INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

ANTENNA FARM – WHISMAN VILLAS RESIDENTIAL PROJECT MOUNTAIN VIEW, CALIFORNIA

PREPARED BY THE

CITY OF MOUNTAIN VIEW

JULY 2014

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PROJECT LOCATION

The vacant project site is located at the terminus of Pacific Drive, adjacent to the Valley Transportation Authority (VTA) Whisman Station Light Rail Station parking lot. The property does not have an address and is commonly referred to as the "Antenna Farm" because it used to contain many wireless telecommunication antennas which have since been relocated. The site was used for parking for the vacant former GTE office building located across the tracks at 100 Ferguson Road and is completely paved.

The surrounding land uses include the City's Municipal Operations Center (MOC) to the north, residential uses to the west and south and commercial and future residential uses to the east across the tracks (South Whisman Precise Plan Area).

PROJECT OVERVIEW

The project applicant proposes to demolish the existing parking lot facilities and construct 16 two-story, small-lot single-family homes, open space/bioretention areas, and two private streets on the project site. The primary access to the site would be provided by a private loop road (Street "A") serving Lots 1 through 8, 15, and 16. Three of the proposed lots would front on Pacific Drive (Lots 1, 7, and 8). A small cul-de-sac (Street "B"), which connects to Street A on the east side of the site, would provide access to Lots 11 through 14.

The project site is currently designated Medium Density Residential (13-25 dwelling units per acre) in the Mountain View 2030 General Plan. The current zoning designation is P-35 (Whisman Station) Precise Plan). The Precise Plan states that, "The area known as the antenna farm parcel and the five existing parcels fronting Whisman Road shall be developed with medium-density rowhomes." In order to implement the proposed project, the project applicant, Signature Homes, proposes an amendment to the Precise Plan to allow low-density, small-lot, single-family homes where medium-density rowhomes are required.

SIGNIFICANT IMPACTS

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is either a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist included in Section 3 of this report:

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gases	☒ Hazards & Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise

☐ Population/ Housing	☐ Public Services	☐ Recreation
☐ Transportation/ Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

1. INTRODUCTION AND PROJECT INFORMATION

This Initial Study and Mitigated Negative Declaration (IS and MND) has been prepared for the City of Mountain View in compliance with the California Environmental Quality Act (CEQA) requirements. CEQA requires the preparation of a full disclosure document to inform the public, City of Mountain View decision-makers, and Responsible/Trustee Agencies of the direct and reasonably foreseeable indirect environmental effects of the proposed project on the local and regional environment. This document provides an assessment of the potential environmental consequences of the approval and implementation of the proposed project. The City of Mountain View is the Lead Agency for the project.

PROJECT TITLE AND ADDRESS

"Whisman Villas"
Antenna Farm on Pacific Drive at VTA Whisman Station
Mountain View, CA 94043

LEAD AGENCY NAME AND ADDRESS

City of Mountain View
Community Development Department
500 Castro Street
Mountain View, CA 94039

CONTACT PERSON AND PHONE NUMBER

Stephanie Williams, Senior Planner
City of Mountain View
Planning Division
500 Castro Street
Mountain View, CA 94039
(650) 903-6466

PROJECT SPONSOR'S NAME AND ADDRESS

Signature Management Company, Inc.
4670 Willow Road, Suite 200
Pleasanton, CA 94588
Attn: Stephen Hicks

GENERAL PLAN DESIGNATION AND ZONING:

General Plan: Medium Density Residential (13 – 25 DU/ac.)
Zoning: P-35 (Whisman Station) Precise Plan

2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND EXISTING CONDITIONS

The vacant project site is located at the terminus of Pacific Drive, adjacent to the Valley Transportation Authority (VTA) Whisman Station Light Rail Station. The project site location and site vicinity are presented in **Figure 1**. The Santa Clara County Assessor's Office identifies the site as Assessor Parcel Numbers (APN) 160-61-027, 160-61-048, 160-61-049, and 160-61-050.

The overall project site encompasses approximately 3.18 acres, consisting of four adjoining parcels. **Figure 2** presents the extent of the entire subject property and existing site conditions. A 1.2-acre portion of the project site was previously developed for the extension of Pacific Drive to the light rail Whisman Station. Additionally, this part of the subject property was developed for transit parking and a small open space area at the terminus of Pacific Drive, opposite Whisman Station. The remainder of the project site, approximately 1.98 acres (APN 160-61-027), does not have an address and is commonly referred to as the "Antenna Farm" because it used to contain many wireless telecommunication antennas which have since been relocated. The site was used for parking for the vacant former GTE office building located across the light rail tracks at 100 Ferguson Road and is completely paved. **Figure 3** shows the proposed project site. **Figure 4** presents existing conditions on the project site.

The surrounding land uses include the City's Municipal Operations Center to the north, residential uses to the west and south and the light rail tracks and future commercial and residential uses to the east across the tracks, in the South Whisman Precise Plan Area.

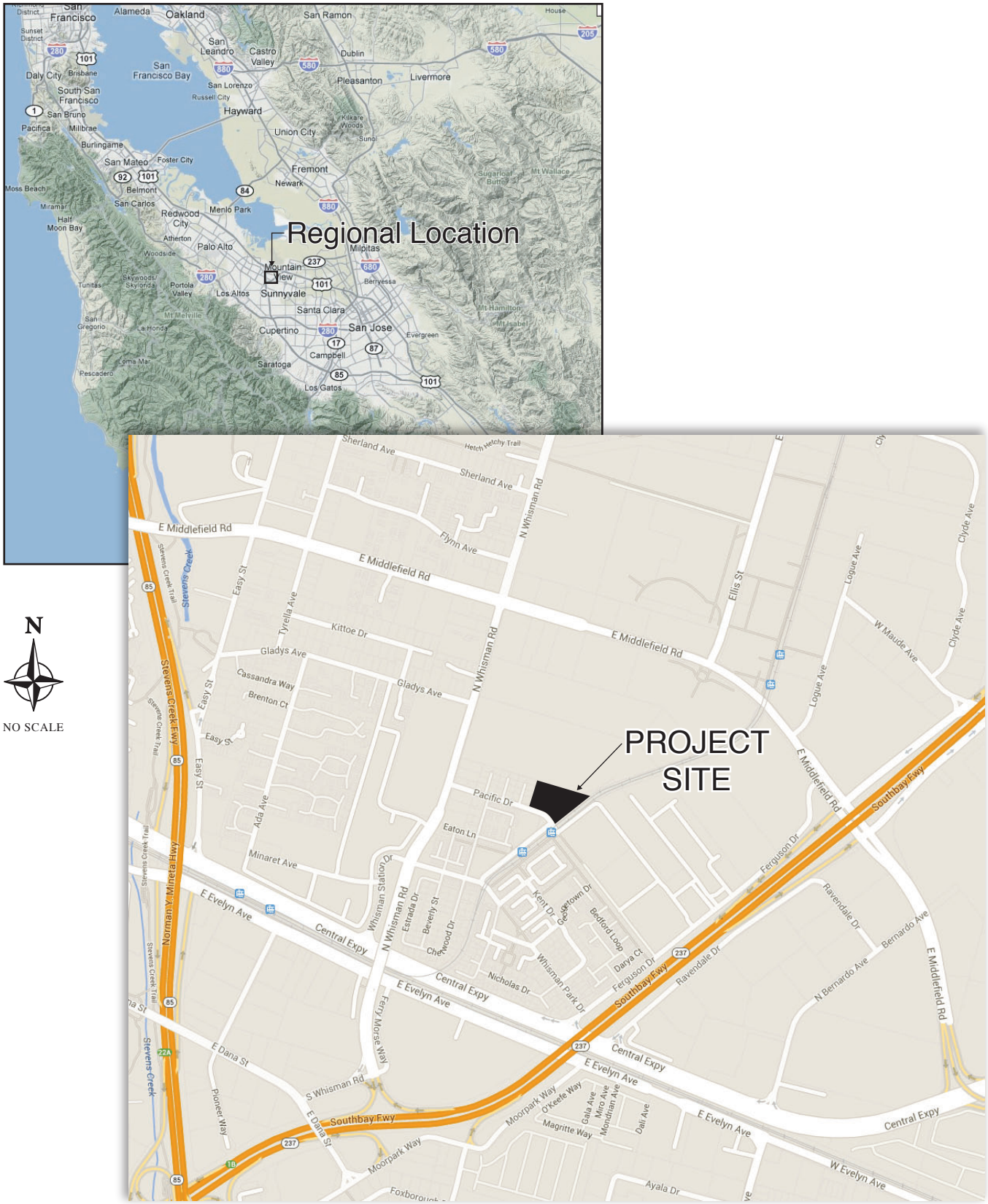
The project vicinity is developed with Medium-Density Residential uses of the Whisman Station neighborhood, including small-lot single-family homes west of the site and rowhomes to the south of the site, across Pacific Drive. The VTA's Whisman Station is also located immediately south of the project site, with transit parking along the extension of Pacific Drive that adjoins the VTA tracks. The Whisman Phase IV rowhome development occurs on the south side of Whisman Station. Other nearby uses in the Whisman Station neighborhood include Chetwood, Magnolia, and Slater parks to the west of the project area.

The MOC to the north of the project site extends from North Whisman Road to the bike/pedestrian trail and light rail tracks. Chain-link fencing and tall, dense bushes (oleander plants) separate the site from the MOC and its operations. Work hours at the MOC commence before 7 a.m. and occasionally include operations at night and on weekends. Activities at the MOC involve movement of equipment, vehicles, and materials and entail use of safety measures such as back-up horns, other audible signals, and required work area lighting. These operations are similar to the activities associated with the VTA light rail operations along the light rail line, and at Whisman Station and its parking lot.

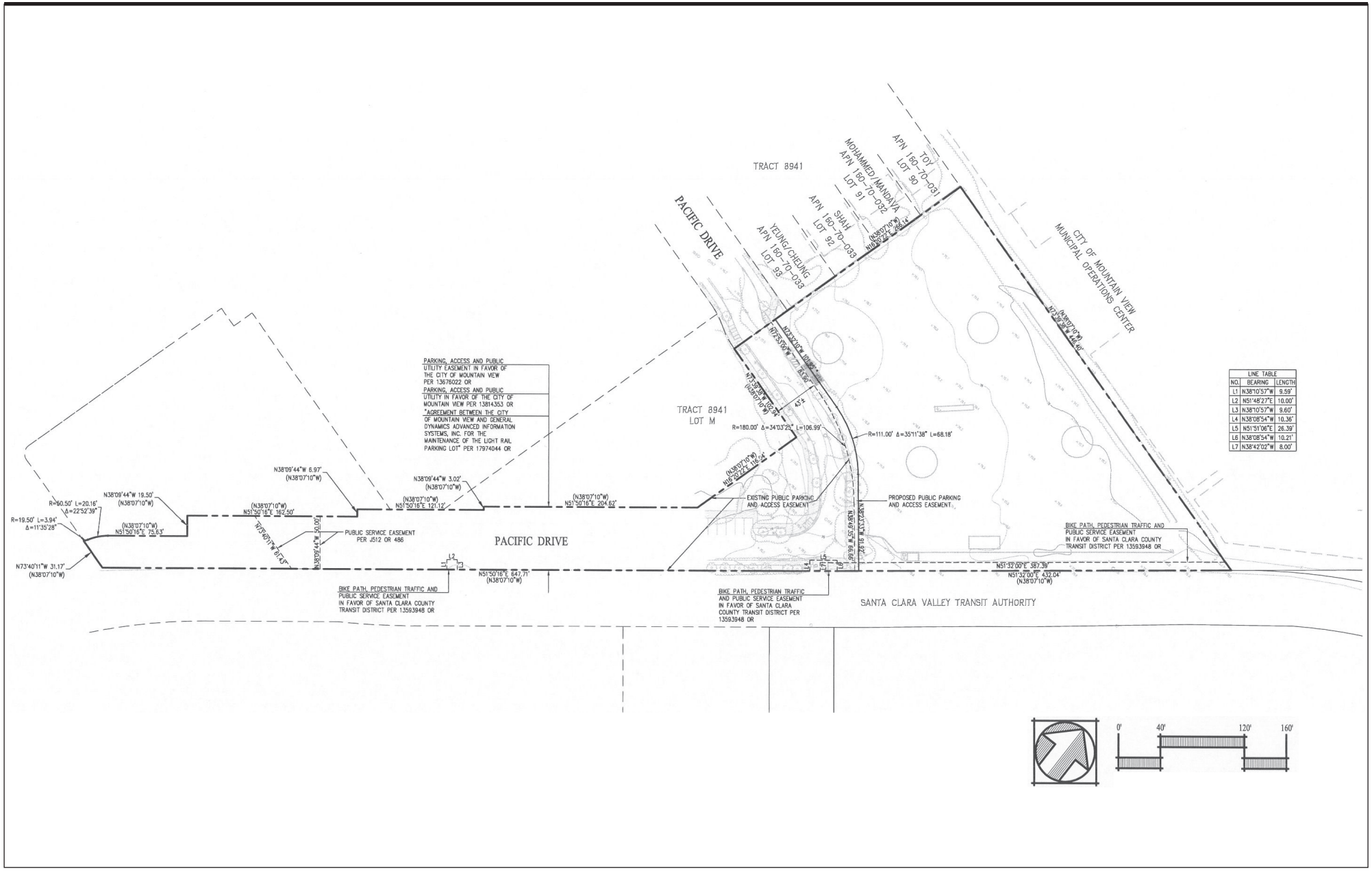
Vacant developed and undeveloped lands east of the project site include the GTE office building immediately to the east, as well as extensive parking lots associated with these commercial/industrial buildings on Ferguson Drive. Future development planned for these

Project Location

Figure 1



Source: Geier & Geier Consulting (2012)



Source: Carlson, Barbee & Gibson, Inc. (2014)

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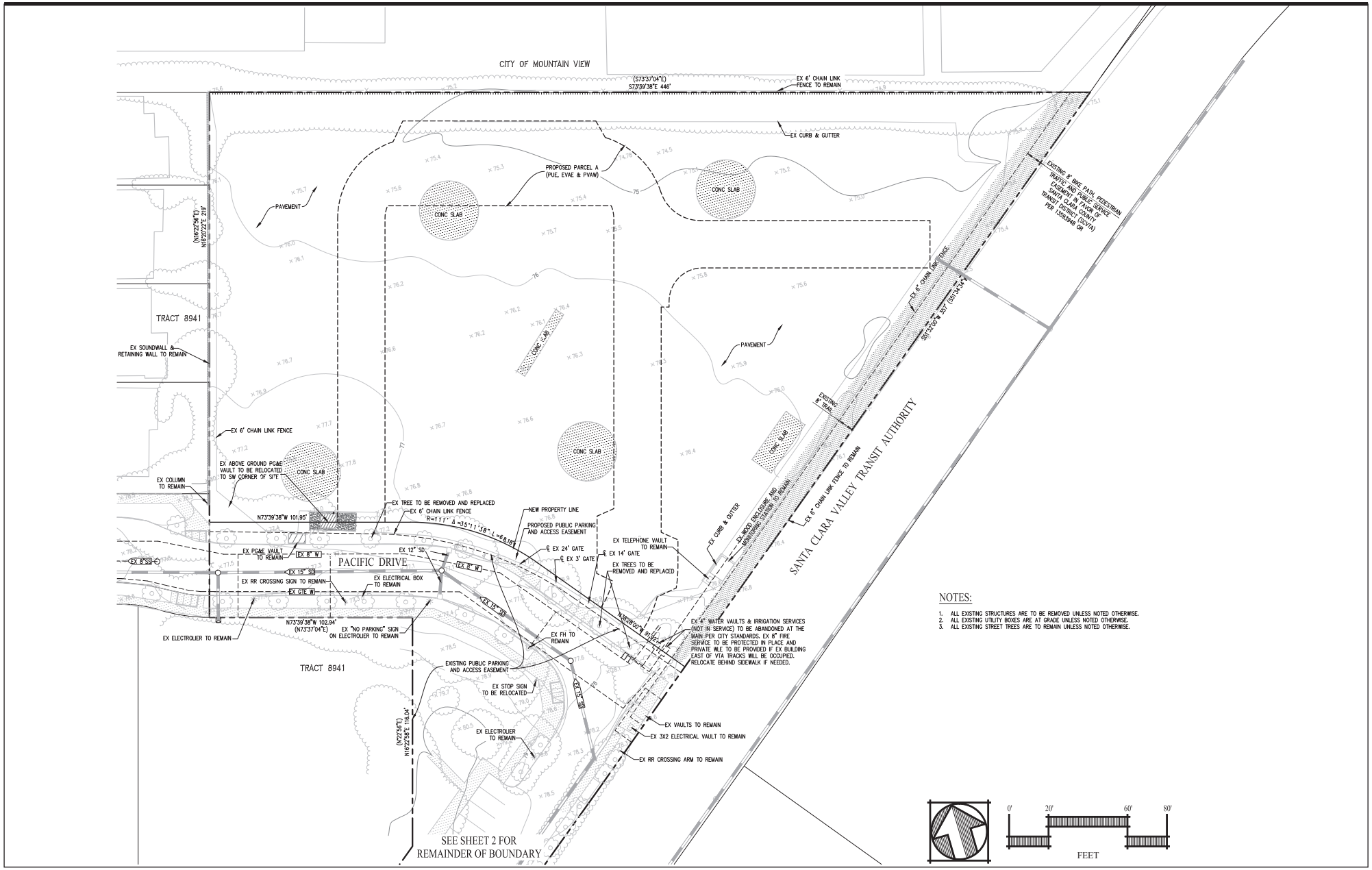


Source: Carlson, Barbee & Gibson, Inc. (2014)

properties is guided by the South Whisman Precise Plan, which specifies new residential uses for the current site of the GTE building and the remainder of the 32 acre precise plan area.

2.2 TECHNICAL PROJECT DESCRIPTION

The project applicant, Signature Management Company, Inc., proposes to demolish the existing parking lot facilities, subdivide the site into individual lots for each home and common lots for private roads and bioretention areas and construct 16 two-story, small-lot single-family homes. **Figure 5** presents the site plan for the proposed project. As can be seen in Figure 5, the primary access to the site would be provided by a private loop road (Street "A") serving Lots 1 through 8, 15, and 16. Three of the proposed lots would front on Pacific Drive (Lots 1, 7, and 8). A small cul-de-sac (Street "B"), which connects to Street A on the east side of the site, would provide access to Lots 11 through 14.

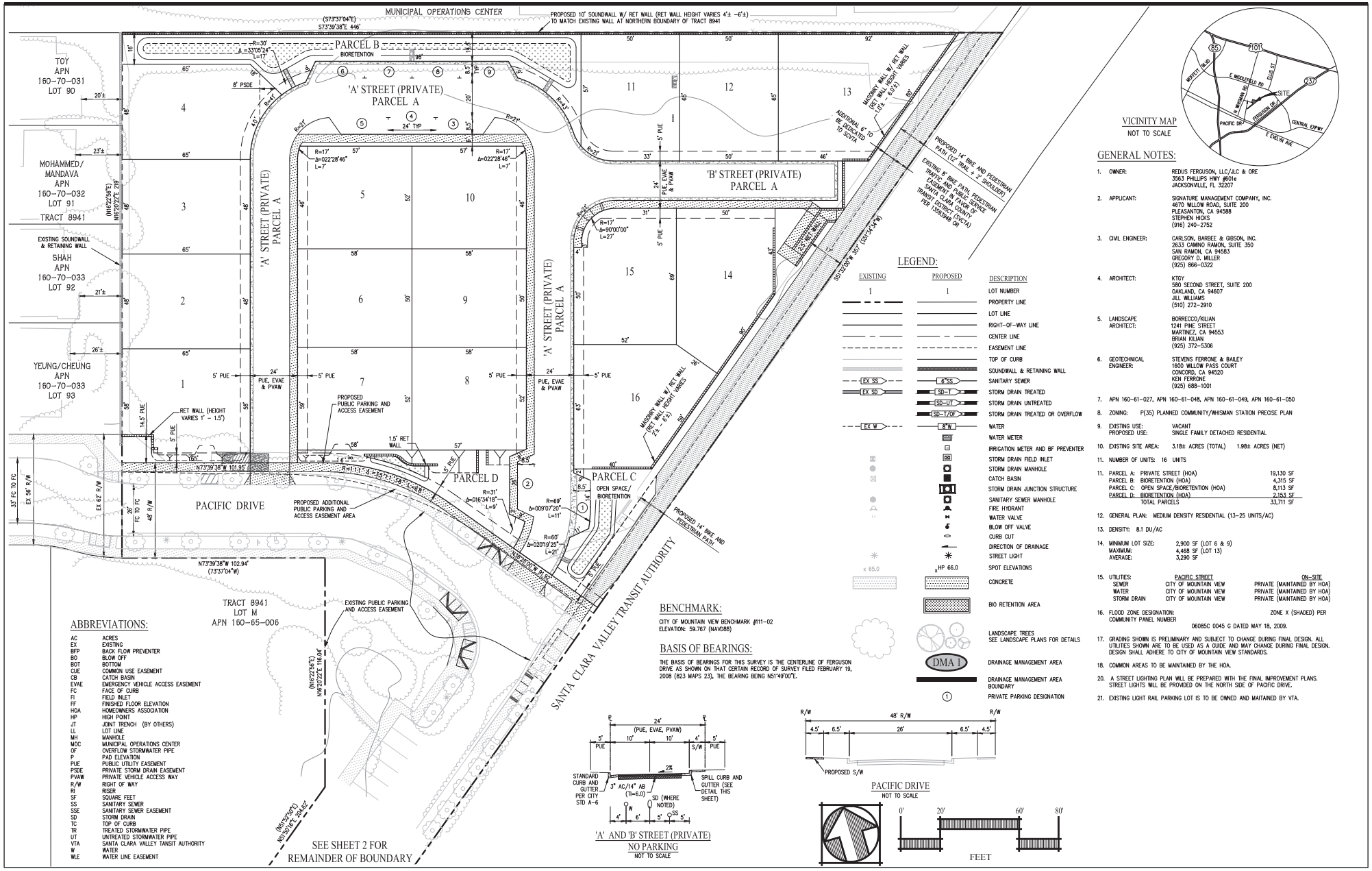
Figure 6 shows the Planned Unit Development Plan for the proposed project. The plan indicates that the proposed lots would range in size from 2,900 s.f. (Lots 6 and 9) to 4,468 s.f. (Lot 13), covering approximately 52,538 s.f. (60%) of the1.98-acre site. The new two-story residences would be built to five floor plans and range in size from 1,833 s.f. to 2,180 s.f.

Views of the new residences would primarily be visible from Pacific Drive. **Figure 7** shows the elevations of residences proposed for Lots 1, 7, and 8 along Pacific Drive. Also, **Figure 8** presents a Pacific Drive streetscene. The project plans also include street scenes showing the elevations of the residences served by the site's internal private roads. **Figures 9, 10 and 11** provide representations of residences as viewed together on East "A" Street, West "A" Street, and North "B" Street, respectively.

Project plans also include the development of three bioretention/open space areas on the site runoff control. The largest bioretention basin would be constructed on the northern perimeter of the site, adjacent to the common property line with the MOC. The placement of the bioretention basin along the project site's northern perimeter provides an additional 20-foot buffer between the MOC and residences on Lots 1 through 8. Bioretention areas on Parcels C and D are planned on the north side of Pacific Drive near the VTA light rail tracks, providing a buffer between Lots 8 and 16 and Pacific Drive.

Project plans specify two garage and two driveway parking spaces for each residence. The proposed development would also provide nine uncovered parallel guest parking spaces along the private streets of the development.

The proposed project would include a private yard for each of the lots. Private open space on the 16 lots varies from 620 s.f. (Lot 10) to 2,369 s.f. (Lot 13), totaling 18,743 s.f. for the project and covering 22% of the net site area. The proposed development would provide landscaping throughout the project site. In particular, the project's landscape plan includes extensive planting of water efficient materials including ground cover, shrubs, and trees along the proposed private streets, and along the frontage of Pacific Drive. The project proposes to remove three of the ten sycamore street trees on Pacific Drive to allow for the two new access drives, and plant one sycamore tree along this street. The landscape plan specifies planting 102 new trees around and within the project site.



ABBREVIATIONS:

AC	ACRES
EX	EXISTING
BFP	BACK FLOW PREVENTER
BO	BLOW OFF
BOT	BOTTOM
CUE	COMMON USE EASEMENT
CB	CATCH BASIN
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
FC	FACE OF CURB
FI	FIELD INLET
FF	FINISHED FLOOR ELEVATION
HOA	HOMEOWNERS ASSOCIATION
HP	HIGH POINT
JT	JOINT TRENCH (BY OTHERS)
LL	LOT LINE
MH	MANHOLE
MOC	MUNICIPAL OPERATIONS CENTER
OF	OVERFLOW STORMWATER PIPE
P	PAD ELEVATION
PUE	PUBLIC UTILITY EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PVAW	PRIVATE VEHICLE ACCESS WAY
R/W	RIGHT OF WAY
RI	RISER
SF	SQUARE FEET
SS	SANITARY SEWER
SSE	SANITARY SEWER EASEMENT
SD	STORM DRAIN
TC	TOP OF CURB
TR	TREATED STORMWATER PIPE
UT	UNTREATED STORMWATER PIPE
VTA	SANTA CLARA VALLEY TANSIT AUTHORITY
W	WATER
WLE	WATER LINE EASEMENT

BENCHMARK:

CITY OF MOUNTAIN VIEW BENCHMARK #111-02
ELEVATION: 59.767 (NAVD88)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTERLINE OF FERGUSON DRIVE AS SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED FEBRUARY 19, 2008 (823 MAPS 23), THE BEARING BEING N51°49'00"E.

