

Initial Study/CEQA Compliance Checklist

2700 West El Camino Real Mixed-Use Project



May 2017

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	2700 West El Camino Real Residential Project	FILE NUMBERS: 206-16-PCZA
SITE ADDRESS:	2700 West El Camino Real Mountain View, CA 94040	APN(s): 148-09-009
APPLICANT:	SummerHill Apartment Communities 777 California Avenue Palo Alto, CA 94304	PHONE: (650) 842-2360
PROPERTY OWNER:	The Torres Enterprises LP	
<p>Previously Certified EIRs:</p> <ul style="list-style-type: none"> – <i>El Camino Real (ECR) Precise Plan EIR</i> (2014), SCH #: 2014032002 – <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR</i> (2012) SCH #: 2011012069 		
<p>PROJECT DESCRIPTION SUMMARY: The project proposes to demolish an existing 98-room hotel and a 9,600 square foot restaurant and construct a new, five-story, mixed-use development with 211 residential units, a 2,000 square foot ground-floor commercial space, and two levels of underground parking on a 2.3-acre project site (APN 148-09-009).</p>		
<p>ENVIRONMENTAL SETTING: The project site is bordered by multi-family residential uses to the north, a motel to the west, West El Camino Real to the south and Del Medio Avenue to the east. The project site is adjacent to the City of Palo Alto to the west, and adjacent to the City of Los Altos across El Camino Real to the south. The project site is currently developed with an operating 98-room hotel and 9,600 square foot restaurant.</p>		
<p>DETERMINATION: This Initial Study determined that the proposed project would result in either no impact or a less than significant impact as addressed in the El Camino Real Precise Plan Environmental Impact Report (EIR certified in November 2014), El Camino Real Precise Plan Initial Study (August 2014) and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR (2030 General Plan EIR). The project complies with the California Environmental Quality Act (CEQA), since residential and commercial uses at the proposed intensity on the site were analyzed in the El Camino Real Precise Plan EIR and El Camino Real Precise Plan Initial Study.</p>		

(ADDITIONAL / NO ADDITIONAL IMPACT FINDING): The proposed project is in compliance with the California Environmental Quality Act (CEQA), because an Initial Study was prepared pursuant to CEQA Guidelines and found, with implementation of the El Camino Real Precise Plan standards and guidelines, standard City Conditions of Approval, State regulations, mitigation measures identified in the El Camino Real Precise Plan EIR, El Camino Real Precise Plan Initial Study, and the 2030 General Plan EIR, and Operational Improvements, the proposed addition of 211 multi-family residential units and 2,000 square feet of commercial space at the project site would not result in any

new environmental impacts beyond those previously evaluated and disclosed in the EIRs and Initial Study.

Prepared by: Diana Pancholi, Assistant Planner
Community Development Department

Date: May 4, 2017

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

HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

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

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

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

PROJECT DESCRIPTION

Existing Site Conditions: The project site contains an operating 98-room hotel and a 9,600 square foot restaurant, paved parking surfaces and landscaping. The project site is bordered by multi-family residential uses to the north, a motel to the west, West El Camino Real to the south and Del Medio Avenue to the east. The project site is adjacent to the City of Palo Alto to the west, and adjacent to the City of Los Altos across El Camino Real to the south. A regional map and a vicinity map of the

site are shown on Figures 1 and 2; an aerial photograph of the project site and the surrounding area is shown on Figure 3.

Proposed Project: The project includes the development of a five-story, 227,390 square foot mixed-use development with 211 residential units, 2,000 square feet of commercial space (on the corner of West El Camino Real and Del Medio Avenue), and one and one-half levels of underground parking with 288 parking spaces. The proposed project would demolish the existing structures and remove five on-site and three street Heritage trees.

The proposed commercial space, a wi-fi café/lounge area, leasing office and lower lobby would be located at the ground floor at the southeast corner of the building, opening out to a 1,900 square foot plaza at the corner of Del Medio Avenue and West El Camino Real. Residential units, a club room, and two-story height fitness center would be located above the parking podium, with a 15,000 square foot central courtyard with a swimming pool, spa, and seating area for residents at the podium level in the center of the building. Residential units would comprise the second through fifth floors. .

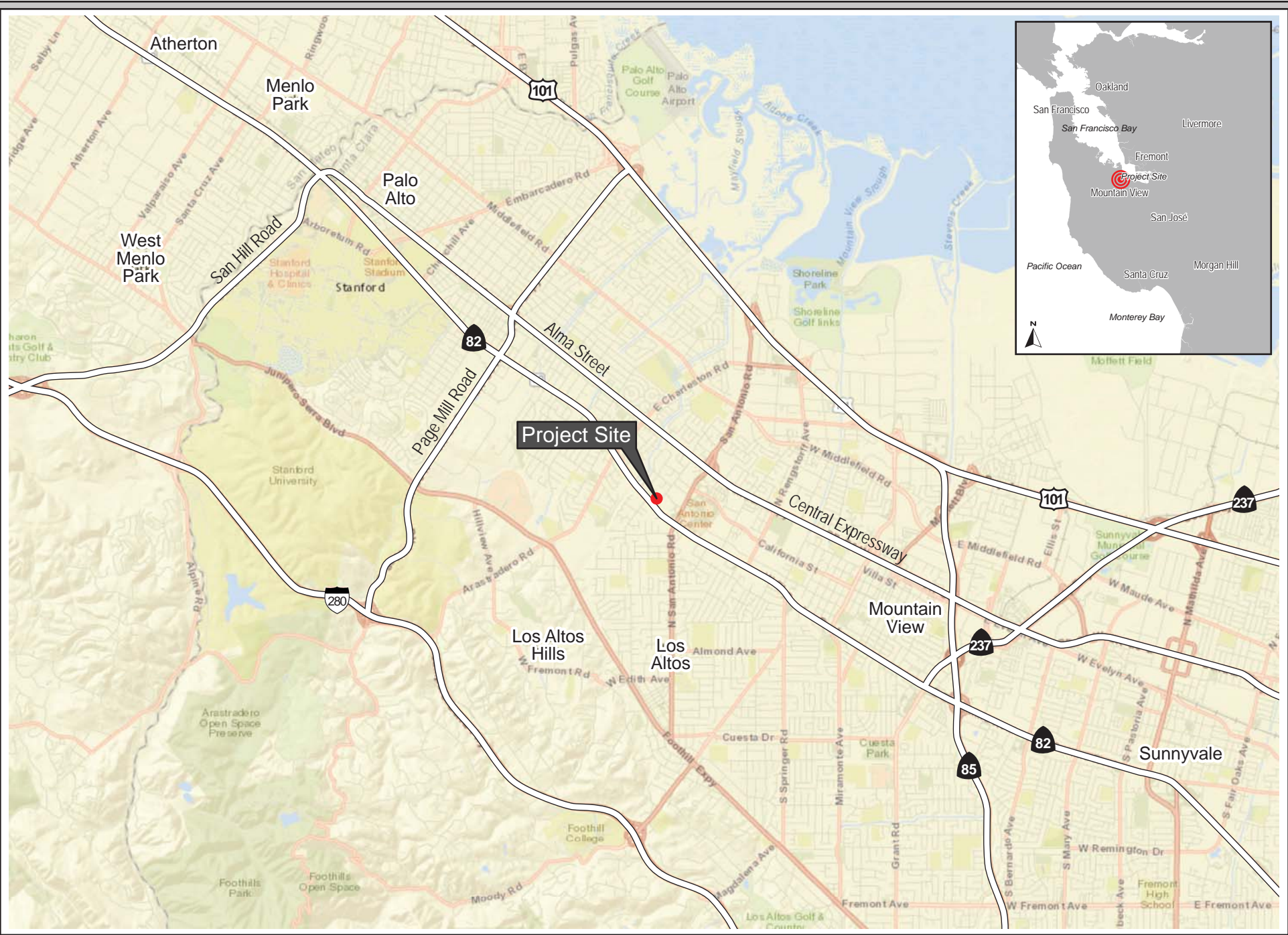
The proposed building would extend to a height of approximately 65 feet above the ground surface. The proposed building would have a front setback of 17 feet from West El Camino Real, a 16 foot side setback from Del Medio Avenue, a 15 foot setback from the adjacent commercial property line to the west, and a 61 foot rear setback from the residential property line to the north.

Approximately 87 trees would be planted on the project site and along the West El Camino Real and Del Medio Avenue frontages. Trees on the site could include scarlet oak (street trees along West El Camino Real), red maple (street trees along Del Medio Avenue), queen palm, thornless honey locust, olive, flowering plum, crepe myrtle, citrus and lemonwood.

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

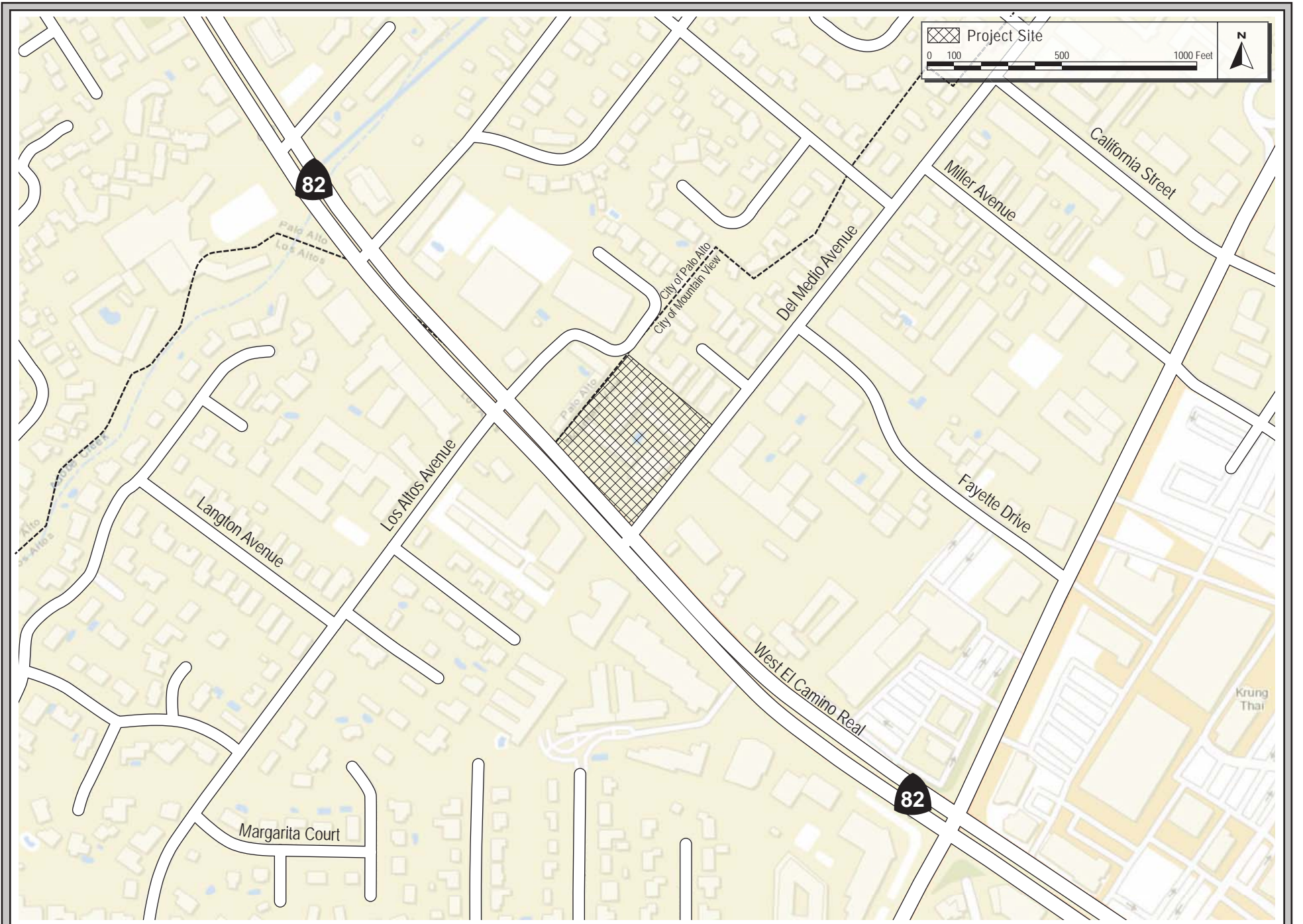
General Plan and Zoning

The General Plan land use designation of the site is Mixed-Use Corridor which allows building heights of up to four stories. The entire site is zoned (P38) El Camino Real Precise Plan. Under this zoning district, the project site is designated as Medium-Intensity Corridor and Neighborhood Corners. The Medium-Intensity Corridor designation allows a base floor area ratio (FAR) of 1.35 and maximum height of 45 feet (three stories) and a Tier 1 bonus to a FAR of 1.85 and 55 feet (four stories), if the project includes public benefits. The Neighborhood Corners designation allows new developments within the Medium-Intensity Corridor to exceed the maximum building height by 10 feet. The Neighborhood Corners designation also requires new developments to have a minimum of 2,000 square feet of ground floor commercial space. The proposed project qualifies for a density bonus which allows for a FAR increase of 0.43 (i.e., the proposed project is allowed a maximum 2.28 FAR).



