excavation, a qualified professional archaeologist shall be hired at the applicant's expense to act as the project archaeologist and monitor all earth-disturbing activities including, but not limited to, grading, trenching and demolition and construction excavation. Archaeological monitoring shall be carried out in two phases as follows:

1. *Phase 1 shall consist of monitoring during earthmoving activities for demolition.*
2. *Phase 2 shall consist of archaeological monitoring during construction excavation for the proposed project.*

CR-1b. At the completion of the Phase I monitoring, and prior to the onset of construction excavation, the project archaeologist shall prepare and submit to the Zoning Administrator, a letter report summarizing field finds and making a recommendation on the possible need for archaeological mitigation excavation and/or continued monitoring of construction excavation. The report shall identify temporary and permanent curation facilities for any materials that may be recovered during monitoring and/or archaeological mitigation excavation (data recovery). This measure shall be implemented at the applicant's expense.

CR-1c. If individual artifacts and/or intact archaeological features are discovered at any time during site preparation and excavation activities, work shall be halted at a minimum of 165 feet (50 meters) from the find and the area shall be staked off. The following measures shall be implemented under the direction of the project archaeologist and at the applicants' expense, including, but not limited to the following:

1. *Procedures for Discovery of Artifacts. During the course of earthmoving activities, any individual artifacts (prehistoric or historic) noted by the archaeological monitor will be collected and stored for further analysis. Temporary cessation of excavation may be necessary for the efficient and safe retrieval of these materials.*

Work may be allowed to proceed elsewhere on the site with approval from and under the direction of the project archaeologist, while the find is evaluated.

2. *Procedures for Discovery of an Intact Archaeological Features/Deposit. During the course of earthmoving activities should an intact archaeological feature/deposit be discovered, excavation and construction activities may be halted for the purpose of identifying and mapping the material, and find-specific mitigation recommendations will be discussed with the project representative. These recommendations may include sampling, or salvage recovery of the archaeological material if appropriate for the protection of the resource.*

3. *Procedures for Archaeological Mitigation Excavation. Archaeological mitigation excavation may be required in the event that previously undiscovered significant archaeological artifacts or intact features are encountered during the archaeological monitoring of earth-disturbing demolition and construction activities. This would consist of the excavation of a volumetric sample of an archaeological deposit based on the total proposed earthmoving activities. Both mechanical and hand excavation/screening are considered appropriate in order to execute an archaeological mitigation plan. Placement of the excavation areas is based on available archival background data, field observations, and suggested locations by project representatives. Mechanical and/or hand excavation would be conducted at the discretion of the project archaeologist using standard archaeological techniques.*

   Laboratory Methods. Scientific analysis will be performed on any resources recovered from the archaeological monitoring for this project following basic laboratory operations. Any artifacts and archaeological features found during construction shall be removed, cleaned, or stabilized/conserved, and catalogued in accordance with professional curation practices.

   Curation. Upon completion of the monitoring program, and submittal of the final report of findings, cultural materials recovered during monitoring and data recovery shall be appropriately curated.

CR-1d. The project applicant shall include mitigation measures CR-1a – CR-1c on all construction and bid documents for the project.

CR-1e. The project archaeologist shall prepare at the applicant's expense, a final report documenting and synthesizing all data collected from the above mentioned measures. The report shall include recording and analysis of materials recovered, conclusions, and any additional recommendations. The project archaeologist shall submit the report to the Zoning Administrator and shall file the report with the California Historical Resources File System, Northwest Information Center (CHRIS/NWIC) at Sonoma State University.

Implementation of these mitigation measures would reduce project-related impacts to subsurface archaeological resources to a less-than-significant level.

Impact: There remains the possibility that previously undiscovered buried archaeological resources, including human remains, could be uncovered during site excavation. Implementation of the following mitigation measure would reduce impacts to previously undiscovered cultural resources, including human remains:

Mitigation Measure

CR-2a. In the event of the discovery of human remains during construction, construction activities within 30 feet of the find shall be halted for evaluation by a qualified archaeologist. 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 human and of Native American origin, the Most Likely Descendent (MLD) assigned by the Native American Heritage Commission (NAHC) shall recommend techniques of removal and procedures for reburial.

Associated grave goods and soil samples will be analyzed per agreement with the Most Likely Descendent. Diagnostic artifacts such as projectile points, shell beads, and ground stone artifacts will be studied and illustrated for the final report. Radiocarbon dating and obsidian hydration and sourcing may be undertaken if suitable samples are present.

Reinternment of human remains will be performed in concordance with California law. The MLD will be consulted as to procedural detail. The location and procedures of this undertaking will be recorded by the project archaeologist. This information will be included in the final report required by mitigation measure CR-1e, or if necessary, as an addendum to the report.

CR-2b. The project applicant shall include mitigation measure CR-2a on all construction and bid documents for the project.

For the reasons described above, implementation of Mitigation Measures CR-1a –CR-1e and CR-2 would reduce impacts to cultural resources, including previously undiscovered human remains that may be present on the site, to a less-than-significant level.

6. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) 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? (1,2)	❑	❑	✓	❑
(2) Strong seismic ground shaking? (1,2,11)	❑	❑	✓	❑
(3) Seismic-related ground failure, including liquefaction? (1,2)	❑	❑	✓	❑
(4) Landslides? (1,2)	❑	❑	❑	✓
b. Result in substantial soil erosion or the loss of topsoil? (1,2,8,11)	❑	❑	✓	❑
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (1,8,11)	❑	❑	✓	❑
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (1,8,11)	❑	❑	✓	❑
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (8)	❑	❑	❑	✓

Comments:

a. The City of Mountain View is located within the seismically active San Francisco Bay region, which is one of the most seismically active zones in the United States. As reported in the General Plan EIR, the city is located near three major active faults: the San Andreas Fault, located approximately 8.5 miles to the west; the Calaveras Fault, located approximately 14 miles to the east; and the Hayward Fault, located approximately 9.5 miles to the east and northeast. A potentially active fault, the Monte Vista Fault (a thrust fault), is also located west of the City. According to the General Plan Public Safety Element Figure 8.2, Seismic Hazard Zones, the project site is located in a high liquefaction hazard area identified by the Alquist-Priolo Seismic Hazard Map for the City of Mountain View.

   As no known earthquake faults run through the City of Mountain View, the potential for ground rupture at the project site is low. Additionally, the topography of the project site and its environs is relatively flat and subsequently, the proposed project is not susceptible to landslide hazards. However, the proposed project would be exposed to the risk of seismic shaking and liquefaction. The General Plan Public Safety Element includes policies to protect life and property from the effects of seismic activity. Policy PSA 5.1 requires new development to address seismically induced geologic hazards. Policy PSA 5.2 requires development to comply with the Alquist-Priolo Earthquake Fault Zoning Act. Policy PSA 5.4: requires that new underground utilities, particularly water and natural gas lines, are designed to meet current seismic standards.

   The proposed project is subject to the seismic safety standards required by the California Building Code, which contains design and performance standards for seismic design, foundations and drainage and requires geotechnical engineering studies be undertaken for new development within seismic hazard areas. Compliance with the General Plan Public Safety Element policies and with the California Building Code seismic safety standards would reduce to a less-than-significant level, any adverse impacts associated with seismic shaking and liquefaction.

b. The topography of the site is relatively flat and erosion potential is low. However, construction activities associated with the proposed project would expose bare soils to the erosive effects of wind and rain. As part of the building permit approval process, the project applicant is required to obtain approval of a dust control plan, prior to issuance of any permits on the site. Required dust control plans include measures that will be taken to prevent dust and sediment from entering the storm drain system. Project-related impacts resulting from erosion and required compliance with the City's building permit application requirements for erosion control is discussed in Section D.9, Hydrology and Water Quality. Implementation of Mitigation Measure AQ-1 would reduce wind erosion

impacts during construction to a less-than-significant level. Compliance with the City's standard conditions of approval and Stormwater Quality Design Guidelines (refer to Section D.9, Hydrology and Water Quality) would reduce the proposed project's erosion impacts to less than significant. No additional mitigation is required.

c/d. As part of the building permit approval process, design-level geotechnical investigations are required for new development to determine appropriate and specific design features necessary to reduce risks associated with geologic conditions. The geotechnical investigation would identify and make recommendations for site preparation, soil compaction, trench excavations, foundation and subgrade designs, drainage, pavement, and related utility infrastructure improvements. The results and recommendations are subject to the review and approval of the Chief Building Official and/or City Engineer and approved measures are required to be incorporated into the final project design as standard conditions of approval. Compliance with these standard conditions of building permit approval would ensure that the proposed project would not result in significant risks of injury or property damage from on-site geologic conditions including expansive soils or unstable soil units, on the project site.

e. The project site is connected to the City's sanitary sewer system and would not require the use of a septic system.

7. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (1,2,15,16,31)	❑	❑	✓	❑
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (1,2,11,31)	❑	❑	❑	✓

Comments:

a. The proposed project would generate mobile, operational, and area source greenhouse gas (GHG) emissions that would contribute to area-wide GHG emissions that can affect the climate. According to the City's GGRP, the baseline for communitywide GHG emissions is 796,987 metric tons of carbon dioxide equivalent emissions (MT CO2e), established in 2005. Of this, transportation emissions constitute 60 percent of Mountain View's community-wide emissions. Commercial energy use comprises 20 percent of emissions and residential energy use comprises 13 percent. The remaining seven percent of community-wide GHG emissions are generated by industrial energy consumption, solid waste, water use and wastewater treatment, and off-road mobile sources (GGRP, Figure 3.1, Baseline Emissions by Sector). The project site is located in an area of the City that is developed with uses that generate approximately 40.7 percent of overall community GHG emissions (GGRP, Figure 3.2, GHG Strategy Areas; Table 3.2, 2005 Emissions by Strategy Area).

As discussed in Section D.3, Air Quality, on March 5, 2012, the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the thresholds, including its GHG emissions thresholds. At this time, the Air District is not recommending that the thresholds be used as a generally applicable measure of a project's significant air quality impact; however, on its website, the Air District states that lead agencies may continue to make determinations regarding the significance of an individual project's air quality impacts based on the substantial evidence in the record for that project. The City of Mountain View has chosen to use this threshold, based upon the substantial evidence presented when the Air District proposed the thresholds.

The Air District's CEQA Air Quality Guidelines include thresholds of significance for GHG emissions and provide additional guidance for tiering under CEQA. Under the CEQA Air Quality Guidelines, a local government may prepare a qualified GHG Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified GHG Reduction Strategy and General Plan that address the project's GHG emissions, it can be presumed that the project will not have significant GHG emissions under CEQA.

The City of Mountain View adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program and certified the General Plan and Greenhouse Gas Reduction Program EIR. The General Plan is the guiding document for future growth of the City. The GGRP is a separate but complementary document that implements the greenhouse gas reduction goals of the General Plan and serves as a programmatic greenhouse gas reduction strategy for CEQA tiering purposes. It includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions to meet the requirements of AB 32. The GGRP was evaluated in the certified General Plan and Greenhouse Gas Reduction Program EIR. Future individual development projects that comply with the GGRP can be determined to not have cumulatively considerable greenhouse gas emissions impacts under CEQA.

Transportation-related emissions make up the largest component (approximately 60%) of the City's 2005 emissions inventory. These emissions are determined largely by the number of vehicle miles traveled by residents and employees. Long vehicle trips between destinations and high numbers of trips create high emissions. The proposed project would contribute to the community-wide cumulative GHG emissions resulting from buildout of uses consistent with the General Plan land use designations. The proposed project would result in an increase in mobile source GHG emissions associated with an increase in daily vehicle trips (73 additional vehicle trips per day compared to the existing land uses on the project site).

The General Plan EIR concluded that implementation of General Plan policies and GGRP emission reduction policies would reduce impacts to climate change resulting from City-wide GHG emissions to a less-than-significant level. The proposed redevelopment project is consistent with General Plan land use designations and residential densities and would not generate GHG emissions that would result in impacts greater than those studied and adequately addressed in the General Plan EIR.

b. As noted above, the proposed project would contribute to GHG emissions associated with development consistent with the land use designations in the General Plan, and with implementation of the City's GGRP. The GGRP implements the General Plan and complies with the Air District's guidelines that establish efficiency standards for GHG

emissions. GHG emissions resulting from development projects that are consistent with the General Plan and the efficiency standards would reduce emissions from new development; however, the GGRP also requires projects to incorporate GHG emission reduction measures described in the GGRP within their project designs. Projects that do so would not conflict with or impair the implementation of state, Air District, and the City's plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

Key emission reduction measures that are applicable to the proposed project are presented in the GGRP Table 4.1, Measures and Quantified Reductions. Measures applicable to the proposed project include energy efficient building design that exceeds state standards, use of residential Energy Star Appliances, solar water heaters and other solar photovoltaic systems, water conserving fixtures and irrigation, and the use of shade trees to reduce building energy consumption and enhance the carbon sequestration potential of the urban forest.

