



# CITY OF MOUNTAIN VIEW

## PUBLIC WORKS DEPARTMENT

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January 3, 2014

CLERK - COUNTY RECORDER'S OFFICE  
70 WEST HEDDING STREET  
EAST WING - FIRST FLOOR  
SAN JOSE CA 95110

### NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the Public Works Department of the City of Mountain View has prepared a Mitigated Negative Declaration (a statement of no significant environmental impacts) for the project identified below.

**Project Title:** Central Expressway Sidewalk Improvements, Project 11-44  
**City:** Mountain View, California  
**County:** Santa Clara  
**Public Review Period:** January 3, 2014 - January 24, 2014

In accordance with State California Environmental Quality Act (CEQA) Guidelines, Section 15071 and 15072, and the City of Mountain View procedures for implementation of CEQA, an Initial Study for the above-named project was prepared. Based on the enclosed Initial Study, it has been determined that a Mitigated Negative Declaration is appropriate for this project. An Initial Study and Mitigated Negative Declaration are enclosed, documenting the reasons to support the finding that a Mitigated Negative Declaration is appropriate for this project.

**Project Description:** The project will provide a pedestrian walkway on the northerly side of Central Expressway (Santa Clara County Highway) between Gemini Avenue and Moffett Boulevard where no pedestrian facilities presently exist. Improvements include installing approximately 1,500 feet of five-foot wide sidewalk, curb ramps, trees, signs, and striping. The two traffic signals at the Central Expressway and Shoreline Boulevard ramp intersections will be modified to include pedestrian signals at the crossings. The project will fill in a significant sidewalk gap along Central Expressway that will connect residential neighborhoods north of Central Expressway and west of Shoreline Boulevard with the gateway to the Mountain View Downtown and the Mountain View Transit Center at Moffett Boulevard/Castro Street.

File#:

749

1/03/2014

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It has been determined that this proposed project would not have a significant effect on the environment. Copies of the Initial Study and Mitigated Negative Declaration and all documents referenced in the Mitigated Negative Declaration are now available for review in the Mountain View Public Works Department, City Hall, 500 Castro Street, Mountain View, California. The Mountain View City Council will consider this proposed project at its regularly scheduled meeting on January 28, 2014, or thereabouts, in the Council Chambers, City Hall, 500 Castro Street, Mountain View, California. Comments regarding this project will be received within the public review period stated above pursuant to the requirement of the California Environmental Quality Act.

If you have any questions regarding this project, please contact me at (650) 903-6311 or [joy.houghton@mountainview.gov](mailto:joy.houghton@mountainview.gov).



Joy Houghton, Assistant Civil Engineer

Enclosures: 1. Initial Study  
2. Public Draft Mitigation Negative Declaration

cc: APWD, PCE - Au, ACE - Houghton, F/c



# CITY OF MOUNTAIN VIEW

## INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Central Expressway Sidewalk Improvements  
Project 11-44

**January 2014**

*This statement is prepared in compliance with the California Environmental Quality Act*

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## I. INTRODUCTION

### A. Project Title

Central Expressway Sidewalk Improvements, Project 11-44

### B. Lead Agency Name and Address

City of Mountain View  
Public Works Department  
500 Castro Street  
P.O. Box 7540  
Mountain View, CA 94039-7540

### C. Contact Person and Phone Number

Joy Houghton, Assistant Civil Engineer  
Public Works Department  
(650) 903-6311

### D. Project Location

Central Expressway between Gemini Avenue and Moffett Boulevard  
Mountain View, CA 94039  
City of Mountain View, County of Santa Clara, California



**Exhibit 1 - Location Map**

The project site is located in the central section of the City of Mountain View, in the northern part of Santa Clara County, west of Highway 85 and south of Highway 101. The project site is located on the north side of Central Expressway within the public right-of-way, between Gemini Avenue and Moffett Boulevard (see Exhibit 1: Location Map).

**E. Project Sponsor's Name and Address:**

City of Mountain View  
Public Works Department  
500 Castro Street  
P.O. Box 7540  
Mountain View, CA 94039-7540

**F. General Plan Designation**

Per the Mountain View 2030 General Plan, the designations for the parcels adjacent to the project location are the following: Mixed-Use Corridor, Median Low Density Residential, Low Density, and General Industrial.

**G. Zoning**

The project site is adjacent to several parcels that are zoned CRA (Commercial/Residential Arterial), R1 (Single Family), R2 (One and Two Family), and ML (Limited Industrial).

**H. Project Description**

The project will provide a pedestrian walkway on the northerly side of Central Expressway (Santa Clara County Highway) between Gemini Avenue and Moffett Boulevard where no pedestrian facilities presently exist. Improvements include installing approximately 1,500 feet of five-foot wide sidewalk, curb ramps, trees, signs, and striping. The two traffic signals at the Central Expressway and Shoreline Boulevard ramp intersections will be modified to include pedestrian signals at the crossings.

