

CITY OF MOUNTAIN VIEW  
RESOLUTION NO.  
SERIES 2014

A RESOLUTION CERTIFYING THE EL CAMINO REAL  
PRECISE PLAN ENVIRONMENTAL IMPACT REPORT AND  
ADOPTING CEQA FINDINGS, MITIGATION MEASURES, AND A  
MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.*, the City has prepared an Environmental Impact Report (EIR) for the El Camino Real Precise Plan; and

WHEREAS, the City of Mountain View prepared and circulated for public comment a Draft EIR, held a public hearing on the Draft EIR before the Environmental Planning Commission on August 28, 2014, and gave all public notices in the manner and at the times required by law; and

WHEREAS, the Final EIR, which includes the Draft EIR and response to comments document for the El Camino Real Precise Plan, was presented to the City Council on November 17, 2014, and the City Council has reviewed the Final EIR on the proposed project and all associated staff reports, meeting minutes, testimony, and evidence constituting the record of proceedings (as defined in the CEQA Findings); and

WHEREAS, the Final EIR identifies certain significant effects on the environment that would result from the implementation of the proposed project; and

WHEREAS, the Final EIR identifies mitigation measures which, when implemented, will substantially lessen or avoid the significant effects on the environment caused by the proposed project; and

WHEREAS, the Final EIR identifies and analyzes alternatives to the proposed project; and

WHEREAS, the Mitigation Monitoring and Reporting Program has been prepared pursuant to CEQA to monitor the changes to the project, which the lead agency has adopted in order to mitigate or avoid significant effects on the environment;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View, having independently considered the Final EIR and the potentially

significant environmental effects of the project as shown in the Final EIR for the El Camino Real Precise Plan, that the Council:

1. Certifies that the Final EIR has been completed in compliance with CEQA and reflects the independent judgment of the City Council; and
2. Adopts the CEQA findings for the project, attached hereto as Exhibit A; and
3. Adopts all of the feasible mitigation measures identified and described in the Final EIR and determines that the project, as mitigated, will avoid or reduce all of the significant adverse impacts to a less-than-significant level; and
4. Finds that the alternatives identified and analyzed in the Final EIR cannot achieve the project objectives to the same degree as the proposed project, and do not represent substantial environmental benefits over the proposed project and are, therefore, rejected as infeasible, within the meaning of CEQA, in favor of the proposed project; and
5. Adopts a Mitigation Monitoring and Reporting Program, attached hereto as Exhibit B.

TIME FOR JUDICIAL REVIEW:

The time within which judicial review of this document must be sought is governed by California Code of Procedure Section 1094.6 as established by Resolution No. 13850 adopted by the City Council on August 9, 1983.

-----

EA/7/RESO  
899-11-17-14r-E

## **El Camino Real Precise Plan**

### **CEQA FINDINGS**

#### **Pursuant to Section 15091 and 15093 of the State CEQA Guidelines and Section 21081 of the Public Resources Code**

November 3, 2014

The Final Environmental Impact Report (Final EIR) prepared by the City of Mountain View (City) for the El Camino Real Precise Plan consists of the Draft EIR (including the Initial Study in Appendix A of the Draft EIR) and Response to Comments Document on the Draft EIR. The Final EIR identifies significant environmental impacts that will result from implementation of the project. The City finds that with implementation of applicable Conditions of Approval (COAs) and General Plan policies and goals, in addition to the identified mitigation measures as part of project approvals, all potential impacts would be reduced to a less-than-significant level.

As required by CEQA, the City, in adopting these CEQA Findings also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the project. The City finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project. In accordance with CEQA and the *CEQA Guidelines*, the City adopts these findings as part of the certification of the Final EIR for the project. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the project.

## TABLE OF CONTENTS

SECTION 1: INTRODUCTION.....	1
SECTION 2: CITY OF MOUNTAIN VIEW DRAFT EL CAMINO REAL PRECISE PLAN .....	3
SECTION 3: EFFECTS DETERMINED TO BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS .....	5
SECTION 4: EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT OR NOT SIGNIFICANT .....	8
SECTION 5: FEASIBILITY OF PROJECT ALTERNATIVES .....	12
SECTION 6: SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL.....	15
SECTION 7: STATEMENT OF OVERRIDING CONSIDERATIONS.....	15

## **SECTION 1: INTRODUCTION**

### **1.1 Statutory Requirements for Findings**

The California Environmental Quality Act (CEQA), (Cal. Pub. Res. Code, §21080) and the *CEQA Guidelines* (Cal. Code Regs., Title 14, §15063) state that if it has been determined that a project may or will have significant impacts on the environment then an Environmental Impact Report (EIR) must be prepared. Accordingly, an EIR has been prepared by the City of Mountain View (hereafter referred to as “the City”) to evaluate potential environmental effects that may result from implementation of the proposed City of Mountain View El Camino Real Precise Plan. The EIR has been prepared in accordance with the California Environmental Quality Act of 1970, as amended (Cal. Pub. Res. Code, §21000 et seq.), and implementing State *CEQA Guidelines* (Cal. Code Regs., Title 14, §15000 et seq.).

In accordance with *CEQA Guidelines* Section 15090, the City, as Lead Agency for the City of Mountain View El Camino Real Precise (hereafter referred to as “the ECR Precise Plan or Precise Plan or project”), certifies that:

- a. The Final EIR for the proposed ECR Precise Plan has been completed and processed in compliance with the requirements of CEQA;
- b. The Final EIR was presented to the City Council of the City of Mountain View (hereafter referred to as “the City Council”), as the decision-making body for the proposed ECR Precise Plan, and the City Council reviewed and considered the information contained in the Final EIR prior to adopting the proposed ECR Precise Plan; and
- c. The Final EIR reflects the City of Mountain View’s independent judgment and analysis. The City has exercised independent judgment in accordance with Public Resources Code Section 21082.1(c) in retaining its own environmental consultant directing the consultant in the preparation of the EIR as well as reviewing, analyzing, and revising material prepared by the consultant.