LEGEND:

EXISTING	PROPOSED	DESCRIPTION
1	1	LOT NUMBER
		PROPERTY LINE
		LOT LINE
		RIGHT-OF-WAY LINE
		CENTER LINE
		EASEMENT LINE
		TOP OF CURB
		SOUNDWALL & RETAINING WALL
EX SS	6"SS	SANITARY SEWER
EX SD	SD	STORM DRAIN TREATED
	SD-UT	STORM DRAIN UNTREATED
	SD-T/OF	STORM DRAIN TREATED OR OVERFLOW
EX W	8"W	WATER
		WATER METER
		IRRIGATION METER AND BF PREVENTER
		STORM DRAIN FIELD INLET
		STORM DRAIN MANHOLE
		CATCH BASIN
		STORM DRAIN JUNCTION STRUCTURE
		SANITARY SEWER MANHOLE
		FIRE HYDRANT
		WATER VALVE
		BLOW OFF VALVE
		CURB CUT
		DIRECTION OF DRAINAGE
		STREET LIGHT
x 65.0	x HP 66.0	SPOT ELEVATIONS
		CONCRETE
		BIO RETENTION AREA
		LANDSCAPE TREES SEE LANDSCAPE PLANS FOR DETAILS
	DMA 1	DRAINAGE MANAGEMENT AREA
		DRAINAGE MANAGEMENT AREA BOUNDARY
	1	PRIVATE PARKING DESIGNATION

'A' AND 'B' STREET (PRIVATE)
NO PARKING
NOT TO SCALE

PACIFIC DRIVE
NOT TO SCALE

VICINITY MAP
NOT TO SCALE

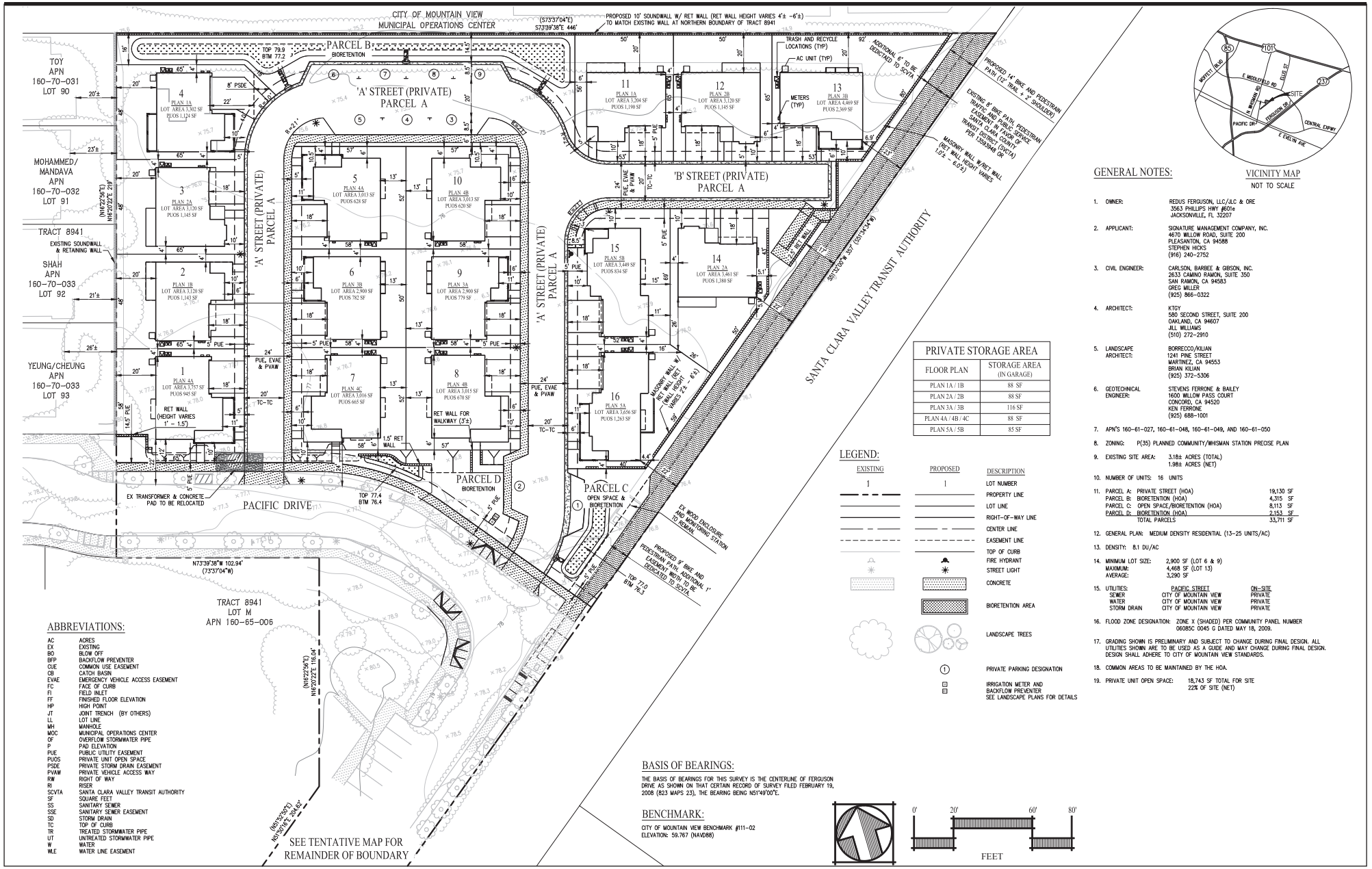
GENERAL NOTES:

1. OWNER: REDUS FERGUSON, LLC/JLC & ORE, 3563 PHILLIPS HWY #601e, JACKSONVILLE, FL 32207
2. APPLICANT: SIGNATURE MANAGEMENT COMPANY, INC., 4670 WILLOW ROAD, SUITE 200, PLEASANTON, CA 94588, STEPHEN HICKS, (916) 240-2752
3. CIVIL ENGINEER: CARLSON, BARBEE & GIBSON, INC., 2633 CAMINO RAMON, SUITE 350, SAN RAMON, CA 94583, GREGORY D. MILLER, (925) 866-0322
4. ARCHITECT: KTGY, 580 SECOND STREET, SUITE 200, OAKLAND, CA 94607, JILL WILLIAMS, (510) 272-2910
5. LANDSCAPE ARCHITECT: BORRECCO/KILIAN, 1241 PINE STREET, MARTINEZ, CA 94553, BRIAN KILIAN, (925) 372-5306
6. GEOTECHNICAL ENGINEER: STEVENS FERRONE & BAILEY, 1600 WILLOW PASS COURT, CONCORD, CA 94520, KEN FERRONE, (925) 688-1001
7. APN 160-61-027, APN 160-61-048, APN 160-61-049, APN 160-61-050
8. ZONING: P(35) PLANNED COMMUNITY/WHISMAN STATION PRECISE PLAN
9. EXISTING USE: VACANT; PROPOSED USE: SINGLE FAMILY DETACHED RESIDENTIAL
10. EXISTING SITE AREA: 3.18± ACRES (TOTAL) 1.98± ACRES (NET)
11. NUMBER OF UNITS: 16 UNITS
11. PARCEL A: PRIVATE STREET (HOA) 19,130 SF; PARCEL B: BIORETENTION (HOA) 4,315 SF; PARCEL C: OPEN SPACE/BIORETENTION (HOA) 8,113 SF; PARCEL D: BIORETENTION (HOA) 2,153 SF; TOTAL PARCELS 33,711 SF
12. GENERAL PLAN: MEDIUM DENSITY RESIDENTIAL (13-25 UNITS/AC)
13. DENSITY: 8.1 DU/AC
14. MINIMUM LOT SIZE: 2,900 SF (LOT 6 & 9); MAXIMUM: 4,468 SF (LOT 13); AVERAGE: 3,290 SF
15. UTILITIES: SEWER — PACIFIC STREET: CITY OF MOUNTAIN VIEW; ON-SITE: PRIVATE (MAINTAINED BY HOA); WATER — CITY OF MOUNTAIN VIEW; PRIVATE (MAINTAINED BY HOA); STORM DRAIN — CITY OF MOUNTAIN VIEW; PRIVATE (MAINTAINED BY HOA)
16. FLOOD ZONE DESIGNATION: ZONE X (SHADED) PER COMMUNITY PANEL NUMBER 06085C 0045 G DATED MAY 18, 2009.
17. GRADING SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN. ALL UTILITIES SHOWN ARE TO BE USED AS A GUIDE AND MAY CHANGE DURING FINAL DESIGN. DESIGN SHALL ADHERE TO CITY OF MOUNTAIN VIEW STANDARDS.
18. COMMON AREAS TO BE MAINTAINED BY THE HOA.
20. A STREET LIGHTING PLAN WILL BE PREPARED WITH THE FINAL IMPROVEMENT PLANS. STREET LIGHTS WILL BE PROVIDED ON THE NORTH SIDE OF PACIFIC DRIVE.
21. EXISTING LIGHT RAIL PARKING LOT IS TO BE OWNED AND MAITAINED BY VTA.

Source: Carlson, Barbee & Gibson, Inc. (2014)

TENTATIVE MAP: PLANNED UNIT DEVELOPMENT PLAN

FIGURE 6



VICINITY MAP
NOT TO SCALE

GENERAL NOTES:

1. OWNER: REDUS FERGUSON, LLC/J&C & ORE
3563 PHILLIPS HWY #601e
JACKSONVILLE, FL 32207
2. APPLICANT: SIGNATURE MANAGEMENT COMPANY, INC.
4670 WILLOW ROAD, SUITE 200
PLEASANTON, CA 94588
STEPHEN HICKS
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3. CIVIL ENGINEER: CARLSON, BARBEE & GIBSON, INC.
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(925) 372-5306
6. GEOTECHNICAL ENGINEER: STEVENS FERRONE & BAILEY
1600 WILLOW PASS COURT
CONCORD, CA 94520
KEN FERRONE
(925) 688-1001
7. APN'S 160-61-027, 160-61-048, 160-61-049, AND 160-61-050
8. ZONING: P(35) PLANNED COMMUNITY/WHISMAN STATION PRECISE PLAN
9. EXISTING SITE AREA: 3.18± ACRES (TOTAL)
1.98± ACRES (NET)
10. NUMBER OF UNITS: 16 UNITS
11. PARCEL A: PRIVATE STREET (HOA) 19,130 SF
PARCEL B: BIORETENTION (HOA) 4,315 SF
PARCEL C: OPEN SPACE/BIORETENTION (HOA) 8,113 SF
PARCEL D: BIORETENTION (HOA) 2,153 SF
TOTAL PARCELS 33,711 SF
12. GENERAL PLAN: MEDIUM DENSITY RESIDENTIAL (13-25 UNITS/AC)
13. DENSITY: 8.1 DU/AC
14. MINIMUM LOT SIZE: 2,900 SF (LOT 6 & 9)
MAXIMUM: 4,468 SF (LOT 13)
AVERAGE: 3,290 SF
15. UTILITIES: PACIFIC STREET ON-SITE
SEWER CITY OF MOUNTAIN VIEW PRIVATE
WATER CITY OF MOUNTAIN VIEW PRIVATE
STORM DRAIN CITY OF MOUNTAIN VIEW PRIVATE
16. FLOOD ZONE DESIGNATION: ZONE X (SHADED) PER COMMUNITY PANEL NUMBER 06085C 0045 G DATED MAY 18, 2009.
17. GRADING SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN. ALL UTILITIES SHOWN ARE TO BE USED AS A GUIDE AND MAY CHANGE DURING FINAL DESIGN. DESIGN SHALL ADHERE TO CITY OF MOUNTAIN VIEW STANDARDS.
18. COMMON AREAS TO BE MAINTAINED BY THE HOA.
19. PRIVATE UNIT OPEN SPACE: 18,743 SF TOTAL FOR SITE
22% OF SITE (NET)

Source: Carlson, Barbee & Gibson, Inc. (2014)

'A' Material Legend
1. Stucco
2. Cementitous Shingle Siding
3. Flat Concrete Roofing - Slate Finish
4. Enhanced Garage & Entry Doors
5. Enhanced Trims
6. Board & Batten Gable End Detail
7. Double Posts at Porch
8. Decorative Railing at Porch

Plan 4A - Right Corner Elevation

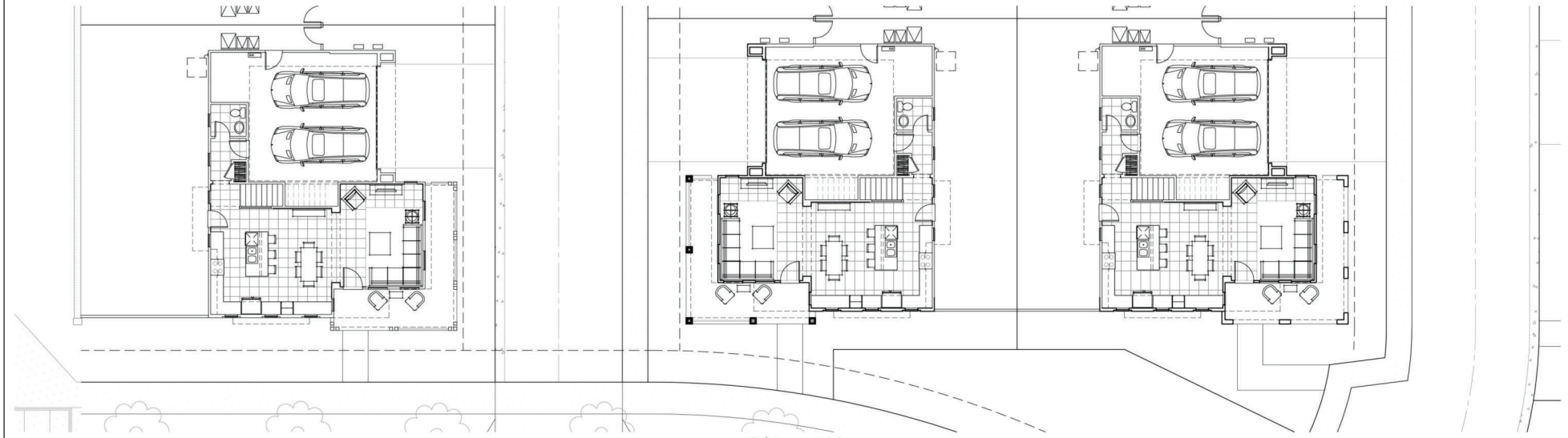
'B' Material Legend
1. Stucco
2. Flat Concrete Roofing - Slate Finish
3. Enhanced Garage & Entry Doors
4. Enhanced Trims
5. Lap Siding Gable End Detail
6. Shaped Eave Detail
7. Metal Awnings
8. Decorative Railing at Porch

Plan 4B - Right Corner Elevation

'C' Material Legend
1. Stucco
2. Cementitious Lap Siding
3. Brick Veneer
4. Flat Concrete Roofing - Slate Finish
5. Enhanced Garage & Entry Doors
6. Enhanced Trims
7. Decorative Shutters
8. Decorative Railing at Porch

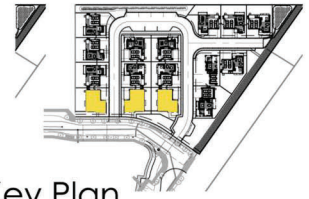
Plan 4C - Right Corner Elevation

Source: KTGY Group, Inc. (2014)



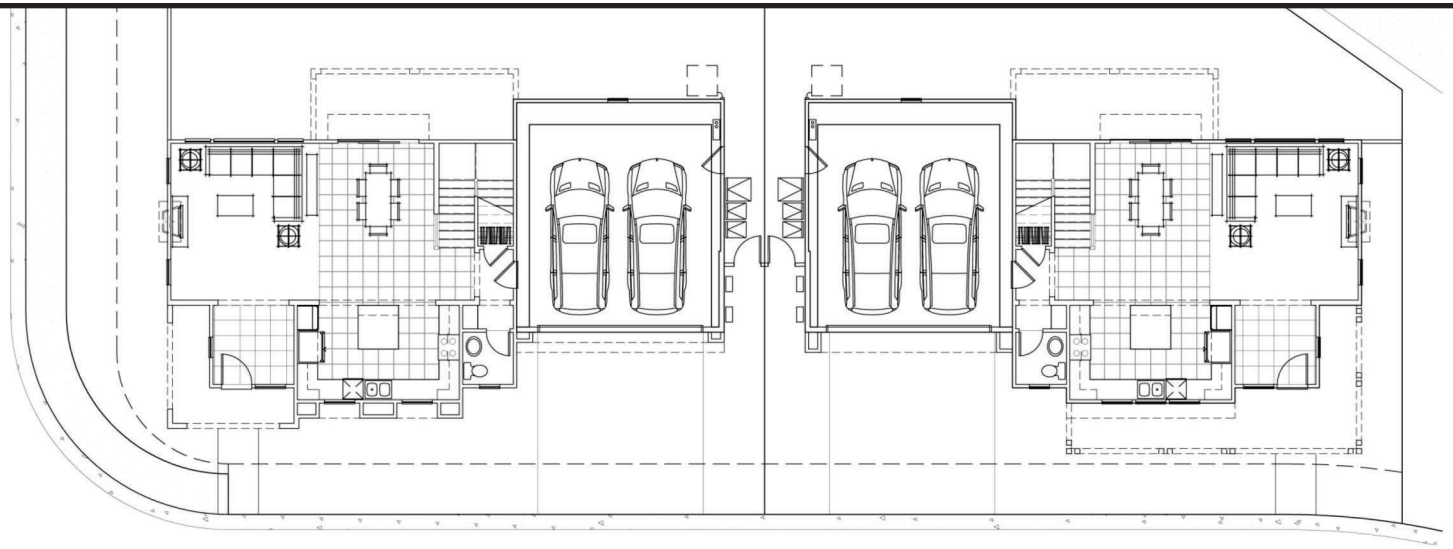
Site Plan

Plan 4A Plan 4C Plan 4B



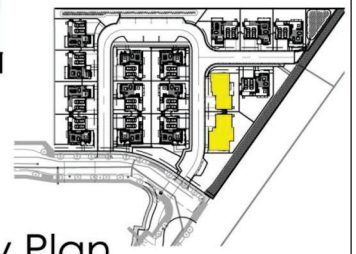
Key Plan

Source: KTGY Group, Inc. (2014)



Site Plan

Plan 5B Plan 5A



Key Plan

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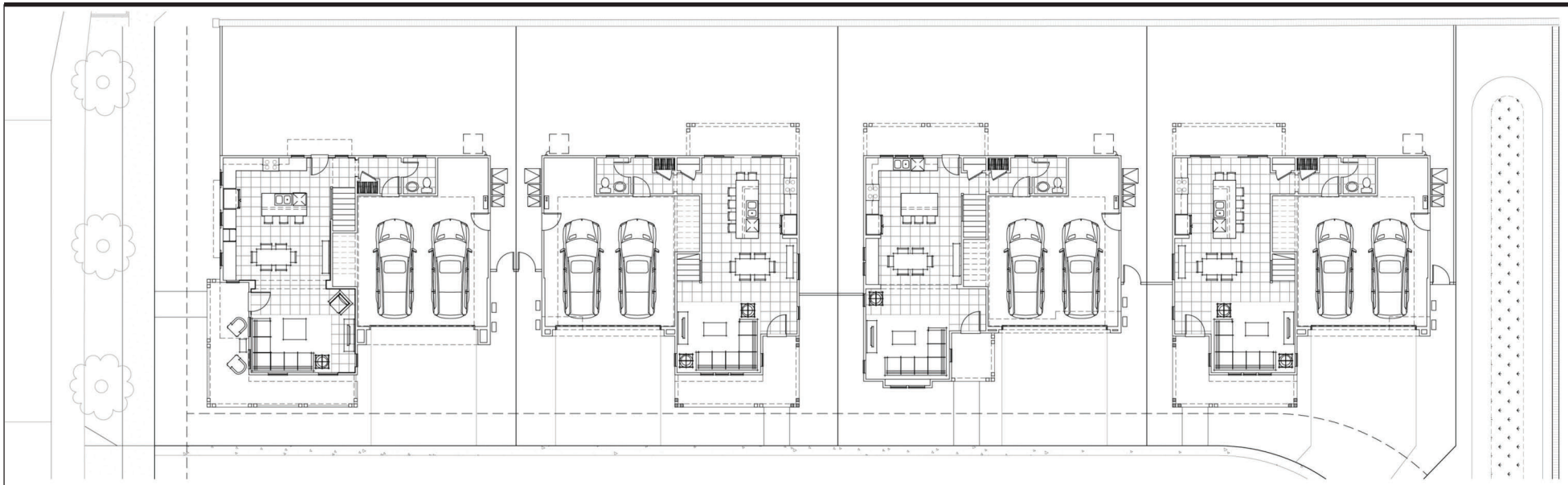
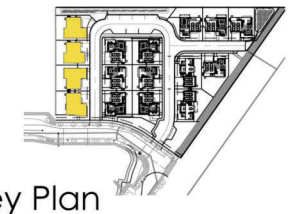


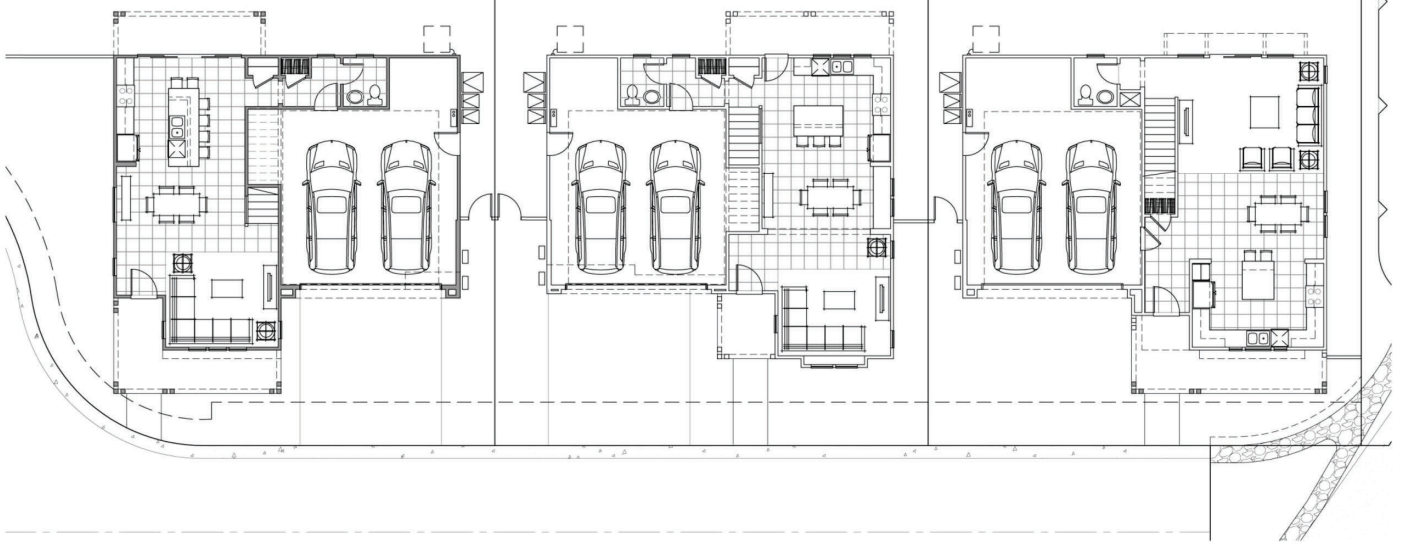
Site Plan

Plan 4A Plan 1B Plan 2A Plan 1A



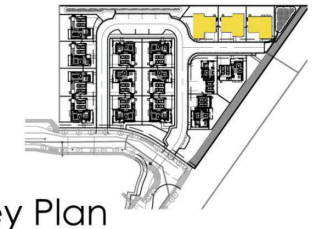
Key Plan

Source: KTGY Group, Inc. (2014)



Site Plan

Plan 1A Plan 2B Plan 3B



Key Plan

Source: KTGY Group, Inc. (2014)

Hardscape improvements proposed for the project site would include a 10-foot sound wall along the northern property boundary with the MOC. A 7-foot sound wall would also be built along the eastern perimeter common with the VTA light rail tracks. The existing pedestrian/bike trail easement that adjoins the light rail track would be widened from the current 8-foot width to 14 feet. At the southern end of the trail, it would narrow to 9 feet due to the requirement for a bioretention/open space area.

The project site is currently developed as a parking lot within the urban area of Mountain View and is provided with pubic utilities and services. Domestic and fire service water as well as sanitary sewer lines in Pacific Drive would be extended onto the project site to serve the proposed project. Storm drains along Pacific Drive would provide storm drainage service for the site.

The project site is currently designated Medium Density Residential (13-25 dwelling units per acre) in the Mountain View 2030 General Plan. The current zoning designation is P-35 (Whisman Station) Precise Plan). The Precise Plan states that, "The area known as the antenna farm parcel and the five existing parcels fronting Whisman Road shall be developed with medium-density rowhomes." In order to implement the proposed project, the project applicant proposes an amendment to the Precise Plan to allow low-density, small-lot, single-family homes where medium-density rowhomes are required. Additionally, the project applicant would require a Tentative Map for the subdivision of the land and a Planned Community Permit for the construction of 16 small-lot, single-family homes. In conjunction with City staff review, the project applicant has examined several alternative site designs to address community planning concerns identified by the City. The proposed project addresses issues raised by the City related to: MOC Interface, internal design conflicts, fire access requirements, guest parking, Pacific Drive interface, and improvements to private streets and yards. The project design has been modified to incorporate City staff recommendations for a site plan that best meets the City's goals for a well-designed residential neighborhood.

The project would be constructed in one phase with an anticipated construction timeline of approximately one year from demolition to completion.

2.3 AGENCIES WHOSE APPROVAL IS REQUIRED

City of Mountain View permits and review require a Precise Plan Amendment, Tentative Map, Planned Community Permit, Heritage Tree Removal Permit, Demolition/Grading/Building Permits, Encroachment Permit, Offsite Improvement Plan review, and other ministerial approvals.

The Santa Clara Valley Transportation Authority (VTA) would need to approve any modifications that may be proposed for the parking lot serving VTA facilities.

US EPA and Santa Clara County Environmental Health Department oversight may be required in the event that contaminated soils and/or groundwater are encountered during excavation and grading.

3. ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.1 AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The visual character of a project site is defined by both the context of surrounding uses and their characteristics as well as the nature and extent of existing uses on the subject property. The project site is located in an urbanized part of Mountain View that is designated for Medium and Medium-High residential, and General Industrial uses, which define the overall visual character of the project area.

The principal public views of the project site are from Pacific Drive, the VTA light rail line, and the bike/pedestrian trail along the southern perimeter of the project site. The project area consists of residential uses along Pacific Drive in the Whisman Station neighborhood and the VTA light rail system; the Whisman Station stop is located to the south of the project site. Views of the project site from these vantage points consist of an expansive paved parking lot in the foreground, screened by street trees along Pacific Drive. **Figures 12 and 13** present views of the site from this street.

The level terrain of the project site allows for views across the property to adjoining developed properties. As can be seen in Figures 12 and 13, background views include: 1) the single-family homes on Jenkins Lane, partially obscured by a masonry wall; 2) dense bushes along the northern site perimeter screening views of the MOC; 3) the VTA light rail tracks; and 4) the vacant GTE building. Due to the site's flat terrain, potential views of distant hills to the northeast of Milpitas and Fremont occur on the low horizon and are obscured by intervening urban development.

Neighborhood views in the project vicinity are comprised predominantly of residential and commercial buildings, moderated by street trees of varying heights and private landscaping on properties lining Pacific Drive and the VTA tracks.

Antenna Farm North View from Pacific Drive

Figure 12

Source: Google earth (2014)

Antenna Farm South View from Pacific Drive

Figure 13

Source: Google earth (2014)

The proposed project would construct 16 two-story small-lot, single-family home, an internal loop road and cul-de-sac, paved walkways, and landscaping on the subject property. The development design would provide private open space for each of the residential lots, consisting of approximately 22% of the 1.98-acre site. The project plans include extensive landscaping, fencing, and an irrigation system for new tree and ground cover plantings. Security lighting for pathways and parking would be installed as well.

3.1a Scenic Vistas

The proposed project would remove the extensive asphalt surfaces and the site's perimeter landscaping from the property. The development of the 16 two-story residences would introduce a new visual element to the Pacific Drive neighborhood. The proposed residences would be compatible with surrounding building heights and consistent with the rowhome buildings that are planned for development on the parcels immediately adjoining the project site to the east, on the GTE office building site. Since there are no scenic vista views available for public viewing from the project vicinity, the development of the two-story homes would not have any adverse effects on a scenic vista. As a result, the proposed project would not have an impact on a scenic vista in the community.

3.1b Scenic Resources Within a State Scenic Highway

The project site is located at the terminus of Pacific Drive in the Whisman Station neighborhood of Mountain View. The closest State-designated Scenic Highway in Santa Clara County is Highway 9 in Saratoga, approximately 11 miles south of the project site. The proposed project would not have a significant effect on scenic resources within a State-designated scenic highway.

3.1c Visual Character

Currently, the project site contains a paved parking lot that covers the entire property. As described above, the existing visual character of the project site is typical of the commercial/industrial development within the general project area. The immediate project vicinity consists of residential and commercial and buildings ranging from one to three stories, with a mix of traditional and contemporary architectural styles.

The proposed project would remove the site's paved parking area, grade the property, and redevelop the site for residential use. The planned 16 single-family homes would be situated throughout the project site, accessed by two proposed private streets. The visual character of the project site would primarily be defined by the views of the site from Pacific Drive, the VTA light rail tracks, and the bike/pedestrian trail. The views of the site from these vantage points would be of Lots 1, 7, and 8 on Pacific Drive and Lots 13, 14, and 16 on the eastern side of the project site. Figures 7 and 8 present street-level site views of the proposed residences on Pacific Drive.

The project would also include associated hardscape and landscape improvements. The proposed landscaping plan would provide new and replacement tree plantings and extensive ground cover around the entire project site. The proposed landscaping plan would retain seven of the ten mature sycamore street trees on Pacific Drive, replacing the three removed trees with one new sycamore street tree. In addition, the project's landscaping plan proposes to plant new landscape trees throughout the site, along internal street frontages and on the site perimeters.

Views of the site from the bike/pedestrian trail and VTA light rail tracks would be changed by the installation of a masonry wall along the VTA right-of-way and associated tree plantings for backyard landscaping on these lots. In total, the project development proposes to install 102 new trees that would moderate views of the site, defining the visual character of the site as a residential use similar to surrounding properties.

The Whisman Station Precise Plan includes design guidelines for the residential uses in the Plan area. With regard to the Antenna Farm, the Guidelines state:

> C.1.k. The design and orientation of development on the antenna farm parcel should minimize views of the MOC.
>
> C.1.m. The building materials and detailed project design of the development on the antenna farm parcel shall be compatible with the architectural character of the adjacent Kaufman & Broad development. The project should incorporate: (1) a change of material at the building base; (2) recessed windows; (3) wood details for the balconies, window and porches; and (4) flat roof tiles.

The proposed residential project conforms with these guidelines by limiting the number of residences to four units bordering the MOC, with all views of from these homes being rear yard views. In addition, the project would construct a masonry wall and plant new trees along the common property line with the MOC.

Overall, the project's height and design would be compatible with the visual character of the residential uses to west and south of the project site. In particular, the proposed project is designed to be consistent with the adjacent small-lot, single-family development to the west of the site on Jenkins Lane. Existing and proposed street trees on the project's Pacific Drive frontage would continue to provide screening of proposed residences on Lots 1, 7, and 8 from the rowhomes opposite from the site. The proposed project's development plans incorporate residential design elements into the project design that would be compatible with the visual character of the adjoining residential properties surrounding the site. The City's Development Review process would ensure that the site design and architecture for specific units would result in a high-quality residential development that is compatible with existing and future development, and consistent with the objectives of the Whisman Station Precise Plan. As a result, the project would have a less-than-significant impact on visual quality and character.

3.1d Light or Glare

The proposed project would include exterior light fixtures along the street and walkways for public safety and security. A proposed lighting plan will be reviewed by the Community Development Department as part of the site design review process to ensure that project lighting does not affect adjoining properties while providing adequate lighting for safety. The exterior street lighting is consistent with fixtures found throughout the immediate neighborhood and is a required design element of the Precise Plan. To help maintain privacy at nearby residences and reduce the potential for disturbance due to nighttime lighting, the development review process and building plan check review process will ensure the final project plans satisfy City Code (A36.52.050), which requires lighting to be designed and installed on the premises in such a manner so as to be compatible with surrounding development. Implementation of the City Municipal Code would be accomplished through the

application of Standard Condition of Approval "Lighting Plan" requiring exterior lighting to be compatible with surrounding development. In addition to this, the City would include the following Condition of Approval to ensure that future residents would be aware of MOC activities requiring MOC lighting for operations safety and that MOC lighting complies with City Municipal Codes:

> *Information on the operations adjacent MOC shall be disclosed to all future residents. This information shall be provided as part of the sales literature distributed to prospective purchasers. Purchasers shall be asked to sign this disclosure statement when property is sold, acknowledging the MOC operations information, and/or the disclosure statement shall be included in the CCRs for the development.*

The implementation of these conditions would ensure that the potential aesthetic effects of the proposed project would be less than significant.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.2 AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Dept. of Forestry and Fire Protection regarding the state's inventory of forest land, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.2a, 3.2b, 3.2c, 3.2d, 3.2e Farmland, Agricultural, and Forestry Uses

The project site is currently developed with a paved parking lot. Since the site is not in agricultural use and has no agricultural potential due to its small size, previous use, and urbanized location, the project would not adversely affect any existing agricultural or forest resources or operations. Since the properties surrounding the project site are developed with and/or zoned for residential use, the proposed project would not adversely affect other agricultural properties or result in the conversion of farmland to non-agricultural use.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3 AIR QUALITY - Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3.3a Air Quality Planning

The San Francisco Bay Area Air Basin is classified by the Bay Area Air Quality Management District (BAAQMD) as non-attainment for ozone and inhalable particulates (PM_{10}). To address these exceedances, the BAAQMD, in cooperation with the MTC and ABAG, prepared the *Bay Area 2005 Ozone Strategy (BAOS)* in September 2005 and *Particulate Matter Implementation Schedule (PMIS)* in November 2005. The *PMIS* discusses how the BAAQMD implements the California Air Resources Board's 103 particulate matter control measures. The most recently adopted air quality plan in the Basin is the *2010 Bay Area Clean Air Plan (CAP),* which updates the *BAOS* and was adopted by the BAAQMD in September 2010. This *CAP* outlines how the San Francisco Bay Area will attain air quality standards, reduce population exposure and protect public health, and reduce greenhouse gas (GHG) emissions.