The project will fill in a significant sidewalk gap along Central Expressway that will connect residential neighborhoods north of Central Expressway and west of Shoreline Boulevard with the gateway to the Mountain View Downtown and the Mountain View Transit Center at Moffett Boulevard/Castro Street.

There are approximately 80-90 trees within the project site that includes Coast

Redwoods, Deodar Cedars, European Hackberries, Canadian Redbuds, Chinese Elms and Tree of Heavens. Although the design of the alignment of the proposed sidewalk has been designed to minimize impacts to trees, a total of 17 trees are proposed to be removed, of which ten are larger than 12" inches in diameter. There are nine trees (four of which are 12" or larger in diameter) that will need to be removed as part of the project because they are in conflict with the proposed sidewalk alignment. Eight trees (six of which are 12" or larger in diameter) will be removed at the southbound Shoreline Boulevard on-ramp on to Central Expressway because the trees block the views of vehicles approaching the intersection where pedestrians will be crossing. Also, low branches of existing trees may have to be pruned for vertical clearance above the new sidewalk.

Construction of the project is anticipated to start in March 2014 and last approximately one month.

#### **I. Surrounding Land Uses and Setting**

The project site is located at the north side of Central Expressway (within the public right-of-way) between Gemini Avenue and Moffett Boulevard/Castro Street, east of Highway 85 and South of Highway 101. The project site is adjacent to a mix of commercial and residential buildings.

The project site is bounded by the City of Mountain View Historic Adobe Building on the west, the Mountain View Caltrain Station and the Mountain View Valley Transportation Authority Light Rail Station on the southwest, and train and light rail tracks to the south.

#### **J. Other Public Agencies Whose Approval is Required**

County of Santa Clara  
Roads and Airport Department  
101 Skyport Drive  
San Jose, CA 95110

## II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” as indicated by the checklist below:

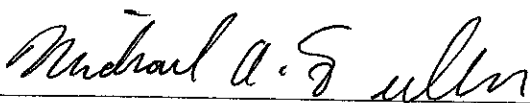
- |   |   |
|---|---|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Land Use / Planning                |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Air Quality                        | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Population / Housing               |
| <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Geology / Soils                    | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Transportation / Traffic           |
| <input type="checkbox"/> Hazards and Hazardous Materials    | <input type="checkbox"/> Utilities / Service Systems        |
| <input type="checkbox"/> Hydrology / Water Quality          | <input type="checkbox"/> Mandatory Findings of Significance |



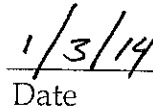
### III. DETERMINATION:

On the basis of this initial evaluation:

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



Michael A. Fuller  
Public Works Director

  
Date

## IV. ENVIRONMENTAL CHECKLIST AND DISCUSSION OF POTENTIAL EFFECTS

### A. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9

**A.1:** The proposed project will not affect a scenic vista. Therefore, no impacts will occur.

**A.2:** The proposed project site is not located within or adjacent to a State scenic highway. Therefore, no significant impacts to scenic resources will occur.

**A.3:** The proposed project will enhance the site with the addition of pedestrian facilities. The project will not degrade the existing visual character of the quality of the project site. Therefore, no impacts will occur.

**A.4:** The proposed project will not create a new source of light or glare. Thus, there are no impacts.

**Finding:** The proposed project will not result in any aesthetic impacts; therefore, no mitigation is required.

## B. AGRICULTURAL AND FOREST RESOURCES

*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.*

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
4. Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**B.1:** The project site is not located in a "Prime Farmland," "Unique Farmland," or Farmland of Statewide Importance," area, as shown on the maps prepared for the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no impacts will occur.

**B.2:** The project site is not zoned for agricultural use, and is not regulated by the Williamson Act. Therefore, no impacts will occur.

**B.3:** The project will not conflict with existing zoning for, or cause rezoning or, forest land, timberland, or timberland zoned Timberland Production. Therefore, no impacts will occur.

**B.4:** The project does not involve any conversion of forest land. Therefore, no impacts will occur.

**B.5:** The project site does not involve any conversion of farmland. Therefore, no impacts will occur.

**Finding:** The proposed project does not impact agricultural resources, and no mitigation is required.

## C. AIR QUALITY

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

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2

**C.1:** The proposed project will not conflict with or obstruct implementation of any air quality plan. This impact is less than significant, and no mitigation is required.

**C.2:** The proposed project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This impact is less than significant, and no mitigation is required.

**C.3 and C.4:** Implementation of the project is not expected to result in a significant impact on air quality. The project may result in temporary dust emissions due to construction activity. Sensitive receptors are defined as facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. The project site is located in a mixed use area consisting of residential, commercial and light industrial. Although sensitive receptors are in the immediate vicinity of the project, the construction impacts would be addressed, resulting in less than significant impact to sensitive receptors.