These CEQA Findings of Fact (hereafter referred to as “Findings”), and Mitigation Monitoring and Reporting Program (MMRP) have been prepared in accordance with CEQA and the *CEQA Guidelines*. The purpose of these Findings is to satisfy the requirements of Public Resources Code Section 21081 and Sections 15090, 15091, 15092, 15093, and 15097 of the *CEQA Guidelines*, in connection with the adoption of the proposed ECR Precise Plan. Before approving a project (in this case, adoption of the ECR Precise Plan) an EIR must be certified pursuant to Section 15090 of the *CEQA Guidelines*. Prior to approving a project for which an EIR has been certified, and for which the EIR identifies one or more significant environmental impacts, the approving agency must make one or more of the following findings, accompanied by a brief explanation of the rationale, pursuant to Public Resources Code Section 21081 Section 15091 of the *CEQA Guidelines*, for each identified significant impact:

1. Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

It is recommended that one or more of the specific written findings above be adopted regarding each significant impact associated with the proposed ECR Precise Plan. Those findings are presented here, along with a presentation of facts in support of the findings. Concurrent with the adoption of these findings, the City Council will adopt the MMRP, presented as a separate document. Section 15092 of the *CEQA Guidelines* states that after consideration of an EIR, and in conjunction with the Section 15091 findings identified above, the lead agency may decide whether or how to approve or carry out the project.

It is recommended that the City Council expressly finds the Final EIR for the proposed ECR Precise Plan reflects the City's independent review and judgment, as required by CEQA. In accordance with the provisions of CEQA and the *CEQA Guidelines*, it is recommended that the City Council adopt these Findings as part of its certification of the Final EIR.

## 1.2 Record of Proceedings

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City's decision on the project consists of: a) matters of common knowledge to the City, including, but not limited to, federal, State and local laws and regulations; and b) the following documents which are in the custody of the City:

- Draft El Camino Real Precise Plan;
- Notice of Preparation and other public notices issued by the City in conjunction with the project (see Appendix A of the Draft EIR for the Notice of Preparation);
- The Public Review Draft EIR, Initial Study, and supporting documentation prepared for the proposed project (Appendix A through C and the Draft EIR), dated August 2014;
- All written and verbal comments submitted by agencies, organizations and members of the public during the public comment period and at public hearings on the Draft EIR and responses to those comments (see Response to Comments Document, dated November 2014);
- The Mitigation Monitoring and Reporting Program;
- The Staff Report for the November 13, 2014 Environmental Planning Commission meeting;
- The Staff Report for the November 17, 2014 City Council meeting;
- All findings and resolutions adopted by the City in connection with the project, and all documents cited or referred therein;
- All final reports, studies, memoranda, maps, correspondence, and all planning documents prepared by the City, or the consultants, or responsible or trustee agencies with respect to: a) the City's compliance with CEQA; b) development of the project; or c) the City's action on the project; and
- All documents submitted to the City by agencies or members of the public in connection with development of the project.

### **1.3 Organization/Format of Findings**

Section 2 of these findings contains a summary description of the project, sets forth the objectives of the project, and briefly describes alternatives evaluated in the Draft EIR. Section 3 identifies the potentially significant effects of the project which were determined to be mitigated to a less-than-significant level. All numbered references identifying specific mitigation measures refer to numbered mitigation measures found in the Draft EIR, the Initial Study and Response to Comments Document. Section 4 identifies the project's potential environmental effects that were determined not to be significant, and do not require mitigation. Section 5 discusses the feasibility of project alternatives. Section 6 identifies the significant impacts of the project, including cumulative impacts, that cannot be mitigated to a less-than-significant level even though all feasible mitigation measures have been identified and incorporated into the project.

## **SECTION 2: CITY OF MOUNTAIN VIEW DRAFT EL CAMINO REAL PRECISE PLAN**

This section lists the objectives of the proposed project, provides a brief description of the project, and lists the project alternatives evaluated in the Draft EIR.

### **2.1 Project Objectives**

The ECR Precise Plan implements change area policy direction identified in the 2030 General Plan. The El Camino Real change area is envisioned as a vibrant, mixed-use area with improved access to the corridor's transit facilities and commercial amenities. The primary objectives of the ECR Precise Plan for EIR analysis were developed from the goals and policies identified in the 2030 General Plan:

- Create a vibrant transit and pedestrian corridor with a mix of land uses.
- Encourage private properties along El Camino Real to be redeveloped and enhanced.
- Allow more intensive development in key locations based on factors such as lot size, character of surrounding land uses, distance to transit facilities and opportunities to improve a site.
- Support a variety of building heights along El Camino Real to create a wide-ranging and interesting street.
- Require sensitive design transitions between El Camino Real development and surrounding residential neighborhoods.
- Encourage development to provide landscaped pedestrian amenities and gathering places.
- Support the assembly of parcels that fosters new development projects.
- Support new City street design standards for El Camino Real that improve the safety and accessibility of all ways of travel.
- Collaborate with surrounding cities on development of street design standards.

- Collaborate with the Grand Boulevard Initiative, Valley Transportation Authority (VTA), Caltrans and other regional agencies and cities on land use and transportation-improvement strategies.