In addition to the GGRP, the Mountain View Green Building Code (MVGBC) supplements the requirements of the State-mandated California Green Building Code to include local green building standards and requirements for new development. The MVGBC applies green building requirements per building type and threshold to new construction, residential additions, and nonresidential tenant improvements and includes energy efficiency standards that exceed 2008 Title-24 Building Energy Efficiency Standards. The MVGBC went into effect August 1, 2011, and stipulates that new residential projects (single-family and multi-family) must exceed Title 24 standards by 15 percent.

The General Plan EIR weighed whether implementation of uses consistent with General Plan land use designations and if the City's GGRP would conflict with or obstruct implementation of State and Air District plans adopted for the purpose of reducing GHG emissions. The EIR concluded that development of uses consistent with the General Plan and the GGRP would not result in significant direct or cumulative GHG emissions impacts. The proposed project is consistent with the General Plan and, compliance with the MVGBC and emissions reductions measures for new development contained in the GGRP, would ensure the proposed project's consistency with adopted plans. No mitigation is required.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (8,22)	❑	✓	❑	❑
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? (22)	❑	✓	❑	❑
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (1,7,33)	❑	❑	❑	✓
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, create a significant hazard to the public or the environment? (22-25,36)	❑	✓	❑	❑
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 a public-use airport, result in a safety hazard for people residing or working in the project area? (1,2)	❑	❑	✓	❑
f. For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? (1,2)	❑	❑	❑	✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2)	❑	❑	✓	❑
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands? (1,2)	❑	❑	❑	✓

Comments:

Note: The following discussion is based upon information provided through consultation with EPA Region 9 staff where noted, and information contained in three environmental site assessment reports: a Phase I ESA (2014) prepared for the project site, a Phase I ESA (2009) prepared for the adjacent parcels to the west, on which a project has been approved, and a Phase II ESA (2014) that includes the adjacent parcels as well as the project site. All three reports were prepared by Light Air and Space Construction. The 2014 Phase I ESA documents existing conditions on the project site. The 2014 Phase II ESA was prepared based upon the conclusions contained in both the 2009 Phase I ESA and the 2014 Phase I ESA.

a/b. As reported in the 2014 Phase I ESA prepared for the project site, it appears the project site had been farmland prior to being developed in 1948. No evidence of other hazardous material use, storage, or generation was found.

Additional soil and groundwater testing was conducted on the adjacent parcel to the west in 2012 after preparation of the 2009 Phase I ESA for the adjacent parcels. The testing results revealed the presence of 0.81 micrograms per liter (ug/L) of trichloroethene (TCE) (or parts per billion) in groundwater, which Light Air and Space Construction assumes to be attributable to the existing groundwater plume from the MEW Superfund site. The MEW plume is undergoing remedial action by the EPA. Impacts associated with the MEW Superfund site are discussed in item d, below.

The 2014 Phase I ESA prepared for the project site concluded that the likelihood of lead-based paint and asbestos-containing material (ACM) in the buildings on the project site, and proximity to the MEW site are the recognized environmental concerns present. As noted in Section D.3, Air Quality, the proposed project includes demolition of buildings that may contain lead based paint and ACM.

Asbestos

Potential ACM include roofing materials, floor tiles and mastics, pipe insulation, plaster drywall, and joint compounds, and fireproofing materials. Improper handling and disposal during demolition activities could release these hazardous materials and waste into the environment and increase exposures to their hazardous effects. Ongoing operations and maintenance of the proposed residential project does not include the routine transport, use, or disposal of hazardous materials.

The Air District CEQA Guidelines state that buildings constructed prior to 1980 often include building materials containing asbestos. Airborne asbestos fibers pose a serious health threat and the demolition, renovation, or removal of asbestos-containing building materials could result in exposures to these materials. If the existing on-site buildings

contain asbestos, demolition could result in the release of asbestos into the air. This is a potentially significant impact. As reported in this initial study, implementation of mitigation measures AQ-2a – 2c would reduce this impact to a less-than-significant level.

Lead

Lead-based paint was banned in 1978. According to the 2014 Phase I ESA prepared for the project site, lead-based paint may be present in the buildings on the project site due to their construction prior to 1978. A copy of the 2014 Phase I ESA site is included as Appendix D. State and federal construction worker health and safety regulations require air monitoring and other protective measures during demolition activities where lead-based paint is present. Special protective measures and notification to Department of Toxic Substances Control are required for highly hazardous construction tasks related to lead, such as manual demolition, welding, cutting, or torch burning of structures where lead-based paint is present The following mitigation measures would reduce project-related impacts from the release of lead based paint into the environment as a result of demolition activities to a less-than-significant level.

Mitigation Measure

HZ-1. Prior to issuance of a demolition permit, the project proponent shall have a lead survey completed by a qualified practitioner in accordance with the applicable regulations. The lead survey shall include an assessment of lead in building materials. If measured lead levels in or adjacent to a structure exceed established thresholds, a work plan shall be developed and implemented to remove and dispose of the lead-containing materials in accordance with the established regulations.

Implementation of this mitigation measure is the responsibility of the project applicant.

c. The project site is not located within one quarter mile of a school.

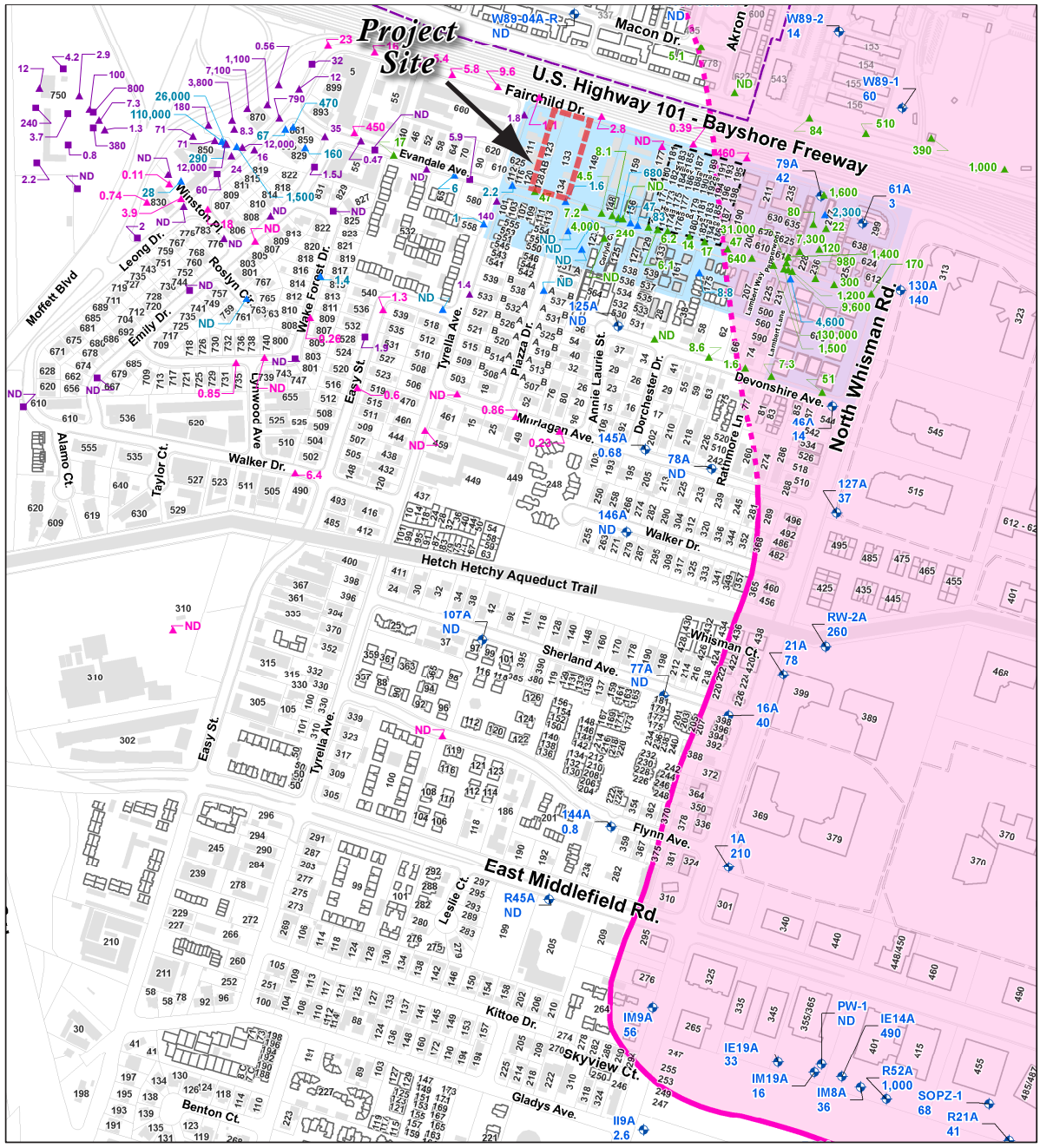
d. According to the 2014 Phase I ESA prepared for the project site, the project site is not included on any list of hazardous materials sites compiled pursuant to Government Code section 65962.5. However, as illustrated by Figure 4, MEW Superfund Site, the project site is located within the MEW Superfund Site administered by the EPA. As noted previously, a groundwater plume containing TCE associated with the MEW Superfund site has been identified and is undergoing remedial action and monitoring by the EPA. The MEW Superfund Site is associated with former activities at Fairchild Semiconductor Corporation: Fairchild Raytheon Company Raytheon and Intel Corporation. According to 1981 and 1982 investigations, while in operation, these former facilities used and stored a variety of chemicals, which leaked or were otherwise released to the ground in significant quantities contaminating the soil and groundwater.

The primary contaminants of concern at the MEW Study Area are TCE and other Volatile Organic Compounds (VOCs) in soil and groundwater. The primary exposure pathway addressed by the EPA's remedial action is the potential migration from those sources to indoor air in overlying buildings through vapor intrusion. Vapor intrusion is the migration of volatile chemicals from contaminated groundwater or soil into overlying buildings. Vapor intrusion into buildings can occur through utility conduits and cracks in foundations and floors. The EPA Vapor Intrusion Study Area is defined as the area where TCE in shallow groundwater exceeds 5 ug/L, or 5 parts per billion.

The analysis in the 2014 Phase II ESA included groundwater and soil vapor sampling and analysis for the project site. Groundwater sampling conducted on the site for the 2014 Phase II ESA found TCE concentrations up to 9.3 ug/L, with results from four of the six groundwater sample locations exceeding the 5 ug/L vapor intrusion risk mitigation threshold (Table 1 in the 2014 Phase II ESA). Soil vapor analysis conducted for the project site for the 2014 Phase II ESA found TCE concentrations between 12 and 1,200 ug/m^3, with the location of the 1,200 ug/m^3 sample coinciding with the location of the highest groundwater sampling location on the site (Table 1 in the 2014 Phase II ESA). Soils vapor results for four of the six sample locations exceeded the threshold of 33 ug/m^3. A copy of the 2014 Phase II ESA is included as Appendix E.

Three EPA grab groundwater sample locations are adjacent to the project site along Evandale Drive (see Figure 6, Groundwater Monitoring Results), and numerous other EPA monitoring wells are present within the P(32) boundary in proximity to the project site, including along Evandale Avenue. Recent monitoring conducted by the EPA has revealed elevated concentrations of TCE in groundwater and as vapors in several residences east of the project site, near Whisman Road. According to monitoring information available on the EPA Region 9 website, groundwater testing conducted in August 2014 revealed a TCE shallow groundwater concentration of 2.8 parts per billion near the project site; testing conducted in September 2013 revealed a TCE shallow groundwater concentration of 1.6 parts per billion near the project site; and testing conducted between 2005 and 2012 revealed a TCE shallow groundwater concentration of 7.2 parts per billion.

On Evandale Avenue, one groundwater sample location south of the adjacent parcel to the west showed TCE groundwater concentrations of 47 parts per billion, and two nearby groundwater sample locations to the east showed TCE shallow groundwater concentrations of 680 and 4,000 parts per billion. Groundwater samples collected at sample locations further east along Evandale Avenue showed concentrations up to 130,000 parts per billion. Concentrations greater than the maximum acceptable standard of 5 parts per billion are most prevalent to the east between the project site and Whisman Road. The locations and TCE shallow groundwater results of in the vicinity of the project site are illustrated in Figure 6, Groundwater Monitoring Results.



LEGEND

- Further groundwater investigation is ongoing (2014) to delineate the 5 ppb TCE plume boundary. Upon completion the figure will be updated.
- Vapor Intrusion Study Area – estimated TCE in groundwater > 5 parts per billion (ppb) (updated based on 2013 groundwater results)
- Residential Indoor Air Sampling Area

Note:
Only selected monitoring well data used to estimate Vapor Intrusion Study Area boundary are shown.

Grab Groundwater Locations

- 2014 EPA grab groundwater location
- 2013 EPA grab groundwater location
- 2012/2013 MEW grab groundwater location
- 2011 EPA grab groundwater location
- 2005 EPA grab groundwater location

The result shown is the maximum TCE concentration in ppb from grab groundwater samples to 40 feet below ground surface.

Groundwater Monitoring Well Locations

- Groundwater monitoring well location

The result shown is the TCE concentration in ppb from groundwater monitoring well samples collected in 2013.