The project would be subject to the “Dust Control” section of the City’s Public Works Standard Provisions, as follows:

“Attention is directed to Section 30, “Water for Construction,” of these Standard Provisions. At all times during construction and until final completion and acceptance of the work, the Contractor shall prevent the formation of an airborne dust nuisance in such a manner that it will confine dust particles to the immediate surface of the work. The Contractor shall perform such treatment within two (2) hours after notification by the Engineer that the airborne nuisance exists. If the Contractor fails to remove the nuisance within two (2) hours, the city may order that the treatment of the site be done by City personnel and equipment or by others. All expenses incurred in the performance of this treatment shall be charged to the Contractor. The cost shall be paid for by the contractor separately or deducted from the periodic payments to the contractor as such costs are incurred by the City.”

**C.5:** The generation and severity of odors is dependent on a number of factors, including the nature, frequency, and intensity of the source; wind direction; and the location of the receptor(s). Typical facilities known to produce odors include landfills, wastewater treatment plants, manufacturing plants, and certain agricultural activities. Implementation of the proposed project would not result in the addition of any of these facilities. Diesel fuel combusted on-site may create minor odors. However, any odors emitted during construction would be temporary and localized, and they would cease once construction activities have

been completed. This impact is considered less than significant. No mitigation is required.

**Finding:** Potential impacts to air quality are considered less than significant, no mitigation is required.

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## D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,11
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,10
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

**D.1:** The project site is located in an established urban area with no riparian habitat for the candidate, sensitive, or special status species in the area. No endangered, threatened, or rare animals, insect and plant species have been identified at this site.

**D.2:** The proposed project does not involve construction in any riparian areas or other sensitive natural communities. Therefore, no impacts will occur.

**D.3:** The proposed project does not involve construction on any federally protected wetlands. Therefore, no impacts will occur.

**D.4:** The proposed project does not involve construction on surrounding waterways and, therefore, will not interfere with the movement of any native resident or migratory fish or wildlife species. Therefore, no impacts will occur.

**D.5:** The City of Mountain View lies between the foothills of the Santa Cruz Mountains and the San Francisco Bay and the beauty and health of this area has been greatly enhanced by the presence of large numbers of majestic trees. The City's tree preservation program contributes to the welfare and aesthetics of the community and retains the great historical and environmental value of trees.

The following is the City of Mountain View's municipal code to address heritage trees.

### **Mountain View Municipal Code Protection of the Urban Forest Ordinance**

Heritage tree shall mean any one of the following:

- A tree which has a trunk with a circumference of forty-eight (48) inches 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.



“Removal” shall mean the physical removal of a tree or causing the death of a tree through damaging, poisoning, or other direct or indirect action, including excessive trimming, pruning or mutilation that sacrifices the health, destroys or diminishes the aesthetic quality, or diminishes the life expectancy of the tree(s)

### **Heritage Tree Preservation**

- a. Any person who owns, controls, has custody or possession of any real property within the city shall maintain and preserve all heritage trees located thereon in a state of good health. Failure to do so shall constitute a violation of the ordinance.
- b. No person shall willfully injure, damage, destroy, move or remove a heritage tree except pursuant to the terms and conditions of a permit granted pursuant to this ordinance.
- c. Construction/grading activity. Any owner or person who conducts any grading of construction activity on property shall do so in such a manner as to not threaten the health or viability or cause the removal of any heritage tree. The director or the community development director may impose conditions on any city permit to require construction fencing and/or the use of protective grading methods to assure compliance with this section. In addition to said conditions, the following shall apply:
  - 1) Except as otherwise provided in this section, excavation adjacent to any heritage tree shall not be permitted where material damage to the root system may result. When proposed developments encroach into the drip line of any heritage tree, special construction techniques to allow the roots to breathe and obtain water may be required as a condition(s) to approval of any application for a building, zoning, permit or removal permit.
  - 2) The existing ground surface within four (4) feet (measured horizontally) of the base of any heritage tree shall not be cut, filled, compacted or pared except for existing, permitted encroachments such as sidewalks or otherwise expressly approved by the community development director pursuant to an approved arborist’s report. Tree wells may be used where advisable.

City capital improvement projects which propose the removal of any heritage tree shall be submitted by the City project staff to the City's arborist for review and recommendation of appropriate mitigation measures. The arborist's recommendations shall be forwarded by City project staff to the Urban Forestry

Board for their recommendation on the number, size and location of replacement trees. The recommendation of the Urban Forestry Board shall be forwarded by City project staff to the City Council for their consideration with the approval of the project.”

There are approximately 80-90 trees within the project site and 17 trees are proposed to be removed. An arborist has prepared a report evaluating the conditions of the trees and a summary of the 17 trees proposed for removal is provided in the table below.

