Initial Study/Draft Mitigated Negative Declaration

870 Leong Drive Hotel Project

City File Number: 002-11-PCZA

Prepared by the:

CITY OF MOUNTAIN VIEW

In Consultation with:

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

June 2017

CITY OF MOUNTAIN VIEW

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Description: The project includes a request for a Planned Community Permit and a Development Review Permit for the construction of a new 39,619 square feet, 74-room hotel to replace an existing commercial building and a Heritage Tree Removal Permit for the removal of 4 Heritage trees on a 1.15-acre site. The project site is within the Middlefield-Ellis-Whisman (MEW) Superfund Site Operable Unit (OU) 3 area. The U.S. Environmental Protection Agency is the oversight agency for the hazardous materials contamination on the site.

Project Location: The project site is located at 870 Leong Drive on Assessor's Parcel Number (APN) 153-19-001, on the west side of Leong Drive between Moffett Boulevard and Fairchild Drive in the P-32 (Evandale Area) Precise Plan.

Initial Study/Environmental Assessment: An Initial Study has been prepared for the proposed project and the analysis has determined that there will be no significant environmental impacts with implementation of proposed mitigation measures. Therefore, the proposed project would not have a significant impact on the environment and a Mitigated Negative Declaration will be recommended to the Zoning Administrator. The public review period for the Initial Study and proposed Mitigated Negative Declaration is from **Wednesday, June 28, 2017 to Thursday, July 27, 2017 at 5:00 p.m.**

Public Hearings: The date for the required Zoning Administrator Public Hearing has not been set. Separate notices announcing the date and time of this public hearing will be published separately.

Information: All information regarding the proposed project, the Initial Study, Draft Mitigated Negative Declaration, and all documents referenced in the environmental analysis are available for review in the City of Mountain View's Community Development Department, 500 Castro Street, First Floor, Mountain View, CA 94041. Written comments regarding the project may be sent to Diana Pancholi, Associate Planner, at the mailing address listed above or via email at diana.pancholi@mountainview.gov.

If you challenge any decision to this request in court, you may be limited to raising only those issues you or someone else raised at the public meeting or hearing described in this notice, or in a written correspondence delivered to the City Council at, or prior to, the public meeting or hearing.

COMMUNITY DEVELOPMENT DEPARTMENT • PLANNING DIVISION
500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6306 • FAX 650-962-8501

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EXECUTIVE SUMMARY

PROJECT LOCATION

The proposed project is the construction of a hotel on a 1.15-acre site in north-central Mountain View, on Assessor's Parcel Number (APN) 153-19-001.

The project site is southeast of the U.S. 101/Moffett Boulevard interchange in the North Whisman neighborhood. Moffett Boulevard, Leong Drive, and Fairchild Drive provide access to the site.

Surrounding land uses include an off-ramp of U.S. 101 to the northwest, the County Inn hotel adjacent to the project site to the southwest, commercial uses across Leong Drive to the east, and residential uses south of the site across Leong Drive.

PROJECT OVERVIEW

The proposed project would include the demolition of the existing building on site, which is a former Denny's Restaurant. Existing pavement, landscaping, and utilities would also be removed.

The proposed hotel would contain 74 rooms, in addition to dining facilities, offices, and storage areas. The hotel building would be three stories tall, with approximately 39,619 square feet of developed space. The building would also include a sub-grade parking garage containing 39 parking spaces, and a surface parking lot for 31 vehicle and four bicycle parking spaces. New pavement, utilities, and landscaping would be installed on the site.

The project site has a 2030 General Plan designation of *Neighborhood Commercial.* The project site is located in Area A of the *Evandale Precise Plan: P(32),* and would conform to the development standards of this plan and the underlying zoning district of *Neighborhood Commercial (CN).*

SIGNIFICANT IMPACTS

Implementation of the project could result in impacts from air quality, noise, and hazardous materials present on the site, during and after construction activities.

Implementation of the mitigation measures and conditions of approval included in the project and required by the City of Mountain View would reduce all significant impacts to a less than significant level under CEQA.

SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Mountain View. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the proposed 870 Leong Drive Hotel Project.

The City of Mountain View is the Lead Agency under CEQA and has prepared this Initial Study to address the environmental impacts of implementing the proposed project.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

870 Leong Drive Hotel Project

2.2 PROJECT LOCATION

The proposed project is the construction of a hotel on a 1.15-acre site in north-central Mountain View, on Assessor's Parcel Number (APN) 153-19-001. The project site is southeast of the U.S. 101/Moffett Boulevard interchange in the North Whisman neighborhood. Moffett Boulevard, Leong Drive, and Fairchild Drive provide access to the site.

Surrounding land uses include an off-ramp of U.S. 101 to the northwest, a hotel adjacent to the project site to the southwest, commercial uses across Leong Drive to the east, and residential uses south of the site across Leong Drive. A regional map and a vicinity map of the site are shown on Figures 1 and 2, and an aerial photograph of the project site and the surrounding area is shown on Figure 3.

2.3 LEAD AGENCY CONTACT

Diana Pancholi, Associate Planner
Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039-7540
(650) 903-6306

2.4 PROJECT PROPONENT

Temple Hospitality, LLC
527 Simas Drive
Milpitas, CA 95035

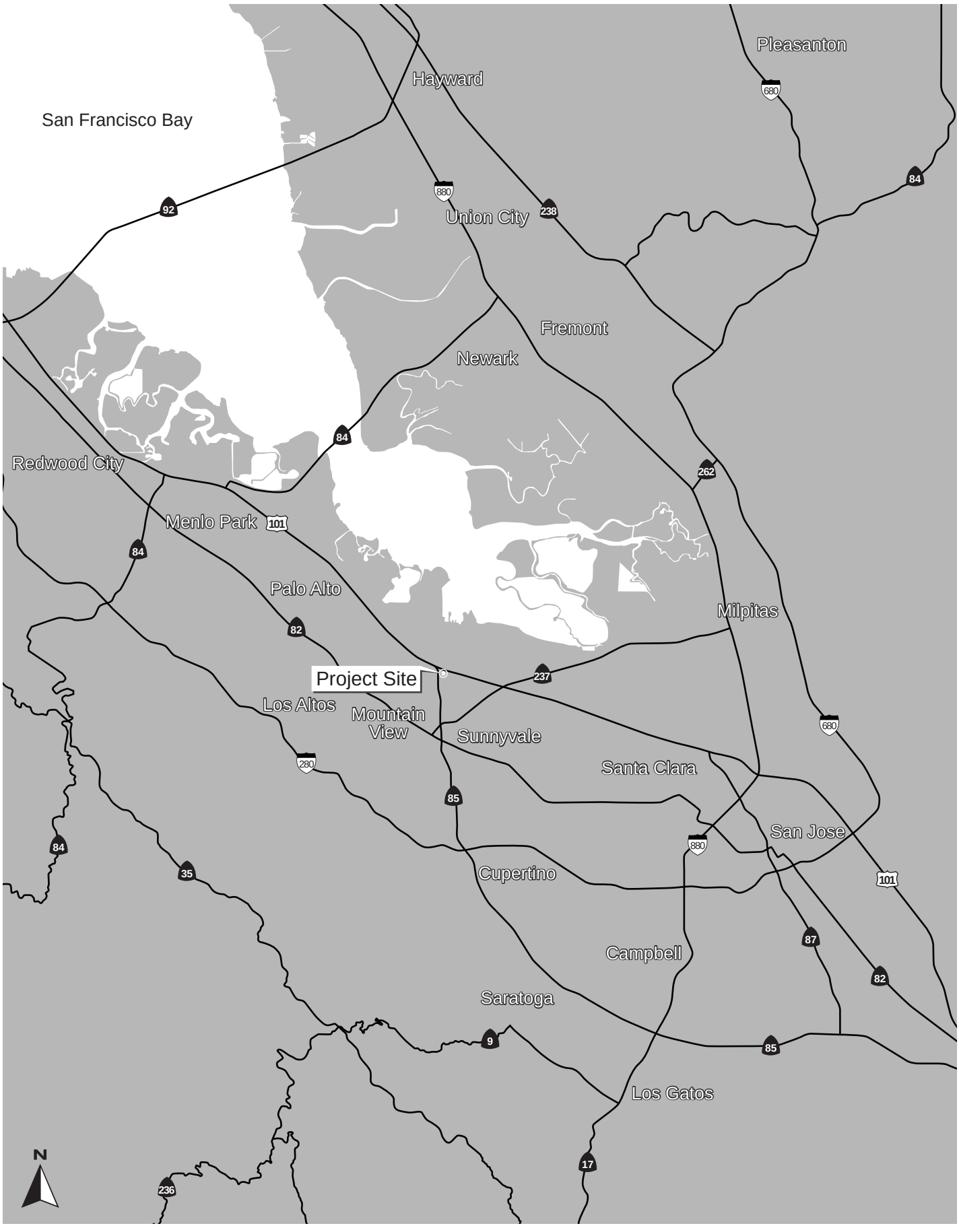
2.5 ASSESSOR'S PARCEL NUMBER (APN)

153-19-001

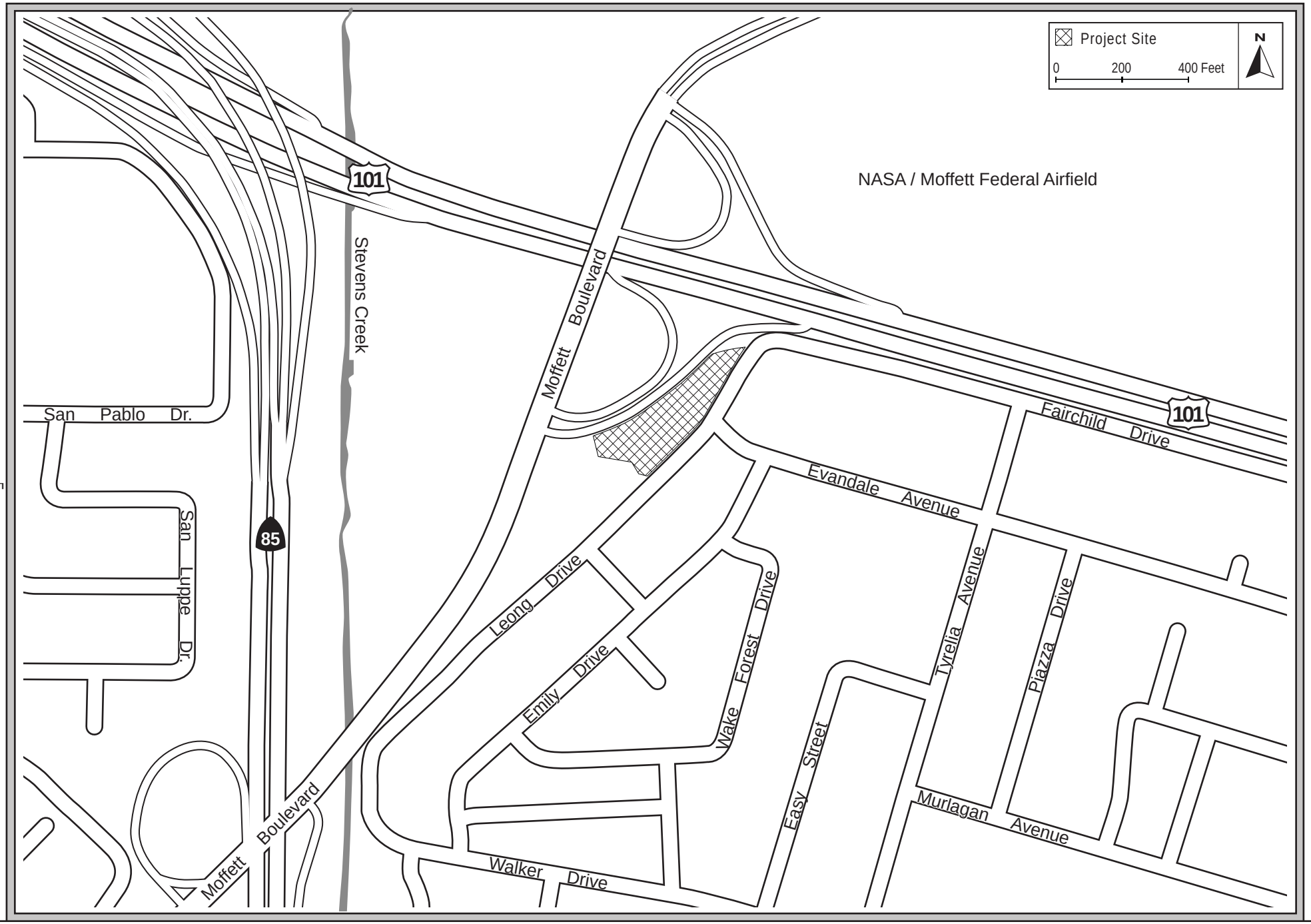
2.6 EXISTING GENERAL PLAN AND ZONING DISTRICT

General Plan: *Neighborhood Commercial*

Zoning District: *Evandale Precise Plan: P(32)*



REGIONAL MAP FIGURE 1



VICINITY MAP

FIGURE 2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The proposed project is the construction of a hotel on a 1.15-acre site in north-central Mountain View, on Assessor's Parcel Number (APN) 153-19-001. The project site is southeast of the U.S. 101/Moffett Boulevard interchange in the North Whisman neighborhood. Moffett Boulevard, Leong Drive, and Fairchild Drive provide access to the site.

Surrounding land uses include the entrance ramp of southbound U.S. 101 to the northwest, the County Inn hotel adjacent to the project site to the southwest, commercial uses across Leong Drive to the east, and single-family residential uses south of the site across Leong Drive.

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

3.2 EXISTING SITE CONDITIONS

The parcel is currently developed with one single-story building (a former Denny's Restaurant) containing approximately 3,800 square feet of commercial space, which was vacant at the time of preparation of this environmental review. The site is also developed with paved parking lots, commercial signage, landscaping, and utilities. The site and adjacent easements contain 28 ornamental trees, four of which are considered Heritage trees in the City of Mountain View.

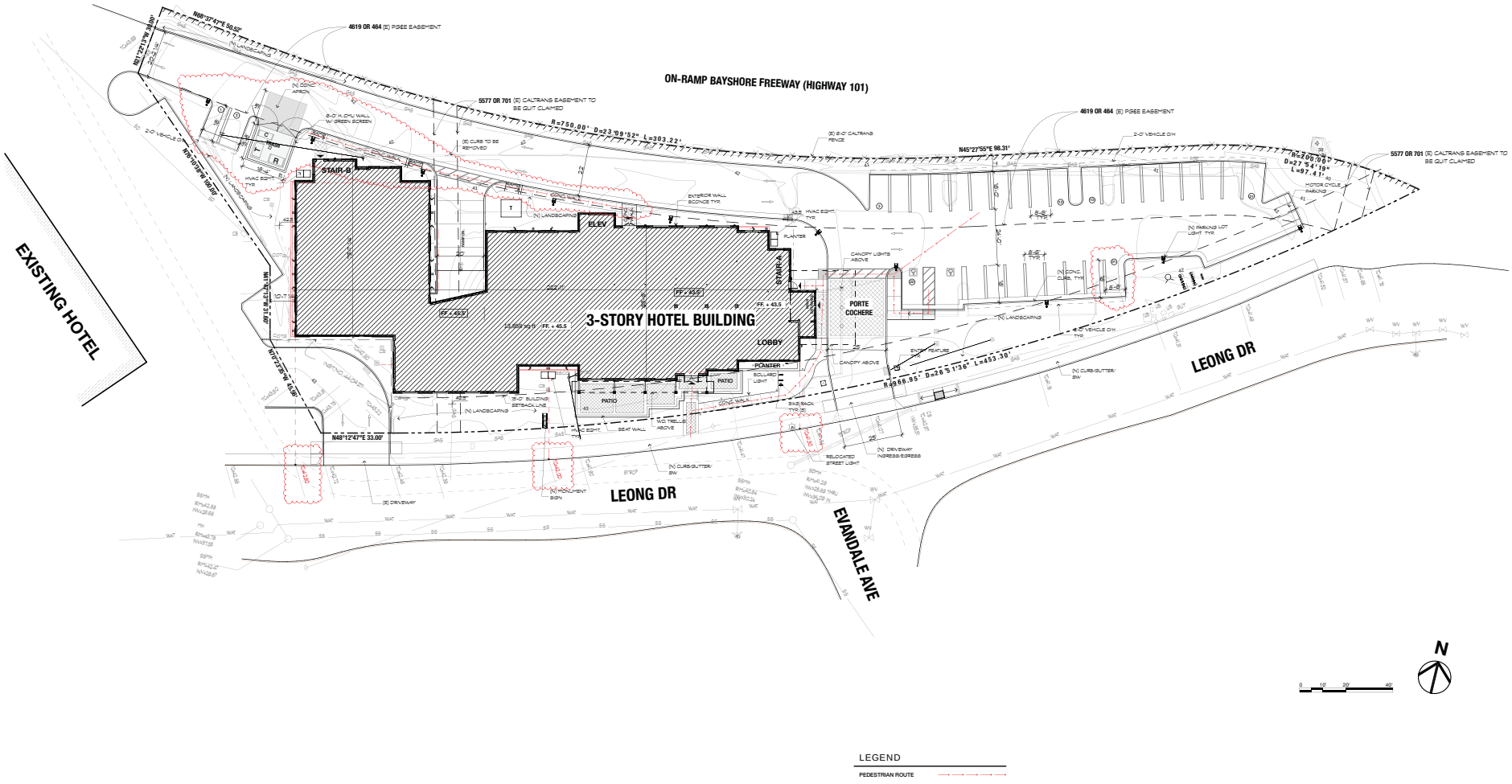
The project site and surrounding areas are essentially flat, with an elevation of approximately 41 to 43 feet above mean sea level. The project site is not within a 100-year flood hazard zone, according to the Federal Emergency Management Agency's Flood Insurance Rate Map. The project site is located within the geographic limits of Operable Unit 3 (OU3) of the Middlefield-Ellis-Whisman (MEW) Superfund Study Area.

3.3 SITE REDEVELOPMENT

3.3.1 Project Description

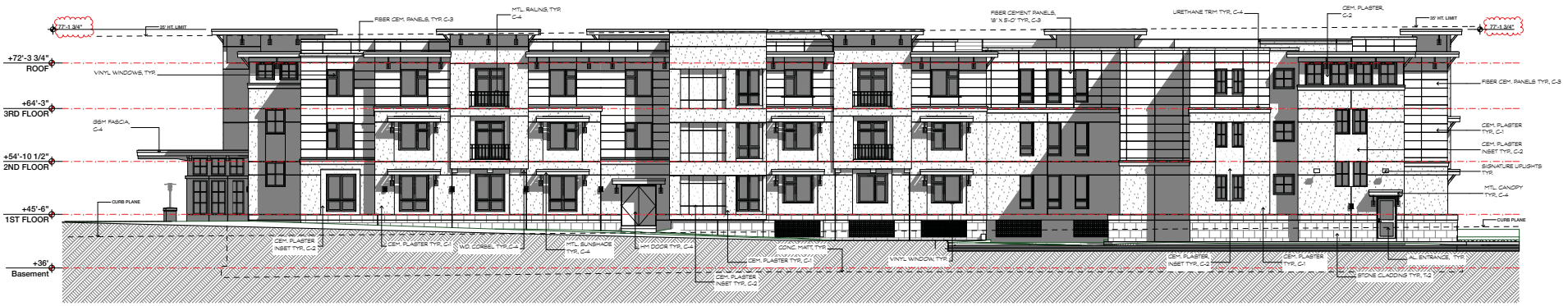
The project applicant, Temple Hospitality, LLC, proposes to develop a three-story, 74-room hotel containing approximately 39,619 square feet of commercial space on the site, with a 14,018 square foot garage area. The project would provide surface parking and parking in a partially underground garage. The proposed project would increase development on the site by approximately 37,167 square feet. New pavement, utilities, and landscaping would be installed on the site.

The first floor would include common and staff areas, including a breakfast buffet, pantry, and dining area; in addition to the lobby, guest meeting and fitness rooms, hotel offices and employee break room, and laundry and storage areas. Guest rooms would be located on the first, second, and third floors, and a small outdoor patio would be located on the Leong Drive side of the building.

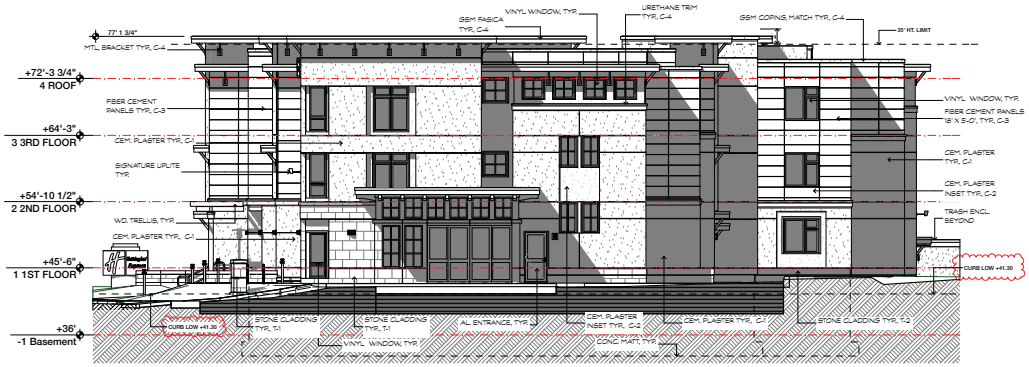


CONCEPTUAL SITE PLAN

FIGURE 4



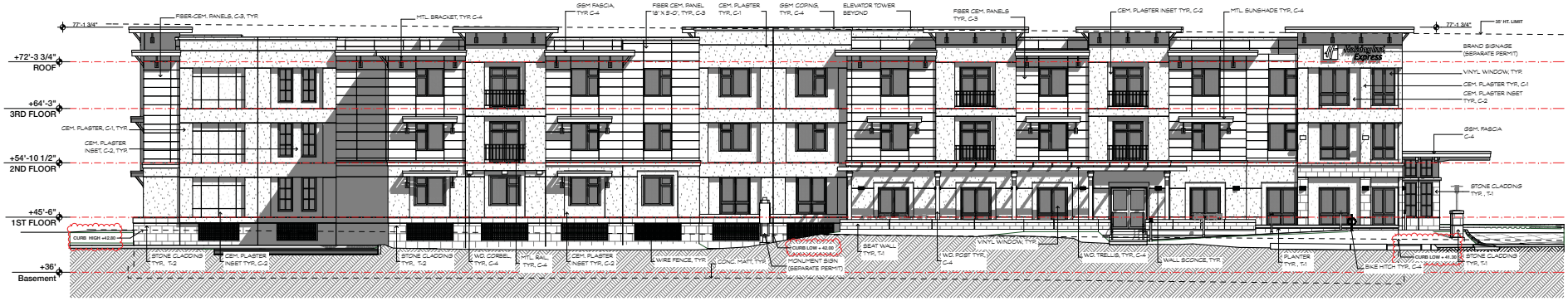
North Elevation



East Elevation

NORTH AND EAST BUILDING ELEVATIONS

FIGURE 5



South Elevation

West Elevation

SOUTH AND WEST BUILDING ELEVATIONS

FIGURE 6

The proposed building would be approximately 36 feet tall and approximately 77 feet in elevation to the top of the roof. A conceptual site plan is shown on Figure 4, and building elevations are shown on Figures 5 and 6.

3.3.2 General Plan and Zoning

The project site has the 2030 General Plan designation of *Neighborhood Commercial*. The proposed hotel use would be allowed under this land use designation. The project's proposed height of three stories and floor area ratio (FAR) of 0.81 would exceed the guidelines for the *Neighborhood Commercial* designation. Under the 2030 General Plan, a project is allowed to exceed height guidelines with the provision of significant public benefits or to advance larger General Plan goals or policies. The project would provide community amenities and public benefits, including the use of the conference room by the public.

The project site is located in Area A of the *Evandale Precise Plan: P(32)*, and would conform to the development standards of this plan and the underlying zoning district of *Neighborhood Commercial (CN)*. Hotel uses are identified as allowed uses for Area A of the Precise Plan.

3.3.3 Access, Circulation, and Parking

The proposed development would include one two-way driveway across from Evandale Avenue. From the entrance, the driveway continues both to the open parking area and to the driveway leading to the parking garage located beneath the building. Vehicular access to the property is also provided from the west via the adjacent County Inn, and this entry would facilitate access for emergency as well as waste collection vehicles. An existing driveway on the eastern end of the site would be closed off.

The building would also include a semi-basement for 39 parking spaces, and a surface parking lot for 31 vehicle and four bicycle parking spaces.

3.3.4 Trees

The site and adjacent easements contain 28 ornamental trees, four of which are considered Heritage trees as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). Most of the existing trees are either in poor condition or have poor structure. The project proposes to remove all but two of the existing trees for the project design, and would plant approximately 30 new trees as part of the project.

3.3.5 Stormwater Drainage and Utilities

Biotreatment areas would be constructed to provide stormwater detention within landscaped areas. The biotreatment areas would be located in several areas on the site and would be sized to provide detention so that there is no increase in stormwater flow compared to existing conditions.

Because the site is known to have underlying pollutants in soil and groundwater with the potential for mobilization, any vegetated swales and water features incorporated into the building design will be lined with a minimum 10 mil heavy duty plastic to help prevent site infiltration. The project

proposes to reduce impervious surfaces on the site from approximately 74.9 percent to approximately 72.5 percent.

The site is located in an urban area and is currently served by municipal utility systems. Utility infrastructure required for the project would include new or upgraded water, sanitary sewer, storm drain, electrical, and telecommunications connections. These improvements would be installed within the project site and would connect to existing utilities on site or in the right of way of the adjacent streets.

Because soil and groundwater beneath the site are contaminated with chlorinated volatile organic compounds (CVOCs), restrictions on the replacement and installation of utilities will be required, as described in *Section 4.8, Hazards and Hazardous Materials.*

3.3.6 Demolition, Grading, and Construction

The existing building on site, as well as other improvements such as pavement and landscaping, would be demolished prior to the start of project construction. The project proposes to excavate and export approximately 5,000 cubic yards of soil to construct the sub-grade parking.

3.3.7 Green Building and Emissions Reduction Features

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to Mandatory Measures of the 2013 California Green Building Code (CALGreen) and the 70 GreenPoint rated point minimum for new residential buildings with greater than five units.

The project would include the following energy and emissions reduction features:

- A water budget calculation will be developed for landscape irrigation, consistent with the City's Water Conservation in Landscape Regulations and "Water-Efficient Design and Maintenance Checklist."
- All appliances will be Energy Star qualified where available.
- Construction waste generated at the site will be diverted to recycle or salvage (50 percent reduction).
- Water metering to improve water efficiency.
- Building-level energy metering.
- Storage and collection of recyclables.
- Preparation of a construction indoor air quality management plan

3.4 USES OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This IS/MND provides decision-makers in the City of Mountain View (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the project. The approvals that would require discretionary actions by the City could include:

- Planned Community Permit
- Development Review Permit
- Demolition Permit
- Grading Permit

The IS/MND may also be relied up for other agency approvals necessary to implement the project, including approvals by the U.S. Environmental Protection Agency, who have oversight over the hazardous materials contamination found on the project site.

SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Mitigation Measures are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

4.1 AESTHETICS

4.1.1 Existing Setting

4.1.1.1 *Project Site*

The 1.15-acre project site is currently developed with one single-story restaurant building, containing approximately 3,800 square feet of space. The site is also developed with paved driveways and parking lots, commercial signage, landscaping and ornamental trees, and utilities. The building style is characteristic of the Denny's Restaurant chain, with large windows and roof overhangs (Photo 1).

Photo 1: View of former Denny's Restaurant from Leong Drive, looking towards the north.

The project site is visually similar to other commercial development in the surrounding Evandale neighborhood and the North Whisman area of Mountain View.

The site is visible from the immediate surrounding area and roadways, including Leong Drive, Evandale Avenue, and the southbound Moffett Boulevard ramp to U.S. 101, which is adjacent to the project site. Ornamental trees and shrubs partially obscure views of the site from all sides.