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

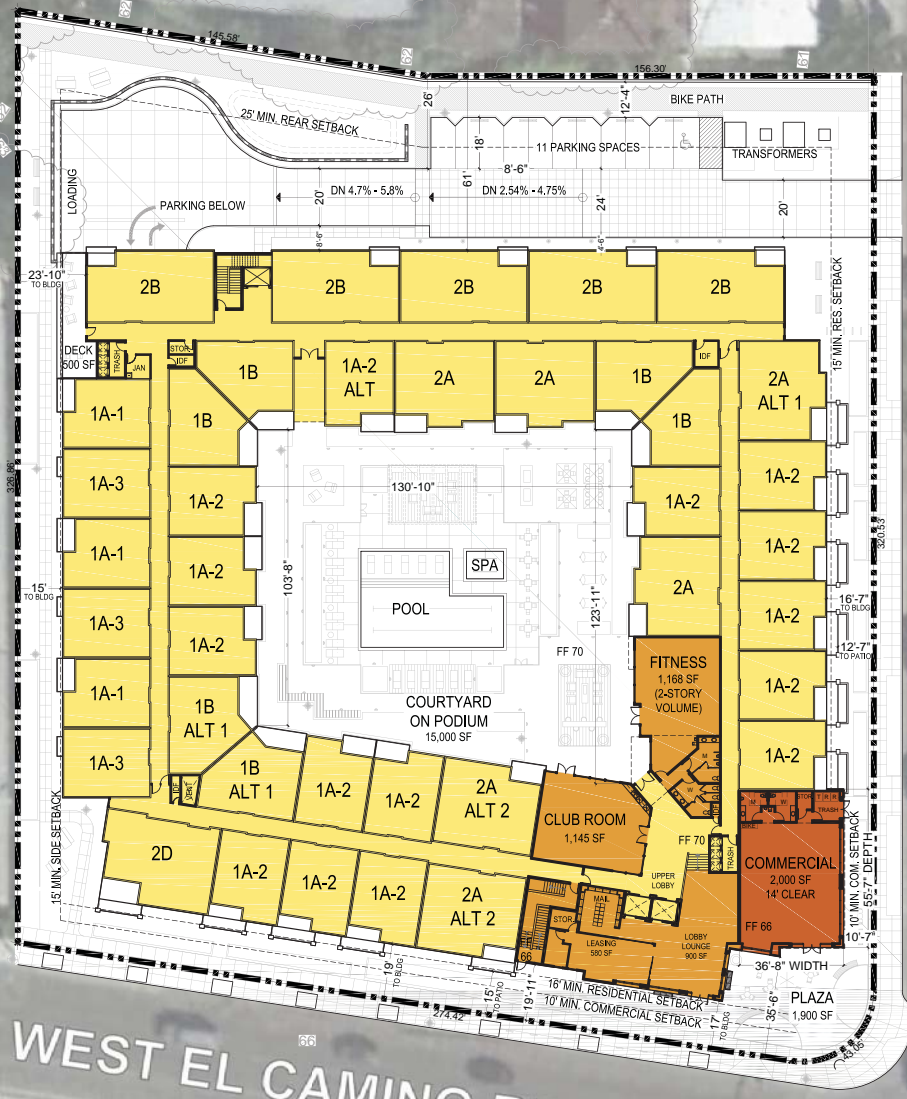


AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

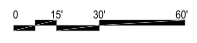
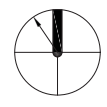
FIGURE 3

CESANO COURT

DEL MEDIO AVENUE



WEST EL CAMINO REAL



CONCEPTUAL SITE PLAN

FIGURE 4



East Elevation - Along Del Medio Ave.



South Elevation - Along El Camino Real

Access, Circulation, and Parking

A new 20-foot wide, full-access driveway would be constructed at the northeast corner of the site on Del Medio Avenue and would provide access to 11 surface parking spaces to serve the commercial space and the below grade parking levels. The proposed project includes one and one-half levels of below grade parking with 277 vehicular and 239 bicycle parking spaces. The resident parking areas of the garage would be gated and would include 33 tandem parking spaces.

The proposed project would construct a 12-foot wide pedestrian/bicycle path across the north end of the site, connecting Del Medio Avenue to Cesano Court. A paved walking path would also be provided along the western edge of the site.

Heritage Trees

The site contains 30 on-site trees, including five Heritage trees, as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). There are four street trees, three of which are considered Heritage trees, adjacent to the site on West El Camino Real, and five trees (four of which are Heritage) that are located on the northern residential property with canopies that overhang the project site. The project proposes to remove all 30 on-site trees and the four street trees, which would include removal of eight Heritage trees.

Approximately 87 trees, which include scarlet oak, red maple, queen palm, thornless honey locust, olive, flowering plum, crepe myrtle, citrus and lemonwood on the site and along the street frontages.

Demolition and Construction

The project proposes to demolish an existing 98-room hotel and a 9,600 square foot restaurant, and remove eight Heritage and 26 non-Heritage trees. The project proposes to develop a five-story mixed-use building with two levels of below grade parking. The project proposes to remove approximately 41,200 cubic yards of soil and debris from the site. Project demolition and construction would take approximately 13 months to complete.

Green Building and Emissions Reduction Features

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Residential Mandatory Measures of the 2013 California Green Building Code (CALGreen) residential developments greater than five units. The Green Building Code also requires new residential developments with over five units to have at least 70 GreenPoint rated points and meet the Mandatory CALGreen requirements. The project would seek to attain 90 GreenPoint rated points. The project would include a high efficiency irrigation system, heating and cooling systems, and insulation, as well as bicycle parking stalls for residents.

COMPARISON WITH APPROVED PROJECT

The approved El Camino Real Precise Plan includes 752 new housing units with the buildout of the Precise Plan. The 2700 El Camino Real Mixed-Use Project proposes 211 new housing units, or approximately 28 percent of the approved increase in development within the El Camino Real Precise Plan area. Buildout of the Precise Plan would result in a decrease of 530 jobs. Given that the proposed project would reduce the amount of commercial space on the site, the proposed project is consistent with the job decrease assumption disclosed in the Precise Plan. The site is located within the Medium Intensity Corridor and Neighborhood Corners area of the El Camino Real Precise Plan area, and the project proposes the type, mass, and scale of development envisioned in the Precise Plan. The proposed project complies with the standards and guidelines in the adopted El Camino Real Precise Plan.

APPROVALS REQUIRED

The proposed 2700 West El Camino Real Mixed-Use Project will require approval from the Mountain View City Council. The project is subject to the City's site-specific design review process, and would require the following City permits:

- Planned Community Permit
- Development Review Permit
- Provisional Use Permit
- Heritage Tree Removal Permit
- Building Permit
- Tentative Map

ENVIRONMENTAL CONCLUSION

The proposed project is in compliance with CEQA because an Initial Study was prepared pursuant to CEQA Guidelines, and found with implementation of the El Camino Real Precise Plan standards and guidelines, standard City Conditions of Approval, state regulations, and mitigation measures identified in the El Camino Real Precise Plan EIR, El Camino Real Precise Plan Initial Study and the 2030 General Plan EIR, the proposed 211 residential units and 2,000 square feet of commercial space at the project site would not result in any new environmental impacts beyond those previously evaluated and disclosed in the EIRs and Initial Study.

Appendices Following Checklist:

- Appendix A: Air Quality Report and Letter
- Appendix B: Arborist Report
- Appendix C: Archaeological Literature Review
- Appendix D: Geotechnical Report
- Appendix E: Phase I Environmental Site Assessment
- Appendix F: Noise Assessment
- Appendix G: Site Specific Transportation Analysis
Transportation Demand Management Plan
- Appendix H: Utility Impact Study

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

ENVIRONMENTAL CHECKLIST

COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

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

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

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

A. Where Impact was Analyzed in Prior Environmental Documents

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

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

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

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

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

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

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous

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

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

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

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

E. Prior Environmental Document Mitigations Implemented or Address Impacts.

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

Discussion and Mitigation Sections

Discussion

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

Standard Mitigation Measures

Applicable Standard Mitigation Measures are listed under each environmental category.

EIR Mitigation Measures

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

Special Mitigation Measures

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

ENVIRONMENTAL CHECKLIST

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

Discussion:

The El Camino Real Precise Plan EIR disclosed that planned development under the El Camino Real Precise Plan, including the proposed addition of the five story, mixed-use development with 211 residential units and 2,000 square feet of commercial space within the El Camino Real Precise Plan area, would not result in a significant impact to aesthetic resources. The El Camino Real Precise Plan is organized into six different corridor character areas, each with distinct urban form and character.

The proposed project is within the Medium-Intensity Corridor and Neighborhood Corners area and is consistent with the character areas' development standards. The Medium-Intensity Corridor designation allows new mixed-use projects to have a maximum height of four stories or 55 feet in height, for projects that are adjacent to multi-family neighborhoods and provide public benefits. Neighborhood Corner areas in the Precise Plan allow developments to exceed the allowed maximum building height by up to 10 feet. The maximum height of the proposed building be 65 feet tall, and therefore, would be consistent with the Neighborhood Corners height allowance.

The facades of the proposed mixed use building would be comprised of stucco, cement siding, and laminate paneling. The project site is bordered by multi-family residential uses to the north, a motel to the west, West El Camino Real to the south and Del Medio Avenue to the east.

1a. The 2030 General Plan does not identify specific scenic vistas within the City of Mountain View. Scenic views of the Santa Cruz Mountains to the south and west, and views of other natural features such as the shoreline and Mount Diablo to the northeast, Mission Peak to the east, and Stevens Creek to the east are available throughout the City. Due to blocked views from existing vegetation and urban development in the El Camino Real Precise Plan area, there are no scenic views of these features from the project site or adjacent properties. The proposed five-story development would, therefore, not block scenic views of the adjacent properties. For these reasons, implementation of the proposed project would not result in a significant impact to scenic vistas.

1b. There are no officially designated state scenic highways in the El Camino Real Precise Plan area, nor is the El Camino Real area visible from a state scenic highway. The closest state-designated scenic highway is Interstate 280, from San Bruno to the San Mateo County/Santa Clara County border, approximately 4.25 miles southwest of the project site. The project site is not located on a scenic view corridor. The proposed project, which is within the El Camino Real Precise Plan area would, therefore, not damage scenic resources within a state scenic highway.

Based on the Arborist Survey for the proposed project (Appendix B), of the 34 existing on-site and street trees proposed for removal, 29 are in poor or moderate condition (i.e., have moderate to significant structural defects) and are not considered scenic resources. The remaining five trees (two Mexican fan palms, two queen palms, and one Chinese pistache) are in good condition. None of the trees proposed for removal are native to the area considered scenic resources. The project site does not contain rock outcroppings or other scenic resources. For these reasons, the project would result in a less than significant impact to scenic resources on-site and in the project area.

1c. The proposed project is consistent with General Plan policies designed to protect and enhance visual character of the project area. The project would implement Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways, and Policy LUD 9.1, which ensures that new development includes sensitive height and setback transitions. The City's development review process, which includes the City Zoning Administrator and the Development Review Committee, would ensure that the architecture and urban design of the proposed development would protect the City's visual environment.