The consistency of the proposed project with the most recently adopted regional air quality plan, the *CAP,* is determined by comparing the project's consistency with pertinent land use and transportation control measures contained in the *CAP*. Pertinent measures relate to evaluating impacts according to the BAAQMD's CEQA Guidelines (impact evaluation presented below). The project's construction-related and operational emissions were determined to not exceed the BAAQMD's CEQA significance thresholds for criteria pollutants and $PM_{2.5}$. Therefore, the proposed project's emissions are considered to be consistent with the BAAQMD's *CAP* (the most recently adopted regional air quality plan).

3.3b Air Quality Standards

Regulatory and Planning Framework. The BAAQMD is responsible for attaining and/or maintaining air quality in the San Francisco Bay Area Air Basin within Federal and State air quality standards. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the Basin and to develop and implement strategies to attain the applicable Federal and State standards. In June 2010, the BAAQMD adopted CEQA thresholds of significance and updated its CEQA Air Quality Guidelines, which provides guidance for assessing air quality impacts under CEQA. However, on March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the Thresholds. The court issued a writ of mandate ordering the BAAQMD to set aside the Thresholds and cease dissemination of them until the BAAQMD had complied with CEQA. The matter is now on appeal. Notably, the court's ruling was based purely on procedural grounds, namely, the BAAQMD's failure to comply with CEQA. Nothing in the ruling called into question the validity of the science underlying the recommended significance thresholds. Determining thresholds of air quality impact significance is at the discretion of the Lead Agency under CEQA. Thresholds may be set at the currently unsupported 2010/2011 BAAQMD emissions-based levels, at the adopted 1999 thresholds, or at any scientifically supportable alternative level.

Significance Thresholds. Exercising its own discretion as Lead Agency and similar to many other San Francisco Bay Area jurisdictions, the city staff has decided to rely on the thresholds within the *Options and Justification Report* prepared by the BAAQMD (BAAQMD, 2009). The BAAQMD Options and Justification Report establishes thresholds based on substantial evidence and are consistent with the thresholds referenced in the within the BAAQMD CEQA Air Quality Guidelines (BAAQMD, 2011). Although BAAQMD failed to comply with CEQA

before adopting these thresholds, city staff believes that these recommendations, which are listed as follows, still represent the best available science on the subject of what constitutes significant air quality effects in the SFBAAB:

- NO_X and ROG: 54 pounds/day
- PM_{10}: 82 pounds/day
- $PM_{2.5}$: 54 pounds/day

In addition to establishing the above significance thresholds for criteria pollutant emissions, the BAAQMD, in its *Options and Justification Report,* also recommended the following quantitative thresholds to determine the significance of construction-related and operational emissions of toxic air contaminants from individual project and cumulative sources on cancer and non-cancer health risks:

- Increased cancer risk of >10.0 in a million for individual projects and >100 in a million (from all local sources) for cumulative sources;
- Increased non-cancer risk of >1.0 Hazard Index (Chronic or Acute) for individual projects and >10.0 Hazard Index (from all local sources) for cumulative sources; and
- Ambient $PM_{2.5}$ increase: >0.3 □g/m^3 annual average for individual projects and >0.8 □g/m^3 annual average (from all local sources) for cumulative sources.

Project Emissions. The project's construction-related and operational emissions are estimated and compared to the above significance thresholds in **Table 1**. As shown in this table, the project's construction-related and operational air pollutant emissions would not exceed the BAAQMD significance thresholds for criteria pollutants, and would therefore result in a less-than-significant impact. However, the BAAQMD recommends that all Basic Construction Mitigation Measures be implemented for all construction projects, whether or not construction-related emissions exceed these significance thresholds. The implementation of the City's Standard Condition of Approval, "Basic Air Quality Construction Measures", would require, at a minimum, the following actions as part of the project:

> *(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 mph;*
>
> *(e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; and*
>
> *(f) post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.*

With implementation of these measures and the restriction of idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) the project's construction-related and operational increases in criteria pollutant emissions would be less than significant.

TABLE 1

PROJECT-RELATED CONSTRUCTION AND OPERATIONAL CRITERIA POLLUTANT EMISSIONS

	Average Daily Emissions (pounds/day)					
Project Activity	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10} (Total)**	**$PM_{2.5}$ (Total)**
Project Construction[a]						
– 2015 Off-Road Equipment Emissions – Unmitigated	30.5	43.8	30.2	0.0	7.7	5.1
– 2015 Off-Road Equipment Emissions – With Mitigation[b]	30.0	22.8	25.1	0.0	3.8	2.6
Significance Thresholds	54	54	-	-	82	54
Exceeds Significance Thresholds?	No	No	-	-	No	No
Project Operation						
– Area Source Emissions	0.9	0.0	1.3	0.0	0.0	0.0
– Energy Emissions	0.0	0.1	0.1	0.0	0.0	0.0
– Mobile Source Emissions	0.7	1.6	6.8	0.0	0.9	0.3
Total	**1.6**	**1.7**	**8.2**	**0.0**	**1.0**	**0.3**
Significance Thresholds	54	54	-	-	82	54
Exceeds Significance Thresholds?	No	No	-[c]	-[d]	No	No
	Average Annual Emissions (tons/year)					
Project Activity	**ROG**	**NO_X**	**CO**	**SO_2**	**PM10 (Total)**	**PM2.5 (Total)**
Project Construction						
– 2015 Off-Road Equipment Emissions – Unmitigated	0.8	2.5	1.8	0.0	0.2	0.2
– 2015 Off-Road Equipment Emissions – With Mitigation[b]	0.8	1.8	1.7	0.0	0.1	0.1
Significance Thresholds	10	10	-	-	15	10
Project Operation						
– Area Source Emissions	0.2	0.0	0.1	0.0	0.0	0.0
– Energy Emissions	0.0	0.0	0.0	0.0	0.0	0.0
– Mobile Source Emissions	0.1	0.3	1.2	0.0	0.2	0.0
Total	**0.3**	**0.3**	**1.3**	**0.0**	**0.2**	**0.0**
Significance Thresholds	10	10	-	-	15	10
Exceeds Significance Thresholds?	No	No	-	-	No	No

NOTES: ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; exhaust PM_{10} = particulate matter less than 10 microns; exhaust $PM_{2.5}$ = particulate matter less than 2.5 microns.

[a] Construction assumptions: site preparation would occur over 10 days using 1 dozer, 1 concrete saw, and 2 loader/backhoes; grading would occur over 5 days using 1 grader, 1 dozer, 1 loader/backhoe; construction would occur over 200 days using 1 crane, 3 forklifts, 1 gen set, 3 loaders/backhoes, and 1 welder; and paving would occur over 10 days using 1 cement mixer, 1 paver, 1 paving equipment, 1 roller, and 1 loader/backhoe.

[b] With measures specified in Mitigation Measure AQ-1.

[c] CO: If localized carbon monoxide estimated emissions exceed 550 pounds/day, more detailed analysis is required. Therefore, emissions below this threshold indicate that CO emissions would be less than significant.

[d] SO_2: The SO_2 state and federal standards are currently being met throughout the Bay Area and have been met in recent decades. Therefore, the project's estimated emissions would be less than significant.

SOURCE: CalEEMod Output (see **Appendix A**)

3.3c Cumulative Air Quality Impacts

To address cumulative impacts on regional air quality, the City utilizes the thresholds of significance established by the BAAQMD for construction-related and operational criteria pollutants and precursor emissions (specified above). These thresholds represent the levels at which a project's individual emissions of criteria pollutants and precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. If daily average or annual emissions exceed these thresholds, the project would result in a cumulatively significant impact. Since the project's construction-related and operational criteria pollutant emissions would not exceed the significance thresholds specified above, the project's contribution would be less than cumulatively considerable and therefore, less than significant.

3.3d Exposure of Sensitive Receptors

The California Air Resources Board (CARB) regulates vehicle fuels with the intent to reduce emissions. Diesel exhaust is a serious concern throughout California. The CARB identified diesel engine particulate matter as a toxic air contaminant and human carcinogen. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Many of these toxic compounds adhere to the diesel particles, which are very small and can penetrate deeply into the lungs. Diesel engine particulate matter has been identified as a human carcinogen. Mobile sources such as trucks, buses, and automobiles are some of the primary sources of diesel emissions. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections. The cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other toxic air pollutant routinely measured in the region. Diesel exhaust contains both pulmonary irritants and hazardous compounds that can affect sensitive receptors such as young children, senior citizens, or those susceptible to chronic respiratory disease such as asthma, bronchitis, and emphysema.

In 2005, the CARB approved a regulatory measure to reduce emissions of toxic and criteria pollutants by limiting the idling of new heavy-duty diesel vehicles, which altered five sections of Title 13 of the California Code of Regulations. The changes relevant to the proposed project are in Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which limit idling of a vehicle's primary diesel engine for greater than five minutes in any location (with some exceptions) or operation of a diesel-fueled auxiliary power system within 100 feet of residential areas.

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Sensitive receptors in the project vicinity include single-family residences. The adjacent residences to the west (on Jenkins Lane) are the closest sensitive receptor to project construction, and the residence to the south at 183 Jenkins Lane is designated to be the maximally-exposed individual for purposes of this analysis (MEI, see Appendix A for location).

The closest schools are Google's Children's Center at the Woods, located 0.2 mile west of the site, and Edith Landels Elementary School, located approximately 0.7 mile to the southwest.

Operation of proposed residences would not generate toxic air contaminants (TACs) that would pose a health risk to adjacent or nearby uses. However, during project construction, combustion emissions from operation of off-road construction equipment on the project site would be generated and could expose adjacent and nearby receptors to diesel particulate matter (DPM or $PM_{2.5}$) and other toxic air contaminants (TACs) that are associated with various health risk factors. Due to the proximity of sensitive receptors to the project site, a screening-level construction-related health risk analysis was completed for the project at the maximally-exposed individual (MEI), which are residences to the west; see Appendix A for location; BAAQMD, 2012a).[1] DPM exhaust emissions from off-road heavy equipment that would be operated during project construction were calculated using the CalEEMod computer model (see Appendix A for model output). The results of the health risk screening for project construction and operation are summarized in **Table 2**.

As indicated in this table, construction-related $PM_{2.5}$ emissions would not exceed the above-listed significance thresholds for lifetime cancer and non-cancer health risks (including infants, which have the highest age sensitivity factor). Therefore, the project's construction-related $PM_{2.5}$ emissions would pose a less-than-significant health risk.

In addition to the above construction-related risk and hazard impacts, sensitive receptors in the project vicinity would be exposed to cumulative risk and hazard impacts from the project's construction-related emissions in combination with existing stationary and mobile sources within the vicinity. In addition to project construction, possible local stationary or vehicular source emissions must be added to this concentration to determine the cumulative total. Specifically, the BAAQMD requires that existing stationary and mobile (i.e. freeways or roadways with more than 10,000 vehicles per day or average daily traffic, ADT) emissions sources within 1,000 feet of the MEI also be considered. Any potential cumulative health risk would, therefore, derive from project activities plus any existing identified risk sources within the project vicinity. There are no roadways with more than 10,000 ADT within 1,000 feet of the site. When emissions from existing permitted stationary sources located within approximately 1,000 feet are considered, cumulative health risks at the maximally-exposed individual (MEI) would be as indicated in **Table 3**. As indicated in this table, cumulative emissions would not exceed the cumulative significance thresholds for risk and hazard impacts at existing adjacent receptors. Therefore, the project's contribution to cumulative construction-related risk and hazard impacts would be less than cumulatively considerable, a less-than-significant impact.

3.3e Odors

Project construction would generate nuisance diesel odors associated with operation of diesel construction equipment on-site (primarily during initial grading phases), but this effect would

[1] The BAAQMD's recommended methods for screening and modeling local risks (BAAQMD, 2012a) was used to complete this refined screening-level health risk assessment. The BAAQMD recommends a two-tiered approach for screening-level health risk assessments: a screening-level dispersion model is initially applied to project emissions using generally over-predictive assumptions and if the predicted health risk is not within acceptable levels, then a more sophisticated dispersion modeling is necessary.

be localized, sporadic, and short-term in nature. Therefore, temporary impacts from nuisance diesel odors on adjacent residential receptors located approximately 60 feet to the west and south are considered to be less than significant.

TABLE 2

CANCER RISK AND CHRONIC NON-CANCER HEALTH RISKS AT THE CLOSEST SENSITIVE RECEPTORS DUE TO DPM EXPOSURE DURING PROJECT CONSTRUCTION

	$PM_{2.5}$ Exposure,[a] Excess Cancer Risk,[b] and Non-Cancer Chronic Hazard Index from Project Construction Activities and Operation at Closest Receptors
Construction-Related Parameters	
Maximum One-Hour $PM_{2.5}$	2.279 µg/m³
Annual Average $PM_{2.5}$ (one-hour x 0.1)	0.227 µg/m³
Annual Average $PM_{2.5}$ Significance Threshold	0.3 µg/m³
Exceeds Significance Threshold?	No
Age-Weighted Excess Risk for Infants	9.77 in a million
Children	2.93 in a million
Adults	0.98 in a million
Cancer Risk Significance Threshold	Excess Cancer Risk >10 x 10^{-6}
Exceeds Threshold?	No
Chronic Non-Cancer Hazard Index	0.046
Chronic Non-Cancer Significance Threshold	Hazard Index >1.0
Exceeds Significance Threshold?	No

NOTES:

[a] The predicted maximum one-hour DPM concentration is 2.279 □g/m³ resulting from on-site total project DPM emissions of 0.1263 tons. The hourly to annual scaling factor is 0.1. AERSCREEN output thus indicates that project construction would produce a maximum annual DPM concentration of 0.2279 □g/m³ for mitigated conditions.

[b] The excess individual cancer risk factor for DPM exposure is approximately 300 in a million per 1 □g/m³ of lifetime exposure (DPM (□g/m³) x ASF x 300 x 10^{-6}) / 70 years. More recent research has determined that young children are substantially more sensitive to DPM exposure risk. If exposure occurs in the first several years of life, an age sensitivity factor (ASF) of 10 should be applied. For toddlers though mid-teens, the ASF is 3.

SOURCES: A screening-level individual cancer analysis was conducted to determine the maximum $PM_{2.5}$ concentration from diesel exhaust. This concentration was combined with the DPM exposure unit risk factor to calculate the inhalation cancer risk from project-related construction activities at the closest sensitive receptor. The EPA AERSCREEN air dispersion model was used to evaluate concentrations of DPM and $PM_{2.5}$ from diesel exhaust. The model output for this analysis is included in the Appendix A of this report.

According to the BAAQMD *CEQA Air Quality Guidelines*, land uses associated with odor complaints typically include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The project would not include any uses identified by the BAAQMD as being associated with odors. No new or unusual sources of nuisance odors would be associated with the proposed residential use. Therefore, the project's potential for nuisance odor problems would be less than significant.

However, according to the Whisman Station Precise Plan, there are odors associated with several activities that occur at the MOC adjacent to the antenna farm site that may be perceived as objectionable to residents. These odors come from three general sources that are temporarily stored on the site: (1) spoils from the City's sewer cleanout (Vac-con) equipment; (2) organic

waste collected from the streets and parks mixed with nonorganic waste that cannot be efficiently separated; and (3) decomposing tree limbs and trimmings. Dust is sometimes stirred

TABLE 3

CUMULATIVE RISK AND HAZARD IMPACTS AT MEI FROM PROPOSED PROJECT AS WELL AS EXISTING STATIONARY SOURCES

Site #	Facility Name	Street Address	City	Distance	Excess Cancer Risk	Chronic Hazard Index	Acute Hazard Index[a]	$PM_{2.5}$ ($\mu g/m^3$)
14230	City of Mountain View Fleet Services	231 N Whisman	MV	760 ft	0.00	0.00	0.00	0.00
G8702	Rotten Robbie	310 Whisman	MV	960 ft	0.36[b]	0.001[b]	na	na
		Total– Stationary Sources (Distance Adjusted)			0.36	0.00	0.00	0.00
		Proposed Project (worst-case)			9.77	0.05	0.27	0.223
		Maximum Cumulative			**10.1**	**0.05**	**0.27**	**0.223**
		Significance Threshold			100	0.8	1	1

NOTES:

[a] Based upon the ratio of speciated organic gases to DPM in diesel exhaust relative to peak 1-hour concentrations.

[b] Total adjusted for distance per BAAQMD Distance Multiplier Tool for Gasoline Dispersing Facilities.

SOURCE: BAAQMD (2012b; 2012c)

up on the MOC property when heavy equipment is moved around. The City would include the following Condition of Approval to ensure that future residents would be aware of MOC operations and intermittent odors that could affect immediately adjoining lots:

> *Information shall be disclosed to all future residents about the types of odor-producing and dust-producing activities that occur at the MOC and of the possibility they may not be completely contained on-site under all weather conditions. Buyers will be asked to sign this disclosure statement when property is sold, and the disclosure shall be recorded with the deed. In addition, the Mitigation Measure requiring housing units to be mechanically ventilated, which is listed in the Noise section, will make it possible for residents to close their windows if odors are objectionable.*

The implementation of these Conditions of Approval would ensure that the potential air quality effects of the proposed project would be less than significant.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.4 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?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

The subject property is entirely paved for previous use as a parking lot. Vegetation on or near the site is limited to ten sycamore (*Platanus acerfolia*) street trees, low bushes, and groundcover along Pacific Drive. Dense, high ornamental oleander (*Nerium oleander*) bushes line the northern property boundary to provide screening of the City's MOC from the site. Due to its setting in the urbanized part of Mountain View, the past use of the site, and the surrounding urban character, the project site has negligible habitat value for biological resources.

3.4a, 3.4b, 3.4c Special-Status Species, Sensitive Habitat/Communities and Wetlands

The project site is located in an urban setting of Mountain View. Due to the nature of the project site's location and history, the subject property is unlikely to provide suitable habitat for special-status species. The site does not contain wetlands or riparian habitat, nor does the site contribute to the movement of migratory species. No federally listed, State-listed, or other

special-status plant or animal species are recorded occurring on the project site, nor are they expected to occur on the subject property. Due to the nature of the project site's location and history, the subject property is not likely to provide suitable habitat for special-status species. However, existing on-site and nearby trees could provide a potential nesting site for migratory bird species. The disturbance of migratory birds is restricted by the provisions of the Migratory Bird Treaty Act (MBTA) and Migratory Bird Treaty Reform Act (MBTRA). The project would be required to implement the City's Standard Condition of Approval, "Preconstruction Nesting Bird Survey," which requires the applicant to retain a qualified biologist to conduct a survey of the project site and surrounding area within 500 feet for active nests and provides specific direction for measures to be used to prevent the disturbance of nesting birds, precluding the possible disturbance of nests for protected species. Consequently, potential effects of the project on nesting birds would be reduced to less than significant.

The site does not contain wetlands or riparian habitat, nor does the site contribute to the movement of migratory species. No federally listed, State-listed, or other special-status plant or animal species are recorded occurring on the project site, nor are they expected to occur on the subject property.

3.4d Fish and Wildlife Movement, Corridors, Nursery Sites

Please see Section 3.4a.

3.4e Tree and Biological Protection Ordinances

Mountain View's Heritage Tree Ordinance (Chapter 32 Article II)[2] indicates that the development of the city and the surrounding urban sprawl have resulted in the removal of a great number of noteworthy trees. Further uncontrolled and indiscriminate destruction of mature trees would detrimentally affect the health, safety and welfare of the City of Mountain View. The preservation program outlined in the City's Tree Ordinance contributes to the welfare and aesthetics of the community and retains the great historical and environmental value of these trees.

The Tree Ordinance sets forth the policy of the city to generally preserve all healthy heritage trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment into the drip line of a heritage tree. Mountain View's City Code defines a "Heritage Tree" as any one of the following:

1. A tree which has a trunk with a circumference of forty-eight (48) inches or more measured at fifty-four (54) inches above natural grade;
2. A multi-branched tree which has major branches below fifty-four (54) inches above the natural grade with a circumference of forty-eight (48) inches measured just below the first major trunk fork.
3. Any quercus (oak), sequoia (redwood), or cedrus (cedar) tree with a circumference of twelve (12) inches or more when measured at fifty-four (54) inches above natural grade;
4. A tree or grove of trees designated by resolution of the city council to be of special historical value or of significant community benefit.

[2] http://www.mountainview.gov/city_hall/comm_services/forestry/about_heritage_trees.asp

The proposed project's landscaping plan specifies retaining seven of the ten mature sycamore street trees on Pacific Drive, replacing the three removed trees with one new sycamore street tree. Two of the street trees planned for removal are considered Heritage trees. In addition, the project's landscaping plan proposes to plant new landscape trees throughout the site, along internal street frontages and on the site perimeters. The project's Tree Canopy Coverage Plan and Conceptual Landscape Plan are presented in **Figures 14** and **15**, respectively.

The City of Mountain View specifies standard conditions of approval which address: 1) the development and implementation of a detailed landscape plan; 2) certification of landscape installation compliance by a Landscape Architect; 3) replacement of heritage trees; 4) provision of street trees and screen trees; and 5) installation of landscape screening. With regard to biological resources on the project site, the City will attach Standard Conditions of Approval "Landscaping" to guide the landscaping efforts that will be required for the proposed project. These Standard Conditions of Approval address the City's requirements for landscaping design, installation, treatment of street and screen trees, and Heritage trees. The required landscaping plans will need to be prepared by a licensed Landscape Architect and will comply with the City's Landscape Guidelines, including the Water Conservation in Landscaping Regulations. Landscape plans will be require review and approval by the Zoning Administrator prior to building permit issuance and implementation prior to occupancy.

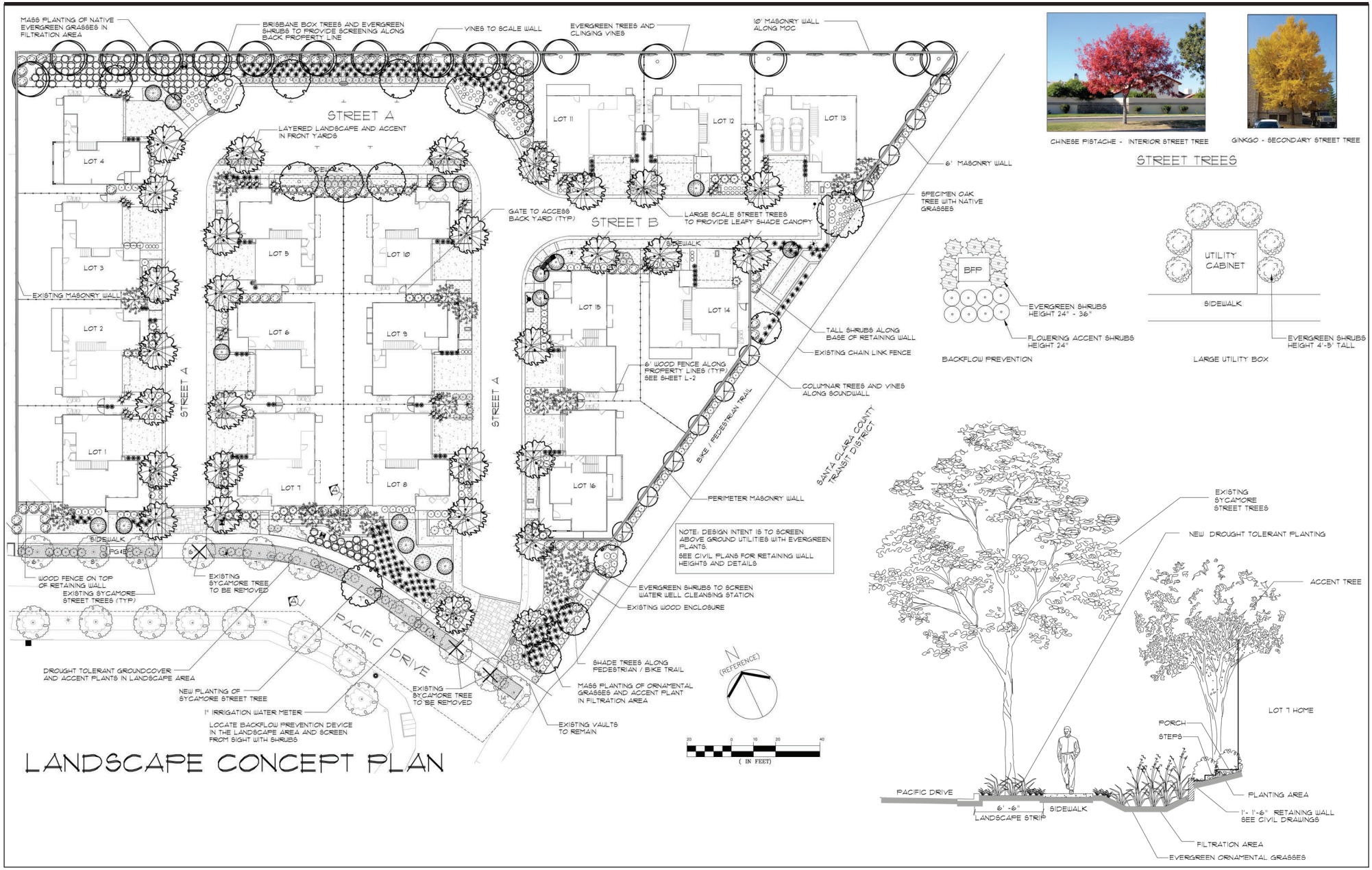
The City will also require Standard Conditions of Approval "Street Tree," "Screen Trees," "Landscape Screening," "Tree Mitigation and Preservation Plan," and "Replacement" that provide for: 1) the preparation of a tree mitigation and preservation plan to mitigate the loss of trees that cannot be avoided; 2) the installation of street trees and other landscaping for screening; and 3) replacement of lost Heritage trees. The project's proposed planting of 102 trees on the project site and the incorporation of the above listed Standard Conditions of Approval into project plans would have a beneficial effect on the project site's capacity to support biological resources, precluding any potential adverse biological effects of the proposed project.

The proposed residential project would also be subject to the Development Standards for Residential Area as set forth by the Whisman Station Precise Plan. The Plan provides 12 guidelines for the design and installation of landscaping on residential properties within the Plan Area. Two guidelines relate directly the project site:

> 13.c. A landscape plan, which presents a comprehensive, coordinated approach to the site and includes the light rail trail, shall be submitted for approval for each project.
>
> 13.d. Landscaping shall be used to buffer residential units from industrial buildings, parking lots and accessory facilities, the rail line and heavily trafficked streets.

The Conceptual Landscape Plan for the project specifies the planting of landscape trees along the northern and eastern project boundaries to provide buffering between residential units and the MOC and the VTA light rail line. The Landscape Plan also provides a comprehensive approach to site landscaping that includes improvements to the light rail trail.

Source: Borrecco/Kilian & Associates, Inc. (2014)



Source: Borrecco/Kilian & Associates, Inc. (2014)

3.4f. Habitat Conservation Plans

The proposed project would not be in conflict with any approved local, regional, or state habitat conservation plan.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.5 CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5a Historical Resources

The subject property is entirely paved and contains no structures. Existing development in the project area consists of residential development built in the late 1990's and commercial uses of varying ages. However, there are no structures in the immediate vicinity of the project site that are included in the City's list of historic buildings in Mountain View.[3]

3.5b, 3.5d Archaeological Resources and Human Remains

Previous development of the project site for its current industrial use entailed grading and excavation on the property for building construction and service line installation. Excavation on the project site would be required for the removal of the existing structure and service line improvements. The proposed residential development does not involve sub-grade levels and the grading plan for the project indicates the placement of fill on the site for the proposed residential buildings.

As indicated in the Phase I Environmental Site Assessment for 100 Ferguson Drive (AEI Consultants, 2009), the site had been developed with industrial uses (antenna farm) between 1980 and 1987. These facilities were removed in the mid-1990's, with a parking lot constructed on the site by 1999. Although there are no recorded archaeological resources on or near the project site, the project area could contain archaeological deposits that have survived the historic uses on and near the site, especially in areas where deep excavation (e.g. service line trenches) did not occur. The City would require the implementation of Standard Conditions of Approval 95 and 96 that address the treatment and disposition of archaeological resources and human remains. These conditions detail the actions and measures to be undertaken in the event

[3] City of Mountain View, Mountain View Register of Historic Resources.

such resources are uncovered. The implementation of these conditions would preclude the any potential effects on such resources.

3.5c Paleontological Resources

Paleontological resources are the fossilized remains of plants and animals, including vertebrates (animals with backbones), invertebrates (e.g., starfish, clams, ammonites, and marine coral), and fossils of microscopic plants and animals (microfossils). The age and abundance of fossils depend on the location, topographic setting, and particular geologic formation in which they are found. Fossil discoveries not only provide a historic record of past plant and animal life, but may assist geologists in dating rock formations. A review of records maintained by the University of California, Museum of Paleontology in Berkeley indicates that the closest paleontological resources recorded in Santa Clara County occur approximately 15.5 miles west of Los Gatos. These resources were discovered in geologic strata dating from the Late Pliocene and Miocene epochs of the Tertiary Period (65 to 1.8 million years ago).