ND = Not Detected (below 0.5 ppb TCE)

TCE Shallow Groundwater Results
Residential Areas in Vicinity of
MEW Superfund Site
Mountain View, and Moffett Field, CA

not to scale

Source: Environmental Protection Agency 2014

Figure 6

EPA Groundwater Monitoring Results

133 & 149 Fairchild Drive Rowhouse Project

E M C

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Since some of the shallow groundwater sample results collected at the project site exceed 5 parts per billion of TCE and the maximum soil gas sample result of 1,200 ug/m^3 collected at the project site exceed the TCE residential soil gas screening level of 33 ug/m^3, there is a potential for vapor intrusion into residences overlying the shallow subsurface TCE contamination. The proposed project could result in increased exposures to future residents of the harmful effects of TCE. Additionally, TCE and other VOC contamination in soils and groundwater could expose construction workers or future residents to significant hazardous materials impacts. The EPA recommends a number of measures that can be incorporated into new building design to reduce potential impacts of vapor intrusion to a less-than-significant level. These include the use of vapor barriers and subslab ventilation systems with the ability to be made active to prevent vapor intrusion to protect indoor air quality.

The proposed public park will be over the shallow subsurface of the TCE contamination. City staff contacted EPA staff (Scott Plambaeck, pers. com., December 2 and 3, 2014) to inquire if additional mitigation beyond what is required for the proposed project would be required for the public park. The EPA noted a vapor barrier would not be required for the public park. The EPA did state the same procedures to be prescribed in the soil management plan will need to be followed for the construction (trenching, excavating, etc.) and maintenance of the public park.

Implementation of the following mitigation measures would reduce impacts from TCE and VOC exposures to workers and future residents to a less-than-significant level.

Mitigation Measures

HZ-2a. To protect construction workers from exposures to contaminated soils and/or groundwater during excavation activities on the site, including the public park, the project proponent shall, prior to the commencement of demolition and excavation activities, prepare and submit a Soil Management and Air Monitoring Plan to the U.S. Environmental Protection Agency for review and comment. The final copy shall be sent to the Santa Clara County Department of Health. During implementation of the Plan, groundwater, soil gas, soil, and air sampling may be necessary.

Implementation of this mitigation measure is the responsibility of the project applicant and shall be completed prior to issuance of demolition and building permits.

HZ-2b. If contaminated soils are encountered during excavation activities for the project site and the public park, earthwork activities shall be performed by a licensed hazardous materials contractor with personnel trained in hazardous waste operations using the soil management procedures described in the Soil Management and Air Monitoring Plan. Excavated soils suspected of being contaminated shall be stockpiled separately on

impermeable liners to reduce infiltration by rainwater and contamination of underlying soils. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions.

If other contamination (non-trichloroethene (TCE) or other VOC contamination) is encountered, the Santa Clara County Department of Environmental Health shall be notified regarding the removal and disposal of contaminated soil.

Implementation of this mitigation measure is the responsibility of the project applicant.

HZ-2c. To protect future residents from trichloroethene (TCE)/other volatile organic compound exposures over the lifetime of the project, the project proponent shall cooperate with ongoing groundwater and vapor intrusion monitoring on-site as required by the U.S. Environmental Protection Agency until concentrations decrease to levels that would allow closure. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions.

Implementation of this mitigation measure is the responsibility of the project applicant.

HZ-2d. Prior to issuance of building permits, the project design shall incorporate appropriate structural and engineering features to reduce the risk of vapor intrusion into the new buildings. Appropriate design features shall be determined prior to application for a building permit subject to the review and approval of the U.S. Environmental Protection Agency and the City of Mountain View building official. Appropriate design features may include, but not be limited to, the following:

Installation of an impermeable vapor barrier and sub-slab passive vapor ventilation with the ability to be made active in all new buildings;

Seal any penetrations;

Placement of low-permeability backfill where utility trenches extend off site;

Placement of utility conduits above groundwater levels or, in the alternative, installed with water-tight fittings to reduce the potential for groundwater to leak into conduits;

Install corrosion-resistant utilities piping, flanges, gaskets, couplings and other fittings; and/or

Other structural or engineered considerations determined to provide equivalent levels of protection by the U.S. Environmental Protection Agency.

The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions.

Implementation of this mitigation measure is the responsibility of the project applicant.

HZ-2e. If additional on site groundwater or soil vapor treatment vapor intrusion remediation or other remediation strategies are required by the U.S. Environmental Protection Agency to reduce trichloroethene (TCE) concentrations on the site and within the vicinity to that which would allow closure, the project proponent shall cooperate with these measures. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions.

Implementation of this mitigation measure is the responsibility of the project applicant.

e/f. The City of Mountain View is not located within any protected airspace zones defined by the Santa Clara County Airport Land Use Commission. The proposed redevelopment project is located in an established urban area of the City that is developed with residential uses, and is located approximately one-half mile from Moffett Field, which is owned and operated by NASA. The California Air National Guard is a lessee for limited operations at Moffett Field. NASA is currently considering proposals for lease of the Moffett Field hangars and airport runways for private business use. By increasing the number of housing units on the site, the proposed project would increase the number of persons residing on the site that could be exposed to hazards associated with existing and possible future airfield operations at Moffett Field. However, due to its small scale and location in an urban area already developed with residential uses, the proposed project would not create hazards that would affect the safety of persons working or residing in the area.

g. As noted in the General Plan EIR, in the event of a fire, geologic, or other hazardous occurrence, the City's Emergency Evacuation Plan provides comprehensive, detailed instructions and procedures regarding the responsibilities of City personnel and coordination with other agencies to ensure the safety of Mountain View citizens. Located within an established urban area of the City, the proposed project would not conflict with existing emergency response plans.

h. The proposed project is not located in an area subject to the threat of wildland fires. No impact would occur.

Summary of Impacts and Mitigation Measures

Impact: The proposed project includes demolition of buildings that may contain lead based paint, the improper handling and disposal of which, during demolition activities could release lead-containing hazardous materials and waste into the environment and increase exposures to their hazardous effects.

Mitigation Measure

HZ-1. Prior to issuance of a demolition permit, the project proponent shall have a lead survey completed by a qualified practitioner in accordance with the applicable regulations. The lead survey shall include an assessment of lead in building materials. If measured lead levels in or adjacent to a structure exceed established thresholds, a work plan shall be developed and implemented to remove and dispose of the lead-containing materials in accordance with the established regulations.

Implementation of this mitigation measure is the responsibility of the project applicant.

Implementation of Mitigation Measure HZ-1 would reduce impacts from the release of lead-based paint into the environment to a less-than-significant level.

Impact: Demolition and site preparation activities on the site may unearth buried debris or previously undiscovered underground storage tanks containing hazardous materials.

Mitigation Measures

HZ-2a. To protect construction workers from exposures to contaminated soils and/or groundwater during excavation activities on the site, including the public park, the project proponent shall, prior to the commencement of demolition and excavation activities, prepare and submit a Soil Management and Air Monitoring Plan to the U.S. Environmental Protection Agency for review and comment. The final copy shall be sent to the Santa Clara County Department of Health. During implementation of the Plan, groundwater, soil gas, soil, and air sampling may be necessary.

Implementation of this mitigation measure is the responsibility of the project applicant and shall be completed prior to issuance of demolition and building permits.

HZ-2b. If contaminated soils are encountered during excavation activities for the project site and the public park, earthwork activities shall be performed by a licensed hazardous materials contractor with personnel trained in hazardous waste operations using the soil management procedures described in the Soil Management and Air Monitoring Plan. Excavated soils suspected of being contaminated shall be stockpiled separately on impermeable liners to reduce infiltration by rainwater and contamination of underlying soils. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions.

If other contamination (non-trichloroethene (TCE) or other VOC contamination) is encountered, the Santa Clara County Department of Environmental Health shall be notified regarding the removal and disposal of contaminated soil.

Implementation of this mitigation measure is the responsibility of the project applicant.

HZ-2c. To protect future residents from trichloroethene (TCE)/other volatile organic compound exposures over the lifetime of the project, the project proponent shall cooperate with ongoing groundwater and vapor intrusion monitoring on-site as required by the U.S. Environmental Protection Agency until concentrations decrease to levels that would allow closure. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions.

Implementation of this mitigation measure is the responsibility of the project applicant.

HZ-2d. Prior to issuance of building permits, the project design shall incorporate appropriate structural and engineering features to reduce the risk of vapor intrusion into the new buildings. Appropriate design features shall be determined prior to application for a building permit subject to the review and approval of the U.S. Environmental Protection Agency and the City of Mountain View building official. Appropriate design features may include, but not be limited to, the following:

Installation of an impermeable vapor barrier and sub-slab passive vapor ventilation with the ability to be made active in all new buildings;

Seal any penetrations;

Placement of low-permeability backfill where utility trenches extend off site;

Placement of utility conduits above groundwater levels or, in the alternative, installed with water-tight fittings to reduce the potential for groundwater to leak into conduits;

Install corrosion-resistant utilities piping, flanges, gaskets, couplings and other fittings; and/or

Other structural or engineered considerations determined to provide equivalent levels of protection by the U.S. Environmental Protection Agency.

The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions.

Implementation of this mitigation measure is the responsibility of the project applicant.

HZ-2e. If additional on site groundwater or soil vapor treatment vapor intrusion remediation or other remediation strategies are required by the U.S. Environmental Protection Agency to reduce trichloroethene (TCE) concentrations on the site and within the vicinity to that which would allow closure, the project proponent shall cooperate with these measures. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions.

Implementation of this mitigation measure is the responsibility of the project applicant.

Implementation of the Mitigation Measures HZ-2a – HZ-2e would reduce impacts from TCE and VOC exposures to workers and future residents to a less-than-significant level.

9. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Violate any water quality standards or waste discharge requirements? (1,2,8,11)	❑	❑	❑	✓
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., would the production rate of preexisting nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted? (8,22, 37)	❑	❑	❑	✓
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?* (1,2)	❑	❑	✓	❑
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface run-off in a manner which would result in *flooding on- or off-site?* (8,21,22)	❑	❑	❑	✓
e. Create or contribute run-off water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off? (1,2,8,11,30)	❑	❑	✓	❑
f. Otherwise substantially degrade water quality? (1,2,8,11,30)	❑	❑	✓	❑
g. Place housing within a 100-year flood hazard area as mapped on Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (1,2)	❑	❑	❑	✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (1,2)	❑	❑	❑	✓

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
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? (2)	❑	❑	❑	✓
j. Be subject to inundation by seiche, tsunami, or mudflow? (2,31)	❑	❑	✓	❑

Comments:

a. Existing development on the project site is connected to the City's water and wastewater systems and the proposed project would also connect to these systems. Chapter 35 (Water, Sewage, and Other Municipal Services), Article III of the City Code pertains to sewer service and sewage disposal. The Article prohibits unlawful discharges to the storm drain system, including, but not limited to, spills, illicit connections, and illegal dumping incidents. Other provisions in the Article require dischargers to implement BMPs, such as not allowing interior floor drains to be connected to the storm sewer system; storm drain stenciling; proper design of vehicle and equipment fueling and maintenance facilities, loading locks, and outdoor storage areas. The proposed project is subject to the provisions of Chapter 35 and would not violate any water quality standards or waste discharge requirements.

b. There are no groundwater wells present on the site. Groundwater wells operated by the City consist of deep wells that tap into lower aquifers at a depth of 100 feet or more, and none of the municipal wells are located on or near the project site. The proposed project does not include groundwater extraction. The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. In addition, due to the removal of impervious surfaces and the installation of landscaping and unpaved open space on the project site, the proposed project would result in a reduction of impervious surface from 1.49 acres under current conditions to approximately 1.10 acres. Therefore, no impacts would occur as a result of the proposed project.

c/d. The topography of the project site is relatively flat and located at an elevation of approximately 41 feet above sea level. According to the 2014 Phase I ESA prepared for the project site, the site exhibits a slight gradient to the north. As reported in Section D.4, Biological Resources, there are no streams or wetlands on the site. Drainage from the site flows toward existing gutters and storm drains located on adjacent surface streets. General Plan Action Item 8.1.3 supports the use of Low Impact Development (LID) in new development and redevelopment projects and its incorporation into the development review process. Policy LUD 8.7 also supports the use of LID strategies by

encouraging the development of sustainable streetscapes that include natural stormwater treatment areas. Policy INC 8.6 supports the development of sustainable streetscapes that minimize stormwater runoff, using techniques such as on-street bio-swales, bio-retention, and permeable pavement. Action Item INC 8.6.1 supports updating design standards for stormwater treatment to reflect emerging technologies. In addition, the City's NPDES permit specifies the use of LID design strategies on project sites, incorporating a combination of source control, site design, improvement design, and the exclusive use of feasible LID Stormwater Treatment measures on-site or at a joint stormwater treatment facility. The proposed project would maintain existing drainage patterns but is subject to compliance with the requirements of the General Plan policies cited previously and would not result in substantial sedimentation, siltation, or flooding on or off the site. Therefore, no impacts would occur as a result of the proposed project and no additional discussion is required.

e/f. The proposed project has the potential to generate pollution in stormwater runoff during construction and operations. During operations, the proposed project would generate the same types of stormwater pollutants that are currently generated by the site including grease, oil, and trace amounts of heavy metals from paved parking areas, as well as pesticide/herbicide residues and fertilizers from landscaping.