The project site is approximately 800 feet east of Stevens Creek, and is not located near other parks or scenic resources in the North Whisman area. Moffett Boulevard, a designated gateway into the City, is just west of the project site and is separated from the site by the ramp to southbound U.S. 101.

The site is not located on a scenic view corridor; nor is it visible from a designated or eligible State scenic highway. No scenic vistas or scenic resources are located on site.

4.1.1.2 *Surrounding Land Uses*

Surrounding land uses include an on-ramp from Moffett Boulevard to southbound U.S. 101 to the northwest, a two-story County Inn hotel adjacent to the project site to the southwest, commercial uses across Leong Drive to the east (Photo 2), and single-family residential uses south of the site across Leong Drive.

The overall visual character of the area at the project site is of a low-profile commercial and residential area, typical of older neighborhoods in Mountain View. Mature trees are present on streets and yards throughout the project area. The western foothills of the Santa Cruz Mountains can be seen from some portions of the project site.

Photo 2: View south on Leong Drive from sidewalk by project site, showing commercial uses (to the left), and the Santa Cruz Mountains in the distance.

4.1.1.3 *Light and Glare*

The existing site has been developed with commercial uses for many decades. Streetlights and other lighting is found throughout the area in the vicinity of the project. Sources of light and glare in the surrounding area are those typical in developed urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows.

4.1.2 Environmental Checklist and Discussion of Impacts

AESTHETICS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	1, 2, 3
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	1, 2, 3, 5
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	1, 2, 3
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1, 2, 3, 4

Aesthetic values are, by their nature, very subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. One of the best available means for assessing what constitutes a visually acceptable standard for new buildings are the City's design standards and implementation of those standards through the City's design process. The following discussion addresses the proposed changes to the visual setting of the project area and factors that are part of the community's assessment of the aesthetic values of a project's design. The Development Review Committee (DRC) and the Zoning Administrator will make a determination if the project meets the City's design standards.

4.1.2.1 *Impacts to Scenic Resources*

As described in the "Existing Setting" section above, the site does not contain any scenic view corridors or scenic resources. The proposed hotel would not block views of the Santa Cruz Mountains from public streets or in adjacent residential areas. For these reasons, the project would not impact scenic resources or a scenic vista.

4.1.2.2 *Impacts to Visual Character and Quality*

The proposed project would allow development of a new hotel on the site, containing approximately 39,619 square feet of space in three stories, in addition to one level of subgrade parking, surface parking areas, driveways, walkways, and landscaping. The proposed building would be approximately 36 feet tall and approximately 77 feet in elevation to the top of the roof facades.

Conceptual elevations of the proposed building are shown on Figures 5 and 6. Although the proposed building would be substantially taller than the existing restaurant building on the site (three stories versus one story), the building would not be out of character with the surrounding commercial uses, and two other multi-story hotels are located within a close proximity of the project site (the adjacent two-story County Inn, and a two-story Quality Inn and Suites on Fairchild Drive). Parking lots, driveways, and lighting would also be constructed for the new development, in compliance with Mountain View design guidelines.

A number of trees and other landscaping would be removed for project development. The site and adjacent easements contain 28 ornamental trees, four of which are considered Heritage trees as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). Most of the existing trees are either in poor condition or have poor structure. The project proposes to remove all but two of the existing trees for the project design, and would plant approximately 30 new trees as part of the project in addition to other new landscaping on the project site and along the Leong Drive streetscape.

With consistency with Mountain View design standards and the Mountain View Tree Ordinance, the project would result in less than significant impacts to visual character and quality.

The project will be subject to the Development Review approval process prior to submittal of construction drawings for a building permit. This review and approval process includes a Development Review Committee (DRC) public hearing to receive a recommendation on the design, followed by a Zoning Administrator (ZA) public hearing. This review would ensure that the proposed design and construction materials are consistent with standards for development within the *Evandale Precise Plan* area, and would not adversely affect the visual quality of the area, or create a substantial new source of light and glare.

4.1.2.3 *Lighting and Glare*

As described above, the project proposes to construct a three-story hotel and associated improvements. The hotel would be oriented and designed in accordance with the City of Mountain View's design standards to minimize reflective materials and glare. New lighting sources would be installed on the site in conformance with City's design guidelines for commercial uses. Given the location of the proposed building and the nature of the site area, the project would not create a significant new source of light or glare.

4.1.3 Conclusion

The project would not result in significant visual and aesthetic impacts. **[No Impact]**

4.2 AGRICULTURAL AND FOREST RESOURCES

4.2.1 Existing Setting

The project site is not used for agricultural purposes, and is located within an existing developed, urban area of Mountain View. No portion of the property is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. According to the Santa Clara County *Important Farmlands 2014 Map*, the site is designated as "Urban and Built-up Land," which is defined as residential land with a density of at least six units per 10 acre parcel, as well as land used for industrial and commercial purposes, golf courses, landfills, airports, sewage treatment, and water control structures.

The project site is not designated by the California Resources Agency as farmland of any type and is not the subject of a Williamson Act contract. No land adjacent to the project site is designated or used as farmland or forest land.

4.2.2 Environmental Checklist and Discussion of Impacts

AGRICULTURAL AND FOREST RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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?	☐	☐	☐	☒	1, 3, 6
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1, 3, 6
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	1, 4, 6
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	1

AGRICULTURAL AND FOREST RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 5) 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?	☐	☐	☐	☒	1

4.2.2.1 *Agricultural and Forest Resources Impacts*

The project site has been developed for many years, and the site is not used or zoned for agricultural purposes. The site is not designated by the Department of Conservation as farmland of any type, and is not the subject of a Williamson Act contract. None of the properties adjacent to the project site or in the vicinity are used for agriculture, nor is it designated as forest land.

Future development on the project site would not conflict with existing zoning for agricultural or forest land or timberland use or with a Williamson Act contract. For these reasons, the project would have no impact on agricultural or forest resources.

4.2.3 Conclusion

The proposed project would not result in an impact on agricultural land, agricultural activities, or forest resources. **[No Impact]**

4.3 AIR QUALITY

The discussion in this section is based in part on the "Holiday Inn Express Hotel Construction Health Risk Assessment, Mountain View, California," prepared by *Illingworth & Rodkin, Inc.*, in December 2016. This report is attached to this Initial Study as Appendix A.

4.3.1 Existing Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for what are commonly referred to as "criteria pollutants," because they set the criteria for attainment of good air quality. Criteria pollutants include carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM).

Ozone and PM_{10} are considered regional pollutants, because their concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Carbon monoxide is considered a local pollutant, because elevated concentrations are usually only found near the source (e.g., congested intersections).

Particulate matter in excess of state and federal standards represents another challenge for the Bay Area. Elevated concentrations of $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

4.3.1.1 *Regional Air Quality*

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin. According to the most current data available from BAAQMD (2013-2015), state and/or federal standards for ozone and particulate matter less than or equal to 10 and 2.5 microns (PM_{10} and $PM_{2.5}$) were exceeded several times in the last three years. Carbon monoxide and nitrogen dioxide standards have not been exceeded recently.

The Federal Clean Air Act and the California Clean Air Act require that the CARB, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standard are not met as "nonattainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. The Bay Area is designated as an "attainment area" for carbon monoxide, nitrogen

dioxide, and sulfur dioxide. The region is classified as a "nonattainment area" for both the federal and state ozone standards, although a request for reclassification to "attainment" of the federal standard is currently being considered by the EPA. The area does not meet the state standards for particulate matter; however, it does meet the federal standards.

Bay Area 2010 Clean Air Plan

As the regional government agency responsible for regulating air pollution within the air basin, BAAQMD must prepare air quality plans specifying how State air quality standards will be met. The *Bay Area 2010 Clean Air Plan* (CAP), which has been adopted by BAAQMD and takes into account future growth projections to 2035, serves to:

- Update the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone;
- Provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan;
- Review progress in improving air quality in recent years; and
- Establish emission control measures to be adopted or implemented in the 2010-2012 timeframe.

Determining a project's consistency with the 2010 CAP involves assessing whether applicable control measures contained in the 2010 CAP are implemented. Implementation of control measures improve air quality and protect public health. Control measures in the 2010 CAP are organized into five categories: Stationary Source Measures, Mobile Source Measures, Transportation Control Measures (TCMs), Land Use and Local Impact Measures, and Energy and Climate Measures.

4.3.1.2 *Toxic Air Contaminants*

The Federal Clean Air Act defines Hazardous Air Pollutants (HAPs) as air contaminants identified by EPA as known or suspected to cause cancer, serious illness, birth defects, or death. In California, Toxic Air Contaminants (TACs) include all HAPs, plus other contaminants identified by CARB as known to cause morbidity or mortality (cancer risk). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a highway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel Particulate Matter

Diesel exhaust, in the form of diesel particulate matter (DPM) is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). DPM is of particular concern since it can be distributed over large regions, thus leading to widespread public exposure. California has adopted a comprehensive diesel risk reduction program. The EPA and the CARB have adopted low-sulfur diesel fuel standards in 2006 that reduce diesel particulate matter substantially. The CARB adopted regulations requiring the retrofit and/or replacement of construction equipment, on-highway diesel trucks, and diesel buses in order to lower

fine particulate matter ($PM_{2.5}$) emissions and reduce statewide cancer risk from diesel exhaust.

Volatile Organic Compounds

The project site contains high concentrations of volatile organic compounds in soil and groundwater, as described in detail in *Section 4.8, Hazards and Hazardous Materials* of this Initial Study. Measurements of soil gas in the area have identified high concentrations of trichloroethene (also known as trichloroethylene or TCE) of up to 1,600,000 µg/m^3 at 10 feet below ground surface on or near the project site and 170,000 ug/m^3 at six feet below ground surface on the project site[1]

TCE was identified as a toxic air contaminant by the California Air Resources Board in 1990.[2] The atmospheric lifetime of TCE ranges from four to 15 days.

4.3.1.3 *Sensitive Receptors*

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children.

The closest sensitive receptors to the project site are residential uses located approximately 80 feet to the southeast across Leong Drive from the project site.

[1] U.S. Environmental Protection Agency. Documents available at: http://go.usa.gov/x9sQf
[2] California Air Resources Board. *Executive Summary, Proposed Identification of Trichloroethylene as a Toxic Air Contaminan*t. August 1990. http://oehha.ca.gov/air/toxic_contaminants/pdf1/trichloroethylene.pdf.

4.3.2 Environmental Checklist and Discussion of Impacts

AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1, 2, 3, 7, 8
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1, 2, 3, 7, 8
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1, 2, 3, 7, 8
4) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	1, 8
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	1

4.3.2.1 *CEQA Thresholds Used in the Analysis*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Mountain View, and other jurisdictions in the San Francisco Bay Area Air Basin, often utilize the thresholds and methodology for assessing air emissions and/or health effects adopted by the BAAQMD based upon the scientific and other factual data prepared by BAAQMD in developing those thresholds.

Thresholds prepared and adopted by BAAQMD in May 2011 were the subject of a lawsuit by the California Building Industry Association (BIA)[3] and a subsequent appeal by BAAQMD.[4] The Appellate Court decision on August 13, 2013 upheld the thresholds as valid.

[3] *California Building Industry Association v. Bay Area Air Quality Management District*, Alameda County Superior Court Case No. RG10548693)

[4] *California Building Industry Association v. Bay Area Air Quality Management District*, Cal. Ct. App. 1st, Case No. A135335, August 13, 2013. The Appellate Court ruled that the BAAQMD CEQA thresholds were adopted using a valid public review process and were supported by substantial evidence.

The determination of whether a project may have a significant effect on the environment is subject to the discretion of each lead agency, based upon substantial evidence. The City has carefully considered the thresholds prepared by BAAQMD in May 2011 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin. Evidence supporting these thresholds has been presented in the following documents:

- BAAQMD. *CEQA Air Quality Guidelines*. Updated May 2011.
- BAAQMD. *Revised Draft Options and Justification Report California Environmental Quality Act Thresholds of Significance.* October 2009.
- California Air Pollution Control Officers Association. *Health Risk Assessments for Proposed Land Use Projects*. July 2009.
- California Environmental Protection Agency, California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* 2005.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on BAAQMD's website and included in the Air District's updated CEQA Guidelines (updated May 2011). The significance thresholds identified by BAAQMD and used in this analysis are summarized in Table 4.3-1, below.

Table 4.3-1:
Air Quality Thresholds of Significance Used

Pollutant	Construction	Operation-Related	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Maximum Annual Emissions (tons/year)**
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	BMPs	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	• Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	

TAC Thresholds of Significance

If emissions of TACs or $PM_{2.5}$ exceed any of the thresholds of significance listed below, the proposed project would result in a significant impact and mitigation would be required.

- An excess cancer risk level of more than 10 in 1 million, or a non-cancer (chronic or acute) hazard index greater than 1.0.
- An incremental increase of more than 0.3 micrograms per cubic meter ($\mu g/m^3$) annual average $PM_{2.5}$.

4.3.2.2 *Operational Impacts*

The BAAQMD CEQA Air Quality Guidelines provide procedures for evaluating possible air quality impacts for proposed projects and plans consistent with CEQA requirements. The project would remove 3,800 square feet of restaurant uses and redevelop the site with a 74-room hotel. A net increase in developed space typically results in an increase in traffic, which results in an increase in local and regional pollutant levels.

According to the BAAQMD thresholds described above, a project that generates more than 54 pounds per day (or 10 tons per year) of ROG (reactive organic gases), NO_x, or $PM_{2.5}$; or 82 pounds per day (or 15 tons per year) of PM_{10} would be considered to have a significant impact on regional air quality. The previous 2011 BAAQMD CEQA Air Quality Guidelines included screening criteria that provide lead agencies with a conservative indication of whether a proposed project could result in daily or annual emissions above 54 pounds per day (or 10 tons per year) of ROG, NO_x, or $PM_{2.5}$; or 82 pounds per day (or 15 tons per year) of PM_{10}.

The proposed development is below the screening level size of 489 rooms for hotels, and based on this it can be assumed that the project would result in a less than significant operational impact from criteria pollutant emissions. The project would also be below the 554 room threshold that could be above the construction emissions screening levels for average daily emissions of regional pollutants. This assessment also does not take into account the emissions that were generated from the former restaurant use on the site. For these reasons, the project would have a less than significant impact on regional and local air quality.

Odors

Land uses primarily associated with odorous emissions include waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities such as livestock operations. The proposed project does not include any of these types of land uses. In addition, the proposed project would not be sited near any of these recognized sources of odors.

Volatile organic compounds present in the groundwater, however, could be released during construction, and the odors from these substances may be detectable to people in the surrounding area during site excavation (refer to *Section 4.8, Hazards and Hazardous Materials* of this Initial Study).

4.3.2.3 *Construction and Demolition Impacts*

Construction and Demolition Dust

Construction activity is anticipated to include demolition of existing buildings and paved areas, excavation, grading, building construction, paving and application of architectural coatings. During demolition, excavation, grading and some building construction activities, substantial amounts of dust could be generated. Most of the dust would result during grading activities. The amount of dust generated would be highly variable and would be dependent on the size of the area disturbed at any given time, amount of activity, soil conditions and meteorological conditions. To address fugitive dust emissions that lead to elevated PM_{10} and $PM_{2.5}$ levels near construction sites, the BAAQMD CEQA Air Quality Guidelines identify best control measures. If included in construction projects, localized dust impacts will be considered less than significant.

Construction TACs – Diesel Particulates

There are existing residences to the east and south of the project site, with the closest residence being about 80 feet southeast of the project site. A health risk assessment of the project construction activities was conducted that evaluated potential health effects at these nearby sensitive receptors from construction emissions of DPM. A dispersion model was used to predict the off-site concentrations resulting from project construction, so that lifetime cancer risks could be predicted.

Construction period emissions were computed using the California Emissions Estimator Model, Version 2016.3.1 (CalEEMod) along with projected construction activity. Construction of the project is expected to occur over a nine month period (additional assumptions used in the model are described in Appendix A).

The maximum-modeled DPM concentration occurred southeast of the construction site at a single-family residence. The maximum $PM_{2.5}$ concentration occurred at the same location as the cancer risk maximally exposed sensitive receptor (or known as maximally impacted individual or MEI). The location where the maximum $PM_{2.5}$ and DPM concentrations occurred (and maximum cancer risk) is identified on Figure 1 in Appendix A.

Cancer Risks: The results of this assessment indicate that the incremental infant cancer risk at the maximum exposed individual (MEI) would be 16.1 in one million and the adult incremental cancer risk would be 0.3 in one million. The predicted excess infant cancer risk would exceed the BAAQMD significance threshold of 10 in one million, which would be a significant impact.

Predicted Annual $PM_{2.5}$ Concentration: The maximum-modeled annual $PM_{2.5}$ concentration, which is based on combined exhaust and fugitive dust emissions, was 0.17 $\mu g/m^3$, occurring at the residential MEI. The maximum annual $PM_{2.5}$ concentration at the MEI residential receptor location would not exceed the BAAQMD significance threshold of 0.3 $\mu g/m^3$.

Non-Cancer Hazards: The maximum modeled annual residential DPM concentration (i.e., from construction exhaust) was 0.063 $\mu g/m^3$. The maximum computed HI based on this DPM concentration is 0.01, which is lower than the BAAQMD significance criterion of a HI greater than 1.0.

Combined Construction Risk Assessment

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within 1,000 feet of a project site. These sources include freeways or highways, busy surface streets and stationary sources identified by BAAQMD. Traffic on high volume roadways is a source of TAC emissions that may adversely affect sensitive receptors in close proximity to the roadway. For local roadways, BAAQMD considers roadways with traffic volumes of over 10,000 vehicles per day to have a potentially significant impact.

A review of the project area indicates that traffic on US 101 and Moffett Boulevard are the only substantial sources of mobile TAC emissions within 1,000 feet of the project site. BAAQMD's Stationary Source Screening Tool identified one stationary source, a gasoline station, with the potential to affect the project site receptors or the nearby sensitive receptors. The combined impacts from project construction and traffic on US 101 have been summarized in Table 4.3-2.

BAAQMD provides a Highway Screening Analysis Google Earth Map tool to identify estimated risk and hazard impacts from highways throughout the Bay Area. Cancer risk, non-cancer hazard and $PM_{2.5}$ impacts at various distances from the highway are estimated for different segments of the highways. Impacts from US 101 were identified at the construction MEI using this tool.

Not included in the cumulative sources is the Moffett Gateway office and hotel project (750 Moffett Boulevard) that was recently approved. That project is located about 200 feet east from the proposed project and 500 feet from the receptor most affected by the proposed project at 870 Leong Drive. Based on current information, it appears that simultaneous construction is unlikely. Since construction impacts are short-term, their impacts affect infants the most (from 3rd trimester to age two), and have little effect on children and adults. Unless construction impacts are simultaneous, it is unlikely for a sensitive receptor to be affected significantly by both projects. Under a worst-case scenario, the Moffett Gateway project construction with mitigation was identified as causing a maximum cancer risk of less than 10 chances per million. The impact at this project's most affected sensitive receptor would be even less. The cumulative cancer risk would be less than 70 chances per million, which would be less than significant.

Table 4.3-2: Cumulative Construction Risk Assessment			
Source	**Maximum Cancer Risk (per million)**	**Maximum Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)**	**Maximum Hazard Index**
Unmitigated project construction	16.1	0.17	0.01
Highway 101, Link 265, 6 feet elevation at 540 feet south (interpolated between 500 and 750 feet)	32.1	0.26	0.03
Stationary Source Plant G9224, Don's Automotive Gas Station at 300 feet west	0.7	0.00	<0.01
Moffett Boulevard (13,000 ADT, North-South Roadway, east side, 300 feet)	1.7	0.06	<0.01
Cumulative Total	**50.6**	**0.49**	**0.04**
BAAQMD Threshold – Cumulative Sources	***>100***	***>0.8***	***>10.0***
Significant?	**No**	**No**	**No**

Construction TACs – Volatile Organic Compounds

The project site also contains high concentrations of volatile organic compounds (CVOCs) in groundwater. Measurements of soil gas in the area have identified high concentrations of trichloroethene (also known as trichloroethylene or TCE) of up to 1,600,000 $\mu g/m^3$ at 10 feet below ground surface near and 170,000 ug/m^3 at six feet below ground surface on the project site. [5] (refer to *Section 4.8, Hazards and Hazardous Materials*). Because excavation for a subterranean garage is planned, off-gassing from CVOCs present in the subsurface, presents a potential risk to human health.

As described in *Section 4.8,* the project will be required to assess the exposure of on-site construction workers and occupants downwind of the site to CVOCs through preparation of an Air Monitoring Plan (MM HAZ-1.1). This plan will include additional mitigation measures if CVOCs exceed threshold values.

Impact AQ-1: Dust generation and TAC emissions during construction could be significant. **[Significant Impact]**

Mitigation and Avoidance Measures: The following mitigation measures shall be implemented during all phases of construction on the project site to prevent visible dust emissions from leaving the site.

MM AQ-1.1: During any construction period ground disturbance, implement measures to control dust and exhaust. Implementation of the measures recommended by

[5] U.S. Environmental Protection Agency. Documents available at: http://go.usa.gov/x9sQf

BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant. The contractor shall implement the following BMPs that are required of all projects:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

MM AIR-1.2: The project shall implement the required dust control measures listed above (MM AIR-1.1) and develop and implement an Emission Reduction Plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 57 percent reduction in $PM_{2.5}$ exhaust emissions or more. The plan shall be submitted to the Community Development Department for approval prior to issuance of demolition and grading permits and demonstrate the reduction of TACs to a less than significant level.

A feasible plan to achieve this reduction could include:

- All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on-site for more than two days continuously shall meet, at minimum, the EPA particulate matter emissions standards for Tier 2 engines[1] or equivalent; and

[1] Tier 1-3 Emission Standards: The 1998 non-road engine regulations were structured as a 3-tiered progression. Each tier involved a phase-in (by horsepower rating) over several years. Tier 1 standards were phased-in from 1996 to 2000. The more stringent Tier 2 standards took effect from 2001 to 2006, and yet more stringent Tier 3 standards phased=in from 2006 to 2008 (Tier 3 standards applied only for engines from 37 to 560 kW). Accessed February

- All diesel-powered portable equipment (i.e., air compressors, aerial lifts, concrete and industrial saws, and forklifts) operating on the site for more than two days shall meet EPA particulate matter emissions standards for Tier 4 engines or equivalent.

Alternatively, the construction contractor could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds. The use of equipment with CARB-certified Level 3 Diesel Particulate Filters or alternatively-powered equipment (e.g., non-diesel powered lifts), or a combination of measures provided that these measures are included in an approved Emission Reduction Plan.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

Effectiveness of Mitigation Measures: Implementation of Mitigation Measure **MM AQ-1.1** is considered to reduce exhaust emissions by five percent. Implementation of Mitigation Measure **MM AQ-1.2** would further reduce on-site diesel exhaust emissions. This would reduce the cancer risk proportionally, such that the mitigated risk would be less than 4.2 in one million at the residential MEI. After implementation of these mitigation measures, the project would have a less than significant impact with respect to community risk caused by construction activities.

4.3.3 Summary of Air Quality Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact AQ-1: Dust generation and TAC emissions during construction could be significant.	Significant	**MM AQ-1.1:** Implementation of standard BAAQMD construction measures to reduce dust emissions. **MM AQ-1.2:** Implementation of a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 57 percent reduction in $PM_{2.5}$ exhaust emissions or more.	Less Than Significant

4.3.4 Conclusion

With the implementation of mitigation measures to reduce dust during construction, the project would result in less than significant air quality impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

12, 2016. http://www.dieselnet.com/standards/us/nonroad.php

4.4 BIOLOGICAL RESOURCES

The discussion of trees in this section is based on an arborist report prepared for the applicant by *Bay Area Tree Specialists* in August 2015. The report is included as Appendix B to this Initial Study.

4.4.1 Regulatory Setting

4.4.1.1 *Special Status Species*

Special status species include plants or animals that are listed as threatened or endangered under the federal and/or California Endangered Species Acts (CESA), species identified by the California Department of Fish and Wildlife (CDFW) as a California Species of Special Concern, as well as plants identified by the California Native Plant Society (CNPS)[6] as rare, threatened, or endangered.

4.4.1.2 *Migratory Bird Treaty Act*

The federal Migratory Bird Treaty Act (MBTA: 16 USC Section 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, bird nests, and eggs. Construction disturbance during the breeding season could result in a violation of the MBTA such as the incidental loss of fertile eggs or nestlings, or nest abandonment.

4.4.1.3 *Mountain View 2030 General Plan*

The Mountain View 2030 General Plan was adopted in July 2012, and provides the City with goals and policies that accurately reflect shared community values, potential change areas, and compliance with state law and local ordinances. The General Plan provides a guide for future land use decisions in the city.

Policies and actions in the 2030 General Plan related to biological resources include:

> **Policy LUD 10.2**: Low-impact development. Encourage development to minimize or avoid disturbing natural resources and ecologically significant land features.
>
> > **Action LUD 10.2.1**: Urban ecology awareness. Establish a process to ensure potential impacts of proposed projects to the natural ecosystem is made available prior to approval of project concepts involving open space or undeveloped land.

4.4.1.4 *Mountain View Tree Preservation Ordinance*

The City of Mountain View tree regulations protect all trees designated as "Heritage" trees (Chapter 32, Article 2). Under this ordinance, a Heritage tree is defined as any one of the following:

[6] The California Native Plant Society (CNPS) is a non-profit organization that maintains lists and a database of rare and endangered plant species in California. Plants in the CNPS "Inventory of Rare and Endangered Plants of California" are considered "Special Plants" by the CDFW Natural Diversity Database Program.

- 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;
- 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.
- 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;
- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City of Mountain View for the removal of Heritage trees. It is unlawful to willfully injure, damage, destroy, move or remove a Heritage tree.

4.4.1.5 *Habitat Conservation and Natural Community Conservation Plans*

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV Habitat Plan), which encompasses a study area of 519,506 acres (or approximately 62 percent of Santa Clara County), was adopted by six local entities in Santa Clara County. The plan went into effect in October 2013 and the newly created Santa Clara Valley Habitat Agency is charged with implementing the plan. The area for which development activities are covered by the plan is located south and east of Mountain View, primarily within the Llagas/Uvas/Pajaro, Coyote Creek, and Guadalupe Watersheds. The SCV Habitat Plan was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.

The SCV Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The species of concern identified in the SCV Habitat Plan include, but are not limited to, the California tiger salamander, California red-legged frog, western burrowing owl, Bay Checkerspot butterfly, and a number of species endemic to serpentine grassland and scrub. Projects and activities of the jurisdictions in Santa Clara County, such as the City of Mountain View, which are not Permittees, are not covered under the SCV Habitat Plan.

4.4.2 Existing Setting

4.4.2.1 *Existing Biotic Resources On-Site*

Along with most of the City of Mountain View, the project site is located in a developed urban habitat. Urban habitats include street trees, landscaping, lawns, and vacant lots, and provide food and shelter for wildlife able to adapt to the modified environment. Since the original native vegetation of the area is no longer present, native species of wildlife have been supplanted by species that are more compatible with an urbanized area.

Most of the vegetation in the vicinity of the site consists of landscape trees, shrubs, and non-native herbaceous species. The site itself is nearly entirely developed or paved, with minimal ornamental

landscaping. There are no undisturbed areas or sensitive habitats on the site, and the site itself does not contain any streams, waterways, or wetlands. The nearest waterway, Stevens Creek, is located approximately 800 feet west of the project site.

No rare, threatened, endangered, or special status species of flora or fauna are known to inhabit the site, and no sensitive species would be anticipated in this area of Mountain View. The special status plants and animals that have been identified as present or likely to be present in the City are primarily located in the northern area of the City in suitable habitats, such as open water, salt ponds, and tidal marshes. Special status plant species are not expected to occur on or adjacent to the project site because of the degraded nature of habitat on the site, the lack of associated native species or potential habitat, and the absence of specific microhabitat variables such as soil type, elevation, or hydrology.

Because of its urban setting, the site does not function as a movement corridor for local wildlife.