The project site and vicinity are underlain by late Holocene (Quaternary) alluvial deposits. These deposits are more recent and differ in age from those containing the recorded paleontological resources. Consequently, the potential for encountering paleontological resources at the project site is considered to be low. Nevertheless, implementation of the City's standard conditions of approval regarding discovery of archeological resources, paleontological resources, or human remains would preclude any potential effects from the project on paleontological resources that might occur on the project site.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.6 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:				
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?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

The proposed project site is located within the central region of the Coast Ranges Geomorphic Province, which extends from the Oregon border south to the Transverse Ranges in Southern California. The topography of the province is generally characterized by sub-parallel, northwest trending mountain ranges and intervening valleys. The region has undergone a complex geologic history of volcanic activity, folding, faulting, uplift, erosion and sedimentation.

At an elevation of approximately 75 to 81 feet above sea level, the project site and immediate vicinity are relatively flat. Based on regional geologic mapping, the project site is underlain by Holocene-aged alluvial fan and fluvial deposits, regionally described as brown or tan, medium-dense to dense, gravelly sand or sandy gravel that generally grades upward to sandy or silty clay (USGS, 2000). The geotechnical investigation for the proposed project included the installation of two test borings to a maximum depth of about 41-1/2 feet within the area that would be developed for residences, and determined that the geologic units beneath the existing asphalt concrete consist of about 4 ½ feet of clayey and sandy fill materials underlain by interbedded layers of stiff to very stiff clays and silts and loose to very dense sands and gravels (Stevens, Ferrone & Bailey, 2012). The fill materials were probably derived from materials used to backfill the voids left when trees from the previous orchard were removed (see Section 3.8, Hazards and Hazardous Materials, for a description of previous land uses at this site). They are generally weak, potentially compressible, have a medium plasticity, and a moderate expansion potential.

During the geotechnical investigation, groundwater was encountered at a depth of about 27 feet below ground surface, and rose to a depth of 19 feet by the end of drilling. Historically, groundwater in the vicinity of the site has been measured at depths of about 20 to 25 feet below ground surface. Also, changes in seasons, variations in rainfall, and other factors can cause fluctuations in ground water levels.

Based on information obtained from the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey online database, the subject property is mapped as Urban land-Stevenscreek complex, 0 to 2 percent slopes, drained (USDA NRCS, 2014). These soils are well drained, formed in areas of alluvial fan deposits, and are derived from disturbed or human transported material, alluvium derived from metamorphic and

sedimentary rock and/or alluvium derived from metavolcanics. A typical profile consists of 2 inches of sandy loam, 7 inches of silt loam, 18 inches of silty clay loam, 12 inches of clay loam, and 31 inches of sandy clay loam.

3.6a Seismic Hazards

The San Andreas, San Gregorio, Hayward, Rodgers Creek, Calaveras, and Greenville faults are active strike-slip faults[4] in the San Francisco Bay Region. The USGS estimates that there is a 63% probability of a strong earthquake (magnitude [Mw] 6.7 or higher) [5] occurring on one of these regional faults in the 30-year period between 2003 and 2032, with a 21% chance of such an earthquake within the North San Andreas fault system located more than 8 miles southwest of the proposed project site (USGS, 2008). The other active faults with the greatest potential to affect the proposed project are the San Gregorio, Hayward, and Calaveras faults. The San Gregorio fault is located approximately 21 miles southwest of the project site. The Hayward fault is approximately 11 miles to the northeast of the project site and the Calaveras fault parallels the Hayward fault, approximately 15 miles to the northeast of the project site. Each of these faults is capable of generating large (greater than Mw 7) earthquakes. Potential seismic hazards resulting from earthquake activity include ground rupture (also called surface faulting); ground shaking; liquefaction and the related effects of settlement and lateral spreading; and landsliding.

Ground Rupture. The project site is not located within a Santa Clara County Fault Rupture Zone (County of Santa Clara, 2012) and the proposed project site is not crossed by any active fault zones. Therefore, the potential for fault rupture is low, and impacts related to ground rupture are less than significant.

Ground Shaking. Ground shaking is the cause of most damage during earthquakes and an earthquake of moderate to high magnitude generated within the San Francisco Bay Region could cause considerable ground shaking at the site, similar to that which has occurred in the past. The Association of Bay Area Governments has estimated the degree of groundshaking that could occur in the San Francisco Bay area on a regional basis and estimates that the project site would experience very strong ground shaking in the event of an earthquake on one of the regional faults (ABAG, 2014). Using the USGS Probabilistic Seismic Hazard Analysis model, the geotechnical report for the project estimates that the site has a 10 percent probability of exceeding a peak ground acceleration of 0.5 g[6] in 50 years (Stevens, Ferrone & Bailey, 2012) which is consistent with the very strong groundshaking estimated by ABAG.

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[4] Strike-slip faults involve the two blocks moving parallel to each other without a vertical component of movement.

[5] An earthquake is classified by the amount of energy released, expressed as the magnitude of the earthquake. Earthquake magnitude is a logarithmic measure of earthquake size. In simple terms, this means that at the same distance from the earthquake, the shaking will be 10 times as large during a Mw 5 earthquake as during a Mw 4 earthquake. The total amount of energy released by the earthquake, however, goes up by a factor of 32. Depending on their location, earthquakes with a magnitude of 7 and greater are capable of causing large amounts of damage. Traditionally, magnitudes have been quantified using the Richter scale. However, seismologists now use a moment magnitude (Mw) scale because it provides a more accurate measurement of the size of major and great earthquakes.

[6] The acceleration of gravity (g) = 980 centimeters per second squared. 1.0 g of acceleration is a rate of increase in speed equivalent to a car traveling 328 feet from rest in 4.5 seconds.

The geotechnical report prepared for the proposed project, completed in compliance with the City's Standard Condition of Approval "Technical Reports," identifies the appropriate seismic design criteria specified in the California Building Code (CBC) for the proposed structures to resist seismic forces. The criteria are determined on the basis of soil type, the magnitude of the controlling seismic event, slip rate of the nearest fault, and distance to the nearest active fault. The structural design for the proposed homes would be based on Chapter 16 of the 2010 CBC and the seismic design parameters are listed in **Table 4**.

Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead and live loads. Therefore, structures designed in accordance with the CBC should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. While conformance to the current building code recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake, it is reasonable to expect that a well-designed and well-constructed structure would not collapse or cause loss of life in a major earthquake.

TABLE 4

CBC SITE CATEGORIZATION AND SITE COEFFICIENTS

Classification/Coefficient	Design Value
Site Class and Seismic Design Category	D
0.2-second Period Mapped Spectral Acceleration (S_S)	1.50g
1-second Period Mapped Spectral Acceleration (S_1)	0.63g
Site Amplification Coefficient for S_S (F_a)	1.0
Site Amplification Coefficient for S_1 (F_v)	1.5g

SOURCE: Stevens, Ferrone & Bailey (2012)

As part of its review, the City of Mountain View Building Inspection Department would review the planned design to confirm compliance with the CBC. Because implementation of the recommendations of geotechnical investigation as a condition of project approval and compliance with the CBC should ensure that the buildings constructed under the proposed project do not collapse or cause loss of life in a major earthquake, impacts related to groundshaking would be less than significant.

Liquefaction. Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary, but essentially total, loss of shear strength because of pore pressure build-up under the reversing cyclic shear stresses associated with earthquakes. The project site is located within a Santa Clara County Liquefaction Hazard Zone (County of Santa Clara, 2012) and within a State of California Seismic Hazard Zone for liquefaction potential (California Geological Survey, 2006). However, the geotechnical investigation for the proposed project, did not identify liquefiable soils in either boring, except for a medium dense gravel layer encountered in one boring between a depth of about 27 ½ and 30 ½ feet Stevens, Ferrone & Bailey, 2012. The liquefaction analysis completed for the geotechnical investigation concluded that this layer has a moderate to high potential for liquefaction when subjected to a design-level

earthquake. However, the potential for ground surface damage at the site resulting from liquefaction of this layer is low because the liquefiable layer is isolated, limited in extent, and sufficiently covered by non-liquefiable soils.

As part of its review, the City of Mountain View Building Inspection Department would review the analysis and recommendations of the geotechnical investigation to confirm conclusions regarding the limited potential for liquefaction to occur. Based on the limited degree of settlement expected due to liquefaction, to be confirmed by the City of Mountain View Building Inspection Department, impacts related to liquefaction would be less than significant.

Of the liquefaction hazards, lateral spreading generally causes the most damage (Youd and Perkins, 1978). Lateral spreading involves large blocks of intact, non-liquefied soil moving downslope on a liquefied substrate of large aerial extent. The mass moves toward an unconfined area, such as a descending slope or stream-cut bluff, and can occur on slope gradients as gentle as 1 degree. Lateral spreading would not likely occur at the project site because there are no unconfined slopes on or near the site.

Seismic Landsliding. The proposed project site is relatively level, and is not located within State of California Seismic Hazard Zone for earthquake-induced landslide potential (California Geological Survey, 2006). Therefore, the potential for seismically-induced landslides is low and this impact is less than significant.

3.6b Soil Erosion and Loss of Topsoil

Without proper soil stabilization controls, construction activities such as excavation, backfilling, and grading can increase the potential for soil loss and erosion by wind and stormwater runoff through the removal of stabilizing vegetation and exposure of areas of loose soil. The potential for soil erosion exists during the construction period when the existing cover has been removed and before new vegetation or hardscape is installed. However, as discussed in Hydrology and Water Quality, the project sponsor would be required to implement standard conditions of project approval that would address soil erosion. The City's Standard Condition of Approval "State of California Construction General Stormwater Permit" would require the project applicant to comply with the requirements of the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ (Construction General Stormwater Permit) to control erosion during construction. In accordance with this permit, the project sponsor would be required to submit a Notice of Intent and implement a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the Construction General Stormwater Permit. The SWPPP would specify the use of best management practices to restrict soil erosion. Standard Condition of Approval "Construction Sediment and Erosion Control Plan" would also require the project applicant to submit a construction sediment and erosion control plan to the City stating how sediment runoff and erosion would be minimized during a storm event. Compliance with these standard conditions of project approval would preclude geologic impacts related to erosion during construction.

The project site is currently developed and paved. Excavation associated with previous development would have removed any topsoil historically present. Therefore, there would not likely be a well-developed topsoil horizon at the project site, and impacts related to loss of topsoil would be less than significant.

3.6c Instability

The project site is not located within a Santa Clara County Compressible Soil or Landslide Hazard Zone (County of Santa Clara, 2012) indicating that neither of these potential hazards would affect the project site. Further, the project would not include construction of basements or other subsurface structures that would involve substantial excavations that could become unstable.

The geotechnical report for the project concludes that the existing fill materials at the site, encountered to a depth of about 4 ½ feet below ground surface throughout the site, could compress under the weight of the proposed improvements which could result in differential settlement that could damage the proposed structures. To address this, the geotechnical report recommends removal of the entire thickness of fill and recompaction of the fill materials. The recompaction should extend 5 feet beyond the proposed improvements, and overexcavations should remove sufficient fill materials such that no more than 5 feet of differential fill thickness exists below the proposed building foundations.

As part of its review, the City of Mountain View Building Inspection Department would review the analysis and recommendations of the geotechnical investigation to confirm conclusions regarding the potential for differential settlement to occur and proposed methods to address differential settlement. With implementation of the recommendations of the geotechnical report, subject to review by the City of Mountain View Building Inspection Department, impacts related to unstable geologic units or soil would be less than significant.

Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the project site. The City of Mountain View is very nearly built out and water is provided via two water supply utilities, the San Francisco Public Utilities Commission and the Santa Clara Valley Water District. There are no significant agricultural or industrial activities that result in the substantial pumping withdrawal of water from the underlying aquifer that would contribute to subsidence in Mountain View. The proposed project would not entail the withdrawal of groundwater and there would be no risk of subsidence resulting from the removal of subsurface water.

3.6d Expansive Soils

Expansive soils can undergo significant volume changes with variations in moisture content and are known to shrink and harden when dried and expand and soften when wetted. The soils in the City of Mountain View area range from moderate to high shrink-swell potential; they are classified as expansive soils and require appropriate construction engineering.

The geotechnical investigation for the proposed project indicates that the more clayey surface fill materials have a moderate expansion potential (Stevens, Ferrone & Bailey, 2012). To reduce potential damage to the proposed structures as a result of expansive soils, the geotechnical report recommends that the proposed residences be supported on post-tensioned slab foundation systems that are designed to accommodate the estimated degree of expansion once the residences are constructed. The geotechnical report also includes other recommendations for drainage, earthwork, foundation design, and pavement that would affect the expansion potential of the soils once the project is constructed. To ensure that these systems are

appropriately designed, the geotechnical report recommends review of the final designs by their geotechnical engineers.

As part of its review, the City of Mountain View Building Inspection Department would review the analysis and recommendations of the geotechnical investigation to confirm conclusions regarding the presence of expansive soils and the ability of the proposed project design to resist damage as a result of soil expansion. With implementation of the recommendations of the geotechnical report, subject to review by the City of Mountain View Building Inspection Department, impacts related to risks to life and property as a result of construction on expansive soils would be less than significant.

3.6e Wastewater Treatment

The project site is located in the City of Mountain View and the area is served by the community's sewer system. No septic tanks or alternative wastewater disposal systems would be required for the project. Therefore, there would be no impact related to having soils capable of supporting the use of septic tanks or alternative waste disposal systems.

Whisman Station Precise Plan Mitigation Measures

As stated in the Whisman Station Precise Plan, all proposals for development shall be subject to the Mitigation Measures specified in the 1996 Whisman Station Environmental Impact Report, as well as the 1999 and 2005 Mitigated Negative Declarations, as appropriate to the applications. The Precise Plan's mitigation measures related to Geology, Soils and Seismicity that would apply to this project have been updated and are included as standard conditions of approval for projects under the City's review and approval process.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.7 GREENHOUSE GASES - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

"Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG

emissions with about one-fourth of total emissions. GHGs are typically reported in the "carbon dioxide equivalent" measure (CO_2e).[7]

Significance Thresholds and Criteria. Exercising its own discretion as lead agency and similar to other San Francisco Bay Area jurisdictions, City staff has decided to rely on the thresholds within the *Options and Justification Report* prepared by the BAAQMD (2009). The BAAQMD *Options and Justification Report* establishes thresholds based on substantial evidence and are consistent with the thresholds outlined within the BAAQMD's 2011 CEQA Air Quality Guidelines (2011). Although BAAQMD failed to comply with CEQA before adopting its CEQA Guidelines, City staff believes that these recommendations still represent the best available science on the subject of what constitutes significant GHG effects on climate change and they are as follows:

- Compliance with a Qualified Climate Action Plan or
- Meet one of the following thresholds:
  - 1,100 MT CO_2e per year; or
  - 4.6 MT CO_2e per service population per year (mixed use)

For purposes of this report, project compliance with the 1,100 MT CO_2e/year threshold is used as the primary basis to determine significance. The project's consistency with operative reduction strategies and measures in the City's Greenhouse Gas Reduction Program (adopted by the City Council in July 2012) that are designed to meet the City's 2020 GHG reduction goal (5.1 to 5.4 MT CO_2e per service population per year) and the BAAQMD's 2020 plan-level significance threshold (6.6 MT CO_2e per service population per year) also are analyzed as a secondary basis for assessing significance.

3.7a Greenhouse Gas (GHG) Emissions

Short-term GHG emissions would be generated by project-related construction activities. In addition, project implementation would also contribute to long-term increases in greenhouse gases (GHGs) from direct sources (traffic increases and minor secondary fuel combustion emissions from space heating). Development occurring as a result of the proposed project would also result in other indirect operational increases in GHG emissions as a result of electricity generation to meet project-related increases in energy demand. Electricity generation in California is mainly from natural gas-fired power plants. However, since California imports about 20 to 25 percent of its total electricity (mainly from the northwestern and southwestern states), GHG emissions associated with electricity generation could also occur outside of California. Space or water heating, water delivery, wastewater processing and solid waste disposal also generate GHG emissions.

[7] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon-dioxide-equivalents," which represent a weighted average based on the heat absorption (or "climate change") potential of each gas. This allows the total GHG emissions resulting from a project or activity to be expressed as a single number that represents the total carbon footprint resulting from that project or activity.

The CalEEMod 2011.1.1 computer model was used to calculate GHG emissions that would be generated by the construction and operation of proposed residences, and results are presented in **Table 5**.

As indicated in Table 5, project construction would generate approximately 222 metric tons of CO2-equivalents (MT CO2e) per year.8 The BAAQMD does not have a quantitative significance threshold for construction-related GHG emissions, but the project's estimated construction-related GHG emissions are expected to have a less-than-significant impact on global climate

TABLE 5

PROJECT-RELATED OPERATIONAL GHG EMISSIONS

GHG Source	Project MT CO_2e/year
2015 Construction Emissions	222.2
Operational Emissions	
- Area	1.4
- Energy	63.4
- Mobile	172.5
- Waste	8.8
- Water	3.6
Total	**249.7**
CEQA Significance Threshold	<1,100 MT CO_2e

SOURCE: CalEEMod Output (see Appendix A)

change. For comparison purposes, this emissions rate is well below this report's operational threshold of 1,100 metric tons (MT) of CO2e per year, which would be an indication that the project's construction-related GHG emissions would be less than significant. The proposed project would also be subject to the existing CARB regulation (Title 13 of the California Code of Regulations, Section 2485), which limits idling of diesel-fueled commercial motor vehicles, and compliance with this regulation would further reduce GHG emissions associated with project construction vehicles (compliance with Standard Condition of Approval "Construction Practices and Noticing"). The BAAQMD also encourages implementation of construction-related GHG reduction strategies where feasible, such as: using alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment such that these vehicles/equipment comprise at least 15 percent of the fleet; using local building materials such that these materials comprise at least 10 percent of all construction materials; and recycling or reusing at least 50% of construction waste or demolition materials. None of these measures is specifically proposed as part of the project, but the project would be required to divert at least 50% of construction waste or demolition materials per the City's Construction and Demolition Ordinance.

[8] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents" or CO_2e, which present a weighted average based on each gas's heat absorption (or "global warming") potential. When CO_2 and non-CO_2 GHG emissions are considered together, they are referenced as CO_2e, which add approximately 0.9 percent to CO_2 emissions from diesel equipment exhaust (California Climate Action Registry, *General Reporting Protocol, Version 3.1*, January 2009. Available online at: http://www.climateregistry.org/tools/protocols/general-reporting-protocol.html.. See Appendix B for other construction assumptions.

Project operation is estimated to generate approximately 249.7 MT CO_2e per year. Such an increase would not exceed this report's significance threshold of 1,100 MT CO_2e per year. Therefore, the project's operational GHG emissions would be less than significant.

3.7b Greenhouse Gas Reduction Plans, Policies, and Regulations

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. The Governor's Office of Planning and Research is in the process of developing CEQA significance thresholds for GHG emissions but thresholds have yet to be established. GHG statutes and executive orders (EO) include EO S-1-07, EO S-3-05, EO S-13-08, EO S-14-08, EO S-20-04, EO S-21-09, AB 32, AB 1493, AB 3018, SB 97, SB375, SB 1078/107, and SB 1368. AB 32 establishes regulatory, reporting, and market mechanisms to reduced statewide GHG emissions to 1990 levels by 2020. Pursuant to this requirement, the California Air Resources Board (CARB) adopted its Scoping Plan, which contains the main strategies to achieve required reductions by 2020. As indicated above, the project's construction-related and operational GHG emissions would not exceed this report's significance threshold of 1,100 MT. This threshold is based on the BAAQMD's 2011 CEQA Air Quality Guidelines, which in turn, relates to AB 32 GHG reduction goals. Therefore, the project's GHG emissions would not conflict with plans and policies adopted for the purpose of reducing GHG emissions, a less-than-significant impact.

Although the proposed residential project would be consistent with state-wide GHG reduction goals, the project would also be required to incorporate applicable residential GHG reduction measures contained in the City's Greenhouse Gas Reduction Program. These measures include the following:

Reduction Strategies + Measures	**Project Consistency**
Energy Efficiency Strategy E-1.1: Residential Energy Efficiency Retrofit	The City has developed a comprehensive program that encourages homeowners to voluntarily implement energy efficiency retrofits through outreach and low-cost financing. This retrofit measures does not apply to the project since the project involves new construction.
Renewable Energy Strategy E-1.4: Residential Energy Star Appliances	This measure is designed to encourage voluntary community participation to upgrade home appliances and electronics to Energy Star or other energy efficient models. The proposed project would include the installation of Energy Star appliances, in conformance with the City's renewable energy policy.
Renewable Energy Strategy E-1.5: Smart Grid	The smart grid is an emerging energy management system, which combines information technology with renewable energy to improve how electricity is generated, delivered, and consumed. The smart grid will reduce energy demand, improve integration of distributed energy production, and increase electricity transmission and distribution efficiency. These changes will help residents and businesses save energy, and can reduce GHG emissions associated with energy production. The City and its partners will promote the use of smart appliances in homes and businesses through outreach and incentives. The City will also require smart grid-compatible major appliances (e.g., heating, ventilation, air conditioning) in new construction when technologies are available. The project's rowhomes would be solar

	powered, with no gas lines, and include smart grid-compatible appliances.
Renewable Energy Strategy E-1.6: Exceed State Energy Standards in New Residential Development	The Mountain View Green Building Code (MVGBC) amends the State-mandated California Green Building Code (CalGreen) to include local green building standards and requirements for new development. The MVGBC went into effect August 1, 2011, and stipulates that new residential projects (single-family and multi-family) must exceed Title 24 standards by 15%. The project will be required to exceed Title 24 standards by 15%.
Renewable Energy Strategy E-1.8: Building Shade Trees in Residential Development	Trees can help the City achieve its GHG reduction goal by reducing building energy-related emissions. As summertime temperatures increase as a result of climate change, the building energy savings potential of the urban forest may become increasing important. The City will revise the Zoning Ordinance to require the planting of one building shade tree on a parcel to accompany each new single-family residential unit. Project plans indicate that the 16-unit project would include planting of a total of 102 trees along existing and project streets, along the light rail tracks, as well as along other project boundaries, exceeding Zoning requirements.
Renewable Energy Strategy E-2.1: Residential Solar Water Heaters	Studies show that solar water heaters (SWH) can reduce energy-related GHG emissions. However, the high capital cost of water heater upgrades can pose a financial burden to building owners. The City will actively promote and facilitate the installation of SWH systems on residential buildings. The City will also create outreach programs to provide information about the benefits of solar heaters and installation and maintenance assistance to maximize community participation. A number of financing options can reduce up-front costs, such as on-bill financing, low-interest loans, and rebates under the California Solar Initiative. The project would not include the installation of solar water heaters.
Renewable Energy Strategy E-2.3: Residential Solar Photovoltaic System	Up-front costs of solar photovoltaic systems would be a considerable burden for many homeowners and businesses. The City, in partnership with Santa Clara County, PG&E, and/or private lenders, will provide a series of cost effective financing options to reduce this burden. The City will evaluate various financing products that would encourage property owners to invest in solar photovoltaic systems. Options could include, but are not limited to, on bill financing, low interest loans, energy efficient mortgages, or an energy efficient Local Improvement District. Rebates are also available through the California Solar Initiative. The City will develop an outreach program that encourages property owners to install solar photovoltaic systems. The program will aim to maximize community participation in renewable energy generation. The City will partner with regional agencies to create an effective renewable energy financing program.
Solid Waste Strategy SW-1.1: Implementation of a Zero-Waste Plan	The City's current programs currently enable the city to divert 70% of community-wide waste from landfills, including a Construction and Demolition Ordinance requiring demolition and construction projects greater than 5,000 s.f. to divert a minimum of 50% of debris from landfills. Construction and operation of the proposed project would be subject to these requirements.

Water Strategy W-1.1: Urban Water Management Plan Conservation Strategies	The City currently employs a number of Best Management Practices (BMPs) to support community-wide water conservation efforts and has adopted two regulations promoting water-use efficiency (Mountain View Landscaping Regulations and MVGBC). The project will be required to meet these City BMP and code requirements.
Carbon Sequestration Strategy CS-1.1: Enhance the Urban Forest.	The City will manage outreach programs to encourage tree planting in the community. Project plans indicate that the 16-unit project would include planting 102 trees, which would meet/exceed this Zoning requirement.

For the reasons outlined above, the project is considered to not hinder the state's GHG reduction goals established by AB 32, a less-than-significant impact.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.8 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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Development of a new residential use at the project site would result in an increase in the generation of household hazardous wastes that are typical of any residential area. Common household hazardous wastes such as paint, pesticides, used oil and antifreeze, could result in direct or indirect effects on human health and the environment if not appropriately led and disposed of. In addition to water quality impacts from stormwater runoff, other potential impacts such as direct human contact with hazardous materials could result from improper use or disposal of hazardous household chemicals.

Although Mountain View residents can legally dispose of household hazardous wastes under the County of Santa Clara Household Hazardous Waste program, the project's impacts related to the generation and disposal of hazardous waste would be potentially significant because not all residents are knowledgeable in the identification of hazardous wastes and appropriate disposal requirements. This impact would be reduced to less than significant with implementation of Mitigation Measure HAZ-1, Buyer Education Program for Household Hazardous Waste, which requires implementation of a buyer education program to educate residents about the identification of household hazardous wastes, environmental hazards associated with mishandling of the wastes, appropriate disposal methods, and how to make an appointment for disposal. Impacts related to the routine transport of household hazardous materials would be less than significant because the materials are commercially packaged for retail sale, and transport of these materials is well regulated by state and federal regulations.

3.8b, 3.8d Release of or Exposure to Hazardous Materials

The project application includes a Phase I Environmental Site Assessment (ESA) conducted by AEI Consultants (AEI) in 2009 to evaluate the potential for hazardous materials to occur on the project site and vicinity (AEI, 2009). The following impact analyses present the information compiled in this report regarding the historic use of hazardous materials at the project site, the existing soil quality, and the potential for hazardous building materials to be present at the project site. The analysis is supplemented by information from environmental site assessments conducted prior to the Phase I ESA.

The Phase I ESA included a review of historical sources (historic aerial photographs and City Directories)[9] to identify historic land uses that could have involved the use of hazardous materials; site observations, review of government records, and an interview with site personnel to identify current land uses; and a review of environmental databases to determine

[9] Historic documentation reviewed for Phase I ESA's typically includes Sanborn Fire Insurance Maps. However, there is no Sanborn map coverage for the proposed project site.

existing hazardous materials uses at the site and whether there is documented contamination at the site or nearby sites that could affect soil and groundwater quality at the proposed project site.

Historic and Current Land Uses. The proposed project site consists of a 3.18-acre parcel that is part of a former 61-acre GTE facility that designed, manufactured, and tested electronic, communication, and related satellite equipment (AEI, 2009). The entire GTE facility included nine major buildings and numerous antenna facilities spread throughout the campus. The proposed project site is located in the northeast corner of the former GTE property and was one of the last areas of the campus developed.

This portion of the former GTE property was used for orchards from at least 1939 to 1963 and included a portion of a commercial or agricultural building prior to 1939. By 1963, two commercial or agricultural buildings were developed on the western portion of this property and the adjacent property to the north. By 1977, the project area was vacant, or fallow agricultural land. Around the period between 1980 and 1987, the eastern portion of the project area was developed with two to four antennas and several associated buildings. Portions of two different commercial buildings were also developed on the central portion of the property and an adjacent property to the north at this time. The antenna testing facilities were disassembled in the mid-1990s. By 1999, the proposed project site was in its current configuration, consisting of asphalt-covered parking areas, an asphalt-covered drive, and landscaping. At that time, portions of the project site were used as a parking lot for the adjacent Valley Transit Authority rail line. The proposed development area is fenced while the southwestern portions is still used for VTA parking. as it is today.

Soil Quality. The environmental database review conducted for the Phase I ESA identified the entire GTE facility in several databases, including spills; Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS); Resource Conservation and Recovery Act (RCRA) Corrective Action; RCRA Treatment, Storage, and Disposal; and RCRA Small Quantity Generators. Three sources of halogenated hydrocarbons have been identified at the former GTE facility, including Building 1, Building 2, and just southeast of Building 6. A fourth off-site source is also suspected. None of these potential sources are located within the proposed project area.

Based on historic agricultural uses on the property, there is the potential for pesticides, herbicides, and fertilizers as well as associated metals to be present in the soil. A composite soil sample collected from a depth of about 5 feet at the project site in 2005 did not contain detectable levels of any pesticides (Clayton, 2005b). The metals detected included arsenic at 4.8 milligrams per kilogram (mg/kg), lead at 5 mg/kg, and mercury at 0.055 mg/kg. Total petroleum hydrocarbons as gasoline was not detected in the soil sample, but total petroleum hydrocarbons as diesel was detected at a low concentration of 4 milligrams per kilogram. The arsenic concentration exceeded the RWQCB residential environmental screening level[10] of 0.39 mg/kg (RWQCB, 1013) but is within the range of naturally occurring background arsenic concentrations in San Francisco Bay Area soils (Duverge, 2011). None of the other

[10] Environmental Screening Levels (ESLs) are conservative estimates of safe levels of a chemical that a person could be exposed to in soil. If the concentration of a chemical in the soil is below the ESL, then it can be assumed that the chemical would not pose a health risk to a person.

concentrations are greater than environmental screening levels established by the RWQCB for residential purposes.

Groundwater Occurrence and Quality. There are three primary groundwater bearing zones beneath the proposed project site: the shallow-most, unconfined A-Aquifer and the underlying B1- and B2- Aquifers that are confined (Shaw Environmental, 2014). The A-Aquifer extends from approximately 20 to 45 feet below ground surface and the B1-Aquifer occurs at depths of about 50 to 60 feet below ground surface and the B2-Aquifer generally occurs at depths of 65 to 80 feet. Based on site groundwater monitoring data, the depth to groundwater in the A-Aquifer is approximately 30 to 40 feet below ground surface and the groundwater flow direction beneath the proposed project area is towards the north/northeast. However, groundwater extraction activities at the former GTE facility, discussed below, could locally affect groundwater flow directions beneath some portions of the project site.