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

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

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

Standard Condition of Approval:

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

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

Conclusion: The proposed mixed-use development project would not result in a new or substantially increased aesthetics impact compared to the El Camino Real Precise Plan Initial Study or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>2. AGRICULTURE AND FORESTRY RESOURCES.</p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p>					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A

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

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

The discussion in this section is based in part on the “2700 West El Camino Real Apartments, TAC Assessment, Mountain View,” and “2700 W. El Camino Real, Mountain View, CA – Air Quality Issues” letter prepared by *Illingworth & Rodkin, Inc.* in August 2016 and February 2017, respectively. These reports are attached to this checklist as Appendix A.

Discussion:

The project site is currently developed with hotel and restaurant buildings. Air pollutant emissions generated from operations of the site are primarily generated from vehicle trips. The closest sensitive receptors to the project site are multi-family residences approximately 10 feet north of the site and multi-family residences to the east of Del Medio Avenue, approximately 75 feet east of the site.

3a. The proposed project would comply with the Bay Area 2010 Clean Air Plan air quality control measures.¹ The project would comply with transportation and mobile source control measures by improving pedestrian walkability and bicycle access to transit. The proposed project would construct a bicycle path that would extend from Del Medio Avenue to Cesano Court. Sidewalk improvements on West El Camino Real and Del Medio Avenue would also be completed as a part of the project. By incorporating air quality control measures identified in the El Camino Real Precise Plan EIR and improving pedestrian walkability and alternative modes of transportation, the proposed mixed-use development would not disrupt or hinder the implementation of any Clean Air Plan control measures.

3b-c. Based on the conclusions of the El Camino Real Precise Plan EIR transportation analysis, the number of daily vehicle trips generated under the 2030 Cumulative Conditions (without implementation of the El Camino Real Precise Plan) is equivalent to the daily trips generated under the 2030 Cumulative Plus Project Conditions (includes the implementation of the El Camino Real Precise Plan). The analysis concluded that daily vehicle trips would not increase at a greater rate than service population growth, due to the proposed mix of uses which would promote walkability and use of alternate modes of transportation. The proposed project trips are within the total trips generated by buildout of the El Camino Real Precise Plan. Since the number of vehicle trips would not increase with the implementation of the El Camino Real Precise Plan when compared to the cumulative conditions, neither the implementation of the project or buildout of the El Camino Real Precise Plan would result in a significant contribution to local criteria air pollutant emissions.

The BAAQMD CEQA Air Quality Guidelines conclude that a project would result in a less than significant impact to localized carbon monoxide concentrations if the project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The ECR Precise Plan traffic analysis shows that the heaviest (PM) peak hour traffic volumes, for all turning movements, at the nearest evaluated intersections, Del Medio Avenue/El Camino Real (the project site is on the northwest quadrant of this intersection), North San Antonio Road/El Camino Real (one quarter mile east of the site) and North San Antonio Road/California Street (0.3 miles northeast of the site) would total approximately 5,900, 8,720, and 5,420 vehicles, respectively, under the 2030 Cumulative Plus Project Scenario. The proposed project would contribute a total of 12 net new PM peak hour trips, distributed across all study intersections. The project, therefore, would not increase traffic volumes at

¹ In January 2017, BAAQMD released a 2017 Draft Clean Air Plan. The Plan has not yet been adopted.

any study intersection to more than 44,000 vehicles per hour and would result in a less than significant local carbon monoxide impact. Consistent with the El Camino Real Precise Plan EIR conclusions, the project would not result in a cumulatively considerable contribution to local criteria pollutant emissions.

BAAQMD CEQA Air Quality Guidelines identifies the size of land use projects that could result in significant air pollutant emissions. For operational impacts, the BAAQMD screening size for mid-rise apartments is 494 dwelling units and for construction impacts, the screening size is 240 dwelling units for low-rise apartments. The operational screening size for a strip malls² is 99,000 square feet and the construction screening size is 277,000 square feet. The proposed mixed-use development, with 211 residential units and 2,000 square feet of commercial space would be below the BAAQMD screening thresholds for operational and construction criteria air pollutants. Consistent with the conclusions of the El Camino Real Precise Plan, implementation of the project would, therefore, not result in cumulatively considerable contribution to regional criteria air pollutants.

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

3d. Construction Toxic Air Contaminant Emissions Impacts on Nearby Sensitive Receptors: Given the proximity of residential uses (i.e., sensitive receptors) to the El Camino Real Precise Plan area, the El Camino Real Precise Plan EIR identified a potentially significant air quality impact to sensitive receptors (**Impact AIR-1**) from construction emissions of dust and diesel exhaust. The **Mitigation Measure AIR-1** in the Precise Plan EIR requires that new development projects under the Precise Plan with residences within 1,000 feet of the site complete a construction health risk assessment to assess emissions from construction prior to the issuance of building permits.

A construction health toxic air contaminant (TAC) health risk assessment and a letter that confirmed the results of this assessment were completed for the proposed project by *Illingworth & Rodkin*, to assess the impacts of project construction emissions on nearby sensitive receptors, specifically the residences surrounding the site. The maximum-modeled diesel particulate matter (DPM) and particulate matter under 2.5 microns (PM_{2.5}) concentrations occurred at the first floor of the multi-family residences, 75 feet east of the project site. The maximum cancer risk for an individual would also occur at this location.

² Based on CalEEMod User's Guide, 2013 (published by California Air Pollution Control Officers Association): strip malls account for a variety of retail shops, hard goods and services such as real estate offices, dance studios, florists and small restaurants.

Results of the assessments for project construction show that the maximum residential incremental infant cancer risk at the maximally exposed individual (MEI) receptor would be approximately 19 in one million and the maximum residential adult incremental cancer risk would be 0.33 in one million. The project would have a significant impact with respect to community risk caused by project construction activities, since infant cancer risk would be above the single-source BAAQMD thresholds of 10 per million.

Implementation of the following standard conditions of approval and Operational Improvement Measure AIR-1.1 would reduce the impact of the project's construction emissions to a less than significant level.

Standard Conditions of Approval:

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

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

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

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

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

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

- **AIR-1.1:** The project shall develop a plan demonstrating that the off-road equipment used to on-site to construct the project would achieve at least a fleetwide average 47 percent reduction in exhaust PM_{2.5} emissions. The following measures could be implemented to achieve this required reduction:
 - All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent; and
 - All diesel-powered portable equipment (i.e., aerial lifts, air compressors, concrete saws, generators, and forklifts) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. The construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) in-lieu of Tier 4 engines would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City.

Implementation of the above standard conditions of approval would reduce exhaust emissions by five percent and fugitive dust emissions by over 50 percent. Implementation of the Operational Improvement Measure AIR-1.1 would further reduce on-site diesel exhaust emissions. With the implementation above the above standard conditions of approval and Operational Improvement Measure AIR-1.1, the maximum increased residential infant cancer risk for construction would be reduced to 6.2 in one million, which is below the BAAQMD thresholds of greater than 10 per one million for cancer risk. Implementation of the above standard conditions of approval and operational improvement measure would, therefore, would reduce the impact of project construction emissions on sensitive receptors to less than significant.

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

Operational Impacts

The proposed project is a typical mixed-use development and would not result significant air pollutant emissions during operations.

Impacts of Existing TAC Sources on Future Residents of the Site

The El Camino Real Precise Plan EIR identified a potentially significant air quality impact (**Impact AIR-2**) from project operations near TAC sources. **Mitigation Measure AIR-2** requires a project-specific community health risk study, specifically for new residential or other sensitive use projects, to assess the impacts of these TAC sources on the new sensitive receptors (**Mitigation Measure AIR-2**).

The health risk assessments completed for the proposed project determined that due to the high volume of traffic, vehicle emissions on West El Camino Real and a gasoline dispensing facility located at 4350 El Camino Real (150 feet west of the site) are sources of TAC emissions that could impact the project site. The analyses concluded that the maximum increased cancer risk from vehicle emissions would be 2.4 in one million on the first floor, which is below the 10 chances per million BAAQMD threshold. The analyses also determined that the maximum increased cancer risk from the gas dispensing facility would be 9.7 in one million at the proposed residences. Cancer risks at upper floor levels would be lower than the maximum first floor cancer risk.

The maximum annual PM_{2.5} concentration from vehicle emissions would be 0.3 µg/m³ at both the first and second floors and lower at the higher floor levels, which would not exceed the BAAQMD threshold of greater than 0.3 µg/m³ for PM_{2.5}. The hazardous index was estimated to be less than 0.01 for both TAC sources at the proposed development. Community risk from the combined sources was also below the BAAQMD cumulative source threshold. For these reasons, future residents of the site would not be exposed to substantial air pollutant concentrations. Existing TAC sources would have a less than significant impact on new sensitive receptors.

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

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
4. BIOLOGICAL RESOURCES. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 23	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 23	No	No	No	N/A
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 24	No	No	No	N/A

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

The discussion in this section is based in part on the “Preliminary Arborist Report” prepared by *HortScience, Inc.* in March 2016, which is attached to this checklist as Appendix B.

Discussion:

The project site is located on West El Camino Real, and contains buildings, pavement, and landscaping. The site contains 30 trees, including five Heritage trees as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). There are four street trees (three are Heritage trees) along the site’s frontage on West El Camino Real. There are also five trees (four are Heritage trees), on the property to the north, with canopies that overhang the site.

The five on-site Heritage trees include two Raywood ash, two Mexican fan palm and one queen palm, none of which are native. The three Heritage street trees along West El Camino Real are non-native sweet gum and the four Heritage trees on the northern property include one native coast live oak, two

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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non-native Monterey pine, and one non-native Chinese elm. The project proposes to remove the 30 on-site trees and four street trees, including eight non-native Heritage trees. The five trees on the northern property would remain in place.

Common Name	Condition			
	Poor	Moderate	Good/ Excellent	Total
Mexican fan palm	-	-	2	2
Queen palm	-	-	1	1
Raywood ash	-	1	1	2
Sweet gum (street tree)	-	-	3	3
Total	-	1	7	8

The project proposes to plant approximately 87 replacement trees, including trees planted on the project site and along the West El Camino Real and Del Medio Avenue frontages. Trees on the site could include scarlet oak, red maple (street trees along Del Medio Avenue), queen palm, thornless honey locust, olive, flowering plum, crepe myrtle, citrus and lemonwood. Trees would be planted in accordance with the replacement ratios described in the City of Mountain View Municipal Code.

4a. The project site is developed with buildings, pavement, and landscaping, and contains no natural habitat. The nearest creek/waterway to the site is Adobe Creek in Palo Alto, which is outside of the Precise Plan area and approximately 1,000 feet west of the site. There are two creeks that run through the Precise Plan area: Permanente Creek, which is more than 1.5 miles east of the site, and Stevens Creek, approximately three miles east of the project site. Most wildlife species that use developed habitats are generalists that have adapted to human-modified habitats, although what species are present vary depending on the types and diversity of vegetation in the urbanized area. There are no rare or sensitive species using the developed habitat on the site. Because there are no changes proposed to or within the vicinity of creeks, special-status species using these creeks such as steelhead, California red-legged frog, and western pond turtle would not be affected by implementation of the proposed project, and the project would not result in a new impact to special-status species.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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4d. As disclosed in the El Camino Real Precise Plan EIR, apart from the riparian corridors of Permanente and Stevens Creeks, the vicinity of the El Camino Real Precise Plan is not an important area for wildlife movement. There are no riparian habitats on or adjacent to the site and, therefore, the project would not interfere with the movement of wildlife or migratory fish. The project would have a less than significant impact on the movement of native or migratory wildlife species or established native resident or migratory wildlife corridors.

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

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

Standard Conditions of Approval:

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

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

4e. Construction of the project would require the removal of eight Heritage Trees and 26 non-Heritage trees, and the project would plant new trees to replace the trees to be removed. In accordance with the

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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Mountain View Tree Preservation Ordinance, a tree removal permit would be obtained prior to the removal of Heritage trees. The project would comply with the Heritage Tree Ordinance, and accompanying tree replacement and maintenance requirements as conditions of approval, as described below. For these reasons, the project would not conflict with any local policies or ordinances protecting Heritage trees.

Standard Conditions of Approval:

- **IMPLEMENTATION:** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.
- **REPLACEMENT:** The applicant shall offset the loss of each Heritage tree with a minimum of 16 replacement trees. Each replacement tree shall be no smaller than 24 inches and shall be noted on the landscape plan as Heritage replacement trees.
- **SECURITY BOND:** The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.