The following are more detailed policy direction established during early phases of the Draft ECR Precise Plan development:

- Provide more specific zoning guidance for development along the corridor, including locations where higher intensity buildings may be appropriate.
- Clearly define “key locations” and “public benefit” language from the General Plan.
- Provide standards and direction that will help to activate small parcels and unlock their potential.
- Coordinate public improvements with private development, and consider ways to make them consistent with and supportive of each other.
- Address challenges related to developing or improving non-conforming properties.
- Encourage a diverse range of housing development for different incomes, family sizes and life stages.
- Maintain and encourage retail services within walking distance of every neighborhood.
- Maintain the corridor as a place where existing and new small businesses can thrive.
- Provide a safe, interesting, and comfortable pedestrian environment.
- Improve bicycle and pedestrian crossings of El Camino Real.
- Create and improve connections to surrounding neighborhoods.
- Locate parking behind or to the side of structures and optimize the amount of underground parking.
- Provide quality open areas and plazas, both public and private.
- Create well-designed, flexible buildings that could potentially accommodate a range of uses over their lifetime.
- Encourage transit-oriented design in buildings and convenient pedestrian access to nearby transit stations.

## **2.2 Project Description**

The ECR Precise Plan provides planning priorities, development regulations, and an implementation strategy for the 3.9-mile stretch of the El Camino Real that runs through Mountain View. The ECR Precise Plan will implement the 2030 General Plan land use, mobility, and other policy direction for the El Camino Real change area and includes specific policies and development standards for topics such as land use, intensity and heights, off-site improvements, and programmatic requirements, including parking and transportation demand management.

## **2.3 Alternatives**

The following three alternatives were considered in Draft EIR:



- **The No Project alternative** assumes the Precise Plan area development would occur as anticipated under the 2030 General Plan; however, development would not be focused in Village Centers and Neighborhood Corners, as would occur under implementation of the ECR Precise Plan. Additionally, the design and streetscape standards and pedestrian and bicycle facility improvements would not occur. No zoning changes would occur as part of this alternative.
- **The Increased Retail alternative** assumes a level of development similar to what is anticipated under the General Plan and the design and streetscape standards identified in the Precise Plan would be implemented. This alternative also assumes an increased level of retail development and a decreased level of office development.
- **Streetscape Improvement alternative.** Similar to the No Project Alternative, under this alternative development would occur as anticipated under the 2030 General Plan, and would not be focused in Village Centers and Neighborhood Corners. No zoning changes would occur as part of this alternative. However the pedestrian and bicycle facility improvements would occur.

A more detailed description of these alternatives, and required findings, are set forth in Section 5: Feasibility of Project Alternatives.

### **SECTION 3: EFFECTS DETERMINED TO BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS**

The Draft EIR and Initial Study (Appendix A of the Draft EIR) identified certain potentially significant effects that could result from the project. However, the City finds for each of the significant or potentially significant impacts identified in this section, that based upon substantial evidence in the record, changes or alterations have been required or incorporated into the project which avoid or substantially lessen the significant effects as identified in the Final EIR<sup>1</sup> and, thus, that adoption of the mitigation measures set forth below will reduce these significant or potentially significant effects to less-than-significant levels. Adoption of the recommended mitigation measures will effectively make the mitigation measures part of the project.

#### **3.1 AIR QUALITY**

**Impact AIR-1: Construction of new projects associated with implementation of the ECR Precise Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.**

Mitigation Measure AIR-1: All new development projects, associated with implementation of the ECR Precise Plan, which include buildings within 1,000 feet of a residential dwelling unit, shall conduct a construction health risk assessment to assess emissions from all construction equipment during each phase of construction prior to issuance of building permits. Equipment usage shall be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in 1 million, an increased non-cancer risk of greater

---

<sup>1</sup> *CEQA Guidelines*, Section 15091.

than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM<sub>2.5</sub> increase greater than 0.3 µg/m<sup>3</sup>.

Findings for Impact AIR-1: Mitigation Measure AIR-1 would require that all new development within 1,000 feet of a residential dwelling unit conduct a construction health risk assessment. As site-specific development is not proposed as part of the project, this mitigation measure would ensure that construction equipment use associated with future projects would not result in a carcinogenic health risk of more than 10 in 1 million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM<sub>2.5</sub> increase greater than 0.3 µg/m<sup>3</sup>. Implementation of Mitigation Measures AIR-1 would ensure that any potential construction equipment emissions impact would be reduced to a less-than-significant level. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the City finds that Mitigation Measure AIR-1 will be incorporated into the project via conditions of approval, and will reduce Impact AIR-1 to a less-than-significant level.

**Impact AIR-2: Implementation of the ECR Precise Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.**

Mitigation Measure AIR-2: For residential or other sensitive use projects proposed within 500 feet of El Camino Real, SR 87 or SR 287, and/or any permitted stationary sources, including those identified in Table IV.B-6 of the EIR, the City of Mountain View shall require an evaluation of potential health risk exposure. The applicant for a sensitive use project within the ECR Precise Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents or sensitive receptors. The report shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic health risk to less than 10 in 1 million, reduce the non-cancer risk to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient PM<sub>2.5</sub> increase is less than 0.3 µg/m<sup>3</sup>. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from source to the receptor.

Findings for Impact AIR-2: Mitigation Measure AIR-2 would require residential or other sensitive use projects proposed within 500 feet of El Camino Real, SR 87 or SR 287, and/or any permitted stationary sources, including those identified in Table IV.B-6 of the Draft EIR, to prepare an evaluation of potential health risk exposure. As site-specific development is not proposed as part of the project, this mitigation measure identifies and requires measures to reduce carcinogenic health risk to less than 10 in 1 million, reduce the non-cancer risk to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient PM<sub>2.5</sub> increase is less than 0.3 µg/m<sup>3</sup>.