4.4.2.2 *Trees on Site*

The site and adjacent easements contain 28 ornamental trees. The tree species on site include maple, Chinese elm, Aleppo pine, plum, and pear. Four trees; including one Aleppo pine, two Chinese elms, and one pear qualify as Heritage trees in the City of Mountain View, as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). None of the trees on site are native to California.

4.4.3 Environmental Checklist and Discussion of Impacts

BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	1, 2, 3, 11
2) 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?	☐	☐	☐	☒	1, 2, 3, 11

BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
3) 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?	☐	☐	☐	☒	1, 2, 3
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☒	☐	1, 2, 3, 11
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	1, 2, 3, 9, 10
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	1, 2, 3, 11

4.4.3.1 *Special Status Plants and Animals*

The project site is located in a developed urban area, and lacks suitable habitat for most special status species plant and animal species that have been identified in Mountain View.

Based on the highly urbanized and developed nature of the project site, natural communities or habitats for special status plant and wildlife species are not present on the site. Although unlikely, urban-adopted raptors (birds of prey) or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the Federal Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game Code.

The site and adjacent easements contain 28 ornamental trees, four of which are considered Heritage trees. Raptor or other migratory bird nests present in these trees during construction activities could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the California Department of Fish and Wildlife. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment could result in an impact.

In compliance with the MBTA and the California Fish and Game Code, the proposed project shall implement the following standard conditions of approval to reduce or avoid construction-related impacts to nesting raptors and their nests.

Standard Conditions of Approval:

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

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

4.4.3.2 *Trees and Landscaping*

The site and adjacent easements contain 28 ornamental trees, four of which are considered Heritage trees in the City of Mountain View. The project proposes to plant approximately 30 replacement trees. A City of Mountain View tree removal permit is required before any trees could be removed from the site under a development permit.

The project would comply with the Mountain View Heritage Tree Ordinance, and would be required to implement the following standard City conditions of approval.

Standard Conditions of Approval:

- IMPLEMENTATION: Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.

- REPLACEMENT: The applicant shall offset the loss of each Heritage tree with a minimum of two replacement trees. Each replacement tree shall be no smaller than a 24-inch, box and shall be noted on the landscape plan as Heritage replacement trees.

- ARBORIST REPORT: A qualified arborist shall provide written instructions for the care of the trees to remain on site before, during, and after construction. The arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented.

- TREE MITIGATION AND PRESERVATION PLAN: The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will be developed in accordance with Chapter 32, Articles I and II, of the City Code, and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.

4.4.4 Conclusion

The project will have a less than significant impact on biological resources with implementation of the standard City conditions of approval and consistency with existing statutes and regulations. **[Less Than Significant Impact]**

4.5 CULTURAL RESOURCES

4.5.1 Existing Setting

4.5.1.1 *Prehistoric Resources*

For the most recent 2030 General Plan update, a records search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS, including an examination of the official records and maps for archaeological sites and surveys in Santa Clara County, as well as a review of the National Register of Historic Places, the California Register of Historical Resources, the California Inventory of Historic Resources, California State Landmarks, California Points of Historical Interest, the Directory of Properties in the Historical Resources Inventory, Caltrans Local Bridge Surveys, and secondary sources pertaining to state and local prehistory and history.

Mountain View is situated within territory once occupied by Costanoan (also commonly referred to as Ohlone) language groups. Mountain View lies on the approximate ethnolinguistic boundary between the Tamyen and Ramaytush languages.

Ten recorded archaeological resources are recorded within Mountain View. Areas that are near natural water sources, e.g., riparian corridors and near tidal marshland, should be considered of high sensitivity for prehistoric archaeological deposits and associated human remains. The project site is approximately 800 feet east of Stevens Creek.

Based upon the 2030 General Plan EIR, an unverified archaeological record (P43-1473) may be located on site or in the nearby vicinity.

The project site is flat, has been developed for many years, and does not contain any unique geologic features.

4.5.1.2 *Historic Resources*

The building on the project site was constructed in approximately 1971-1972. The building has not been identified as a historic property in the City of Mountain View, or as an eligible property for the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). No historic buildings or structures are located on or adjacent to the site.

4.5.2 Environmental Checklist and Discussion of Impacts

CULTURAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒	1, 2, 3
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☒	☐	1, 2, 3
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☒	☒	1, 2, 3
4) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	1, 2, 3

4.5.2.1 *Prehistoric Resources Impacts*

Although the site has been previously disturbed for construction and development of the building on the site, based on the City's records, an unverified archaeological record (P43-1473) may be located on the site or in the nearby vicinity.

The disturbance of these resources, if they are encountered during excavation and construction, could result in an impact. Compliance with standard conditions of approval would reduce this impact to a less than significant level.

Standard Conditions of Approval:

Cultural resources may be present on the site or in the immediate vicinity, and could be discovered during the redevelopment of the site. Therefore, the following conditions of approval will be required of the project.

- Discovery of Archaeological Resources. If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 100 feet of the find shall halt until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic

refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

- Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

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

4.5.2.2 *Historic Resources Impacts*

The proposed project would remove the existing building on the site, as well as pavement, landscaping, utilities, and other improvements.

The building on the site is not listed or considered eligible for listing on any federal, state, or Mountain View lists of historical significance (including recent city-wide historical surveys). For these reasons, the demolition of the building and other site clearing activities would have a less than significant impact on historic resources. The project would not impact historic resources identified near the project site.

4.5.4 Conclusion

With the implementation of the standard City conditions of approval and consistency with existing statutes or regulations, the project would result in a less than significant cultural resources impact. **[Less Than Significant Impact]**

4.6 GEOLOGY AND SOILS

4.6.1 Regulatory Background

A number of laws and regulations related to geology and soils apply to the proposed development on the project site, including the following:

The **Alquist-Priolo Earthquake Fault Zoning (AP) Act** was passed into law following the destructive 1971 San Fernando earthquake. The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep.

Following the 1989 Loma Prieta earthquake, the **Seismic Hazards Mapping Act (SHMA)** was passed by the California legislature in 1990 to protect the public from the effects of strong ground shaking, liquefaction, landslides and other seismic hazards. The SHMA established a state-wide mapping program to identify areas subject to violent shaking and ground failure; the program is intended to assist cities and counties in protecting public health and safety. The SHMA requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. As a result, the California Geological Survey (CGS) is mapping SHMA Zones and has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, ground shaking, and landslides: the central San Francisco Bay Area and Los Angeles basin.

California Building Code

The California Building Code prescribes a standard for constructing safer buildings throughout the State of California. It contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, strength of the ground and distance to seismic sources. The Code is renewed on a triennial basis (every three years).

4.6.2 Existing Setting

4.6.2.1 *Geology, Soils, and Topography*

Regional Geology

The project site is located in the Santa Clara Valley, an alluvial basin, bound by the Santa Cruz Mountains to the west, the Hamilton/Diablo Range to the east, and the San Francisco Bay to the north. The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Hamilton/Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. Bedrock in this area is made up of the Franciscan Complex, a diverse group of igneous, sedimentary, and metamorphic rocks of Upper Jurassic to cretaceous age (70 to 140 million years old). Overlaying the bedrock at substantial depths are marine and terrestrial sedimentary rocks of Tertiary and Quaternary age.

Site Topography

The site is relatively flat and slopes slightly towards the north. The site ranges in elevation from approximately 41 to 43 feet above sea level. The nearest waterway to the project site is Stevens Creek, approximately 800 feet to the west. Stevens Creek flows north towards San Francisco Bay, which is located approximately 1.7 miles north of the project site.

Site Soils and Groundwater

The project site is primarily underlain by Urbanland – Bayshore complex soils of zero to two percent slopes.[7] These soils are loam to sandy clay loam, with poor drainage.

According to investigations conducted in vicinity of the site, the sediments underlying the area consist of inter-fingering alluvial sediments and estuary deposits. The coarser grained alluvial sediments may serve as preferential pathways for the flow of groundwater. The uppermost sediments are fine to coarse-grained and are derived from the Santa Cruz Mountains southwest of the site. These sediments were deposited on the gently sloping alluvial fan that merges with the basin, tidal and shallow marine sediments in and around the bay.

Previous investigations of the area have identified three principle aquifer units, separated by silt and clay aquitards.[8] The uppermost aquifer (A) extends generally from a depth of approximately five feet to 65 feet below ground surface (bgs) and is divided into two zones by a discontinuous, low permeability aquitard. The A1 aquifer zone extends from a depth of five feet to 30 feet bgs and the A2 aquifer zone extends from 35 to 65 feet bgs. Groundwater in the A aquifer is reported to flow generally north-northwest, toward San Francisco Bay.[9] The depth to groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors.

4.6.2.2 *Seismicity and Seismic Hazards*

The project site is located within the seismically active San Francisco Bay region, but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The major earthquake faults in the project area are the San Andreas Fault, southwest of the site in the Santa Cruz Mountains, and the Hayward Fault, which is located more than 10 miles east of the project site in the East Bay. These regional faults are capable of generating earthquakes of at least 7.0 in magnitude. The smaller Monte Vista-Shannon Fault is located southwest of the project site.

The Association of Bay Area Governments (ABAG) has reported that the Working Group on California Earthquake Probabilities (2007) has estimated that there is a 63 percent probability that one or more major earthquakes would occur in the San Francisco Bay Area between 2007 and 2036. As seen with damage in San Francisco and Oakland due to the 1989 Loma Prieta earthquake that was

[7] United States Department of Agriculture, Natural Resources Conservation Service. "Web Soil Survey: Santa Clara Area, California, Western Part (CA641)." Accessed June 26, 2013. Available at: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

[8] An aquitard is a zone within the earth that restricts the flow of groundwater from one aquifer to another. Aquitards comprise layers of either clay or non-porous rock with low hydraulic conductivity.

[9] Compliance & Closure, Inc. Memorandum. "Re: Review of Existing VOC Field Data." July 15, 2013.

centered about 50 miles south of San Francisco, significant damage can occur at considerable distances. Higher levels of shaking and damage would be expected for earthquakes occurring at closer distances.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. During ground shaking, such as during earthquakes, cyclically induced stresses may cause increased pore water pressures within the soil voids, resulting in liquefaction. Liquefied soils may lose shear strength that may lead to large shear deformations and/or flow failure under moderate to high shear stresses, such as beneath foundations or sloping ground. The project site is located in a Santa Clara County Liquefaction Hazard Zone.[10]

4.6.3 Environmental Checklist and Discussion of Impacts

GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	1, 2, 3, 12
b) Strong seismic ground shaking?	☐	☐	☒	☐	1, 2, 3, 12
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1, 2, 3, 12
d) Landslides?	☐	☐	☐	☒	1, 2, 3, 12
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	1, 3, 13

[10] Santa Clara County Geologic Hazard Zones. Map 10. Updated: October 26, 2012. Available at: https://www.sccgov.org/sites/dpd/DocsForms/Documents/GEO_GeohazardATLAS.pdf. Accessed May 12, 2017.

GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1, 3, 12
4) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial risks to life or property?	☐	☐	☒	☐	1, 3, 13
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	1

4.6.3.1 *Geologic and Soils Impacts*

The project site would not be exposed to slope instability, erosion, or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Excavation and grading would occur to prepare the project site for new construction, and to excavate the sub-grade parking garage.

Soils on site have a moderate expansion (shrink-swell) potential. Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations, pavements, and exterior flatwork.

The proposed project will be designed and constructed in accordance with standard engineering safety techniques and in conformance with a final design-specific geotechnical report prepared for the site. Review of design specifications by a qualified geotechnical specialist and monitoring of the site preparation and installation of the building and utilities to insure conformance with the required design specifications will be required as a condition of approval, as follows:

Standard Conditions of Approval:

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

considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for back-draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

4.6.3.2 *Seismicity and Seismic Hazards*

As previously discussed, the project site is located in a seismically active region and, as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site, ground shaking on the site could damage buildings and other proposed structures and threaten employees and visitors to the proposed development.

Liquefaction

The project site is located in a Santa Clara County Liquefaction Hazard Zone. To avoid or minimize potential damage from seismic shaking and liquefaction, all portions of the project will be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2016) California Building Code. Specific recommendations contained in the geotechnical report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division.

4.6.4 Conclusion

With the use of standard engineering and seismic design techniques and conformance with regulatory standards required by the City of Mountain View and California, construction of the proposed project would result in less than significant geology or soils impacts, and would not significantly expose people or structures to adverse seismic risks. **[Less Than Significant Impact]**

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction and Regulatory Background

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) have a broader, global impact. Global warming is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

4.7.1.1 *State of California*

California Assembly Bill 32 and Executive Orders

Assembly Bill 32 (AB 32), also known as the Global Warming Solutions Act, was passed in 2006 and established a goal to reduce GHG emissions to 1990 levels by 2020. Prior to the adoption of AB 32, the Governor of California signed Executive Order S-3-05. In addition to establishing 2020 targets, Executive Order S-3-05 set a long term objective to reduce GHG emissions to 90 percent below 1990 levels by 2050. The California Air Resources Board (CARB) is the state agency in charge of coordinating the GHG emissions reduction effort and establishing statewide emission targets along the way.

In December 2008, CARB approved the *Climate Change Scoping Plan*, which proposes a comprehensive set of actions designed to reduce California's dependence on oil, diversify energy sources, save energy, and enhance public health, among other goals. Per AB 32, the Scoping Plan must be updated every five years to evaluate the mix of AB 32 policies to ensure that California is on track to achieve the 2020 greenhouse gas reduction goal. The First Update to the Scoping Plan was approved on May 22, 2014 and builds upon the Scoping Plan with new strategies and recommendations. The First Update defines CARB's priorities over the next five years and lays the groundwork to reach long-term goals set forth in Executive Order S-3-05.[11]

Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15 establishing a GHG reduction target for California of 40 percent below 1990 levels by 2030. This is considered a mid-term target for implementation of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050. All state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the AB 32 Climate Change Scoping Plan to reflect the 2030 target and is moving forward with the update process, as discussed under *SB32 and AB 197*, below.

[11] California Environmental Protection Agency. Air Resources Board. *First Update to the AB 32 Scoping Plan*. Accessed May 26, 2016. Available here: http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm

SB 32 and AB 197

SB 32 and AB 197 were signed into law in September 2016. The recently signed SB 32 legislation amends provisions of AB 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code Division 25.5), to require CARB to ensure that statewide greenhouse gas emissions are reduced to 40 percent below the 1990 level by December 31, 2030. This legislation incorporates the Executive Order B-30-15 target discussed above into state law. Changes to the Health and Safety Code under the companion AB 197 legislation call for each scoping plan update to identify each emissions reduction measure and include the range of projected greenhouse gas emissions reductions as well as the range of projected air pollution reductions that result from the emission reduction measure.

The mid-term target is considered critical by the State to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing GHG emissions. CARB is charged with adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to meet the new interim statewide GHG target. The framework for greenhouse gas emissions reductions will be provided through an update to the current Climate Change Scoping Plan. The estimated timeline for development and approval of the *2030 Target Scoping Plan* includes release of a draft for public comment in January 2017 and consideration by CARB in Spring 2017.[12]

California Senate Bill 375

Senate Bill 375 (SB 375), known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. It builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 in comparison to 2005 emissions. The per capita reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.[13] The four major requirements of SB 375 are:

1. Metropolitan Planning Organizations (MPOs) must meet greenhouse gas emission reduction targets for automobiles and light trucks through land use and transportation strategies.
2. MPOs must create a Sustainable Communities Strategy (SCS), to provide an integrated land use/transportation plan for meeting regional targets, consistent with the Regional Transportation Plan (RTP).
3. Regional housing elements and transportation plans must be synchronized on eight-year schedules, with Regional Housing Needs Assessment (RHNA) allocation numbers conforming to the SCS.
4. MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC).

[12] California Air Resources Board. *Discussion Draft 2030 Target Scoping Plan, December 2, 2016*. Accessed December 2, 2016. Available at: https://www.arb.ca.gov/cc/scopingplan/2030target_sp_dd120216.pdf

[13] The emission reduction targets are for those associated with land use and transportation strategies, only. Emission reductions due to the California Low Carbon Fuel Standards or Pavley emission control standards are not included in the targets.

MTC and ABAG adopted *Plan Bay Area* in July 2013. The strategies in the plan are intended to promote compact, mixed-use development close to public transit, jobs, schools, shopping, parks, recreation, and other amenities, particularly within Priority Development Areas (PDAs) identified by local jurisdictions. The project site is not located within a PDA.

4.7.1.2 *Bay Area Air Quality Management District*

The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

Regional Clean Air Plans

BAAQMD and other air districts prepare clean air plans in accordance with the state and federal Clean Air Acts. The Bay Area 2010 Clean Air Plan (CAP) provides a comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and decrease ambient concentrations of harmful pollutants. The most recent CAP also includes measures design to reduce GHG emissions.

The Air District is updating the 2010 Bay Area Clean Air Plan in partnership with the Association of Bay Area Governments, the Bay Conservation and Development Commission, and the Metropolitan Transportation Commission (MTC). The 2017 Clean Air Plan/Regional Climate Protection Strategy will be a roadmap for the Air District's efforts over the next few years to reduce air pollution and protect public health and the global climate. The Bay Area's first-ever comprehensive Regional Climate Protection Strategy will be included in the 2016 Plan - which will identify potential rules, control measures, and strategies that the Air District can pursue to reduce greenhouse gases throughout the Bay Area.[14] As of January 10, 2017, the draft 2017 Plan had not been released for public review.

BAAQMD CEQA Air Quality Guidelines

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

4.7.1.3 *City of Mountain View 2030 General Plan, Greenhouse Gas Reduction Program, and General Plan and Greenhouse Gas Reduction Program EIR*

The City of Mountain View recently adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP), and certified the General Plan and Greenhouse Gas Reduction Program EIR. The General Plan is the guiding document for future growth of the City. The GGRP

[14] BAAQMD. "Plans Under Development". Accessed December 1, 2016. Available at: http://www.baaqmd.gov/plans-and-climate/air-quality-plans/plans-under-development

is a separate but complementary document and long-range plan that implements the greenhouse gas emissions reduction goals of the General Plan, and serves as a programmatic greenhouse gas reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions, to meet the requirements of AB 32. The GGRP was evaluated in the certified 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Emissions reductions from implementation of the GGRP come from the mandatory efficiency measures described in the GGRP; mandatory measures include exceeding Title-24 energy efficiency standards and planting shade trees. Further reductions can come from the voluntary measures such as solar thermal water heating and zero-waste recycling plans. Individual development projects that comply with the GGRP's mandatory reduction measures can be determined to not have cumulatively considerable greenhouse gas emissions impacts under CEQA.

4.7.2 Existing Site

The site is developed with a vacant commercial building containing approximately 3,800 square feet of developed space. When occupied, the restaurant use on site generated modest amounts of direct greenhouse gas emissions from vehicle trips made by the employees and visitors that utilized the property. Indirect GHG emissions occur from operational electricity, natural gas, water use, and other sources.

4.7.3 Environmental Checklist and Discussion of Impacts

GREENHOUSE GAS EMISSIONS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1, 2, 3
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1, 2, 3

4.7.3.1 *Thresholds of Significance*

Consistency with the GGRP

In June 2010, the BAAQMD produced updated CEQA guidelines to implement the new State CEQA Guidelines on GHG emissions. The Mountain View Greenhouse Gas Reduction Program (GGRP) was adopted on July 10, 2012, along with the 2030 Mountain View General Plan. The GGRP is also

intended to meet the mandates as outlined in the BAAQMD CEQA Guidelines and the recent standards for "qualified plans" as set forth by BAAQMD.

When preparing the GGRP, a baseline emissions inventory and targets to reduce emissions were set, and it was designed to mitigate to a less than significant level the projected GHG emissions resulting from projected growth under the General Plan.

The GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The measures center around five strategy areas: energy, waste, water, transportation, and carbon sequestration. Some measures are considered mandatory for all proposed development projects, while others are considered voluntary. Compliance with the mandatory measures ensures an individual project's consistency with the GGRP.

SB 32

While further emission reductions are anticipated in the future in terms of energy efficiency of equipment and reduced GHG emissions associated with energy production and transportation (e.g., Low Carbon Fuel Standards), feasible, enforceable measures have not been identified by the City of Mountain View or CARB to reduce projected GHG emissions Citywide in the mid-term or long-term to keep on a trajectory meeting the substantially more aggressive mid-term 2030 and long-term 2050 goals of reducing GHG emissions as identified in SB 32 and Executive Order S-3-05, respectively.

Construction Emissions

The BAAQMD guidelines and the Mountain View GGRP do not suggest a threshold of significance for short-term construction-related GHG emissions.

4.7.3.2 *Global Climate Change Impacts from the Project*

As described previously, the adopted City of Mountain View GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. In the GGRP, Mandatory Measure E-1.7, which reinforces the implementation of current codes, would apply to the proposed commercial project. The proposed project would exceed Title 24 requirements for energy efficiency by at least 10 percent. This includes the installation of high efficiency lighting.

Based upon the inclusion of the applicable greenhouse gas emissions measures, the project would be consistent with the GHG reduction measures in the adopted Mountain View GGRP. The proposed project is, therefore, consistent with the Mountain View 2030 General Plan and the resulting greenhouse gas emissions targeted for reduction in the GGRP.

Construction Emissions

Greenhouse gas emissions would be generated during construction activities on the site, including during demolition, site grading, trenching, building construction, and paving. Construction equipment and trucks using diesel and other fuels would be the primary source of emissions. These emissions would be temporary, and would not represent an on-going source of pollutants in the area. Emissions during the construction phase would be reduced by compliance with the construction air quality best management practices and other green building and energy efficiency measures described above, and in compliance with City requirements.

BAAQMD guidelines and the City of Mountain View GGRP do not suggest a threshold of significance for short-term construction related GHG emissions for individual projects. For these reasons, this impact would be considered less than significant.

4.7.3.3 *Global Climate Change Impacts to the Project*

Climate change effects expected in California over the next century include reduced water supply, impacts from sea level rise, increased days per year ozone pollution levels are exceeded, and increased electricity demand, particularly in the hot summer months. These effects are not likely to affect operation of the project during the foreseeable future.

The project site is located inland from San Francisco Bay, and would not be affected by a projected sea level rise of up to 55 inches.

4.7.4 Conclusion

The proposed hotel project would not generate new greenhouse gas emissions considered to have a significant impact on global climate change. The location, density, and measures included in the project to reduce greenhouse gas emissions would not conflict with plans, policies, or regulations for reducing greenhouse gas emissions adopted by the California legislature, CARB, BAAQMD, or the City of Mountain View. **[Less Than Significant Impact]**

4.8 HAZARDS AND HAZARDOUS MATERIALS

The discussion in this section is based in part on a hazardous materials summary memorandum prepared by *Cornerstone Earth Group* in May 2017; and several hazardous materials reports prepared for the site by *Compliance & Closure, Inc.*, and *E_2C, Inc.* These reports are attached to this Initial Study in Appendix C.

In addition, information and reports posted on the EPA's website for the Middlefield-Ellis-Whisman (MEW) Study Area were also reviewed: http://go.usa.gov/x9sQf.

4.8.1 Introduction and Regulatory Framework

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because, by definition, exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

Due to the fact that these substances have properties that are toxic to humans and/or the ecosystem, there are multiple regulatory programs in place designed to minimize the chance for unintended releases and/or exposures to occur. Other programs set forth remediation requirements at sites where contamination has occurred.

Hazardous waste generators and hazardous materials users in the City are required to comply with regulations enforced by several federal, state, and county agencies. The regulations are designed to reduce the risk associated with the human exposure to hazardous materials and minimize adverse environmental effects. State and federal construction worker health and safety regulations require protective measures during construction activities where workers may be exposed to asbestos, lead, and/or other hazardous materials.

4.8.1.1 *Federal Laws and Regulations*

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes.

Other federal laws include:

- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)

- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

4.8.1.2 *California Laws and Regulations*

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. In California, the Environmental Protection Agency (EPA) has granted most enforcement authority of federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). Under the authority of Cal/EPA, the Department of Toxic Substances Control (DTSC) or the San Francisco Bay Regional Water Quality Control Board (Water Board) is responsible for overseeing the remediation of contaminated sites in the San Francisco Bay area.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH) enforce state worker health and safety regulations related to construction activities. Regulations include exposure limits, protective clothing, and training requirements to prevent exposure to hazardous materials. DOSH also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement, which equal or exceed their federal counterparts.

4.8.1.3 *Local Regulations*

The routine management of hazardous materials in California is administered under the Unified Program. The Cal/EPA has granted responsibilities to the Santa Clara County Hazardous Materials Compliance Division (HMCD) for implementation and enforcement of hazardous material regulations under the Unified Program as a Certified Unified Program Agency (CUPA). Through a formal agreement with the HMCD, the Mountain View Fire Department (MVFD) implements hazardous materials programs for the City of Mountain View as a Participating Agency within the Unified Program. The Mountain View Fire Department coordinates with the HMCD to implement the Santa Clara County Hazardous Materials Management Plan and to ensure that commercial and residential activities involving classified hazardous substances are properly handled, contained, and disposed.

4.8.2 Existing Setting

4.8.2.1 *Existing and Historic Site Conditions*

The project site is approximately 1.15-acres in size and is occupied by a vacant restaurant building. The southwest side of the project site is bordered by an approximately 1.25-acre parcel, which is developed with the 20,807 square foot County Inn Hotel and parking lot (850 Leong Drive).[15]

[15] 850 Leong Drive was previously a Santa Clara County Cleanup Program site under the oversight of the Regional Water Board (Case No. 43S1143). The EPA is now the lead regulatory agency overseeing the environmental

The interchanges for north and southbound U.S. Highway 101 are directly north of the site. The east property line is bordered by Leong Drive, and across the street from the site are a series of single-story neighborhood-serving commercial businesses. The properties to the southeast are single-family residences in the North Whisman neighborhood.

Site History

The site reportedly was undeveloped and vacant until approximately 1971. Between 1971 and 1972, the existing building was constructed and occupied by a Denny's Restaurant from 1972 to approximately 2001. Other tenants reportedly included a catering service and a religious group. The site reportedly has been unoccupied from approximately 2008 to the present.

The most recent Phase I Environmental Site Assessment completed for the project site (2008) stated that the site "appears to have no history of hazardous materials releases, or storage/use of any significant quantities of hazardous materials."[16]

Site Hydrogeology

Previous investigations in the general area have identified three water yielding units. The uppermost aquifer unit is known as the "A" aquifer and extends from the top of the saturated zone to a depth of approximately 65 feet. A discontinuous aquitard within the A aquifer subdivides it into two zones: A1 extends from the top of the saturated zone at an approximate depth of 8 to 16 feet to a depth of approximately 30 to 45 feet; A2/B1 extends from approximately 45 to 65 feet. The discontinuous nature of the aquitard results variously in hydraulic isolation or in communication between the A1 and A2/B1 zones across the project site.

Local ground water flow direction in the A1 and A2/B1 zones is reportedly to the north-northwest, towards San Francisco Bay. The "B" aquifer extends from a depth of approximately 70 to 160 feet and is separated from the "A" aquifer by a laterally continuous clay aquitard. The "C" aquifer is confined conditions at depths of approximately 180 to 250 feet and is separated from B aquifer by an approximate 20 to 40 foot thick clay aquitard. A vertically upward gradient (e.g., a potential for upward flow) exists between the C and B aquifers. Local ground water flow in the B and C aquifers is reportedly to the north-northwest, similar to the A aquifer.

Middlefield-Ellis-Whisman Superfund Study Area (MEW)

The MEW Superfund Study Area is comprised of three National Priorities List (NPL) or Superfund sites: Fairchild Semiconductor Corporation – Mountain View Superfund site; Raytheon Company Superfund site; and Intel Corporation – Mountain View Superfund site; and portions of the former Naval Air Station (NAS) Moffett Field Superfund site. The MEW Superfund Study Area itself is not listed on the NPL.

investigation and cleanup work for the 850 Leong, 870 Leong and other properties within the MEW OU3 area. Elevated concentrations of VOCs are generally present in the northeastern area of the County Inn property. The greatest reported concentrations of trichloroethene (TCE) and cis-1,2 dichloroethene (cDCE) in groundwater are 32,000 µg/L and 79,000 µg/L, respectively. A specific source for these contaminants has not been reported.