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

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

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

<p style="text-align: center;">Environmental Issue Area</p>	<p style="text-align: center;">A. Where Impact Was Analyzed in Prior Environmental Documents.</p>	<p style="text-align: center;">B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</p>	<p style="text-align: center;">E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</p>
<p><u>Conclusion:</u> The proposed mixed-use project would not result in a new or substantially increased biological resources impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
5. CULTURAL RESOURCES. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 27,28, 30	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 28, 29, 31,32	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 29, 32	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 33	No	No	No	N/A
<p>The discussion in this section is based in part on the Archaeological Literature Review completed by <i>Holman & Associates</i> in February 2016, which is attached to this checklist as Appendix C. The literature search was completed at the Northwest Information Center (NWIC) to assess the archaeological sensitivity in the project area.</p>					

Discussion:

Areas that are near natural water sources, (e.g., riparian corridors) in the El Camino Real Precise Plan area have a high potential to contain prehistoric archaeological deposits and associated human remains. Permanente Creek, approximately 1.5 miles east of the project site, and Stevens Creek, approximately three miles east of the site, are the only watercourses that flow through the El Camino Real Precise Plan area. The El Camino Real Precise Plan EIR did not identify any direct impacts to these watercourses.

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

The existing hotel and restaurant buildings on-site were constructed between 1960 and 1968. The on-site buildings are not listed on any historic registers and do not appear eligible as historic resources. The project would include the demolition of the existing buildings on the site.

5a. As stated in in the ECR Precise Plan EIR, in order for a potential resource to be considered historic, it generally must be 50 years or older and: listed in, or determined eligible for listing in, the California Register of Historical Resources by the State Historical Resources Commission; listed in a local register of historical resources or identified as significant in a survey meeting the requirements of Public Resource Code (PRC) Section 5024.1(g); or formally recognized by a lead agency as constituting a historical resource. While the age of the existing hotel and restaurant buildings are approximately 50 years of age, they are not associated with important events or persons in the past, and do not have distinct architectural characteristics, and do not appear eligible for listing on the California or National Register of Historic Resources, or the Mountain View Register of Historic Resources.

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

5b-d. Based on the archaeological literature search completed for the project site (in February 2016), there no recorded archaeological sites, either historic or prehistoric, within the project site's borders or within 1,000 feet of the site.

The project site is located approximately 1,000 feet east from the riparian zone of Adobe Creek in Palo Alto, an environmental setting which could have contained abundant archaeological resources (i.e., water, plant life, animals) in prehistoric times. Previous archaeological surveys of the creek did not show any evidence of archaeological resources within a quarter mile of the project site. The project site is situated in a zone of low to moderate archaeological sensitivity.

If buried historic or prehistoric archaeological and paleontological resources are encountered during excavation, construction, or infrastructure improvements, the project could significantly impact cultural resources. In compliance with 2030 General Plan policies and actions, the City has reviewed the most recent cultural resources information to determine if known archaeological and paleontological sites underlie the project site. Based on the City's review and the archaeological literature review completed by *Holman & Associates*, no known historic archaeological or paleontological resources are located on or within one-quarter mile of the site. The project would implement the City's standard conditions of approval related to the discovery of pre-historic or historic period archaeological resources and human remains (in compliance with 2030 General Plan Policies LU-1.5 and LU-11.6), should they be encountered on the site.

With incorporation of the following standard conditions of approval, the proposed mixed-use development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR.

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

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

be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

Conclusion: The proposed mixed-use development project would not result in a new or substantially increased cultural resources impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
6. GEOLOGY AND SOILS.					
Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 37-38	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 38	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that	Draft ECR Precise Plan EIR,	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Appendix A, Initial Study (2014) pp. 38-39				
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 38-39	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 38-39	No	No	No	N/A
<p>The discussion in this section is based on the Geotechnical Investigation, prepared by <i>Rockridge Geotechnical</i> in August 2016. This report is attached to this checklist as Appendix D.</p> <p><u>Discussion:</u></p> <p>Subsurface conditions at the site were explored by drilling three geotechnical borings to a depth of 45 feet below the ground surface in May 2016. Based on the results of the geotechnical investigation, the site is underlain by approximately five to seven feet of fill. The fill consists of loose to medium dense clayey sand with gravel and very stiff clay. The surficial soil is moderately expansive.³</p> <p>Below the fill, the site is underlain by alluvium, which generally consists of interbedded stiff to hard clays with varying sand and gravel content and medium dense to very dense sands with varying gravel and</p>					

³ Expansive clay is subject to volume changes with changes in moisture content.

<p style="text-align: center;">Environmental Issue Area</p>	<p style="text-align: center;">A. Where Impact Was Analyzed in Prior Environmental Documents.</p>	<p style="text-align: center;">B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</p>	<p style="text-align: center;">E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</p>
<p>finer content to the maximum depth explored of 45 feet below ground surface. Groundwater was encountered at the site at depths of 30.5 and 40.8 feet below ground surface.⁴ The project site is in a seismically active region. The groundwater level at the site is expected to fluctuate several feet seasonally with potentially larger fluctuations annually, depending on the amount of rainfall.</p> <p>The nearest major active faults are the Monte Vista – Shannon Fault, approximately three miles southwest of the site, and the North San Andreas – Peninsula Fault, approximately 5.5 miles southwest of the site. The site is, however, not located in an Alquist-Priolo fault zone and no known active or potentially active faults exist beneath the site. The site not located in a liquefaction hazard zone and has a low potential for lateral spreading.</p> <p>The proposed mixed-use development would be a five story building with one and on-half levels of underground parking. Building foundations are anticipated to extend to approximately 18 to 22 feet below grade.</p> <p>6a. As disclosed in the El Camino Real Precise Plan EIR, the project site is located in a seismically active region and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map. While no active faults are known to cross the project site and fault rupture is not anticipated to occur, ground shaking on the site could damage structures and threaten future occupants of the proposed development.</p> <p>To avoid or minimize potential damage from seismic shaking, the proposed project would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2013) California Building Code. Specific recommendations contained in a geotechnical report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division, in accordance with the standard condition of approval listed below. Implementation of standard conditions of approval and General Plan Policies would reduce the impacts of seismically induced ground shaking on the project and reduce the risk of loss, injury or death.</p> <p>The project would not be subject to substantial slope instability or landslide related hazards due to the flat topography of the site and surrounding areas. Therefore, the impact of landslides on the project would be less than significant.</p>					

⁴ Groundwater was encountered at the site at depths ranging for 17 to 24 feet below ground surface in 2011.

<p style="text-align: center;">Environmental Issue Area</p>	<p style="text-align: center;">A. Where Impact Was Analyzed in Prior Environmental Documents.</p>	<p style="text-align: center;">B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</p>	<p style="text-align: center;">E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</p>
<p>The project would implement General Plan Policies PSA 4.2, PSA 5.1, and PSA 5.2 and associated General Plan Actions to reduce the impacts of geologic hazards on future site occupants. Compliance with the California Building Code, General Plan policies, and the City’s standard conditions of approval, will ensure that geologic impacts related to implementation of the proposed project would be less than significant.</p> <p>The project would be constructed in accordance with the recommendations in the August 2016 and design-level geotechnical investigation reports (see standard condition of approval below). With incorporation of the August 2016 geotechnical recommendations and following standard condition of approval, the proposed mixed-use development project would not result in a new or substantially increased geologic impact compared to the El Camino Real Precise Plan EIR.</p> <p><u>Standard Condition of Approval:</u></p> <p>In accordance with Action PSA 4.2.6 of the 2030 General Plan, the following standard condition of approval shall be implemented to reduce the impacts of expansive soils, seismic, and seismic-related hazards (e.g., liquefaction, lateral spreading and differential settlement) on the site to a less than significant level:</p> <ul style="list-style-type: none"> • GEOTECHNICAL REPORT: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) <i>Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards</i>, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for backdraining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design. <p>6b. Given the site and area’s flat topography, the proposed project would not be subject to substantial erosion. Therefore, the project would not expose people or structures to significant erosion-related hazards.</p> <p>6c,d. The proposed development would be constructed on moderately expansive near-surface soil and shallow groundwater relative to the proposed below-grade parking level subgrade. The project would include suitable foundation support for the proposed excavation and construction, while minimizing</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>impacts to the surrounding improvements, including neighboring buildings, sidewalks, and roadways. The potential for significant seismically-induced liquefaction or lateral spreading to occur at the site is low. Implementation of Mountain View standard conditions of approval and recommendations in the August 2016 Geotechnical Investigation report would reduce the impacts of expansive soils, differential settlement and seismic-related hazards to a less than significant level.</p> <p>6e. The project would connect to City sewer lines along El Camino Real. Septic tanks or alternative wastewater disposal systems for the disposal of wastewater are not proposed. Therefore, septic tanks or alternative wastewater systems would have no impact on the project site’s soils.</p> <p><u>Conclusion:</u> The proposed mixed-use project would not result in a new or substantially increased geology and soils impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
7. GREENHOUSE GAS EMISSIONS.					
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 43 and 44	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 43 and 44	No	No	No	N/A
<p><u>Discussion:</u></p> <p>The project site is currently occupied by a hotel and restaurant. GHG emissions from the site’s operations are primarily generated by vehicle trips. The site’s current commercial operations generate approximately 1,415 daily vehicle trips.</p> <p>7a-b. The El Camino Real Precise Plan EIR concluded that all future projects, including the proposed project, that are consistent with the Mountain View Greenhouse Gas Reduction Program and the 2030 General Plan would result in a less than significant greenhouse gas impact.</p> <p>The proposed project complies with the City of Mountain View Greenhouse Gas Reduction Measures that meet the requirements listed in the El Camino Real Precise Plan EIR. The proposed project would comply with applicable GGRP Mandatory Measures, including Measure E-1.6, which requires new residential projects to exceed state Title 24, Part 6 energy standards by 15 percent and Measure E-1.8, which requires trees to provide shading to new residential developments.</p> <p>Additionally, a Transportation Demand Management (TDM) Program is proposed to reduce the number of vehicle trips and emissions by the proposed project. This program includes the following measures:</p>					

- **Bicycle and Pedestrian Facilities**
 - The project is proposing a total of 233 bicycle parking spaces, which meets the City's parking requirement.
- **Carpool and Vanpool Programs**
 - On-site ride-matching assistance will be provided to new residents
 - Carpool/vanpool incentives will be provided for new users
- **Transit Elements**
 - A VTA Eco-Pass will be offered to all residents for two years
 - VTA Eco-Passes will be offered to new residents for five years
- **Online Information Center**
 - An online kiosk will include a website with information about the transportation resources available to residents
 - Information packets for new residents with announcements regarding features of the TDM program
- **Program Monitoring and Reporting**
 - Driveway counts shall be completed annually for the first five years after occupancy begins and thereafter at the City Planning Director's request.
 - The results of the driveway counts will be reported to the City of Mountain View annually, along with an assessment of whether the TDM measures implemented during the preceding year led to a reduction in trips for the project as a whole.
- **Internet and Telecommuting**
 - A wi-fi lounge area to facilitate telecommuting will be provided to residents
 - Wiring for high speed internet service will be provided to residents [to facilitate telecommuting]
- **Carshare Programs**
 - The developer shall provide two carsharing vehicle spaces in the project's parking levels.

Condition of Approval

- The applicant shall join the Mountain View Transportation Management Association (TMA). The applicant shall maintain the ongoing membership with the Mountain View TMA for the life of the project.

The proposed project also meets the City of Mountain View's Green Building Code (GBC) requirements for new developments with five residential units or greater and non-residential uses with a square footage of less than 5,000 square feet. The project would meet the City's GBC requirements to have a GreenPointRated total of at least 70 and meet the mandatory CALGreen requirements. The proposed project's green building measures include on-site bicycle storage for residents and pedestrian access within one-half mile of community services (e.g., public park, day care, full supermarket).

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

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

Conclusion: The proposed mixed-use development project would not result in a new or substantially increased greenhouse gas emissions impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8. HAZARDS AND HAZARDOUS MATERIALS.					
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 48-49	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 49	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 49-50	No	No	No	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 50-51	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014)	No	No	No	N/A

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

The discussion in this section is based in part on the Phase I Environmental Site Assessment (Phase I ESA) prepared by *Engeo, Inc.* in February 2016. This report is included in Appendix E of this Initial Study.