GTE conducted site characterization activities at the former facility under a US EPA Administrative Order dated July 29, 1988. The primary constituents of concern identified in the groundwater at the facility are halogenated volatile organic compounds, which include trichloroethylene and cis-1,2-dichloroethene. In 1994 the US EPA approved a remediation plan to manage halogenated hydrocarbons in the groundwater that included extracting groundwater, treating it by air stripping to remove the volatile organic compounds, and discharging the treated water to the Mountain View sanitary sewer. The groundwater extraction and treatment system began operation in 1995 and consists of seven active A-Aquifer extraction wells and five active B1-Aquifer extraction wells. As of December 2013, the system had removed and treated nearly 391 million gallons of groundwater. In 2003, the air stripping system was replaced with a granulated activated carbon unit for treatment of the groundwater.

None of the identified sources of halogenated volatile organic compounds were located on within the proposed project area, but there is the potential for groundwater contamination to migrate to areas beneath the property. None of the monitoring or extraction wells that are part of the extraction and treatment system are located within the project area or immediately upgradient. However, there are two A-Aquifer monitoring wells (MP-A6 and MP-A9) located within the Whisman Park and California Station developments to the north and west of the project area as well as one A-Aquifer extraction well (EX-4A-97) located to the west. Water quality at these wells is expected to be most representative of water quality within the project area. Analytical results for the most recent sample from each of these wells are summarized in **Table 6**. There are four inactive extraction wells located within the project area that are not currently sampled.

Grab groundwater samples from three soil borings installed at the project site in 2005 did not contain detectable levels of halogenated volatile organic compounds or total petroleum hydrocarbons as gasoline, diesel, or motor oil (Clayton, 2005b).

Soil Vapors. In response to concerns regarding migration of volatile organic vapors into homes constructed at the former GTE facility, the US EPA collected four rounds of indoor air samples from eight homes between 2000 and 2002 (Clayton, 2005a). Trichloroethylene concentrations were greater than health protective risk ranges in one residence. An active soil depressurization system installed by GTE to reduce volatile organic vapors in this residence successfully reduced vapors by 90 percent, to levels that were within acceptable health risk ranges. Trichloroethylene

vapor concentrations were within health protective risk ranges in all of the other residences sampled.

TABLE 6

ANALYTICAL RESULTS FOR GROUNDWATER SAMPLES

	Concentration, micrograms per liter		
Parameter	**EX-4A-97**	**MP-A6**	**MP-A9**
1,2-dichloroethane	0.64	ND	ND
cis-1,2-dichloroethylene	12	ND	0.19
trans-1,2-dichlorethylene	0.56	ND	ND
1,1,1-trichloroethane	0.62	ND	ND
Trichloroethylene	24	36	1.4

NOTES: ND indicates that the constituent was not detected in the sample.
SOURCE: Shaw (2014)

To ensure the safety and health of future residents of the proposed development, the City will include a Condition of Approval that requires the installation of vapor barriers on the site for project homes. These precautionary measures are necessary due to the uncertain nature of groundwater movement and resultant emission of volatile organic vapors.

In 2003 and 2004, GTE conducted further analysis of indoor air quality at homes that overly the groundwater plume (Clayton, 2005a). This analysis included the collection of indoor air samples from 75 homes as well as the collection of outdoor air samples. This study found that, overall, indoor and outdoor trichloroethylene and tetrachloroethylene concentrations resembled ambient background concentrations or were within acceptable risk ranges, except in homes where homeowner use of consumer products containing solvents may have been the cause of organic vapors detected.

Volatile organic compounds were not detected in soil vapor samples collected from three locations within the project area in 2005 (Clayton, 2005b).

Potential Exposure to Hazardous Materials in Soil. As noted in the Phase I ESA for the project site, prior to 1963 the project site was used for orchards. However, soil sampling conducted at the project site did not identify detectable levels of pesticides, and the metals and petroleum hydrocarbon concentrations were below residential environmental screening levels or within typical San Francisco Bay Area background concentrations. Based on this, there is a low potential to encounter hazardous materials in the soil during construction and once the residences are occupied. Further, if contaminated soil were encountered during construction, the project applicant would be required to implement Mountain View's Standard Condition of Approval "Discovery of Contaminated Soils" that requires the contractor to implement appropriate engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Therefore, impacts associated with exposure to hazardous materials in soil would be less than significant.

Potential Exposure to Hazardous Materials in Groundwater. As discussed above, grab groundwater samples collected from the project site in 2005 did not contain detectable levels of halogenated hydrocarbons or petroleum hydrocarbons. Although trichloroethylene and other volatile organic compounds were detected recently in other wells located to the north and west of the project area, impacts related to exposure to hazardous materials in groundwater would be less than significant because the project would not include the extraction of groundwater for any purposes.

Potential Exposure to Hazardous Materials in Soil Vapors. As discussed above, soil vapor samples from the project area did not contain detectable levels of any volatile organic compounds, indicating a low potential for exposure to hazardous materials in the soil vapors. However, the proposed project site is located adjacent to the groundwater plume originating from the former GTE facility. While this plume is being actively remediated, groundwater contaminants could migrate down gradient towards the project site and potentially cause vapor intrusion to the proposed residences. Therefore, impacts related to exposure to hazardous materials in soil vapors would conservatively be considered potentially significant. This impact would be reduced to a less-than-significant level with implementation of Hazardous Materials Mitigation Measures 4 and 5 of the Whisman Station Precise Plan (see below). Mitigation Measure 4 requires that the foundations of buildings constructed under the proposed project are designed and constructed with commercial-grade vapor barriers and that all vapor conduits are protected to the satisfaction of the Building Official. Mitigation Measure 5 requires that specific information regarding the history of contamination at the GTE facility is provided to prospective buyers as part of the sales literature.

Naturally Occurring Asbestos. Naturally occurring asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. However, the project site is not located in an area where naturally occurring asbestos is likely to be present (CDMG, 2000) and therefore, there is no impact associated with exposure to naturally-occurring asbestos.

3.8c Hazardous Emissions or Use of Extremely Hazardous Materials within ¼-mile of a School

Hazardous air emissions are toxic air contaminants (TACs) identified by the CARB and the BAAQMD. Extremely hazardous materials are defined by the State of California in Section 25532 (2)(g) of the Health and Safety Code. During project construction, only common hazardous materials such as paints, solvents, cements, adhesives, and petroleum products (such as asphalt, oil, and fuel) would be used, none of which are considered extremely hazardous materials. As discussed in Section 3, Air Quality, the only toxic air contaminant that would be emitted during construction is diesel particulate matter (DPM). There would be no use of extremely hazardous materials or emissions of TACs during project operation. Although there are no active public schools located within ¼-mile of the proposed project, Google's Children's Center at the Woods is located within ¼-mile west of the site. Although the project would emit DPM within ¼ mile of this existing facility during project construction, these emissions would not result in adverse health effects (see Table 2 in Section 3.3d, Exposure of Sensitive Receptors

for evaluation of health risks to infants and children at the maximally-exposed individual, which is located in closer proximity to the site).

3.8e, 3.8f Airports/Airstrips

The Airport Influence Area (AIA) is the area surrounding an airport where developments could be affected by noise, height, and safety considerations. The closest airport to the project area is Moffett Federal Airfield, located approximately 0.9 miles to the northeast. The project site is located within the Airport Influence Area (AIA) identified in the Moffett Federal Airfield Land Use Plan (Santa Clara County Airport Land Use Commissions, 2012). The land use plan for the airfield includes four areas where certain development restrictions apply, including the Noise Restriction Area, Height Restriction Area, Safety Restriction Area, and Overflight Restriction Area. The proposed project is not located with the Noise Restriction Area, defined as the 65 decibel Community Noise Equivalent Level (CNEL) contour for airport-related noise (see Section 3.12, Noise, for a description of the CNEL). The maximum height of structures at the proposed project site allowed by the land use plan is 182 feet. The proposed residences would be two stories, or approximately 25 feet high. Therefore, the project complies with the height restrictions of the land use plan. The project site is not located within the safety restriction area.

The entire AIA for the project is considered an Overflight Restriction Area, and therefore the project could be subject to aircraft overflights and related disturbances. Sensitivity to aircraft overflights varies from one person to another, and is a consideration for residential land uses within the AIA such as the proposed project. However, in accordance with Policy O-1 of the land use plan, the project would be required to dedicate an aviation[11] easement to the County of Santa Clara. The easement would provide the County of Santa Clara with the continuing right to use the airspace above the property for flights and could include a deed restriction acknowledging that the property is subject to overflights and that residents could experience inconvenience, annoyance, or disturbance as a result of noise or sights related to these overflights. The deed restriction would carry over to subsequent deeds if the property is sold. Further, per the requirements of Assembly Bill AB 2776 (effective as of January 1, 2004), the purchaser of the property must be made aware that the property is within the AIA for the Moffett Federal Airfield, and within the Overflight Protection Zone. This would give the purchaser the opportunity to avoid living within the overflight restriction area if they would be sensitive to noise or other disturbances that could be associated with the overflights. With implementation of an navigation easement in accordance with Policy O-1 of the land use plan and the purchaser notification requirements of Assembly Bill AB2776, purchasers would be made aware of the potential disturbances related to overflights, and would have the option of not purchasing the property if they would be adversely affected by the disturbances. Therefore, impacts relate to construction within an airport land use plan area would be less than significant.

3.8g Emergency Plans

The project would not impair or physically interfere with an adopted emergency response or emergency evacuation plan because the project would be required to comply with Fire

[11] Avigation is a term relating to aerial navigation.

Department Standard Details and Specifications to ensure adequate emergency access to project buildings by fire engines and ladder trucks. Therefore, the project's impact related to interference with an adopted emergency response plan or emergency evacuation plan would be less than significant.

3.8h Wildland Fire Hazards

The proposed project site is not located in a fire hazard severity zone within a local responsibility area or state responsibility area (California Department of Forestry and Fire Protection, 2007). In addition, fire protection would be provided by the Mountain View Fire Department and there is adequate water pressure and water quantity for fire protection during construction and operation of the project as discussed in Section 17, Utilities and Service Systems. Therefore, impacts related to wildland fire hazards would be less than significant.

Mitigation Measure – Hazards and Hazardous Materials (HAZ)

The following measure shall be implemented by the project applicant to reduce the project's hazards and hazardous materials impacts to less-than-significant levels:

HAZ-1: ***Implement Buyer Education Program for Household Hazardous Waste.*** *The project sponsor, working with the City of Mountain View and County of Santa Clara Household Hazardous Waste program, shall implement a Buyer Education Program for Household Hazardous Waste, developing materials to educate buyers about the identification of household hazardous wastes, environmental hazards associated with mishandling of the wastes, appropriate disposal methods, and how to make an appointment for disposal. At a minimum, the educational materials shall include a list of example household hazardous wastes, discuss the environmental impacts of improper disposal, explain how to make an appointment for disposal, and list safer and less toxic alternatives to hazardous products commonly used. The educational materials shall be provided to the buyer at the time of purchase.*

HAZ-2: ***Project Site History.*** *Information on the history of contamination of the project site and adjacent Whisman Station area shall be disclosed to all future residents. This information shall be provided as part of the sales literature distributed to prospective purchasers. Purchasers shall be asked to sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed. The history information shall, at a minimum, include the EPA reports titled: (1) "US EPA Report on Pesticides in Soil at the Town Square and the Whisman Park Properties," dated November 1998; (2) "GTE Operations Incorporated, Progress Report Nos. 1-4" and as amended; (3) "GTE Operations Support, Inc.," dated April 2003; (4) "GTE Cleanup Activities, Progress Report No. 1, California Station, Town Square and Whisman Park," dated November 1998; (5) US EPA Progress Reports No. 2 through No. 5, released in 1999; and (6) all current EPA "Fact Sheets" at the time of the sale. The sales agreements for the properties shall include a requirement that updated EPA reports shall be distributed to buyers when units are resold. Disclosure information shall be subject to review and approval by the EPA and shall be recorded with the deed.*

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.9 HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

At an elevation of approximately 75 to 81 feet above sea level, the project site and immediate vicinity are relatively flat. The project site is currently used as a parking lot for the adjacent Valley Transit Authority rail line. Approximately 82,900 square feet (1.9 acres) of the 3.18-acre project site would be developed for residences under the proposed project.

Approximately 8,500 square feet (0.2 acres) of the area to be developed currently consists of landscaping where stormwater can infiltrate to the groundwater. The remaining 74,400 square feet of the proposed development area (or 90 percent of the site) consists of impervious asphalt-covered surfaces that drain to the Mountain View municipal storm drain system. This runoff is not treated for the removal of urban pollutants or other water contaminants.

Under the proposed project, the amount of impervious surfaces would be decreased to approximately 52,960 square feet, or 64 percent of the project area. These impervious surfaces would be comprised landscape walkways, driveways and curbs, streets, and the proposed residences. Under the proposed project, approximately 26,600 square feet of the project site would consist of pervious landscaped areas and 3,340 square feet would be used for biofiltration of stormwater.

The nearest surface water to the proposed project is Stevens Creek located more than 3,000 feet to the west (Sowers, 2005). San Francisco Bay is located more than 3 miles north of the proposed project. There are no settling ponds, lagoons, surface impoundments, wetlands or natural catch basins at the proposed project site.

3.9a, f Water Quality

Construction Stormwater. The proposed project includes removal of the existing concrete and asphalt at the site and construction of 16 new two-story residences. Associated storm drainage improvements and infrastructure would also be constructed. Excavation, filling, and other earth moving activities would be conducted over the entire 82,900 square-foot (approximately 1.9 acre) development area. Without proper precautions, this excavation and associated stockpiling of soil and placement of imported fills could induce erosion, and related sedimentation, resulting in degradation of water quality in the existing storm drain system. Construction activities would also require the use of hazardous materials that could degrade water quality without proper controls.

However, the project applicant would be required to implement standard conditions of project approval that would address soil erosion. Standard Condition of Approval "State of California Constructio General Stormwater Permit" would require the project applicant to comply with the requirements of the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ (Construction General Stormwater Permit) to control erosion during construction. In accordance with this permit, the project sponsor would be required to submit a Notice of Intent and implement a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the Construction General Stormwater Permit. The SWPPP would specify the use of best management practices to restrict soil erosion. Standard Condition of Approval "Construction Sediment and Erosion Control Plan" would also require the project applicant to submit a Construction Sediment and Erosion Control Plan to the City stating how sediment runoff and erosion would be minimized during a storm event, and the plan must include the minimum best practices for erosion control as specified in Standard Condition of Approval "Construction Sediment and Erosion Control Plan."

The Construction General Stormwater Permit applies to projects that disturb one or more acres of soil, or disturb less than one acre but are part of a larger common plan of development that disturbs one or more acres. Construction activity subject to this permit includes clearing,

grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The SWPPP prepared in accordance with this permit would include at least the minimum BMPs related to housekeeping (storage of construction materials (including hazardous materials), waste management, vehicle storage and maintenance, landscape materials, pollutant control); non-stormwater management; erosion control; sediment control; run-on and run-off control. Additional BMPs would be specified as needed to protect water quality from construction-related stormwater and non-stormwater discharges. As part of the SWPPP, the project applicant would implement a construction site monitoring program to demonstrate compliance with the discharge prohibitions of the General Permit; demonstrate whether non-visible pollutants are present and could contribute to an exceedance of water quality objectives; identify the need for correction actions, additional BMPs, or SWPPP revisions; and evaluate the effectiveness of the existing BMPs.

With compliance with the standard conditions of project approval described above and the associated requirements of the Construction General Stormwater Permit, water quality impacts related to erosion and a release of hazardous materials during construction would be less than significant.

Post-Construction Stormwater. The project would not violate any water quality standards or otherwise result in water quality degradation once the project is constructed because stormwater runoff from the project site would be managed consistently with the provisions of the San Francisco Bay Region Municipal Regional Stormwater NPDES permit (Order No. R2-2009-0074 adopted on October 14, 2009 and revised on November 28, 2011). This permit is issued to municipal permittees in the counties of Alameda, Contra Costa, Santa Clara, and San Mateo as well as Fairfiled-Suisin and Vallejo. The provisions of this permit require new development projects that create or replace an impervious area of more than 50 percent of the existing impervious surfaces to incorporate Low Impact Development (LID) measures to reduce the amount of pollutants in the stormwater runoff by treating 100 percent of the runoff from the regulated area. Because the project includes replacing 71 percent of the existing impervious surfaces, the project applicant would construct biofiltration areas to collect and treat stormwater runoff to meet this requirement**.**

Compliance with the San Francisco Bay Region Municipal Regional Stormwater Permit would be enforced through the City of Mountain View Standard Condition of Approval "Stormwater Treatment (C.3)" which requires the project applicant to install permanent stormwater treatment controls in accordance with the City's guidance document *Stormwater Quality Guidelines for Development Projects*. This document provides guidance on how to comply with the Municipal Regional Water Stormwater Permit. Compliance with the standard conditions of project approval described above and the associated requirements of the San Francisco Bay Region Municipal Regional Stormwater Permit would ensure that impacts related to degradation of water quality are less than significant once the residences are constructed.

Existing Wells. As discussed in Section 3.8, Hazards and Hazardous Materials (Impact 3.8b, d), there are four former groundwater extraction wells at the proposed project site. If they are not properly abandoned prior to construction, damage to the wells could provide a downward conduit for groundwater contamination during construction and once the residences are constructed. The damaged well could also provide a conduit for cross-contamination between

aquifers. This is a potentially significant water quality impact. Mitigation Measure HYD-1 requires abandoning the wells in accordance with applicable well abandonment regulations and would reduce this impact to a less-than-significant level.

3.9b Groundwater Resources

The City's groundwater resources are located within the Santa Clara subbasin (Subbasin No. 2-9.02), as defined in the San Francisco Bay Basin Water Quality Control Plan (Basin Plan; City of Mountain View, 2009). The subbasin extends from the northern border of Santa Clara County to the groundwater divide near the town of Morgan Hill, and has a surface area of approximately 225 square miles. The Santa Clara Valley Water District (SCVWD) conducts an artificial recharge program that entails releasing locally conserved or imported water to in-stream and off-stream facilities. In-stream recharge occurs along approximately 70 miles of stream channels in the alluvial plain upstream from the confined zone. Off-stream recharge facilities include 71 ponds ranging in area from one acre to more than 20 acres. The SCVWD reported that groundwater levels and storage in the subbasin in 2002 and 2003 were near historical high levels and were well above the land subsidence threshold for the region. Uses of the Santa Clara groundwater subbasin include municipal and domestic supply, industrial process supply, industrial service supply, and agricultural supply

The proposed project would not result in the depletion of groundwater resources because there are no operating groundwater wells on the property and the proposed project would not directly use groundwater for any component of the development and would not involve short- or long-term dewatering. Instead, all water used on the project site would be from three sources used by the City of Mountain View: the San Francisco Public Utility Commission (88-89 percent of water used), the Santa Clara Valley Water District (nine percent of water used) and municipally operated groundwater wells (one percent of water used). Most San Francisco Public Utility Commission (SFPUC) water comes from the Hetch Hetchy Regional Water System. Therefore, water use under the project would have no impact related to groundwater depletion beyond any impacts associated with the provision of water by the municipal suppliers.

Further, the project would result in a reduction of approximately 21,440 square feet of impervious surfaces and would infiltrate stormwater from the remainder of the site through on-site biofiltration areas as discussed above under 3.9a, f. With the reduction in impervious surfaces and infiltration of stormwater from the site impervious surfaces through bioretention areas, recharge to the Santa Clara subbasin would be increased, resulting in a beneficial impact related to groundwater recharge.

3.9c, 3.9d, and 3.9e Drainage

The project site does not include any existing streams or water course that could be altered or diverted and there are no surface impoundments, wetlands, natural catch basins, settling ponds, or lagoons on the site. Therefore, there would be no impact related to alteration of drainage patterns by altering the course of a stream in a manner that would cause erosion or flooding on or off-site.

Currently, surface water runoff onsite is either conveyed to the existing storm drain system or infiltrates into the ground where previous surfaces exist. Replacement of impervious surfaces

could increase the rate, duration, and quantity of stormwater runoff, potentially causing erosion and related water quality effects or flooding in the receiving water. However, as discussed in 3a, f, the project would need to incorporate LID features to reduce pollutants in the storm water runoff from all of the post-project impervious surfaces in accordance with Provision C.3.c of the San Francisco Bay Region Municipal Regional Stormwater Permit (Permit No. R2-2009-0074 adopted on October 14, 2009 and revised on November 28, 2011) which regulates discharges from all municipal separate storm sewer systems in Santa Clara County, including those in the City of Mountain View. Compliance with this permit is enforced through the City of Mountain View Standard Condition of Approval "Stormwater Treatment (C.3)."

Because the project includes replacement of more than 10,000 feet of impervious surface and replacement of 71 percent of the existing impervious surfaces with new impervious surfaces, LID requirements of the Municipal Regional Stormwater Permit include: 1) implementation of source control features to minimize the generation of stormwater pollutants; 2) site design features to minimize impervious surfaces and direct on-site drainage to natural areas for infiltration or storage containers for reuse; and 3) stormwater treatment measures to treat 100 percent of the site drainage. The stormwater treatment systems would need to meet the numeric sizing criteria specified in provision C.3.d of the Municipal Regional Stormwater Permit. To meet these requirements, the proposed project would include bioretention areas to treat all stormwater runoff from the constructed impervious surfaces and infiltrate it to the groundwater which would reduce pollutant loads and the volume of discharges to the existing storm sewer system.

While the reduction in impervious surfaces and use of bioretention areas would alter drainage patterns from existing conditions, post-construction runoff volumes would be less than under existing conditions and would not result in off-site erosion, siltation, or flooding. Therefore, the project would result in a beneficial impact related to alteration of drainage patterns. Impacts related to exceeding the capacity of an existing or planned stormwater drainage systems or providing a substantial additional sources of polluted runoff would be less than significant with implementation of the LID requirements of the Municipal Regional Stormwater Permit, enforced through the City of Mountain View Standard Condition of Approval "Stormwater Treatment (C.3)," which would result in decreased discharges to the storm sewer system and require treatment of all of the stormwater discharges from the site.

3.9g, 3.9h, 3.9i, 3.9j Flood Hazards

100-Year Flood Zone. The proposed project site is classified by FEMA as Zone X, shaded (FEMA, 2009). This zone is defined as "areas subject to inundation by 0.2-percent-annual-chance (500-year) flood, areas of a 1-percent-annual-chance (100 year) flood with average depth of less than 1 foot or with a drainage area of less than 1 square mile, and areas protected by levees from the 100-year flood. Areas classified as Zone X are not considered a special hazard flood zone under Chapter 8 of the City of Mountain View municipal code, Article 9. Because the project area would not be subjected to substantial flooding under a 100-year flood, impacts related to placement of housing in a 100-year flood zone and impedance or redirection of flood flows would be less than significant.

Flooding from Failure of a Levee or Dam. The proposed project site is not located in a dam failure inundation area (ABAG, 2005) and is not located near any water bodies contained by a

levee. Therefore, there is no impact related to exposure of 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.

Inundation by Seiche, Tsunami, or Mudflow. The project site is located at an elevation of approximately 75 to 81 feet above mean sea level, more than 3 miles south of the bay shoreline; therefore, there would be no risk associated with tsunamis which are large sea waves. Seiches are standing waves caused by large-scale, short-duration phenomena (e.g. wind or atmospheric variations or seismic activity) that result from the oscillation of confined bodies of water (such as reservoirs and lakes) that may damage low-lying adjacent areas as a result of changes in the surface water elevation. The project site is not located in the vicinity of any confined water bodies and would therefore not be subject to a seiche. Based on this, there would be no impact related to exposure of people or structures to significant risk of loss, injury, or death involving seiche, or tsunami. Risks associated with landslide-induced mudflows are discussed in Geology and Soils.

Mitigation Measure – Hydrology and Water Quality (HYD)

The following measure shall be implemented by the project applicant to reduce the project's hydrology and water quality impacts to a less-than-significant level:

HYD-1: ***Properly Abandon Existing Wells****. The project sponsor shall retain a licensed well driller to destruct or abandon the former extraction wells at the project site in accordance with the standards specified in the California Water Well Standards developed by the California Department of Water Resources:*

(http://www.water.ca.gov/groundwater/well_info_and_other/california_well_standards/well_standards_content.html).

Documentation of appropriate disposal shall be submitted to the City of Mountain View Building Inspection Department prior to issuance of a demolition permit.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.10 LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

The entire project site is 3.18 acres in size and is partially developed with an extension of Pacific Drive, transit parking for commuters using the Whisman Station on the VTA light rail line, and a small open space area the intersection of the light rail tracks and Pacific Drive. These improvements encompass approximately 1.2 acres, with the remaining1.98 acres that constitute the project site proposed for residential development.

The 1.98-acre project site is located at the terminus of Pacific Drive in the Whisman Station neighborhood of Mountain View. The project vicinity is developed with residential, industrial, and office commercial uses. The immediately surrounding properties consist of: 1) small-lot, single-family homes to the west of the project site; 2) rowhomes to the south, across Pacific Drive; 3) the industrial use of Mountain View's Municipal Operations Center to the north; and 4) the vacant GTE office building east of the project site, across the VTA light rail tracks. The Whisman Station on this light rail line is situated approximately 100 feet south of the project site.

The project site does not have an address and is commonly known as the Antenna Farm because it once contained several wireless telecommunication antennas that have since been relocated. The site was used as a parking lot for the vacant former GTE office building located across the tracks at 100 Ferguson Road and is completely paved.

3.10a Divide an Established Community

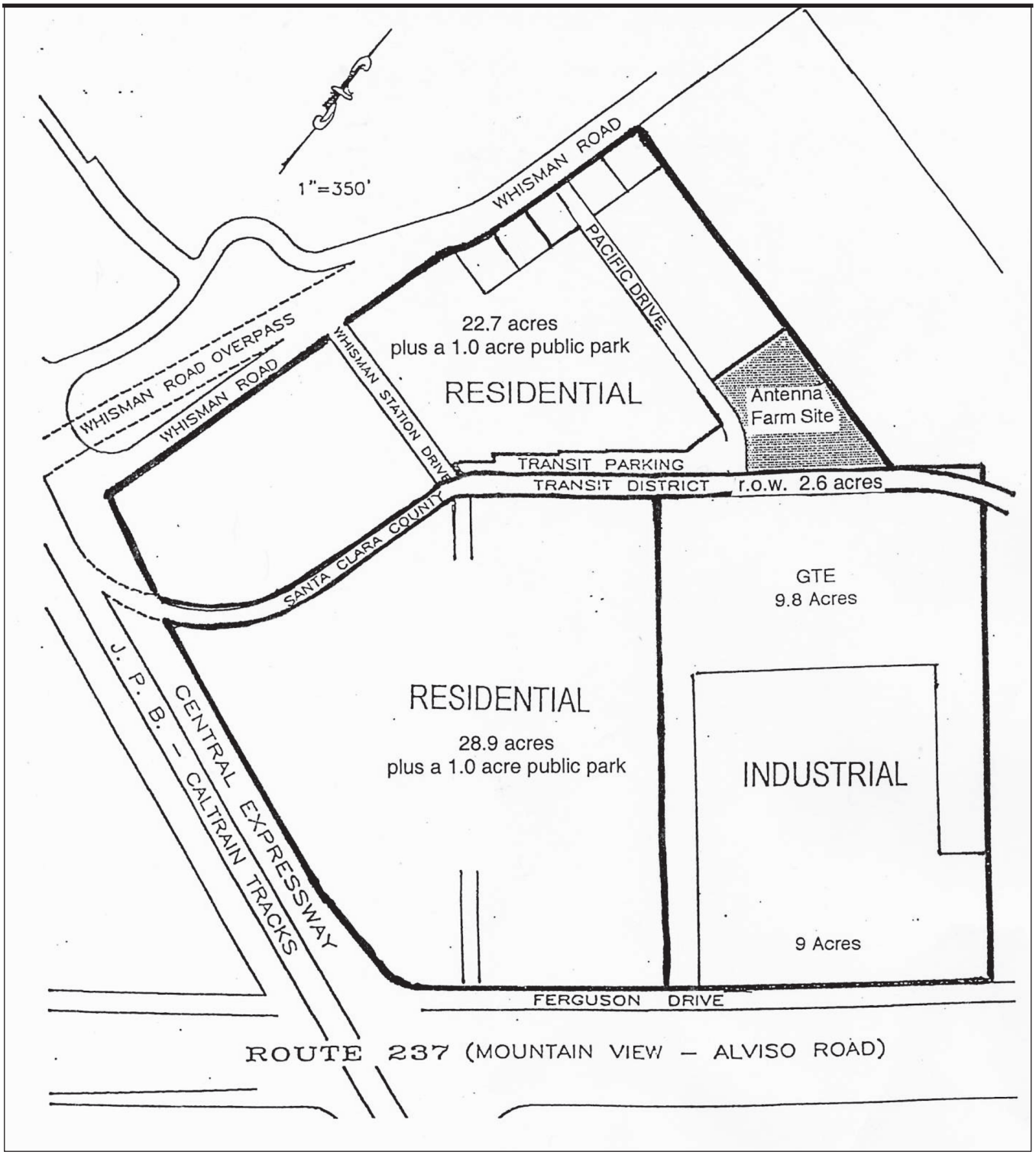
Projects that would divide an established community usually consist of developments that introduce a physical or psychological barrier or remove existing connections between elements of a community. These could include projects such as bridge removal/relocation or major roadway (e.g. freeway) construction.