Section 35.34 of the City Code requires permanent stormwater pollution prevention measures for redevelopment projects to reduce water quality impacts of stormwater runoff from the site for the life of the project. The measures must be designed to the satisfaction of the City in accordance with the most recent versions of the City's Stormwater Quality Guidelines for Development Projects (Stormwater Guidelines) and the City's municipal NPDES stormwater permit.

Development of the proposed project would result in a reduction of impervious surfaces from approximately 1.49 acres to approximately 1.10 acres on the site. The proposed project is subject to the City's Stormwater Guidelines, which require project applicants to prepare and submit a Stormwater Management Plan to the City with the building plans, to be reviewed and approved by the Mountain View Fire Department, Fire and Environmental Protection Division. The Stormwater Management Plan must be prepared under the direction of a professional civil engineer and must include the following substantive components:

1. Geotechnical investigations including soil maps, borings, site-specific recommendations and any additional information necessary for the proposed stormwater management design;

2. A list of all stormwater management facilities and practices to be employed at the site. These can include Low-Impact Development (LID) treatment measures, such as rainwater harvesting/reuse, infiltration, or biotreatment;

3. Numeric BMP sizing criteria computations according to the Santa Clara Valley Urban Runoff Pollution Prevention Program "C.3 Stormwater Handbook - Guidance for Implementing Stormwater Regulations for New and Redevelopment Projects;"

4. Structural and construction details for all components of the proposed drainage system or systems and stormwater management facilities;

5. Landscaping plan showing disposition of existing vegetation and any vegetative site stabilization and/or landscape-based stormwater management measures and also showing building locations, parking areas and other general site plan elements;

6. A list of any regular on-site cleaning activities to be used as stormwater pollutant source controls (e.g., pavement sweeping) and the schedules for these cleaning activities;

7. BMP operation and maintenance procedures, including maintenance tasks, inspection and maintenance schedule, the parties responsible for BMP operation and maintenance, funding mechanisms for ongoing operation and maintenance, access, and safety issues; and

8. Certification by the owner/developer that all stormwater management construction will be completed according to the approved Stormwater Management Plan.

Compliance with the city code provisions for the control of stormwater and use of applicable permanent BMPs as defined by the Stormwater Guidelines would reduce impacts to water quality during the operational phase of the proposed project to a less-than-significant level.

Site preparation and construction activities for the proposed project would include building and pavement demolition, removal of existing vegetation, grading and trenching for foundations and utility systems. These activities would expose bare soils and increase the potential for the migration of construction spoils and other construction debris into the existing storm drain system, which could result in significant temporary water quality impacts, until the construction is complete and the site has been re-landscaped.

All construction projects extending into the rainy season (October 15 through April 15) shall also submit and implement an erosion control plan acceptable to the City. The plan shall include the following items where appropriate:

1. Silt fences around the site perimeter;
2. Gravel bags surrounding catch basins;
3. Filter fabric over catch basins;
4. Covering of exposed stockpiles;
5. Concrete washout areas;
6. Stabilized rock/gravel driveways at points of egress from the site; and
7. Vegetation, hydroseeding, or other soil stabilization methods for high erosion areas.

In addition to these requirements, Mitigation Measure AQ-1 requires dust prevention measures to prevent soils from being tracked from the site and on to area roadways. Compliance with these requirements and implementation of Mitigation Measure AQ-1 would reduce the impacts of construction runoff on the site to a less-than-significant level.

The State Water Resources Control Board has established a construction General Permit that can be applied to most construction activities in the state. Projects that disturb more than one acre of land during construction are required to file a notice of intent to be covered under the National NPDES General Construction Permit for discharges of storm water associated with construction activities. The NPDES construction permit requires implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes storm water best management practices to control runoff, erosion, and sedimentation from the site both during and after construction.

Applicants may obtain NPDES permit coverage by filing a Notice of Intent to be covered under the State Water Resources Control Board Order No. 99-08-DWQ, NPDES General Permit No. CAS00002, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity. Although soil erosion potential during project construction is not expected to be substantial, construction activities would disturb more than one acre and an NPDES General Construction Permit would be required.

As a standard condition of approval, the applicant will be required to submit a SWPPP for review and approval of the City to demonstrate that Best Management Practices are incorporated into the project. For treatment controls on contaminated sites, design considerations, such as a liner at the bottom of the system, must be incorporated into the systems to protect groundwater resources. Implementation of the required SWPPP will ensure that impacts on surface water quality are reduced to less than significant.

In addition to these requirements, Mitigation Measure HZ-2 requires measures against exposure to contaminated soils and materials associated resulting from development with the MEW Superfund site. Compliance with these requirements and implementation of Mitigation Measure HZ-2 would reduce the impacts of stormwater quality being impacted by any contaminated soils or materials on the site to a less-than-significant level.

g/h. The General Plan EIR studied the risks of flooding and flood hazards for development consistent with the General Plan. There are no streams or watercourse on or near the project site. Also, according to the EIR Figure IV.H-2, Flood Zone Areas, the project site is not located within the 100-year flood zone identified on the Federal Emergency Management Agency (FEMA), National Flood Insurance Program Flood Insurance Rate Maps. Therefore the proposed project would not place people or property within identified flood zones or create obstacles within existing flood channels that would obstruct or redirect flood flows.

i. As reported in the General Plan EIR (page 351), there are no dams or reservoirs within the City, and the City is not located within a dam failure inundation zone. Therefore the project would not increase risks associated with flooding from the failure of a levee or dam.

j. The risks of inundation from seiche, tsunami, extreme high tides, and sea-level rise associated with global warming were studied in the General Plan EIR (Chapter IV, Section H). The EIR determined that development consistent with the General Plan in low-lying areas adjacent to bay waters could increase the risks of damage associated with these risks, but these impacts were determined to be less than significant. The proposed project is consistent with the General Plan and would not result in impacts that are greater than those studied and addressed in the General Plan EIR. No mitigation is necessary.

10. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Physically divide an established community? (1)	❑	❑	❑	✓
b. Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (1,3,5,14,31)	❑	❑	❑	✓
c. Conflict with any applicable habitat conservation plan or natural community conservation plan? (7,21)	❑	❑	❑	✓

Comments:

a-c. The project site is located within Area B of the P(32). The P(32) encourages and guides infill development and redevelopment that integrates the entire P(32) area into the larger Whisman residential neighborhood, calling for new residential development (Area B) and neighborhood commercial development (Area A). The proposed project would redevelop the project site with residential uses and a small park consistent with P(32) policies and design recommendations for Area B. As noted in the environmental setting, residential uses are present to the east, south, and west of the project site. As such, the proposed project would not introduce a new land use to the site not already present within or planned for, or that would be incompatible with the neighborhood. Additionally, the project site is not located within a designated natural community conservation plan and, for the reasons described in Section D.4, Biological Resources, the proposed project would not conflict with or impair implementation of the Santa Clara Valley Habitat Conservation Plan. Therefore, no impacts would occur.

11. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (1,2)	❑	❑	❑	✓
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local General Plan, specific plan, or other land-use plan? (1,2)	❑	❑	❑	✓

Comments:

a/b. The project site is located within an established urban area of the City, and is not located in an area designated for mineral resource extraction. Therefore, the proposed project would not limit the availability of mineral resources of local, regional, or state importance.

12. NOISE

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Result in exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or in applicable standards of other agencies? (1,2,11,26)	❑	✓	❑	❑
b. Result in exposure of persons to or generation of excessive ground-borne vibration or ground borne noise levels? (26)	❑	❑	✓	❑
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (1,2,11,26)	❑	❑	✓	❑
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (11,26)	❑	✓	❑	❑
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, expose people residing or working in the project area to excessive noise levels? (2,26)	❑	❑	✓	❑
f. For a project located within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels? (2,26)	❑	❑	❑	✓

Comments:

a. Noise levels and exposures are regulated by the California Building Code and the City's General Plan. The California Building Code (2010) identifies a 45 dBA Ldn interior noise threshold. When exterior noise levels exceed 60 dBA Ldn for residential structures, the California Building Code requires analysis of noise control measures that have been incorporated into the design of the project to meet this standard. The City's General Plan establishes a threshold of 65 dBA Ldn as the upper noise level limit of compatibility for multi-family residential uses. General Plan Policy NOI 1.2 requires new development of

noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to meet acceptable noise levels. Policy NOI 1.3 requires the preparation of a detailed analysis of noise reduction requirements and proposed measures to reduce unacceptable exposures to acceptable exterior and interior noise standards.

As part of the building permit application process, the City of Mountain View requires construction drawings to include measures taken to achieve interior noise levels of 45 dBA Ldn. Applicants must demonstrate that the measures have been reviewed and approved by a licensed acoustical engineer prior to submittal of the building permit application.

An environmental noise assessment (noise report) was prepared by Illingworth and Rodkin, Inc. (2014) to assess ambient noise conditions in the vicinity of the project site, evaluate project-related noise sources that may result in significant impacts, and to recommend actions to reduce exposures to, and generation of, unacceptable noise. The noise report is included as Appendix F.

According to the noise report, the project site is exposed to unacceptable noise levels generated vehicle traffic on U.S. Highway 101. According to Table 4 of the noise report, measured ambient noise levels at the project site are greatest near the high-volume freeway. As illustrated by the ambient noise measurements reported in the noise report Table 4, ambient noise levels are reduced with increased distance from the roadway. The distance between the proposed residential building (along Fairchild Drive) and the U.S. Highway 101 sound wall is 65 feet. Ground floor noise levels of 68dBA Ldn are defined by the General Plan as "conditionally acceptable". Exterior noise levels at the proposed common space and park area were calculated to be approximately 60 dBA Ldn, which is consistent with the City's "normally acceptable" noise limit of 65 dBA Ldn.

The noise report notes that the proposed project would expose residents, particularly for the building nearest Fairchild Drive, to exterior noise levels of up to 80 dBA Ldn on the third floor, 72 dBA Ldn on the second floor, and 68 dBA Ldn on the ground floor façade facing Fairchild Drive. Proposed common exterior open spaces are located toward the interior of the site and would be partially shielded by the buildings. Partial shielding provided by the proposed buildings on the site would further reduce ambient noise levels toward the south end of the property. However, the noise report notes that interior noise levels on all buildings would be greater than 45 dBA Ldn unless noise attenuation features are incorporated into the project design.

Standard residential construction generally provides noise attenuation of 15 dBA. Interior noise levels would vary dependent upon the building design ratio of window area to wall area, construction materials and methods. Standard construction with windows closed provides an interior noise reduction of approximately 20 dBA to 25 dBA. However, the noise report notes that in exterior noise environments between 60 dBA Ldn and 70 dBA Ldn, adequate noise attenuation typically can only be achieved through the use of forced air mechanical ventilation systems and non-operable windows. Specific types of noise attenuation would be based upon the construction details, which not yet available for the proposed project. The noise report recommends that in all areas exceeding 70 dBA Ldn, windows and doors with only high Sound Transmission Class (STC) ratings of 30-40, standard to improved wall systems, and the incorporation of forced-air mechanical ventilation systems may be necessary dependent upon the final construction design to reduce interior noise levels to 45 dBA Ldn or lower on residence interiors.

The report concludes that these combined measures would be required at minimum, in the proposed buildings closest to Fairchild Drive to achieve the 45 dBA Ldn interior noise standard. For the residences along Evandale Avenue, where noise levels would be partially shielded by other buildings on the site, the noise report recommends the use of, at minimum, a forced air ventilation system. The final specifications for window and wall systems would be determined during review of the building plans when construction details are available. The recommendations of the noise report are included in Mitigation Measure N-1, below.

Implementation of the following mitigation measure would reduce impacts from exposures to unacceptable levels of ambient noise to a less-than-significant level.

Mitigation Measure

N-1. The applicant shall have an acoustical consultant review the construction design details and materials to ensure that appropriate noise control measures are incorporated into the project so that interior noise levels are reduced to 45 dBA Ldn or less. The acoustical consultant shall review the construction plans, building elevations, and floor plans prior to construction to calculate expected interior and exterior noise levels and ensure compliance with City policies and State noise regulations.

If determined necessary by the construction-level acoustical analysis, appropriate building construction techniques including sound-rated windows, doors, and building façade treatments including sound rated wall construction, acoustical caulking, etc., shall be required for residential units facing public streets. Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all residential units, so that windows could be kept closed at the occupant's discretion to control noise.

Pursuant to the State Building Code the results of the analysis, including a description of the necessary noise control measures, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit. Compliance with the most recent version of the California Building Code requirements, General Plan policies and the City's standard conditions of approval for interior noise attenuation, in addition to implementation of Mitigation Measure N-1 would reduce the impacts of exposure to unacceptable ambient noise levels to less than significant.

b. The noise report found that proposed demolition, site preparation and construction activities may generate perceptible vibration when heavy equipment or impact tools are used. According to the noise report, for structural damage, the California Department of Transportation uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec, PPV) for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec, PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec, PPV for ancient buildings or buildings that are documented to be structurally weakened.