**Table 1 - Summary of Trees to be Removed**

Tree #	Tree Name	Circumference (in inches)	Diameter (in inches)	Height (in feet)	Overall Condition
1	European Hackberry ( <i>Celtis Australis</i> )	41	13	20	Good
2	European Hackberry ( <i>Celtis Australis</i> )	41	13	20	Good
3	European Hackberry ( <i>Celtis Australis</i> )	31	10	15	Poor
4	Chinese Elm ( <i>Ulmus Parvifolia</i> )	31	10	27	Poor
5	Chinese Elm ( <i>Ulmus Parvifolia</i> )	38	12	38	Fair
6	Southern Magnolia ( <i>Magnolia Grandiflora</i> )	13	4	20	Poor
7	Canary Island Date Palm ( <i>Phoenix Canariensis</i> )	110	35	17	Good
8	Aleppo Pine ( <i>Pinus Halepensis</i> )	28	9	60	Very Poor
9	Aleppo Pine ( <i>Pinus Halepensis</i> )	85	27	22	Very Poor
10	Aleppo Pine ( <i>Pinus Halepensis</i> )	41	13	60	Very Poor
11	Aleppo Pine ( <i>Pinus Halepensis</i> )	60	19	60	Poor
12	Aleppo Pine ( <i>Pinus Halepensis</i> )	66	21	38	Poor
13	Coast Live Oak ( <i>Quercus Agrifolia</i> )	47	15	27	Good
14	Deodar Cedar ( <i>Cedrus Deodara</i> )	50	16	50	Good
15	Canadian Redbud ( <i>Cercis Canadensis</i> )	16	5	14	Fair
16	Canadian Redbud ( <i>Cercis Canadensis</i> )	22	7	14	Fair
17	Canadian Redbud ( <i>Cercis Canadensis</i> )	13	4	11	Fair

**Mitigation Measure D-5:** The 17 trees noted to be removed will be replaced with 21 new trees to be planted within the project site as part of the project. Trees that are not noted to be removed may be impacted during construction through grading. The following mitigation measures will be implemented to minimize the impact to the trees to remain:

1. No excavation deeper than 6 inches should be done within five feet of the trunk.
2. Redwood trees should receive 300 gallons of water each one month before excavation occurs
3. The soil shall be wet down with at least 100 gallons of water per tree each day construction is occurring.
4. Low branches which are suspended at 7 feet or less above the new walkway should be removed back to the trunk.
5. Any root of 2.5 inches in diameter or larger which are encountered during this excavation must be cut cleanly and the stub ends painted with latex paint.
6. A 6 foot chain link fence should be installed 3.5 feet from the trunk of the redwood trees to prevent any construction equipment from compressing soil beneath their canopies.

**D.6:** The proposed project is not within the study area of any approved Habitat Conservation Plans or Natural Community Conservation Plans. Therefore, there is no impact.

**Finding:** Impacts related to biological resources are considered less than significant if mitigation measures are implemented.

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**E. CULTURAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**E.1:** According to a cultural resources assessment prepared for the City's General Plan and the Record Search Results for the project area, there are no known historical resources in the vicinity of the proposed project site.

**E.2:** There are no known archaeological resources in the vicinity of the project site. Therefore, there are no impacts.

**E.3:** There are no known paleontological resources in the vicinity of the project site. Therefore, there are no impacts.

**E.4:** There are no known human remains in the vicinity of the project site. Therefore, there are no impacts.

**Finding:** No impacts to cultural resources are expected, and no mitigation is required.

## F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
<i>i)</i> Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
<i>ii)</i> Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
<i>iii)</i> Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
<i>iv)</i> Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
2. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,5
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off -site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**F.1.i:** The project site is not located in an Alquist-Priolo Earthquake Fault Zone,<sup>1</sup> as defined by the California State Department of Conservation, Division of Mines and Geology (CDMG). In addition, no active or potentially active faults exist on or in the immediate vicinity of the site.<sup>2</sup> The City of Mountain View is situated about 6 miles east of the San Andreas Fault and 10 miles west of the Hayward Fault. The project site is not located on an active or potentially active fault.

**F.1.ii:** The project site is located in the San Francisco Bay Area, a region of intense seismic activity. Recent studies by the United States Geological Survey (USGS) indicate that there is 70 percent likelihood of occurrence of a Richter magnitude 6.7 or greater earthquake in the Bay Area in the next 30 years. An earthquake occurring on either the San Andreas or Hayward Faults could result in severe ground shaking and seismic settlement in Mountain View. No people or structures reside within the project site.

**F.1.iii:** The project site is located within an area zoned by the State of California as having the potential for seismically induced liquefaction hazards and in a Santa Clara County mapped liquefaction zone. Since the project site is located in an open space, and would not increase the risk of loss, injury or death involving seismic-related ground failure and liquefaction, impacts are considered less than significant.