The proposed project would replace the existing parking lot on the site with small-lot, single-family residential development, similar to the residential use adjoining the project site to the west. The proposed designation of the site for residential use would be consistent and compatible with this existing residential development, and with future residential uses planned for parcels in the South Whisman Precise Plan area to the east of the project site. Rather than divide the community, the new residences would be an integral part of and complement the residential uses already occurring or planned in the vicinity of the project site. As a result, the project would not have the potential effects of dividing the community.

3.10b Project Consistency with Land Use Plans and Policies

Mountain View 2030 General Plan. Land use planning within Mountain View is guided through its General Plan, Zoning Ordinance, Precise Plans for specific city neighborhoods, and development guidelines for residential, commercial, and industrial development. The development of the project area, including the subject property, is defined by the Whisman Station Precise Plan (**Figure 16**). The purpose of the Plan is to provide a coherent framework for this area's redevelopment and preservation, which will guide future private-sector actions.

The Whisman Station Precise Plan provides goals and objectives, and a development framework for revitalization of this neighborhood area. The overall development framework addresses development objectives, land use policies, residential densities, commercial



Source: City of Mountain View, 2005

development support, neighborhood character, transit services, and development standards and guidelines.

The Whisman Station Precise Plan Area has been built out according to the provisions of the Precise Plan. The Antenna Farm site is a remaining vacant parcel that is acknowledged throughout the Precise Plan as suitable for specific residential uses. The Precise Plan's Development Standards for Residential Area includes a discussion of the mix of units proposed for the Plan Area and stipulates that a minimum of 50 percent of the total Precise Plan residential land area shall be developed with small-lot single-family units and a maximum of 50 percent of the total Precise Plan residential land area may be developed with rowhouse units. Minor deviations from the percentage allocations may be determined to be acceptable if they are needed to achieve a logical and coherent site plan. As of the August 16, 2005 Precise Plan amendment, with the implementation of the 106 new rowhomes at 274-300 Ferguson Drive, the 51.6-acre residential land area was 50.0 percent small-lot single-family (210 units on 25.8 acres) and 50.0 percent rowhouse units (492 units on 25.8 acres, which includes an estimated 24 future rowhome units on the as-yet-to-be- developed antenna farm site and an estimated 26 future rowhome units on the as-yet-to-be-fully developed existing five single-family parcels fronting Whisman Road). The public parks were not included in the calculation.

The Precise Plan requires the area known as the antenna farm parcel and the five existing parcels fronting Whisman Road be developed with medium-density rowhomes. The Precise Plan defines medium-density rowhouse development as 12 to 24 units per acre, while low-density and medium-density small-lot, single-family development encompass 7 to 10 units per acre and 11 to 14 units per acre, respectively.

The project applicant, Signature Management Company, Inc., proposes the following for the Antenna Farm site:

1. A Precise Plan Amendment to the Whisman Station Precise Plan to allow low-density, small-lot, single-family homes where medium-density rowhomes are required;

2. A tentative map to subdivide the site into 16 individual lots and private streets; and

3. A Planned Community Permit for 16 small-lot, single-family homes.

The City has small-lot, single-family guidelines that are typically used for these types of projects, but the Whisman Station Precise Plan has its own set of regulations and guidelines that are applicable.

With respect to the Design Guidelines for Residential Area, the Precise Plan's direction specifies the following for the single-family unit areas and the Antenna Farm site:

> C.1.f. To provide interest and variety in the single-family unit areas, at least two different site configurations (such as clusters of homes around a private courtyard and traditional site plans with homes facing the street) should be used.
>
> C.1.k. The design and orientation of development on the antenna farm parcel should minimize views of the MOC.
>
> C.1.m. The building materials and detailed project design of the development on the antenna farm parcel shall be compatible with the architectural character of the adjacent Kaufman & Broad development. The project should incorporate: (1) a change of material

at the building base; (2) recessed windows; (3) wood details for the balconies, window and porches; and (4) flat roof tiles.

The proposed project has been designed to conform to the requirements of the Whisman Station Precise Plan for small-lot, single-family residential development on the Antenna Farm site.

The Precise Plan's 1999 amendment includes extensive mitigation measures to address potential air quality and noise issues related to the proximity of the Antenna Farm site to the City's MOC. These required measures and the project's conformance to them are discussed in the respective Air Quality and Noise sections of this study.

The project design review by the City's Community Development Department, Environmental Planning Commission, and Development Review Committee would ensure that the project's proposed land use and site design would be consistent with the City's vision of neighborhood development for the subject property and the intent of the Whisman Station Precise Plan. Consequently, the proposed project would have less than significant land use effects.

3.10c Conflict with Habitat Conservation or Natural Community Conservation Plans

The Mountain View General Plan does not identify any habitat conservation plans or natural community conservation plans that apply to the project site.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.11 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.11a, 3.11b Mineral Resources

The Mountain View General Plan does not identify any regionally or locally-important mineral resources on the project site or in its vicinity.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.12 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?	☐	☒	☐	☐

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

A detailed noise assessment study was completed by Illingworth & Rodkin, Inc. (I&R) on June 20, 2014 and is included in **Appendix B**. Fundamentals of noise and vibration (including definition of terms used in this section) are presented in this study. In addition, noise measurement data collected at three locations along the project site boundaries are included in Figures 2 through 18 of the I&R study.

Applicable Noise Guidelines and Standards. The Noise Element of the City's 2030 General Plan includes two policies that specify noise guidelines for new development including residential uses. In Policy NOI-1.1, the Outdoor Noise Environmental Guidelines for single-family residential uses indicate that noise levels up to 55 dBA (L_{dn}) are considered *Normally Acceptable,* while noise levels between 55 and 70 dBA (L_{dn}) are considered to be *Conditionally Acceptable*. Noise levels between 70 and 75 dBA (L_{dn}) are categorized as *Normally Unacceptable,* while noise levels over 75 dBA (L_{dn}) are *Clearly Unacceptable*. In addition to these guidelines, General Plan Policy NOI-1.2 requires the following:

- New single-family residential developments shall maintain a standard of 65 dBA (L_{dn}) for private outdoor active use areas.
- Interior noise levels shall not exceed 45 dBA (L_{dn}) in all new single-family and multi-family residential units.
- Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.

- Policy NOI 1.4 requires that use of noise barriers shall be considered after all practical design-related noise measures are integrated into the project design.
- Policy NOI 1.6 calls for minimizing noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals, and child-care facilities.

Policy NOI 1.7 restricts noise levels from stationary sources through enforcement of the Noise Ordinance.

Policy NOI 1.9 requires that the effects of noise and vibration impacts from rail corridors be reduced.

In addition, the Mountain View Municipal Code (Section 8.70.1) specifies the following time limits for construction activities:

- Hours of construction. No construction activity shall commence 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 or holidays unless prior written approval is granted by the building official. The term "construction activity" shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours.
- Modification. At any time before commencement of or during construction activity, the building official may modify the permitted hours of construction upon twenty-four (24) hours written notice to the contractor, applicant, developer or owner. The building official can reduce the hours of construction activity below the 7:00 a.m. to 6:00 p.m. time frame or increase the allowable hours.
- Sign required. If the hours of construction activity are modified, then the general contractor, applicant, developer or owner shall erect a sign at a prominent location on the construction site to advise subcontractors and material suppliers of the working hours. The contractor, owner or applicant shall immediately produce upon request any written order or permit from the building official pursuant to this section upon the request of any member of the public, the police or city staff.

The City of Mountain View has not identified quantifiable vibration limits that can be used to evaluate the compatibility of land uses with vibration levels experienced at a project site. Although there are no local standards that control the allowable vibration in a new residential development, the U.S. Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The Federal Transit Administration (FTA) has proposed vibration impact criteria, based on maximum overall levels for a single event. The impact criteria for groundborne vibration for residential uses (Category 2) are as follows:

- Frequent Events (more than 70 vibration events per day of the same source): 72 VdB[12]
- Occasional Events (30 to 70 vibration events per day of the same source): 75 VdB
- Infrequent Events (less than 30 vibration events per day of the same source): 80 VdB

[12] VdB re 1μinch/sec, RMS

Note that there are criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day).

Existing Noise Environment. The project site is bounded by the City of Mountain View Municipal Operations Center (MOC) on the north, by the Santa Clara County Transit District (VTA light rail) on the east, and by single-family residential land uses on the south and west. The primary sources of noise in the project vicinity are VTA light rail trains, activities at the MOC, local and distant traffic, and intermittent aircraft overflights.

To determine the existing noise environment in the site vicinity, three long-term noise measurements were collected at the southwestern property boundary adjacent to residences to the west (LT-1), eastern property boundary approximately 45 feet from the VTA rail line (LT-2), and northern property boundary near the storage area west of the fleet building at the MOC. These measurements indicate the following:

- Measurement Location 1 (LT-1): (Western Property Boundary)
  - 45 to 55 dBA (L_{eq}), daytime hourly noise levels
  - 39 to 51 dBA (L_{eq}), nighttime hourly noise levels
  - 54 dBA (L_{dn}), day-night average noise level
- Measurement Location 2 (LT-2): (Southern Property Boundary, 45 feet from VTA rail line)
  - 51 to 60 dBA (L_{eq}), daytime hourly noise levels
  - 38 to 57 dBA (L_{eq}), nighttime hourly noise levels
  - 56 dBA (L_{dn}), day-night average noise level on weekends
  - 59 to 60 dBA (L_{dn}) on weekdays
  - 75 dBA (L_{max}) or less, VTA light rail train passbys
- Measurement Location 3 (LT-3): (Northern Property Boundary, near storage area west of the fleet building)[13]
  - 44 to 58 dBA (L_{eq}), daytime hourly noise levels on weekdays
  - 52 to 55 dBA (L_{dn}), day-night average noise level
  - 55 to 60 dBA (L_{max}), VTA light rail train passbys
  - 60 to 75 dBA (L_{max}), MOC activities
  - 46 to 58 dBA, back-up alarms at MOC, depending on proximity to property line
  - 46 to 49 dBA, sounds of engines and other mechanical equipment at MOC
  - 48 to 52 dBA, intermittent banging noises at MOC

Existing Vibration Environment. Groundborne vibration at the site results from VTA light rail train passbys. Vibration measurements of light rail trains were made by I&R on the afternoon of November 7, 2007 as part of the South Whisman Precise Plan project. The instrumentation used to make the vibration measurements included a Sony Digital Audio Tape Recorder (DAT) and

[13] The MOC begins operations at 4:30 a.m. with most vehicles departing between 6:15 a.m. and 6:30 a.m. These vehicles normally return between 2:00 p.m. and 3:00 p.m. Maintenance and repair operations at the fleet building occur between 7:00 a.m. and 4:00 p.m. Noisy activities that occur at the fleet building include changing/repairing vehicle tires, minor vehicle repairs and maintenance, and the testing of engines, sirens, etc.

seismic grade, low noise accelerometers firmly fixed to the ground. This system is capable of accurately measuring very low vibration levels. Vibration levels were measured on the vertical axis because vibration levels are typically most dominant on this axis Vibration levels measured on the site are representative of vibration levels at ground level (i.e. vibration levels that would enter a building's foundation). The recorded data was post-processed with a Larson Davis 3000+ Real Time Analyzer to calculate the maximum one-second RMS level for each passby event.

Vibration measurements were taken at two setbacks from the VTA light rail tracks approximately 320 east of the project site. These data are representative of the groundborne vibration levels expected at the project site. Position V-1 was approximately 25 feet from the centerline of the near track and 45 feet from the centerline of the far track. Position V-2 was approximately 45 feet from the centerline of the near track and 65 feet from the centerline of the far track. The two different setbacks were used to develop an attenuation rate for ground vibration with distance from the source. Maximum vibration levels generated during the passages of four light rail trains, as measured by I&R in 2007, are summarized as follows:

	Maximum Vibration Level (VdB re 1 μinch/sec, RMS)		
Activity	**Position V-1[14]**	**Position V-2**	**Comments**
NB VTA (12:51 p.m.)	69 VdB	61 VdB	VTA, Near track, 25 mph
SB VTA (12:56 p.m.)	64 VdB	58 VdB	VTA, Far track, 25 mph
NB VTA (1:20 p.m.)	66 VdB	57 VdB	VTA, Near track, 25 mph
SB VTA (1:30 p.m.)	63 VdB	58 VdB	VTA, Far track, 25 mph

Sensitive Receptors. According to the Policy NOI 1.6 of the General Plan, noise-sensitive uses are considered to include schools, hospitals, and childcare facilities. There are no schools, hospitals, or childcare facilities in the project vicinity. Residential uses are also considered noise sensitive, especially during the nighttime hours. The nearest existing noise-sensitive residential receptors are adjacent to project's western boundary and to the southwest across Pacific Drive.

3.12a Noise Compatibility of Proposed Uses

Noise Compatibility of Proposed Outdoor Use Areas. VTA light rail trains currently influence the noise environment along the site's eastern boundary, and they would affect project residences located along or near this boundary. Future train operations are expected to generate noise levels similar to those measured during the I&R noise monitoring survey. Noise levels are projected to reach 59 to 60 dBA (L_{dn}) at the nearest proposed outdoor use areas of Lots 13, 14, and 16, exceeding by 4 to 5 dBA the 55-dBA (L_{dn}) threshold for noise levels considered *Normally Acceptable* in the Outdoor Noise Environmental Guidelines for single-family residential uses (Policy NOI-1.1). Maximum instantaneous noise levels from train passbys would be expected to remain at 75 dBA (L_{max}) or less. Noise levels between 55 and 70 dBA (L_{dn}) are considered to be

[14] Position V-1 - 25 feet and 45 feet from the VTA tracks, Position V-2 - 45 feet and 65 feet from the VTA tracks.

Conditionally Acceptable, where new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Such an analysis was completed by I&R, and they determined that a solid seven-foot high noise barrier, constructed to shield the rear yards of Lots 13, 14, and 16, would reduce light rail train passby noise levels by about 11 dBA. Such a barrier would also provide about 5 dBA of noise reduction from the sounding of the crossing bells at Pacific Drive within the shielded rear yard of Lot 18. Therefore, provision of the proposed seven-foot high masonry wall along the eastern project boundary would reduce exterior noise levels in the rear yard areas nearest the VTA light rail tracks to below 55 dBA (L_{dn}), and such levels are considered to be *Normally Acceptable* for single-family residential land uses, a less-than-significant noise impact. Maximum instantaneous noise levels in shielded rear yard areas would be reduced to 64 dBA (L_{max}) or less, which would be consistent with the City's 65-dBA interior noise limit for intermittent noise from major transportation sources including trains (specified in General Plan Policy NOI-1.2), a less-than-significant impact.

Activities at the adjacent City of Mountain View Municipal Operations Center (MOC) currently influence the noise environment along the site's northern boundary, and they would affect project residences located along or near this boundary. Noise levels measured at the northernmost property line of the site, adjacent to the MOC were 52 to 55 dBA (L_{dn}), at or slightly below noise levels considered *Normally Acceptable* in the Outdoor Noise Environmental Guidelines for single-family residential uses (Policy NOI-1.1). Maximum instantaneous noise levels from MOC activities will typically range from 60 to 75 dBA (L_{max}). Similar levels of noise and activity would be expected in the future. A noise barrier would not be required to reduce MOC-related noise levels to *Normally Acceptable* levels (55 dBA, L_{dn}) for the proposed single-family residential land uses. Therefore, provision of the proposed eight-foot high masonry wall along the northern project boundary would reduce intermittent maximum instantaneous noise levels by 8 to 10 dBA in outdoor use areas of proposed Lots 4, 5, 10, 11, 12, and 13, which adjoin the MOC and are not currently shielded by buildings or structures. With the proposed masonry wall, exterior noise levels would be maintained below 55 dBA (L_{dn}) and such levels are considered to be *Normally Acceptable* for single-family residential land uses, a less-than-significant noise impact. Maximum instantaneous noise levels in these shielded rear yard areas would be reduced to between 65 and 67 dBA (L_{max}), which would be consistent with the City's 65-dBA interior noise limit for intermittent noise from major transportation sources including trains (specified in General Plan Policy NOI-1.2), a less-than-significant impact.

Noise Compatibility of Residential Interiors. Interior noise levels attributable to exterior noise sources are required by the City of Mountain View General Plan to be maintained at or below 45 dBA (L_{dn}) and at or below 65 dBA (L_{max}) from intermittent, major transportation sources. In buildings of typical construction, with the windows partially open, interior noise levels are generally 15 dBA lower than exterior noise levels. With the windows maintained closed, standard residential construction typically provides about 20 to 25 decibels of noise reduction. For example, noise levels within a unit exposed to exterior noise levels of 60 dBA (L_{dn}) would be 45 dBA (L_{dn}) with the windows partially open and 35 to 40 dBA (L_{dn}) with the windows shut. Maximum instantaneous noise levels within a unit exposed to exterior noise levels of 75 dBA (L_{max}) would be 60 dBA (L_{max}) with the windows partially open and 50 to 55 dBA (L_{max}) with the windows shut. Therefore, City of Mountain View General Plan interior noise level

standards are expected to be met with typical construction, but with the windows maintained closed, requiring forced air mechanical ventilation systems.

Sound-rated building elements may be required to achieve "industry standard" thresholds for acceptable maximum instantaneous noise levels (typically 50 dBA (L_{max}) in bedrooms and 55 dBA (L_{max}) in other habitable rooms to avoid residential sleep disturbance and activity interference). It may also be desirable to provide additional noise control in order to reduce interior maximum instantaneous noise levels and provide a more suitable interior noise environment for residents. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable with proper wall construction techniques, the selections of proper windows and doors, and the incorporation of forced air mechanical ventilation systems to allow occupants to control noise by closing the windows.

Preliminary calculations show that windows and doors of units adjacent to the VTA light rail tracks and the MOC should be rated at a minimum of 26 to 28 STC to reduce interior daily average noise levels to less than 45 dBA (L_{dn}) with an adequate margin of safety. Interior maximum instantaneous noise levels would be expected to remain at 50 dBA (L_{max}) or less with the implementation of 26 to 28 STC windows and door, meeting "industry standards" for acceptable maximum instantaneous noise levels. Sound Transmission Class ratings of 30 to 35 STC could also be considered to further reduce interior average and interior maximum instantaneous noise levels. Again, the windows and doors of these units would need to be shut to control noise; therefore, a form of forced-air mechanical ventilation, satisfactory to the local building official, would be required to maintain a habitable interior environment. The final recommendations for interior noise control should be made during the final design stage of the project when a complete set of building plans is available and the interior noise level design goal for maximum instantaneous noise levels is established.

3.12b Groundborne Noise and Vibration

Since construction of project facilities would not involve excavation for subsurface facilities (i.e. tunnels or basements), generation of construction-related groundborne noise levels that could result in noise disturbance at the closest residential receptors would be less than significant.

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Maximum vibration levels at the closest residences to the west that could be generated by construction equipment operating along the western project boundary are presented in **Table 7**.

For typical buildings, the Federal Transit Administration (FTA, 2006) recommends a threshold of 0.5 in/sec Peak Particle Velocity (PPV) for typical structures (reinforced concrete, steel, or timber; no plaster). Since heavy equipment operations on the site are expected to be located 25 feet or more from the closest adjacent structures to the west, the effects of construction-related

vibration would not exceed these thresholds and therefore, would be less than significant. Also, since project construction would not involve use of impact equipment (i.e. pile drivers), generation of construction-related groundborne vibration that could result in cosmetic damage to adjacent structures would be less than significant since they would not exceed threshold levels for cosmetic damage to structures.

TABLE 7

TYPICAL VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Reference Vibration Level at 25 feet, in/sec PPV	Reference Vibration Level at 15 feet, in/sec PPV	Exceeds 0.5 in/sec PPV Cosmetic Damage Thresholds?
Vibratory Roller	0.210	0.210	No
Caisson drilling	0.089	0.089	No
Large bulldozer	0.089	0.089	No
Loaded trucks	0.076	0.076	No
Jackhammers	0.035	0.035	No
Small bulldozer	0.003	0.003	No

SOURCE: Illingworth & Rodkin (2014)

The project would involve development residences adjacent to the VTA light rail tracks. The nearest project residence would be located at least 20 feet from the Santa Clara County Transit District property boundary and at least 25 feet from the edge of the near light rail track. The U.S. Department of Transportation's Federal Transit Administration (FTA, 2006) vibration impact criterion for frequent events (more than 70 events per day) is 72 VdB. Data collected by I&R just to the east of the site indicates that vibration levels generated by light rail train passages range from 66 to 69 VdB at a distance of 25 feet from the center of the near set of tracks. As currently proposed building setbacks, vibration levels generated by light rail train pass-bys would not exceed the FTA's 72-VdB criterion for groundborne vibration impacts, a less-than-significant impact and no additional setbacks or mitigation would be required.

3.12c Long-term Noise Increases

Noise increases associated with operation of the proposed residences would result primarily from increased traffic on local streets. Noise increases associated with operation of the proposed residences would result primarily from increased traffic on local streets. The project would generate 20 new trips during the PM peak hour and 21 new trips during the AM peak hour. Such traffic increases would result in noise levels of approximately 40 dBA (L_{eq}) in private outdoor activity areas of existing residential land uses located along Pacific Drive west of the project site, assuming attenuation is provided by existing noise barrier fences. a noise increase of less than 1 dBA (L_{dn}) along local roadways. According to the U.S. Environmental Protection Agency, a traffic noise increase of 3 dBA or less is barely perceptible to most people, an increase of 5 dBA is noticeable, and an increase of 10 dBA is perceived as a doubling in the loudness. Therefore, the contribution of project traffic noise would be less than significant.

3.12d Short-Term Noise Increases

Noise impacts from project construction activities are a function of the level of noise generated by individual pieces of construction equipment, the amount of equipment operating at any given time, the distance and sensitivities of nearby land uses, the presence of noise barriers or other structures that provide acoustical shielding, and the timing and duration of the noise-generating activities. Neither the California Environmental Quality Act (CEQA) nor the City of Mountain View defines what constitutes a substantial temporary or periodic increase in ambient noise levels. The threshold used to define what constitutes a substantial increase in daytime noise is if the project generates construction noise levels in excess of 60 dBA (L_{eq}) and the construction noise levels exceed the ambient noise environment by at least 5 dBA (L_{eq}). Temporary is defined as a period of less than one year.

Construction activities can generate high noise levels, especially during the construction of project infrastructure when heavy equipment is used. Maximum instantaneous noise levels from the majority of construction equipment ranges from about 73 dBA (L_{max}) to 85 dBA (L_{max}) at a distance of 50 feet. Demolition tools such as concrete saws and hoe rams can result in maximum instantaneous noise levels of about 90 dBA ($L_{max)}$ at a distance of 50 feet from the noise source.

Typical hourly average construction generated noise levels are about 81 dBA to 88 dBA (L_{eq}) measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors.

Typically, significant noise impacts do not result when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period is limited to one construction season (typically one year) or less. The project is anticipated to be constructed within a period of less than 12 months, beginning in April 2015 and ending in mid-March 2016. Demolition, grading, and site infrastructure improvements would occur over a period of approximately four months. Residential building construction activities would occur over approximately seven months.

Approximately 50 truck trips would be required per day over a period of about three weeks to haul in fill (10,000 cubic yards) for the site. Assuming an even distribution of truck trips during an eight-hour work day, there would be approximately 6 to 7 truck trips per hour along Pacific Drive attributable to the hauling of fill. The haul-trucks would generate hourly average noise levels of approximately 53 dBA (L_{eq}) at a distance of 50 feet.

Noise generated by construction activities would temporarily elevate noise levels by at least 5 dBA (L_{eq}) above the ambient noise environment at adjacent noise sensitive receptors and exceed 60 dBA (L_{eq}), but this would be considered a less-than-significant impact if construction activities are conducted in accordance with the provisions of the City of Mountain View City Code (Section 8.70.1 of the Mountain View City Code limits the hours of construction to normal weekdays between 7:00 a.m. and 6:00 p.m. and prohibits construction on Saturdays, Sundays, and holidays, per Standard Condition of Approval "Work Hours"). The implementation of construction best management practices, as outlined in the City's Standard Condition of

Approval "Construction Noise Reduction" would further control potential levels of construction noise. Standard Conditions of Approval "Construction Noise Reduction" and "Disturbance Coordinator" require the following noise reduction measures to 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; and
- Shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.
- 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 noise complaint (e.g., starting too early, bad muffler, etc.) 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.

With the incorporation of these standard conditions and conformance to Code time limits, the temporary noise impact resulting from project construction would be considered less-than-significant.

3.12e Airport-Related Issues

Moffett Federal Airfield is located approximately one mile to the north, while Palo Alto Airport is located about five miles to the northwest, and both are outside the Mountain View city limits. The project site lies outside of the 55 dBA CNEL noise contour of the Palo Alto Airport and the 60 dBA CNEL noise contour of the Moffett Federal Airfield. The project site is not located within the Airport Influence Area either airport (Santa Clara County Airport Land Use Commissions, 2012 and 2008). Therefore, the proposed project would not expose people residing at the project site to excessive airport-related noise levels and impacts would be less than significant.

The City would include the following Condition of Approval to ensure that future residents would be aware of MOC operations and intermittent noises that could affect immediately adjoining lots:

> *Information shall be disclosed to all future residents about the types of noise-producing activities that occur at the MOC and the measures that have been taken to mitigate them and the possibility that the noise may be disturbing to some people. Residents/buyers will be asked sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed..*

The implementation of these Conditions of Approval would ensure that the potential noise effects of the proposed project would be less than significant.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.13 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

3.13a Growth-Inducement Impacts

The proposed project would replace a parking lot on the site with 16 small-lot, single-family homes in the Whisman Station neighborhood of Mountain View. While the average household size in Santa Clara County in 2009 was 2.98 persons per household, the Mountain View average household size was estimated to be 2.29 in 2009[15], consistent with the larger proportion of single-person households and non-families.

The California Demographic Research Unit of the California Department of Finance provides demographic information regarding California cities. For Mountain View, the Department estimates that Mountain View's household population was 76,260 persons as of January 2013, and the community had a total of 34,136 households. This data would result in 2.36 persons per household, a slightly higher household population rate that the ABAG estimate. Based on these figures, the project has the potential to generate approximately 37 to 38 residents on the site.

ABAG provides future population projections for cities and counties using land use designations provided by the various land use planning instruments (e.g. General Plans) prepared by various Bay Area jurisdictions. Consequently, the population generated by the proposed project is included in the ABAG projections. Between 2010 and 2020, ABAG estimates that the Mountain View population would increase 11.2 percent from 72,100 to 80,200. Therefore, the 37 to 38 new residents that are anticipated by the project would constitute only 0.04 percent of Mountain View's estimated 2020 population and only 0.4 percent of the population growth since 2010. The increase in population due to the proposed residential would be a less than significant effect of the project.

It should be noted that the ABAG estimates for population growth use Santa Clara County household size of 2.92 persons per household as the basis for population estimates in Mountain View. The City's Housing Element bases its population growth estimates on a lower household size of 2.29 persons per household developed for housing needs purposes. The use of the lower household size results in future population estimates that are lower than ABAG estimates.

[15] Bay Area Economics, 2010. *Draft Analysis of Impediments to Fair Housing, 2010-2015, Mountain View*. October. Available online at: http://www.ci.mtnview.ca.us/city_hall/community_development/planning/default.asp

The City of Mountain View had approximately 33,475 housing units in 2008,[16] which was a 3.1 percent increase (1,043 units) from the number of housing units recorded in 2000. Using the California Department of Finance estimate of 34,136 housing units (January 2013), the project's 16 new housing units would constitute a 0.04% increase in housing supply over 2013 levels. This would not be considered a substantial increase because the City's Housing Element has indicated that the City's Regional Housing Needs Allocation (RHNA) for 2007 – 2014 was 2,599 units; comparatively, the City had 1,368 units constructed, approved, proposed or with approved planning entitlements, leaving a 1,231-unit deficit in the RHNA. The proposed project would provide additional housing to reduce this difference between housing need and the planned supply. Therefore, the proposed project would have a less-than-significant impact on population growth.

The proposed project plans to extend private roads onto the site for access to the 16 residences to be developed. The new streets would include a loop road and short cul-de-sac contained completely on the project site. The proposed streets would also allow the extension of utility lines from Pacific Drive to the proposed residences. However, properties surrounding and in the immediate vicinity of the project site are developed with residential and commercial uses and are already served by access and infrastructure facilities. The limited extension of access and utilities onto the project site in conjunction with existing development surrounding the property would preclude inducement of substantial indirect population growth effects due to project development.

3.13b, 3.13c Displacement of Housing or Residents

The project site presently contains a parking lot that would be demolished. The project would not displace any existing housing or people and therefore would not require the construction of replacement housing elsewhere. The proposed development would provide 16 new single family homes.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.14 PUBLIC SERVICES -				
a) 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?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐

[16] City of Mountain View, 2010. *City of Mountain View Draft Housing Element, 2007-2014*. July 6. Available online at: http://www.ci.mtnview.ca.us/city_hall/community_development/planning/default.asp.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

3.14a Public Services

The project area is presently developed as an inactive parking lot and requires public services such as fire protection and law enforcement. The project site does not generate a student population and has no effects on the need for school or recreational services.

Under the project proposal, there would be an incremental increase in demand for public services related to fire and police protection; the project would increase residential use in the neighborhood through the development of 16 single-family homes. Potential impacts on park and recreational facilities are discussed in Section 15, *Recreation*. The Project Plans, Phase I and II Screening Environmental Assessment Report, and the Mountain View 2030 General Plan and its EIR provide the following information on public services conditions in Mountain View.

Fire Protection. The City of Mountain View Fire Department provides fire protection and emergency medical services for the City. The Mountain View Fire Department has 87 full-time staff and 1.5 permanent part-time staff for the 2010-2011 fiscal year, including 21 paramedics.