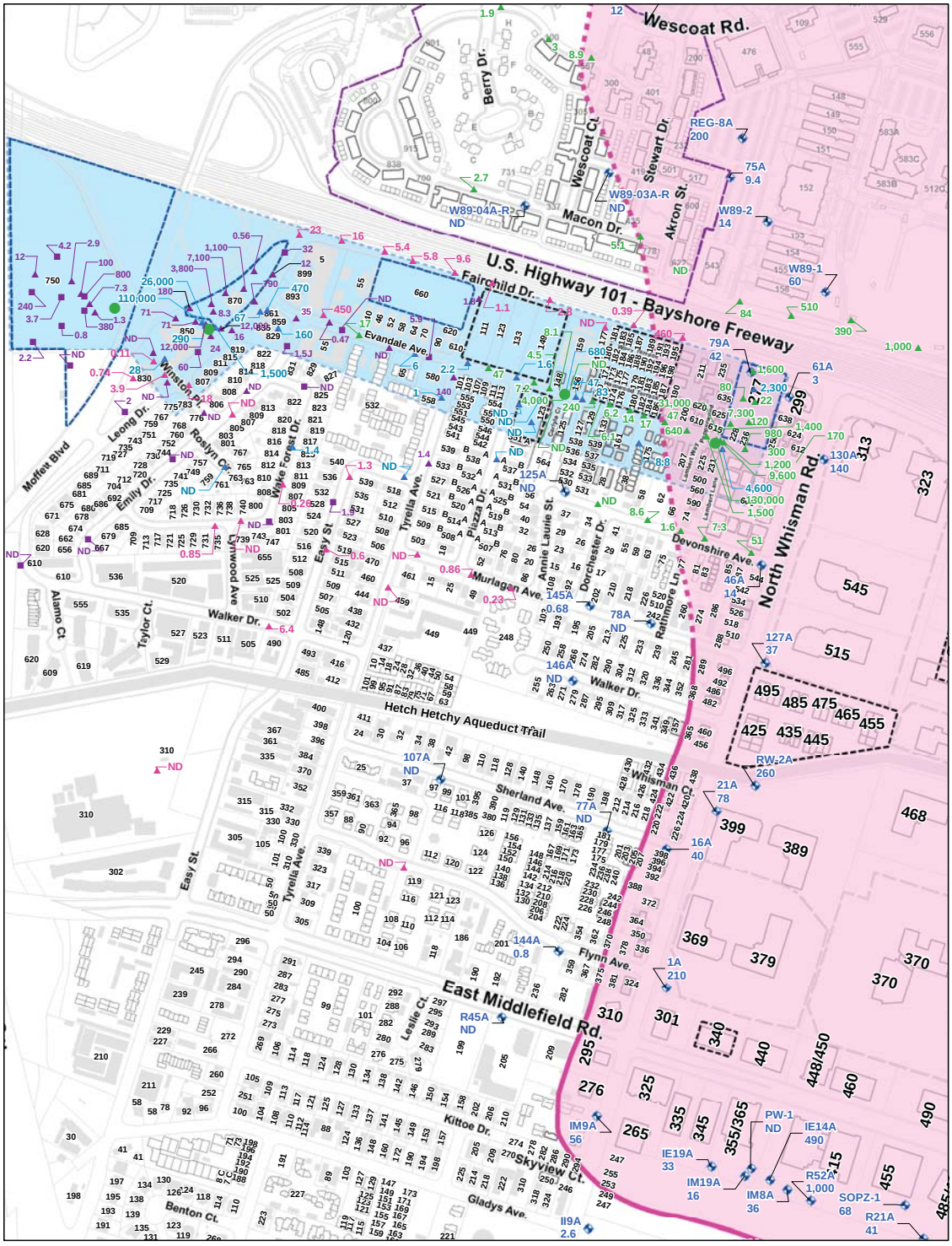
[16] E_2C. *Phase I Environmental Site Assessment, 870 Leong Drive, Mountain View*. 2008.

The MEW Superfund Study Area was home to several manufacturing and industrial facilities, including semiconductor and other electronics manufacturing facilities and metal finishing facilities. While in operation, these former facilities required the storage, handling, and use of a variety of chemicals, particularly volatile organic compounds (VOCs), some of which were leaked or otherwise released to the ground, impacting soil and ground water. In June 1989, U.S. Environmental Protection Agency (EPA) issued a Record of Decision selecting the soil and ground water cleanup remedy for the MEW Superfund Study Area. The soil cleanup, which was completed in 2001, included excavation with treatment by aeration along with soil vapor extraction with treatment by vapor-phase granular activated carbon. The ongoing ground water remedy includes individual facility-specific and regional measures to address groundwater contamination. Facility-specific actions include ground water source control measures to control the off-site migration of contaminants, such as slurry walls (barriers beneath the surface) to contain contaminants as well as ground water extraction and treatment.

Groundwater contamination from these facilities has migrated off-site and mixed; the combined area of contamination is referred to as the "regional ground water contamination plume" or "Regional Plume." The primary chemicals of concern within the MEW Superfund Study Area are trichloroethene (TCE) and its degradation products cis-1,2-dichloroethene (cDCE) and vinyl chloride (VC). The TCE groundwater plume in the shallow A Aquifer is approximately 1.5 miles long and 0.5 miles wide, extending from south of Middlefield Road northward onto Moffett Field, where it mixes with U.S. Navy and National Aeronautics and Space Administration (NASA) sources of contamination. (Figure 7) The analysis below focuses on TCE as the primary contaminant of concern and an indicator of where potential health risks could occur.

In EPA's second five-year review released in 2009, EPA found that the 1989 groundwater remedy selected for the MEW Superfund Study Area did not address risks from long-term exposure to VOCs through the vapor intrusion pathway at buildings located above the Regional Plume. The vapor intrusion pathway is important to address because VOCs can migrate from the ground water or soils, upward through building crawlspaces, cracks in the slab foundation, conduits, or subsurface structures, and enter into overlying buildings, potentially exposing building occupants such as workers and residents to the vapors. For buildings with sumps, deep basements, or other subsurface structures (e.g., vaults, elevator shafts), VOCs can migrate directly from the ground water into the indoor air.

In 2010 EPA amended its 1989 Record of Decision and selected a remedy to address the vapor intrusion pathway in the MEW Superfund Study Area. To characterize vapor intrusion risks, EPA identified a Vapor Intrusion Study Area (Figure 7) which is generally defined as the area where TCE concentrations in the shallow ground water are greater than 5 µg/L. Grab groundwater sampling conducted in 2012, 2013, and 2014 to evaluate the TCE regional groundwater plume boundary identified two TCE hotspot areas (elevated TCE concentrations exceeding 1,000 µg/L) along Evandale Avenue, one TCE hot spot area on the 850 Leong Drive property, and one TCE hot spot area on the 750 Moffett Boulevard property.



LEGEND

- Slurry Wall (Underground)
- Further groundwater investigation is ongoing (2014) to delineate the 5 ppb TCE plume boundary. Upon completion the figure will be updated.
- Vapor Intrusion Study Area – estimated TCE in groundwater > 5 parts per billion (ppb) (updated based on 2013 groundwater results)
- OU3 Vapor Intrusion Evaluation Area
- Planned developments with vapor intrusion control systems (not yet built)
- Homes built with vapor intrusion control systems
- Wescoat Village Residential Area (New homes built in 2006 with vapor intrusion control system.)
- TCE in Groundwater Hot Spot Area

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

Grab Groundwater Locations

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

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

Groundwater Monitoring Well Locations

- Groundwater monitoring well location

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

ND = Not Detected (below 0.5 ppb TCE)

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

MEW SUPERFUND STUDY VICINITY MAP FIGURE 7

In February 2015, EPA determined that groundwater contamination at the project site and vicinity is part of the MEW Superfund Site Operable Unit (OU) 3 area, where MEW TCE contamination was transported to the project site and vicinity through historical TCE releases to the Evandale Trunk sanitary sewer line. EPA has not determined the extent of contamination from the TCE "hot spot" areas, and it cannot be assumed that all TCE contamination (or other VOC contaminants) on the project site is from historical releases of the sewer. Non-MEW VOC releases at the project site may be regulated by a state agency.

EPA continues to investigate the source of TCE at these hot spot areas, the MEW OU3 potentially responsible parties, and the extent of the TCE contamination in groundwater, soil, and soil gas (refer to Figures 8, 9 and 10). Additional characterization conducted in these hot spot areas indicate that the current regional groundwater remediation system is not adequately addressing these hot spot areas, and additional source control measures may be required.

4.8.2.2 *Potential Sources of Contamination*

Soil and Groundwater Conditions

In 2008, two borings were advanced on the project site to collect groundwater samples from the A1-Zone (the first encounter of groundwater).[17] Groundwater sample results from Boring 2 indicated cDCE at 27,000 µg/L and TCE at 1,500 µg/L (Figure 9). The TCE groundwater cleanup standard for the MEW Superfund Area[18] for TCE is 5 µg/L.

The 2008 investigation report recommended additional sampling "to determine the presence or absence of the detected chemicals in groundwater elsewhere on the property, in soil, and in soil-gas/vapor." Seven soil borings were advanced on the project site in 2008 at depths of 5, 10 and 15 feet.[19] The greatest VOC concentrations were detected in the southern area of the project site.

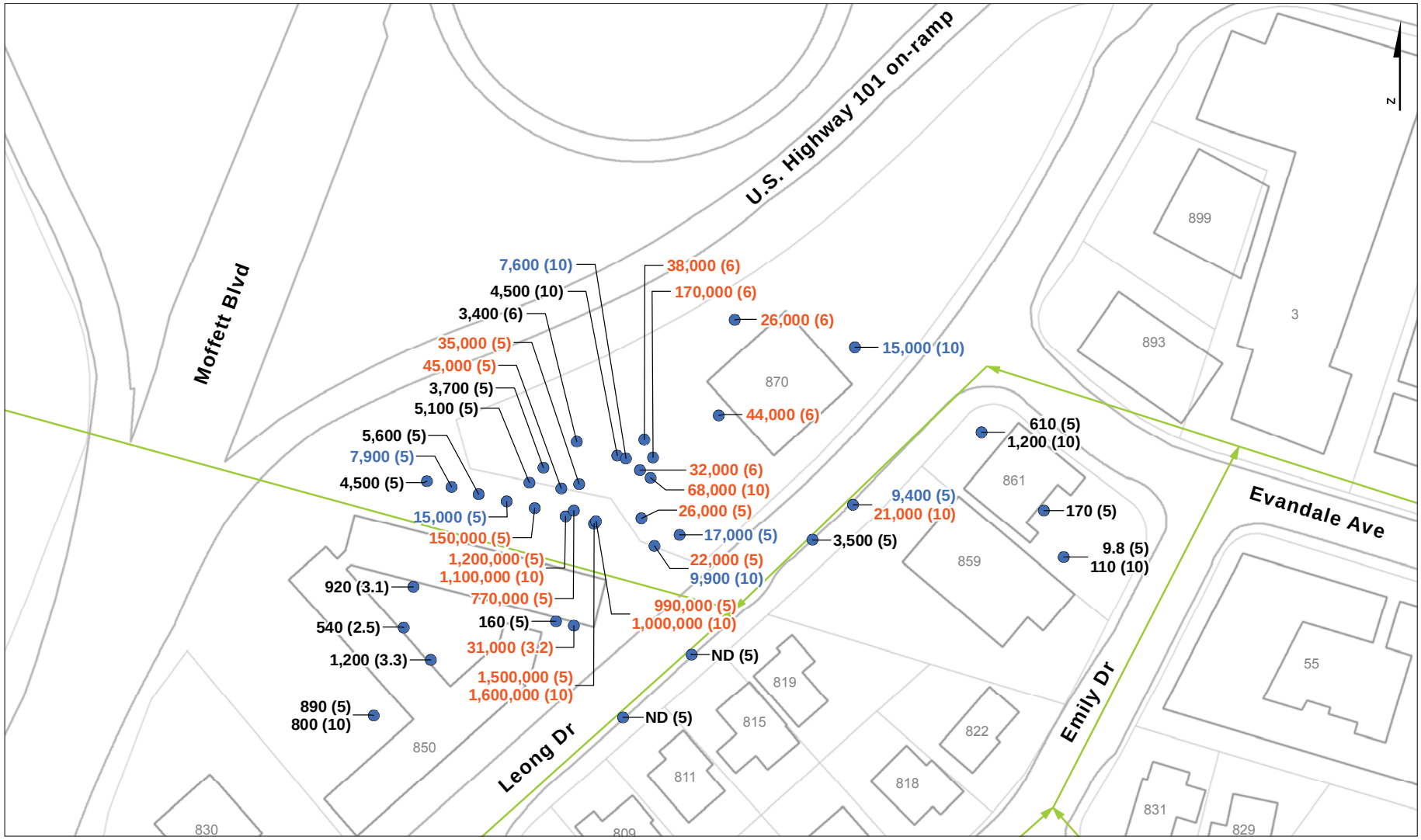
Six Cone Penetrometers and two borings were advanced in 2009 to collect 17 groundwater samples across the site from varying depths.[20] The greatest VOC concentrations were reported from groundwater samples collected from the A-Zone on the southwest side of the property. VOC concentrations generally decreased to the northeast side of the property. The greatest TCE concentrations were detected at CPT-3 (34 to 36 feet) at 32,800 µg/L.

[17] E2C. *Phase II Grab Groundwater Sampling Investigation Report, 870 Leong Drive, Mountain View, California*. March 19, 2008.

[18] For a comparison basis, Cornerstone Earth Group compared these results to Maximum Contaminant Levels (MCLs, commonly termed drinking water standards) established by the California Department of Public Health (CDPH, 2013).

[19] Compliance & Closure, Inc. *Soil and Vapor Sampling Investigation Report, 870 Leong Drive, Mountain View, California*. April 8, 2008.

[20] Compliance & Closure, Inc. *Groundwater Sampling Investigation Report, 870 Leong Drive, Mountain View, California*. April 2009.



Legend

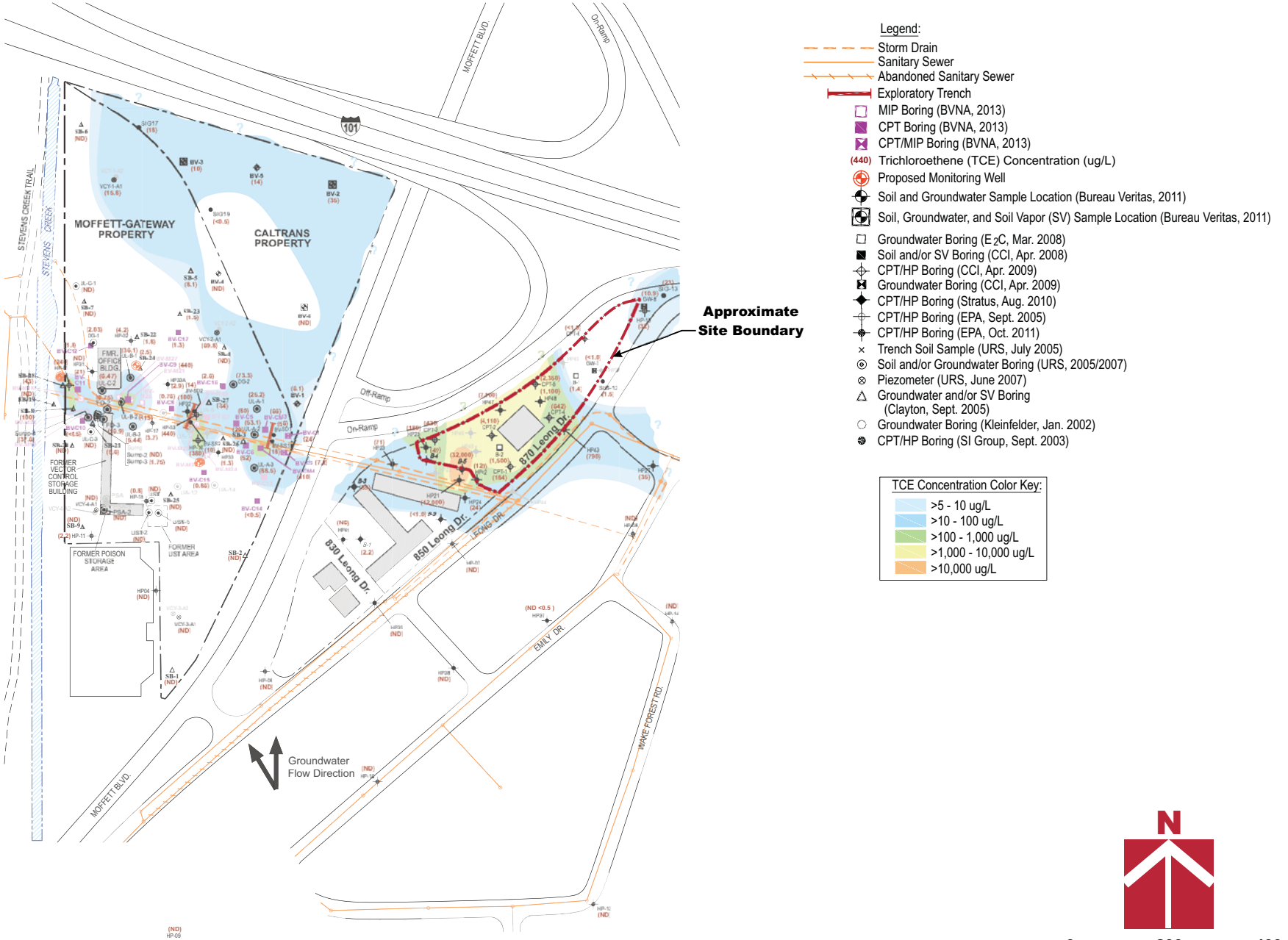
- Soil Gas Sample Location
- Sanitary Sewer Drainage Route
- TCE — Trichloroethene
- µg/m³ — Micrograms per cubic meter
- ND — Not detected. TCE result is below the laboratory detection limit.
- 170 (5) — The result shown is the TCE soil gas concentration in µg/m³. The sample depth in feet below ground surface is shown in parentheses.
- Black — TCE soil gas concentration less than 6,700 µg/m³
- Blue — TCE soil gas concentration greater than 6,700 µg/m³
- Orange — TCE soil gas concentration greater than 20,000 µg/m³

0 25 50 100
Feet

TCE IN SOIL GAS SAMPLE RESULTS
IN LEONG DRIVE AREA - 2013, 2016, 2017
In Vicinity of Operable Unit 3
MEW Superfund Site, Mountain View, CA

TCE IN SOIL GAS

FIGURE 8



Base by Bureau Veritas, "TCE Concentrations in Groundwater Samples in the Upper A1 Zone (<25 ft bgs) - Figure 4", dated 10/10/2013

TCE CONCENTRATIONS IN GROUNDWATER SAMPLES

FIGURE 9

Legend

- Soil Boring Sample Location
- TCE — Trichloroethene
- µg/kg — Micrograms per kilogram
- SB126 — The result shown is the TCE soil concentration in micrograms per kilogram.
- 290 (12) — The sample depth in feet below ground surface is shown in parentheses.

TCE Soil cleanup level is 500 µg/kg.
Black - TCE soil concentration less than 500 µg/kg
Orange - TCE soil concentration greater than 500 µg/kg
1,200 / 1,100 (14) indicates a duplicate sample.
J - Estimated value.

0 10 20 40
Feet

TCE IN SOIL SAMPLE RESULTS
870 LEONG DRIVE- DECEMBER 2016
In Vicinity of Operable Unit 3
MEW Superfund Site, Mountain View, CA

TCE IN SOIL SAMPLE RESULTS FIGURE 10

Compliance & Closure, Inc. conducted a conduit study of the general area of the project site in 2013. City utilities reportedly run in a northeast to southwest direction on Leong Drive, parallel to the property boundary. A 60-foot long and 12-inch diameter storm drain is located on the northeast side of the building, which connects to the City storm drain system located in Leong Drive. Running through an easement on the County Inn property (approximately east to west) and in close proximity to the site's southwestern boundary, an 81-inch diameter storm line and a 15-inch diameter sanitary sewer line are located at approximate depths of 13 to 17 feet. The sewer line connects to the line in Leong Drive.

In 2005 and 2011 to 2014, EPA and MEW Regional Groundwater Remediation Program conducted groundwater sampling in the vicinity of the known MEW Regional Groundwater Plume area to determine whether the TCE contamination occurs in shallow groundwater (groundwater within approximately 40 feet of the surface) of areas beyond the estimated boundaries of the Regional Plume area (Figure 7). In 2013, EPA collected shallow groundwater samples at numerous locations along the sanitary sewer system route and the storm water drainage route. Several locations along the sanitary sewer line were identified with elevated concentrations of TCE in groundwater. The greatest concentrations (up to 110,000 µg/L) were detected near the sanitary sewer line located near the property boundary of 850 and 870 Leong Drive, which was termed a TCE groundwater "hot spot" area; an additional TCE "hot spot" area (TCE reported at 16,000 µg/L in groundwater sampled from BV-CM3) also was located on the 750 Moffett Boulevard property (Moffett Gateway).

Recent 2016 and 2017 soil gas and soil data collected by EPA (shown on Figures 8 and 10) indicate that additional response actions are necessary to reduce high TCE groundwater concentrations exceeding 1,500 µg/L, TCE soil concentrations exceeding the soil cleanup level of 500 µg/kg, and TCE soil gas concentrations exceeding 20,000 $\mu g/m^3$ on the project site and in the immediate vicinity.

Lead-based Paint and Asbestos-Containing Materials (ACM)

Lead-based paint was commonly used in the construction of buildings prior to being phased out of regular use in California starting in 1978. Because the building on the site was constructed prior to this time, it may contain lead-based paint.

Based on its age, the building on site may have been constructed with asbestos-containing materials (ACM).

4.8.2.3 Airport and Other Hazards

The proposed project site is approximately 4,000 feet west of the Moffett Federal Airfield, the closest airport to the project site. Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use. The project site is not within the airport safety zone for Moffett Federal Airfield.

The Airport Influence Area (AIA) is a composite of the areas surrounding the airport that are affected by noise, height, and safety considerations. The AIA is defined as a feature-based boundary around the airport within which all actions, regulations and permits must be evaluated by local agencies to

determine how the Airport Comprehensive Land Use Plan policies may impact the proposed development. This evaluation is to determine that the development meets the conditions specified for height restrictions, and noise and safety protection to the public. The project is within the airport influence area for Moffett Federal Airfield.

The project site is located in a developed urban area and is not located in a very high hazard zone for wildland fires.

4.8.3 Environmental Checklist and Discussion of Impacts

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	1, 3, 14
2) 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?	☐	☒	☐	☐	1, 3, 14
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	1, 3, 14
4) 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?	☐	☒	☐	☐	1, 3, 14
5) 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?	☐	☐	☒	☐	1, 3, 15

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
6) 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?	☐	☐	☐	☒	1
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1, 2
8) 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?	☐	☐	☐	☒	1

4.8.3.1 *On-Site Sources of Contamination*

The project site is impacted by a release of VOCs above regulatory limits, mainly TCE, the source of which EPA has determined to be from historical releases from the MEW Superfund Study Area to the sanitary sewer along the Evandale Trunk. The contamination on the project site and on nearby properties is under investigation by the EPA. Residual hazardous materials contamination in site soils and groundwater could expose construction workers, future hotel employees, and visitors to the hazardous materials contamination on site.

Impact HAZ-1: Residual hazardous materials contamination in site soils and groundwater could expose construction workers, future hotel employees, and visitors to the hazardous materials contamination on site. **[Significant Impact]**

Mitigation Approach

Potential Exposure to Hazardous Materials in Soil Vapors: As discussed above, the project site is located in an area where high TCE concentrations were detected in shallow groundwater, soil, and soil gas. Therefore, without proper precautions, workers and surrounding residents would be exposed to TCE during demolition of the existing building and construction of the new hotel, and associated facilities such as utilities and drainage improvements. Once the building is constructed, project site employees and guests could also be exposed to TCE vapors in indoor air, similar to existing conditions.

Mitigation Measure **MM HAZ-1.1** requires the project applicant to implement a **Site Management Plan** that establishes practices for handling contaminated soil, groundwater, soil vapors, and other materials during construction. This measure also requires the implementation of an **Air Monitoring Plan** to prevent unacceptable exposure to TCE and other VOC vapors during construction.

Prior to construction, a **Response Action Plan (MM HAZ-1.2)** is required to remove or reduce the significantly high TCE concentrations in soil gas, soil, and groundwater to further reduce the potential risks to human health and the environment to levels that are protective for the planned future redevelopment and use of the project site.

Mitigation Measure **MM HAZ-1.3** requires the project applicant to provide a **Vapor Intrusion Control System Remedial Design Plan** and **Vapor Mitigation Completion Report** to the City of Mountain View and the EPA documenting installation of the vapor control measures and specifying monitoring requirements for the system.

Additional required plans include the following:

- Long-Term Operations, Maintenance, and Monitoring Plan (**MM HAZ-1.4**),
- Soil Gas and Groundwater Monitoring Location Plan (**MM HAZ-1.5**),
- Dewatering Plan (**MM HAZ-1.6**), and a
- Sanitary Sewer Sampling and Analysis Plan (**MM HAZ-1.7**) if sanitary sewer lines would be removed.

Mitigation Measure **MM HAZ-1.8** requires implementation of a **Health and Safety Plan** establishing appropriate protocols for the protection of workers during construction. The Santa Clara County Department of Environmental Health would need to review and approve the Site Management Plan for the control and disposition of non-MEW Superfund related contamination, such as petroleum products, metals, pesticides, etc.

Institutional Controls (**MM HAZ-1.9**) and **Financial Assurance** (**MM HAZ-1.10**) would ensure that exposures of future site occupants to TCE vapors would be minimized and there are resources for required mitigation measures (e.g., response actions).

In addition, the EPA and MEW OU3 potentially responsible parties may need to conduct additional soil, groundwater, and/or soil vapor sampling to determine the nature and extent of contamination and to support the design of a source control remedy and long-term monitoring. Implementation of a soil or groundwater remedy may also be required. Mitigation Measure **MM HAZ-1.11** requires the project applicant and subsequent site owners and occupants to provide access for these activities, and to comply with monitoring requirements that would be specified in covenants, conditions, and restrictions that would run with the land (i.e., included in the deed for the property).

Implementation of Mitigation Measures **MM HAZ-1.1** through **MM HAZ-1.11** would ensure that workers and the public would not be exposed to unacceptable levels of TCE or other VOCs in the soil vapors, and would reduce this significant impact to a less than significant level.

Mitigation Measures: The following mitigation measures are included in the project to reduce construction worker or future employee and visitor exposure to hazardous materials contamination.

MM HAZ-1.1: Prior to construction activities, the project applicant shall implement a Site Management and Air Monitoring Plan (SMP), that establishes management practices for handling contaminated soil, soil vapor, groundwater or other materials during construction. The SMP shall be prepared by an Environmental Professional and shall be submitted to the EPA for review and approval prior to the issuance of building permits. The approved SMP shall also be provided to the City of Mountain View and the Santa Clara County Department of Environmental Health at the time of building permit application submittal.

During construction, the applicant shall coordinate work activities with EPA and the MEW OU3 potentially responsible parties, including identifying conditions that could affect the implementation and monitoring of the vapor intrusion remedy.

The SMP shall include the protocols, means and methods to address the following during construction:

- Site control procedures to control the flow of personnel, vehicles and materials in and out of the site.
- Monitoring of vapors during the removal of the existing buildings' slab and underground waste water piping as well as any other underground features. An Environmental Professional shall be present to observe soil conditions, monitor vapors with a quantitative low level trichloroethene (TCE) analyzer, as appropriate, and determine if additional soil, soil gas, and air sampling should be performed. Protocols and procedures shall be presented for determining when soil sampling and analytical testing will be performed. If additional sampling is performed, a report documenting sampling activities (with site plans and analytical data) shall be provided to the City and EPA.