Implementation of Mitigation Measures AIR-2 would ensure that impacts related to sensitive receptors exposed to substantial pollutant concentrations emissions would be reduced to a less-than-significant level. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the City finds that Mitigation Measure AIR-2 will be incorporated into the project via conditions of approval, and will reduce Impact AIR-2 to a less-than-significant level.

## 3.2 NOISE

### **Impact NOISE-1: Construction activities associated with implementation of the ECR Precise Plan could create significant short-term vibration impacts on nearby sensitive land uses.**

Mitigation Measure NOISE-1: The following language shall be included as a Condition of Approval for new projects associated with implementation of the ECR Precise Plan:

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

Findings for Impact NOISE-1: Mitigation Measures NOISE-1, which requires future development to implement measures to control vibration, will substantially lessen the potential construction related vibration impact. These mitigations comprise vibration-control actions that have been successfully used by municipalities throughout the State to substantially reduce construction period vibration levels. Similar measures are incorporated into the conditions of approval for development projects throughout California, and are easily monitored during the actual construction period. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the City finds that Mitigation Measures NOISE-1 will be incorporated into the project via conditions of approval, and will reduce Impact NOISE-1 to a less-than-significant level.

## 3.3 UTILITIES AND SERVICE

### **Impact UTL-1: Future development associated with implementation of the ECR Precise Plan could result in impacts to the existing water and/or wastewater infrastructure. Proposed new development may require upsizing or improvements to nearby water distribution and/or sewer mains and other infrastructure.**

Mitigation Measure UTL-1: As private properties within the ECR Precise Plan area are proposed for development, project-specific capacity and condition analyses of applicable water and wastewater infrastructure adjacent to and downstream of the project sites shall be performed to identify any impacts to the water and wastewater system. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works

Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water and/or wastewater infrastructure, as necessary.

Finding for Impact UTL-1: Mitigation Measure UTL-1 requires a project-specific capacity and condition analysis of water and wastewater infrastructure to identify any system deficiencies. If necessary, upgrades to utility systems would be required prior to the issuance of a grading or building permit. Implementation of this measure would reduce this potential impact to a less-than-significant level. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the City finds that Mitigation Measure UTL-1 will be incorporated into the project via conditions of approval, and will reduce Impact UTL-1 to a less-than-significant level.

**Impact UTL-2: Future development associated with implementation of the ECR Precise Plan could result in the need for new and/or improved stormwater infrastructure.**

Mitigation Measure UTL-2: As private properties within the Plan area are proposed for development, project-specific analyses of stormwater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the system. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary.

Finding for Impact UTL-2: Mitigation Measure UTL-2 requires a project-specific capacity and condition analysis of stormwater infrastructure to identify any system deficiencies. If necessary, upgrades or improvements to stormwater system would be required prior to the issuance of a grading or building permit. Implementation of this measure would reduce this potential impact to a less-than-significant level. Pursuant to *CEQA Guidelines* Section 15091(a)(1), the City finds that Mitigation Measure UTL-2 will be incorporated into the project via conditions of approval, and will reduce Impact UTL-2 to a less-than-significant level.

**SECTION 4: EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT OR NOT SIGNIFICANT**

The City finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the project are not significant or are less than significant, and do not require mitigation. The Draft EIR (Chapters IV and VI) and the Initial Study (Appendix A of the Draft EIR) provide a detailed analysis of the less-than-significant impacts of the proposed project.

**4.1 Aesthetics**

Implementation of the ECR Precise Plan would result in additional development within the ECR Precise Plan area; however, this is an urban developed corridor and new development would not affect areas with a high degree of scenic value. The ECR Precise Plan includes street and streetscape standards and guidelines intended to enhance the pedestrian experience along El Camino Real, as well as to guide future development within the ECR Precise Plan area. With adherence to and implementation of the ECR Precise Plan development standards and guidelines, COAs, and applicable 2030 General Plan policies and actions, implementation of the ECR Precise Plan would result in less-than-significant aesthetic impacts

## **4.2 Agricultural Resources**

The ECR Precise Plan area is an urban developed area and is not used for agriculture or forestry purposes. Implementation of the ECR Precise Plan would not impact agricultural or forestry resources or result in the loss of designated agricultural land.

## **4.3 Biological Resources**

The ECR Precise Plan area is located within a dense urban corridor. While most of the ECR Precise Plan area includes urban development, there are two creeks (Permanente and Stevens Creeks) which run through the ECR Precise Plan area. Development associated with implementation of the ECR Precise Plan would occur in already developed areas of the El Camino Real and would not occur within the creek channels. With adherence to and implementation of applicable biological resources-related General Plan policies and actions and COAs, implementation of the ECR Precise Plan would result in less-than-significant impacts to biological resources.

## **4.4 Cultural Resources**

Implementation of the ECR Precise Plan will allow for more intense development and pedestrian and bicycle improvements within the ECR Precise Plan area which could directly (i.e., demolition) or indirectly (i.e., adverse effects to historical setting from adjacent construction) impact historical buildings and structures that may qualify as historical resources under CEQA. As described in Section 4.5 of the Initial Study (included in Appendix A of the Draft EIR), the General Plan and the General Plan EIR contain policies and actions that will mitigate potential adverse impacts. Furthermore, the City would apply the applicable cultural resources related COAs to any development associated with implementation of the ECR Precise Plan.