   The report notes that construction vibration generated by project activities would not exceed the above standard, but would be intermittently perceptible when vibration-generating equipment is in use near property lines. The report concludes that project-related vibration would be short in duration occurring primarily during demolition and the use of jackhammers and other high power tools. As a result the impacts of project-related construction vibration would be less than significant and no mitigation measures are necessary.

c. The proposed project would contribute to an increase in ambient noise levels by increasing traffic to and from the site. An increase of 3 dBA resulting from the project would be considered a significant impact. The noise report concluded that project-related traffic noise would comprise a less than 1dBA increase in the ambient noise environment. Therefore, the impact is less than significant. No mitigation is required.

d. The proposed project would generate a temporary increase in ambient noise levels during demolition, site preparation, and construction activities. These activities are expected to exceed 60 dBA Leq and be at least 5 dBA Leq above the ambient noise environment at nearby residential uses. Section 21.26 of the Mountain View City Code defines maximum noise levels for stationary equipment at 55 dBA during the day and 50 dBA at night, unless otherwise permitted by the Zoning Administrator. City Code Section 8.70.1 also prohibits construction activities prior to 7:00 AM or after 6:00 PM Monday through Friday, and on weekends, unless prior written approval is granted by the building official. The noise report also recommends the following actions consistent with the City's standard conditions of approval to reduce construction noise to a less-than-significant level.

Mitigation Measure

N-2.

1. *Pursuant to the City Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. Construction shall be prohibited on Saturdays, Sundays and holidays.*
2. *Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.*
3. *Unnecessary idling of internal combustion engines should be strictly prohibited.*
4. *Located stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.*
5. *Utilize "quiet" air compressors and other stationary noise sources where technology exists.*
6. *Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.*
7. *Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.*
8. *The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.*
9. *Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.*

With incorporation of these standard measures, consistent with the City's standard conditions of project approval, construction noise impacts resulting from the proposed project are less than significant. No additional mitigation is required.

e/f. As reported in the General Plan EIR, Aircraft overflights contribute to the ambient noise levels in Mountain View. Moffett Federal Airfield is located immediately northeast of

the City, and Palo Alto Airport is located to the northwest of the City limits. The majority of the City lies outside of the 55 dBA CNEL noise contour of the Palo Alto Airport. However, portions of the City are within the 60 dBA CNEL noise contour of the Moffett Federal Airfield. Land uses in the portions of the City that lie within the 60 dBA CNEL noise contour include open space, business park, and industrial land uses, all of which are compatible land uses for the ambient noise levels associated with airport related noise (page 295). The project site is located within two miles of the Moffett Federal Airfield, but is not located within the 60dBA CNEL noise contour. The noise report also notes that the site also is not located within the 65 dBA Ldn aircraft noise contour identified by the Santa Clara County Airport Land Use Commission Airport Land Use Plan, the County's Comprehensive Land Use Plan or the City's General Plan. No noise-related impact would occur.

Summary of Impacts and Mitigation Measures

Impact: The proposed project would expose residents, particularly for the building nearest Fairchild Drive, to interior noise levels that exceed the City's maximum interior noise level threshold of 45 dBA.

Implementation of the following mitigation measure would reduce impacts from exposures to unacceptable levels of ambient noise to a less-than-significant level.

Mitigation Measure

N-1. The applicant shall have an acoustical consultant review the construction design details and materials to ensure that appropriate noise control measures are incorporated into the project so that interior noise levels are reduced to 45 dBA Ldn or less. The acoustical consultant shall review the construction plans, building elevations, and floor plans prior to construction to calculate expected interior and exterior noise levels and ensure compliance with City policies and State noise regulations.

If determined necessary by the construction-level acoustical analysis, appropriate building construction techniques including sound-rated windows, doors, and building façade treatments including sound rated wall construction, acoustical caulking, etc., shall be required for residential units facing public streets. Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all residential units, so that windows could be kept closed at the occupant's discretion to control noise.

Impact: Construction of the proposed project would expose nearby residents to a temporary increase in ambient noise levels that exceed the City's maximum noise levels for stationary equipment at 55 dBA and would be at least 5 dBA Leq above the ambient noise environment.

Implementation of the following mitigation measure would reduce impacts from exposures to unacceptable levels of ambient noise to a less-than-significant level**.**

Mitigation Measure

N-2.

1. *Pursuant to the City Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. Construction shall be prohibited on Saturdays, Sundays and holidays.*
2. *Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.*
3. *Unnecessary idling of internal combustion engines should be strictly prohibited.*
4. *Located stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.*
5. *Utilize "quiet" air compressors and other stationary noise sources where technology exists.*
6. *Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.*
7. *Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.*
8. *The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.*
9. *Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.*

Pursuant to the State Building Code the results of the analysis, including a description of the necessary noise control measures, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit. Compliance with the most recent version of the California Building Code requirements, General Plan policies and the City's standard conditions of approval for interior noise attenuation, in addition to implementation of Mitigation Measures N-1 and N-2 would reduce the impacts of exposure to unacceptable ambient noise levels to less than significant.

13. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (2,8)	❑	❑	✓	❑
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (8)	❑	❑	❑	✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (4,8)	❑	❑	✓	❑

Comments:

a. Impacts of population growth resulting from development of land uses consistent with the City's General Plan were studied in the General Plan EIR. The EIR reported that the City's projected 2030 population of 88,750 reflects an estimated 19.9 percent increase in population, which is approximately 1.3 percent lower than ABAG's projections of 21.1 percent growth between 2010 and 2030. The EIR concluded that population increases projected to occur as a result of General Plan implementation would be less than significant with respect to direct inducements of substantial population growth. The proposed project is the redevelopment of a site located in an established urban area of the City. The proposed project would provide permanent housing opportunities for an estimated 83 persons compared to providing mostly transient housing opportunities for approximately 50 persons (the current on-site population). However, the proposed project is consistent with General Plan residential land use densities for this area of the City and would not result in impacts greater than those identified and adequately addressed by the General Plan EIR. No additional analysis is required.

b. The proposed project would replace the existing 30 RV parking spaces, one mobile home, and two single-family residential units on the site with 35 residential rowhouses. Although the rental of RV parking spaces is a transient occupancy with no permanent housing structures in those spaces, the RV parking spaces are currently rented for longer than 30 days. As such, the RV parking spaces are generally operated similarly to long-term rental units. The proposed project would increase the number of housing units on the site and increasing the City's available supply of housing stock.

c. The proposed project would eliminate parking spaces for approximately 30 RVs and would displace the residents of one mobile home and two single-family homes on the site (approximately five persons, based on California Department of Finance (2014) estimates of 2.37 persons-per-household). The RVs are owner-occupied and are considered transient occupancy uses with parking spaces made available to them on a month to month basis.

The current housing stock within the City is able to accommodate the displaced residents of the one mobile home and two single-family homes. No new residences would need to be constructed to accommodate the displaced tenants; therefore, no mitigation is required.

Note: The State of California has issued a license to operate 13 mobile home units at 133 Fairchild Drive and 17 mobile home units at 149 Fairchild Drive. Since the project proposes to convert 133 and 149 Fairchild Drive from a mobile home park use to a residential use, the project is subject to the requirements of Chapter 28, Article X (Mobile Home Park Conversion or Cessation of Use) of the Mountain View City Code and California Civil Code 798.56. The Mountain View City Code requires a consultant to prepare a conversion impact report prior to conversion of the mobile home park to another use. Therefore, a conversion report is being prepared to analyze the effects of the conversion, closure, and cessation of use upon the displaced persons of the mobile home park. The report addresses the availability of adequate replacement housing in other mobile home parks and relocation costs. The report will include recommended measures to address the effects of displacement, and will be considered by the City Council as part of the project approval process.

14. PUBLIC SERVICES

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

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Fire protection? (1,2,8,11)	❑	❑	✓	❑
b. Police protection? (1,2,8,11)	❑	❑	✓	❑
c. Schools? (1,2,8,11,35)	❑	❑	✓	❑
d. Parks? (1,2,8,11)	❑	❑	✓	❑
e. Other public facilities? (1,2,8,11)	❑	❑	✓	❑

Comments:

a. The proposed project is located within existing service boundaries in an established urban area of the City. The General Plan EIR determined that population growth associated with development consistent with General Plan land use designations would increase demand for fire protection services. However, the EIR found that implementation of General Plan Public Safety element policies would adequately address increased service demand for fire protection and the impact of increased demand would be less than significant. The proposed redevelopment project is consistent with General Plan residential densities and land use designations that were studied in the General Plan EIR, and would not contribute to the increased demand for fire protection services identified in the EIR. No further analysis is required.

b. The General Plan EIR found that population growth associated with General Plan buildout would increase demand for law enforcement services beyond existing staffing and facility capacity, and that the construction of new facilities would be required to meet anticipated demand. Facility improvements associated with buildout of the General Plan are funded through the City's General Fund. The EIR determined that implementation of General Plan policies that require maintenance of acceptable response times and service ratios would ensure adequate provisions of services and reduce impacts to staffing levels to less than significant. However, the EIR found that the construction of future police facilities may result in site specific physical environmental effects. The EIR noted that new facilities, when required, would be built on already developed areas or infill sites, and would be required to undergo independent site-specific environmental review, once specific development of new facilities is proposed.

The EIR concluded that implementation of general plan policies for the provision of adequate police services and facilities would reduce the impacts of demand associated with General Plan buildout to less than significant. The proposed project would not contribute to the increased demand for fire protection services identified in the EIR. No further analysis is required.

c. The proposed project would contribute to population growth identified in the General Plan EIR and may contribute to an increase in the number of school-age children in the City of Mountain View. The Mountain View-Whisman School District uses a student generation rate of 0.159 elementary and middle school students per detached single-family residential unit and 0.03 elementary and middle school students per attached single-family and multi-family residential unit. The Mountain View-Los Altos Union High School District use uses a student generation rate of 0.115 elementary and middle school students per detached single-family residential unit and 0.046 elementary and middle school students per attached single-family and multi-family residential unit.

Using these rates and assuming that the existing RVs provide housing for school-age children, the existing residential units are estimated to generate approximately four school-age children (two K-8; two high school). The proposed residential uses on the site would generate approximately 10 school-age children (six K-8; four high school), applying the multi-family residential student generation rate to the existing RV units. The proposed project would generate ten additional students, assuming that current residents remain in the City.

New development is subject to statutory school impact fees established by the State. These fees are used for the construction of new school facilities, which would be built to accommodate increased student enrollment resulting from development consistent with the General Plan. The proposed project would be responsible for the payment of school impact fees to offset its contributions to a city-wide increase in students. The EIR concluded that payment of school impact fees would reduce impacts to schools resulting from General Plan implementation to a less-than-significant level. No additional mitigation is required.

d. The proposed project would contribute to population and housing growth resulting from development consistent with the General Plan that would increase demand for parks, open space, and recreational facilities. New development is required to dedicate new park land or pay an in-lieu fee to be used for the purpose of providing nearby park land or recreational facilities. New development involving greater than 50 units is required to dedicate new parkland. Together, the previously-approved 18-unit Fairchild Residential Rowhouse project and the 35-unit proposed project would meet the parkland dedication requirement, and the Zoning Administrator has determined that dedication of parkland

is required. The proposed project includes the dedication of approximately 0.27 acres on the site for future development by the City as a neighborhood park, therefore no additional mitigation is required.

e. The General Plan EIR found that population and employment growth associated with implementation of the General Plan would increase demand for community facilities such as libraries and child care facilities. Facility improvements associated with buildout of the General Plan are funded through the City's General Fund. The EIR did not identify significant impacts resulting from the increased demand resulting from General Plan buildout. The proposed project would not contribute to an increased demand for other public facilities resulting from development consistent with the General Plan. No mitigation is required.

Impacts associated with community facilities, such as library services, that would occur under the General Plan would be limited to the City of Mountain View. Population growth associated with the General Plan would not increase demand for library services in the region such that new facilities would be required and this impact would be less than significant.

15. RECREATION

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (1,2,8,11)	❑	❑	✓	❑
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? (1,2,8,11)	❑	❑	✓	❑

Comments:

a/b. Effects to existing parks and demand for new park and recreation facilities were studied in the General Plan EIR, which found that population growth associated with General Plan buildout would increase demand for new facilities. The proposed project would increase population on the project site and would contribute to the increased demand for park and recreational facilities. However, the EIR did not identify individual or cumulative impacts to such facilities that would not be accommodated by implementation of General Plan policies and the City's Parkland Dedication Ordinance that require new development to provide parkland dedications or payment of in-lieu fees. New development involving greater than 50 units is required to dedicate new parkland. Together, the previously-approved 18-unit Fairchild Residential Rowhouse project and the 35-unit proposed project would meet the parkland dedication requirement, and the Zoning Administrator has determined that dedication of parkland is required. The applicant is dedicating approximately 0.27-acres for a future City park. Therefore, the proposed project is consistent with the City's Parkland Dedication Ordinance and no impact from an increased demand for parks would occur.

In addition, the proposed project is consistent with General Plan residential densities and land use designations and its contribution to the demand for park facilities would not be greater than that identified and adequately addressed by the General Plan EIR. No additional mitigation is required.

16. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (1,2,11,31)	❑	❑	✓	❑
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? (1,2,11,31)	❑	❑	✓	❑
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? (1,8)	❑	❑	❑	✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1,8,11)	❑	❑	❑	✓
e. Result in inadequate emergency access? (1,8)	❑	❑	❑	✓
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreased the performance or safety of such facilities? (1,2,8)	❑	❑	❑	✓

Comments:

a. The proposed project is consistent with General Plan residential densities and land use designations. The Mobility Element of the General Plan includes goals, policies, and actions that respond to existing conditions and projected jobs and population growth,

and are aimed at enhancing Mountain View's long-standing strategy of supporting multi-modal transportation options and compact development. Local and regional transportation impacts of development consistent with the General Plan were studied in the General Plan EIR. The EIR identified a significant and unavoidable impact of an increase in vehicle miles traveled (VMT) that is greater than the population growth expected to occur as a result of future development consistent with General Plan land use designations. The EIR found that implementation of the General Plan Mobility Element policies that require and promote alternative modes of transportation and improvements to pedestrian, bicycle, and transit facilities would reduce the impacts of an increase in VMT, but not to a less-than-significant level.

The General Plan EIR found that further policy may be needed, and included mitigation measures requiring monitoring of the General Plan Mobility Chapter policies to assist the City in evaluating the effectiveness of Mobility Element and Land Use and Design Element policies and associated VMT reduction measures (e.g., land use/location, neighborhood/site enhancement, parking policy/pricing, transit system improvements, and commute trip reduction programs) that reduce VMT. The EIR ultimately concluded that increased land use densities, diversity, and locations may achieve further reductions in VMT that would reduce the impacts to less than significant, but until policies are adopted by the City to achieve the reductions, the impact would remain significant and unavoidable. A Statement of Overriding Considerations was adopted by the Mountain View City Council.

The proposed project would contribute to the increase in VMT identified in the EIR. The proposed project would increase average daily vehicle trips at the site by 73 vehicle trips per day as compared to the existing land uses on the project site. (See item b in Section 3, Air Quality.) The proposed project would increase the number of units on the 1.85 acre project site from 33 to 35 and average daily trips from 131 to 204 vehicles per day. The proposed residential density is consistent with the General Plan Medium-High Density Residential land use designation, which allows 26-35 dwelling units per acre. As such, the proposed project is consistent with General Plan residential densities and land use designations and would not result in impacts greater than those studied and addressed in the General Plan EIR. Therefore, no further analysis is required.

b. The General Plan EIR identified significant impacts from increased motor vehicle traffic and congestion that would decrease levels of service on several area freeways and roadways within and outside of the City's jurisdiction. The EIR identified mitigation measures to reduce these impacts including signal timing and coordination to reduce intersection delays and roadway widening to meet neighboring City of Palo Alto and Caltrans levels of service (LOS C), and the City of Mountain View LOS D standards.

However, the EIR noted that funding and construction outside of the City's jurisdiction could not be guaranteed for timely implementation of improvements that would reduce identified impacts to a less-than-significant level. Additionally, roadway widening on several impacted segments within the City would conflict with the City's multi-modal goals and desire to better balance transportation investments. Due to the conflicts with the City's multimodal policies and other physical constraints, the EIR concluded that the LOS impacts would remain significant and unavoidable, and a Statement of Overriding Considerations was adopted for these impacts.

Based on the Institute of Transportation Engineers' Trip Generation Rates - 9th Edition, the proposed project would generate a net increase of approximately 73 vehicle trips per day from existing conditions, with 16 trips during the AM peak hour and 19 trips during the PM peak hour. Combined with traffic generated by the approved Phase I project approximately 105 new vehicle trips per day would be generated; 24 during AM peak hour and 28 during the PM peak hour. The increase in vehicle trips from the proposed project individually, and combined with the approved Phase I project, would contribute to the LOS and congestion impacts identified in the General Plan EIR. Additionally, the developers of the proposed project would be responsible for the payment of fair share contributions toward necessary transportation infrastructure improvements identified in the General Plan EIR. Therefore, the proposed project's direct impact to unacceptable LOS and congestion within and outside of the City of Mountain View would be less than significant and further analysis is not required.

The proposed project is consistent with General Plan residential densities and land use designations and, although the proposed project would contribute to cumulative and area-wide LOS deficiencies and congestion, the proposed project's contribution would not result in impacts greater than those studied and addressed in the General Plan EIR. Therefore, the proposed project's contribution to area-wide traffic and congestion would not result in impacts greater than those identified and addressed by the General Plan EIR and no further analysis is required.

c. The proposed redevelopment project is located within an established urban area of the City that is already developed with residential uses. The proposed project would have no effect on air traffic patterns.

d. Access to the site is currently available from each of the public streets adjoining the site (Fairchild Drive and Evandale Avenue). Direct access to Fairchild Drive and Evandale Avenue would be eliminated. All driveways for garage access would be from interior streets. The proposed project includes a new roadway network that provides two-way access through the project site. Under the proposed project, access would be provided by Tyrella Avenue via the adjacent Phase I future roadways. The proposed Street A would

extend the internal Phase I roadway system onto the project site. Vehicles currently using Evandale Avenue and Fairchild Drive would continue to use these streets via Tyrella Avenue.

e. As noted in the General Plan EIR, in the event of a fire, geologic, or other hazardous occurrence, the City's Emergency Evacuation Plan provides comprehensive, detailed instructions and procedures regarding the responsibilities of City personnel and coordination with other agencies to ensure the safety of Mountain View citizens. Located within an established urban area of the City, the proposed project would not conflict with existing emergency response plans.

f. A Class IIIa Bike Route is present on Fairchild Drive adjacent to the site. Curbs, gutters, and sidewalks are present on the two streets bordering the project site. The proposed project is consistent with General Plan residential densities and land use designation studied in the General Plan EIR and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities to an extent greater than that analyzed and addressed in the General Plan EIR. The proposed project would is required to construct curb, gutter, and sidewalk improvements per City design standards. The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreased the performance or safety of such facilities. No impact would occur.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (2,11)	❑	❑	❑	✓
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? (2,28,42)	❑	❑	❑	✓
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? (1,2,8,11,28)	❑	❑	✓	❑
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (2,11,32)	❑	❑	❑	✓
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (2)	❑	❑	❑	✓
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid-waste disposal needs? (2)	❑	❑	❑	✓
g. Comply with federal, state, and local statues and regulations related to solid waste? (2)	❑	❑	❑	✓

Comments:

a/e. The City of Mountain View's sanitary sewer system is a gravity system, which discharges to the Palo Alto Regional Treatment Plant. The City's treatment capacity share is approximately 14.1 million gallons per day (mgd) for average dry weather flow and 15.1 mgd for average annual flow. According to the General Plan EIR, the City's average annual flow represents approximately 38 percent of the treatment capacity. The City's sewer collection system serves approximately 74,000 people in the City of Mountain View and is made up of over 157 miles of pipes.

The City's Sanitary Sewer Management Plan provides guidance for management, operations and maintenance of the City's wastewater collection system; provides design construction standards and specifications for the installation of new wastewater systems; verifies that the wastewater collection system has adequate capacity to convey sewage during peak flows; defines procedures for responses to sanitary sewer overflows; maintains a fats, oil, and grease program to avoid blockages in the sewage collection system; and meets all applicable regulatory notification and reporting requirements.

City code Section 35.31 identifies allowable and unlawful discharges into the City's wastewater and stormwater systems, and addresses the City's need to preserve the public health, safety, and welfare of the public through routine inspections. The proposed project is subject to compliance with the provisions of City code Section 35.31.

Table 4, Existing and Proposed Wastewater Generation, summarizes the project-related change in wastewater generation on the site. The proposed project would increase wastewater generation by approximately 340 gallons per day (gpd).

Table 4 Existing and Proposed Wastewater Generation

	Single-Family Residential Sewer Generation Factors (200 gpd/du)	Non-Residential Sewer Generation Factors (60 gpd/1,000 sf)	Total
Existing [1,2]	6,600 gpd	60 gpd	6,660 gpd
Proposed	7,000 gpd[3]	0 gpd	7,000 gpd
Difference	400 gpd	-60 gpd	340 gpd

Source: Generation factors are based on area-wide assumptions contained in the City of Mountain View, General Plan Update Utility Impact Report, Final. October 2011. Calculations based on project information.

Note: gpd = gallons per day, du = dwelling unit, sf = square feet.

[1] 200 gpd x 33 du (30 RVs + 1 mobile home + 2 single-family homes) = 6,600 gpd.

[2] Existing non-residential uses on the project site include the RV park office and Angle Systems, Inc., each with one part-time employee, therefore increased sewer generation for these uses is considered minimal.

[3] 200 gpd x 35 du = 7,000 gpd for the proposed project.

Impacts resulting from increased wastewater generation associated with General Plan buildout were identified in the General Plan EIR. The EIR found that by 2030, 375 of the City's sewer mains would have inadequate capacity under ultimate peak wet weather flow conditions. Of those 375 mains, 138 were mains that had been previously identified under the City's Sewer Master Plan capital improvement project. The proposed project is consistent with the General Plan land use designations and would not result in impacts greater than those identified and addressed in the General Plan EIR.

b. The City of Mountain View owns, operates, and maintains a potable water distribution system that provides water throughout the City. General Plan Policy INC 4.1 and Action item 4.1.1 require compliance with the provisions of the City's Urban Water Management Plan (also Measure W-1.1 in GGRP) and Water Master Plan (2010). The 2030 General Plan – Updated Water System Modeling Memorandum (2014) (hereinafter "memorandum") calls for the replacement of a number of existing pipelines and installation of new water pipelines (Table 7 - Recommended Hydraulic Improvements). The recommended replacements nearest the project site include the water mains located on N. Whisman Road between Fairchild Drive and Walker Drive, Walker Drive west of N. Whisman Road, and Easy Street north of Walker Drive. The memorandum also recommends the installation of a new pipe on N. Whisman Road, between Walker Drive and Whisman Court. Figure 1 of the memorandum shows these mains. No pipe replacements or new pipes were recommended adjacent to the project site.

   The memorandum states that the majority of the recommended system improvements are due to existing fire flow deficiencies. The projects listed in Table 7 in the memorandum were identified as needed infrastructure improvements to the water system in order to meet performance criteria for Peak Hour Demand and Maximum Day Demand with Fire Flow scenarios. The proposed project would be responsible for the payment of a proportionate fair share of the costs of replacement of the water mains, and would also be responsible for the payment of existing water main facilities fees in accordance with City Code Section 35.41. The payment of these fees would reduce the project's contribution to cumulative project impacts to the water distribution infrastructure to a less-than-significant level.

c. Stormwater flows from the project site are collected in existing gutters and storm drains adjacent to the project site. As discussed in Section D.9, Hydrology and Water Quality, the proposed project is subject to the requirements of the City's Stormwater Guidelines and NPDES requirements.

   The proposed project would continue to discharge stormwater to existing drains in compliance with the Stormwater Guidelines, including the use of LID technologies over the lifetime of the project, and would be required to control runoff and sedimentation

during construction by incorporating appropriate BMPs as conditions of project approval. Compliance with the City's standard conditions of approval provides effective control of stormwater flows, to the extent that the construction of new facilities would not be required.

d. The proposed project would increase residential water demand from the increase in open space landscaped area on the project site. Table 5, Existing and Proposed Water Demand, summarizes the change in water demand resulting from the proposed project. The proposed project would increase water demand on the site by approximately 2,995 gpd, including approximately 1,974 gpd for the residential development portion of the proposed project (including 383 gpd for household uses and 1,671 gpd for landscaping), and 943 gallons for the City park. The proposed project is consistent with the General Plan residential densities and land use designations, which were analyzed and addressed in the General Plan EIR. As such, the project would contribute to increased water demand identified in the General Plan EIR; however, the General Plan EIR determined that development consistent with the General Plan would not exceed available domestic water supplies through the year 2030. The proposed project would not result in impacts greater than those studied and addressed in the General Plan EIR.

Table 5 Existing and Proposed Water Demand

	Residential Duty Factor (191 gpd/du)	Non-Residential Demand Factors (80 gpd/1,000 sf)	Total
Existing [1,2]	6,303 gpd	80 gpd	6,303 gpd
Proposed [3]	6,685 gpd	2,613 gpd	9,298 gpd
Difference	382 gpd	2,533 gpd	2,995 gpd

Sources: City of Mountain View, General Plan Update Utility Impact Report, Final. October 2011.
Calculations based on project information.

Note: gpd = gallons per day, du = dwelling unit, sf = square feet.

[1] 191 gpd x 33 du (30 RVs + 1 mobile home + 2 single-family homes) = 6,303 gpd.

[2] Existing non-residential uses on the project site include the RV park office and Angle Systems, Inc., each with one part-time employee, therefore water demand for these uses is considered minimal.