    - The low level TCE detector shall be capable of measuring to at least 1 parts per billion by volume (ppbv) or 5 micrograms per cubic meter of TCE in air.
    - Monitoring of the interior of excavations/trenches by collecting air samples prior to workers entering these trenches/excavations.
    - The monitoring results will be compared to the EPA Region 9 recommended guidance level for TCE of 7 $\mu g/m^3$ (accelerated response action level) and 21 $\mu g/m^3$ (urgent response action level) to determine if mitigation and worker protection measures are necessary. If concentrations exceed the accelerated response action level and do not recede, engineering controls, such as fans to increase ventilation or application of foam suppressant to disturbed surface areas, will be

implemented. Daily 8-hour canister sampling will continue until TCE concentrations are brought below the Middlefield-Ellis-Whisman (MEW) standard of 5 µg/m^3.

  - Should the TCE concentrations detected during the 8-hour canister sampling exceed the urgent response action level (21 µg/m^3), EPA will be notified within 24 hours.

- Workers shall not work in excavations/trenches in which there is accumulated water or in trenches/excavations in which water is accumulating, unless adequate precautions have been taken against the hazards posed by the accumulation. These measures can include PPE, shoring or water removal. Workers shall not work in excavations unless ambient air samples (Summa canisters) show contaminants of concern at concentrations less than commercial screening levels.
- Minimization of dust generation, storm water runoff and off-site tracking of soil.
- Minimization of airborne dust during demolition activities.
- Management of groundwater discharges during excavation dewatering, if required. Protocols shall be prepared to evaluate water quality and discharge/disposal alternatives. The pumped water shall not be used for on-site dust control or any other on-site use.
- Management of groundwater during long-term dewatering, if required, including protocols for extraction, treatment, and disposal of groundwater.
- Management of site risks during earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected. Worker training requirements, health and safety measures and soil handling procedures shall be described.
- Decontamination to be implemented by the Contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other offsite transfer.
- Perimeter air monitoring at the site during any activity the substantially disturbs site soil (e.g., mass grading, foundation construction excavation or utility trenching). This monitoring shall be used to document the effectiveness of dust control and vapor control measures.
- Contingency measures for previously unidentified buried structures, wells, debris, or areas of impacted soil that could be encountered during site development activities.
- Characterization and profiling of soil suspected of being contaminated so that appropriate disposal or reuse alternatives can be implemented. Soil in contact with groundwater shall be assumed contaminated. All soil excavated and transported from this site shall be appropriately disposed at a permitted facility.
- Excavated soils from deeper than approximately two (2) feet will be field-screened for the presence of VOCs. Field screening (approximately every 10 lineal feet or 5 to 10 CYs) will occur using a sensitive PID (such as the

ppbRAE 3000). Soil that is field-screened and "cleared" (less than 500 ppb_v) can be considered "clean" and can be reused for on-site fill. Potentially contaminated soil will be segregated and stockpiled at a designated, plastic-lined stockpile area.

- Protocols to segregate "clean" and "impacted" soil stockpiles.
- Evaluation and documentation of the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.
- Evaluation of the residual contaminants to determine if they will adversely affect the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion).
- Measures to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.
- Measures to prevent intrusion of contaminated water into stormwater control features including the stormwater detention pond. A Civil Engineer shall design the bottom and sides of the stormwater features to be lined with a minimum 10-mil heavy duty plastic to help prevent infiltration.
- Prior to the start of any construction activity that involves below ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) shall be provided to the Contractors for their review, and each Contractor shall provide such information to its Subcontractors.
- The project applicant's Environmental Professional shall assist in the implementation of the SMP and shall, at a minimum, perform part-time observation services during demolition, excavation, grading and trenching activities. Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP; this report shall be submitted to the City of Mountain View, the EPA, and the Santa Clara County Department of Environmental Health upon completion of the proposed development.

The Air Monitoring Plan shall assess the exposure of on-site construction workers and neighboring occupants adjoining the site to VOCs; this plan shall specify measures to be implemented if VOCs exceed threshold values.

The Site Management Plan and Air Monitoring Plan shall be submitted to the EPA for review and approval prior to construction.

In addition to the SMP and Air Monitoring Plan, the project applicant shall submit and implement the following plans and controls:

MM HAZ-1.2: Response Action Plan: Prior to construction activities, the project applicant shall submit a Response Action Plan, which will present proposed response actions as necessary to reduce high TCE concentrations and other chemicals of potential concern, and further reduce unacceptable risk to public health and safety or the environment. To accomplish the objectives stated in the preceding section, and satisfy regulatory requirements, the Response Action Plan should include the following elements:

- A description of the nature and extent of TCE, the primary chemical of concern, and other chemicals of potential concern (COPCs) at the property.
- The TCE response action levels and goals for soil gas, soil, and groundwater to be achieved by the response actions proposed in this Response Action Plan.
- A description of the treatment and implementation plan for soil, soil gas and groundwater impacted by volatile organic compounds (VOCs) at the property.

Response Action Completion Report: The applicant will be required to document the field activities and additional response actions implemented in accordance with the Response Action Work Plan.

The Response Action Plan and Response Action Completion Report shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.3: Vapor Intrusion Control Plan (Vapor Intrusion Control System Remedial Design): The applicant shall prepare a Vapor Intrusion Control System Remedial Design plan, which will describe the measures to be implemented to help prevent exposure of site occupants to VOCs in indoor air as a result of vapor intrusion.

- The Vapor Intrusion Control Plan shall require the project applicant to design the proposed structure with appropriate structural and engineering features to reduce the risk of vapor intrusion into the building. The Record of Decision (ROD) Amendment for the Vapor Intrusion Pathway, MEW Superfund Study Area (2010) and the Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway in the MEW Superfund Study Area specify the selected remedy for all future buildings. This plan shall be submitted to the EPA for review and approval prior to construction.
- Because significantly high TCE concentrations in soil gas, soil, and shallow groundwater are present on the project site, design, construction, and operation of an active sub-slab depressurization system with effluent

vapor treatment are required.

- The project applicant shall provide a Vapor Mitigation Completion Report to the City of Mountain View, the EPA, and the Santa Clara County Department of Environmental Health for review and approval. The report shall document installation of the vapor control measures identified in the Vapor Intrusion Mitigation Plan, including plans and specifications, and shall include a monitoring program (see also, Long-Term Operations, Maintenance, and Monitoring Plan).

MM HAZ-1.4: Long-Term Operations, Maintenance, and Monitoring Plan: The project applicant shall prepare a Long-Term Operations, Maintenance, and Monitoring Plan describing actions to be taken following construction to maintain and monitor the vapor intrusion mitigation system, as well as a contingency plan should the vapor mitigation system fail. This plan shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.5: Soil Gas and Groundwater Monitoring Location Plan: The project applicant shall prepare a Soil Gas and Groundwater Monitoring Well Location Plan, showing proposed post-development locations of soil gas and groundwater monitoring wells. The project applicant shall allow access to install and sample these soil gas and groundwater monitoring wells and other response action infrastructure and, if requested by EPA, shall install these wells and perform additional sampling and analyses that may be required by EPA. This plan shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.6: Dewatering Plan: If an extended period of groundwater dewatering will be required, a Dewatering Plan shall be prepared documenting the dewatering method, groundwater sampling and analyses, groundwater treatment (if required), permitting requirements, and discharge location. This plan shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.7: Sanitary Sewer Sampling and Analysis Plan (if applicable): Prior to removing or decommissioning the sanitary sewer, a Sampling and Analysis Plan shall prepared presenting the protocols for line removal and confirmation sampling. This plan shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.8: Health and Safety Plans: Each contractor working at the project site shall prepare a Health and Safety Plan (HSP) that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. Workers conducting site investigation and earthwork activities in areas on contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)). This document shall be provided to the City of Mountain View, EPA, and the Santa Clara County Department of Environmental Health for review. The contractor shall be responsible for the health and safety of their employees as well as for

compliance with all applicable federal, state, and local laws and guidelines. Upon construction completion, an environmental regulatory closure report should be prepared demonstrating that the soil and groundwater were handled according to requirements of the SMP.

MM HAZ-1.9: The applicant shall coordinate with the EPA and the City of Mountain View to implement institutional controls on the project site.

- Institutional Controls are non-engineered instruments of control, such as administrative and legal controls that help to minimize the potential for human exposure to contamination and/or protect the integrity of the response action. Institutional Controls will be implemented through the City's planning and permitting procedures which will ensure that the appropriate remedy is applied to particular building construction.

MM HAZ-1.10: The applicant shall be responsible for working with the EPA and the City of Mountain View to provide financial assurance.

- Financial Assurance: The applicant shall provide proof that adequate funds are available for long-term maintenance and monitoring of the vapor intrusion mitigation system.

MM HAZ-1.11: The project applicant and subsequent owners and occupants shall provide access to the project site and cooperate with the EPA and MEW OU3 potentially responsible parties during the implementation of any subsequent groundwater or soil vapor investigations or remediation as well as implementation of additional vapor intrusion remediation, if required. In addition, the project applicant and subsequent site owners and occupants shall provide access for future indoor air and soil vapor monitoring activities and shall not interfere with the implementation of remedies selected by the EPA. These requirements shall be specified in Covenants, Conditions and Restrictions that shall run with the property.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.8.3.2 On-Site Sources of Contamination: Existing Structures, Demolition and Disposal

Based on the estimated age of the existing on-site buildings, asbestos-containing materials (ACM) and lead-based paint may be present in some building materials. Building demolition could result in the release of these materials to the environment, if appropriate control measures are not implemented.

Impact HAZ-2: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. **[Significant Impact]**

Mitigation Measures: To reduce the potential for construction workers and adjacent uses to encounter hazardous materials contamination from ACMs and lead-based paint, the following mitigation measures are included in the project.

MM HAZ-2.1: The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level:

- In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures.

- A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- Because demolition is planned, the removal of lead-based paint is not required if it is bonded to the building materials. However, if the lead-based paint is flaking, peeling, or blistering, it shall be removed prior to demolition. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- All universal wastes, lubrication fluids and CFCs and HCFC's shall be removed before structural demolition begins.

[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

4.8.3.3 *On-Site Sources of Contamination: Hazardous Materials Use by Proposed Uses*

The project proposes to construct a hotel on the project site. There is a potential for the redevelopment on the site to include the use, storage, transport, or disposal of hazardous materials. Depending on the nature of the use of such materials at the site, there is a potential for these activities to impact other uses in the vicinity. If future uses on the site involve the use, storage, transport, or disposal of hazardous materials, the site operator will be required to comply with federal, state, and local requirements for managing hazardous materials. Depending on the type and quantity of hazardous materials, these requirements could include the preparation of, implementation of, and training in the plans, programs, and permits prepared for the site, and compliance would be monitored and enforced during the permitting process for these activities.

The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Yew Chung International School of Silicon Valley and the German International School of Silicon Valley are both located at 310 Easy Street, about 0.28 miles south of the edge of the project site, at the site of the former Whisman Elementary School.

4.8.3.4 *Off-site Hazards*

The proposed project site is approximately 4,000 feet west of the Moffett Federal Airfield, the closest airport to the project site. Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use. The project site is not within the airport safety zone for Moffett Federal Airfield, however, the project is within the airport influence area for Moffett Federal Airfield. For this reason, as a condition of approval, the project will be referred to the Santa Clara County Airport Land Use Commission for a determination of consistency with the adopted Moffett Field Comprehensive Land Use Plan.

The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project site is located in a developed urban area and would not expose people or structures to wildland fires. These hazards would not present a significant impact to those living or working at the project site.

4.8.4 Summary of Hazardous Materials Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact HAZ-1: Residual hazardous materials contamination in site soils and groundwater could expose construction workers or future hotel employees and visitors to the hazardous materials on site.	Significant	**MM HAZ-1.1 to MM HAZ-11:** To minimize exposures to trichloroethene (TCE) vapors, the proposed project shall prepare and implement hazardous materials plans and reports that meet EPA requirements.	Less Than Significant
Impact HAZ-2: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition.	Significant	**MM HAZ-2.1:** The proposed project shall implement measures to reduce hazardous materials impacts related to ACMs and lead-based paint, as required by local, state, and federal laws.	Less than Significant

4.8.5 Conclusion

With implementation of the mitigation measures listed above, the proposed project would not result in significant hazardous materials impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Regulatory Background

4.9.1.1 *Federal Emergency Management Agency*

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

The Federal Emergency Management Agency (FEMA) manages the NFIP and creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate other flood hazard areas. A 100-year floodplain zone is the area that, based on historical data, has a one in one hundred (one percent) chance of being flooded in any one year. Portions of the City are identified as special flood hazard areas with a one or two percent annual chance of flooding (also known as the 100-year and 500-year flood zones), as determined by the FEMA NFIP.

4.9.1.2 *Water Quality (Non-point Source Pollution Program)*

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Mountain View area is the San Francisco Regional Water Quality Control Board (Water Board).

Statewide Construction General Permit

The State Water Resources Control Board has implemented a NPDES Construction General Permit (CGP) for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. The CGP, which became effective July 1, 2010, includes additional requirements for training, inspections, record keeping, reporting, and for projects of certain risk levels, monitoring.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay Water Board also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of Mountain View. Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the MRP require all of the

post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities.

Impaired Water Bodies (Section 303(d))

Pursuant to the Clean Water Act Section 303(d), the State of California assesses the water quality of the state's waterways to determine if they contain pollutants in concentrations that exceed federal standards. Total Maximum Daily Load (TMDL) programs are established by the State and Regional Water Quality Control Boards (Water Boards) for waterways that exceed these limits. A TMDL is a calculation of the maximum amount of a pollutant that body of water can receive and still meet water quality standards. A body of water is deemed 'impaired' if, despite the use of pollution control technologies, pollutant concentrations exceed the standards.

Stormwater runoff from the project site drains into Stevens Creek, and subsequently to San Francisco Bay.

4.9.2 Existing Setting

4.9.2.1 *Water Quality*

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

4.9.2.2 *Groundwater*

Previous investigations of the area have identified three principle aquifer units, separated by silt and clay aquitards. The uppermost aquifer (A) extends generally from a depth of approximately five feet to 65 feet below ground surface (bgs) and is divided into two zones by a discontinuous, low permeability aquitard. The A1 aquifer zone extends from a depth of five feet to 30 feet bgs and the A2 aquifer zone extends from 35 to 65 feet bgs. Groundwater in the A aquifer is reported to flow generally north-northwest, toward San Francisco Bay.[21] The depth to groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors.

Local groundwater flow in these units is reported to the north-northwest. The depth to groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors.

[21] Compliance & Closure, Inc. Memorandum. "Re: Review of Existing VOC Field Data." July 15, 2013.

4.9.2.3 *Stormwater Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. A 60-foot long and 12-inch diameter storm drain is located on the northeast side of the building, which connect to the 81-inch City storm drain main located in Leong Drive. This storm line runs through an easement on the County Inn property (approximately east to west) and in close proximity to the site's southwestern boundary, then turns and continues in Leong Drive and Evandale Avenue.

The existing site is developed with one single-story building containing approximately 3,800 square feet of commercial space. The site is also developed with a paved parking lot and driveways, as well as landscaping and utilities. The site is almost entirely paved; it currently contains approximately 75 percent impervious surfaces and approximately 25 percent pervious surfaces.

4.9.2.4 *Flooding*

There are no significant topographical or water features on the project site. The nearest creek to the site is Stevens Creek, approximately 800 feet west of the project site. Stevens Creek flows northward toward the San Francisco Bay, which is located approximately 1.7 miles north of the project site.

The project site is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood".[22]

4.9.2.5 *Other Inundation Hazards*

The Association of Bay Area Governments (ABAG) compiles the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area.

The Mountain View dam hazard map contained within the 2030 General Plan EIR shows that the project site is not located within a dam failure inundation hazard zone.[23]

The site is not located near a large enclosed body of water, near the ocean, or in a landslide hazard zone. Therefore, it is not vulnerable to inundation by seiche, tsunami, or mudflow, and is not subject to a sea-level rise of up to 55 inches.[24]

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[22] Federal Emergency Management Agency. *Flood Insurance Rate Maps, Community Panel Numbers 06085C0037H* and *06085C0039H.* Map. Effective Date: May 18, 2009.
[23] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 2011. Figure IV.H-3.
[24] City of Mountain View. Prepared by ESA PWA with AMEC, HDR, SCI, and HT Harvey. *Final Draft -- Shoreline Regional Park Community Sea Level Rise Study: Feasibility Report and Capital Improvement Program.* December 18, 2012.

4.9.3 Environmental Checklist and Discussion of Impacts

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1, 3, 4
2) 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)?	☐	☐	☐	☒	1, 14
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐	1, 16
4) 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?	☐	☐	☐	☒	1, 16
5) 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?	☐	☐	☒	☐	1, 3
6) Otherwise substantially degrade water quality?	☐	☐	☒	☐	1, 4
7) 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?	☐	☐	☒	☐	1, 16

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	1,16
9) 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?	☐	☐	☐	☒	1, 16, 17, 18
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1, 3, 18

4.9.3.1 *Construction Water Quality Impacts*

Implementation of the project would require demolition, paving, and grading of the site, activities that would temporarily increase the amount of unconsolidated materials on-site. Grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or the San Francisco Bay.

Implementation of the project would result in the disturbance of most of the site, which is approximately 1.15 acres in size. As a result, the project would disturb more than one acre and would be required to comply with the State of California General Construction Permit. The project would also be required to comply with the City of Mountain View's requirements for reducing erosion and sedimentation during construction, which are described below.

Following the implementation of appropriate stormwater treatment measures, the proposed project, when completed, would increase the amount of pervious on site from approximately 25.1 percent to approximately 27.5 percent, and therefore would decrease the amount of runoff or pollutants flowing into the storm drain system compared to existing conditions. Construction and grading activities could, however, temporarily increase pollutant loads. With the implementation of the following measures, which are required by the City as conditions of approval and are based on Water Board requirements, impacts to water quality during construction would be less than significant.

Standard Conditions of Approval:

- State of California Construction General Stormwater Permit: A "Notice of Intent" (NOI) and "Stormwater Pollution Prevention Plan" (SWPPP) shall be prepared for construction projects disturbing one (1) acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

- Construction Best Management Practices: Construction BMPs shall be implemented for reducing the volume of runoff and pollution in runoff to the maximum extent practicable

during site excavation, grading, and construction. All measures shall be included in the project's Stormwater Management Plan (described below) and printed on all construction documents, contracts, and project plans. These would include:

- Restrict grading to the dry season or meet City requirements for grading during the rainy season.
- Use effective, site-specific erosion and sediment control methods during the construction periods. Provide temporary cover of all disturbed surfaces to help control erosion during construction. Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.
- Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff. Cover stockpiles with secure plastic sheeting or tarp.
- Implement regular maintenance activities such as sweeping driveways between the construction area and public streets. Clean sediments from streets, driveways, and paved areas on-site using dry sweeping methods. Designate a concrete truck washdown area.
- Dispose of all wastes properly and keep site clear of trash and litter. Clean up leaks, drips, and other spills immediately so that they do not contact stormwater.
- Place fiber rolls or silt fences around the perimeter of the site. Protect existing storm and sewer inlets in the project area from sedimentation with filter fabric and sand or gravel bags.

- Construction Sediment and Erosion Control Plan: The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should also include routine street sweeping and storm drain catch basin cleaning. The plan should include installation of the following items where appropriate:

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

4.9.3.2 *Stormwater Drainage and Post-Construction Water Quality Impacts*

The proposed project would construct one three-story, 74-room hotel with one level of sub-grade parking, surface parking, new landscaping, and new utility infrastructure. The proposed project would be required to increase the percentage of pervious area on the site. Although impervious surfaces would be reduced with implementation of the project, the project site area is greater than 10,000 square feet; therefore, it would be required to comply with the MRP.

Since the site is affected by contaminated groundwater, infiltration of stormwater into groundwater is not recommended. Mitigation measure MM HAZ-1.1 in *Section 4.8, Hazards and Hazardous*

Materials of this Initial Study identifies specific design constraints for the vegetated swales and water features on the site, as follows:

- Measures to prevent intrusion of contaminated water into stormwater control features including the stormwater detention pond. A Civil Engineer shall design the bottom and sides of the stormwater features to be lined with a minimum 10-mil heavy duty plastic to help prevent infiltration.

The following measures, based on Water Board requirements and required as conditions of approval, have been included in the project to reduce stormwater runoff impacts from project implementation:

- The project shall comply with the requirements of the MRP, as well as other local, state, and federal requirements. Specifically, the project shall comply with provision C.3 of the MRP, which provides enhanced performance standards for the management of stormwater for new development.

- Landscape Design: For non-residential buildings, landscape design shall minimize runoff and promote surface filtration. Examples include:

  - No steep slopes exceeding 10 percent;
  - Using mulches in planter areas without ground cover to avoid sedimentation runoff;
  - Installing plants with low water requirements; and
  - Installing appropriate plants for the location in accordance with appropriate climate zones.

- Efficient Irrigation: For residential and nonresidential buildings: common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include:

  - Setting irrigation timers to avoid runoff by splitting irrigations into several short cycles;
  - Employing multi-programmable irrigation controllers;
  - Employing rain shutoff devices to prevent irrigation after significant precipitation;
  - Use of drip irrigation for all planter areas which have a shrub density that will cause excessive spray interference of an overhead system; and
  - Use of flow reducers to mitigate broken heads next to sidewalks, streets and driveways.

- Outdoor Storage Areas (Including Garbage Enclosures): Outdoor storage areas (for storage of equipment or materials which could decompose, disintegrate, leak or otherwise contaminate stormwater runoff), including garbage enclosures, shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following:

  - Paving the area with concrete or other nonpermeable surface;
  - Covering the area; and
  - Sloping the area inward (negative slope) or installing a berm or curb around its perimeter. There shall be no storm drains in outdoor storage areas.

- Stormwater Treatment: Stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document titled, "Stormwater Quality Guidelines

for Development Projects." The City's guidelines also describe the requirement to select Low Impact Development (LID) types of stormwater treatment controls, the types of projects that are exempt from this requirement, and the Infeasibility and Special Projects exemptions from the LID requirement.[25] Examples of LID measures include rainwater capture, infiltration, flow-through planters, and bioretention areas or basins. The project proposes to employ a combination of numerically-sized bioswales and bioretention areas that would control the flow and improve the quality of stormwater runoff on site. Water would ultimately drain to the public storm drain system.

- The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

The proposed project would reduce impervious surfaces on the site, reducing peak stormwater runoff. Since the total runoff would decrease, and since the existing storm drainage system has adequate capacity for the existing developed site, the proposed project would not exceed the capacity of the existing storm drainage system.

4.9.3.3 *Groundwater Impacts*

Based on subsurface investigations for parcels near the project site, groundwater would be expected at approximately 5 to 15 below ground surface, although groundwater depths fluctuate seasonally. Shallow groundwater in the vicinity of the project site is not used for drinking water.

The project proposes to construct a sub-grade parking garage, and groundwater may be encountered during construction and development activities. Mitigation measures to protect the users of the building and construction workers from contaminated groundwater are discussed in *Section 4.8, Hazards and Hazardous Materials* of this Initial Study.

4.9.3.4 *Flooding Impacts*

The site is located within Flood Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood." Construction on the site would not expose people or structures to flooding risks.

[25] Mountain View Fire Department. *Stormwater Quality Guidelines for Development Projects.* Available at: http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=13392 Accessed November 7, 2016.

4.9.3.5 *Other Inundation Hazards (Including Projected Sea-Level Rise)*

The Mountain View dam hazard map shows that the project site is not located within a dam failure inundation hazard zone.

The site is not located near a large body of water, near the ocean, or in a landslide hazard zone. Therefore, it is not vulnerable to inundation by seiche, tsunami, or mudflow, and would not be subject to a sea-level rise of up to 55 inches.

4.9.4 Conclusion

With implementation of the best management practices and conditions of approval, the project would result in a less than significant impact on stormwater quality. The project would not deplete the groundwater supply, increase peak stormwater runoff off-site, or expose people or structures to flood inundation hazards. **[Less Than Significant Impact]**

4.10 LAND USE

'Land use' is a term that describes different types of activities that occur in a particular area. For example, different areas in Mountain View contain homes, retail stores, industry, parks, open spaces, and public facilities, such as schools. Mountain View includes a mixed-use Downtown core, distinct residential neighborhoods and commercial corridors, and industrial areas, each embodying a character that makes it unique.

Local land use is governed by the City's General Plan, which in turn provides the basis for the City's Zoning Ordinance, precise plans and design guidelines. The current Mountain View 2030 General Plan and City's Zoning Ordinance are described below.

4.10.1 Land Use Plans and Regulations

4.10.1.1 *Mountain View 2030 General Plan*

The General Plan provides the City with goals and policies that reflect shared community values, potential change areas, and compliance with state law and local ordinances, and provides a guide for future land use decisions. The current *Mountain View 2030 General Plan* was adopted by the City Council in July 2012, and provides the City a guide for future land use decisions in the city.

4.10.1.2 *City of Mountain View Zoning Ordinance*

As a long-range planning document, the General Plan outlines long-term visions, policies, and actions designed to shape future development within Mountain View. The Zoning Ordinance serves as an implementing tool for the General Plan by establishing detailed, parcel-specific development regulations and standards in each area of the City. Although the two are distinct documents, the Mountain View General Plan and Zoning Ordinance are closely related, and state law mandates that zoning regulations be consistent with the General Plan maps and policies.

4.10.2 Existing Setting

The proposed site is located on a 1.15-acre site in north-central Mountain View, on Assessor's Parcel Number (APN) 153-19-001. The project site is southeast of the U.S. 101/Moffett Boulevard interchange in the North Whisman neighborhood. Moffett Boulevard, Leong Drive, and Fairchild Drive provide access to the site. Surrounding land uses include an on-ramp from Moffett Boulevard to southbound U.S. 101 to the northwest, the County Inn hotel adjacent to the project site to the southwest, commercial uses across Leong Drive to the east, and residential uses south of the site across Leong Drive.

The project site was primarily agricultural land until it was developed for commercial uses, in approximately 1971.

4.10.2.1 *Existing General Plan Land Use Designation*

The project site has the existing General Plan land use designation of *Neighborhood Commercial* in the Mountain View 2030 General Plan. Neighborhood Commercial areas promote commercial

activity for surrounding neighborhoods, with retail and service businesses such as grocery stores, cleaners, restaurants, beauty salons and similar types of uses.

The following guidelines apply to the *Neighborhood Commercial* land use designation.

- *Allowed Land Uses:* Commercial with retail and personal services; parks, plazas and open space
- *Intensity:* 0.35 FAR
- *Height Guideline:* Up to two stories

4.10.2.2 *Existing Zoning District*

The project site has an existing zoning district of *Evandale Precise Plan (P32)*. The Precise Plan, adopted in 1997, has the objective to encourage infill development and redevelopment that integrates this area into the larger Whisman residential neighborhood. It encourages new residential development on the easterly side of the area and neighborhood commercial development on the westerly side.

The project site is located in Area A of the Precise Plan. The objective of Area A is to strengthen and unify the area as a neighborhood commercial center that serves the larger Whisman Area. Allowed uses in Area A include: 1) neighborhood commercial uses permitted as principal, accessory and conditional uses in the *Neighborhood Commercial (CN)* zone district, and 2) motels and hotels.

Additional design standards for Area A are included in the Precise Plan. These design standards include:

1. The development standards for the *Neighborhood Commercial (CN)* zone shall apply with the following additional requirements.

2. Pedestrian Entrances. New buildings shall have at least one entrance facing the residential area, or the site design shall incorporate well lighted, attractive pedestrian pathways from the residential area to other entrances. Existing buildings are strongly encouraged to develop similar entrances in order to foster the orientation of this center towards the residential areas.

3. Parking. Parking shall conform to Section 36.37 of the Zoning Ordinance, including the following provisions regarding reductions in off-street parking:

    a) The Zoning Administrator may grant a Conditional Use Permit for a reduction in off-street parking requirements if multiple uses or properties cooperatively establish and operate the facilities and if the uses generate their primary parking demands during different hours of the day. Approval shall be pursuant to Section 36.37.050.

    b) Parking areas for any given lot or building shall be designed to encourage mutual access for both vehicles and pedestrians on adjacent lots or buildings.