## **4.5 Geology**

Major regional faults located in the vicinity Mountain View are capable of producing very strong to violent ground shaking. Strong to violent seismic shaking could cause serious structural damage to buildings not engineered and constructed to comply with the current California Building Codes, and could cause extensive non-structural damage to buildings in the ECR Precise Plan area. Existing federal and State programs are designed to provide current information detailing seismic hazards and impose regulatory requirements regarding geotechnical and soils investigations. As described in Section 4.6 of the Initial Study (included in Appendix A of the Draft EIR) the General Plan and the General Plan EIR contains policies and actions that will mitigate potential adverse impacts. Furthermore, the City would apply the applicable geology and soils related COAs to any development associated with implementation of the ECR Precise Plan, which would reduce potential impacts to a less-than-significant level.

## **4.6 Greenhouse Gas Emissions**

The Mountain View Greenhouse Gas Reduction Program (GGRP) was adopted on July 10, 2012. The GGRP meets the requirements of the BAAQMD “qualified plans” as described in the BAAQMD *CEQA Guidelines*. 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. Based on the implementation of the required measures in the GGRP, the ECR Precise Plan would be consistent with the GGRP, and would not result in a significant operational or construction-related

greenhouse gas emission impact. Implementation of the ECR Precise Plan would result in a less-than-significant greenhouse gas emissions impact.

#### **4.7 Hazards and Hazardous Materials**

New development or redevelopment in the ECR Precise Plan area would involve the routine management of hazardous materials that could pose a significant threat to human health or the environment if not properly managed or accidentally released. Construction and post-construction activities could include the use of hazardous materials such as motor fuels, oils, solvents, and lubricants. An accidental release of hazardous materials during fueling, maintenance, or improper operation of construction equipment could potentially occur and pose a risk to construction workers, the public, and the environment.

The storage, use, handling, generation, transport, and disposal of hazardous materials during site construction and operation activities are addressed by federal, State, and local laws, regulations, and other programs. Additionally, as described in Section 4.8 of the Initial Study (included in Appendix A of the Draft EIR), the General Plan includes several policies and actions related to hazards and hazardous materials. Furthermore, the City has several hazardous materials COAs that would be applicable to development associated with implementation of the ECR Precise Plan. Although hazardous materials releases from accidents cannot feasibly be eliminated, implementation of the General Plan policies and actions, applicable COAs, as well as adherence to existing regulatory programs on the federal, State, and local levels, would reduce potential impacts related to the reasonably foreseeable upset or accident conditions to a less-than-significant level.

#### **4.8 Hydrology and Water Quality**

Development under the ECR Precise Plan has the potential to increase and alter impervious surfaces, which could increase stormwater runoff volumes, potentially resulting in hydromodification impacts (degradation of water quality in creeks related to higher erosive flows). Construction activities, operation of new development, and associated changes in runoff patterns also have the potential to introduce contaminants to stormwater. Compliance with existing NPDES permits for construction and post-construction as well as compliance with 2030 General Plan policies and actions and applicable COAs (identified in Section 4.9 of the Initial Study included in Appendix A of the Draft EIR) would reduce this impact to a less-than-significant level. Finally, new development under the ECR Precise Plan could be placed in flood zones; however, compliance with existing programs and regulations would limit flooding impacts. Development associated with implementation of the ECR Precise Plan would have less-than-significant impacts with regard to hydrology and water quality.

#### **4.9 Land Use and Planning**

The ECR Precise Plan includes no large-scale infrastructure projects such as new freeways or high-volume roadways that would divide an established community. Likewise, critical transportation infrastructure linking one neighborhood to another would not be removed as part of the ECR Precise Plan. The ECR Precise Plan seeks to enhance mobility between and within existing neighborhoods by expanding the existing multi-modal transportation system. The ECR Precise Plan will implement the 2030 General Plan land use, mobility, and other policy direction for the El Camino Real area. This includes specific policies and development standards for topics such as land use, intensity and heights, off-site improvements, and programmatic requirements, including parking and transportation

demand management. Potential impacts related to land use and planning would be considered to be less-than-significant.

#### **4.10 Transportation and Circulation**

Under the Existing (2013) Plus Project Conditions, all intersections would operate under acceptable Level of Service Standards. In the Cumulative (2030) Plus Project Conditions, the land use changes in the ECR Precise Plan generate no change in the net trips from the 2030 General Plan so there would not be impacts identified for development solely associated with the implementation of the ECR Precise Plan in the cumulative conditions. The ECR Precise Plan proposes improvements to transit facilities, such as improving access to transit services for pedestrian and bicyclists and enhancing transit station amenities. Transit impacts would be considered less than significant. The ECR Precise Plan emphasizes the use of pedestrian and bicycle facilities through the area and does not disrupt existing pedestrian and bicycle facilities, nor conflict with adopted pedestrian and bicycle plans, guidelines, policies, or standards. Potential impacts related to transportation and circulation would be considered less than significant.

#### **4.11 Population and Housing**

Implementation of the ECR Precise Plan is anticipated to result in an increase in the population of the area by 1,500 residents and an increase of 788 housing units. General Plan policies and actions support the intensification and densification of the El Camino Real corridor. Because growth would be focused in an already-urbanized area, some displacement of existing housing and residents is possible. However, adverse impacts associated with displacement would be minimized by an overall increase in the area's housing units. Therefore, displacement would only occur under limited circumstances, and the ECR Precise Plan would not result in significant impacts related to population and housing.