**F.1.iv:** According to the California Seismic Hazards Zone Map, the project site is not located within an earthquake-induced landslide area; thus, there is no impact.

**F.2:** The project site is relatively flat and not adjacent to any steep slopes and, therefore, not likely to be subject to heavy erosion. Therefore, no impact is anticipated.

**F.3:** The project site is not located in an area of high potential for liquefaction or differential settlement (Seismic Hazard Zone D). The proposed project involves constructing sidewalk with very minimal excavation that will not result in the soil becoming unstable. Impacts will be less than significant.

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<sup>1</sup> Alquist-Priolo Zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those specifically zoned areas.

<sup>2</sup> An active fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately within the last 10,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not mean that faults lacking evidence of surface displacement are necessarily inactive. Sufficiently active is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments (Hart, 1997).

**F.4:** The soil within the project site is potentially expansive. Since no people or structures reside within the project site, the risk to life or property is less than significant.

**F.5:** The proposed project will not generate wastewater and, therefore, no impact will occur.

**Finding:** No significant geology and soils impacts are anticipated, and no mitigation is required.

## G. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	14
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	14

**G.1:** The major impact of greenhouse gas (GHG) emission on the environment is its effect on the global climate change, caused in large part by the combustion of fossil fuels. The principal GHGs contributing to global warming are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O) and fluoridated compounds. The Bay Area Air Quality Management District (BAAQMD) directs the Lead Agency to quantify and disclose GHG emissions that would occur during construction, and make a determination on the significance of these construction-generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals. Table 2 presents a summary of expected total construction-related emissions in metric tons.

**Table 2 - Construction GHG Emissions (metric tons)**

Year	Diesel Fuel			Total CO <sub>2</sub> e
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	
2012	140.044	5.67E-03	1.134E-03	140.515
BAAQMD Threshold	-	-	-	-
Source: BAAQMD 2011 Air Quality Guidelines World Resources Institute 2008 GHG protocol for stationary combustion				

As shown in Table 2, the proposed project would result in 140 metric tons of CO<sub>2</sub>e during construction activities. These emissions are primarily the result of diesel powered stationary generators. They are considered short-term as the source of emissions will cease once construction is complete. The project will implement the BAAQMD’s best management practices to reduce GHGs to the extent feasible. With implementation of these measures, the impact is considered less than significant and no additional mitigation is required.

**Mitigation Measure G-1:** The project will implement, to the extent feasible the BAAQMD’s best management practices outlined in their CEQA Guideline. BMP include:

- Using alternative-fueled (e.g. biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet.
- Using local building materials of at least 10 percent.
- Recycling or reusing at least 50 percent of construction waste or demolition materials.

**G.2:** The State has adopted several policies and regulations for the purpose of reducing GHG emissions. The most stringent of these is AB 32, which is designated to reduce State-wide GHG emissions to 1990 levels by 2020. The proposed project would generate less than significant levels of GHG emissions following the implementation of the BAAQMD’s best management practices, to the extent feasible. Thus, project-generated GHG emissions would not conflict with the State goals listed in AB 32 or in any other State policies adopted to reduce GHG emissions and would, therefore, result in less than significant impact. No additional mitigation is required.

**Finding:** Potential impacts to greenhouse gas emissions are considered less than significant if mitigation measures are implemented.



## H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9

including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

**H.1:** The proposed project will not involve the routine transport, use, or disposal of hazardous materials and, therefore, would not create a significant hazard.

**H.2:** The proposed project will not cause a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving release of materials into the environment?

**H.3:** The proposed project will not emit hazardous emissions or handle hazardous materials, substances or waste. The nearest school is more than one-quarter of mile from the project site (Mountain View Academy on Shoreline Boulevard).

**H.4:** The proposed project site is not on a list of hazardous materials sites pursuant to Government Code Section 65965.5.

**H.5 and H.6:** The proposed project site is not located within an airport land use plan. Moffett Federal Airfield, a nonpublic and nonpublic-use airport, is 1.7 miles away.

**H.7:** The proposed project will not impact or physically impact any adopted emergency response plan or evacuation plan.

**H.8:** The project site is located in an urbanized area, and therefore, not subject to wildland fires.

**Finding:** Impacts related to hazards and hazardous materials are considered less than significant if mitigation measures are implemented.

## I. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,5
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,13
6. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	5
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4

8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4
9. Expose people of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
10. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**I.1:** The contractor will be required to adhere to the City's adopted Best Management Practices during construction and no water quality standards or waste discharge requirements will be violated.

**I.2:** The proposed project will not deplete groundwater supplies or interfere with groundwater recharge.

**I.3:** The proposed project will not alter the existing drainage pattern of the site or area, including any streams or rivers. The project site drainage pattern will remain unchanged. The project will not increase erosion, siltation or surface runoff. No impacts are anticipated.