The Mountain View Fire Department staff is divided into three divisions: Administration, Suppression, and Fire and Environmental Protection. The Administration Division is budgeted for seven full-time staff. The Suppression Division is budgeted for 70 firefighters'. The Fire and Environmental Protection Division contains 12 positions, including staff for the Environmental Safety and Fire and Building Safety sub-divisions. The Mountain View Fire Department does not have current plans to change staffing levels.

The Mountain View Fire Department operates out of five fire stations. These include Station 1, located at 251 South Shoreline Boulevard; Station 2, located at 160 Cuesta Drive; Station 3, located at 301 North Rengstorff Avenue; Station 4, located at 229 North Whisman Road; and Station 5, located at 2195 North Shoreline Boulevard. The Administration Division is located at 1000 Villa Street and the Fire and Environmental Protection Division is located inside City Hall at 500 Castro Street.

Each fire station contains an engine company, which includes one captain, one engineer and one firefighter; the engineer or firefighter is required to be a paramedic. Fire Station No. 4, located approximately 1 mile west of the project site, is the primary station serving the project site. Station 1 contains a rescue unit (consisting of two firefighters), and a ladder truck (consisting of one captain, one engineer and one firefighter)). Station 5 contains a Hazardous Materials unit, which is cross-staffed with the engine company.

During the 2010-2011 fiscal year, the Mountain View Fire Department responded to a total of 5,033 emergency calls, including 3,431 rescue and EMS incident calls, 122 emergency fire calls

(three percent), 159 hazardous condition (no fire) calls, 391 false alarm calls, and six special incident calls.

The Mountain View Fire Department establishes new fire suppression goals each fiscal year and includes them in its annual budget. The department established the following fire suppression goals for the 2010-2011 fiscal year: (1) first responder fire engine arrives at the scene of a fire within six minutes of dispatch 100 percent of the time; (2) second responder fire engine arrives at the scene of a fire within eight minutes of dispatch 100 percent of the time; and (3) arrive at the scene of EMS "Code 3" within six minutes 90 percent of the time. For structure fires requiring a first responder fire engine, the MVFD arrived at the fire scene in 6 minutes or less 100 percent of the time.

Fire protection service is currently provided to the project site as well as existing residential and commercial buildings in the project area from Fire Station 4 on North Whisman Road. Fire protection and EMS services would continue to be provided to this site after project implementation. However, all new buildings would be subject to current code requirements. When detailed plans are submitted during building permit submittal, the proposed project will be subject to formal plan review by the Fire Protection Engineer to determine compliance with adopted model codes.

Fire hazards would be increased temporarily at the site during project construction. The Fire Department will review the construction management plans to ensure that hazardous materials are stored appropriately and will be responsible for periodic inspections to verify implementation of materials storage requirements. The Fire Department will also require water supply installations and adequate emergency vehicle access to the site prior to the start of combustible construction.

Over the long-term, fire hazard risks in the project area would be incrementally increased through the introduction of additional residential development in the project area. Fire Department requirements for provision of fire equipment access, fire hydrants, and adequate water supply (separate service water lines onto the site) would reduce the increased fire hazard risks.

Compliance with Fire Department requirements to provide adequate access, fire hydrants, and fire flows to the project site would ensure that the current high levels of fire protection services would continue to be available to the residences planned for the site. The proposed project would not create a need for new personnel or expanded fire protection facilities and, as a result, would have a less-than-significant environmental effect on fire protection services.

Police Protection. The City of Mountain View Police Department provides police services in Mountain View. The department also participates in a variety of mutual assistance agreements with neighboring municipal police departments, Santa Clara County law enforcement, and State law enforcement organizations. As of 2011, the Mountain View Police Department has a total of 95 sworn officers and 49.5 non-sworn personnel. The Mountain View Police Department also conducts an active volunteer program (non-officers), which consists of approximately 32 non-sworn volunteers. The Police Department conducts an active volunteer program (non-officers), which consists of approximately 30 non-sworn volunteers.

The Mountain View Police Department operates out of one police station, located at 1000 Villa Street, and does not have current plans to expand its facilities beyond this station. The

department has a fleet of over 40 marked and unmarked police vehicles, not including the following vehicles: a mobile command post, a Special Weapons and Tactics (SWAT) operations van, an armored car, motorcycles, bicycles, and traffic radar trailers.

The Department divides the City into four beats, each of which is designed to receive approximately the same number of calls but are not uniform in area size. The department staffs each beat with one to three officers at any given time, not including up to three city-wide roving officers. In addition, there is always one sergeant and usually one lieutenant on patrol in some part of the City, although lieutenants do not work after midnight. The department also assigns Community Service Officers to some patrols, though on irregular shifts, and not graveyard shifts.

The Mountain View Police Department has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55.5 percent of the time. Priority E and Priority 1 calls both warrant emergency dispatch from the Mountain View Police Department, and are considered the highest priority calls. However, Priority E calls take precedence over Priority 1 calls because they are associated more often with "violent crime" incidents. During the period of July 2010 to June 2011, the average response times for Priority E and Priority 1 calls in the City were 3.02 and 4.20 minutes, respectively. The average transit response times in the City were 2.56 and 3.60 minutes for Priority E and Priority 1 calls, respectively.

For purposes of crime statistics, the Mountain View Police Department defines Part I crimes to include: homicide, rape, robbery, assault, burglary, larceny-theft, motor vehicle theft, and arson. Part II crimes include all other crime categories. There were 2,155 Part I crimes within the department's jurisdiction in 2009. Part I crimes were down 9 percent from 2008. Between 2008 and 2009 the most notable increases in crime were forcible rape, while the most significant decreases in crime were criminal homicide and assault.

Calls for police service are generally spread evenly throughout Mountain View, and the majority of crimes in the City are property crimes. Although certain beats and reporting districts are busier than others, the Mountain View Police Department attributes these differences to population density. For example, Beat 2, located west of Downtown and in between the Central Expressway and El Camino Real, produces more calls for police service than the other beats. The Department attributes the higher activity in Beat 2 to the presence of high density apartment complexes resulting in a larger population than other beats, as well as the higher number of strip malls in this area that experience shoplifting. Many of the single-family neighborhoods located in other parts of the City do not have nearly the number of commercial establishments as Beat 2, resulting in less instances of shoplifting.

The Pacific Drive project site currently receives police protection services and would continue to be served after project implementation. The proposed residential development would generate a minor increase in calls for police protection service, but would not require an increase in staff or construction of additional facilities to maintain currently adequate response times and level of service to the site and vicinity. Consequently, the project would have a less-than-significant effect on police protection services.

Schools. The City of Mountain View is served by the Mountain View-Whisman School District (MVWSD), Mountain View-Los Altos Union High School District (MVLAUHSD), and the Los Altos Elementary School District (LASD). The Mountain View-Whisman School District and

Mountain View-Los Altos Union High School District provide educational services for the project site.

MVWSD provides educational services through nine schools in the District, seven elementary and two middle schools. With a total enrollment of approximately 4,825 and a capacity of 4,830 during the 2011–2012 school year, the District's schools are operating at current capacities.

The project site lies within the attendance boundaries for Edith Landells Elementary School, 115 W. Dana Street, located approximately 0.75 mile southwest from the project site, and Crittenden Middle School, 1701 Rock Street, approximately 1.9 miles northwest from the project site. The 2012-2013 school year attendance at Edith Landells Elementary School was 565 students, and the enrollment at Crittenden Middle School during the same time was 610 students. [17] MVWSD enrollment projections for grades K-8 indicate that the district would exceed its current facility capacity in the 2012–2013 school year and continue to exceed that capacity through the 2017–2018 school year.

The proposed project would develop 16 single-family homes on the site. Based upon a 0.6 student generation for each single-family home, the project would generate ten new students. With an increasing number of elementary school-aged children in the project area, the District is presently considering re-opening Slater Elementary School at Gladys Avenue and North Whisman Road.

On June 5, 2012, 67.6% of local voters passed Measure G, which generates funding to provide safe, efficient, and modern facilities for Mountain View Whisman School District students and staff. The approval percentage was the highest in Santa Clara County and the 4th highest of the 34 school bond measures in the State of California.

Measure G will generate up to $198 million to repair, upgrade and expand our local schools. Funds will be generated through the sale of general obligation bonds, which will be repaid through assessments on residential and commercial property located within the Mountain View - Whisman School District. The annual cost to local property owners is limited to $30 per $100,000 of assessed property value.

The project site is within the attendance boundaries for Mountain View High School, located at 3535 Truman Avenue, Mountain View, approximately 3.5 miles south of the project site. The 2013–2014 attendance at Mountain View High School was 1,838. MVLAUHSD provides high school educational services to Mountain View and Los Altos with two high schools and one alternative school. The 2012-2013 total enrollment and capacity for the District high schools was 3,737 and 3,807 students, respectively. Enrollment in MVLAUHSD is expected to increase to 3,869 by 2013, and up to 4,600 students by 2019. Mountain View High School could require expansion to meet this increased enrollment.

According to MVLAUHSD staff, projections are based on land use designations and the probability of development of specific parcel. The District uses a student generation rate of 0.115 per household for its planning purposes. At this generation rate, the proposed project's 16 single-family residences would generate approximately two new students for the District.

[17] Jack Schreder & Associates, 2013. *Demographic Study for Mountain View Whisman School District*. May 29, 2013.Available online at: http://www.mvwsd.org/images/Demographic_Study/MVWSDDemographicAnalysis2012-13.pdf

Students that would live at the project site have already been included in projections for 2013 through 2019. Therefore, students generated by the proposed project would be accommodated within existing expansion plans.

In order to accommodate growing enrollment and improve educational facilities, Mountain View voters previously passed Measure A, a general obligation bond of $41.3 million in June 2010. Measure A allows for the construction of new classrooms, science labs, energy efficiency upgrades, fire and earthquake safety upgrades, a new swimming pool, and solar canopies.43 Measure A projects recently completed include the 1.26 megawatt solar photovoltaic system on canopies at the Mountain View and Los Altos High School campuses, which became fully operational in June 2011, and new fire and safety systems, which were installed in the summer of 2011. The new Mountain View pool was completed and operational in February 2012.

Senate Bill 50 (SB 50) constrains the ability of local agencies to deny land use approvals on the basis of potentially inadequate public school facilities. This legislation establishes fees are intended to address local school facility needs resulting from new development. As of February 7, 2014, the District charges project developers a school impact fee of $2.24 per square foot of residential development and $0.36 per square foot of commercial and industrial development. These fees are required to be used for the affected schools and would be divided between the Mountain View-Whisman Elementary School District and the Mountain View-Los Altos High School District. The payment of these fees would provide mitigation under CEQA, and result in less-than-significant environmental impacts to public schools in the project area.

Other Public Facilities. The City of Mountain View has one Municipal Operations Center, located at 231 North Whisman Road, where the city stores and repairs maintenance vehicles and equipment. Government Services provided to Mountain View residents include the management of the Mountain View Senior Center, located at 266 Escuela Avenue, as well as local pools and recreation centers.

The proposed project would construct 16 single-family homes on the site. This could incrementally increase demand for government services, including maintenance services, but not in excess of amounts expected and already provided for in the area. Thus, the proposed project would not be expected to have a measurable impact on the provision of governmental services.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.15 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.15a Demand for Recreational Facilities

The City of Mountain View has nearly 1,000 acres of parks and open space land, divided among 17 mini-parks, 13 school district-owned neighborhood parks, five City-owned neighborhood parks, two community parks, and one regional park. The Shoreline Regional Park and the Stevens Creek Trail comprise approximately 80 percent of all the parks and open space acreage in Mountain View.

The City's Park Land Dedication Ordinance and the Parks and Open Space Plan establish a standard of three acres per 1,000 residents. Based on a 2013 population of 76,260 (and not including the regional parks), the City is below the 3-acre standard, at 2.46 acres per 1,000 residents. When the Shoreline regional facility is included, the ratio rises to 12.75 acres per 1,000 residents, which is well in excess of the standard.

Parks and recreational facilities closest to the project site include the following: Chetwood Park, located one block west of the project site on Pacific Drive; Magnolia Park, located at Whisman Station Drive about 0.15 mile south of the site; Slater Park, about 0.1 mile west of the site; and Whisman School Park, about 0.6 mile northwest of the project site. Combined, these facilities include play structures, picnic areas, restrooms, tennis courts, and other sports facilities as well as passive green areas. The various activities offered by these parks and recreation centers include soccer, baseball, football, softball, basketball, and recreation playground programs.

Construction of the proposed project would introduce 16 new residences to the project site, which could increase the demand for parks and other recreational facilities. The Whisman Station Precise Plan requires a new common open space area for the proposed project. However, due to the small size of the proposed development, the applicant has an agreement for the development to join a neighboring HOA. The proposed project's residents will have access to the private recreational facilities of the adjoining development.

The project would also be subject to the City's Park Land Dedication Ordinance (authorized by the passage of the 1975 Quimby Act, California Government Code §66477), which requires the developers of each new residential unit in the City of Mountain View to either dedicate park land of three acres per 1,000 residents or pay an in-lieu fee designated to serve the residential neighborhood that contributed the funds.

The proposed project would comply with the City of Mountain View's Park Land Dedication Ordinance and the City's Standard Condition of Approval "Park Land Dedication Fee," requiring the applicant to pay a fee for each new residential unit in accordance with Chapter 41 of the City Code prior to issuance of the building permit. To comply with the City's ordinance, the project would either need to dedicate approximately 0.167 acre of open space or pay an equivalent impact fee to the City. The dedication of parkland or payment of the fees in-lieu of parkland dedication would either provide parkland to reduce demand on these facilities or would provide a revenue stream for use by the City to improve existing recreational facilities or could create new recreational facilities. Compliance with the City's parkland dedication ordinance would reduce the project's potential impact on recreational facilities and services to less-than-significant levels.

3.15b. Impacts Related to Construction of Recreational Facilities

The proposed residential project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.16 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Based on an initial evaluation of the project, a comprehensive transportation impact analysis (TIA) is not required because the project would generate less than 100 AM or PM peak hour vehicle trips, which is the trip threshold for preparing a TIA, as defined by the City of Mountain View and Santa Clara Valley Transportation Authority (VTA) which is the Congestion Management Agency (CMA) for Santa Clara County. Nevertheless, a focused transportation study was completed by Fehr & Peers in April 2014 and it is included in **Appendix C**. This focused study evaluated the project's potential traffic impacts on the surrounding roadways in accordance with the guidelines of the City of Mountain View and the VTA, the congestion management agency for Santa Clara County. This study included an estimate of the project's

trip generation, volume to capacity (V/C) Analysis for Pacific Drive, and a qualitative evaluation of the Whisman Road and Pacific Drive intersection.

Pacific Drive is a local collector that extends east-west between North Whisman Road, and fronts the project site. North Whisman Road is a four-lane arterial and intersects with Pacific Drive west of the project site. At the southeast corner of the project site, there is an all-way stop controlled intersection where Pacific Drive's alignment turns from east-west to northeast-southwest and parallels the light rail tracks. This all-way stop controlled intersection also serves as one of the two entrance points to the Whisman Light Rail Station surface parking lot. South of the station, Pacific Drive intersects with the east end of Whisman Station Drive and serves as the second entrance point to the light rail station parking lot.

3.16a, 3.16b Impacts on the Circulation System and Conflicts with Congestion Management Program

Trip Generation. Vehicle trip generation estimates for the project site were developed using appropriate land use rates from Trip Generation (9th Edition) by the Institute of Transportation Engineers (ITE). Trip generation rates for the "Single Family" land use were applied to the proposed 16-unit residential development. This analysis is shown in **Table 8**. The proposed project is estimated to generate 21 new trips in the AM peak hour (5 inbound and 16 outbound) and 20 new trips in the PM peak hours (13 inbound 7 outbound). The proposed site is currently vacant; therefore, no trip credits for existing uses were included in the trip generation estimate. All trips are assumed to access the site via Pacific Drive.

TABLE 8

TRIP GENERATION FOR THE PROPOSED PROJECT

				A.M. Peak Hour			P.M. Peak Hour		
Land Use	**Size**	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Detached Single Family	16 DU	Rates	12.16	5	1.00	16	0.81	13	0.44
		Vehicle Trips	195	5	16	21	13	7	20

Notes: DU = Dwelling Unit
1. Regression equations used to determine vehicle trips.
Source: Trip Generation, 9th Edition, Institute of Transportation Engineers. Single Family (210)

Intersections. Field observations indicate that the area immediately surrounding the project site does not experience heavy congestion or queuing issues. At the North Whisman Road / Pacific Drive intersection, very few vehicles were observed turning left from Whisman Road onto Pacific Drive, and traffic flowed freely at this location. The all-way, stop-controlled intersection on Pacific Drive adjacent to the project site experiences very low activity during both the AM and PM peak hours. On-street parking along Pacific Drive next to the station is typically fully occupied in the AM peak hour due to the proximity to the light rail station; however, the PM peak hour experiences lower occupancy levels. Very little activity was observed at the Whisman Station / Pacific Drive intersection south of the project site.

Project-related vehicular traffic would mainly access the site either from the north or from the south via North Whisman Road. For vehicles exiting and entering the site, the Whisman Road / Pacific Drive intersection provides the most direct path. The Whisman Road / Whisman Station Drive intersection does provide full access for vehicles traveling to and from the south.

However, given the fact that this route requires traveling past the light rail station where there is higher probability for congestion/delays, project vehicles are expected to use the Whisman Road / Pacific Drive intersection as their primary access.

The operations of roadway facilities are defined in terms of level of service (LOS). LOS is a qualitative description of traffic from the driver's perspective based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, the least congested operating conditions, to LOS F, the most congested operating conditions. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity, stop-and-go conditions result, and operations are designated as LOS F. Level of Service is calculated for a roadway segment using the V/C ratio, wherein the daily (i.e., 24-hour) traffic volume for the segment is divided by the threshold volume capacity of the segment which is determined from the City of Mountain View's roadway classifications. The City has adopted LOS D as the minimum overall performance measure for City-controlled roadways, except those roadways within the Downtown and San Antonio Center areas for which the adopted standard is LOS E.

A summary of the definitions of the volume-to-capacity ratio and levels of service is provided in Table 2 of Appendix C. A volume-to-capacity (V/C) ratio of 1.0 or greater during the AM and PM peak one-hour indicates a deficient roadway.

For purposes of this analysis, all project trips were assumed to use Pacific Drive (reflecting maximum or worst-case impact). **Table 9** presents the LOS operation of Pacific Drive when project trips are added to Existing Conditions (Existing Plus Project Conditions). As shown in this table, Pacific Drive would continue to operate at LOS A under Existing Plus Project Conditions and the change in V/C is not enough to result in an unacceptable LOS standard to the facility. During the commute peak hours, existing drivers would experience an average increase of approximately 5 vehicles every 15 minutes on Pacific Drive in both directions. Such an increase, while noticeable, is not considered to be significant when compared to the City's adopted LOS D significance threshold.

Pedestrian and Bicycle Facilities. An impact to pedestrians and/or bicyclists occurs if the proposed project conflicts with the existing or planned bicycle facilities or creates pedestrian and bicycle demand without providing adequate and appropriate facilities for safe non-motorized mobility.

Sidewalks are currently provided on both sides of Pacific Drive west of the project site; however, a sidewalk is missing along the entire site frontage of Pacific Drive. The Pacific Drive/ Pacific Drive intersection is currently stop-controlled on all approaches and there is an existing crosswalk across the south leg of the intersection. The nearest designated bike lanes are the Class 2 bike lanes located along North Whisman Road to the west of the site and Whisman Station Drive to the south. There is an existing multi-use pathway that extends along the light rail tracks and site's eastern boundary.

The project has an existing sidewalk along its frontage, which connects the existing sidewalk on the north side of Pacific Drive to the Whisman Light Rail Station. The sidewalk and street trees would remain along the project frontage and provides a direct pedestrian connection between

TABLE 9

ROADWAY LEVEL OF SERVICE OPERATION, EXISTING PLUS PROJECT CONDITIONS

Roadway Segment	Classification	Maximum Capacity at LOS E	Existing Conditions			Existing + Project Conditions			Change in V/C
			ADT	V/C	LOS	ADT	V/C	LOS	
Pacific Drive, Jenkins Lane to Pacific Drive	2-lane Collector	15,480	140	0.009	A	335	0.02	A	0.011

City of Mountain View Daily Roadway Capacity Thresholds

Roadway Classification	Maximum Daily Volume (both directions except freeway segments)				
	LOS A	LOS B	LOS C	LOS D	LOS E
2-lane Collector	3,120	6,240	9.360	13,200	15,480
Corresponding Volume-to-Capacity Ratio (V/C)	> 0.5	0.5 - 0.7	0.7 - 0.85	0.85 - 0.95	0.95 - 1.00

SOURCE: Fehr & Peers (2014)

the site and Whisman Light Rail Station as well as the existing multi-use pathway that extends along the light rail tracks and site's southern boundary. Given the low vehicular volumes in the project area, bicyclists would be able to access the project site along Pacific Drive with minimal conflicts and the project would not obstruct access to any existing bike lanes or the multi-use path. Therefore, the project's impact on pedestrian and bicycle facilities would be less than significant.

Transit Facilities. The VTA light rail line travels parallel to Pacific Drive as it arrives and departs Whisman Station at 30-minute headways. Since the existing transit systems are currently operating under capacity, the increase in transit demand due to the project would not exceed the capacity of any existing transit services. The project would also not obstruct transit routes. Therefore, the project's impact on the transit system is considered to be less than significant.

Parking. The City of Mountain View parking standards require the project to provide at least 32 private parking spaces and eight guest parking spaces. The project would meet this requirement, providing 16 spaces (two garage spaces per unit) and nine on-street guest parking spaces.

The City also requires provision of one bicycle parking space per unit. The project would meet this requirement by providing space for bicycle parking within each garage.

3.16c Air Traffic Patterns

Moffett Federal Airfield is located approximately one mile to the north, while Palo Alto Airport is located about five miles to the northwest, and both are outside the Mountain View city limits.

The project site is not located within the Airport Influence Area (AIA) of either airport.[18] Therefore, the project would have no impact on air traffic patterns, would not directly increase air traffic levels, nor would there be any change in location that results in substantial safety risks.

3.16d Traffic Safety Hazards

The proposed project would include access intersections on the north side of Pacific Drive. A 20-foot wide internal private road would loop through the site and provide direct access to 12 project residences. A short cul-de-sac would provide access to the remaining four units. Sidewalks are proposed to be provided along one side of the on-site private roads. The project's private street intersections with Pacific Drive would be designed to City standards (i.e., sight distance, turning radius, intersection configuration, etc.), which would reduce the project's potential traffic safety hazards at these new intersections to less than significant.

3.16e Emergency Access

Emergency access to the proposed residences would be available from the west and south via Pacific Drive as well as from the east via the at-grade light rail crossing. The project would not impair emergency access to any adjacent or nearby residences, which all have access from other streets. Therefore, the project's impact on emergency access would be less than significant.

3.16f Conflicts with Alternative Transportation (Pedestrian, Bicycle, and Transit Access)

The project site is located adjacent to the Whisman Light Rail Station. The project has an existing sidewalk along its frontage, which will remain and connects the existing sidewalk on the north side of Pacific Drive to the Whisman Light Rail Station. The sidewalk provides a direct pedestrian connection between the areas on the north side of Pacific Drive and Whisman Light Rail Station. The project site's proximity to such facilities would also encourage use of alternative transportation modes and could reduce vehicle trips. Therefore, project improvements would not obstruct or conflict with alternative transportation facilities.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.17 UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

[18] Santa Clara County Airport Land Use Commission, *Comprehensive Land Use Plan, Santa Clara County, Moffett Federal Airfield*, November 2, 2012. Available online at: http://www.sccgov.org/sites/planning/PlansPrograms/ALUC/Documents/ALUC_20121128_NUQ_CLUP_adopted.pdf.

Comprehensive Land Use Plan, Santa Clara County, Palo Alto Airport, Adopted, November 19, 2008. Available online at: http://www.sccgov.org/sites/planning/PlansPrograms/ALUC/Documents/ALUC_20081119_PAO_CLUP.pdf.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
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 projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Background information for utilities and service systems has been compiled for Mountain View's 2030 General Plan Update. The "Mountain View General Plan Update Current Conditions Report" provides a foundation for assessing the potential effects of the proposed project on existing services conditions. The City's Sewer System Management Plan (2013) and Urban Water Management Plan (2010) provide additional information for the evaluation of project's wastewater and water impacts.

17a, 17e. Wastewater Facilities and Service

The City of Mountain View's sanitary sewer system is a gravity system that discharges to the Palo Alto Regional Water Quality Control plant in Palo Alto. The system serves a population of approximately 74,000 in a 12 square mile area. It consists of over 150 miles of pipe that range in diameter from four inches to 48 inches. Built mostly in the 1950s and 1960s, the system contains 89 percent vitrified clay pipe (VCP), with the remaining pipe constructed of high-density polyethylene (HDPE), polyvinyl chloride (PVC), reinforced concrete (RCP) and welded steel (WSP). There are approximately 16,000 sanitary sewer laterals in the City. Maintenance and repair of the sanitary sewer laterals within the City are the responsibility of the property owner; however, the City provides maintenance and repair services for laterals located within the public right of way upon request, as a courtesy service to the residents of Mountain View. The Sewer Lift Station, constructed in 1959 with improvements in 1969 and 1997, is located on North

Shoreline Boulevard and has three variable-frequency drive pumps and one driven by a natural gas engine and mechanical drive.

Infrastructure Engineering Corporation completed a study of the City's utility systems as part of the City's General Plan update process; the resulting study, the General Plan Update Utility Impact Study (GPUUIS), provided the City with an overview of the City's utility systems capacities and specific information regarding potential deficiencies in systems' capacities when accounting for future community development based on General Plan objectives.

For the GPUUIS, the entire system was modeled incorporating base wastewater flows (BWF), ground water infiltration, and rainfall dependent infiltration/inflow for current flow rates along with projections for 2010, 2020 and 2030. The result was that of the 4,000 pipes modeled, fewer than 150 pipes, or approximately four percent of the system, were found to have insufficient capacity for the design criteria currently, in 2010, 2020 or 2030. The specific pipes needing replacement are detailed in the Draft Wastewater Master Plan. This number includes those pipes that have insufficient capacity with existing flows, and those pipes that are projected to have insufficient capacity in 2010, 2020, and 2030. The small percentage of pipes requiring upsizing to meet design criteria, even in the future, is a testament to the capacity that has been proactively built and maintained by the City through the years.

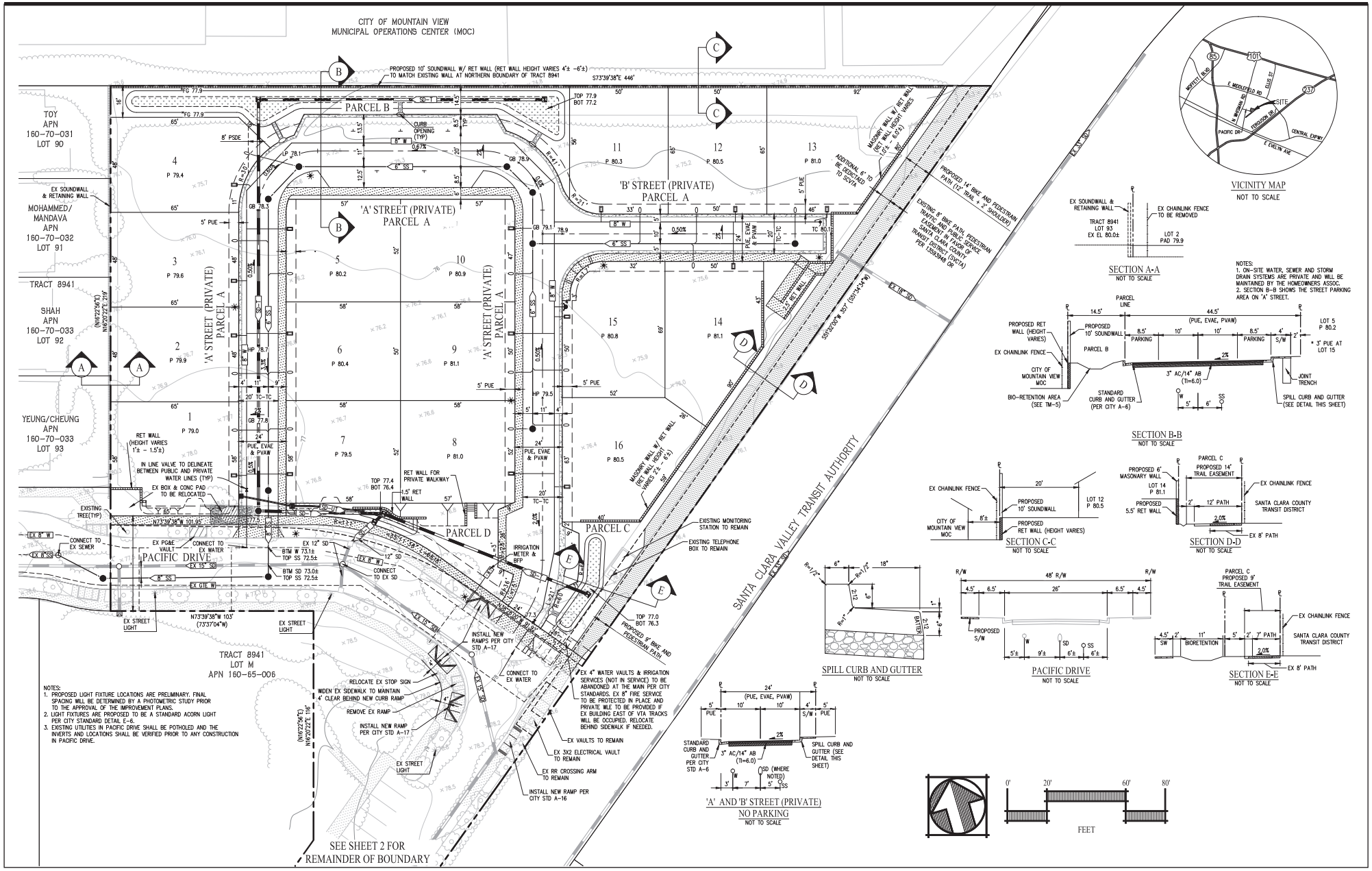
The City has prepared a Sewer System Management Plan SSMP (2013), which is a compendium of the policies, procedures, and activities for the planning, management, operation, and maintenance of the City's sanitary sewer system. The SSMP is intended to meet the requirements of the San Francisco Bay Regional Water Quality Control Board and the State Water Resources Control Board.