4. Landscaping. A minimum of 15 percent of each parcel shall be landscaped, and this shall include an eight-foot wide landscape strip behind the front property line. Mutual development of landscape areas is encouraged.

5. Signs. Signs are permitted in accordance with the *CN* zone, with special provisions as described in the Precise Plan.

4.10.3 Environmental Checklist and Discussion of Impacts

LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Physically divide an established community?	☐	☐	☒	☐	1, 2, 3
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	1, 2, 3, 4
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1, 11

4.10.3.1 *Land Use Impacts*

Community Impacts

The project would demolish the existing restaurant uses and construct a hotel on the project site. The project would not physically divide an established community within the City, as it would develop similar commercial uses on the site.

Land Use Compatibility Impacts

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope.

Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritation and annoyance to potentially significant effects on human health and safety.

The area surrounding the proposed project site consists of commercial and residential uses on the east, south, and southwest. Commercial uses are located directly across Leong Drive from the project site, and the closest residential uses are located south and southwest of the project site at 819-809 Leong Drive. The proposed three-story building would be separated from Leong Drive by sidewalks and landscaping, and would be approximately 100 feet from the nearest residential building.

Project construction could cause temporary noise and air quality impacts to existing residential uses, as discussed further in *Section 4.3, Air Quality* and *Section 4.12, Noise* of this Initial Study. Mitigation and avoidance measures are included in the proposed project design that would reduce these impacts to a less than significant level. Following construction, the hotel proposed for the site would be compatible with the surrounding uses, and would not result in significant environmental impacts.

Conflict with Environmental Plans, Policies, or Regulations

CEQA requires consideration of whether a proposed project may conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This environmental determination differs from the larger policy determination of whether a proposed project is consistent with a jurisdiction's land use policies and regulations. The CEQA determination is based on, and limited to, a review and analysis of environmental matters.

The project site's use and development is governed by the City's General Plan and Zoning Ordinance. The overall project consistency determination is made by the decision-making body of the jurisdiction and is based on broad local discretion to assess whether a proposed project conforms to the policies and objectives of its General Plan and its zoning regulations as a whole. The decision-making body may determine that the proposed project is or is not consistent with these land use policies and regulations despite any conclusion regarding conflicts with land use and planning set out in the CEQA document.

The project site is designated *Neighborhood Commercial* in the adopted Mountain View 2030 General Plan, which allows development up to an FAR of 0.35 and a height guideline of up to two stories. The project's proposed height of three stories and floor area ratio (FAR) of 0.81 would exceed the guidelines for the *Neighborhood Commercial* designation, but would be allowed with the provision of significant public benefits or to advance larger General Plan goals or policies.

The General Plan allows for the FAR and height to be exceeded through zoning or precise plan standards to advance larger General Plan goals or policies. The project would provide community amenities and public benefits, such as use of the conference room by the public.

The project would operate under the existing *Evandale Precise Plan (P32)* zoning with approval of a Conditional Use Permit (CUP). The proposed hotel would operate under the existing Precise Plan zoning district per the City of Mountain View Municipal Code. The proposed project would be constructed at a density above the 0.35 FAR allowed by the Precise Plan for the site.

The project would be located in an urban area and developed in a manner consistent with City policies designed to reduce environmental effects including, but not limited to, transportation, air quality, noise, hazardous materials, water quality, and biological resources. The land use compatibility discussion above also discusses whether implementation of the project would conflict with the City's General Plan policies or regulations related to avoiding or mitigating an environmental effect, specifically in terms of the compatibility of land uses. Based upon a review of City of Mountain View Plans and zoning regulations, the project would not substantially conflict with environmental plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

4.10.3.2 *Habitat Conservation Plans*

The project site is not included within the area of the Santa Clara Valley Habitat Plan, or any other habitat plan.

4.10.4 Conclusion

The proposed project would not result in a significant land use impact. **[No Impact]**

4.11 MINERAL RESOURCES

4.11.1 Existing Setting

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, limestone, and mercury. The project site is not located within a Mineral Resource Zone area containing known mineral resources, nor is the project site within an area where they are likely to occur.

4.11.2 Environmental Checklist and Discussion of Impacts

MINERAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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?	☐	☐	☐	☒	1, 2, 3
2) 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?	☐	☐	☐	☒	1, 2, 3

4.11.2.1 *Mineral Resources Impacts*

The proposed project site is within a developed urban area and it does not contain any known or designated mineral resources.

4.11.3 Conclusion

The project would not result in a significant impact from the loss of availability of a known mineral resource. **[No Impact]**

4.12 NOISE

The discussion in this section is based on an "Environmental Noise Assessment" completed for the project by *Illingworth & Rodkin, Inc.* in December 2016, and a "Noise Assessment Study" completed for the project by *Edward L. Pack Associates, Inc.*, in November 2010. These reports are attached to this Initial Study as Appendix D.

4.12.1 Background Information

Noise may be defined as unwanted sound. Acceptable levels of noise vary from land use to land use. In any one location, the noise level will vary over time, from the lowest background or ambient noise level to temporary increases caused by traffic or other sources. State and federal standards have been established as guidelines for determining the compatibility of a particular use with its noise environment.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or **dBA**.[26] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, different types of noise descriptors are used to account for this variability. Typical noise descriptors include maximum noise level (L_{max}), the energy-equivalent noise level (L_{eq}), and the day-night average noise level (**L_{dn}**). The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses. For the energy-equivalent sound/noise descriptor called **L_{eq}** the most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable.

Since the sensitivity to noise increases during the evening hours, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Day/Night Average Sound Level, **L_{dn}** (sometimes also referred to as DNL), is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 p.m. and 7:00 a.m. The Community Noise Equivalent Level (CNEL) is a 24-hour A-weighted noise level from midnight to midnight after the addition of five dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

[26] The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. All sound levels in this discussion are A-weighted, unless otherwise stated.

4.12.2 Regulatory Setting

4.12.2.1 *2013 California Building Code*

The current 2013 California Building Code (CBC) does not place limits on interior noise levels attributable to exterior environmental noise sources, but such limits have been contained in all prior versions of the CBC dating back to 1974. The California Department of Housing and Community Development (HCD) has proposed reinstating these regulations to the building code. Because these previous standards are considered good acoustical practice, and are likely to be reinstated, this report considers the exterior sound transmission control standards for new apartment houses, and dwellings other than detached single-family dwellings as set forth in the 2010 California Building Code (Chapter 12, Section 1207.11) to be in place for this analysis. This chapter of the 2010 CBC limits interior noise levels attributable to exterior environmental noise sources shall not exceed 45 dBA L_{dn} in any habitable room. When exterior noise levels (the higher of existing or future) where residential structures are to be located exceed 60 dBA L_{dn}, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise limit.

4.12.2.2 *Santa Clara County Airport Land Use Commission, Airport Land Use Plan*

The Santa Clara County Airport Land Use Commission prepares an Airport Land Use Plan that provides for orderly growth of the area surrounding each public airport in Santa Clara County (Moffett Federal Airfield, San Jose International Airport, Palo Alto Airport, Reid-Hillview Airport, and South County Airport). These plans are intended to minimize the public's exposure to excessive noise and safety hazards. The ALUC has established provisions for regulating land use, building height, safety, and noise insulation within these areas that are adjacent to each of the airports "referral boundaries."

The ALUC also reviews the general and specific plans prepared by local agencies (including Mountain View) for consistency with the ALUC plan. Recommendations made by the ALUC are advisory in nature to the local jurisdictions, not mandatory.

4.12.2.3 *City of Mountain View 2030 General Plan*

Chapter 7 of the City of Mountain View 2030 General Plan establishes 65 dBA L_{dn} as the upper noise level limit of compatibility for multi-family residential developments and hotels. Goals and policies contained in the 2030 General Plan that would be applicable to the proposed project include:

Goal NOI-1: Noise levels that support a high quality of life in Mountain View.

POLICY NOI 1.1: Land Use Compatibility. Use the Outdoor Noise Acceptability Guidelines as a guide for planning and development decisions.

POLICY NOI 1.2: Noise-Sensitive Land Uses. Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:

- New single-family developments shall maintain a standard of 65 dBA L_{dn} for exterior noise in private outdoor active use areas.
- New multi-family residential developments shall maintain a standard of 65 dBA L_{dn} for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.
- Interior noise levels shall not exceed 45 dBA L_{dn} in all new single-family and multifamily 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 (L_{max}) 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 1.3: Exceeding Acceptable Noise Thresholds. If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction requirements to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.

POLICY NOI 1.4: Site Planning. Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land Use Compatibility) and in NOI 1.2 (Noise Sensitive Land Uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.

POLICY NOI 1.5: Reduce the noise impacts from major arterials and freeways.

POLICY NOI 1.6: Sensitive Uses. Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals, and child-care facilities.

POLICY NOI 1.7: Stationary sources. Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.

POLICY NOI 1.8: Moffett Federal Airfield. Support efforts to minimize noise impacts from Moffett Federal Airfield in coordination with Santa Clara County's Comprehensive Land Use Plan.

4.12.2.4 *City of Mountain View Municipal Code*

The City of Mountain View limits noise from stationary equipment in Section 21.26 of the City Code. The maximum allowable noise level is 55 dBA during the day and 50 dBA at night unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of residents subjected to such noise and the use has been granted a permit by the Zoning Administrator.

Section 8.70.1 prohibits construction prior to 7:00 a.m. or after 6:00 p.m., Monday through Friday, and at any time on Saturday, Sunday, or holidays unless prior written approval is granted by the building official.

4.12.3 Existing Noise Conditions

The project site is located southeast of the U.S. 101/Moffett Boulevard interchange and northwest of Leong Drive. Noise-sensitive land uses in the project vicinity include single-family residences, located south of the site and opposite Leong Drive, and two hotels; one bordering the site to the southwest (County Inn) and the second located to the northeast on Fairchild Drive. One-story commercial land uses are located across Leong Drive to the east.

The existing noise environment at the project site was quantified between November 16 and 17, 2010 at a location on the roof of the existing vacant Denny's restaurant, approximately 450 feet from the centerline of U.S. 101 and 21 feet above the existing site grade.[27] This location was representative of the noise environment expected at the northeast facade of the proposed three-story hotel. Hourly average noise levels during the day time ranged from 63 to 66 dBA L_{eq} and nighttime hourly average noise levels ranged from 58 to 66 dBA L_{eq}. The day-night average noise level was 69 dBA.

Illingworth & Rodkin, Inc. (I&R) measured noise levels in June 2015 for a neighboring project-specific study at the junction of Moffett Boulevard, U.S. 101, and State Route 85 (SR 85). The data collected in 2015 correlated well with the 2010 noise measurements, confirming that noise levels have not significantly changed during the five year period. Therefore, the noise levels measured in 2010 continue to be applicable to this project.

4.12.4 Environmental Checklist and Discussion of Impacts

NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
1) 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?	☐	☒	☐	☐	1, 2, 3, 4, 19
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1, 2, 3, 4, 19

[27] Edward L. Pack Associates, Inc. "Noise Assessment Study for the Planned 'Holiday Inn Express' Hotel, 870 Leong Drive, Mountain View." November 18, 2010. (Appendix D)

NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 2, 3, 4, 19
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 2, 3, 4, 19
5) 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?	☐	☐	☒	☐	1, 19
6) 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?	☐	☐	☐	☒	1, 15, 19

4.12.4.1 *Noise and Land Use Compatibility Impacts*

As established by Policy NOI 1.2 in the City's 2030 General Plan, private and community outdoor recreation use areas at multi-family residential and hotel land uses should be maintained at or below 65 dBA L_{dn} to be considered "normally acceptable" with the noise environment by the City of Mountain View. These noise standards would not apply to private decks or balconies. For interior noise environments at multi-family residential and hotel developments, noise levels should be maintained at or below 45 dBA L_{dn}.

The future noise environment at the project site would continue to result from traffic along U.S. 101, Moffett Boulevard, and local roadways. Based on a review of the data contained in the City of Mountain View's 2030 General Plan and Greenhouse Gas Reduction Program EIR, and the project's traffic study completed by *Fehr & Peers* in May 2017, traffic noise levels in the area are anticipated to increase by two dBA L_{dn} under "Cumulative Plus Project" peak hour traffic conditions. Therefore, the future noise environment would be up to 71 dBA L_{dn} at a distance of 450 feet from the centerline of U.S. 101.

Future Exterior Noise Environment

A review of the site plan indicates that the project would construct a common outdoor use area (ground-level patio) along the southeast façade of the hotel adjacent to Leong Drive. The outdoor use area would be partially shielded from U.S. 101 and Moffett Boulevard traffic noise by the proposed hotel building. Future noise levels are calculated to reach 66 dBA L_{dn} at the patio, falling into the "conditionally acceptable" noise and land use compatibility category for hotels, and exceeding the City's 65 dBA L_{dn} exterior noise level threshold by one dBA L_{dn}.

Future Interior Noise Environment

The State of California and the City of Mountain View require that interior noise levels attributable to exterior environmental noise sources not exceed 45 dBA L_{dn}. When exterior noise levels (the higher of existing or future) exceed 60 dBA L_{dn}, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise limit.

Exterior noise levels throughout the project site would be greater than 60 dBA L_{dn}, with the highest future noise exposures occurring at facades nearest the U.S. 101/Moffett Boulevard interchange. Future noise levels at these facades were calculated by *Edward L. Pack Associates, Inc.* to reach 69 dBA L_{dn} at first floor elevations, 70 dBA L_{dn} at second floor elevations, and 71 dBA L_{dn} at third floor elevations (Appendix D).

Interior noise levels would vary depending on the design of the buildings (relative window area to wall area) and construction materials and methods. Standard construction provides approximately 15 dBA of exterior to interior noise reduction assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. In exterior noise environments ranging from 60 to 65 dBA L_{dn}, interior noise levels can typically be maintained below state standards with the incorporation of an adequate forced air mechanical ventilation system in each residential unit, allowing the windows to be closed. In noise environments of 65 dBA L_{dn} or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit.

Impact NOISE-1: **Noise and Land Use Compatibility.** The proposed hotel building would be exposed to exterior noise levels up to 71 dBA L_{dn}, and exterior noise levels at the proposed common outdoor use area would exceed 65 dBA L_{dn} without the implementation of mitigation measures. Interior noise levels would be expected to exceed 45 dBA L_{dn} without the incorporation of noise insulation features into the project's design. **[Significant Impact]**

Mitigation Measures: The following mitigation measures are included in the project to reduce future noise impacts to exterior and interior hotel areas:

MM NOISE-1.1: Construct a minimum five-foot high noise barrier at the north and east boundaries of the proposed patio. The barrier shall be solid over the face and

at the base of the barrier (e.g., free of gaps or cracks) and constructed from materials with a minimum surface weight of three (3) lbs/ft^2. The proposed barrier would reduce exterior noise levels within the proposed patio to 63 dBA L_{dn}, meeting the City's 65 dBA L_{dn} exterior noise level threshold.

MM NOISE-1.2: A qualified acoustical consultant shall review final site plan, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by state noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dBA L_{dn} or lower. The specific determination of what noise insulation treatments are necessary will be conducted on a room-by-room basis. The results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit.

MM NOISE-1.3: Special building techniques (e.g., sound-rated windows and building facade treatments) will be required to maintain interior noise levels at or below acceptable levels. These treatments would include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, protected ventilation openings, etc. Preliminary calculations made by *Edward L. Pack Associates, Inc*. in November 2010 indicate that windows with a minimum Sound Transmission Class (STC)[28] rating of 31 will be needed at all interior spaces on the northwest, northeast, and southeast facades to maintain noise levels at or below 45 dBA L_{dn}. Standard construction methods would be sufficient for spaces along the southwest facade.

MM NOISE-1.4: Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for first floor common areas and all guest rooms, so that windows could be kept closed at the occupant's discretion to control noise. Preliminary calculations made by *Edward L. Pack Associates, Inc*. indicate that Packaged Terminal Air Conditioner (PTAC) units with a minimum STC rating of 22 will be needed at all guest spaces on the northwest, northeast, and southeast facades to maintain noise levels at or below 45 dBA L_{dn}. Guest space PTAC units on the on the southwesterly facade do not require an STC rating.

[Less than Significant Impact with Mitigation Measures Included in the Project]

[28] Sound Transmission Class (STC): A single figure rating designed to give an estimate of the sound insulation properties of a partition. Numerically, STC represents the number of decibels of speech sound reduction from one side of the partition to the other. The STC is intended for use when speech and office noise constitute the principal noise problem.

Airport Noise

The Santa Clara County ALUC has jurisdiction over new land uses in the vicinity of airports, and establishes 65 dBA CNEL as the maximum allowable noise level considered compatible with residential uses. The project site is located less than one mile southwest of Moffett Federal Airfield. A review of the Santa Clara County Comprehensive Land Use Plan and a noise contour map in the City of Mountain 2030 General Plan indicates that the project site is located outside the 65 dBA CNEL contour line for aircraft activities at Moffett Airfield. Based on this, exposure to airport noise would be a less than significant impact.

4.12.4.2 Noise Impacts from the Project

Noise from Project Traffic

Typically, a significant permanent noise increase would occur if the project would increase noise levels at noise-sensitive receptors by three dBA L_{dn} or greater where ambient noise levels exceed the "normally acceptable" noise level standard. Where ambient noise levels are at or below the "normally acceptable" noise level standard, noise level increases of five dBA L_{dn} or greater would be considered significant. According to the City's 2030 General Plan, the "normally acceptable" outdoor noise level standard for the nearby single-family residences would be 55 dBA L_{dn}, and existing ambient levels exceed this threshold. Therefore, a significant impact would occur if traffic due to the proposed project would permanently increase ambient levels by three dBA L_{dn}.

Traffic along U.S. 101 and Moffett Boulevard dominates the noise environment in the area. Traffic data was reviewed to calculate potential project-related traffic noise level increases along roadways serving the project site. These data included peak-hour traffic volumes at three study area intersections. Roadway link volumes (the total volume of traffic along a roadway segment) for "Existing Plus Project" conditions were calculated based on turning movement data and compared to existing conditions to calculate the anticipated noise level increase attributable to the project. The traffic noise increase attributable to the proposed project would be less than one dBA L_{dn} above existing traffic noise conditions without the project. Similarly, the project's incremental effect on cumulative traffic noise levels in the area would be less than one dBA L_{dn} and not cumulatively considerable. Noise levels would not be noticeably or measurably increased as a result of the project, and therefore and the impact is less than significant.

Short-Term Construction Noise Impacts

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

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance

between construction noise sources and noise sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during earth moving activities when heavy equipment is used. Most demolition and construction noise falls with the range of 80 to 90 dBA at a distance of 50 feet from the source.

Hourly average noise levels generated by the construction of the hotel would range from about 76 to 85 dBA measured at a distance of 50 feet depending on the amount of activity at the site. Construction generated noise levels drop off at a rate of about six 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.

Noise levels would exceed 60 dBA L_{eq} at the noise-sensitive land uses to the southwest, southeast, and east. Even though there would be about five dBA L_{eq} shielding from the intervening commercial buildings for the hotel to the east, levels would still be above the 60 dBA L_{eq} threshold. Noise levels would exceed 70 dBA L_{eq} at the commercial land uses opposite Leong Drive, except during the architectural coating phase. Noise levels estimated for the other construction phases would exceed ambient conditions by five dBA L_{eq} or more at the residential and commercial properties surrounding the project site.

The project is anticipated to be constructed within a period of less than 12 months. Demolition and grading would occur over a period of about two months. Exterior building construction and paving activities would occur over an approximate 10 month period. Once construction moves indoors, minimal noise would be generated at off-site locations. Noise generated by construction activities would temporarily elevate noise levels at adjacent noise sensitive receptors, but this would be not be considered a significant impact, assuming that construction activities are conducted in accordance with the provisions of the City of Mountain View City Code and with the implementation of construction best management practices.

Standard Conditions of Approval:

The following best management practices will be included in the project as conditions of approval:

- Pursuant to the Municipal Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. Construction shall be prohibited on Saturdays, Sundays and holidays.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines should be strictly prohibited.

- Located stationary noise generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by five dBA.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

- Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.

- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.

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

Stationary Equipment Noise

According to the City's Municipal Code, stationary equipment noise from any property must be at or below 55 dBA L_{eq} during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.) and at or below 50 dBA L_{eq} during nighttime hours (i.e., between 10:00 p.m. and 7:00 a.m.) as measured at nearby residential land uses. The proposed project would include mechanical equipment, such as heating, ventilation, air conditioning systems, and exhaust fans. Information regarding the number, type, and size of the mechanical equipment units to be used in the proposed project was not available at the time of this study. The placement of such equipment is typically on rooftops and/or surrounding the proposed buildings on the ground level.

Typical air conditioning units and heat pumps range from about 54 to 62 dBA L_{eq} at a distance of five feet. The nearest sensitive receptors would be located at least 65 feet from any mechanical equipment. At this distance, mechanical equipment noise would be below 40 dBA L_{eq}. Since these levels are below the existing ambient noise levels at the project site, this would be a less than significant impact.

Groundborne Vibration

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. Construction activities would include demolition of existing structures, excavation, site preparation work, foundation work, and new building framing and finishing. The proposed project would not require pile driving, which can cause excessive vibration.

The nearest vibration-sensitive land use is the adjacent hotel located approximately 65 feet southwest of the project site. At this distance, vibration levels would be expected to be 0.07 in/sec PPV or less, which is less than the 0.3 in/sec PPV threshold. Opposite Leong Drive, single-family residences are located approximately 100 feet south of the project site, and commercial and hotel land uses are located approximately 100 feet east of the project site. At these distances, vibration levels would be expected to be 0.05 in/sec PPV or less, which is less than the 0.3 in/sec PPV threshold.

Vibration generated by construction activities near the common property line would at times be perceptible, however, would not be expected to result in "architectural" damage to these buildings. In areas where vibration would not be expected to cause structural damage, vibration levels may still be perceptible. However, as with any type of construction, this would be anticipated and it would not be considered significant, given the intermittent and short duration of the phases that have the highest potential of producing vibration (demolition, use of jackhammers, and other high power tools). All nearby sensitive receptors would be below the 0.3 in/sec PPV threshold; therefore, this would be a less than significant impact.

Through compliance with Mountain View's Municipal Code and regulations, the project would result in a less than significant construction noise impact.

4.12.5 Summary of Noise Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact NOISE-1: The proposed hotel building would be exposed to exterior noise levels up to 71 dBA L_{dn}, the exterior noise levels at the proposed common outdoor use area would exceed 65 dBA L_{dn}, and interior noise levels would be expected to exceed 45 dBA L_{dn}.	Significant	**MM NOISE-1.1:** Construct a minimum 5-foot high noise barrier at the north and east boundaries of the proposed patio. **MM NOISE-1.2:** A qualified acoustical consultant shall review final plans prior to construction to calculate expected interior noise levels. **MM NOISE-1.3:** Special building techniques will be required to maintain interior noise levels at or below acceptable levels.	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		MM NOISE-1.4: Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for first floor common areas and all guest rooms, so that windows could be kept closed at the occupant's discretion to control noise.	

4.12.6 Conclusion

With compliance with City of Mountain View Municipal Code, and implementation of mitigation measures and conditions of approval, noise impacts would be less than significant. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.13 POPULATION AND HOUSING

4.13.1 Existing Setting

Population and Housing Units

The California Department of Finance identifies the City of Mountain View's population (within the City limits) at 77,914, with an estimated 34,807 housing units (as of January 1, 2015).[29] The General Plan EIR estimated that for 2030, the projected population in the City would be 86,332 residents in 41,129 households. This estimate would be roughly consistent with the projections of Plan Bay Area, jointly approved by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). There are no residences on the project site.

Employment

Plan Bay Area (2013) estimated that there were approximately 47,950 jobs in Mountain View in 2010. This is considerably less than the 71,204 jobs estimated for the City in 2012 by the U.S. Census Bureau.[30] The2030 General Plan EIR estimated that the number of jobs in the City would increase to 80,817 in 2030, although Plan Bay Area estimates that jobs in Mountain View would rise to 63,590 in 2040 (a substantially lower estimate). There is currently one vacant restaurant on site.

4.13.2 Environmental Checklist and Discussion of Impacts

POPULATION AND HOUSING					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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)?	☐	☐	☒	☐	1, 3, 20
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1

[29] California Department of Finance (Table E-50. January 2011-2015. Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.
[30] U.S. Census Bureau, American Community Survey 1-year estimate (Table SO804).

4.13.2.1 *Population and Housing Impacts*

The site currently contains approximately 3,800 square feet of vacant restaurant space. The proposed project would demolish the existing building and construct one three-story, 74-room hotel containing approximately 39,619 square feet of commercial space.

The proposed project would likely require more employees than would have worked at the previous restaurant use. The project site, however, has been identified for hotel uses in the *Evandale Precise Plan*, which are also allowed under the existing General Plan designation. The proposed project would not displace or create any housing.

The proposed project would incrementally increase the number of jobs available in the City of Mountain View, thereby incrementally increasing the jobs-to-housing ratio. The site is already served by infrastructure and would not create growth outside of the urban envelope. The growth is within the City's and ABAG's projections for the City of Mountain View through the year 2035. The project, therefore, would result in a less than significant population and housing impact.

4.13.3 Conclusion

Implementation of the proposed project will have a less than significant impact on population and housing. **[Less Than Significant Impact]**

4.14 PUBLIC SERVICES

This section discusses the proposed project's impacts on fire and police services as well as parks and recreational facilities. Since the project does not propose any residential development, it is not expected to have an effect on school enrollment or the availability of library services. Therefore, schools and libraries are not discussed further.

4.14.1 Existing Setting

4.14.1.1 *Fire Protection Services*

Fire protection to the Precise Plan area is provided by the MVFD, which serves a resident population of approximately 75,275 and an area of 12 square miles. The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness.

The MVFD operates out of five stations with five engine companies, one rescue unit, one ladder truck and one Hazmat unit; with 86 full-time personnel, including Suppression and Emergency Medication Service Division (EMS), Fire and Environmental Protection Division, and Administrative Division employees. The Suppression and Emergency Medical Service (EMS) Division operates a response force of 21 Firefighters-EMS providers 100 percent of the time out of five (5) fire stations. As adopted by City Council, the EMS Division is required for the first engine to arrive 100 percent of the time to the scene of a structure fire within six minutes of dispatch and the second engine within eight minutes 100 percent of the time. For all EMS responses the response time goal is to arrive within six minutes of dispatch.

In Fiscal Year 2014/2015, out of approximately 5,830 emergency calls made to the MVFD, 3,900 of the calls (67 percent) were for medical aid (rescue and EMS incident).[31]

Station Four is the closest fire station to the project site. Station Four is located at 229 North Whisman Road, approximately 1.4 miles southeast of the project site. Station One is the next closest fire station to the project site. Station One is located at 251 South Shoreline Boulevard, approximately 1.6 miles southwest of the project site. The Mountain View Fire Department reviews applications for new projects to ensure that they comply with the City's current codes and standards.

4.14.1.2 *Police Protection Services*

Police protection services are provided to the Precise Plan area by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 90 sworn and 45 non-sworn personnel. The MVPD conducts an active (non-officer) volunteer program, which consists of approximately 30 non-sworn volunteers. Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately 1.25 miles driving distance south of the North Bayshore area.

The most frequent crimes in the City of Mountain View are larceny, burglary, and assault. The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55

[31] Mountain View Fire Department. *Annual Report - Fiscal Year 2014-2015*. 2015.

percent of the time. Priority E and Priority 1 calls are considered the highest priority calls and signal emergency dispatch from the MVPD. Priority E calls are of higher importance, because they are often associated with violent crime incidents.