**I.4:** The proposed project will not alter the existing drainage pattern of the site or area, including any streams or rivers. The project site drainage pattern will remain unchanged. The project will not increase erosion, siltation or surface runoff. No impacts are anticipated.

**I.5:** The proposed project will not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, nor provide substantial additional source of polluted runoff. No impacts are anticipated.

**I.6:** A major source of water quality deterioration is "nonpoint source" pollution, which results from urban runoff. Urban runoff is typically contaminated by oil and grease from parking areas and roads, sediments from construction-related activities, pesticides and fertilizers from landscaping, and lead or other heavy metals from automobiles.

Construction activities may contribute to the contamination of surface runoff. The project will be required to adhere to the City's adopted Best Management Practices for construction sites as required by Mountain View Municipal Code Section 35.32.10(t). Best Management Practices are cost-effective practices which

comply with stormwater discharge regulations and are accepted by the City of Mountain View and the Santa Clara Valley nonpoint source discharge program for minimizing discharges of polluted water or industrial waste to the storm or sanitary sewer system, thereby protecting water quality in streams, the groundwater basin and the Bay. Adherence to existing regulations will result in no significant water quality impacts.

**I.7:** The project does not include housing. Therefore, there would be no impact.

**I.8:** The project does not include structures which would impede or redirect flood flow; therefore, the project will have no impact.

**I.9:** The project does not include structures or features that will attract people. Therefore, no impact is anticipated.

**I.10:** The project does not include any features that would impact the environment with the inundation of seiche, tsunami or mudflow.

**Finding:** No significant hydrology and water quality impacts are expected, and no mitigation is required.

## J. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,6
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**J.1:** The project will not be in conflict with the City of Mountain View's General Plan to protect and restore plant and wildlife habitat.

**J.2:** The project site is not within the boundaries of a Habitat Conservation Plan or Natural Community Conservation Plan.

**J.3:** The proposed project will not physically disrupt or divide an established community.

**Finding:** No impacts to land use and planning are expected, and no mitigation is required.

## K. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**K.1:** There are no known mineral resources in the vicinity of the project site.

**K.2:** There are no known locally important mineral resource recovery sites in the vicinity of the project site.

**Finding:** No impacts to mineral resources are expected, and no mitigation is required.

## L. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,10
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**L.1:** The project involves excavation of existing roadway. Noise level will be measured and kept within the threshold established in the City's Noise Ordinance by muffler or sound barrier if necessary. No significant impact is anticipated.

**L.2:** The project does not involve any significant earth moving activity that will create ground-borne vibration or ground-borne noise. No impact is anticipated.

**L.3:** The proposed project will not generate any permanent increase in ambient noise level. No impact is anticipated.

**L.4:** As discussed in L.1, noise from the construction will only be temporary in nature during construction. The level is less than significant and, therefore, no mitigation is required.

**L.5:** The project site is not within an airport land-use plan or within two miles of a public or public-use airport, so there is no impact and no mitigation is required.

**L.6:** The project site is not within the vicinity of a private airstrip, so there is no impact and no mitigation is required.

**Finding:** Noise impacts are expected to be less than significant, and no mitigation is required.

## M. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**M.1:** This project does not include features that will induce any population growth. No impacts are anticipated.

**M.2:** The proposed project will not displace people or housing.

**M.3:** The proposed project will not displace people or housing.

**Finding:** No impacts to population and housing are expected and no mitigation is required.



**N. PUBLIC SERVICES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9

**N.1.a:** The proposed project will not result in significant impacts to fire protective services. No buildings are proposed for the project. Therefore, the proposed project will not be considered a fire hazard and will not exceed the capacity of the City Fire Department to serve the site with fire protection services and resources.

**N.1.b:** The project does not create new or alter police services.

**N.1.c:** The proposed project will not require new or alter school services.

**N.1.d:** The project will not result in new or alter park services.

**N.1.e:** The project will have no impacts on libraries, senior centers or other public facilities. The project will not increase the demand placed on other public facilities and no impacts will occur.

**Finding:** No significant impacts to public services are expected, and no mitigation is required.

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**O. RECREATION**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9

**O.1:** The proposed project will not increase the use of existing neighborhood and regional parks or other recreational facilities. No impacts are anticipated.

**O.2:** The proposed project does not include nor expand recreational facilities. No adverse physical effect on the environment is expected.

**Finding:** No significant impacts to recreation resources are expected, and no mitigation is required.

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## P. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
3. Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
5. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**P.1:** The project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for performance of the circulation system.

**P.2:** The project will not conflict with the Congestion Management Plan.

**P.3:** The proposed project will not affect air traffic patterns.

**P.4:** The project will construct sidewalks and curb ramps at a location where there is no existing pedestrian path. After project completion, vehicles may not expect pedestrians using the sidewalk along Central Expressway. Signage will be provided for vehicles. Trees and shrubs will be trimmed to provide better visibility for pedestrian and vehicles approaching intersections.