Discussion:

Existing and Historical Uses Background: The project site contains a hotel consisting of three buildings, a restaurant, and an asphalt-paved parking lot with landscaped areas. The restaurant operates a grease trap and the hotel operates one hydraulic elevator. Review of historical records indicates that the current buildings on the site were constructed between 1960 and 1968.

<p style="text-align: center;">Environmental Issue Area</p>	<p style="text-align: center;">A. Where Impact Was Analyzed in Prior Environmental Documents.</p>	<p style="text-align: center;">B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</p>	<p style="text-align: center;">E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</p>
<p>The project site was historically surrounded by orchards until the 1960s. The project site is currently bordered by multi-family residential uses to the north, Del Medio Avenue to the east, West El Camino Real to the south, and a motel to the west. A carwash (located at 2690 West El Camino Real) and residential uses are located east of the site, across Del Medio Avenue, and a gas station (located at 4350 El Camino Real) and residential uses are located south of West El Camino Real.</p> <p>A search of federal, state, and local databases for hazardous (or potentially hazardous) sites, including the project site and surrounding properties within one mile, was completed in February 2016. The nearest school to the site is Terman Middle School, located at 655 Arastradero Road in Palo Alto, approximately 0.4 miles southwest of the project site.</p> <p>Based on the regulatory database search, the project site is listed in the Facility Index System/Facility Registration System (FINDS) database. However, a reconnaissance of the site to assess current conditions, and storage, use, production or disposal of hazardous or potentially hazardous materials, did not identify hazardous uses at the site. Additionally, a review of regulatory databases maintained by County, state, and federal agencies found no documentation of hazardous materials violations or discharge on the property.</p> <p>The nearest properties listed in environmental records databases are the carwash, located 50 feet east of the site, across Del Medio Avenue, and the gas station, located approximately 130 feet southwest of the site. Both properties previously contained leaking underground gasoline storage tanks. The storage tanks were removed from the properties by the 1990s, and contamination has been cleaned up and monitored. The cases for these sites were listed as closed by the Santa Clara Valley Water District (SCVWD) and no further remedial action is required. Other nearby sites are either closed cases or are registered operators without recorded cleanup issues. Based on the distances to the identified database sites, regional topographic gradient, and the regulatory database findings, the above-stated database sites would not likely be an environmental risk for construction workers or future residents of the site.</p> <p>8a, b. Based on the findings of the Phase I ESA, no Recognized Environmental Conditions (RECs) and no historical RECs were identified for the property. No physical evidence of soil or groundwater impacts have been associated with the use of the project site. The El Camino Real Precise Plan EIR concluded that projects that comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard City conditions of approval will reduce the potential for hazardous materials impacts to existing residents and businesses in and near the Precise Plan area to a less than significant level. In the unlikely event that contaminated soils are discovered during construction on the site, the project would comply with the following standard conditions of approval.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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Standard Conditions of Approval: The project would implement the following standard conditions of approval to reduce hazardous materials impacts on construction workers and future residents to a less than significant level:

SOIL MANAGEMENT PLAN: Prepare a soil management plan for review and approval by the Santa Clara County Department of Environmental Health (SCCDEH). Proof of approval or actions for site work required by the SCCDEH must be provided to the Building Inspection Division prior to the issuance of any demolition or building permits.

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

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

8c. There are no schools located within one-quarter mile of the project site. Implementation of the above standard conditions of approval would be implemented to reduce hazardous materials emissions and waste impacts on sensitive uses. The applicant proposes to construct a residential building with 2,000 square feet of commercial space, which would not be a substantial emitter of hazardous materials or hazardous waste. For these reasons, the project would not have a significant hazardous materials or emissions impact on nearby schools during construction or operations.

<p style="text-align: center;">Environmental Issue Area</p>	<p style="text-align: center;">A. Where Impact Was Analyzed in Prior Environmental Documents.</p>	<p style="text-align: center;">B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</p>	<p style="text-align: center;">D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</p>	<p style="text-align: center;">E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</p>
<p>8d. The project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Based on a review of environmental records and a site reconnaissance, the future use of the project site is not an environmental concern. The project would comply with the above standard conditions of approval to ensure that the project would not result in significant impact to the public or environment.</p> <p>8e, f. The proposed mixed-use development is located outside of the overflight restriction area, a composite of the areas surrounding the Moffett Federal Airfield affected by noise, height, and safety considerations, in the Moffett Federal Airfield Comprehensive Land Use Plan. The project would, therefore, not result in an overflight safety hazard for people residing or working in the project area.</p> <p>8g. The El Camino Real Precise Plan EIR concluded that increased traffic as a result of new development in the ECR Precise Plan area could impact the City’s emergency response and evacuation procedures. Implementation of General Plan policies and actions pertaining to the City’s maintenance of efficient automobile infrastructure and effective TDM programs for existing and new development would reduce the Precise Plan’s impacts to emergency response plan or emergency evacuation plan operations to a less than significant level.</p> <p>In accordance with General Plan Policy MOB 10.2 and Action MOB 10.2.4, the project would reduce travel demand by incorporating the TDM measures listed in Section 7, <i>Greenhouse Gas Emissions</i> of this Initial Study. With the implementation of the General Plan policies and actions to include TDM measures, the project would not significantly impair or interfere with the City’s emergency response plans or emergency evacuation plans.</p> <p>8h. The project site, and the greater El Camino Real Precise Plan area, are not adjacent to wildland areas. The proposed project would, therefore, not expose people or structures to a significant risk of loss, injury or death involving wildland fires.</p> <p>Conclusion: The proposed mixed-use project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

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

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

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

Discussion:

Existing Setting: The elevations of the project site vary between approximately 62 feet and 65 feet above mean sea level. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map,⁵ the project site lies within Flood Zone X. Flood Zone X consists of areas of 0.2 percent chance flood areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile and areas protected by levees from one percent annual chance flood.

The project proposes to reduce stormwater runoff by incorporating stormwater treatment techniques, such as bioretention basins, pervious pavers, and silva cells.⁶ These project elements are proposed to reduce the amount of runoff entering the storm drain system and the San Francisco Bay.

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

The project site currently has 84,500 square feet of impervious surfaces (i.e., the site is approximately 85 percent impervious).

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

⁵ FEMA Flood Insurance Rate Map Number 06085C0038H, May 2009.

⁶ A silva cell is modular suspended pavement system that uses soil volumes to support large tree growth and provide on-site stormwater management through absorption and evapotranspiration.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Implemented or Address Impacts.
<p>9b. The project does not proposes groundwater pumping and, therefore, would not result in an aquifer deficit or lower the groundwater table. The project site is not located within the SCVWD’s protected groundwater recharge area. For these reasons, the project would not deplete groundwater supplies or interfere with groundwater recharge.</p> <p>9c., d. The proposed project would construct residential and commercial uses within an existing urban area, on a site that has been previously developed. The proposed project would have approximately 76,165 square feet of impervious surfaces (i.e., the site would be approximately 77 percent impervious). The project would not alter the drainage pattern of the area or increase runoff, resulting in flooding on or off site. The project would implement stormwater treatment facilities, in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements and the Mountain View conditions of approval that are referenced in the El Camino Real Precise Plan. The project would not result in new or substantially increased impacts than those described in the El Camino Real Precise Plan EIR.</p> <p>9e., f. The proposed project would include more landscaping and pervious surfaces than the site’s current conditions; the area of impervious surfaces on-site would be reduced by eight percent.⁷ The project would comply with the applicable Mountain View conditions of approval listed in the El Camino Real Precise Plan for stormwater facilities. With implementation of the required stormwater standards, the project would not result in new or substantially increased impacts than those described in the El Camino Real Precise Plan EIR. (Refer also to Section 17.c in this Initial Study).</p> <p>9g-i. The project site is not located in a FEMA 100-year flood hazard zone, and is not within areas that would be affected by projected sea level rise. Based on the location of the project outside of these flood zones, the project would not expose people or structures to risk from flooding, or otherwise result in a significant impact from flooding.</p> <p>9j. According to the El Camino Real Precise Plan EIR, the El Camino Real area is not subject to inundation from seiches, tsunamis, or mudflow, and no policies or actions are needed to further reduce the impact.</p> <p>Conclusion: The proposed mixed-use project would not result in a new or substantially increased hydrology and water quality impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

⁷ The project site currently has 85 percent (84,500 square feet) of impervious surfaces. After development of the proposed project, the project site would have 77 percent (76,165 square feet) of impervious surfaces.

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

Would the project:

a. Physically divide an established community?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 67-68	No	No	No	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 68	No	No	No	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 68	No	No	No	N/A

Discussion:

10a. The El Camino Real Precise Plan EIR did not identify a significant impact from land use compatibility issues, since the land uses proposed as part of the Precise Plan zoning do not represent substantially different uses than the existing residential and commercial uses in the area, and the Precise Plan does not propose large infrastructure projects that could physically divide the established community. The Precise Plan seeks to enhance mobility within existing neighborhoods and to assist in the expansion of the multi-modal transportation system. The proposed project would be consistent with

the land use and intensity analyzed in the El Camino Real Precise Plan EIR, and would not result in a land use compatibility impact.

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

The El Camino Real Precise Plan encourages intensification along El Camino Real, good design, and better connections with surrounding areas – all objectives of the Grand Boulevard Initiative. The proposed mixed-use project would intensify the uses on the site with pedestrian connections through the site to West El Camino Real and Del Medio Avenue and, therefore, would not conflict with the Grand Boulevard Initiative.

For these reasons, the proposed mixed-use project would not result in new or increased land use conflicts than described in the El Camino Real Precise Plan EIR.

10c. The El Camino Real Precise Plan area is not located within any approved local, regional, or state conservation plan. Therefore, the proposed mixed-use project within the El Camino Real Precise Plan area would not have an impact on approved conservation plans, and no mitigation measures are required.

Conclusion: The proposed mixed-use project would not result in a new or substantially increased land use impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

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

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

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

The discussion in this section is based in part on the “2700 West El Camino Real Residential Mixed-Use Project Environmental Noise Assessment, Mountain View, California,” prepared by *Illingworth & Rodkin, Inc.*, in February 2017. The assessment is attached to this checklist as Appendix F.

Discussion:

Existing Setting: The noise environment at the project site and in the surrounding areas results primarily from vehicular traffic along West El Camino Real. Traffic along Del Medio Avenue is a secondary noise source. Aircraft associated with Moffett Federal Airfield also contribute to the noise environment.

Two noise monitoring surveys have recently been completed by *Illingworth & Rodkin, Inc.* for nearby sites which fall within the boundaries of the El Camino Real Precise Plan, along the West El Camino Real corridor, and have similar surrounding development to the project site. A noise survey, which included two long-term measurements and three short-term measurements, was completed between Thursday, June 2, 2016 and Monday, June 6, 2016, at 2268 to 2290 West El Camino Real in Mountain View. A second monitoring survey, which included one long-term noise measurement and four short-term noise measurements, was completed between Thursday, September 1, 2016 and Tuesday, September 6, 2016, at 2300 West El Camino Real.

Long-term noise measurement LT-1 was collected approximately 80 feet north of the centerline of El Camino Real. Hourly average noise levels at this location typically ranged from 64 to 72 dBA⁸ L_{eq}⁹ during the day and from 55 to 68 dBA L_{eq} at night. The day-night average noise level from Thursday, June 2, 2016 through Monday, June 6, 2016 ranged from 69 to 72 dBA L_{dn}.¹⁰

⁸ A-weighted sound level (dBA)

⁹ L_{eq} is an energy-equivalent sound/noise descriptor

¹⁰ Day/Night Noise Level (L_{dn})

To characterize noise levels on parallel streets close to El Camino Real, measurement LT-2 was collected along Latham Street, approximately 40 feet south the centerline of Latham Street. Hourly average noise levels at this location typically ranged from 53 to 66 dBA L_{eq} during the day and from 40 to 58 dBA L_{eq} at night. The day-night average noise level from Thursday, June 2, 2016 through Monday, June 6, 2016 ranged from 56 to 59 dBA L_{dn} .