#### **4.12 PUBLIC SERVICES AND RECREATION**

With the implementation of General Plan policies and actions, impacts to police and fire services are expected to be less than significant. Additionally, the City will consider the environmental effects of new facilities at a project level when they are proposed over time.

For school services, the geographic setting for cumulative impacts includes the Mountain View-Whisman School District, MVLAUHSD, and LASD service areas, which serve the cities of Mountain View and Los Altos. As expected residential and non-residential growth occurs within the three school service areas, increased demand would be placed on the school districts' services and facilities. The Mountain View-Whisman School District has a facilities master plan that dictates how educational facilities would adapt to meet the needs of a growing student population, and both the MVLAUHSD and LASD have extensive modernization programs to address similar needs. The demand within all three school districts is expected to increase as a result of implementation of the ECR Precise Plan and continued development in Los Altos and Mountain View. With current K-12 enrollment at LASD and MVLAUHSD schools nearing or exceeding capacity, implementation of the ECR Precise Plan in conjunction with the potential growth in student population in Los Altos and Mountain View would result in a potentially significant impact on schools. However, any development carried out under the ECR Precise Plan that may affect service levels within the LASD and MVLAUHSD would be required to contribute school facility fees in conformance with State law and District requirements. School impact fees are deemed by statute to constitute full mitigation to reduce

the impact of development projects on school facilities. Additionally, the school districts will conduct their own environmental analysis to address proposals for new facilities and will address project-level adverse environmental impacts on a case by case basis at that time.

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

## **SECTION 5: FEASIBILITY OF PROJECT ALTERNATIVES**

### **5.1 Project Alternatives**

The Draft EIR included three alternatives: the No Project alternative; the Increased Retail alternative; and the Streetscape Improvement alternative. The City hereby concludes that the Draft EIR sets forth a reasonable range of alternatives to the proposed project so as to foster informed public participation and informed decision making. The City finds that the alternatives identified and described in the Draft EIR were considered and further finds them to be infeasible as described below pursuant to CEQA section 21081.

**5.1.1. No Project Alternative.** The No Project alternative assumes the development identified in the 2030 General Plan would occur within the Precise Plan area; however, development would not be focused in Village Centers or Neighborhood Corners. Growth would occur randomly as applications were processed within the Precise Plan area. Development and streetscape standards included in the Precise Plan, including transitions and reduced heights adjacent to residential neighborhoods and measures to encourage pedestrian activity and multi-modal transportation within the area, would not be implemented. No bicycle improvements (beyond those identified in currently adopted City documents) would be implemented. The floor area ratio (FAR) would be up to 3.0, but locations that could have this FAR would not be clearly defined.

Findings for the No Project Alternative: The No Project alternative would not result in areas of dense nodes of development and pedestrian activity along El Camino Real as anticipated under the ECR Precise Plan. These nodes of development are anticipated to enable visitors to park once and then walk to multiple nearby destinations on foot. Implementation of the No Project alternative would not focus development and would likely result in development that is less pedestrian/bicycle friendly and more car-oriented, resulting in more and longer vehicle trips as people search for parking, fewer non-automobile trips, and a less friendly and safe pedestrian/bicycle environment along the El Camino Real corridor. As with the proposed project, significant unavoidable impacts are not anticipated under this alternative as the amount of development would be similar to the proposed project.

The air quality impacts associated with implementation of the ECR Precise Plan (potential exposure of sensitive receptors to substantial pollutant concentrations during construction and operation periods) would still occur under this alternative; the identified mitigation measures would reduce these potential impacts to a less-than-significant level. Implementation of the No Project alternative would result in similar air quality impacts to the proposed project.



The noise impacts associated with implementation of the ECR Precise Plan (vibration) would still occur under this alternative; the identified mitigation measure would reduce this potential impact to a less-than-significant level. Implementation of the No Project alternative would result in a similar noise impact as the proposed project.

Because the No Project alternative would result in new development and redevelopment along the El Camino Real corridor, potential impacts to existing water, wastewater and stormwater infrastructure and the ability to serve new development would still occur. Studies would be required when new development is proposed. Implementation of the No Project alternative would result in similar impacts to utility systems as the proposed project.

As noted in the Draft EIR, there are 25 project objectives; this alternative would only partially meet four of those objectives. Given the reasons described above, the City rejects the No Project alternative.

**5.1.2 Increased Retail Alternative.** The Increased Retail alternative anticipates a similar level of development as the proposed project but would result in more retail development and less office development than the proposed project. As with the proposed project, this alternative would include the development and streetscape guidelines to encourage development in concentrated nodes and pedestrian/bicycle improvements; however, this alternative would have an increased amount of neighborhood-serving retail.

Findings for the Increased Retail Alternative: Implementation of the Increased Retail alternative would result in the development of an alternative that looks similar to the ECR Precise Plan: concentrated development along El Camino Real that incorporates pedestrian and bicycle improvements. However, this alternative would incorporate more neighborhood-serving retail development. This change would further support several of the guiding principles within the ECR Precise Plan, including preserve, connect and serve adjacent neighborhoods, and support existing and new small businesses. However, office development envisioned within this area of the City would be located elsewhere. Additionally, while the amount of retail would be increased under this alternative, it would not be located within dense nodes of developments and would not support the “park once and walk” principle of the ECR Precise Plan. Further, increased amounts of retail development may lead to the demand for increased parking, which could lower the redevelopment viability given the costs associated with developing parking.

As the amount of overall development included in this alternative is similar to the ECR Precise Plan, significant transportation impacts are not anticipated.