[3] 191 gpd x 35 du = 6,685 gpd; (20,882 sf landscaped open space + 11,782 sf park) / 1,000 x 80 gpd = 2,613 gpd

Also, the proposed project is subject to compliance with the City's Water Conservation in Landscaping Regulations and the Mountain View Green Building Code, promoting water-use efficiency. The Landscaping Regulations, adopted by the City in July 2010,

generally apply to new and rehabilitated landscapes of 1,000 square feet or greater, and are intended to reduce water waste in landscaping by promoting the use of region-appropriate plants that require minimal supplemental irrigation and by establishing standards for irrigation efficiency. A landscaping plan is included in the project materials and will be reviewed during the Design Review and building permit application process, prior to issuance of a building permit.

The green building code, approved by the City Council in March 2011, sets standards for improved energy efficiency, water conservation, indoor environmental quality, and waste reduction. The proposed project is subject to the requirements of these ordinances. Proposed building design and construction techniques are reviewed for consistency/compliance with the green building code during the design review process and building permit application process, prior to issuance of a building permit.

Compliance with the City's water conservation and green building code provisions would further reduce the proposed project's water demand. Therefore, the proposed project's water demand would not exceed available supplies, and is less than significant.

f/g. The proposed project would contribute to City-wide household solid waste generation, and would eliminate the generation of potentially hazardous waste by replacing existing industrial uses on the site with residential uses. The General Plan EIR reports that the City's per capita disposal rate in 2010 was 3.8 pounds per person per day. Using this rate, existing land uses on the site generate approximately 190 pounds of solid waste per day (50 persons per household x 3.8 pounds per day).The proposed project would generate approximately 311 pounds of solid waste per day (2.37 persons per household x 35 units x 3.8 pounds per day). Therefore, the proposed project would generate an additional 121 pounds of solid waste per day as compared to the current land uses.

Recology Mountain View, formally known as Foothill Disposal (a division of Norcal Waste Systems, Incorporated); provides solid waste and recycling services, including curbside garbage, recycling, and yard trimmings curbside pickup for homes, businesses, and schools. Recology Mountain View transports all collected materials to the Sunnyvale Materials Recovery and Transfer (SMaRT) Station at 301 Carl Road in Sunnyvale. Household hazardous waste is disposed at the Santa Clara County Household Hazardous Waste Facility. Recyclables such as cans, bottles, and paper can also be taken to the Mountain View Recycling Center located at 935 Terra Bella Avenue. Non-recyclable waste from the SMaRT Station is transported to the Kirby Canyon Landfill, located at 910 Coyote Creek Golf Drive in San Jose. Kirby Canyon Landfill has a total estimated permitted capacity of 36.4 million cubic yards, a remaining estimated capacity of approximately 57.3 million cubic yards, and an anticipated closing date of December 31, 2022.

The General Plan EIR determined that the current capacity of the Kirby Canyon Landfill would be able to serve the growth expected to occur at General Plan buildout in 2030. According to the General Plan EIR, the City of Mountain View has one of the highest solid waste diversion rates in the country. In 2006, Mountain View diverted 72 percent of its solid waste from landfills. Approximately 33 percent of City waste is generated by households, while 66 percent is from businesses. In compliance with State law, the City measures its diversion efforts through comparison of a per capita disposal rate to an annual target rate of 7.8 pounds per person per day. Also, the City's Construction and Demolition Debris Diversion Ordinance establishes a program for the recycling and salvage of construction and demolition debris. The ordinance requires at least 50 percent of the debris from construction and demolition projects to be diverted from landfills. Fines are imposed when a project fails to meet the 50 percent diversion rate.

The proposed project would not result in impacts greater than those identified and addressed in the General Plan EIR, and would not conflict with federal state or local regulations regarding the disposal of solid waste. No mitigation is required.

18. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less-than-Significant Impact with Mitigation Measures Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Does the project have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (2,9,7,21,29)	❑	✓	❑	❑
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) (1,2,11,13-17)	❑	✓	❑	❑
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (22-27)	❑	✓	❑	❑

Comments:

a. The proposed project includes tree removal and construction activities in the vicinity of trees that would not be removed and others that are present on adjacent parcels. These activities have the potential to affect protected nesting birds and raptors. Implementation of Mitigation Measure BIO-1 would reduce these potential impacts to a less-than-significant level. The proposed project also has the potential to affect the visual character of the site by removing heritage trees. Implementation of Mitigation Measures BIO-2 and BIO-3, in addition to compliance with the City's standard conditions of approval for the removal and protection of heritage trees would reduce this impact to a less-than-significant level. The proposed project includes excavation activities in an area where known archaeological resources, including human remains, have been discovered in the past. Implementation of Mitigation Measures CR-1a - CR-1e, and CR-2a – 2b would reduce these impacts to a less-than-significant level.

Habitat Conservation Plans

According to the SCV Habitat Plan, the project site is located within the expanded Habitat Plan Study Area and Permit Area for Burrowing Owl Conservation. However, according to the Habitat Plan, the project site is not categorized as "Private Development Subject to the Plan" and therefore, as defined in the Habitat Plan, is an area with a low probability that covered species are present. Because the project site is located in a developed urban area with existing residences, commercial buildings, and an established roadway network, and because the proposed project would introduce land uses compatible to its surrounding uses, the project would not conflict with strategies and plans outlined in the Habitat Plan. See Section 4.4, Biological Resources for a detailed discussion of biological resources at the project site.

b. The proposed project would contribute to cumulative project impacts in the areas of aesthetic resources (light and glare), air quality, demand for schools, and utilities, and transportation LOS and congestion; however, as described herein, the payment of applicable impact fees and compliance with the City's standard conditions of approval, in addition to the implementation of Mitigation Measure AQ-1, would reduce the project's contributions to cumulative impacts to less than significant.

c. During construction, the proposed project has the potential to expose sensitive receptors to hazardous materials of ACM and lead-based paint from the demolition of the existing buildings on the site, from the inadvertent release of hazardous waste that may be unearthed during excavation activities, and to construction exhaust and dust emissions of DPM, PM_{10} and $PM_{2.5}$ from equipment exhaust, and to noise from construction activity. Additionally, due to its proximity to the MEW Superfund Site groundwater plume, the proposed project also has the potential to expose workers and future residents to harmful concentrations of TCE and other VOCs associated with the plume. Future residents also would be exposed to an unacceptable cancer risk from mobile source DPM and $PM_{2.5}$ emissions, and to traffic noise generated by U.S. Highway 101. Implementation of the mitigation measures identified in Section D. 3, Air Quality and Section D.8, Hazards and Hazardous Materials, would reduce these impacts to less than significant.

E. SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 6 Summary of Impacts and Mitigation Measure

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
Aesthetics	The proposed project has the potential to negatively affect heritage trees either by their direct removal or construction activities in proximity to the trees.	BIO-2	Implementation of Mitigation Measure BIO-2 (refer to Section D.4, Biological Resources) in addition to compliance with the Mountain View General Plan policies, the Rowhouse Design Guidelines, provisions of the P(32), and the City's standard conditions of approval for the protection and replacement of heritage trees, would reduce impacts to visually significant heritage trees to a less-than-significant level.	Less than significant
Air Quality	Proposed construction activities would generate dust and equipment exhaust emissions that would contribute to airborne particulate emissions, including PM_{10} emissions, for which the air basin is in nonattainment.	AQ-1	The following Air District Basic Construction Mitigation Measures shall be incorporated into all future construction documents, prior to issuance of a demolition permit: a. All exposed surfaces (e.g., parking areas, staging areas, soil stockpiles, graded areas, and unpaved access roads) shall be watered two times per day;	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered; c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; d. All vehicle speeds on unpaved roads shall be limited to 15 mph; e. All paved surfaces and sidewalks to be paved shall be completed as soon as possible. Pavement surfaces shall be laid as soon as possible after grading unless seeding or soil binders are used; f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 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;	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			g. 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; and h. Post a publicly visible sign with the contractor's telephone number and person to contact at the regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number will also be visible to ensure compliance with applicable regulation. Implementation of this mitigation measure shall be the responsibility of project site developers.	
Air Quality	The proposed project could expose sensitive receptors to Asbestos Containing Materials (ACM) from demolition of the existing buildings on the site.	AQ-2a	Prior to the issuance of a building permit, the project applicant shall conduct sampling and testing of existing buildings to determine the extent and presence of ACM in all buildings on the site. Implementation of this mitigation measure is the responsibility of the project applicant.	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
		AQ-2b	Prior to the commencement of demolition activities on the site, the applicant shall consult with the Air District Enforcement to determine permit requirements based upon the results of site-specific testing and sampling. Removal of asbestos-containing building materials is subject to the limitations of District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing. Implementation of this mitigation measure is the responsibility of the project applicant.	
		AQ2c	All demolition activities shall be undertaken in accordance with CalOSHA standards contained in Title 8 of the California Code of Regulations CCR Section 1529 to protect workers from exposure.	
Air Quality	The proposed project has the potential to temporarily expose sensitive receptors at residences located to the east, south and west boundaries of the site to TAC (DPM and $PM_{2.5}$) emissions generated during construction activities on the site.	AQ-1 AQ-3	Implement AQ-1, See above Use of newer, retrofitted or alternatively powered construction equipment to minimize emissions shall be used in construction of the project. Such equipment selection would include the following: All diesel-powered construction equipment	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			larger than 50 horsepower and operating on site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period diesel particulate matter emissions to reduce the predicted cancer risk below the thresholds. Such measures may be the use of alternative powered equipment (e.g., LPG powered forklifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the lead agency. The applicant shall ensure that this requirement is included on all construction bid documents, prior to issuance of a demolition permit. Implementation of this mitigation measure is the responsibility of the project applicant.	
Air Quality	The proposed project would expose sensitive receptors to unacceptable levels of mobile-source TAC (DPM and $PM_{2.5}$) emissions generated by traffic on U.S. Highway 101.	AQ-4a	The project shall include the following measures to minimize long-term toxic air contaminant (TAC) exposure for new residences, prior to issuance of an occupancy permit.	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			a. Install air filtration in residential or other buildings that would include sensitive receptors that have predicted PM2.5 concentrations above 0.3 µg/m3 or excess lifetime cancer risk of 10.0 per million or greater. Air filtration devices shall be rated MERV 13 or higher, depending on the calculated impact at the site (see Figures 2 and 3 of the Community Health Risk Assessment). At minimum, MERV 13 systems are required for portions of the site with cancer risks between 10 and 20 persons per million. b. To ensure adequate health protection to sensitive receptors, a ventilation system shall meet the following minimum design standards (Department of Public Health City and County of San Francisco, 2008): 1. A MERV-13, or higher, rating that represents a minimum of 80 percent efficiency to capture small particulates; 2. At least one air exchange(s) per hour of fresh outside filtered air; 3. At least four air exchange(s) / hour recirculation; and	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			4. At least 0.25 air exchange(s) per hour in unfiltered infiltration. As part of implementing this measure, an ongoing maintenance plan for the buildings' HVAC air filtration system shall be required. Recognizing that emissions from air pollution sources are decreasing, the maintenance period shall last as long as significant excess cancer risk or annual PM2.5 exposures are predicted. Subsequent studies could be conducted to identify the ongoing need for the ventilation systems as future information becomes available. c. The project proponent shall ensure that lease agreement(s) and other property documents and Covenants, Conditions and Restrictions include provisions that require the following actions. 1. Cleaning, maintenance, and monitoring of the affected buildings for air flow leaks; 2. New owners and tenants are provided information on the ventilation system; and 3. Fees associated with owning or leasing	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed. d. Prior to building occupancy, the project proponent shall hire an authorized air pollutant consultant verify the installation of all necessary measures to reduce toxic air contaminant (TAC) exposure. e. A properly maintained vegetative barrier along the site boundary nearest the freeway could further reduce particulate concentrations, including DPM. Implementation of this mitigation measure is the responsibility of the project applicant.	
Biological Resources	Construction noise and tree removal associated with implementation of the proposed project would have the potential to impact nesting birds (including raptors) protected under the federal Migratory Bird Treaty Act and California Fish and Game Code.	BIO-1	To avoid impacts to nesting birds, the project applicant will attempt to schedule noise-generating construction activities and tree removal outside of the nesting bird season. The nesting bird season is February 1 to August 31. If the project applicant determines that construction must occur during the nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			ensure that no nests would be disturbed during project construction/tree removal. This survey shall be conducted no more than 7 days prior to the initiation of disturbance activities during the early part of the nesting season (February through April) and no more than 30 days prior to the initiation of disturbance activities during the late part of the nesting season (May through August). If no active nests are present within 250 feet of construction or tree removal, then activities can proceed as scheduled. However, if an active nest is detected during the survey within 250 feet of construction or tree removal, then the establishment of a protective buffer zone from each active nest (typically 250 feet for raptors and 75 feet for other species) shall be clearly delineated or fenced until the juvenile bird(s) have fledged (left the nest), unless the biologist determines that construction noise/tree removal would not impact the active nest. Implementation of this mitigation measure shall be the responsibility of the project applicant.	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
Biological Resources	The proposed project includes the removal of seven heritage trees from the project site and adjacent right-of-way. Additionally, the proposed project may affect the health and structural integrity of the three heritage trees on adjacent parcels during site preparation and excavation activities within root zones and building construction within the trees' canopies.	BIO-2	Heritage trees removed from the project site shall be replaced based on a 2:1 ratio with 24-inch box specimens. Additional new trees may be required by the City to replace the other trees to be removed on the site. Prior to tree removal, the species and location of replacement trees shall be approved by the City of Mountain View Arborist and Zoning Administrator. Implementation of this mitigation measure shall be the responsibility of the project applicant.	Less than significant
Biological Resources	Project construction activities could have the potential to affect trees remaining on the project site and trees adjacent to the site.	BIO-3	Prior to initiation of construction, to reduce the impact of construction on trees remaining on the site and trees adjacent to the site, a report prepared by a qualified arborist detailing tree protection and preservation measures shall be prepared for the project. This report shall detail care necessary for trees remaining on the site before, during, and after construction. The arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			that all tree preservation measures have been implemented. The tree protection measures listed in the arborist's report shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. No materials may be stored within the drip line of any tree on the project site. Implementation of this mitigation measure shall be the responsibility of the project applicant.	
Cultural Resources	Project-related demolition, excavation, grading and other earth-moving activities could damage or destroy subsurface archaeological resources that may be present on the project site.	CR- 1a	Prior to the onset of site preparation and excavation, a qualified professional archaeologist shall be hired at the applicant's expense to act as the project archaeologist and monitor all earth-disturbing activities including, but not limited to, grading, trenching and demolition and construction excavation. Archaeological monitoring shall be carried out in two phases as follows:	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			1. Phase 1 shall consist of monitoring during earthmoving activities for demolition, 2. Phase 2 shall consist of archaeological monitoring during construction excavation for the proposed project.	
Cultural Resources		CR- 1b	At the completion of the Phase I monitoring, and prior to the onset of construction excavation, the project archaeologist shall prepare and submit to the Zoning Administrator, a letter report summarizing field finds and making a recommendation on the possible need for archaeological mitigation excavation and/or continued monitoring of construction excavation. The report shall identify temporary and permanent curation facilities for any materials that may be recovered during monitoring and/or archaeological mitigation excavation (data recovery). This measure shall be implemented at the applicant's expense.	Less than significant
Cultural Resources		CR-1c	If individual artifacts and/or intact archaeological features are discovered at any time during site preparation and excavation activities, work shall be halted at a minimum of	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			165 feet (50 meters) from the find and the area shall be staked off. The following measures shall be implemented under the direction of the project archaeologist and at the applicants' expense, including, but not limited to the following: 1. Procedures for Discovery of Artifacts. During the course of earthmoving activities, any individual artifacts (prehistoric or historic) noted by the archaeological monitor will be collected and stored for further analysis. Temporary cessation of excavation may be necessary for the efficient and safe retrieval of these materials. Work may be allowed to proceed elsewhere on the site with approval from and under the direction of the project archaeologist, while the find is evaluated. 2. Procedures for Discovery of an Intact Archaeological Features/Deposit. During the course of earthmoving activities should an intact archaeological feature/deposit be discovered, excavation and construction activities may be halted for the purpose of identifying and mapping the material, and find-	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			specific mitigation recommendations will be discussed with the project representative. These recommendations may include sampling, or salvage recovery of the archaeological material if appropriate for the protection of the resource. 3. Procedures for Archaeological Mitigation Excavation. Archaeological mitigation excavation may be required in the event that previously undiscovered significant archaeological artifacts or intact features are encountered during the archaeological monitoring of earth-disturbing demolition and construction activities. This would consist of the excavation of a volumetric sample of an archaeological deposit based on the total proposed earthmoving activities. Both mechanical and hand excavation/screening are considered appropriate in order to execute an archaeological mitigation plan. Placement of the excavation areas is based on available archival background data, field observations, and suggested locations by project representatives. Mechanical and/or hand excavation would be conducted at the	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			discretion of the project archaeologist using standard archaeological techniques. Laboratory Methods. Scientific analysis will be performed on any resources recovered from the archaeological monitoring for this project following basic laboratory operations. Any artifacts and archaeological features found during construction shall be removed, cleaned, or stabilized/conserved, and catalogued in accordance with professional curation practices. Curation. Upon completion of the monitoring program, and submittal of the final report of findings, cultural materials recovered during monitoring and data recovery shall be appropriately curated.	
Cultural Resources		CR-1d	The project applicant shall include mitigation measures CR-1a – CR-1c on all construction and bid documents for the project.	
Cultural Resources		CR-1e	The project archaeologist shall prepare at the applicant's expense, a final report documenting and synthesizing all data collected from the above mentioned measures. The report shall include recording and analysis of materials	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			recovered, conclusions, and any additional recommendations. The project archaeologist shall submit the report to the Zoning Administrator and shall file the report with the California Historical Resources File System, Northwest Information Center (CHRIS/NWIC) at Sonoma State University.	
Cultural Resources	Destruction of any previously undiscovered archaeological resources, including human remains	CR-2a	In the event of the discovery of human remains during construction, construction activities within 30 feet of the find shall be halted for evaluation by a qualified archaeologist. 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 human and of Native American origin, the Most Likely Descendent (MLD) assigned by the Native American Heritage Commission (NAHC) shall recommend techniques of removal and procedures for reburial. Associated grave goods and soil samples will be analyzed per agreement with the Most Likely Descendent. Diagnostic artifacts such as projectile points, shell beads, and ground stone	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			artifacts will be studied and illustrated for the final report. Radiocarbon dating and obsidian hydration and sourcing may be undertaken if suitable samples are present. Reinternment of human remains will be performed in concordance with California law. The MLD will be consulted as to procedural detail. The location and procedures of this undertaking will be recorded by the project archaeologist. This information will be included in the final report required by mitigation measure CR-1e, or if necessary, as an addendum to the report.	
Cultural Resources		CR-2b	The project applicant shall include mitigation measure CR-2a on all construction and bid documents for the project.	
Hazards and Hazardous Materials	The proposed project includes demolition of buildings that may contain lead based paint, the improper handling and disposal of which, during demolition activities could release lead-containing hazardous materials and waste into	HZ-1	Prior to issuance of a demolition permit, the project proponent shall have a lead survey completed by a qualified practitioner in accordance with the applicable regulations. The lead survey shall include an assessment of lead in building materials. If measured lead levels in or adjacent to a structure exceed established	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
	the environment and increase exposures to their hazardous effects.		thresholds, a work plan shall be developed and implemented to remove and dispose of the lead-containing materials in accordance with the established regulations.	
Hazards and Hazardous Materials	The proposed project could result in increased exposures to the harmful effects of TCE from the MEW groundwater plume during construction and throughout the lifetime of the proposed project.	HZ-2a	To protect construction workers from exposures to contaminated soils and/or groundwater during excavation activities on the site, including the public park, the project proponent shall, prior to the commencement of demolition and excavation activities, prepare and submit a Soil Management and Air Monitoring Plan to the U.S. Environmental Protection Agency for review and comment. The final copy shall be sent to the Santa Clara County Department of Health. During implementation of the Plan, groundwater, soil gas, soil, and air sampling may be necessary. Implementation of this mitigation measure is the responsibility of the project applicant and shall be completed prior to issuance of demolition and building permits.	Less than significant
		HZ-2b	If contaminated soils are encountered during excavation activities for the project site and the	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			public park, earthwork activities shall be performed by a licensed hazardous materials contractor with personnel trained in hazardous waste operations using the soil management procedures described in the Soil Management and Air Monitoring Plan. Excavated soils suspected of being contaminated shall be stockpiled separately on impermeable liners to reduce infiltration by rainwater and contamination of underlying soils. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions. If other contamination (non-trichloroethene (TCE) or other VOC contamination) is encountered, the Santa Clara County Department of Environmental Health shall be notified regarding the removal and disposal of contaminated soil. Implementation of this mitigation measure is the responsibility of the project applicant.	
		HZ-2c	To protect future residents from trichloroethene (TCE)/other volatile organic compound exposures over the lifetime of the project, the	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			project proponent shall cooperate with ongoing groundwater and vapor intrusion monitoring on-site as required by the U.S. Environmental Protection Agency until concentrations decrease to levels that would allow closure. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions. Implementation of this mitigation measure is the responsibility of the project applicant.	
Hazards and Hazardous Materials		HZ-2d	Prior to issuance of building permits, the project design shall incorporate appropriate structural and engineering features to reduce the risk of vapor intrusion into the new buildings. Appropriate design features shall be determined prior to application for a building permit subject to the review and approval of the U.S. Environmental Protection Agency and the City of Mountain View building official. Appropriate design features may include, but not be limited to, the following: Installation of an impermeable vapor barrier and sub-slab passive vapor ventilation with the ability to be made active in all new buildings;	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			Seal any penetrations; Placement of low-permeability backfill where utility trenches extend off site; Placement of utility conduits above groundwater levels or, in the alternative, installed with water-tight fittings to reduce the potential for groundwater to leak into conduits; Install corrosion-resistant utilities piping, flanges, gaskets, couplings and other fittings; and/or Other structural or engineered considerations determined to provide equivalent levels of protection by the U.S. Environmental Protection Agency. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions. Implementation of this mitigation measure is the responsibility of the project applicant.	
Hazards and Hazardous Materials		HZ-2e	If additional on site groundwater or soil vapor treatment vapor intrusion remediation or other remediation strategies are required by the U.S. Environmental Protection Agency to reduce	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			trichloroethene (TCE) concentrations on the site and within the vicinity to that which would allow closure, the project proponent shall cooperate with these measures. The project proponent shall include this requirement on all project bid documents and Covenants, Conditions and Restrictions. Implementation of this mitigation measure is the responsibility of the project applicant.	
Noise	The proposed project would expose residents, particularly for the building nearest Fairchild Drive, to interior noise levels that exceed the City's maximum interior noise level threshold of 45dBA.	N-1	The applicant shall have an acoustical consultant review the construction design details and materials to ensure that appropriate noise control measures are incorporated into the project so that interior noise levels are reduced to 45 dBA Ldn or less. The acoustical consultant shall review the construction plans, building elevations, and floor plans prior to construction to calculate expected interior and exterior noise levels and ensure compliance with City policies and State noise regulations. If determined necessary by the construction-level acoustical analysis, appropriate building construction techniques including sound-rated windows, doors, and	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			building façade treatments including sound rated wall construction, acoustical caulking, etc., shall be required for residential units facing public streets. Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all residential units, so that windows could be kept closed at the occupant's discretion to control noise.	
Noise	Construction of the proposed project would expose nearby residents to a temporary increase in ambient noise levels that exceed the City's maximum noise levels for stationary equipment at 55 dBA and would be at least 5 dBA Leq above the ambient noise environment.	N-2	1. Pursuant to the City Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. Construction shall be prohibited on Saturdays, Sundays and holidays. 2. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. 3. Unnecessary idling of internal combustion engines should be strictly prohibited. 4. Located stationary noise generating equipment such as air compressors or portable	Less than significant

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA. 5. Utilize "quiet" air compressors and other stationary noise sources where technology exists. 6. Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible. 7. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. 8. The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.	

Area of Concern	Significant Impact	Mitigation Number	Mitigation Measure Summary	Residual Impact
			9. Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.	

Source: EMC Planning Group Inc. 2015

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All documents indicated in bold are available for review at the **City of Mountain View Planning Department, 500 Castro Street, First Floor, Mountain View CA. (650)-903-6474** during normal business hours.

All documents listed above are available for review at EMC Planning Group Inc., 301 Lighthouse Avenue, Suite C, Monterey, California 93940, (831) 649-1799 during normal business hours.

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H. Proposed Mitigated Negative Declaration

The Proposed Mitigated Negative Declaration is presented on the following pages.

PROPOSED
MITIGATED NEGATIVE DECLARATION
FEBRUARY 9, 2015
133 & 149 FAIRCHILD DRIVE
ROWHOUSE PROJECT
(133-14-PUD)

In Compliance with the
California Environmental Quality Act (CEQA)

Lead Agency:	City of Mountain View
Project Proponent:	Dividend Homes Inc. 385 Woodview Avenue, Suite 100 Morgan Hill, CA 95037
Project Location:	The project site is located at 133 & 149 Fairchild Drive in the City of Mountain View, Santa Clara County. The property is located east of Highway 85 and directly south of Highway 101 in the eastern portion of the City near Moffet Field.
Project Description:	The proposed project is the demolition of a recreational vehicle (RV) park (30 spaces), one mobile home, two single-family homes, an eight-unit motel, a small commercial business, and the RV park office, and the construction of 35 attached rowhouse units on a 1.58-acre site at 133 and 149 Fairchild Drive in the City of Mountain View. The proposed project includes the removal of seven protected trees, and the construction of curbs, sidewalks, and utility infrastructure improvements within the public right-of-way on Fairchild Drive and Evandale Avenue. The project also includes the dedication of 0.27 acres to the City to be used as city parkland.
Public Review Period:	Begins: February 10, 2015 Ends: March 11, 2015

Address Where Written Comments May be Sent:	City of Mountain View Planning Department 500 Castro Street, First Floor P.O Box 7540 Mountain View, CA 94039-7540
Proposed Findings:	The City of Mountain View (lead agency) is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based. The initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of the whole record before the lead agency that the project, with mitigation measures incorporated, may have a significant effect on the environment.

I. Appendices

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