To ensure that their standards are always met, MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

4.14.1.3 *Parks and Open Space*

The City of Mountain View currently owns 972.26 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among mini-parks, neighborhood parks, district parks, a community garden, and a regional park (Shoreline at Mountain View). The City also maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the Whisman Planning Area of the City of Mountain View 2014 *Parks and Open Space Plan*. The Whisman Planning Area is in the northeast sector of the City in an area bounded by U.S. 101, State Route 85 and State Route 237/Sunnyvale. It is characterized by both residential and industrial development. At 1,100 acres, it is the second largest planning area in the City. Park acreage of 1.84 acres per 1,000 residents in the Whisman Planning Area is below the City overall standard of 3.0 acres per 1,000 residents.

The Whisman Planning Area contains open space at Whisman and Slater Schools. In addition to general community use of these areas, the sites also accommodate youth and adult soccer, baseball and softball, and recreation playground programs. A large portion of the open space at Whisman School and all of the open space at Slater School is owned by the Mountain View Whisman School District. The City has shared-use agreements and maintains the open space at both these sites.

Devonshire Park was dedicated in January 2007 and is one of four mini-parks in the planning area. The Stevens Creek Trail near the project site provides recreation opportunities for local residents and serves as a link to the southern portion of Mountain View.

4.14.2 Environmental Checklist and Discussion of Impacts

PUBLIC SERVICES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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?	☐	☐	☒	☐	1, 3, 21
Police Protection?	☐	☐	☒	☐	1, 3, 22
Schools?	☐	☐	☐	☒	1, 3
Parks?	☐	☐	☒	☐	1, 3, 23
Other Public Facilities?	☐	☐	☐	☒	1, 3

4.14.2.1 *Fire Protection Services*

The project would increase the commercial development on the site by approximately 36,119 square feet (74 hotel rooms), increasing the number of people working at the site and thus incrementally increasing the need for fire suppression and rescue response services.

The project would be constructed to current Fire Code standards, and would not increase the urban area already served by the Mountain View Fire Department. In addition, the Mountain View Fire Department does not anticipate the need to construct a new fire station to accommodate growth anticipated in the 2030 General Plan.[32] Since the project is consistent with the 2030 General Plan, the incremental demand for fire services represented by the project would not result in the need to expand or construct new fire facilities.

4.14.2.2 *Police Protection Services*

The redevelopment of the project site within Mountain View is not expected to substantially increase demand for police services in the project area. The project would be designed and constructed in

[32] City of Mountain View. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR.* November 2011. Page 495.

conformance with current codes and reviewed by the City of Mountain View to ensure that appropriate safety features which minimize criminal activity are incorporated into the project design.

The Mountain View Police Department maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. Since the proposed project would not add any residents, the project would not represent a significant demand for increased staffing to serve the site.

4.14.2.3 *Parks and Recreation Impacts*

To meet the Mountain View's demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential subdivisions to dedicate land for parks and recreational areas, or pay an open space fee to the City. The project does not propose residential development, thus it would not be required to dedicate parkland or pay in lieu fees.

The project, which increase the density of commercial development on the project site, may slightly increase the number of people using nearby park facilities. The incremental increase, however, would not require the construction of new parkland or cause the deterioration of existing facilities.

4.14.3 Conclusion

The project may incrementally increase the demand for fire and police protection services and park services in the City. **[Less Than Significant Impact]**

The project does not propose to develop residences in the City of Mountain View. Therefore it would not have any effects on school or library services. **[No Impact]**

4.15 RECREATION

4.15.1 Existing Setting

The City of Mountain View currently owns 972.26 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among mini-parks, neighborhood parks, district parks, a community garden, and a regional park (Shoreline at Mountain View). The City also maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the Whisman Planning Area of the City of Mountain View 2014 *Parks and Open Space Plan*. The Whisman Planning Area is in the northeast sector of the City in an area bounded by U.S. 101, State Route 85 and State Route 237/Sunnyvale. It is characterized by both residential and industrial development. At 1,100 acres, it is the second largest planning area in the City. Park acreage of 1.84 acres per 1,000 residents in the Whisman Planning Area is below the City overall standard of 3.0 acres per 1,000 residents.

The Whisman Planning Area contains open space at Whisman and Slater Schools. In addition to general community use of these areas, the sites also accommodate youth and adult soccer, baseball and softball, and recreation playground programs. A large portion of the open space at Whisman School and all of the open space at Slater School is owned by the Mountain View Whisman School District. The City has shared-use agreements and maintains the open space at both these sites.

Devonshire Park was dedicated in January 2007 and is one of four mini-parks in the planning area. The Stevens Creek Trail near the project site provides recreation opportunities for local residents and serves as a link to the southern portion of Mountain View.

4.15.2 Environmental Checklist and Discussion of Impacts

RECREATION					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	1, 3, 23
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	1

4.15.2.1 *Recreation Impacts*

The project proposes to develop one three-story, 74-room hotel containing approximately 39,619 square feet of commercial space, and would include fitness amenities for guests. The project does not propose any residential development.

Increased use of parks by employees and guests would be incremental and would not cause significant physical deterioration. The project does not propose or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Since the proposed project does not include residential development, it would not be required to dedicate park land or pay fees pursuant to Chapter 41.6 of the Mountain View Municipal Code.

4.15.3 Conclusion

The project would not result in a significant adverse impact to recreation facilities within the City of Mountain View. **[Less Than Significant Impact]**

4.16 TRANSPORTATION

The discussion in this section is based on the "Update of the Focused Transportation Impact Analysis, and Access and Circulation Analysis" prepared by *Fehr & Peers*, updated on May 16, 2017. This report is included in this Initial Study as Appendix E.

4.16.1 Existing Setting

The proposed project is the construction of a hotel on a 1.15-acre site in north-central Mountain View in the North Whisman neighborhood. The project is bordered on the west and north by the U.S. 101 on- and off-ramps. The southern portion of the property is bordered by the County Inn hotel. Retail and commercial land uses, including a cleaners, salon, and restaurant, are located across the street on Leong Drive and Evandale Avenue.

4.16.1.1 *Existing Roadway Network*

Moffett Boulevard, Leong Drive, Evandale Avenue, and Fairchild Drive provide local access to the site. U.S. 101 and State Route (SR) 85 provide regional access to the site, and the southbound U.S. 101 ramps border the site to the north/west. These roadways are shown on Figure 11.

4.16.1.2 *Existing Transit, Bicycle, and Pedestrian Facilities*

Transit Network

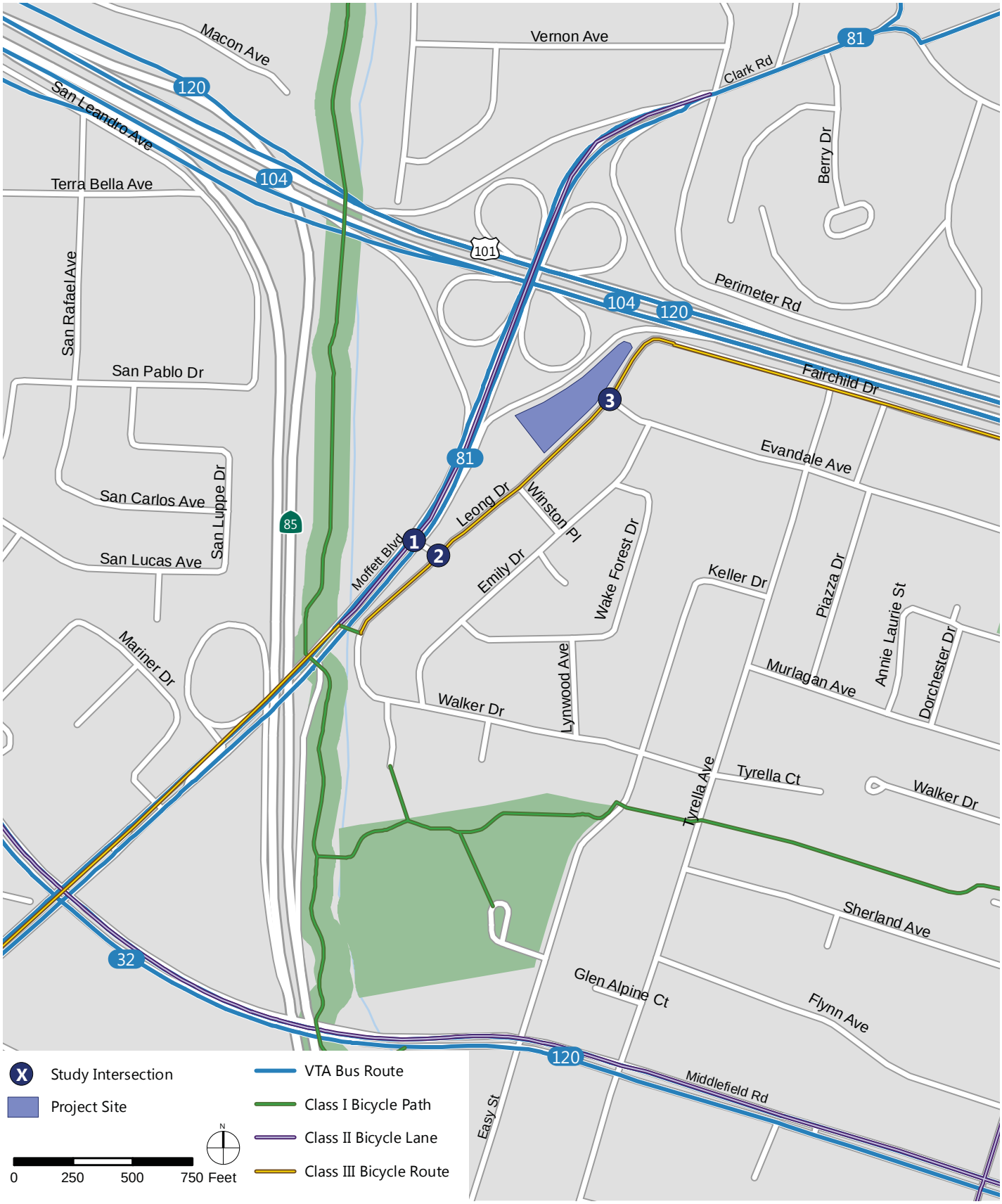
The Santa Clara Valley Transportation Authority (VTA) operates local and regional bus service in the project area. VTA bus routes 81 and 120 runs along Moffett Boulevard and there are bus stops at the corner of Moffett Boulevard and Leong Drive. The existing transit and bicycle facilities can be seen on Figure 11.

Bicycle and Pedestrian Facilities

There are four bikeway classifications in the City of Mountain View:

- Class I Bike Paths: Separate right of way for the exclusive use of bicycles and pedestrians with minimal roadway crossing.
- Class II Bike Lanes: Striped lane for on-street, one-way bike travel designed for the exclusive use of cyclists.
- Class III Bike Routes: Identified with "bike route" signs on streets with wide curbside travel lanes to allow both cyclists and motor vehicles.
- Bicycle Boulevards: A modified bicycle route providing a more convenient and efficient through route for all cyclists, marked by signs, pavement markings, and in some cases traffic calming devices.

A Class II bike lane runs along Moffett Boulevard. Leong Drive and Fairchild Drive are streets with low to moderate traffic volumes and varying bike riding areas.



Source: Fehr & Peers. Dec. 2016.

PROJECT STUDY INTERSECTIONS AND TRANSIT FACILITIES FIGURE 11

The Stevens Creek bike trail runs just southwest of the project site. The Stevens Creek Trail extends from Shoreline at Mountain View Park to Sleeper Avenue, south of El Camino Real.

Sidewalks are available in the vicinity of the project site on Leong Drive, Evandale Avenue, and Fairchild Drive.

4.16.1.3 *Existing Vehicular Traffic Level of Service Methodology*

The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for Santa Clara County and oversees the Santa Clara County Congestion Management Program (CMP). The CMP identifies regional intersections in the County that are under the control of the CMA.

Existing traffic conditions at the project study intersection were evaluated using the level of service (LOS) standards of the City of Mountain View and the CMP. Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little to no delay, to LOS F, or jammed conditions with excessive delays. The level of service defined as acceptable by the City of Mountain View is LOS D or better for City controlled intersections. Table 4.16-1 shows the level of service descriptions and thresholds for signalized intersections.

Table 4.16-1
Signalized Intersection Level of Service Criteria

LOS	Description	Total Delay (seconds per vehicle)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	Up to 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0

Source: Transportation Research Board. *2000 Highway Capacity Manual.* 2000. Page 10-16.

The City of Mountain View does not have an officially adopted significance criteria for unsignalized intersections. Based on previous studies, significant impacts are defined to occur when the addition of project traffic causes the average intersection delay for an all-way stop controlled intersection or the worst movement/approach for side-street stop-controlled intersections to degrade from an acceptable LOS (as defined for signalized intersections) to an unacceptable level and the intersection satisfies any traffic signal warrant from the MUTCD.[33]

Baseline Traffic Conditions

The analysis was designed identify the traffic impacts of the proposed hotel development on the surrounding transportation system in the project vicinity. Project impacts were evaluated following the guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

Photo 3: Intersection of Evandale Avenue and Leong Drive, view from project site across Leong Drive towards the southeast.

The study analyzes traffic impacts at three intersections: Moffett Boulevard/Leong Drive Access Road, Leong Drive/Leong Drive Access Road, and Leong Drive/Evandale Avenue (refer to Photo 3).

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period intersection vehicle, bicycle, and pedestrian turning movement counts were conducted for the Moffett Gateway project at 750 Moffett Boulevard, east of the project site. These volumes were counted in May 2015 on clear days with area schools in session, and were approved by the City of Mountain View for use in the analysis.

For the study intersections, the single hour with the highest traffic volumes during the count periods was identified. Traffic conditions were evaluated for the following scenarios:

- Existing Conditions: Existing traffic volumes are based on traffic counts obtained from existing and new traffic counts.

- Existing Plus Project Conditions: Existing conditions volumes were added to the net new traffic generated by the proposed project.

- Near-Term Cumulative No Project Conditions: Traffic volumes from approved but not yet constructed or occupied developments in the area obtained from the City of Mountain View were added to Existing Conditions.

[33] The Manual on Uniform Traffic Control Devices (MUTCD), defines the standards to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the Federal Highway Administration.

- Near-Term Cumulative plus Project Conditions: Traffic volumes from the "Near-Term Cumulative No Project Conditions" scenario were added to the net new traffic generated by the proposed project.

Existing Traffic Volumes and Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 4.16-2. The results of the analysis show that all of the three study intersections currently operate at an acceptable level of service during both the AM and PM peak hours of traffic.

Table 4.16-2
Existing and Existing Plus Project -- Intersection Level of Service

Project Intersection	Peak Hour	Existing		Existing Plus Project	
		Average Delay (seconds)[1]	LOS[2]	Average Delay (seconds)[1]	LOS[2]
1. Moffett Boulevard/ Leong Drive Access Road	AM	14.6	B	15.0	B
	PM	12.9	B	13.3	B
2. Leong Drive/ Leong Drive Access Road	AM	8.5	C	8.9	C
	PM	7.2	B	7.4	B
3. Leong Drive/ Evandale Avenue	AM	2.7	B	3.4	B
	PM	1.5	B	2.4	B

[1] Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 HCM, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.

[2] LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

4.16.2 Environmental Checklist and Discussion of Impacts

TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	1, 2, 3, 4, 24
2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	1, 2, 3, 24
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	1, 15
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	1, 24
5) Result in inadequate emergency access?	☐	☐	☐	☒	1, 24
6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	1, 3, 24

4.16.2.1 *Traffic Impact Thresholds*

City of Mountain View

The City of Mountain View has established standards for significance in evaluation of transportation impacts. The project can be said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Mountain View if for either peak hour:

- The level of service at the intersection drops below its respective level of service standard when project traffic is added, or
- The intersection is already operating at an unacceptable level of service under background conditions and the addition of project traffic causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

Pedestrian, Bicycle, and Transit Impacts

A significant pedestrian, bicycle, or transit impact would occur if the proposed project:

- Conflicts with existing or planned pedestrian, bicycle, and/or transit facilities; or
- Creates pedestrian and bicycle demand without adequate and appropriate facilities for safe non-motorized mobility; or
- Generates potential transit trips without adequate transit capacity or access to transit stops.

4.16.2.2 *Project Traffic Impacts*

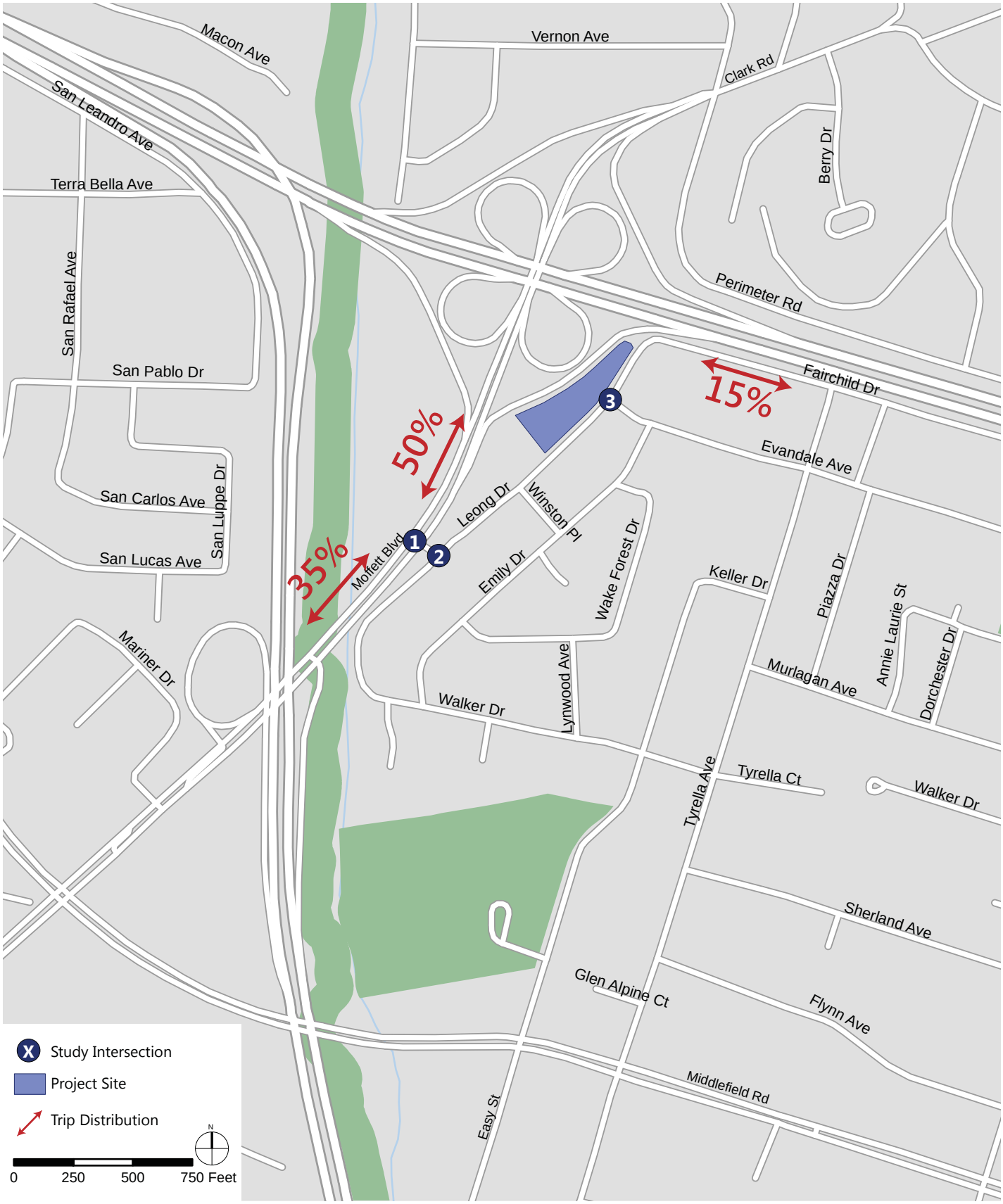
Trip generation estimates for the project site were developed using appropriate land use rates from *Trip Generation* (9th Edition) by the Institute of Transportation Engineers (ITE). Trip generation rates for the "Lodging" land use were applied to the proposed 74-room hotel. The results of the trip generation analysis are shown below in Table 4.16-3.

The proposed project would generate 40 net new trips in the AM peak hour (24 inbound and 16 outbound) and 45 net new trips in the PM peak hours (23 inbound and 22 outbound). No trip credits were included for the existing vacant restaurant building on the site.

Table 4.16-3
Vehicle Trip Generation Rates and Estimates

	Land Use	Size (Dwelling Units)	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Hotel	Hotel	74	605	24	16	40	23	22	45
Total New Trips				**24**	**16**	**40**	**23**	**22**	**45**

Source: Trip Generation, 9th Edition, Institute of Transportation Engineers. Lodging 310.



Source: Fehr & Peers. Dec. 2016.

PROJECT INTERSECTION AND NET TRIP DISTRIBUTION FIGURE 12

The directions of approach and departure for the project trips were estimated based on existing travel patterns, including intersection turning movements at the three study intersections, the relative locations of complementary land uses, and input from the City of Mountain View.

The major directions of approach and departure from the project's trip distribution pattern are shown on Figure 12. The project trips were assigned to the roadway system based on the directions of approach and departure discussed above.

Existing Plus Project Intersection Levels of Service

The results of the LOS analysis for Existing Plus Project Conditions are shown in Table 4.16-2, above. The analysis is based on existing volumes, lane configurations, and traffic controls. The intersection of Moffett Boulevard and the Leong Drive Access Road is a signalized intersection, and the remaining intersections are unsignalized. During the AM and PM peak hours, all intersections operate at an acceptable Level of Service under Existing and Existing Plus Project conditions.

Cumulative and Cumulative Plus Project Intersection Levels of Service

Near-term cumulative conditions were established by adding traffic generated by approved and pending developments that have not been constructed and occupied to project intersections. The list of approved and pending developments can be found in Appendix E. The results of this analysis is shown on Table 4.16-4.

Table 4.16-4
Cumulative Plus Project Level of Service

Project Intersection	Peak Hour	Cumulative		Cumulative Plus Project	
		Average Delay (seconds)[1]	LOS[2]	Average Delay (seconds)[1]	LOS[2]
1. Moffett Boulevard/ Leong Drive Access Road	AM	21.2	C	21.5	C
	PM	32.2	C	32.5	C
2. Leong Drive/ Leong Drive Access Road	AM	11.6	D	12.7	D
	PM	8.3	C	8.5	C
3. Leong Drive/ Evandale Avenue	AM	2.9	B	3.5	B
	PM	1.8	B	2.5	B

[1] Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
[2] LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

During the AM and PM peak hours, all signalized intersections operate at an acceptable Level of Service under Cumulative and Cumulative Plus Project conditions. The unsignalized Leong

Drive/Leong Drive Access Road operates at LOS D during AM and PM peak hours for both Cumulative and Cumulative Plus Project scenarios. This is not considered an impact, since it is not caused by the added project traffic. In addition, there are no LOS threshold criteria for unsignalized intersections.

4.16.2.3 *Operational Effects on Neighborhoods (TIRE Index)*

The Traffic Intrusion on Residential Environments (TIRE) Index was used to evaluate the potential impacts of the proposed development on the nearby streets in the North Whisman neighborhood. The TIRE index is a tool used to quantify a resident's perception of street traffic and its effect on the public realm, including activities such as walking, bicycling, playing, and pulling into and out of a residential driveway.

Each 0.1 change in the TIRE Index level represents a change in traffic volume that will produce an effect noticeable by local residents. The percentage change in volume that corresponds to the 0.1 change in the TIRE Index is 25 percent. The TIRE Index analysis looked at the two streets in the North Whisman neighborhood that would be most affected by the proposed project: Leong Drive and Fairchild Drive. Table 4.16-5 below shows the average daily vehicle volumes which were calculated by dividing the PM peak hour volumes by 10 percent.

The PM peak hour volumes are higher than the AM peak hour volumes and were used to calculate the average daily volume for a more conservative analysis. The change in daily vehicle volume was calculated by comparing the PM derived daily volumes with and without project. In order to have a noticeable effect, the project would need to add the minimum amount of daily traffic, or at least a 25 percent increase in traffic.

Table 4.16-5
Tire Index Analysis

	Existing Traffic	**Existing + Project Traffic**	**Minimum Daily Traffic Volume Increase to Produce 0.1 Change in the TIRE Index**	**Daily Traffic Volume Increase**	**Traffic Intrusion?**
Leong Drive	3,370	3,753	825	383	No
Fairchild Drive	2,260	2,327	650	67	No
	Near-Term Cumulative Traffic	**Near-Term Cumulative + Project Traffic**	**Minimum Daily Traffic Volume Increase to Produce 0.1 Change in the TIRE Index**	**Daily Traffic Volume Increase**	**Traffic Intrusion?**
Leong Drive	3,540	3,923	1,025	383	No
Fairchild Drive	2,340	2,407	650	67	No

The changes in vehicle volumes do not exceed the minimum criteria to have an effect on the residential neighborhoods in either the Existing or Cumulative Plus Project scenarios. The original daily volumes on Leong Drive and Fairchild Drive are being used in the table above for a more

conservative analysis. Since the peak hour volumes have increased, it is safe to assume that the daily volumes have also increased over time. An increase in the daily volumes would allow more project traffic to be added to the roadway without any traffic intrusions. Therefore, the analysis presented above is a conservative analysis.

4.16.2.4 *Site Access and Circulation*

The proposed development includes one driveway, a two-way driveway across from Evandale Avenue. The width of the project site's driveways meet the City of Mountain View's driveway dimension standards for two-way (18-foot minimum) driveways. The proposed driveway is 25 feet wide, which meets the minimum width for a two-way driveway.

4.16.2.5 *Intersection Operational Review*

The existing operations of the intersection of Moffett Boulevard and Leong Drive were reviewed during the traffic analysis process. The existing configuration of the Moffett Boulevard and Leong Drive intersection presents challenges for drivers. The intersection is formed by connecting these two parallel roadways with a short access road, effectively forming two closely spaced T-intersections.

The Moffett Boulevard and Leong Drive Access Road intersection is signalized, whereas the Leong Drive Access Road and Leong Drive intersection is side-street stop-controlled. Due to these two forms of traffic control and the spacing, intersection operations can be confusing to drivers in terms of who has the right of way on the Leong Drive Access Road. In addition, the configuration of the intersection(s) creates sight distance challenges, particularly for vehicles turning right from Moffett Boulevard and vehicles turning left from northbound Leong Drive. To improve the visibility at this intersection, the following condition of approval will be required of the project:

Condition of Approval:

- Vegetation Management: The land between Moffett Boulevard and Leong Drive is lined with trees and some low bushes, decreasing visibility. To improve the sight distance between the two intersections, the project will be required to trim trees and remove bushes on the median separating Moffett Boulevard and Leong Drive. These trees and bushes should be trimmed for about forty feet (including two to three trees) on either side of the Leong Drive Access Road to improve visibility for drivers on both Moffett Boulevard and Leong Drive. The applicant will work with the City of Mountain View to implement this vegetation management as a condition of approval for the project.

The operational concerns at these intersections is an existing condition. The proposed hotel project would add trips to these intersections (as shown in Tables 4.16-2 and 4.16-4), but would not result in a significant impact requiring mitigation. [**Less Than Significant Impact]**

4.16.3 Conclusion

Implementation of the proposed project would have a less than significant transportation impact. [**Less Than Significant Impact]**

4.17 UTILITIES AND SERVICE SYSTEMS

The water and sewer capacity discussion in this section is based in part on analysis prepared by prepared by *Infrastructure Engineering Company (IEC)* in September 2014. This report is included in this Initial Study as Appendix F.

4.17.1 Existing Setting

The project site is located in a developed area within the City of Mountain View and is currently served by existing phone, electrical, water, stormwater, wastewater, and solid waste service systems. Phone service is provided to the project site by AT&T, and electrical service is provided by PG&E.

4.17.1.1 *Water Services*

The City of Mountain View owns and operates its own water utility. In 2015, most of the City's water (approximately 83 percent) came from the City and the County of San Francisco Regional Water System, operated by the SFPUC. This water originates primarily in the Sierra Nevada mountains and is transported via the Hetch Hetchy water system, but also includes treated water from facilities in Alameda and San Mateo Counties. Mountain View's remaining water comes from the SCVWD system (approximately seven percent), local groundwater wells (two percent), and recycled water delivered for non-potable irrigation purposes (five percent).