**P.5:** The project does not change access to the site and, therefore, will not result in inadequate emergency access.

**P.6:** The project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

**Finding:** Impacts to transportation and traffic are expected to be less than significant, and no mitigation is required.

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## Q. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Data Sources
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,9
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
5. Result in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9
7. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9

**Q.1:** The proposed project will not generate wastewater.

**Q.2:** The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

**Q.3:** The proposed project will not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities.

**Q.4:** There will be sufficient water supplies available to serve the proposed project from existing resources. Water supplies will come from hydrants in the vicinity of the project site during construction.

**Q.5:** The proposed project will not generate wastewater.

**Q.6:** No solid waste is expected to be generated in construction.

**Q.7:** The proposed project will not generate solid waste and, therefore, Federal, State and local statutes and regulations related to solid waste do not affect the project.

**Finding:** No significant impacts to utilities and service systems are expected, and no mitigation is required.

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**R. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**R.1:** The proposed project has the potential to degrade the quality of the environmental through removal of 17 trees.

**Mitigation Measure D-5:** The 17 trees noted to be removed will be replaced with 21 new trees to be planted within the project site as part of the project. Trees that are not noted to be removed may be impacted during construction through grading. The following mitigation measures will be implemented to minimize the impact to the trees to remain:

1. No excavation deeper than 6 inches should be done within five feet of the trunk.

2. Redwood trees should receive 300 gallons of water each one month before excavation occurs
3. The soil shall be wet down with at least 100 gallons of water per tree each day construction is occurring.
4. Low branches which are suspended at 7 feet or less above the new walkway should be removed back to the trunk.
5. Any root of 2.5 inches in diameter or larger which are encountered during this excavation must be cut cleanly and the stub ends painted with latex paint.
6. A 6 foot chain link fence should be installed 3.5 feet from the trunk of the redwood trees to prevent any construction equipment from compressing soil beneath their canopies.

**Mitigation Measure G-1:** The project will implement, to the extent feasible the BAAQMD's best management practices outlined in their CEQA Guideline. BMP include:

- Using alternative-fueled (e.g. biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet.
- Using local building materials of at least 10 percent.
- Recycling or reusing at least 50 percent of construction waste or demolition materials.

**R.2:** The proposed project will not have impacts that are individually limited or cumulatively considerable.

**R.3:** The proposed project will not have environmental effects which will cause adverse effects on human beings, directly or indirectly.

**Finding:** Impacts related to the quality of the environment are considered less than significant if mitigation measures are implemented.

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## V. LIST OF DATA SOURCES:

1. City of Mountain View 2030 General Plan, City of Mountain View, 2012.
2. Rules and Regulations, Bay Area Air Quality Management District.
3. The San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard and the Bay Area 2000 Clean Air Plan, Bay Area Air Quality Management District.
4. Flood Insurance Rate Map, Federal Emergency Management Agency, 2008.
5. Best Management Practices, City of Mountain View.
6. Zoning Code, City of Mountain View.
7. City of Mountain View Cultural Resources Assessment.
8. California Seismic Hazards Zone Map.
9. Central Expressway Sidewalk Improvements, Project 11-44 – Conceptual Plans.
10. City of Mountain View Stationary Equipment Noise Ordinance.
11. LSA Associates, Inc., 2009. Chapter 12: Environmental Resources. *Mountain View General Plan Update Current Conditions Report*. Prepared for the City of Mountain View. Mountain View, CA.
12. Waste Discharge Requirements, RWQCB Order 96-040.
13. City-wide Storm Drainage Master Plan, August 2005.
14. BAAQMD CEQA Air Quality Guidelines, May 2012 Update.

# Appendix A

## CENTRAL EXPRESSWAY SIDEWALK IMPROVEMENTS, PROJECT 11-44 – MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation	Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring / Reporting Responsibility
D.5	<p><b>Mitigation Measure D-5:</b> The 17 trees noted to be removed will be replaced with 21 new trees to be planted within the project site as part of the project. Trees that are not noted to be removed may be impacted during construction through grading. The following mitigation measures will be implemented to minimize the impact to the trees to remain:</p> <ul style="list-style-type: none"> <li>• No excavation deeper than 6 inches should be done within five feet of the tree trunk,</li> <li>• Redwood trees should receive 300 gallons of water each one month before excavation occurs,</li> <li>• The soil shall be wet down with at least 100 gallons of water per tree each day construction is occurring,</li> <li>• Low branches which are suspended at 7 feet or less above the new walkway should be removed back to the trunk,</li> <li>• Any root 2.5 inches in diameter or larger which are encountered during this excavation must be cut cleanly and the stub ends painted with latex paint,</li> <li>• A 6 foot chain link fence should be installed 3.5 feet from the trunk of the redwood trees # to prevent any construction equipment from compressing soil beneath their canopies.</li> </ul>	City	Preconstruction and Construction.	City of Mountain View Public Works