The City of Mountain View provides wastewater collection and conveyance services to the subject property vicinity. No wastewater treatment facilities or septic systems were observed on the subject property. Sanitary sewer system facilities are available to the project site through connection to a sewer main in Pacific Drive.

The project's Preliminary Grading, Utility Plan and Street Sections is presented in **Figure 17.** The plan indicates that a 6-inch sanitary sewer line would be extended from the 8-inch public sewer main in Pacific Drive onto the site and along the private road that would serve the proposed residences on the property. All sanitary sewer lines and associated structures in the public street would be owned and maintained by the City of Mountain View. All on-site sewer lines and associated structures in the private streets would be owned and maintained by the HOA.

According to the City of Mountain View Public Services Division, additional wastewater treatment demand can be calculated based on water usage, and wastewater generation typically equals between 70 and 80 percent of potable water consumption. Assuming the approximate use of 222.5 gpd of water per single-family residence as stated in the *2010 Urban Water Management Plan*, the future residential development would require treatment of a total of approximately 2,848 gallons of wastewater per day.

The City's current demand is considerably less than capacity, and the additional wastewater treatment demand generated by the proposed project would be a small incremental increase. Therefore, the City and wastewater treatment plant would have adequate capacity to serve the proposed project, and no new treatment facilities would be required.



Source: Carlson, Barbee & Gibson, Inc. (2014)

17b, 17d. Water Facilities and Service

Like many Peninsula cities, Mountain View is highly reliant on Hetch Hetchy, which is sourced from Sierra Nevada snowmelt. The City of Mountain View serves as the retailer for most water customers in the City, and receives its wholesale water supply from three sources: the San Francisco Public Utility Commission (88-89 percent of water used), the Santa Clara Valley Water District (nine percent of water used) and municipally operated groundwater wells (one percent of water used). Most San Francisco Public Utility Commission (SFPUC) water comes from the Hetch Hetchy Regional Water System.

Currently, the City uses around 11.3 million of its 13.6 million gallons per day contracted Supply Assurance from the SFPUC, and 1.2 million of its 2.0 million gallons per day Supply Assurance from the SCVWD. Though municipal wells only provide around 125,000 gallons of water per day, they have a potential capacity of 6.7 million gallons per day. Consequently, Mountain View has a relatively reliable water supply.

The City consumes an average of 12.5 million gallons of water per day. Of this total, 25 percent is used for direct irrigation, five percent for industrial use, 15 percent for commercial use and 55 percent for residential use (a significant portion of which is residential irrigation). Approximately two percent of water used in the City is ingested, but potable water is currently used for every type of water consumption in the City, including direct irrigation, residential irrigation, indoor toilets, and industrial/commercial uses.

In coordination with the City of Palo Alto, Mountain View completed construction of a 4.5-mile recycled water distribution ("purple pipe") system in 2009. The system serves as a drought-proof alternative water supply for public and private customers to meet the North Bayshore Area's irrigation needs and reduce the use of potable water. The City's near-term recycled water use is projected to be 1 million gallons of recycled water per day.

Indoor residential, commercial and industrial water use makes up the majority of water use in Mountain View. The City currently implements various water conservation programs, including tiered pricing where water rates increase with consumption, a limited number of turf and residential water audits, subsidized plumbing retrofits, and rebates for purchasing high-efficiency washing machines. The City expects to reduce its total water demand by five to eight percent over the next 25 years as a result of these existing efforts.

The City has developed an Urban Water Management Plan that details the City's wholesale water use, retail water demand, conservation programs, wastewater generation and plans to use recycled water. The current plan was adopted in 2010 and is available on the City's website. In addition, the City has adopted the Water Conservation in Landscape Regulations, which requires projects to implement water conserving and drought tolerant landscaping features. The proposed project will be required to follow these landscaping regulations.

The project's Preliminary Utility Plan indicates that a new water service line would be extended from the public water main in Pacific Drive onto the site and along the private road that would serve the proposed residences on the property. All water lines and associated structures in the public street would be owned and maintained by the City of Mountain View. All on-site water lines and associated structures in the private streets would be owned and maintained by the HOA. The on-site water meters would be read and maintained by the City.

The proposed construction of 16 residential units at the project site would fall below the threshold established by Senate Bill 610 for a water assessment by the local water provider. The proposed housing units would increase the water demand for the site, slightly increasing the water demand in Mountain View. The 16 single-family homes proposed for the project site could require approximately 3,560 gallons of water per day, or about 1.3 million gallons per year. The anticipated water demand for the proposed project would constitute approximately 0.04 percent of the City's current water demand of 3.4 billion gallons per year.[19]

The proposed project would add new residential uses to the site that would increase the demand for water services on the site consistent with amounts expected and provided for in the project area. The project would not result in a substantial population increase beyond that assumed for planning purposes by the City of Mountain View Public Works Department. Therefore, the proposed project would result in a less-than-significant impact to water supply and treatment provisions.

17c. Stormwater Drainage Facilities

Please see discussion in Section 9c, 9d, 9e. Drainage.

17f, 17g. Solid Waste

Recology Mountain View provides solid waste and recycling services to the City of Mountain View under a contract that expires on October 14, 2021, These services include curbside garbage, recycling, and yard trimmings curbside pickup for homes, businesses, and schools. Foothill Disposal transports all collected materials to the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station) at 301 Carl Road in Sunnyvale, a materials recovery and refuse transfer facility that the City of Mountain View shares with Sunnyvale and Palo Alto. The SMaRT Station processes Mountain View's residential and commercial garbage, yard trimmings, and recyclables, and also accepts these items if they are self-hauled to the facility from local residents.. Residents are also permitted to drop off electronic waste at the SMaRT Station; all other household hazardous waste is disposed at the Santa Clara County Household Hazardous Waste Facility. Non-recyclable waste from the SMaRT Station is transported to the Kirby Canyon Landfill in San Jose. In addition to collecting garbage, recycling, yard waste, the City also offers the following services: commercial compost collection, residential curbside collection of used motor oil and filters, household batteries, cell phones, compact fluorescent light bulbs, and used cooking oil.

Mountain View has one of the highest diversion rates in the United States; the City diverts 72 percent of its solid waste from landfills. Mountain View's diversion rate has increased dramatically over the past 10 years as a result of an aggressive recycling and reuse program, as well as participation in the SMaRT station.

The City of Mountain View Streets Division provides sweeping services within Mountain View. The division conducts street sweeping between 6:00 a.m. and 3:30 p.m. on a rotating bi-weekly schedule, Monday through Friday.

[19] 2010 UWMP data indicate single-family dwelling unit use of 222.5 gpd/du, or project use of 3,560 gpd for project.

The development of the project site with residential uses would generate solid waste from the demolition of the site's outbuildings and from construction activities. The City of Mountain View's recycling program encompasses recycling and re-use of construction materials and solid waste materials from project construction would be collected and transported by Foothill Disposal to the SMaRT Station for materials recovery. Construction materials not suitable for recovery would be taken to the Kirby Canyon Landfill.

Prior to demolition, the site's structures would be inspected and tested for the presence of materials such as asbestos and lead-based paints. If determined to be present on the site, these materials would be removed according to State and local requirements by qualified personnel and transported to an appropriately designated disposal site.

The 16 single-family homes proposed on the site would generate solid waste materials typical for residential uses. The proposed project would contribute an estimated population of 38 residents that would generate solid waste. At the City's current rate of residential disposal of approximately 1.7 pounds per resident per day, the project could generate approximately 65 pounds per day of primarily non-hazardous household solid waste. As under existing conditions, solid waste materials would be collected and transported to the SMaRT Station for sorting and recovery. Materials unsuitable for recovery would be disposed of at the Kirby Canyon Landfill site in San Jose. In addition, construction waste would be generated during demolition and construction activities. Whenever feasible, solid waste would be recycled for reuse to help the City to comply with AB 939. In addition, at least 50 percent of construction waste would be recycled. Complying with AB 939 and the Construction & Demolition Debris Ordinance would result in less-than-significant impacts to landfill capacity and compliance with solid waste regulations.

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.18 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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)?	☐	☐	☒	☐

Issues (and Supporting Information Sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.18a, 18c Significant Impacts on the Natural and Man-Made Environments

This Initial Study indicates the proposed project would have a less-than-significant effect on the natural and man-made environment except for the following:

- **Hazards and Hazardous Materials:** The potential for project residents to improperly dispose of household hazardous wastes.
- **Hydrology and Water Quality:** The potential for groundwater contamination if the four former groundwater extraction wells on the site are not properly abandoned prior to construction and they are damaged during construction.

Mitigation measures outlined in this Initial Study would reduce all of the above impacts to less-than-significant levels. Therefore, an EIR is not required to provide further mitigation measures to reduce significant impacts associated with the project.

18b. Cumulative Impacts

When the proposed project is considered together with other proposed, approved, or recently constructed projects in the vicinity, the proposed project could contribute to cumulative impacts. There are over 50 development applications in various stages of review at the City of Mountain View.[20] Of these projects, the following are located in the immediate project vicinity:

- South Whisman Project, Ferguson Road: 652 units (master plan submittal)
- 167 N. Whisman Road: 2 single-family small-lot homes (proposed)
- 450 N. Whisman Road: 37 detached rowhouse units (proposed)

Development of the proposed project in combination with the above-listed projects and the other 70+ proposed or approved projects would have the potential to result in area-wide cumulative impacts that are well beyond the project site and its vicinity. Such area-wide cumulative impacts are addressed in the Mountain View 2030 General Plan EIR (City of Mountain View, 2011). When the proposed project is considered with the above three projects, however, there is the potential for localized cumulative impacts to occur related to air quality, noise, and traffic, and they are discussed below.

Aesthetics

The geographic scope of the potential cumulative aesthetic impacts encompasses the Whisman Station neighborhood. The site would be subject to the design guidelines in the Whisman Station Precise Plan and the proposed project design would be consistent with these guidelines.

[20] The Development Project List (May 6, 2014) is available online at: http://www.ci.mtnview.ca.us/civica/filebank/blobdload.asp?BlobID=11990

The project vicinity has a mix of residential uses with a mix of building heights ranging from one to three stories, with planned residential uses ranging to three stories. Therefore, the project's contribution to cumulative changes in visual character of the project area would be less than cumulatively considerable, a less-than-significant cumulative impact.

Air Quality

The geographic scope of potential cumulative air quality impacts encompasses the San Francisco Bay Area Air Basin (SFBAAB). To address cumulative impacts on regional air quality, the BAAQMD has established thresholds of significance for construction-related criteria pollutants and precursor emissions. These thresholds represent the levels at which a project's individual emissions of criteria pollutants and precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality violations. If average daily emissions exceed these thresholds, the proposed project would result in a cumulatively significant impact. As indicated in the Initial Study (Section 3c, Cumulative Air Quality Impacts), construction-related and operational criteria pollutant and precursor emissions associated with the proposed project would not exceed the BAAQMD significance thresholds, and therefore, the project's contribution to cumulative impacts on regional air quality would be less than cumulatively considerable, a less-than-significant cumulative impact.

Cumulative risk and hazard impacts could result from cumulative emissions of diesel particulates (DPM) resulting the proposed project in combination with other permitted and stationary sources within 1,000 feet of the project site. Health risks from existing sources are estimated at about 0.36 excess cancer cases in a million and an annual average $PM_{2.5}$ concentration of 0.00 $\mu g/m^3$, which are well below the BAAQMD's cumulative risk and hazard thresholds of 100 excess cancer cases in a million and annual average $PM_{2.5}$ concentrations of 0.8 $\mu g/m^3$. While there would be temporary cumulative increases in DPM emissions from project-related construction in combination with overlapping construction of the three cumulative projects listed above, the cumulative risk and hazard impacts are expected to be less than cumulatively considerable given the size of all four projects and the large margin between existing risks and the BAAQMD cumulative thresholds, a less-than-significant cumulative impact.

Biological Resources

Given the site's urban nature and absence of sensitive biological habitats, special-status species, and jurisdictional waters, the geographic scope of potential cumulative biological resources impacts is limited to the site and its immediate vicinity. The project could also contribute to potential cumulative impacts on nesting raptors, if they are present during construction. Since the impacts on nesting raptors from all projects in the vicinity of the project site would be reduced to a less-than-significant level through the implementation of the Standard Condition of Approval "Preconstruction Nesting Bird Survey," the project contribution would be less than cumulatively considerable, a less-than-significant cumulative impact.

Cultural Resources

The geographic scope of the potential cumulative archaeological and paleontological resource impacts encompasses the project site and its immediate vicinity. There is a potential to encounter buried archaeological or paleontological resources at the site during project

construction; however, implementation of Standard Conditions of Approval "Discovery of Archaeological Resources" and "Discovery of Human Remains" would reduce the project's potential effects on such resources. The potential to encounter such resources associated with other cumulative projects identified above is unknown, but does exist. However, since the project's impacts on these resources would be site-specific and reduced to less-than-significant levels with implementation of these Conditions on the development, the project's contribution to any such impacts would not be cumulatively considerable, a less-than-significant cumulative impact.

Geology and Soils

The geographic scope of the potential cumulative geology and soils impacts encompasses the project site and cumulative projects in the immediate vicinity. The project would be subject to significant groundshaking and liquefaction hazards. These impacts would be site-specific (i.e. dependent on local geologic and soils conditions) and would not be additive or collective with impacts of other projects. Therefore, the project would not contribute to cumulative impacts related to geology and soils (no cumulative impacts).

Greenhouse Gas Emissions

The geographic scope of the potential cumulative greenhouse gas impacts is on a global scale. The project's GHG emissions would contribute to cumulative climate change effects. To address cumulative climate change effects, the BAAQMD established a threshold of significance for operational GHG emissions, the City adopted a GHG reduction policy and GHG Reduction Program. The project's GHG emissions were determined to be less than significant when compared to BAAQMD significance thresholds for GHGs and City GHG reduction policies/programs. Therefore, the project's contribution to cumulative GHG emissions and associated climate change impacts would be less than cumulatively considerable, a less-than-significant cumulative impact.

Hazards and Hazardous Materials

The geographic scope of the potential cumulative hazards impacts encompasses the project site and cumulative projects in the immediate vicinity. While the project could pose public health risks from hazardous materials in soil vapors from groundwater migrating under the project site, similar effects could occur with implementation of other cumulative projects. Mitigation specified by the Whisman Station Precise Plan and the City's Standard Conditions of Approval acknowledge these potential hazards and provide remedial measures to minimize public exposure to such hazards. Due to the site-specific nature of identifying and evaluating hazardous materials and conditions, the potential for cumulative exposure of people or the environment to such hazards would not be cumulatively considerable, a less-than-significant cumulative impact.

Hydrology and Water Quality

The geographic scope of the potential cumulative hydrology and water quality impacts encompasses the creeks and waterways located downstream of the site and the groundwater aquifer below the site, which could be affected by project construction and operation. However, since the project's impacts water quality would be reduced to less-than-significant levels with

compliance with mandatory NPDES, Best Management Practices and C.3 requirements, the project contribution would be less than cumulatively considerable, a less-than-significant cumulative impact.

Land Use and Planning

The geographic scope of potential cumulative land use impacts encompasses the city boundary. The project site is located within the Whisman Station area and the Whisman Station Precise Plan guidelines determine the intensity of development and building design for the project site. The residential development in the project area is guided by the objectives and policies of the 2030 General Plan and the Precise Plans that implement the General Plan's goals. The project's contribution to residential development in conjunction with three nearby residential projects (listed above) is not considered to be cumulatively considerable, a less-than-significant impact.

Noise

The geographic scope of potential cumulative noise impacts encompasses the project site and its immediate vicinity. The potential for cumulative noise increases associated with construction of project facilities would be specific to the project site and would not combine to cause a cumulative impact. Although the proposed South Whisman Project is located east of the site (across the light rail tracks), cumulative noise increases are not expected since that project is at the master plan stage and construction of proposed residential units is not likely to overlap with project construction. Still, if building construction were to overlap on these two properties, construction-related and operational noise on the project site as well as the GTE property would be subject to the City's Noise Ordinance time and noise limits. In addition, implementation of the City's Standard Conditions of Approval for construction noise controls ("Construction Noise Reduction," "Work Hours," and "Disturbance Coordinator") for the proposed project would reduce the project's impact to a less-than-significant level. Therefore, the project's contribution to any potential cumulative noise increases during project construction would be less than cumulatively considerable, a less-than-significant cumulative impact.

Population and Housing

The geographic scope of potential cumulative land use impacts encompasses the city boundary. The project site is located within Whisman Station area and the Whisman Station Precise Plan determines the intensity of development on the project site. The project's 16 single-family residences would generate 38 new residents that would constitute only 0.04 percent of Mountain View's estimated 2020 population and only 0.4 percent of the population growth since 2010. Since the proposed residential use would generate population levels that would be below the provisions of both the current and proposed General Plan Land Use guidelines for type and density of use for the project site, the project's contribution to cumulative population and housing growth in the city is not considered to be cumulatively considerable, a less-than-significant impact.

Public Services

For the evaluation of cumulative impacts on public services, the geographic scopes vary with each service agency's service boundary, which is the city boundary in most cases. As with other potential cumulative effects, the proposed project would develop residential uses within the

Whisman Station area as permitted and planned by the provisions of the Whisman Station Precise Plan. The cumulative effects of the community's growth on public services and utilities, including development of the project site as Medium-Density Residential Use, were evaluated as part of the environmental review associated with the 2030 General Plan and the Whisman Station Precise Plan. The environmental review of the anticipated growth of the City indicates that such growth would contribute to regional impacts associated with the provision of utilities, and this contribution would be considered less than significant. The proposed project would develop the Antenna Farm site with Low-Density Residential use and this would be result in even less cumulative effects than considered by the City's land use planning instruments.

Recreation

The geographic scope of potential cumulative recreation impacts encompasses the city boundary. The proposed project would be required to pay impact fees, which are designed to reduce cumulative impacts to Mountain View's parks and recreational areas.

Transportation and Traffic

For the cumulative traffic assessment, the geographic scope of the cumulative analysis includes local and regional roads providing access to the project site. The 2030 General Plan EIR indicates that the section of Whisman Road between Pacific Drive and Gladys Avenue would continue to operate acceptably (degrading from LOS B/C in 2009 to LOS D in 2030) with implementation of the 2030 General Plan. While project-related traffic increases would contribute incrementally to cumulative traffic increases on local and regional roadways, the project site's proximity to Whisman Light Rail Station would encourage use of alternative transportation modes and ultimately reduce vehicle trips.

The proposed project could have potential cumulative traffic effects in conjunction with the proposed South Whisman Precise Plan project. The City required the preparation of a Transportation Impact Analysis (TIA) for the South Whisman area in December 2008[21]. The results of this study are summarized as follows.

The main access routes to the South Whisman project area are Middlefield Road to Ferguson Drive and Central Expressway to Ferguson Drive. Most of the project traffic is expected to use these streets to access the South Whisman area. The South Whisman area will have access to Whisman Road through the adjacent Whisman Station neighborhood via Pacific Drive. It is estimated that project trips on this street would be generated by new residents located near Pacific Drive. Assuming a straight connection between Ferguson Drive and Pacific Drive and the project trip distribution, up to 30 AM or PM peak-hour trips from the proposed project could be added to the existing 48 AM and 49 PM peakhour trips on this street. These new trips do not include any reductions for existing office trips. Similarly, some of the Whisman Station residents may use Pacific Drive to access Ferguson Drive and Middlefield Road. The TIA estimates up to 12 AM or PM peak-hour trips from Whisman Station residents could use this connection. If the South Whisman project's internal street design provides a more circuitous connection between Ferguson Drive and Pacific Drive, this would discourage cut-through traffic on Pacific Drive and reduce the number of trips added to Pacific Drive. The South

[21]Fehr & Peers, 2008. Draft Transportation Impact Analysis: South Whisman Precise Plan. December 11.

Whisman development is not expected to substantially affect traffic on neighborhood streets. Therefore, in conjunction with other proposed development in the project area, the proposed Whisman Villas project's contribution to cumulative traffic impacts would be less than cumulatively considerable.

Utilities and Service Systems

For the evaluation of cumulative impacts on utilities and service systems, the geographic scopes vary with each service agency's service boundary, which is the city boundary in some cases. The proposed project, along with other anticipated development, would add new residential uses to the City of Mountain View that would increase the demand for utilities and service systems, but not in excess amounts anticipated for the project site and its vicinity. The proposed project would have a less-than-significant impact on the provision of utility services.

3.19 INITIAL STUDY CHECKLIST DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Stephanie Williams, Senior Planner _____ Date

4. SUMMARY TABLE OF IMPACTS AND MITIGATION MEASURES

POTENTIAL IMPACT	Significance	Mitigation Measure
Hazards and Hazardous Materials		
Although Mountain View residents can legally dispose of household hazardous wastes under the County of Santa Clara Household Hazardous Waste program, the project's impacts related to the generation and disposal of hazardous waste would be potentially significant because not all residents are knowledgeable in the identification of hazardous wastes and appropriate disposal requirements.	Less than Significant with Mitigation	**HAZ-1: Implement Buyer Education Program for Household Hazardous Waste.** The project sponsor, working with the City of Mountain View and County of Santa Clara Household Hazardous Waste program, shall implement a Buyer Education Program for Household Hazardous Waste, developing materials to educate buyers about the identification of household hazardous wastes, environmental hazards associated with mishandling of the wastes, appropriate disposal methods, and how to make an appointment for disposal. At a minimum, the educational materials shall include a list of example household hazardous wastes, discuss the environmental impacts of improper disposal, explain how to make an appointment for disposal, and list safer and less toxic alternatives to hazardous products commonly used. The educational materials shall be provided to the buyer at the time of purchase.
The proposed project site is located adjacent to the groundwater plume originating from the former GTE facility. While this plume is being actively remediated, groundwater contaminants could migrate down gradient towards the project site and potentially cause vapor intrusion to the proposed residences. Therefore, impacts related to exposure to hazardous materials in soil vapors would conservatively be considered potentially significant.		**HAZ-2: Project Site History.** Information on the history of contamination of the project site and adjacent Whisman Station area shall be disclosed to all future residents. This information shall be provided as part of the sales literature distributed to prospective purchasers. Purchasers shall be asked to sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed. The history information shall, at a minimum, include the EPA reports titled: (1) "US EPA Report on Pesticides in Soil at the Town Square and the Whisman Park Properties," dated November 1998; (2) "GTE Operations Incorporated, Progress Report Nos. 1-4" and as amended; (3) "GTE Operations Support, Inc.," dated April 2003; (4) "GTE Cleanup Activities, Progress Report No. 1, California Station, Town Square and Whisman Park," dated November 1998; (5) US EPA Progress Reports No. 2 through No. 5, released in 1999; and (6) all

POTENTIAL IMPACT	Significance	Mitigation Measure
		current EPA "Fact Sheets" at the time of the sale. The sales agreements for the properties shall include a requirement that updated EPA reports shall be distributed to buyers when units are resold. Disclosure information shall be subject to review and approval by the EPA and shall be recorded with the deed.
Hydrology and Water Quality		
If the four former groundwater extraction wells on the site are not properly abandoned prior to construction, damage to the wells could provide a downward conduit for groundwater contamination during construction and once the residences are constructed. The damaged well could also provide a conduit for cross-contamination between aquifers.	Less than Significant with Mitigation	**HYD-1: Properly Abandon Existing Wells**. The project sponsor shall retain a licensed well driller to destruct or abandon the former extraction wells at the project site in accordance with the standards specified in the California Water Well Standards developed by the California Department of Water Resources (http://www.water.ca.gov/groundwater/well_info_and_other/california_well_standards/well_standards_content.html). Documentation of appropriate disposal shall be submitted to the City of Mountain View Building Inspection Department prior to issuance of a demolition permit.

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6. REPORT PREPARATION

LEAD AGENCY

City of Mountain View, Community Development Department

Randal Tsuda, Community Development Director

Peter Gilli, Zoning Administrator

Stephanie Williams, Senior Planner

CONSULTANTS

Geier & Geier Consulting, Inc.

Frederick Geier	Project Manager
Valerie Chew Geier	Technical Director
Hans Giroux	Air Quality and GHGs

Fehr & Peers

Huasheng (Kevin) Chen	Transportation and Traffic

7. DRAFT MITIGATED NEGATIVE DECLARATION

CITY OF MOUNTAIN VIEW
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
MITIGATED NEGATIVE DECLARATION

7.1 PROJECT INFORMATION

Project Title and Address:

"Whisman Villas"
Antenna Farm on Pacific Drive at VTA Whisman Station
Mountain View, CA 94043

Lead Agency and Address:

City of Mountain View
Community Development Department
500 Castro Street
Mountain View, CA 94039

Contact Person and Phone Number:

Stephanie Williams, Senior Planner
City of Mountain View
Planning Division
500 Castro Street
Mountain View, CA 94039
(650) 903-6466

Project Proponent's Name and Address:

Signature Management Company, Inc.
4670 Willow Road, Suite 200
Pleasanton, CA 94588
Attn: Stephen Hicks

General Plan Land Use Designation and Zoning:

General Plan: Medium Density Residential (13 – 25 DU/ac.)
Zoning: P(35) - Whisman Station Precise Plan

7.2 PROJECT DESCRIPTION

The project applicant proposes to demolish the existing parking lot facilities and construct 16 two-story, small-lot single-family homes, open space/bioretention areas, and two private streets on the project site. The primary access to the site would be provided by a private loop road (Street "A") serving Lots 1 through 8, 15, and 16. Three of the proposed lots would front on

Pacific Drive (Lots 1, 7, and 8). A small cul-de-sac (Street "B"), which connects to Street A on the east side of the site, would provide access to Lots 11 through 14.

7.3 PROJECT LOCATION

The 1.98-acre project site is located at the east end of Pacific Drive (just before it turns south) near the Whisman Station of the Santa Clara Valley Transportation Authority (VTA) Light Rail Line and consists of four adjoining parcels that adjoin the north side of the VTA light rail R-O-W. The Santa Clara County Assessor's Office identifies the site as Assessor Parcel Numbers (APN) 160-61-027, 160-61-048, 160-61-049, and 160-61-050.

7.4 MITIGATION MEASURES

Implementation of the following mitigation and avoidance measures will reduce all potentially significant environmental effects to less-than-significant levels:

Hazards and Hazardous Materials (HAZ)

HAZ-1: **Implement Buyer Education Program for Household Hazardous Waste.** The project sponsor, working with the City of Mountain View and County of Santa Clara Household Hazardous Waste program, shall implement a Buyer Education Program for Household Hazardous Waste, developing materials to educate buyers about the identification of household hazardous wastes, environmental hazards associated with mishandling of the wastes, appropriate disposal methods, and how to make an appointment for disposal. At a minimum, the educational materials shall include a list of example household hazardous wastes, discuss the environmental impacts of improper disposal, explain how to make an appointment for disposal, and list safer and less toxic alternatives to hazardous products commonly used. The educational materials shall be provided to the buyer at the time of purchase.

HAZ-2: **Project Site History.** Information on the history of contamination of the project site and adjacent Whisman Station area shall be disclosed to all future residents. This information shall be provided as part of the sales literature distributed to prospective purchasers. Purchasers shall be asked to sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed. The history information shall, at a minimum, include the EPA reports titled: (1) "US EPA Report on Pesticides in Soil at the Town Square and the Whisman Park Properties," dated November 1998; (2) "GTE Operations Incorporated, Progress Report Nos. 1-4" and as amended; (3) "GTE Operations Support, Inc.," dated April 2003; (4) "GTE Cleanup Activities, Progress Report No. 1, California Station, Town Square and Whisman Park," dated November 1998; (5) US EPA Progress Reports No. 2 through No. 5, released in 1999; and (6) all current EPA "Fact Sheets" at the time of the sale. The sales agreements for the properties shall include a requirement that updated EPA reports shall be distributed to buyers when units are resold. Disclosure information shall be subject to review and approval by the EPA and shall be recorded with the deed.

Hydrology and Water Quality (HYD)

HYD-1: Properly Abandon Existing Wells. The project sponsor shall retain a licensed well driller to destruct or abandon the former extraction wells at the project site in accordance with the standards specified in the California Water Well Standards developed by the California Department of Water Resources (*http://www.water.ca.gov/groundwater/well_info_* and_other/california_well_standards/well_standards_content.html). Documentation of appropriate disposal shall be submitted to the City of Mountain View Building Inspection Department prior to issuance of a demolition permit.

7.5 DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Community Development Director has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

- The proposed project will not have a significant effect on the environment based on the implementation of the required mitigation measures, which reduce potential impacts to less-than-significant levels. Therefore, an Environmental Impact Report (EIR) will not be required.

- The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

7.6 STATEMENT OF FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

- As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animal or plant communities, or to eliminate important examples of the major periods of California history or prehistory.

- As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project would be less than significant.

- When impacts associated with adoption of the proposed project are considered alone or in combination with impacts from other past, current, or probable future projects, the project-related impacts are less than significant.

- The above discussions do not identify any substantial adverse impacts to human beings as a result of the proposed project.

- This determination reflects the independent judgment of the City.

_____ _____

Stephanie Williams, Senior Planner Date