California is in the midst of a serious drought. In 2015, the fourth consecutive year of drought, the SCVWD board of directors called for residents to reduce water use by 30 percent over the amount they used in 2013. In November 2015, the board extended that call to June 2016.[34] Additionally, climate change may affect future water supply availability for the City of Mountain View by reducing the Sierra snowpack and stressing the SCVWD and Hetch Hetchy water systems, changing local precipitation patterns, and increasing water demands. The City's development of a portfolio of different water supplies, including expansion of recycled water use, supports flexibility and reliability in long term water supply planning.

The City of Mountain View's UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until 2035, based on General Plan growth estimates and supplier projections. During single- and multiple-drought years, the City expects reductions in available supply from the SFPUC and SCVWD. This decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures, the potential increased use of recycled water, and an increase in groundwater production (as the groundwater basin allows).

Water Conservation

As described in the 2015 UWMP, recent updates to the plumbing code (which include requiring more water-efficient features) are expected to reduce Mountain View's water use by two percent in 2020, and up to nine percent in 2040. Additionally, the UWMP projects that implementation of new

[34] Santa Clara Valley Water District. District Board Calls for 20 percent conservation. June 14, 2016. Accessed November 3, 2016. http://www.valleywater.org/EkContent.aspx?id=14253

conservation measures would reduce water use by eight percent in 2020 and 2040, from the base-case scenario. The SCVWD is currently in the process of preparing a countywide recycled water master plan that will outline its approach to increasing recycled water use within Santa Clara County to ten percent of total supply by 2025.

Current and near-term water conservation measures, as identified in the UWMP, include water waste prohibitions in the Municipal Code, water system audits, leak detection and repair, metering with commodity rates and conservation pricing, public information and education programs. Other City of Mountain View water conservation programs include residential water surveys, turf audits, plumbing retrofits, and washing machine incentives. The Mountain View City Council also adopted *Water Conservation in Landscaping Regulations* in May 2010.

Existing Site Development

The project site is currently developed with a vacant restaurant building, along with a parking lot, landscaping, and utilities. When in use, water would have been used by the employees and visitors to the site for the kitchen, cleaning, and landscaping.

Domestic water and fire service for the site is provided by a 12-inch public water main located in Leong Drive. Recycled water is not available in the project area.

Based on standard water rates for commercial uses (130 gallons per day per 1,000 square feet), the existing 3,800 square feet restaurant on the site could have used approximately 494 gallons per day (gpd) of potable water, or 0.18 million gallons per year (mg/y).[35]

4.17.1.2 *Wastewater Services*

The City of Mountain View maintains its own wastewater collection system. The City pumps its wastewater to the Palo Alto Regional Water Quality Control Plant (RWQCP) for treatment. The RWQCP has an overall 40 million gallons per day (mgd) average annual treatment capacity. The City of Mountain View has an average annual flow capacity right of 15.1 mgd at the plant. As of 2015, approximately 6.4 mgd of wastewater from Mountain View was collected and treated by the RWQCP.

Sanitary and storm sewers in the City of Mountain View are operated and maintained by the Wastewater Section of the Public Works Department. The project site currently connects to an existing 15-inch sanitary sewer main in Leong Drive.

Based on rates for commercial uses (100 gpd/1,000 square feet) the existing building could generate approximately 380 gpd, or 0.14 mg/y of wastewater, when in use.[36]

[35] Based on the rates contained in the Mountain View *General Plan Update Utility Impact Study* (IEC, 2011).
[36] Ibid.

4.17.1.3 *Storm Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. A 60-foot long and 12-inch diameter storm drain is located on the northeast side of the building, which connect to the 81-inch City storm drain main located in Leong Drive. This storm line runs through an easement on the County Inn property (approximately east to west) and in close proximity to the site's southwestern boundary, then turns and continues in Leong Drive and Evandale Avenue.

The storm drains near the project site flow to Stevens Creek, which flows towards north towards San Francisco Bay. Inlets and catch basins on the project site collect runoff and connect to the existing storm drains.

4.17.1.4 *Solid Waste*

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View (formerly known as Foothill Disposal). Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José, which is contracted to the City until 2021. Additional small quantities of waste may be transported to other landfills within the area by private contractors.

The City of Mountain View is working to maintain the waste diversion goal of 50 percent set by state law in 1995. In 2006, the City of Mountain View achieved a diversion rate of 72 percent, which is the last year this rate was calculated.

On March 24, 2009, the Mountain View City Council adopted an Environmental Sustainability Action Plan that calls for, among other actions, the creation of a Zero Waste Plan. The creation of this plan was one of 89 recommendations presented to the Council in the September 2008 final report of the Mountain View Sustainability Task Force. As a first step in this process, Mountain View completed a waste characterization study. For 2009, the disposal rate was 4.0 pounds per capita per day against a target of 7.8 pounds (based on population) as measured by CalRecycle's new methodology.

The Zero Waste Plan will seek to reduce the per capita disposal rate for both residential and commercial waste.[37]

[37] City of Mountain View, Zero Waste Program. Available at: http://www.mountainview.gov/city_hall/public_works/garbage_and_recycling/zero_waste.asp.

4.17.2 Environmental Checklist and Discussion of Impacts

UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1, 3
2) 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?	☐	☐	☒	☐	1, 3, 25, 27
3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1, 3
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	1, 3, 25, 26, 27
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	1, 3, 27
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	1, 3, 28
7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	1, 28

4.17.2.1 *Water Services Impacts*

The proposed project would construct approximately 74 hotel rooms on the site, which falls below the threshold established by Senate Bill 610 for a water supply assessment by a local provider for hotel uses (more than 500 rooms).

The increase in developed space on the site could intensify the demand for water use on the project site over the existing uses on the site and, therefore, slightly increase the overall water demand in Mountain View.

Based on commercial land use factors described in the City of Mountain View's *Water Master Plan* (updated 2011), the proposed hotel project could require approximately 5,335 gpd of water, or 1.9 mg/y. This would be an increase in water use over the existing land uses currently on the site of approximately 4,841 gpd, or approximately 1.8 mg/y.

The project would be required to comply with the following City of Mountain View regulations and ordinances to reduce water use on site:

- City of Mountain View's Green Building Code.
- Mountain View's *Water Conservation in Landscaping Regulations* (May 2010) and applicable plumbing codes.

Based on the incremental increase in water demand anticipated by the project on the overall water demand in the City, the conservation measures required of the project, and the use of recycled water, the project would not result in a significant impact on water services.

4.17.2.2 *Wastewater Services Impacts*

Based on the rates for commercial uses included in the City's *Sewer Master Plan* (updated 2011), the project would generate approximately 4,104 gpd of wastewater, or approximately 1.5 mg/y. This would be an increase of approximately 3,724 gpd, or 1.4 mg/y over the existing estimated wastewater generated from the site.

Sanitary sewer services would be provided for the project by connecting new sanitary sewer laterals to the existing public sanitary sewer main located in Leong Drive. Flows from the project site would flow north from this line towards the RWQCP.

A sewer and water capacity analysis prepared for the project (Appendix F) studied the impact of the proposed project wastewater generation on this system. Flows from future approved development in the area, including the proposed project and other 2030 General Plan build-out in the vicinity were considered in the modeling. Based on the sewer capacity study prepared for this Initial Study, improvements to one or more of the sewer lines downstream of the project site is recommended for upsizing to serve these future developments. The project may be required to contribute a proportional share to these improvements as a condition of approval.

While a greater quantity of wastewater would be generated at the site, the increase would be within the capacity of the RWQCP, and would not require the construction of new or expanded wastewater treatment facilities at the plant. The project's impact on sewer system capacity in the project area would be less than significant.

4.17.2.3 *Storm Drainage Impacts*

As discussed in *Section 4.9, Hydrology and Water Quality* of this Initial Study, the proposed project would decrease impervious surfaces on the site. Based on the inclusion of stormwater collection and treatment facilities on site, and the implementation of C.3 construction and post-construction measures, runoff on the site would not exceed the capacity of the City's existing stormwater drainage system. The project would be required to implement upgrades to the storm drain facilities on site and connections to the storm drainage system as conditions of project approval.

4.17.2.4 *Solid Waste Impacts*

The proposed project would develop approximately 39,619 square feet of commercial uses on the site, an increase of approximately 37,000 of developed space on the site. The employees at the project site would be expected to produce an increased quantity of solid waste and recyclables over the previous uses at the project site.

In addition, large amounts of construction waste would be generated during construction and demolition activities. At least 50 percent of this construction waste will be recycled, in compliance with the City Municipal Code. Through recycling measures, proposed during construction and post-construction periods, the project would not adversely affect the City's compliance with the waste diversion requirements under state law.

The City of Mountain View has secured landfill disposal capacity for the City's solid waste until 2021 at Kirby Canyon Landfill in San José. The proposed residential project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity.

4.17.3 Conclusion

The project would result in a less than significant impact to utilities and service systems. **[Less Than Significant Impact]**

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
1) 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?	☐	☒	☐	☐	1, 3, 10, 11
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	1, 3, 8, 14, 19, 24, 27
3) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals	☐	☒	☐	☐	1, 2
4) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	1, 8, 12, 14, 19, 24

4.18.1 Project Impacts

Under Section 15065(a)(1) of the CEQA Guidelines, a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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."

The project would not result in significant impacts to aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, land use, mineral resources, population and housing, public services, recreation, transportation, and utilities and service systems.

With the implementation of the mitigation measures included in the proposed project and described in the air quality, noise, and hazardous materials sections of this Initial Study, the proposed project would not result in significant adverse environmental impacts. **[Less Than Significant Impact]**

4.18.2 Cumulative Impacts

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

As identified elsewhere in this Initial Study, the potential environmental impacts from the proposed project are primarily limited to the construction period, which is estimated at approximately 12 months. It is possible that other proposed construction schedules in the area may overlap with the project, but the overlap is likely to be minimal, and the proposed project includes measures to minimize disturbance to adjacent land uses, in conformance with the 2030 General Plan and standard Mountain View conditions of approval. **[Less Than Significant Impact]**

4.18.3 Short-term and Long-term Environmental Goals

The project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals. **[Less than Significant Impact]**

4.18.4 Direct or Indirect Adverse Effects on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.

Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if it would cause substantial adverse effects to humans, either directly or indirectly. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals.

While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazards and hazardous materials, and noise. Implementation of mitigation measures and conditions of approval included in the project would reduce these impacts to a less than significant level. No other direct or indirect adverse effects of the project on human beings have been identified. **[Less than Significant Impact]**

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Persons and Organizations Consulted

Lee, Alana. U.S. Environmental Protection Agency
Wells, Elizabeth. San Francisco Bay Regional Water Quality Control Board

SECTION 6.0 LEAD AGENCY AND CONSULTANTS

LEAD AGENCY

City of Mountain View
Community Development Department
Randal Tsuda, Community Development Director
Diana Pancholi, Assistant Planner

CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Nora Monette, Principal Project Manager
Judy Fenerty, Project Manager
Zach Dill, Graphic Artist

Fehr & Peers
Transportation Consultants
Robert Eckols, Senior Associate
Sebastian Arias, EIT, Transportation Engineer

Illingworth &Rodkin, Inc.
Acoustics and Air Quality
James Reyff, Principal Consultant
Michael Thill, Principal Consultant
Tanushree Ganguly, Staff Consultant
Casey Zaglin, Staff Consultant

Infrastructure Engineering Corporation (IEC)
Scott Humphrey, P.E.

Cornerstone Earth Group
Ron Helm, Senior Principal Geologist

SECTION 7.0 DRAFT MITIGATED NEGATIVE DECLARATION

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

I. INTRODUCTION

A. LEAD AGENCY AND ADDRESS

Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039

B. CONTACT PERSON AND PHONE NUMBER

Diana Pancholi, Associate Planner
City of Mountain View
(650) 903-6306

C. PROJECT SPONSOR AND ADDRESS

Temple Hospitality, LLC
527 Simas Drive
Milpitas, CA 95035

D. EXISTING GENERAL PLAN DESIGNATION AND ZONING

General Plan: *Neighborhood Commercial*

Zoning District: *Evandale Precise Plan: P(32)*

E. PROJECT DESCRIPTION

The project applicant proposes to develop a three-story, 74-room hotel containing approximately 39,619 square feet of commercial space. The project would provide parking in a 39-space garage (partially below-ground), in addition to 31 surface parking spaces. A vacant restaurant building would be demolished; and the site cleared of existing landscaping and utilities prior to installation of new pavement, utilities, and landscaping.

The project site is within the Middlefield-Ellis-Whisman (MEW) Superfund Site Operable Unit (OU) 3 area. The United States Environmental Protection Agency is the oversight agency for the hazardous materials contamination on the project site.

F. LOCATION OF PROJECT

The proposed project is located on a 1.15-acre site in north-central Mountain View, on Assessor's Parcel Number (APN) 153-19-001. The project site is southeast of the U.S. 101/Moffett Boulevard interchange in the North Whisman neighborhood. Moffett Boulevard, Leong Drive, and Fairchild Drive provide access to the site.

Surrounding land uses include the entrance ramp of southbound U.S. 101 to the northwest, the County Inn hotel adjacent to the project site to the southwest, commercial uses across Leong Drive to the east, and single-family residential uses south of the site across Leong Drive.

II. MITIGATION MEASURES

Air Quality

MM AQ-1.1: During any construction period ground disturbance, implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant. The contractor shall implement the following BMPs that are required of all projects:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

MM AIR-1.2: The project shall implement the required dust control measures listed above (MM AIR-1.1) and develop and implement an Emission Reduction Plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 57 percent reduction in $PM_{2.5}$ exhaust emissions or more. The plan shall be submitted to the Community Development Department for approval prior to issuance of demolition and grading permits and demonstrate the reduction of TACs to a less than significant level.

A feasible plan to achieve this reduction could include:

- All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on-site for more than two days continuously shall meet, at minimum, the EPA particulate matter emissions standards for Tier 2 engines[1] or equivalent; and

- All diesel-powered portable equipment (i.e., air compressors, aerial lifts, concrete and industrial saws, and forklifts) operating on the site for more than two days shall meet EPA particulate matter emissions standards for Tier 4 engines or equivalent.

Alternatively, the construction contractor could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds. The use of equipment with CARB-certified Level 3 Diesel Particulate Filters or alternatively-powered equipment (e.g., non-diesel powered lifts), or a combination of measures provided that these measures are included in an approved Emission Reduction Plan.

Hazards and Hazardous Materials

MM HAZ-1.1: Prior to construction activities, the project applicant shall implement a Site Management and Air Monitoring Plan (SMP), that establishes management practices for handling contaminated soil, soil vapor, groundwater or other materials during construction. The SMP shall be prepared by an Environmental Professional and shall be submitted to the EPA for review and approval prior to the issuance of building permits. The approved SMP shall also be provided to the City of Mountain View and the Santa Clara County Department of Environmental Health at the time of building permit application submittal.

[1] Tier 1-3 Emission Standards: The 1998 non-road engine regulations were structured as a 3-tiered progression. Each tier involved a phase-in (by horsepower rating) over several years. Tier 1 standards were phased-in from 1996 to 2000. The more stringent Tier 2 standards took effect from 2001 to 2006, and yet more stringent Tier 3 standards phased-in from 2006 to 2008 (Tier 3 standards applied only for engines from 37 to 560 kW). Accessed February 12, 2016. http://www.dieselnet.com/standards/us/nonroad.php

During construction, the applicant shall coordinate work activities with EPA and the MEW OU3 potentially responsible parties, including identifying conditions that could affect the implementation and monitoring of the vapor intrusion remedy.

The SMP shall include the protocols, means and methods to address the following during construction:

- Site control procedures to control the flow of personnel, vehicles and materials in and out of the site.
- Monitoring of vapors during the removal of the existing buildings' slab and underground waste water piping as well as any other underground features. An Environmental Professional shall be present to observe soil conditions, monitor vapors with a quantitative low level trichloroethene (TCE) analyzer, as appropriate, and determine if additional soil, soil gas, and air sampling should be performed. Protocols and procedures shall be presented for determining when soil sampling and analytical testing will be performed. If additional sampling is performed, a report documenting sampling activities (with site plans and analytical data) shall be provided to the City and EPA.

  - The low level TCE detector shall be capable of measuring to at least 1 parts per billion by volume (ppbv) or 5 micrograms per cubic meter of TCE in air.
  - Monitoring of the interior of excavations/trenches by collecting air samples prior to workers entering these trenches/excavations.
  - The monitoring results will be compared to the EPA Region 9 recommended guidance level for TCE of 7 $\mu g/m^3$ (accelerated response action level) and 21 $\mu g/m^3$ (urgent response action level) to determine if mitigation and worker protection measures are necessary. If concentrations exceed the accelerated response action level and do not recede, engineering controls, such as fans to increase ventilation or application of foam suppressant to disturbed surface areas, will be implemented. Daily 8-hour canister sampling will continue until TCE concentrations are brought below the Middlefield-Ellis-Whisman (MEW) standard of 5 $\mu g/m^3$.
  - Should the TCE concentrations detected during the 8-hour canister sampling exceed the urgent response action level (21 $\mu g/m^3$), EPA will be notified within 24 hours.

- Workers shall not work in excavations/trenches in which there is accumulated water or in trenches/excavations in which water is accumulating, unless adequate precautions have been taken against the hazards posed by the accumulation. These measures can include PPE, shoring or water removal. Workers shall not work in excavations unless

ambient air samples (Summa canisters) show contaminants of concern at concentrations less than commercial screening levels.

- Minimization of dust generation, storm water runoff and off-site tracking of soil.
- Minimization of airborne dust during demolition activities.
- Management of groundwater discharges during excavation dewatering, if required. Protocols shall be prepared to evaluate water quality and discharge/disposal alternatives. The pumped water shall not be used for on-site dust control or any other on-site use.
- Management of groundwater during long-term dewatering, if required, including protocols for extraction, treatment, and disposal of groundwater.
- Management of site risks during earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected. Worker training requirements, health and safety measures and soil handling procedures shall be described.
- Decontamination to be implemented by the Contractor to reduce the potential for construction equipment and vehicles to release contaminated soil onto public roadways or other offsite transfer.
- Perimeter air monitoring at the site during any activity the substantially disturbs site soil (e.g., mass grading, foundation construction excavation or utility trenching). This monitoring shall be used to document the effectiveness of dust control and vapor control measures.
- Contingency measures for previously unidentified buried structures, wells, debris, or areas of impacted soil that could be encountered during site development activities.
- Characterization and profiling of soil suspected of being contaminated so that appropriate disposal or reuse alternatives can be implemented. Soil in contact with groundwater shall be assumed contaminated. All soil excavated and transported from this site shall be appropriately disposed at a permitted facility.
- Excavated soils from deeper than approximately two (2) feet will be field-screened for the presence of VOCs. Field screening (approximately every 10 lineal feet or 5 to 10 CYs) will occur using a sensitive PID (such as the ppbRAE 3000). Soil that is field-screened and "cleared" (less than 500 ppb_v) can be considered "clean" and can be reused for on-site fill. Potentially contaminated soil will be segregated and stockpiled at a designated, plastic-lined stockpile area.
- Protocols to segregate "clean" and "impacted" soil stockpiles.
- Evaluation and documentation of the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.
- Evaluation of the residual contaminants to determine if they will adversely affect the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion).

- Measures to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.
- Measures to prevent intrusion of contaminated water into stormwater control features including the stormwater detention pond. A Civil Engineer shall design the bottom and sides of the stormwater features to be lined with a minimum 10-mil heavy duty plastic to help prevent infiltration.
- Prior to the start of any construction activity that involves below ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) shall be provided to the Contractors for their review, and each Contractor shall provide such information to its Subcontractors.
- The project applicant's Environmental Professional shall assist in the implementation of the SMP and shall, at a minimum, perform part-time observation services during demolition, excavation, grading and trenching activities. Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP; this report shall be submitted to the City of Mountain View, the EPA, and the Santa Clara County Department of Environmental Health upon completion of the proposed development.

The Air Monitoring Plan shall assess the exposure of on-site construction workers and neighboring occupants adjoining the site to VOCs; this plan shall specify measures to be implemented if VOCs exceed threshold values.

The Site Management Plan and Air Monitoring Plan shall be submitted to the EPA for review and approval prior to construction.

In addition to the SMP and Air Monitoring Plan, the project applicant shall submit and implement the following plans and controls:

MM HAZ-1.2: Response Action Plan: Prior to construction activities, the project applicant shall submit a Response Action Plan, which will present proposed response actions as necessary to reduce high TCE concentrations and other chemicals of potential concern, and further reduce unacceptable risk to public health and safety or the environment. To accomplish the objectives stated in the preceding section, and satisfy regulatory requirements, the Response Action Plan should include the following elements:

- A description of the nature and extent of TCE, the primary chemical of concern, and other chemicals of potential concern (COPCs) at the

property.

- The TCE response action levels and goals for soil gas, soil, and groundwater to be achieved by the response actions proposed in this Response Action Plan.
- A description of the treatment and implementation plan for soil, soil gas and groundwater impacted by volatile organic compounds (VOCs) at the property.

Response Action Completion Report: The applicant will be required to document the field activities and additional response actions implemented in accordance with the Response Action Work Plan.

The Response Action Plan and Response Action Completion Report shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.3: Vapor Intrusion Control Plan (Vapor Intrusion Control System Remedial Design): The applicant shall prepare a Vapor Intrusion Control System Remedial Design plan, which will describe the measures to be implemented to help prevent exposure of site occupants to VOCs in indoor air as a result of vapor intrusion.

- The Vapor Intrusion Control Plan shall require the project applicant to design the proposed structure with appropriate structural and engineering features to reduce the risk of vapor intrusion into the building. The Record of Decision (ROD) Amendment for the Vapor Intrusion Pathway, MEW Superfund Study Area (2010) and the Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway in the MEW Superfund Study Area specify the selected remedy for all future buildings. This plan shall be submitted to the EPA for review and approval prior to construction.
- Because significantly high TCE concentrations in soil gas, soil, and shallow groundwater are present on the project site, design, construction, and operation of an active sub-slab depressurization system with effluent vapor treatment are required.
- The project applicant shall provide a Vapor Mitigation Completion Report to the City of Mountain View, the EPA, and the Santa Clara County Department of Environmental Health for review and approval. The report shall document installation of the vapor control measures identified in the Vapor Intrusion Mitigation Plan, including plans and specifications, and shall include a monitoring program (see also, Long-Term Operations, Maintenance, and Monitoring Plan).

MM HAZ-1.4: Long-Term Operations, Maintenance, and Monitoring Plan: The project applicant shall prepare a Long-Term Operations, Maintenance, and Monitoring Plan describing actions to be taken following construction to maintain and monitor the vapor intrusion mitigation system, as well as a

contingency plan should the vapor mitigation system fail. This plan shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.5: Soil Gas and Groundwater Monitoring Location Plan: The project applicant shall prepare a Soil Gas and Groundwater Monitoring Well Location Plan, showing proposed post-development locations of soil gas and groundwater monitoring wells. The project applicant shall allow access to install and sample these soil gas and groundwater monitoring wells and other response action infrastructure and, if requested by EPA, shall install these wells and perform additional sampling and analyses that may be required by EPA. This plan shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.6: Dewatering Plan: If an extended period of groundwater dewatering will be required, a Dewatering Plan shall be prepared documenting the dewatering method, groundwater sampling and analyses, groundwater treatment (if required), permitting requirements, and discharge location. This plan shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.7: Sanitary Sewer Sampling and Analysis Plan (if applicable): Prior to removing or decommissioning the sanitary sewer, a Sampling and Analysis Plan shall prepared presenting the protocols for line removal and confirmation sampling. This plan shall be submitted to the EPA for review and approval prior to construction.

MM HAZ-1.8: Health and Safety Plans: Each contractor working at the project site shall prepare a Health and Safety Plan (HSP) that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. Workers conducting site investigation and earthwork activities in areas on contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)). This document shall be provided to the City of Mountain View, EPA, and the Santa Clara County Department of Environmental Health for review. The contractor shall be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. Upon construction completion, an environmental regulatory closure report should be prepared demonstrating that the soil and groundwater were handled according to requirements of the SMP.

MM HAZ-1.9: The applicant shall coordinate with the EPA and the City of Mountain View to implement institutional controls on the project site.

- Institutional Controls are non-engineered instruments of control, such as administrative and legal controls that help to minimize the potential for human exposure to contamination and/or protect the integrity of the response action. Institutional Controls will be implemented through the City's planning and permitting procedures which will ensure that the

appropriate remedy is applied to particular building construction.

MM HAZ-1.10: The applicant shall be responsible for working with the EPA and the City of Mountain View to provide financial assurance.

- Financial Assurance: The applicant shall provide proof that adequate funds are available for long-term maintenance and monitoring of the vapor intrusion mitigation system.

MM HAZ-1.11: The project applicant and subsequent owners and occupants shall provide access to the project site and cooperate with the EPA and MEW OU3 potentially responsible parties during the implementation of any subsequent groundwater or soil vapor investigations or remediation as well as implementation of additional vapor intrusion remediation, if required. In addition, the project applicant and subsequent site owners and occupants shall provide access for future indoor air and soil vapor monitoring activities and shall not interfere with the implementation of remedies selected by the EPA. These requirements shall be specified in Covenants, Conditions and Restrictions that shall run with the property.

MM HAZ-2.1: The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level:

- In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures.

- A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- Because demolition is planned, the removal of lead-based paint is not required if it is bonded to the building materials. However, if the lead-based paint is flaking, peeling, or blistering, it shall be removed prior to demolition. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with

Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- All universal wastes, lubrication fluids and CFCs and HCFC's shall be removed before structural demolition begins.

Noise

MM NOISE-1.1: Construct a minimum five-foot high noise barrier at the north and east boundaries of the proposed patio. The barrier shall be solid over the face and at the base of the barrier (e.g., free of gaps or cracks) and constructed from materials with a minimum surface weight of three (3) lbs/ft^2. The proposed barrier would reduce exterior noise levels within the proposed patio to 63 dBA L_{dn}, meeting the City's 65 dBA L_{dn} exterior noise level threshold.

MM NOISE-1.2: A qualified acoustical consultant shall review final site plan, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by state noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dBA L_{dn} or lower. The specific determination of what noise insulation treatments are necessary will be conducted on a room-by-room basis. The results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit.

MM NOISE-1.3: Special building techniques (e.g., sound-rated windows and building facade treatments) will be required to maintain interior noise levels at or below acceptable levels. These treatments would include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, protected ventilation openings, etc. Preliminary calculations made by *Edward L. Pack Associates, Inc*. in November 2010 indicate that windows with a minimum Sound Transmission Class (STC)[38] rating of 31 will be needed at all interior spaces on the northwest, northeast, and southeast facades to maintain noise levels at or below 45 dBA L_{dn}. Standard construction methods would be sufficient for spaces along the southwest facade.

[38] Sound Transmission Class (STC): A single figure rating designed to give an estimate of the sound insulation properties of a partition. Numerically, STC represents the number of decibels of speech sound reduction from one side of the partition to the other. The STC is intended for use when speech and office noise constitute the principal noise problem.

MM NOISE-1.4: Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for first floor common areas and all guest rooms, so that windows could be kept closed at the occupant's discretion to control noise. Preliminary calculations made by *Edward L. Pack Associates, Inc.* indicate that Packaged Terminal Air Conditioner (PTAC) units with a minimum STC rating of 22 will be needed at all guest spaces on the northwest, northeast, and southeast facades to maintain noise levels at or below 45 dBA L_{dn}. Guest space PTAC units on the on the southwesterly facade do not require an STC rating.

III. 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, and therefore, an Environmental Impact Report (EIR) is not 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.

IV. 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:

A. 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 animals or plants, or to eliminate historic or prehistoric sites.

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

C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.

D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.

E. This determination reflects the independent judgment of the City.

Diana Pancholi / Associate Planner — 6/23/17

Name/Title — Date

All appendices and hardcopies of this report can be viewed at:

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