## CENTRAL EPXRESSWAY SIDEWALK IMPROVEMENTS, PROJECT 11-44 – MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation	Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring / Reporting Responsibility
G.1	<p><b>Mitigation Measure G-1:</b> The project will implement, to the extent feasible the BAAQMD’s best management practices outlined in their CEQA Guideline. BMP include:</p> <ul style="list-style-type: none"> <li>• Using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet.</li> <li>• Using local building materials of at least 10 percent. The material used on the project will be procured locally where available.</li> <li>• Recycling or reusing at least 50 percent of construction waste or demolition materials.</li> </ul>	City and Contractor	During Construction	City of Mountain View Public Works

# Appendix B

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

**I. INTRODUCTION**

**A. Project Title**

Central Expressway Sidewalk Improvements, Project 11-44

**B. Lead Agency Name and Address**

City of Mountain View  
Public Works Department  
500 Castro Street  
P.O. Box 7540  
Mountain View, CA 94039-7540

**C. Contact Person and Phone Number**

Joy Houghton, Assistant Civil Engineer  
Public Works Department  
(650) 903-6311

**D. Project Location**

Central Expressway between Gemini Avenue and Moffett Boulevard  
Mountain View, CA 94039  
City of Mountain View, County of Santa Clara, California



**Exhibit 1: Location Map**

The project site is located in the central section of the City of Mountain View, in the northern part of Santa Clara County, west of Highway 85 and south of Highway 101. The project site is located on the north side of Central Expressway (within the public right-of-way) between Gemini Avenue and Moffett Boulevard (see Figure 1: Location Map).

**E. Project Sponsor's Name and Address:**

City of Mountain View  
Public Works Department  
500 Castro Street  
P.O. Box 7540  
Mountain View, CA 94039-7540

**F. General Plan Designation**

The General Plan designations for the parcels adjacent to the project location, per the Mountain View 2030 General Plan, are the following: Mixed Use Corridor, Medium Low Density Residential, Low Density, and General Industrial.

**G. Zoning**

The project site is adjacent to several parcels that are zoned CRA (Commercial/Residential Arterial), R1 (Single Family), R2 (One and Two

Family), and ML (Limited Industrial).

## **H. Project Description**

The project will provide a pedestrian walkway on the northerly side of Central Expressway (Santa Clara County Highway) between Gemini Avenue and Moffett Boulevard where no pedestrian facilities presently exist. Improvements include installing approximately 1,500 feet of five-foot wide sidewalk, curb ramps, trees, signs, and striping. The two traffic signals at the Central Expressway and Shoreline Boulevard ramp intersections will be modified to include pedestrian signals at the crossings.

The project will fill in a significant sidewalk gap along Central Expressway that will connect residential neighborhoods north of Central Expressway and west of Shoreline Boulevard with the gateway to the Mountain View Downtown and the Mountain View Transit Center at Moffett Boulevard/Castro Street.

There are approximately 80-90 trees within the project site that includes Coast Redwoods, Deodar Cedars, European Hackberries, Canadian Redbuds, Chinese Elms and Tree of Heavens. Although the design of the alignment of the proposed sidewalk has been designed to minimize impacts to trees, a total of 17 trees are proposed to be removed, of which ten are larger than 12" inches in diameter. There are nine trees (four of which are 12" or larger in diameter) that will need to be removed as part of the project because they are in conflict with the proposed sidewalk alignment. Eight trees (six of which are 12" or larger in diameter) will be removed at the southbound Shoreline Boulevard on-ramp on to Central Expressway because the trees block the views of vehicles approaching the intersection where pedestrians will be crossing. Also, low branches of existing trees may have to be pruned for vertical clearance above the new sidewalk.

Construction of the project is anticipated to start in March 2014 and last approximately one month.

## **I. Surrounding Land Uses and Setting**

The project site is located at the north side of Central Expressway (within the public right-of-way) between Gemini Avenue and Moffett Boulevard/Castro Street, east of Highway 85 and South of Highway 101. The project site is adjacent to a mix of commercial and residential buildings.

The project site is bounded City of Mountain View Historic Adobe Building



on the west, the Mountain View Caltrain Station and the Mountain View Valley Transportation Authority Light Rail Station on the southwest, and train and light rail tracks to the south.

**J. Other Public Agencies Whose Approval is Required**

County of Santa Clara  
Roads and Airport Department  
101 Skyport Drive  
San Jose, CA 95110

**II. DETERMINATION**

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Public Works 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 and, therefore, a Mitigated Negative Declaration is provided.*

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

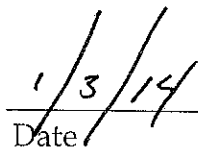
### III. FINDINGS

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.



Michael A. Fuller  
Public Works Director



Date

File#:

749

1/03/2014