Measurement LT-3 was collected approximately 70 feet north of the centerline of El Camino Real. Hourly average noise levels at this location typically ranged from 64 to 71 dBA L_{eq} during the day and from 55 to 68 dBA L_{eq} at night. The day-night average noise level from Thursday, September 1, 2016 through Tuesday, September 6, 2016 ranged from 69 to 71 dBA L_{dn} .

Short-term noise measurements collected on Thursday June 2, 2016, included ST-1, ST-2, and ST-3. Each of these measurements were taken in ten-minute intervals starting at 12:30 p.m. and concluding at 1:20 p.m. ST-1 was made at the rear parking lot of the existing 2290 El Camino Real building, near the shared property line with the multi-family residential complex to the north. The ten-minute average noise level measured at ST-1 was 56 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 56 dBA L_{dn} . ST-2 was also made at the rear of the 2290 El Camino Real building, but ST-2 was shielded from El Camino Real traffic by the intervening building. The ten-minute $L_{eq(10)}$ measured at ST-2 was 47 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 49 dBA L_{dn} . ST-3 was made in the front parking lot at the existing 2290 El Camino Real building, approximately 230 feet from the centerline of El Camino Real. The ten-minute $L_{eq(10)}$ measured at ST-3 was 57 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 59 dBA L_{dn} . Table 2 summarizes the results of the short-term measurements.

Short-term noise measurements ST-4 through ST-7 were completed on Thursday September 1, 2016 in ten-minute intervals starting at 11:30 a.m. and concluding at 1:00 p.m. ST-4 was made at the main parking lot of the existing 2300 West El Camino Real building, north of the lobby. The ten-minute average noise level measured at ST-4 was 53 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 55 dBA L_{dn} . ST-5 was made in the front parking lot at the existing 2300 West El Camino Real building, approximately 90 feet from the centerline of West El Camino Real. The ten-minute $L_{eq(10)}$ measured at ST-5 was 64 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 66 dBA L_{dn} . ST-6 was made at the north end of the parking lot adjacent to Ortega Avenue, approximately 220 feet from the centerline of West El Camino Real. The ten-minute $L_{eq(10)}$ measured at ST-6 was 56 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 59 dBA L_{dn} . ST-7 was collected at the rear of the 2300 West El Camino Real building, on Latham Street. The ten-minute $L_{eq(10)}$ measured at ST-7 was 59 dBA $L_{eq(10)}$, and the estimated day-night average noise level was 62 dBA L_{dn} .

Table 2 summarizes the short-term noise measurements at the 2268-2290 West El Camino Real and 2300 West El Camino Real sites.

**Table 2: Short-Term Noise Measurements
2300 West El Camino Real and 2268-2290 West El Camino Real Sites**

Noise Measurement Location (Date, Time)	Measured Noise Level, dBA						Calculated L _{dn} , dBA
	L _{max}	L ₍₁₎	L ₍₁₀₎	L ₍₅₀₎	L ₍₉₀₎	L _{eq(10)}	
ST-1: ~85 feet from centerline of El Camino Real (6/2/2016, 12:30 - 12:40 p.m.)	73	67	56	53	49	56	56
ST-2: Rear of 2290 El Camino Real (6/22/2016, 12:40-12:50 p.m.)	55	51	49	47	44	47	49
ST-3: Front parking lot of 2290 El Camino Real (6/22/2016, 1:10 - 1:20 p.m.)	66	63	60	57	52	57	59
ST-4: Approximately 255 feet from centerline of West El Camino Real (9/1/2016, 11:30 - 11:40 a.m.)	61	58	55	52	50	53	55
ST-5: Approximately 90 feet from centerline of West El Camino Real (9/2/2016, 11:50 a.m. - 12:00 p.m.)	74	70	67	64	60	64	66
ST-6: Approximately 220 feet from centerline of West El Camino Real (9/1/2016, 12:10 - 12:20 p.m.)	65	63	58	56	53	56	59
ST-7: On Latham Street, approximately 275 feet north of the southern boundary of site (9/1/2016, 12:50-1:00 p.m.)	75	70	64	49	43	59	62

Similar to the noise environment at 2700 West El Camino Real, the noise environment at the measurement locations was dominated by traffic noise along West El Camino Real. The constant flow of heavy traffic along this roadway would be comparable at all three sites. The noise measurements from the 2300 West El Camino Real and 2268-2290 West El Camino Real sites would be representative of the noise levels at 2700 West El Camino Real site and at the surrounding land uses with direct line-of-sight to the West El Camino Real. Measurements at the 2300 and 2268-2290 West El Camino Real sites collected along Latham Street or in locations shielded from West El Camino Real would be representative of noise levels at the multi-family residences north of the project site, on Collins Court, that are partially shielded from West El Camino Real traffic noise.

12a. Stationary Equipment Noise: The City’s Municipal Code requires stationary equipment noise from any property to be maintained at or below 55 dBA L_{eq} during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.) and at or below 50 dBA L_{eq} during nighttime hours (i.e., between 10:00 p.m. and 7:00 a.m.) as measured at nearby residential land uses. The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. Based on the project site plan (dated December 21, 2016), the mechanical equipment would be placed on the rooftops of the project building, with setbacks of 10 feet from the buildings’ edges.

The below-grade mechanical equipment would be completely shielded from nearby noise-sensitive receptors and would not result in audible noise levels. Nearby noise-sensitive receptors could, however, be exposed to noise from the air conditioning units on the rooftop.

Typical residential air conditioning units and heat pumps generate noise levels that range from about 54 to 62 dBA L_{eq} at a distance of five feet. Given that mechanical equipment on the proposed building would be set back at least 10 feet from the edge of the rooftop, and the proposed building would be set back 15 feet from the shared property line to the west and 61 feet from the shared property line to the north, ground-level noise levels at the shared property lines are estimated to be below 50 dBA L_{eq} . Ground-level noise from the mechanical units would fall within the range of existing daytime and nighttime noise levels, as measured by the long-term noise measurements at two nearby sites with similar noise environments. The mechanical equipment noise levels at the nearest sensitive receptors (e.g., the motel to the west and multi-family residences to the north) would also be at or below 50 dBA L_{eq} . The project's mechanical noise levels would, therefore, comply with the City's Municipal Code and have a less than significant impact on sensitive receptors.

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

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

12b. The El Camino Precise Plan EIR identified a potentially significant construction impact from short-term vibration impacts on nearby sensitive land uses (**Impact NOISE-1**). Mitigation measure (**MM NOISE-1**) required the following condition of approval for the implementation of all new projects in the El Camino Precise Plan area.

Standard Conditions of Approval:

- In the event that pile driving would be required for any proposed project within the El Camino Real Precise Plan area, all residents within 300 feet of the project site shall be notified of the schedule for its use a minimum of one week prior to its commencement. The contractor shall implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration, or the use of portable acoustical barriers) where feasible, in consideration of geotechnical and structural requirements and conditions.
- To the extent feasible, the project contractor shall phase high-vibration generating construction activities, such as pile driving/ground-impacting operations, so they do not occur at the same time with demolition and excavation activities in locations where the combined vibrations would potentially impact sensitive areas.
- The project contractor shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clam shell or chisel drops).

- The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.

Although pile driving is not expected for the proposed project, these conditions of approval will be required as applicable. For the proposed project, it is recommended to prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or clam shovel drops, within 20 feet of any adjacent sensitive land use. The implementation of these measures would reduce the vibration impact to less than significant, and the project would not result in a new or substantially increased significant vibration impact.

12c. Project Traffic Noise: Typically, a significant permanent noise increase would occur if the project would increase noise levels at noise-sensitive receptors by three dBA L_{dn} or greater where future ambient noise levels exceed the “normally acceptable” noise level standard. Project traffic data was provided for the noise analysis attached as Appendix F. Based on this analysis, the proposed project would result in an increase in permanent noise levels of less than one dBA L_{dn} , which would not represent a substantial permanent noise level increase at the nearby noise-sensitive receptors. The noise impacts from stationary equipment are described in 12.a, and would also not result in a permanent increase in noise levels.

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

12d. Temporary Construction Noise: The proposed project is expected to start in April 2018 and continue for approximately 13 months. Construction activities would include demolition, site preparation, grading/excavation, trenching, building construction, paving, and architectural coating. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. Where noise from construction activities exceeds 60 dBA L_{eq} and exceeds the ambient noise environment by at least five dBA L_{eq} at noise-sensitive uses in the project vicinity for a period exceeding one year, the impact would be considered significant. Where noise from construction activities exceeds 70 dBA L_{eq} and exceeds the ambient noise environment by at least five dBA L_{eq} at commercial uses in the project vicinity for a period exceeding one year, the impact would be considered significant.

The ambient noise levels for the motel (immediately west of the site), carwash (east of Del Medio Avenue), and apartment buildings south of West El Camino Real were estimated from the daytime hourly noise levels measured at LT-1 and LT-3, which ranged from 64 to 72 dBA L_{eq} . The apartment buildings located to the north and northwest of the project site were estimated from the daytime hourly

noise levels measured at LT-2, which ranged from 53 to 66 dBA L_{eq} . Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors. Once construction moves indoors, minimal noise would be generated at off-site locations.

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

The following are construction-related requirements included in the City of Mountain View's Standard Conditions of Approval, as stated in the El Camino Real Precise Plan that would be incorporated as part of the proposed project:

Standard Conditions of Approval:

- **CONSTRUCTION NOISE REDUCTION:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties:
 - Comply with manufacturer's muffler requirements on all construction equipment engines.
 - Turn off construction equipment when not in use, where applicable.
 - Locate stationary equipment as far as practical from receiving properties.
 - Use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible.
 - Shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.
- **WORK HOURS:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday, unless prior approval is granted by the Chief Building Official. At the discretion of the Chief Building Official, the general contractor or the developer may be required to erect a sign at a prominent location on the construction site to advise subcontractor and material suppliers of the working hours. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/or suspension of building permits.
- **NOTICE OF CONSTRUCTION:** The applicant shall notify neighbors within 300 feet of the project site of the construction schedule in writing, prior to construction. A copy of the notice and the mailing list shall be submitted prior to issuance of building permits.
- **DISTURBANCE COORDINATOR:** The project applicant shall designate a “disturbance coordinator” who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site.

- **CONSTRUCTION NOISE CONTROL PLAN:** Develop a construction noise control plan, including, but not limited to, the following available controls:
 - Utilize “quiet” air compressors and other stationary noise sources where technology exists.
 - Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
 - Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
 - Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.

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

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

Conclusion: The proposed mixed-use project would not result in a new or substantially increased noise and vibration impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
13. POPULATION AND HOUSING.					
Would the Project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 71-73	No	No	No	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 73	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 73	No	No	No	N/A
<p><u>Discussion:</u></p> <p>The project would demolish an existing 98-room hotel and a 9,600 square foot restaurant, paved parking surfaces and landscaping. As of the date of this environmental review, the hotel and restaurant are in operation. The project proposes the development of a five-story, 227,390 square foot mixed-use development with 211 multi-family residential units and 2,000 square feet of commercial space.</p> <p>Implementation of the El Camino Real Precise Plan would add 752 additional housing units, 1,500 residents, and 880 jobs to the El Camino Real Precise Plan area by 2030, as described in the El Camino Real Precise Plan EIR. The proposed project would construct 211 of the 752 additional housing units projected for the Precise Plan area, accommodating approximately 498 of the 1,500 planned residents of</p>					

the El Camino Real Precise Plan area.¹¹ The project's commercial space would accommodate fewer than 20 of the 880 new employees planned for the Precise Plan area.¹²

13a: The project is consistent with the Precise Plan's development assumptions; the project would not induce substantial population growth beyond the projections in the El Camino Real Precise Plan EIR.

The proposed project is consistent with General Plan Policies LUD 3.1 and 3.2, and Housing Element Policy 1-D, which encourage higher land use intensities and densities near public transit service and along major commute corridors, and a flexible mix of land uses (including residential uses). Population growth from the proposed project would be consistent with the El Camino Real Precise Plan's and General Plan's support for transit-oriented development along transit corridors and redevelopment, in accordance with Policy LUD 21.1.

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

13b-c: The project would construct approximately 211 new multi-family units accounted for in the El Camino Real Precise Plan EIR, and would not remove any existing housing units. The project would be consistent with the conclusions of the El Camino Real Precise Plan EIR. The project would not displace existing housing or result in a significant population and housing impact, given the overall increase of planned housing in the area.