The air quality impacts associated with implementation of the ECR Precise Plan (potential exposure of sensitive receptors to substantial pollutant concentrations during construction and operation periods) would still occur under this alternative; the identified mitigation measures would reduce these potential impacts to a less-than-significant level. Implementation of the Increased Retail alternative would result in similar air quality impacts to the proposed project.

The noise impact associated with implementation of the ECR Precise Plan (vibration) would still occur under this alternative; the identified mitigation measure would reduce this potential impact to a less-than-significant level. Implementation of the Increased Retail alternative would result in a noise impact similar to the proposed project.

Because the Increased Retail alternative would result in new development and redevelopment along the El Camino Real corridor, potential impacts to existing water, wastewater and stormwater infrastructure and the ability to serve new development would still occur. Studies would be required when new development is proposed. Implementation of the Increased Retail alternative would result in similar impacts to utility systems as the proposed project.

As noted in the Draft EIR, there are 25 project objectives; this alternative would meet or partially meet all of the project objectives. However, office development envisioned within this area of the City would be located elsewhere. Additionally, while the amount of retail would be increased under this alternative, it would not be located within dense nodes of developments and would not support the “park once and walk” principle of the ECR Precise Plan. Further, increased amounts of retail development may lead to the demand for increased parking, which could lower the redevelopment viability given the costs associated with developing parking. Given the reasons described above, the City rejects the Increased Retail alternative.

**5.1.3 Streetscape Improvements Alternative.** Similar to the No Project Alternative, under this alternative development would occur as anticipated under the 2030 General Plan, and would not be focused in Village Centers and Neighborhood Corners. No zoning changes would occur as part of this alternative. However the pedestrian and bicycle facility improvements would occur.

Findings for the Streetscape Improvements Alternative: Implementation of the Streetscape Improvements alternative would not focus development, but would include pedestrian and bicycle improvements within the corridor. This alternative would generally not meet the objectives of allowing intensive development in key locations and requiring transitions between El Camino Real development and adjacent neighborhoods. Additionally, because development would not be focused in a “park once and walk to services” type node, this alternative could result in more and longer vehicle trips as people search for parking. However, with improved and safer bicycle and pedestrian facilities, there may be fewer automobile trips along the corridor. As with the proposed project, significant unavoidable impacts are not anticipated under this alternative as the amount of development would be similar to the proposed project.

While this alternative would include improvements to bicycle and pedestrian facilities but not development focused in Village Centers, the air quality impacts associated with implementation of the ECR Precise Plan would still occur under this alternative. The identified mitigation measures would reduce these potential impacts to a less-than-significant level. Implementation of this alternative would result in similar air quality impacts to the proposed project.

The noise impact associated with implementation of the ECR Precise Plan (vibration) would still occur under this alternative; the identified mitigation measure would reduce this potential impact to a less-than-significant level. Implementation of the Streetscape Improvements alternative would result in a noise impact similar to the proposed project.

Because the Streetscape Improvements alternative would result in new development and redevelopment along the El Camino Real corridor, potential impacts to existing water, wastewater and stormwater infrastructure and the ability to serve new development would still occur. Studies would be required when new development is proposed. Implementation of the

Streetscape Improvements alternative would result in similar impacts to utility systems as the proposed project.

As noted in the Draft EIR, there are 25 project objectives; this alternative would meet or partially meet only ten of those objectives. This alternative would generally not meet the objectives of allowing intensive development in key locations and requiring transitions between El Camino Real development and adjacent neighborhoods. Additionally, because development would not be focused in a “park once and walk to services” type node, this alternative could result in more and longer vehicle trips as people search for parking. Given the reasons described above, the City rejects the No Project alternative.

## **5.2 Environmentally Superior Alternative**

The three alternatives would have a similar level of development as the proposed project and would likely result in similar environmental impacts. However, the Increased Retail Alternative is considered to be the environmentally superior alternative because this is the only alternative that meets the majority of the objectives. The overall amount of retail within the ECR Precise Plan area would be increased compared to the proposed project, but would not result in dense nodes of focused development along the El Camino Real corridor. However, this alternative would provide opportunities for residents to meet their retail needs, and the pedestrian and bicycle improvements should reduce vehicle trips and encourage alternative travel modes within the El Camino Real corridor.

Findings. The City finds the Increased Retail alternative would be considered the environmentally superior alternative. However, office development envisioned within this area of the City would be located elsewhere. Additionally, while the amount of retail would be increased under this alternative, it would not be located within dense nodes of developments and would not support the “park once and walk” principle of the ECR Precise Plan. Further, increased amounts of retail development may lead to the demand for increased parking, which could lower the redevelopment viability given the costs associated with developing parking. Given these reasons, the City rejects the Increased Retail alternative.

## **SECTION 6: SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL**

All impacts identified within the Draft EIR and Initial Study can be reduced to a less-than-significant level.

## **SECTION 7: STATEMENT OF OVERRIDING CONSIDERATIONS**

The Draft EIR and Initial Study did not identify any significant unavoidable impacts. All impacts identified within the Draft EIR and Initial Study can be reduced to a less-than-significant level with implementation of the identified mitigation measures. As such, a Statement of Overriding Considerations is not required.

*This page intentionally left blank.*

## MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Final Environmental Impact Report (Final EIR) prepared for the City of Mountain View El Camino Real Precise Plan (ECR Precise Plan). The MMRP, which is found in Table 1, lists mitigation measures recommended in the Final EIR (which includes the Draft EIR, Initial Study (Appendix A of the Draft EIR), and Response to Comments documents) prepared for the ECR Precise Plan and identifies mitigation monitoring requirements. The Final MMRP must be adopted when the City Council makes a final decision on the project.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the project.