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

¹¹ It is assumed that the project would have an average of 2.36 residents per dwelling unit. City of Mountain View. *City Demographics: Census Data as of 2013*. Available at: <<http://www.mountainview.gov/about/learn/demographics.asp>>. 2014. Accessed February 21, 2017.

¹² Employees generated from the project would include employees associated with the 2,000 square foot commercial and residential leasing office.

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

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

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

Discussion:

Fire protection and emergency medical services are provided to the site by the City of Mountain View Fire Department (MVFD). The MVFD has a response time goal of six minutes from dispatch for a first-in fire engine to arrive at a structure fire scene. The MVFD operates out of five stations and has 86 full-time personnel. The nearest fire station to the project site is Station 3, located at 301 North Rengstorff Avenue, approximately 1.2 miles northeast of the site.

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

As disclosed in the El Camino Real Precise Plan EIR, the project site is within the Los Altos School District, which is the school district for elementary and middle schools for the site. Students at the project site would attend Santa Rita Elementary and Eagan Junior High School, based on the school district's boundary maps. The project site is also within the Mountain View - Los Altos High School District. High school students at the site would attend Los Altos High School.

Given the urban character of the El Camino Real Precise Plan area, there are no public parks within the boundaries of this area. The nearest park to the project site is Del Medio Park, located at 380 Del Medio Avenue, approximately 0.2 miles (walking distance) north of the site. The City's library services are provided by the Mountain View Public Library, located at 585 Franklin Street, approximately two miles east of the site.

14. Public Services

Consistent with the El Camino Real Precise Plan EIR, development of the proposed residential development would incrementally increase the use of public facilities.

Fire Protection: The MVFD would provide the El Camino Real Precise Plan area, including the project site, with fire protection and emergency medical services. The proposed residential development is consistent with the growth projected in the El Camino Real Precise Plan and 2030 General Plan, and the MVFD does not anticipate the need to construct a new fire station or add to its current daily staffing to accommodate buildout of the project. For these reasons, the proposed development's incremental demand for fire services would not result in the need to expand or construct new fire facilities. The project would comply with General Plan Policies PSA 1.1 and PSA 3.1, which are intended to reduce impacts to emergency response times by ensuring adequate fire staffing and minimizing property damage, injuries, and loss of life due to fire. The project would also comply with Policy INC 2.2, which would ensure long-term reliability of the service providers and suppliers in the case of emergency or natural disaster. The proposed mixed-use development would not substantially impact the provision of fire protection and rescue response, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the proposed project would have a less than significant impact on fire services and facilities.

Police Services: The proposed mixed-use development would be designed and constructed in conformance with current codes and reviewed by the Mountain View Police Department (MVPD) to ensure appropriate safety features that minimize criminal activity are incorporated into the project design.

Development associated with the proposed project is consistent with the growth projected in the El Camino Real Precise Plan and 2030 General Plan. The proposed project would intensify development and increase the population on the site, which may result in an increase in the number of calls to the

MVPD requesting emergency assistance. The proposed project would comply with General Plan Policies PSA 1.1, PSA 2.1, PSA 2.2, and PSA 2.3, which are intended to reduce impacts to emergency response times. The proposed project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. As disclosed in the El Camino Real Precise Plan EIR, implementation of the El Camino Real Precise Plan (including the proposed project) could require the addition of a new emergency operations center and two sworn officers resulting in the need for additional vehicles, equipment and facilities. Since the proposed development was accounted for in the El Camino Real Precise Plan EIR, the project’s incremental demand for police services would not result in the need to expand or construct new police facilities beyond what was disclosed in the El Camino Real Precise Plan EIR.

Schools: The El Camino Real Precise Plan EIR assumed that construction of new housing units in the El Camino Real Precise Plan area could result in approximately 83 new students attending schools in the Los Altos School District and Mountain View-Los Altos High School District.¹³ The approximate number of students the proposed project would generate are provided in Table 3, below.

Table 3: Student Generation Yield at School Facilities		
Schools to be Attended by New Students of the Project Site	Student Generation Rate (Multi-Family Housing Units)	Additional Students Generated by the Project
Los Altos School District		
Santa Rita Elementary School and Eagan Junior High School	0.300	63
Mountain View – Los Altos High School District		
Los Altos High School	0.046	10
Notes: Student Generation Rates for the Los Altos School District and Mountain View –Los Altos High School District are from the El Camino Real Precise Plan EIR.		

All three schools are currently operating above the optimum capacity disclosed in the El Camino Real Precise Plan EIR. However, new students generated by the project would not exceed the combined total of students projected for the Los Altos School and Mountain View-Los Altos High School Districts in the El Camino Real Precise Plan EIR.

As discussed in the EIR, new school facilities would likely be needed to accommodate the anticipated increases in student enrollment resulting from implementation of the El Camino Real Precise Plan. To offset the project’s effect on the adequacy of school facilities to accommodate projected students, the project will pay a school impact fee prior to the issuance of a building permit, in accordance with state law (Government Code Section 65996). These fees are used for the construction of new school facilities,

¹³ The ECR Precise Plan EIR assumed that buildout of the Precise Plan would generate 47 new students in the Los Altos School District and 36 new students in the Mountain View Los Altos High School District.

which would be built to accommodate increased student enrollment resulting from development in the El Camino Real Precise Plan area. The school district would be responsible for implementing the specific methods for mitigating school impacts under the Government Code.

With the payment of applicable school impact fees, the proposed project would have a less than significant impact on school facilities.

Parks: The City has approximately 1,000 acres of parks and open space land. The project site is located within the San Antonio Planning Area of the City of Mountain View *2014 Parks and Open Space Plan*. The San Antonio Planning Area park acreage of 1.34 acres per 1,000 residents is below the City's overall standard of three acres per 1,000 residents. Klein Mini-Park, Rengstorff Park, and Del Medio Park are the only open space facilities located in this planning area. Consistent with the El Camino Real Precise Plan EIR, the increase in residents may incrementally increase the use and demand for park facilities in the City, since residents generated by the project may utilize the existing neighborhood parks and open space amenities.

To offset the project's impacts on neighborhood park and recreational facilities, the project would implement the following Standard Condition of Approval required by the City for new residential development.

Standard Condition of Approval

- **PARK LAND DEDICATION FEE:** Pay the Park Land Dedication Fee (approximately \$15,000 to \$25,000 per unit) for each new residential unit in accordance with Chapter 41 of the City Code prior to the issuance of the building permit. No credit against the Park Land Dedication Fee will be allowed for private open space and recreational facilities. Provide the most current appraisal or escrow closing statement of the property with the following information to assist the City in determining the current market value of the land: (1) a brief description of the existing use of the property; (2) square footage of the lot; and (3) size and type of each building located on the property at the time the property was acquired. Prior to the issuance of the building permit, the applicant shall either: (1) pay the Park Land Dedication Fee; or (2) sign an agreement to defer the payment of the fee in accordance with Section 66007a of the Government Code and submit a certificate of deposit made payable to the City as security guaranteeing payment of the fee. Guidelines for certificates of deposit are available from the Public Works Department.

To further reduce the project's impacts on existing park/recreational facilities, the project would comply with General Plan Policies POS 1.2 and LUD 16.6, which require new development to include recreational amenities. The proposed development would include a central courtyard with a pool, spa, and outdoor seating. The project would also include a pedestrian/bicycle path which would extend from Del Medio Avenue to Cesano Court. The proposed recreational uses would be available to future residents of the site and would reduce the project's impacts on existing park/recreational facilities in the area. With the implementation of the above standard condition of approval and applicable 2030 General Plan policies to reduce impacts to existing park and recreational facilities, the proposed project would have a less than significant impact on these facilities.

Other Public Facilities (Libraries): Consistent with the implementation of the El Camino Real Precise Plan, the project's new residents could incrementally increase demand for community facilities and libraries. Based on the City's General Plan Policy POS 7.5, the City's goal is to provide library services that address community needs. No new library or community facilities are proposed under the El Camino Real Precise Plan. Since the proposed project is consistent with the El Camino Real Precise Plan's development assumptions which does not require new library facilities for the project, and given the City's goal to implement Policy 7.5, the proposed project is not anticipated to have a significant impact on the City's existing library facility.

Conclusion: The proposed mixed-use development project would not result in a new or substantially increased public services impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
15. RECREATION.					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 88-90	No	No	No	N/A
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 88-90	No	No	No	N/A
<p><u>Discussion:</u></p> <p>The City of Mountain View currently owns approximately 1,000 acres of parks and open space facilities. The El Camino Real Precise Plan area, including the current project site, is located within the San Antonio Planning Area of the City of Mountain View <i>2014 Parks and Open Space Plan</i>. Parks located within this planning area include Del Medio Mini-Park located at 380 Del Medio Avenue (approximately 0.2 miles north of the site), Klein Mini-Park located at the corner of Ortega Avenue and California Street (approximately 0.6 miles east of the site), and Rengstorff Community Park located at 201 South Rengstorff Avenue, one mile east of the site. Monroe Park is located immediately north of the Miller Avenue and Monroe Drive intersection in Palo Alto (outside of the San Antonio Planning Area), approximately 0.2 miles northwest of the site.</p> <p>The San Antonio Planning Area park acreage of 1.34 acres per 1,000 residents is below the City’s overall standard of three acres per 1,000 residents. Given the urban character of the El Camino Real Precise Plan area, there are no public parks within the boundaries of this area.</p> <p>15a. Consistent with the El Camino Real Precise Plan EIR, the increase in residents accommodated by the proposed project may incrementally increase the use and demand for park facilities in the City, since</p>					

future residents of the project may utilize the existing neighborhood parks and open space amenities.

Based on the City's *2014 Parks and Open Space Plan*, the City plans to construct new parks and complete improvements to Rengstorff Community park within the San Antonio Planning Area by 2030.

To offset the project's impacts on neighborhood park and recreational facilities, the project applicant would pay the Park Land Dedication Fee as described in the Standard Conditions of Approval listed in Section 14. *Public Services* of this Initial Study Checklist. Implementation of the standard conditions of approval would reduce the project's impacts on the existing park/recreational facilities. The proposed project would, therefore, not result in significant physical deterioration of existing park and recreational facilities.

15b. The project applicant would pay a park land dedication fee, in accordance with standard conditions of approval, for the City to construct new parks or complete improvements to existing parks in the area. The project would not include the construction of new public recreational facilities or the expansion of existing recreational facilities. The project's proposed recreational uses would be available to future residents of the site and would not result in a significant effect on the environment. The project would, therefore, not result in the construction and or expansion of recreational facilities that would adversely affect the environment.

Conclusion: The proposed mixed-use development project would not result in a new or substantially increased recreation impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

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

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

The discussion in this section is based in part upon the *Hexagon Transportation Consultants, Inc.*'s "Site Specific Traffic Analysis (SSTA), 2700 West El Camino Real Apartment Project" and "Transportation Demand Management (TDM) Plan, Multifamily Development at 2700 West El Camino Real in Mountain View, CA" prepared in March 2017 and December 2016, respectively. These reports are attached to this checklist as Appendix G.

Discussion:

The El Camino Real Precise Plan EIR did not identify a significant impact to traffic and transportation from the buildout of the Precise Plan area. The SSTA was prepared to determine if the 2700 West El Camino Real Mixed-Use project would have new or substantially more severe impacts, new mitigation, or there are new circumstances not previously disclosed in the certified El Camino Real Precise Plan EIR.

16a-b. Intersections: The trips generated by the proposed uses were estimated using the average trip generation rates published for apartments and shopping centers.¹⁴ Trips associated with the existing uses on the project site were subtracted from the road system to calculate the net new project trips. Other trip reductions included in the net trip calculations are a 20 percent reduction for pass-by trips in the PM peak hour for the retail component of the project, and a five percent reduction (for the apartment component) for participation in the TDM program. The rates published for motel were used to estimate the trips that could be generated by the existing hotel, and rates published for quality restaurant were used to estimate the trips that could be generated by the existing restaurant.¹⁵

The proposed mixed-use development is estimated to generate 72 net new daily vehicle trips, with 53 net new trips during the AM peak hour and 12 net new trips during the PM peak hour.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Mountain View and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak-hour traffic conditions for three signalized intersections (Del Medio Avenue/El Camino Real, San Antonio Road/El Camino Real, and San Antonio Road/California Street) and two unsignalized intersections (Del Medio Avenue/Fayette Drive and Del Medio Avenue/Fayette Drive). Project impacts at signalized intersections were identified on the basis of the applicable level of service standards. The City of Mountain View does not have an adopted level of service standard for unsignalized intersections.

Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities, and transit were determined on the basis of engineering judgment. Roadway traffic operations were evaluated for the peak AM and PM commute hours during a typical midweek day during the morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak periods at three signalized and two unsignalized study intersections.

Signalized Intersections: The City of Mountain View level of service standard for signalized intersections is LOS D or better, except for CMP-designated intersections and intersections in the Downtown and the San Antonio Center planning areas, where the standard is LOS E. The San Antonio Road/El Camino Real intersection is a CMP-designated intersection. The San Antonio Road/California Street intersection is within the San Antonio Precise Plan and is also subject to the LOS standard of LOS E. The results show that under existing, existing plus project, background, and background plus project conditions, the two signalized study intersections (not CMP-designated) are expected to operate at LOS D or better during both peak hours, and the CMP intersection would operate at LOS E+ or better. Project traffic at the three signalized intersections would, therefore, not result in a new significant impact.

Unsignalized Intersections: Based on the City's significance criteria for unsignalized intersections, the project is considered to create a significant adverse impact on traffic conditions at an unsignalized intersection if for either peak hour: 1) The addition of project traffic causes the average intersection delay for all-way stop-controlled or the worst movement/approach for side-street stop-controlled intersections

¹⁴ Apartment (Land Use 220) and shopping center (Land Use 820) vehicle trips are identified in the Institute of Transportation Engineers (ITE) Manual entitled Trip Generation, 9th Edition (2012).

¹⁵ Motel (320) and quality restaurant (931) are identified in the ITE Manual, 9th Edition (2012).

to degrade from LOS D or better to LOS E or F, and 2) The intersection satisfies the California Manual of Uniform Traffic Control Devices peak-hour volume signal warrant.

The unsignalized study intersection of Del Medio Avenue and Fayette Drive, has an all-way stop control, and is expected to operate at LOS A during both the AM and PM peak hours under the existing, existing plus project, background and background plus project conditions scenarios. The intersection of Del Medio Avenue and California Street also has all-way stop control, and is expected to operate at LOS B during AM and PM peak hours under all study scenarios. Neither intersection would warrant a traffic signal. Project traffic would not result in the need for intersection improvements or modification of traffic control at these unsignalized intersections. The project would, therefore, not have a significant impact on unsignalized intersections.

Turn Pocket Queuing Analysis:

- **Del Medio Avenue and El Camino Real – Southbound Left Turns:** Under existing conditions, there is approximately 60 feet of storage capacity for the left-turn lane on southbound Del Medio Avenue at El Camino Real, which is adequate for approximately two vehicles. Under existing conditions during the both AM and PM peak hour, vehicles attempting to make this left turn regularly overflow the left-turn pocket and block through and right turning vehicles from proceeding. This observation is confirmed by the queuing analysis which shows this left-turn pocket to be inadequate during both the AM and PM peak hours under existing and background conditions. Field observations at this intersection determined that the average queue length is three vehicles during both AM and PM peak hour. The queuing analysis indicates that the addition of project trips would increase the left-turn queue by one vehicle during the AM and PM peak hour compared to existing and background conditions.
 - **Condition of Approval:** On-street parking shall be prohibited by installing red curbs up to 200 feet on Del Medio Avenue along the project frontage to provide room to lengthen the left turn pocket.

- **Del Medio Avenue and El Camino Real – Eastbound Left Turns:** There is approximately 125 feet of storage capacity for the left-turn lane on eastbound El Camino Real at Del Medio Avenue, which is adequate for approximately five vehicles. Under existing conditions during the PM peak hour, vehicles attempting to make this left turn regularly overflow the left-turn pocket and block through vehicles from proceeding. This observation is confirmed by the queuing analysis which shows this left-turn pocket to be inadequate during both the AM and PM peak hours under existing and background conditions. There are back-to-back left-turn pockets for left turns from eastbound El Camino Real onto Del Medio Avenue and left turns from westbound El Camino Real onto Los Altos Avenue.
 - **Condition of Approval:** At the Del Medio Avenue and El Camino Real intersection, changing the signal timing to a lead-lag progression for eastbound left turn movement, rather than retaining the current simultaneous left turn phases for both eastbound and westbound left turns will alleviate the shortage of queuing space. As this intersection is

governed by Caltrans, the applicant shall coordinate with Caltrans to implement these improvements.

With the implementation of the above standard conditions of approval and compliance with CMP and City standards, the proposed mixed-use project would not result in new or greatly increased intersection impacts than those described in the El Camino Real Precise Plan EIR, would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and would not conflict with the Santa Clara County Congestion Management Program.

16c. The project site is not located within the height restriction area disclosed in the Moffett Federal Airfield Comprehensive Land Use Plan and, therefore, the height of proposed development would not result in a change in air traffic patterns. Consistent with the El Camino Real Precise Plan EIR, the proposed project would not result in a significant impact to air traffic patterns.

16d, e. The site would be accessed via a two-way driveway on Del Medio Avenue driveway, which would lead to the development's underground parking levels. The project driveway would provide adequate emergency vehicular access. In accordance with the City's driveway standards, the width of the Del Medio Avenue driveway would be 20 feet.

In general, the project access points should be free and clear of any obstructions to optimize sight distance, therefore ensuring that exiting vehicles can see pedestrians coming from either direction on the sidewalk and other vehicles or bicycles traveling on the street. There is currently on-street parking in the roadway along the project frontage on Del Medio Avenue that could interfere with sight distance. Therefore, the following standard conditions of approval would be implemented to improve the sight distance of vehicles exiting the site.

- **Condition of Approval:** Prohibit on-street parking within 15 feet of the driveway by installing red curbs on either side of the driveway.

Vehicular circulation for the residential parking would occur within the underground parking levels. All parking spaces for apartment residents and commercial spaces would be accessible through the driveway on Del Medio Avenue. A sliding gate would separate the secured residential spaces from the areas of residential guest spaces, which would be accessible to the public.

All parking spaces in the underground parking levels are oriented at 90 degrees from the drive aisles. The width of all drive aisles meets the City of Mountain View minimum requirement (24 feet) for 90-degree parking spaces on double-loaded drive aisles with two-way traffic. The parking space dimensions (8.5 feet wide by 18 feet long) meet City standards. Back up pocket space is provided at the end of each aisle to facilitate vehicles backing out of the end stalls.

Consistent with the El Camino Precise Plan EIR, the proposed project would be consistent with the City's site design requirements for circulation and would not substantially increase hazards due to a design feature or incompatible land uses.

16f. Bicycles and Pedestrians: The project is expected to generate new bicycling and walking trips throughout the day. The existing sidewalks and pedestrian paths have good connectivity and would provide pedestrians with safe routes to all of the surrounding land uses in the area.

Within the vicinity of the project site, designated bicycle lanes are present along Showers Drive, California Street, and San Antonio Road south of El Camino Real. Miller Avenue west of Del Medio Avenue is designated as a bicycle route leading to the Adobe Creek Class I bicycle/pedestrian bridge. Additionally, the project would also include a pedestrian/bicycle path that would connect from Del Medio Avenue to Cesano Court. A paved path would also be provided along the west end of the site. The existing facilities and the project's new bicycle path would be adequate to serve the site. The volume of bicycle trips generated by the project would not require new off-site bicycle facilities.

The project proposes a total of 239 bicycle parking spaces. The underground parking level (first level) would include 216 bike storage spaces for residents. A total of 11 bike racks for 22 bicycles would be provided at grade at the following locations: facing El Camino Real (in front of the retail uses/plaza), facing Del Medio Avenue, and one bicycle rack at the ground level at the rear of the commercial space. The project would satisfy the City's bicycle facility standards and would not conflict with adopted policies, plans, or programs related to these standards.

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

Conclusion: The proposed mixed-use project would not result in a new or substantially increased transportation/traffic impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

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

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

The discussion in this section is based in part on the “2700 El Camino Real, Utility Impact Study,” prepared by *Schaaf & Wheeler* in February 2017. This report is attached to this checklist as Appendix H.

Discussion:

17a. Mountain View is under the jurisdiction of the San Francisco Regional Water Quality Control Board (RWQCB), and City compliance with state and federal laws, statutes, and regulations is required. As with the rest of the City, projects within the El Camino Real Precise Plan area must comply with programs and RWQCB regulations that regulate wastewater treatment requirements. For these reasons, development under the El Camino Real Precise Plan, including the project, would not exceed wastewater treatment requirements.

17b. The El Camino Real Precise Plan EIR¹⁶ identified a potentially significant utility impact (**Impact UTL-1**) from potential impacts to existing water and/or wastewater infrastructure, since new development could require upsizing or improvements to nearby infrastructure. Mitigation Measure **MM UTL-1** requires project-specific study when new development is proposed to identify any impacts to the water and wastewater systems adjacent to and downstream of project sites. As a condition of

¹⁶ *El Camino Real Precise Plan Draft Environmental Impact Report*. Appendix A: Notice of Preparation, Scoping Comment Letters, and Initial Study. Page 98. August 2014.

approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water and/or wastewater infrastructure, as necessary. With implementation of this measure, the El Camino Real Precise Plan is not anticipated to result in a significant impact to water delivery and sanitary sewer infrastructure.

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

17c. The El Camino Real Precise Plan EIR¹⁷ identified a potentially significant utility impact (**Impact UTL-2**) from potential impacts to stormwater infrastructure, since new development could require upsizing or improvements to nearby infrastructure. Mitigation Measure **MM UTL-2** requires project-specific study when new development is proposed to identify any impacts to the stormwater infrastructure systems adjacent to and downstream of project sites. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary. With implementation of this measure, the El Camino Real Precise Plan was not anticipated to result in a significant impact to stormwater infrastructure.

A utility capacity study was prepared for the proposed project (Appendix H), which identified existing stormwater infrastructure in the project area, and analyzed the estimated project contributions and demands on the system. The project would result in a decrease in peak runoff into the storm drain on Del Medio Ave, due to a decrease in project impervious area compared with existing site conditions. Although no capacity issues were determined, the City is currently in the process of developing an updated Storm Drainage Master Plan. When this analysis is complete, further analysis of the project's contribution to the stormwater system may be required. The project will be required to contribute to a funding program for capital improvements to the stormwater system.

Based on this study, the impacts on the stormwater system would be within the amount anticipated by the El Camino Real Precise Plan EIR, and the project would not result in a new or greatly increased impact on these facilities.

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

¹⁷ *El Camino Real Precise Plan Draft Environmental Impact Report*. Appendix A: Notice of Preparation, Scoping Comment Letters, and Initial Study. Page 98. August 2014.

increased impact to water supply.

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

17f., g. With compliance with standard City ordinances, conditions of approval and General Plan policies to reduce solid waste, the project would be consistent with applicable solid waste regulations and would not result in a new or greatly increased impact to landfill capacity.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
18. MANDATORY FINDINGS OF SIGNIFICANCE.					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?	Draft ECR Precise Plan EIR, (2014)	No	No	No	N/A
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Draft ECR Precise Plan EIR, (2014)	No	No	No	Yes

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

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

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

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

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

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

Cumulative Hazardous Materials Impacts: Hazardous materials source issues are generally site-specific, although many sites in Mountain View are affected by regional groundwater plumes. Redevelopment of the project site would not make a cumulatively considerable contribution to hazardous materials impacts associated with other contaminated sites in Santa Clara County. Therefore, the implementation of the proposed mixed-use project would not result in a cumulatively considerable contribution to a hazards and hazardous materials impact.

Cumulative Hydrology and Water Quality Impacts: The El Camino Real Precise Plan, along with other new developments in Mountain View, may place housing and other structures in flood hazard areas that could result in cumulative flooding impacts. The proposed mixed-use development is not within a FEMA flood hazard area. The proposed mixed-use project would, therefore, not result in a cumulatively considerable flooding impact. By complying with existing regulations for stormwater

volume and quality and General Plan policies relating to water quality, the proposed mixed-use development in the El Camino Real Precise Plan area would not result in a cumulative considerable hydrological or water quality impact.

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

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

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

Cumulative Utilities Impacts:

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

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

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

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

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