The MMRP is organized in a matrix format. The first column identifies the environmental impacts. The second column, entitled “Mitigation Measures,” refers to the identified mitigation measures. The third column, entitled “Responsibility for Compliance,” refers to the entity responsible for mitigation measure implementation. The fourth column, entitled “Method of Compliance and Oversight of Implementation,” refers to the manner in which the mitigation measure is implemented, and who has oversight over ensuring implementation of the mitigation measure. The fifth column, entitled “Timing of Compliance,” details when monitoring will occur to ensure that the mitigating action is completed.

**Table 1: Mitigation Monitoring and Reporting Program**

Environmental Impacts	Mitigation Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
<b>ENVIRONMENTAL IMPACT REPORT</b>				
<b>A. TRANSPORTATION AND CIRCULATION</b>				
<i>There are no significant Transportation and Circulation impacts.</i>				
<b>B. AIR QUALITY</b>				
<p><u>AIR-1</u>: Construction of new projects associated with implementation of the ECR Precise Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.</p>	<p><u>AIR-1</u>: All new development projects, associated with implementation of the ECR Precise Plan, which include buildings within 1,000 feet of a residential dwelling unit, shall conduct a construction health risk assessment to assess emissions from all construction equipment during each phase of construction prior to issuance of building permits. Equipment usage shall be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in 1 million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM<sub>2.5</sub> increase greater than 0.3 µg/m<sup>3</sup>.</p>	Project Applicants	<p>Method of Compliance: Preparation of a Health Risk Assessment and implementation of any identified measures</p> <p>Implementation Oversight: City of Mountain View Public Works Department and Community Development Department</p>	Prior to demolition, site preparation, or construction activities
<p><u>AIR-2</u>: Implementation of the ECR Precise Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.</p>	<p><u>AIR-2</u>: For residential or other sensitive use projects proposed within 500 feet of El Camino Real, SR 87 or SR 287, and/or any permitted stationary sources, including those identified in Table IV.B-6 of the EIR, the City of Mountain View shall require an evaluation of potential health risk exposure. The applicant for a sensitive use project within the ECR Precise Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents or sensitive receptors. The report shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic health risk of to less than 10 in 1 million, reduce the non-cancer risk of to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient PM<sub>2.5</sub> increase is less than 0.3 µg/m<sup>3</sup>. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from source to the receptor.</p>	Project Applicants	<p>Method of Compliance: Preparation of a Health Risk Assessment and implementation of any identified measures</p> <p>Implementation Oversight: City of Mountain View Public Works Department and Community Development Department</p>	Prior to project approval

**Table 1: Mitigation Monitoring and Reporting Program**

Environmental Impacts	Mitigation Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
<b>C. NOISE</b>				
<p><u>NOISE-1:</u> Construction activities associated with implementation of the ECR Precise Plan could create significant short-term vibration impacts on nearby sensitive land uses.</p>	<p><u>NOISE-1:</u> The following language shall be included as a Condition of Approval for new projects associated with implementation of the ECR Precise Plan:</p> <ul style="list-style-type: none"> <li>In the event that pile driving would be required for any proposed project within the ECR Precise Plan area, all residents within 300 feet of the project site shall be notified of the schedule for its use a minimum of one week prior to its commencement. The contractor shall implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration, or the use of portable acoustical barriers) where feasible, in consideration of geotechnical and structural requirements and conditions.</li> <li>To the extent feasible, the project contractor shall phase high-vibration generating construction activities, such as pile-driving/ground-impacting operations, so they do not occur at the same time with demolition and excavation activities in locations where the combined vibrations would potentially impact sensitive areas.</li> <li>The project contractor shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clam shell or chisel drops).</li> <li>The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.</li> </ul>	Project Applicant/ Project Contractor	<p>Method of Compliance: Implementation of identified measures</p> <p>Implementation Oversight: City of Mountain View Public Works Department and Community Development Department</p>	During construction activities
<b>INITIAL STUDY</b>				
<b>4.17 UTILITIES AND SERVICE SYSTEMS</b>				
<p><u>UTL-1:</u> Future development associated with implementation of the ECR Precise Plan could result in impacts to the existing water and/or wastewater infrastructure. Proposed new development may require upsizing or improvements to nearby water distribution and/or sewer mains and other</p>	<p><u>UTL-1:</u> As private properties within the ECR Precise Plan area are proposed for development, project-specific capacity and condition analyses of applicable water and wastewater infrastructure adjacent to and downstream of the project sites shall be performed to identify any impacts to the water and wastewater system. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water and/or wastewater infrastruc-</p>	Project Applicants	<p>Method of Compliance: Preparation of infrastructure analysis and implementation of identified improvements</p> <p>Implementation Oversight: City of Mountain View Public</p>	Prior to issuance of grading and/or building permits

**Table 1: Mitigation Monitoring and Reporting Program**

Environmental Impacts	Mitigation Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
infrastructure.	ture, as necessary.		Works Department and Community Development Department	
<p><u>UTL-2</u>: Future development associated with implementation of the ECR Precise Plan could result in the need for new and/or improved stormwater infrastructure.</p>	<p><u>UTL-2</u>: As private properties within the Plan area are proposed for development, project-specific analyses of stormwater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the system. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary.</p>	Project Applicants	<p>Method of Compliance: Preparation of infrastructure analysis and implementation of identified improvements</p> <p>Implementation Oversight: City of Mountain View Public Works Department and Community Development Department</p>	Prior to issuance of grading and/or building permits

Source: LSA Associates, Inc., 2014.